

BAKER KLASSIC KICKER GEAR KIT

INSTALLATION INSTRUCTIONS



FEATURES

We all know the struggle of that die-hard guy in the crowd determined to kick over his stubborn motor. This beautiful embodiment of man versus machine is pornographic in nature, because starting that bike in a sea of onlookers is truly the money shot. With H-D™ 4-speed replacement parts becoming increasingly difficult to find and Chinese knock-offs being less than reliable, we took the initiative to develop a better set of kicker gears. Made in America, and manufactured with BAKER gear technology.

FITMENT

- 1936-1986 H-D™ Big Twin Kicker Equipped Models
 - Will Work With 14-Tooth H-D™ Starter Gear
- BAKER 4-Speed, Kicker Equipped Transmissions
- BAKER 6N4, Kicker Equipped Transmissions

INCLUDED PARTS LIST

- PN 33430-56, Starter Gear, 16-Tooth
- PN 33350-56, Starter Crank, 24-Tooth
- PN 33560-56, Starter Clutch
- PN 33393-50, Starter Clutch Key
- PN 292014, Lock Washer, Starter Crank
- PN 6N4-SIDE, Side Cover Gasket

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STARTER CRANK GEAR REPLACEMENT

1. Remove the transmission side cover assembly. It may be necessary to first remove the brake pedal assembly and exhaust and various brackets before the cover can be removed.
2. Carefully remove the old gasket and thoroughly clean both gasket surfaces being careful not to damage them.
3. Clamp the starter crank shaft in a vice with starter crank gear facing upwards. Bend the lock tab and remove the nut. Remove the starter crank gear. If necessary, use a suitable puller.
4. Clean all parts in a suitable solvent and blow dry.
5. Carefully inspect all parts. Check the side cover for cracks. Check the bushings in the cover excessive wear and replace the bushings and o-ring if necessary.
6. Coat the starter crank shaft with a suitable assembly lubricant. Reassemble the side cover with new starter crank gear and lock tab. Make sure that starter crank gear is properly "clocked" during assembly. Refer to the factory service manual.
7. Install the starter crank gear with a new lock tab. Apply some red thread locking compound to the threads and tighten nut to 42 ft lbs. Bend lock tab against nut.

STARTER CLUTCH AND STARTER CLUTCH GEAR REPLACEMENT

1. Remove throw out bearing and pushrod assembly
2. Bend lock tab away from starter clutch nut
3. Remove starter clutch nut. If top is off of transmission, you may lock transmission in 2 gears at once to lock the mainshaft.
4. Remove starter clutch using a suitable puller. Sometimes, it is helpful to apply some localized heat if the gear is very difficult to remove. Refer to the factory service manual for proper puller and specifics.
5. Clean the tapered end of the mainshaft. Carefully inspect the mainshaft. If the keyway is badly damaged, or there is evidence that the gear has "spun" and the taper is damaged, the mainshaft must be replaced. Minor flaws may be dressed with a file and some emery cloth. Clean and dry the taper with lacquer thinner.
6. Check the fit of the starter clutch gear on the mainshaft (dry). The gear must have a small amount of side to side play or "shake". If the starter clutch gear is too tight, it will seize on mainshaft.
7. Coat the bushing in starter clutch gear with a suitable assembly lubricant. Install conical spring with large end facing transmission mainshaft bearing and small end against starter clutch gear.
8. Clean and dry taper and inside of starter clutch with lacquer thinner. Be sure that starter clutch fits correctly and squarely on tapered end of mainshaft. Insert the new key into keyway slot in mainshaft and starter clutch. Key must be a slip fit. Do not hammer key into keyway. If necessary, sand key with emery cloth on a flat surface until key fits easily. (Note: when running very large or very high compression motors, it is sometimes advisable to apply a small amount of green sleeve retainer to the tapered end of shaft and coat taper evenly. Again, all parts must be perfectly clean and dry.)
9. Install new lock tab and apply red thread lock to threads. Torque nut to 50 ft lbs. Bend the tabs of the provided new lock tab over the sides of the nut with a small punch.
10. Install new gasket and install transmission side cover. Apply blue thread lock to fasteners and torque to 20 ft lbs.
11. Refill transmission with a suitable lubricant. BAKER recommends Spectro™ PN BD75140.
12. Replace exhaust system and any brackets previously removed.

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TERMS:

SPECIAL ORDERS

A minimum \$500 deposit is required with all special orders. Special orders include unique case finishes, unique side door requests (i.e.; wrinkle black door or no logo).

ALL OTHER ORDERS

Orders can be pre-paid using VISA, Mastercard or American Express.

Prices shown are F.O.B. Haslett, MI. BAKER™ provides free UPS ground shipping on all retail orders for complete transmissions or transmission kit. UPS air shipment is available upon request. Customer is responsible for air shipment premiums.

LIMITED WARRANTY

BAKER™ Inc. Classic Kicker Gear kits are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of 2 years, unlimited miles.

If the product is found by BAKER™ to be defective, such products will, at the option of BAKER™, be replaced or repaired at cost to BAKER™.

In the event warranty service is required, the original purchaser must call or write BAKER™ immediately with the problem. If it is deemed necessary for BAKER™ to make an evaluation to determine whether the transmission assembly or transmission kit is defective, the entire transmission assembly, whether originally purchased as an assembly or kit, must be properly packaged and returned prepaid to BAKER™ with a copy of the original invoice of purchase. If after an evaluation has been made by BAKER™ and a defect in materials and/or workmanship is found, BAKER™ will, at BAKER™ option, repair or replace the defective part of the assembly. Warranty card must be returned within 45 days of purchase to be valid.

ADDITIONAL WARRANTY PROVISIONS

This limited warranty does not cover labor or other costs or expenses incidental to the repair and or replacement of BAKER™ products. This warranty does not apply if one or more of the following situations is judged by BAKER™ to be relevant: improper installation, accident, modification (including but not limited to use of unauthorized parts), racing, high performance application, mishandling, misapplication, neglect (including but not limited to improper maintenance), or improper repair.

BAKER™ shall not be liable for any consequential or incidental damages arising out of or in connection with a BAKER™ transmission assembly, transmission kit, swingarm, fender, component or part. Consequential damages shall include without limitation, loss of use, income or profit, or losses sustained as the result of injury (including death) to any person or loss of or damage to property.

BAKER™ transmissions, transmission kits, and Wide Tire Kits are designed exclusively for use in Harley-Davidson® motorcycles. BAKER™ shall have no warranty or liability obligation if a BAKER™ part is used in any other application.

If it is determined that a BAKER™ transmission assembly has been disassembled during the warranty period for any reason, this limited warranty will no longer apply.

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It is the sole responsibility of the user to determine the suitability of this product for his or her use, and the user shall assume all legal, personal injury risk and liability and all other as well as all other obligations, duties and risks associated therewith.

CUSTOMER SUPPORT

For any installation or service questions, please contact our BAKER technical department toll free: 1-877-640-2004.

BAKER DRIVETRAIN
9804 E. SAGINAW
HASLETT, MI. 48840

On the web:

www.bakerdrivetrain.com

