



**PREMIUM DRIVETRAIN INNOVATIONS
FOR AMERICAN MOTORCYCLES**

Installation Instructions

for
Buell 530 Chain Conversion Kits

P/N
230-56S
231-56S
232-56S
233-56S
1994-up XL

Application

The BAKER Drivetrain 530 chain conversion kits replace any existing belt drive on any 1994-up Buell except 2002 XB9R.

Benefit

Benefits of the chain drive system are:

- A) Up to a 200 series tire can be used on the stock 5.5" rim
- B) Much easier, and less expensive, as compared to the belt drive system to change ratios by changing the front sprocket
- C) Tensile strength of a 530 chain far exceeds that of the belt

Hardware listing

The following is a hardware listing of the components of the Buell 530 chain conversion kit:

<u>Qty</u>	<u>Description</u>
1	Rear wheel sprocket*, 7075-T6 material
1	Rear wheel sprocket spacer, 6061-T6 material, P/N 154-S6
1	Front sprocket*, steel
1	Sprocket spacer, front P/N 33334-85
1	Seal, Sprocket spacer, P/N 12050
1	Sprocket nut retention screw, P/N 857A
1	Quad seal, P/N 11165
1	530 Diamond chain, 120 pitch
1	Upper chain support assembly with urethane wheel & 6061-T6 bracket
2	5/16-18X1½ socket head cap screw
2	5/16 Stainless steel AN washer
2	5/16 nut

Required reading

Regardless of the skill level or experience of the individual installing the chain conversion kit, it is highly recommended that a Factory Service Manual be available for reference for the installation.

Installation procedure

- 1) See your Factory Service Manual for belt removal. If the belt has a significant number of miles on it, the easiest way to remove the belt is to cut it off with a set of bolt cutters or equivalent tool. If you want to retain the belt for future use, follow the Factory Service manual procedure for removal.
- 2) Remove the rear wheel. Remove the 5 bolts that retain the pulley to the hub. Place the rear sprocket spacer P/N 154-S6 and rear sprocket onto the *snout* of the hub. With two drops of red Loctite on each bolt, re-install the 5 bolts and torque to them to 45-55 ft-lbs. Reinstall the rear wheel but don't tighten the axle nut quite yet.
- 3) Remove the transmission pulley per factory service manual. Remember that the 1½" pulley nut has left hand threads. Remove the existing sprocket spacer, seal, and quad seal. Install the new seal (P/N 12050), sprocket spacer (P/N 33334-85), and quad seal (P/N 11165).
- 4) Install the front transmission sprocket. Tighten the 1½" nut to 50 ft-lbs+45' with red loctite. Install sprocket nut retention screw (P/N 857A) with red loctite into one of the vacant threaded holes on the side. The head of the screw prevents the nut from coming loose if the sprocket nut were to loosen over time.

- 5) With the rear wheel shoved as far forward as possible in the swing arm, fit the chain provided over the front and rear sprockets. Compress the rear suspension by using a ratchet strap or a heavy friend. With the rear suspension compressed to make the swing arm as close to horizontal as possible, determine the number of links that must be removed to result in a 1½ inch deflection in the middle of the chain. Remove the links with a chain breaker or grind the head off of the appropriate link pin and drive the pin out with a drift.
- 6) Install the chain master link with the 'U' of the secondary lock clip facing in the direction of chain rotation.
- 7) Install the upper chain support assembly. **The function of the upper chain support assembly is to keep the top run of chain from grazing the top of the rear motor mount bracket in the area just forward of the swing arm pivot.** See figure A. The *finger* in figure A points to the area of concern, as viewed from the rear of the motorcycle with the rear tire and chain removed. This condition occurs when the top run of chain is slack; when you are coasting to a stop or downshifting. Under acceleration, the top run of chain is drawn tight.

First, remove the two existing 5/16-18X1¼ socket head cap screws (SHCS) from the side support bracket (that crosses diagonally over the front sprocket) and install the two 5/16-18X1½ SHCS provided with the kit. Fit the slotted holes in the bracket of the upper chain support assembly over the threaded ends of the two SHCS that were just installed. **See figure B.** Install the two 5/16 AN stainless steel washers and 5/16 hex nuts over the exposed ends of the two 5/16-18X1½ SHCS with blue loctite.

Compress the rear suspension by one of the aforementioned methods and adjust the slack in the chain to roughly ¾" in the middle. With the top run of chain tight, move the upper chain support assembly bracket up until the urethane wheel contacts the bottom of the chain, then lower it ¼" and tighten down the nuts on the bracket.

Customer Support

For any installation or service questions, please contact our technical department at (517) 339-3835.

Disclaimer

The installation of these parts may void or otherwise adversely affect your factory warranty. 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 obligations, duties and risks associated therewith.

Figure A

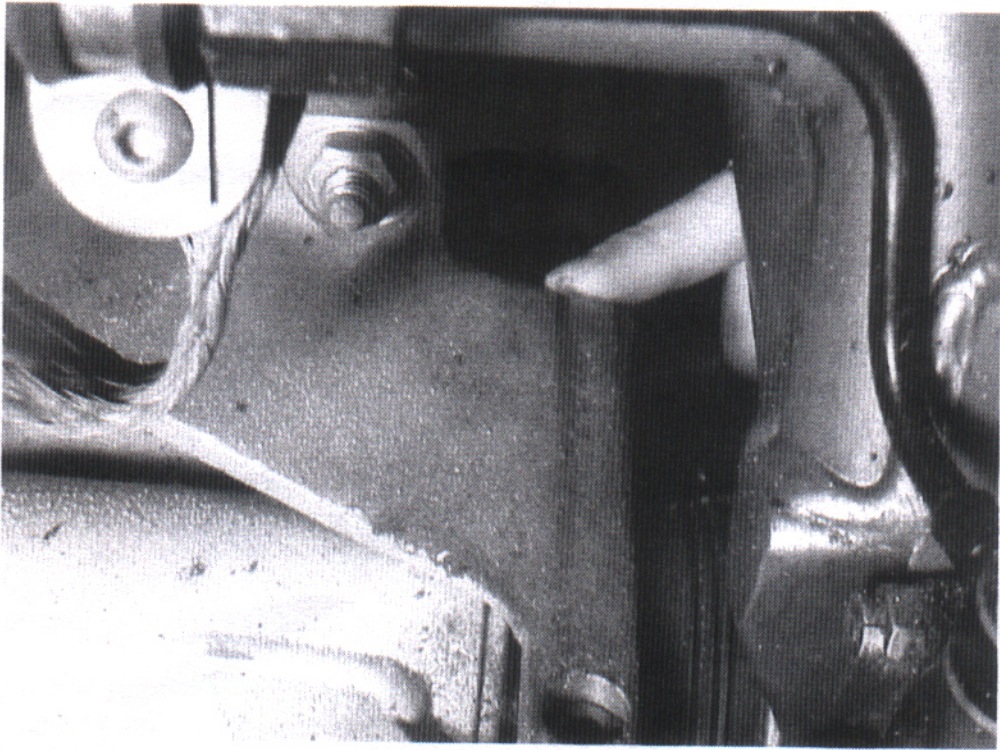


Figure B

