

## 1990-2006 6-SPEED BIG TWIN BUILDER'S KITS

	Fitment	Country of Origin	Rider Profile	89 MPH 6-Speed RPM Drop from Stock 6th Gear (28/36 for DD5 & DD6 for CDS with 32/79 Rear)	Machining (and Ease-of-Install Details)	Retail Price	Additional Parts Required	Warranty Yr./Mi.	Gear Ratio Options	Gear Comments	Shift System	Trap Door	Comments	Summary
<b>H-D 5-Speed</b>	1984-2006 FLT-FLH 1984-2006 Softail 1991-2005 Dyna	No longer available		N/A	None	No longer available	N/A	N/A	Internal/Effective: 3.21 (1st), 2.21 (2nd), 1.57 (3rd), 1.23 (4th), 1.00 (5th) Overall: 10.11 (1st), 6.96 (2nd), 4.95 (3rd), 3.88 (4th), 3.15 (5th)	All Spur Cut Gears	4-degree dogs	Black & Raw	5th gear is 99% efficient 1.7red and true design goes back to 1980 3400 rpm @ 80 mph is hard on the engine and the rider Clunky shift quality	
<b>BAKER DD5 - Direct Drive 5-Speed Transmission</b>	1987-2006 FLT-FLH 1987-2006 Softail 1991-2005 Dyna 1987-1994 & 1999 FXR	USA	Designed for riders who want an upgraded performance 5-Speed replacement	N/A	Typically no clearance required—gearset designed to fit in OEM case. On occasion the case may require clearance due to OEM fluctuations in the case casting process	\$2,795.00	Recal unit on all electronic speedometer models	5-Year/50,000 Miles	Internal/Effective: 2.94/3.24 (1st), 2.21 (2nd), 1.60 (3rd), 1.23 (4th), 1.00 (5th) Overall: 8.99/9.91 (1st), 6.76 (2nd), 4.89 (3rd), 3.76 (4th), 3.05 (5th)	All Spur Cut Gears	CNC steel shift drum Fixed spindle shift drum Redundant neutral detent 1-degree dog Heavy-duty 2000-psi ratchet pawl spring BAKER Anti-Overshift Ratchet Pawl Standard (1-N-2-3-4-5-6) or N1 (N-1-2-3-4-5-6) shift patterns	Same width as OEM Polished or Black Billet 6061-T6 bearing door Door bearings are larger providing 20% more dynamic load capacity than stock bearings	-One-piece countershaft with 5th gear -Larger 52mm door bearings -Billet 6061-T6 door for strength -Hard chrome plated shift forks for wear resistance -Roller detent nut system with redundant neutral detent improves neutral finding -Handles over 200 lbs of torque (more than stock) -Easier to find neutral -Smother shifting -Longer lasting components over stock	The BAKER DD5 is the ultimate 5-speed performance upgrade for your 1987-2006 FLT-FLH, 1987-2006 Softail, 1991-2005 Dyna, and 1987-1994 & 1999 FXR motorcycle! Engineered for riders seeking enhanced performance, this transmission is meticulously designed for a seamless fit in your OEM case, typically requiring no clearance.  Priced at \$2,795.00 with an impressive 5-Year/50,000 Miles warranty, this upgrade is not only reliable but also cost-effective. Featuring a gear ratio of 2.94 or 3.24 (1st), 2.21 (2nd), 1.60 (3rd), 1.23 (4th), 1.00 (5th) and all spur cut gears, it ensures optimal performance. The CNC steel shift drum, redundant neutral detent, and heavy-duty components make it a durable choice. Plus, the polished or black finish, billet 6061-T6 door, and larger bearings provide both style and strength.  The DD5 has a robust one-piece countershaft design, specifically engineered to eliminate the notorious weakness of stock 5-speeds under high horsepower and heavy CVW applications, all crafted with precision from 8620 steel for quiet gear pairs and minimal backlash. Experience smoother shifting, easier neutral finding, and over 200 lbs of torque handling—upgrade to the BAKER 5-Speed transmission today!
<b>BAKER DD6 - Direct Drive 6-Speed Transmission</b>	1990-2006 Softail 1991-2005 Dyna 1999 FXR 1990-2006 FLT-FLH	USA	Designed for touring riders who put on miles	363	Typically no clearance required—gearset designed to fit in OEM case. On occasion the case may require clearance due to OEM fluctuations in the case casting process	\$3,195.00	Recal unit on all electronic speedometer models	5-Year/50,000 Miles	Effective: 3.24 (1st), 2.20 (2nd), 1.61 (3rd), 1.24 (4th), 0.99 (5th), 0.80 (6th) Internal: 3.77 (1st), 2.56 (2nd), 1.87 (3rd), 1.44 (4th), 1.10 (5th), 1.00 (6th) Overall: 10.60 (1st), 7.19 (2nd), 5.25 (3rd), 4.05 (4th), 3.23 (5th), 2.81 (6th)	Spur Cut 1st-3rd Gear, Helical Cut 4th-6th	CNC steel shift drum Fixed spindle shift drum Redundant neutral detent 1-degree dog Heavy-duty 2000-psi ratchet pawl spring BAKER Anti-Overshift Ratchet Pawl Standard (1-N-2-3-4-5-6) or N1 (N-1-2-3-4-5-6) shift patterns offered	Same width as OEM Polished or Black Billet 6061-T6 bearing door	-28 tooth comp sprocket supplied with 14 to overdrive the primary drive -14% more starter torque with 28 tooth comp sprocket -14% less torque into the transmission for less wear and tear with the 28 tooth comp sprocket -Diamond cut gearset made out of 8620 steel -All transmission seals, gaskets and hardware are included	The BAKER DD6 (Direct Drive 6-Speed) is a top-tier transmission upgrade for Evo and early Twin-Cam applications. Made in the USA, it's built for touring riders who demand an extra gear.  Priced at \$3,195, the DD6 features a CNC steel shift drum, redundant neutral detent, and 1-degree dogs for reliability. The 1st-3rd gears are spur-cut, 4th-6th are helical-cut, ensuring seamless shifts.  With gear ratios finely tuned for performance (1st to 6th: 10.60 to 2.81), the DD6 typically requires no clearance and is designed to fit in an OEM case. The provided 28-tooth comp sprocket enhances the starter torque by 14%.  The DD6 delivers a premium riding experience, backed by a 5-Year/50,000 Miles warranty. Upgrade today for unmatched performance and reliability.
<b>BAKER DD6 - Overdrive 6-Speed Transmission</b>	1990-2006 Softail 1991-2005 Dyna 1999 FXR 1990-2006 FLT-FLH	USA	Designed for speed freaks and custom bikes	475	Typically no clearance required—gearset designed to fit in OEM case. On occasion the case may require clearance due to OEM fluctuations in the case casting process	\$3,195.00	Recal unit on all electronic speedometer models	5-Year/50,000 Miles	Internal/Effective: 2.94 (1st), 2.21 (2nd), 1.60 (3rd), 1.23 (4th), 1.00 (5th), .86 (6th) Overall: 9.26 (1st), 6.96 (2nd), 5.04 (3rd), 3.87 (4th), 3.15 (5th), 2.71 (6th)	All Spur Cut Gears	CNC steel shift drum Fixed spindle shift drum Redundant neutral detent 4-degree dog Heavy-duty 2000-psi ratchet pawl spring BAKER Anti-Overshift Ratchet Pawl Standard (1-N-2-3-4-5-6) or N1 (N-1-2-3-4-5-6) shift patterns offered	Polished, Black, with or with out ear Wider than stock—requires modification of exhaust brackets Billet 6061-T6 bearing door	True overdrive in the transmission Based on venerable 5-Speed Diamond cut gearset made out of 8620 steel All transmission seals, gaskets, and hardware are included	The BAKER DD6 (Overdrive 6-Speed) is a high-performance transmission upgrade for Evo and early Twin-Cam applications. Crafted in the USA for speed enthusiasts and custom bikes who demand an extra gear.  Priced at \$3,195, the DD6 offers a thrilling Internal/Effective ratio of 2.94 (1st) to 0.86 (6th) and an overall ratio of 9.26 (1st) to 2.71 (6th). The DD6 typically requires no clearance and is designed to fit in an OEM case.  Precision-engineered with all spur-cut gears, a CNC steel shift drum, and 4-degree dogs, Experience the overdrive based on the venerable 5-Speed design, featuring a Diamond cut gearset made from 8620 steel. Elevate your ride with the BAKER DD6 kit, a comprehensive upgrade with style and performance.

	Fitment	Country of Origin	Rider Profile	89 MPH 6-Speed RPM Drop from Stock 6th gear (28/46 with 32/65 Rear)	Machining (and Ease-of-Install Details)	Retail Price	Additional Parts Required	Warranty Yr./Mi.	Gear Ratio Options	Gear Comments	Shift System	Trap Door	Comments	Summary
<b>H-D Cruise Drive</b>	2007-Later Touring 2007-Later Softail 2006-Later Dyna	USA		N/A	None	Consult dealer	N/A	2-year/unlimited miles	Internal/Effective: 3.34 (1st), 2.30 (2nd), 1.71 (3rd), 1.41 (4th), 1.16 (5th), 1.00 (6th) Overall: 9.31 (1st), 6.42 (2nd), 4.77 (3rd), 3.93 (4th), 3.28 (5th), 2.79 (6th)	1st Gear Spur Cut, 2nd-6th Gears Helical Cut	Cad steel shift drum 1-degree dogs	Black & Raw	4th gear is 99% efficient 2nd and 3rd gears have been known to fail	
<b>BAKER DD7 - Direct Drive 7-Speed</b>	2007-Later Touring 2007-Later Softail 2006-Later Dyna	USA	Designed for heavier loaded down bikes or riding in hilly areas	N/A	Typically no clearance required—gearset designed to fit in OEM case. On occasion the case may require clearance due to OEM fluctuations in the case casting process	\$3,695.00	The DD7 has different gear ratios than the stock transmission (except DD7 7th gear is the same as stock 6th gear, 1:1). This changes the input to the ECM. The gear indicator and cruise control may only operate in 7th gear. To connect the gear indicator in all gears and enable cruise control, an ECM re-flash is required. Existing tuners must have an option to modify transmission gear ratios in order to re-flash the ECM.	5-Year/50,000 Miles	Internal/Effective: 3.76 (1st), 2.73 (2nd), 2.06 (3rd), 1.65 (4th), 1.27 (5th), 1.10 (6th), 1.00 (7th) Overall: 10.81 (1st), 7.91 (2nd), 5.92 (3rd), 4.46 (4th), 3.65 (5th), 3.16 (6th), 2.87 (7th)	Spur Cut 1st-3rd Gear, Helical Cut 4th-7th	CNC steel shift drum Frictionless bearing detent system, 11/32" detent ball bearing riding on 60 micro ball bearings Fixed spindle design for smooth, low inertia indexing Easy to find neutral Billet steel matched, hard chrome plated shift forks	Same width as OEM Polished, Black or CVO Charcoal Billet 6061-T6 bearing door	-Shorter first gear ratio (numerically higher) to help with the off the spit get up and go, as well as slow speed maneuvering around the bar parking lot -Compatible with all types of aftermarket side covers, as well as the stock side cover -BAKER Direct Drive 7 Speed Stock Side Cover option included -Experience of smooth, crisp, continuously pulling acceleration -No lag drops in RPM from one gear to the next -No lagging the motorcycle off of a stop light -Stronger torque capacity than stock	The BAKER DD7 (Direct Drive 7-Speed) transmission, meticulously designed for 2007-Later Touring, 2007-Later Softail, and 2006-Later Dyna models. Priced at \$3,695.00, this transmission is crafted to cater to heavier, loaded down bikes or those navigating hilly terrain.  The DD7 boasts a gearset designed to fit seamlessly into OEM cases, requiring no clearance. With a 5-Year/50,000 Miles warranty, this transmission offers peace of mind for the long haul.  Featuring distinctive gear ratios, the DD7 makes full use of the late-model torque and power output. Key specifications include internal/effective ratios of 3.76 (1st), 2.73 (2nd), 2.06 (3rd), 1.65 (4th), 1.27 (5th), 1.10 (6th), and 1.00 (7th). The overall ratios are 10.81 (1st), 7.91 (2nd), 5.92 (3rd), 4.46 (4th), 3.65 (5th), 3.16 (6th), and 2.87 (7th), ensuring optimal performance in various riding conditions.  The transmission incorporates a high-quality construction with features like a CNC steel shift drum, frictionless bearing detent system, fixed spindle design for smooth indexing, billet steel matched shift forks, and a billet 6061-T6 bearing door.  The BAKER Direct Drive 7-Speed provides an array of benefits, including a shorter first gear ratio for enhanced off-the-line acceleration, compatibility with aftermarket side covers, and a stock side cover emblem. Riders can expect smooth, crisp acceleration without significant RPM drops between gears, ensuring a consistently enjoyable riding experience. Moreover, the transmission offers superior torque capacity compared to stock alternatives.  Upgrade your ride with the BAKER Direct Drive 7-Speed, where performance, durability, and precision unite for an unparalleled cruising experience.
<b>BAKER GrutBox - Overdrive 6-Speed Transmission</b>	2007-Later Touring 2007-Later Softail 2006-Later Dyna	USA	Designed for everyday highway riders, speed freaks and race bikes	247	Typically no clearance required—gearset designed to fit in OEM case. On occasion the case may require clearance due to OEM fluctuations in the case casting process	\$3,695.00	The GrutBox has different gear ratios than the stock transmission (except GrutBox 6th gear is the same as stock 6th gear, 1:1). This changes the input to the ECM. The 42-tooth reducer ring in the GrutBox compensates to correct the speedometer within a 2 mph with no re-flash to the ECM. However, the gear indicator and cruise control may only operate in 6th gear. To connect the gear indicator in all gears and enable cruise control in 3rd, 4th, and 6th, an ECM re-flash is required. Existing tuners must have an option to modify transmission gear ratios in order to re-flash the ECM.	5-Year/50,000 Miles	Internal/Effective: 3.15 (1st), 2.21 (2nd), 1.59 (3rd), 1.23 (4th), 1.00 (5th), 0.92 (6th) Overall: 9.06 (1st), 6.30 (2nd), 4.57 (3rd), 3.54 (4th), 2.87 (5th), 2.65 (6th)	All Spur Cut Gears	CNC steel shift drum Frictionless bearing detent system, 11/32" detent ball bearing riding on 60 micro ball bearings Fixed spindle design for smooth, low inertia indexing Easy to find neutral Low effort single-axis-linear motor pulley panel rotates from one central pivot point, allowing continuous motion throughout the shift 4-degree dog Standard (1-N-2-3-4-5-6), N1 (N-1-2-3-4-5-6), or Reverse N1 with Ignition (N-5-4-3-2-1-N-1) shift patterns offered	Same width as OEM Polished, Black, or CVO Charcoal Billet 6061-T6 bearing door	-Strongest overdrive 6-Speed on the market -All gears are straight cut for negligible parasitic power loss, providing maximum power transfer to the rear wheel -250 RPM drop at higher highway speeds (approx. 80mph) -Gears up to 40% wider than stock -Positive dog tooth engagement in gear with no-shed shift dogs -Compatible with all types of aftermarket side covers, as well as the stock side cover -BAKER Overdrive 6-Speed Stock Side Cover option included	The BAKER GrutBox, a high-performance overdrive transmission designed for 2007-Later Touring, 2007-Later Softail, and 2006-Later Dyna models. Priced at \$3,695.00, this transmission is tailored for everyday highway riders, speed enthusiasts, and race bikes.  The GrutBox features unique gear ratios, with its 6th gear matching the stock 6th gear at 1:1. Designed for seamless integration into OEM cases, it typically requires no clearance.  With a 5-Year/50,000 Miles warranty, the GrutBox ensures optimal performance across diverse riding conditions. It boasts a 42-tooth reducer ring for accurate speedometer readings.  Featuring internal/effective ratios of 3.15 (1st), 2.21 (2nd), 1.59 (3rd), 1.23 (4th), 1.00 (5th), and 0.92 (6th), the GrutBox offers precision and power. Its construction includes all spur cut gears, a CNC steel shift drum, and a beefy single-axis-linear motor in the pulley for smooth shifting.  Maintaining the same width as the OEM, the GrutBox is available in polished, black, or CVO charcoal finishes, with a billet 6061-T6 bearing door. It's the strongest overdrive 6-Speed on the market, featuring straight-cut gears for minimal power loss and gears up to 40% wider than stock.  Upgrade your ride with the BAKER GrutBox—where cutting-edge engineering meets superior performance for an exhilarating riding experience.

Rear Gear 6: 28/46 and has a fixed center plate to accommodate more gear ratio

Internal Gear Ratio: The internal gears of a given shift kit feature a standard primary sprocket change. The second set pair of transmission gears have different tooth geometry.

Effective Gear Ratio: The internal sprocket of a given shift kit feature a standard primary sprocket change. The second set pair of transmission gears have different tooth geometry.

Overall Gear Ratio: In the primary sprocket's internal Sprocket of First Drive Ratio. This setting would be the same as a standard primary sprocket.