

BAKER F6R SIDE COVER FOR 2017 - LATER MODELS

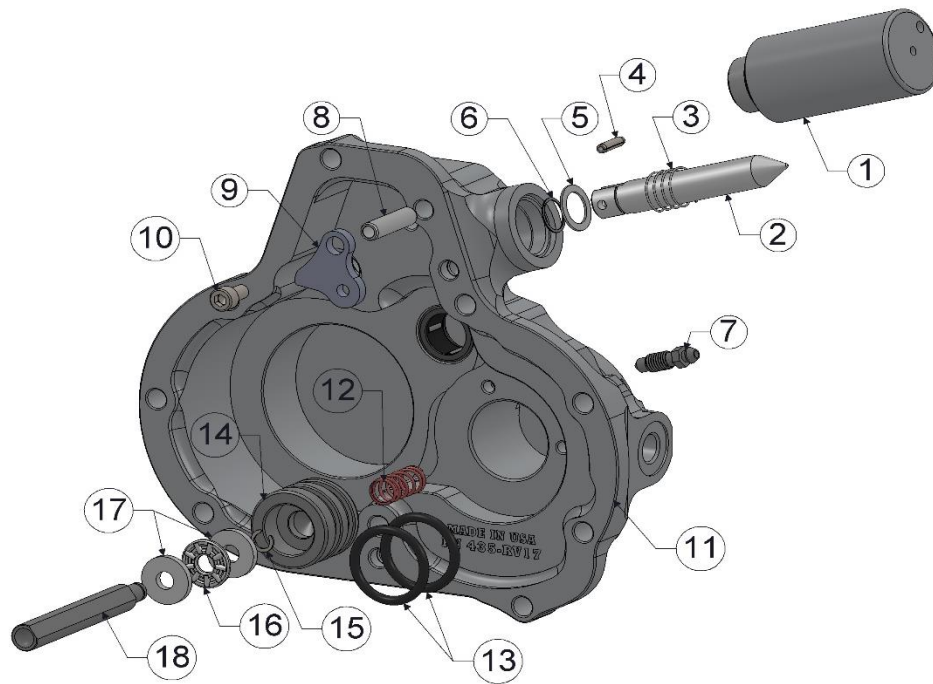


FIGURE 1

F6R REAR FACING SOLENOID, HYDRAULIC SIDE COVER FOR 2017 MODELS

ITEM	QTY	PN	DESCRIPTION
1	1	420-RV07	Reverse Safety Solenoid Assembly
2	1	182-1027-001	Solenoid Plunger
3	1	LP026K01S316	Safety Return Spring, 3/4" Long
4	1	12R50PRP0P	1/8" X 1/2" Split Roll Pin
5	1	716NWSFS	Washer, Spring Seat
6	1	91665A350	Spiral Snap Ring, 7/16" Shaft
7	1	45-9404	Bleeder Valve, Hyd. Piston
8	1	25R100PDP	Pull Dowel, 1/4" X 1"
9	1	409-RV07A	Reverse Safety Lever, Flat Style
10	1	10C37KCS	10-24 X 3/8" SHCS, Lever Dead Stop
11	1	435-RV17	F6R Side Cover, Rear Solenoid, HYD
12	****	****	Spring, Hydraulic Piston Return
13	2	9262K269	O-Ring, Buna, 3 X 22MM
14	1	128-6L	Hydraulic Piston, 28MM
15	1	10705-01149	1/4" C-Clip, Retainer
16	1	TC411	Bearing, Caged Needle
17	2	TWC411	Washer, Throwout
18	1	37089-84L	Actuator Release Rod

**** - Use Stock H-D spring; must remove spring from factory piston / side cover to use with BAKER F6R Hydraulic Piston (PN 128-6L). Install as shown in instructions / Figure 2.

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ADDITIONAL INCLUDED PARTS

PN	QTY	DESCRIPTION
37090-98A	1	Clutch Adjuster Screw
37903-90	1	Clutch Release Plate
37909-90	1	Clutch Plate Retaining Ring
36258	1	7/16-20 Jam Nut, Zinc
37088-90B	1	Center Release Rod; 11-7/8" Long
434-RV17	1	10MM Hydraulic Line Adapter

PARTS NEEDED TO COMPLETE THE INSTALL

- 3/8-24 Banjo Bolt
- Banjo Bolt Washers
- DOT 4 Brake Fluid

HYDRAULIC SIDE COVER PREP

Our 2017-Later Hydraulic Side Covers come preassembled with the piston installed for shipping. You will have to remove the hydraulic piston from the side cover. The best way is to use the light touch of an air blow gun in the hydraulic feed port. It should be noted that you should have the side cover back side down; piston facing the workbench on a couple of towels. When you have the piston out, give it a bath of DOT 4 Brake Fluid, making sure to fully coat the O-Rings.

Double check that the inside of the hydraulic bore is free of debris and dirt. Also check the entire inside surface of the side cover to eliminate introducing dirt or packing material into your transmission. With the inside of the part checked and determined to be clean, coat the inside walls of the hydraulic bore with the same DOT 4 Brake Fluid used to lubricate the O-Rings.

Install the Stock H-D piston return spring (removed from the stock hydraulic actuator) onto the BAKER hydraulic piston (PN 128-6L). Spring will slide over the boss on the back side of the piston. Refer to figure 1 & 2 for installation of the spring.

THESE EXTRA STEPS OF LUBRICATION MAKE A VERY DRAMATIC DIFFERENCE IN THE WEAR AND LIFE OF THE SEALING O-RINGS IN YOUR BAKER HYDRAULIC SIDE COVER AND ARE NECESSARY FOR CORRECT PART FUNCTION.

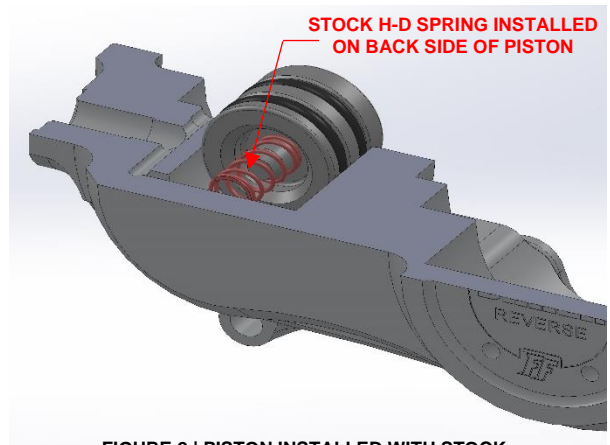


FIGURE 2 | PISTON INSTALLED WITH STOCK H-D SPRING | SECTION VIEW SHOWN

Carefully install the piston back into the side cover bore by sliding it down into position. Figure 2 Sectioned View

F6R INSTALLATION | CLUTCH PARTS | ADJUSTMENT

Now that the cover is prepared for installation; please follow the F6R instructions provided for the install. Transmission removal, assembly and electrical wiring is outlined along with any other recommendations for tooling and reference material.

Your stock factory clutch (on the primary side) will have to be retro-fitted to an adjustable clutch (like a mechanical cable style) using the provided components; 37090-98A, 37903-90, 37909-90 and 36258. All clutch adjustment and bleeding of the master cylinder is noted on the following page.

An adapter line (PN 434-RV17) is provided to adapter your stock hydraulic line to the BAKER side cover. This adapter will require a 3/8-24 threaded banjo bolt and washers to seal the adapter to the cover. Your stock line will then thread into the adapter. Route the line to clear the exhaust pipe and bracket.

(CONTINUED ON NEXT PAGE)

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BLEEDING THE HYDRAULIC CLUTCH SYSTEM



BAKER DRIVETRAIN STRONGLY RECOMMENDS THAT A POWER BLEEDER SYSTEM BE UTILIZED, WHETHER THAT IS A HAND OPERATED PUMP OR PNEUMATIC, TO BLEED THE HYDRAULIC CLUTCH SYSTEM ON YOUR MOTORCYCLE. IT IS THE MOST EFFECTIVE AND ONLY SUREFIRE WAY TO ENSURE THAT ALL OF THE AIR BUBBLES ARE PURGED FROM THE SYSTEM. IF YOU DO NOT OWN A POWER BLEEDER, THE FOLLOWING SET OF INSTRUCTIONS WILL ENABLE YOU TO BLEED YOUR CLUTCH SYSTEM. GREAT CARE AND ATTENTIONS NEEDS TO USED IN FOLLOWING THESE STEPS TO ENSURE A PROPERLY BLED AND FUNCTIONING SYSTEM TO ENSURE YOUR SAFETY AS A RIDER.

1. Before you can bleed the Hydraulic Clutch system you need to adjust the free play and rod length at the clutch. Loosen the bleeder valve on the side cover. Using an Allen wrench, run the adjuster bolt (center of the clutch) inboard until it can be felt to bottom the piston out in the side cover. You will also know that you have hit the bottom point as the clutch will begin the move. At the point where it is fully bottomed out, back the adjuster off 1/2 to 1 full turn. The closer to the 1 full turn point that you adjust it too, the more reserve you will have in the lever before the motorcycle begins to move, with the full engagement of the clutch being proportionally closer to the end of the sweep of the lever. This amount can be adjusted to rider comfort and riding style. Tighten the jam nut to 120 in-lbs while holding the adjuster screw from rotating.
2. Snug the bleeder valve and place a clear tube over the bleeder valve on the side cover and run it into a clean container.
3. Stand the motorcycle upright so that the master cylinder on the clutch lever is level. Remove the master cylinder lid and gasket.
4. Add new DOT 4 Silicone Brake Fluid to the master cylinder reservoir under to the fluid level is at or below the full line. **DO NOT OVERFILL THE MASTER CYLINDER.**
5. Squeeze the lever 5-10 times. Open the bleeder valve on the side cover and clutch fluid should flow through the tubing. If not, keep pumping the lever as it may take a few minutes for the fluid to make it all of the way through the line and cover. Once fluid begins to flow through the clear tube, close the bleeder valve. It may be necessary to add more fluid during this time even before any fluid begins to flow out of the clear tubing.
6. Squeeze the clutch lever and hold it against the handlebar to build up hydraulic pressure. Open the bleeder valve on the side cover about 1/2 turn. Clutch fluid will flow through the clear tubing. Close the bleeder when the clutch lever has traveled about 50-75% of its full travel. Wait for the clutch lever to return to its released position. Repeat step 6 as necessary until all air bubbles have been forced out of the system and there is no bubbles in the fluid within the clear tubing.
7. When the system has been fully bled and the clutch lever no longer feels mushy, fully tighten the bleeder valve on the side cover to 80 in-lbs. It may be necessary to fill the fluid in the reservoir to the full line at this time. **DO NOT OVERFILL THE MASTER CYLINDER.**
8. Place the cover back on the master cylinder and tighten down according to the control manufacturer's specifications. Check to make sure that the clutch line is tight at the clutch lever and the side cover at this time.
9. Replace the derby cover on the primary, referring to the Factory Service Manual for the proper tightening sequence.

Make sure to follow all instructions, F6R and Service Manual instructions for completion of the kit. 2017 models will have timing for the new scissor gear on 1st during the assembly onto the bearing door.

CUSTOMER SUPPORT

For any installation or service questions, please contact our BAKER technical department: 1-517-339-3835.

