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REF: Gears, Sprockets, Belts - Sub-01A

Installing Chain-to-Belt Conversion

This conversion information provided by 'dave76' of the XLForum - <http://xlforum.net/forums/showthread.php?t=2082025>

I finally found time to finish this project on my 1990 1200 XLH Sportster. I took it for a ride afterwards (it was freezing weather - but I enjoyed it). The belt is definitely quieter and smoother than the chain configuration.



Parts

I found multiple used rear pulleys on eBay under \$50. I got a used but perfect 128 tooth belt for \$65. I got the belt guard for \$35. Only bought a new VTwin front pulley for \$85.



Top: Belt guard ——— Bottom: 4 speed chain guard



A standard 1991 Belt Drive Sprocket Cover will be needed. The left middle bolt will not be used so I just placed a short faux bolt and nut there.

The Belt I used was 1-1/8" wide with 128 teeth. This puts the axle adjuster in the middle of the range.

The main part numbers that I was able to find were:

40271-89 - Front drive pulley 27 tooth

40258-89 - Rear driven pulley (pulley only not the chrome guide cover).

40273-89 - Rear pulley chrome guide cover.

I cannot find the number for the top or bottom belt guards. I sourced my rear pulley off eBay, the front came from V-Twin (Taiwan teddy).

40022-91 - Drive Belt (Standard Harley 1-1/8 x 128 teeth).

Details

General

This kit is designed for installation on 1986 to 1990 XLH model vehicles with 4-speed transmission and chain-drive original equipment. We recommend that this kit be installed by your authorized Harley-Davidson dealer.

QTY DESCRIPTION

1	Plug, hole, 1/4 in.
1	Screw, hex socket, 10-24 x 3/8 in.
1	Screw, hex socket, 5/16-18 x 4 in.
2	Screw, button head, 10-32 x 1/2 in.
1	Screw, self-tapping
5	Screw, hex cap, 7/16-14 x 1-1/2 in.
1	Screw, hex cap, 3/8-16 x 2-1/2 in.
1	Washer, flat, 1-1/8 in. O.D.
2	Washer, flat, #10
2	Lockwasher, split, #10
1	Lockwasher, external tooth, #10
2	Nut, acorn, #10-32
2	Locknut, hex, #10-32
1	Nut, hex, 5/16-18
1	Nut, hex jam, 3/4-16
1	Cover, transmission sprocket
1	Belt, secondary
1	Sprocket, transmission
1	Sprocket, wheel
1	Cover, wheel sprocket
1	Clamp
1	Guard, belt
1	Support, belt guard (early)
1	Support, belt guard (late, flat on bottom)
1	Plate, mounting
1	Deflector, debris
1	Washer, flat, 37/64 O.D.
1	U-bolt
1	Tool, counterbore
1	Loctite, 271
1	Cotter pin, 1/16 x 3/4 in.
1	Cotter pin, 5/32 x 1-1/2 in.
1	Lockwasher, split, 5/16 in.
1	Washer, flat, 7/8 in. O.D.
5	Washer, flat, 7/16 I.D.

I bought the counterbore from eBay. This is needed to sink one of the case bolts about 3/16 of an inch to provide better belt clearance.





To clear the new belt drive sprocket, I used a 1991-up Drive Sprocket Cover. On the engine, the top rear stand-off stud (near the motor mount) needs to be removed. It is replaced with a 7/16-14 x 2" bolt. The unused (open) hole in the sprocket cover just gets a faux bolt and nut.



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