



Installation Instructions "EASY-BOY" LITE CLUTCH FOR HARLEY-DAVIDSON SPORTSTERS

MODEL APPLICATION LIST

XL Sportster, 5 Speed (1991-1993), 4 Speed (1986-1990)

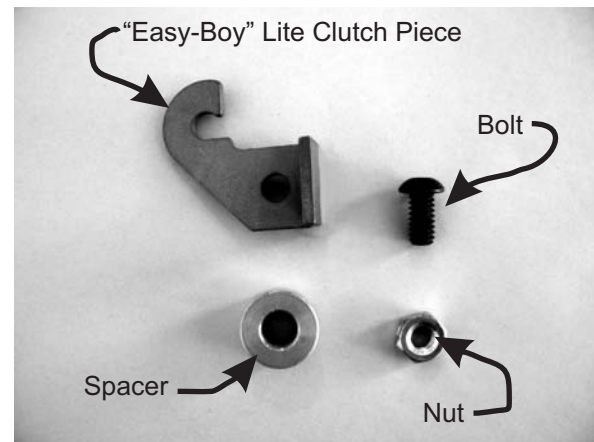
TOOLS REQUIRED

- 5/32" & 3/16" Allen wrench/socket
- 5/16" Socket & ratchet
- 5/16", 7/16", 1/2", 9/16", and 3/4" Wrenches
- ft. / lb. Torque wrench
- Blue thread-locking agent (loctite)

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PARTS LIST



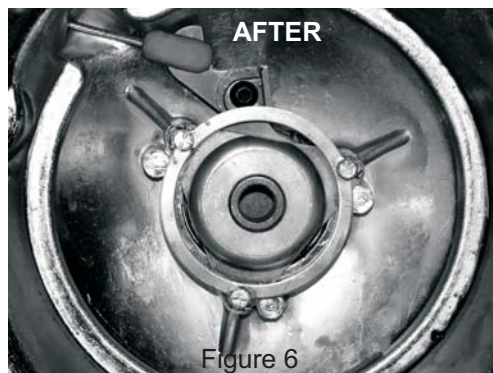
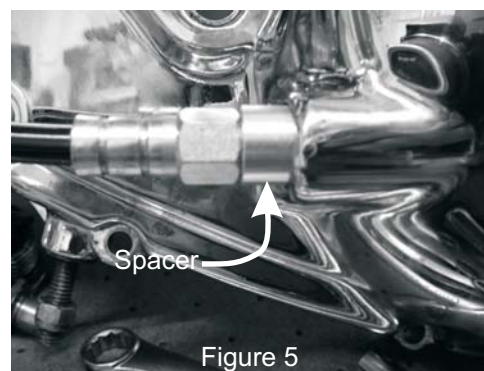
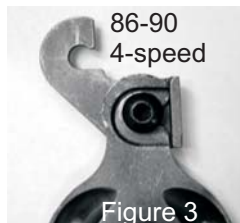
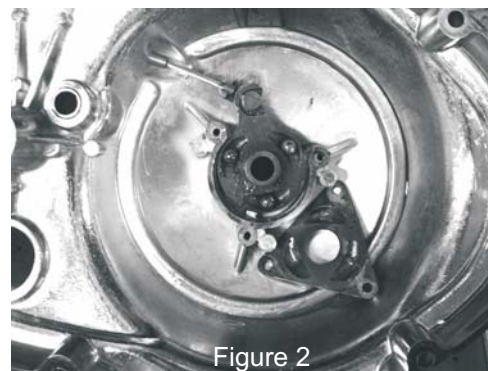
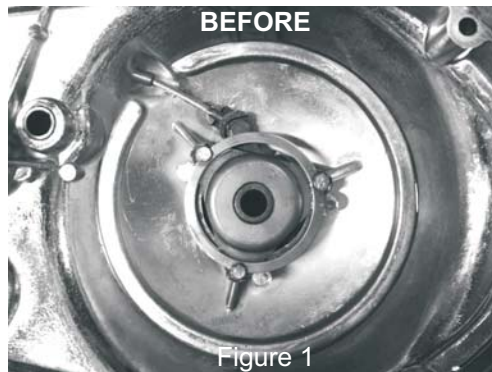
PART NUMBER

B17-116

INSTALLATION INSTRUCTIONS

Note: Please refer to a factory service manual during installation.

- To remove the primary cover, remove left side footpeg and shift lever.
- Remove the clutch adjuster cover and spring.
- Slide the locking plate off the clutch adjuster, then unscrew the adjuster nut.
- Loosen the nut in the primary chain adjuster and back the adjuster out about 1 inch.
- Drain the chain case lubricant.
- Remove the socket head screws from the primary case and remove the case. Be sure to have a pan below the case to catch any remaining oil.
- Remove the screws that hold the clutch release mechanism and lift it from the case. Be careful to catch the three ball bearings from between the ramps (see figure 2.)
- Disconnect the cable coupling from the ramp piece and from the clutch cable.
- Unscrew the clutch cable from the case. Be careful not to loose or damage O-ring.
- Install the Lite Shift Clutch Kit on the ramp piece as illustrated on the right - noting that the head of the bolt is contacting the stock ramp piece for 86-90 4-speed models (see figure 3), and reversed with the bolt contacting the lite-shift arm for 91-93 5-speed models (see figure 4). **Torque the bolt to 10-12 ft lbs.**
- Slide the included spacer onto the end of the clutch cable; carefully screw the cable end back into the case. Remember to reinstall the O' ring. **Torque to 3-5 ft lbs, do not over tighten** (see figure 5).
- Hook the coupler to the clutch cable end and attach the coupler to the Lite Shift Clutch arm with the round side facing toward the engine when installed.
- Reassemble the ramp and ball assembly and place it back into the case. Apply blue thread-locking agent to the threads of the fasteners. **Torque the screws to 22-30in. lbs and bend up the lock tabs** (see figure 6).
- Using a new gasket, reinstall the chain case on the engine. Replace the peg and shift lever.
- **Adjust the primary chain tension:** Remove the upper inspection cap to check the chain tension. The play should be 5/8" hot. Adjust the tension with the adjuster bolt at the bottom of the case. Be sure to set the adjustment at the tightest portion of the chain, by placing the engine in gear and rotating the rear wheel. **WARNING: To avoid injury, do not check the tension while chain is moving.**
- **Adjust the clutch:** Completely loosen the adjuster within the clutch cable. Reinstall the nut on the adjustment screw and tighten it down until it is snug, then back it off 3/4 of a turn. Replace the locking plate, spring and cap. Take up additional slack with the cable adjuster.
- Chain case oil: Remove the oil level plug from the case. Using H-D Sportlube, pour oil into the case until it runs out of the level hole. Replace the filler cap.



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