

**CONFIDENTIAL**

CHANGE IN 1963 SPORTSTER TRANSMISSION 3RD GEAR SET

At the start of the 1963 model year, the Sportster (XLH and XLCH) transmission had a slightly higher 3rd gear ratio set than the 1962 and earlier Sportster transmission.

Not long after 1963 production got under way, it was found advisable to discontinue this gear set and reinstate the 1962 and earlier lower ratio gear set, consisting of Part No. 35305-56 M/S 3rd gear and Part No. 35709-54A C/S 3rd gear.

This was done starting with Engine No. 63 XLCH 1305, but also includes following lower numbers:

1199	1221	1261	1274	1297
1216	1240	1268	1289	1298

The higher ratio gears are not listed in the 1963 parts catalog and will not be furnished on parts order. If one gear of the higher ratio set requires replacement, both gears must be replaced with the lower ratio (1962 and earlier) set, as one gear of the higher ratio set and one of the lower ratio set cannot be used together. The correct gears are listed in your 1963 parts catalog, and are also listed below.

One gear set can be distinguished from the other as follows:

1963 Higher ratio 3rd gears

M/S 3rd gear - 20 teeth
Outside diameter 2.349"

C/S 3rd gear - 24 teeth
Outside diameter - 2.762"

Lower Ratio (1962 and earlier) 3rd gears

M/S 3rd gear - 20 teeth, Part No. 35305-56
Outside diameter - 2.450"

C/S 3rd gear - 23 teeth, Part No. 35709-54A
Outside diameter 2.650"

RECOMMENDATION:

If early 1963 Sportsters with engine numbers below the numbers listed herein are in the hands of owners who are likely to give transmission rough usage, replace the higher ratio 3rd gears with the lower ratio gears at the earliest opportunity, since possible failure could result in extensive damage.

Higher ratio gear sets which you replace with 1962 and earlier gear sets may be returned to the factory for credit or replacement covered by Form 1313, providing this is done within 4,000 miles of service.

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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