

# SERVICE

## SHOP DOPE

# E

No. 361

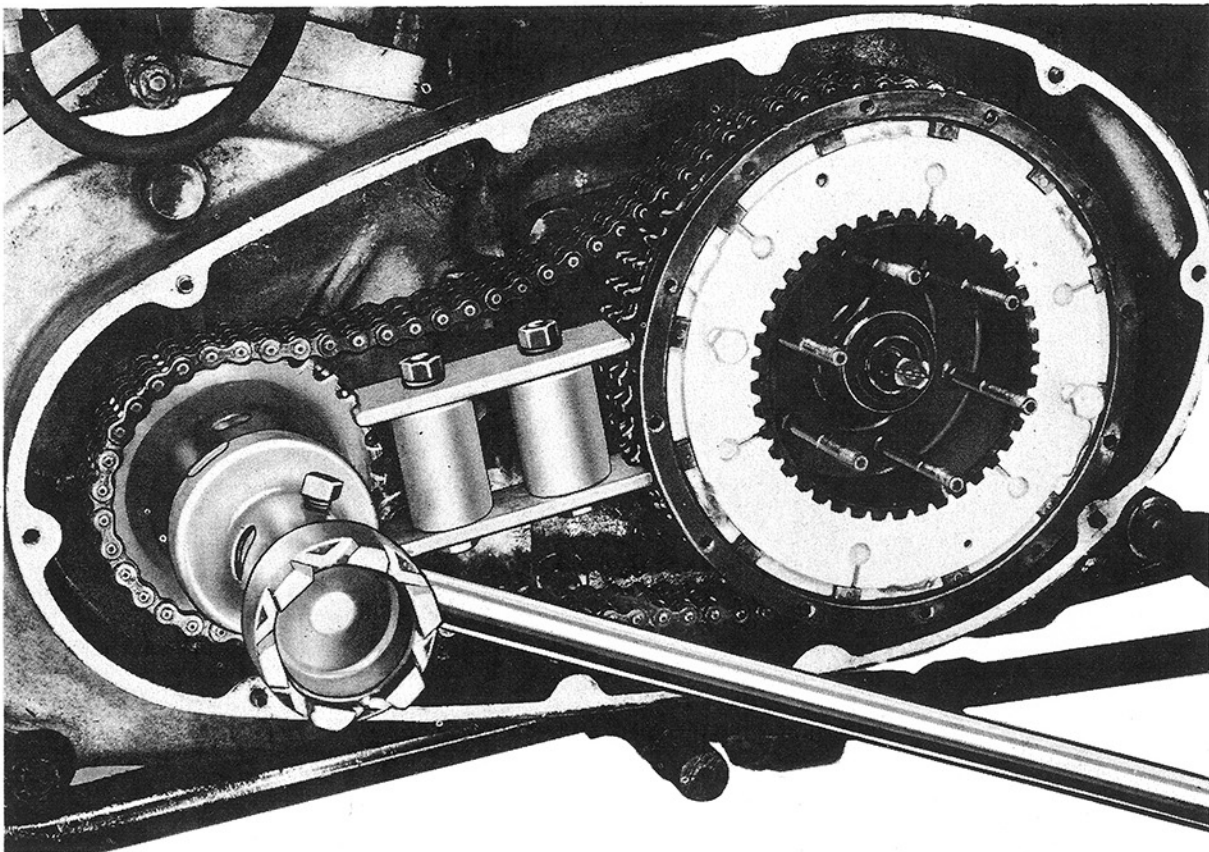
October 27, 1955

### ENGINE SPROCKET AND CLUTCH HUB REMOVAL TOOLS K-KH

The Service tools described in this bulletin are designed to make it easy to loosen and properly tighten the engine sprocket nut and the clutch hub nut on K and KH models. Clutch Lock Plate, Part No. 97175-55, is used to lock the clutch hub and clutch sprocket. Sprocket Locking Link, Part No. 97200-55, is used to bridge the space between the engine sprocket teeth and the clutch sprocket teeth to prevent rotation when the locking nuts are turned on the sprocket shaft or clutch gear shaft using Wrench Part No. 94647-52.

To remove or install cushion sprocket only without disassembling clutch, first remove the chain tensioner shoe and then insert Sprocket Locking Link between the sprockets, engaging side plates of tool between sprocket teeth (as shown in the illustration), and turn nut with wrench.

To remove or install clutch hub and sprocket, proceed as above, then disassemble clutch, removing clutch plates. Insert Clutch Lock Plate (as shown in the illustration), and turn nut with wrench. To remove clutch hub from shaft use Clutch Hub Puller, Part No. 95960-52, (not shown in illustration), after removing clutch push rod end from clutch hub nut seal. To install clutch hub on shaft use Clutch Hub Assembling Tool, Part No. 97170-55, (not shown).



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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  
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