

SERVICE

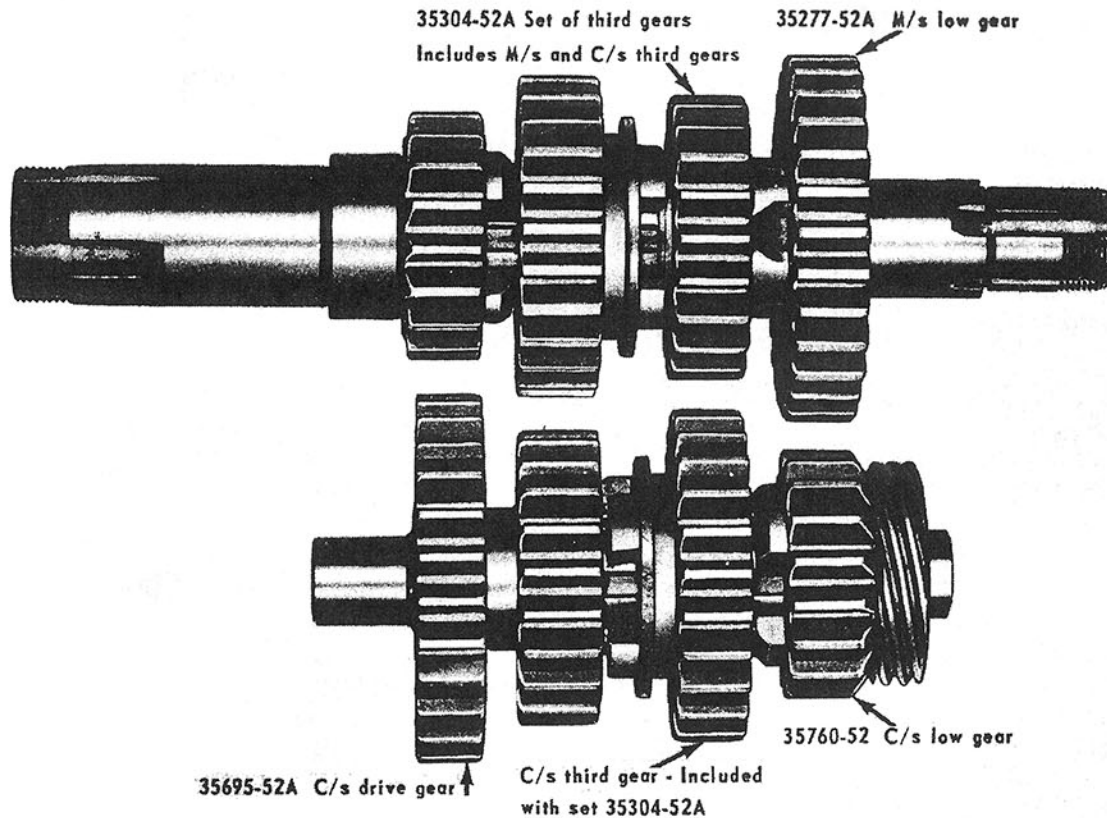
SHOP DOPE

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SERVICING 1952-53 K - KK - KRM TRANSMISSIONS

(This Bulletin does not apply to 1954 KH transmissions)



Five of the transmission gears supplied for servicing 1952-53 K transmission have been made much stronger gears as a result of modification of teeth, and changes in material and heat treatment. (These *five* gears are indicated in illustration.) The other *three* gears applying to 1952-53 transmission have not been changed. These *three* gears are:

37450-52	Clutch gear
35297-52	M/s 2nd gear
35750-52	C/s 2nd gear

RECOMMENDATION

Whenever it becomes necessary to split the crankcase of a 1952-53 K - KK - KRM, whether because of transmission trouble or trouble elsewhere in engine base, replace the original *five* gears, in the positions indicated in illustration, with the later modified gears. It is also recommended that before delivering new or used K - KK - KRM motorcycles you may have in stock for sale, you consider applying this modification.

Bear in mind that the other *three* original gears in transmission are OK to use, provided they are not damaged or excessively worn, particularly their engaging slots and dogs. If the engaging edges of slots and dogs are found quite badly worn and rounded, as results from rough or speed shifting, it is hardly worthwhile to reassemble with gears in this condition, as after a further short period of service they are likely to start jumping engagement under load, making another repair job necessary.

WHAT PART NUMBERS APPLY TO FIVE MODIFIED GEARS?

35274-52 Set of five gears	{	35304-52A	Set of third gears - Includes two gears - M/s third gear and C/s third gear. Must be used as a pair.
		35277-52A	M/s low gear.
		35695-52A	C/s drive gear.
		35760-52	C/s low gear.

Only these later gears will be supplied in the future on parts orders for replacement gears for 1952-53 K. For example - if either 35709-52 C/s third gear, or 35304-52 M/s third gear is ordered from current K parts catalog (Issued Oct. 15th, 1952) 35304-52A set of third gears will be supplied. New parts catalog, in the making, will list gears as above.

HOW TO OBTAIN FIVE-GEAR COMBINATIONS

Order the same as you order other parts. Mail your order to the Parts Department (do not direct to Service Department). Order part no. 35274-52 Set of five gears. Parts will be supplied and charged for.

WHAT WILL THE FACTORY CONTRIBUTE TO THIS CONVERSION?

Gears replaced with the new *five-gear* combination in any new 1952-53 K - KK - KRM in stock, or any used K - KK - KRM with less than 7500 miles service, may be returned to factory for exchange for another new five-gear combination or for full credit, provided replaced gears are received at the factory before September 1, 1954. Applying to a motorcycle in use more than 7500 miles, gears replaced should not be returned to factory as they will not be accepted for either exchange or credit.

When returning gears replaced with the new combination, list them on a return instruction sheet. If returned with other parts, list gears on a separate instruction sheet and give the following information:

- Engine number of motorcycle from which gears were removed.
- Total mileage.
- Date gears were replaced.
- Exchange for later gears.
- Allow credit.

Unless this information is complete, gears returned will not be exchanged or credited.

Bear in mind - *This offer expires September 1, 1954.* Only gears received at the factory before this date will be accepted for exchange or credit.

WHAT ABOUT NEW GEARS I MAY HAVE IN STOCK, WHICH ARE SUPERSEDED BY THE FIVE MODIFIED GEARS?

Return these new gears for exchange or credit, but check carefully before returning to be sure you are returning only the earlier gears. (Some of the later modified gears have already been shipped on parts orders).

Return the following:

35304-52 M/s third gear - 21 tooth gear, with straight bronze bushing staked
on one side.
35277-52 M/s low gear - 29 tooth gear.
35695-52 C/s drive gear - 29 tooth gear.
35709-52 C/s third gear - 25 or 26 tooth gear.
35760-52 C/s low gear - 18 tooth gear.

When returning above described new gears for exchange or credit, itemize on a separate return instruction sheet, and give the following information:

New obsolete stock.
Exchange for later gears.
Allow credit.

Do not return the following, as they are latest modified gears.

M/s third gear - with 21 modified teeth and shouldered bronze bushing.
M/s low gear - with 27 teeth.
C/s drive gear - with 27 teeth.
C/s third gear - with 24 teeth.

When servicing a transmission that has seen considerable use, particularly one in which something is broken or one that has been jumping out of gear, inspect following parts closely to be sure they are in good condition:

Shifter forks	34291-52
Shifter fork rollers	34168-52
Shifter cam	34012-52
Shifter centering springs	34500-52

If something has broken or gears have been jumping out of engagement under load, one or both shifter forks may be bent or badly worn - shifter fork rollers may be broken or damaged - and shifter cam slots may be beaten up and indented.

If shifter centering springs are bright finished, replace with black springs. If pawl carrier support 34513-52 does not have 34485-52 centering spring retaining plugs, they should be installed.

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The **Old Sportster and K-model Research Group (OSKRG)** is a group of individuals who have spent years researching the minute differences in the parts, fit, finish, and configuration of the Harley-Davidson 1952-1956 K-Models, and (early) 1957-1969 Sportster models.

The results of our research is published on our website
www.harleyKmodel.com