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IH: Transmission & Final Drive - Sub-03F

1957-1985 Transmission Trapdoor Pics and Information

1977-E1979 Trapdoor

HD Part# (34844-57B)

Casting# (34846-76) Machined cutout for left side shifter shaft protrusion.

1977-E1979 Sportster Transmission Trapdoor Pics:

Click on a pic to enlarge: ¹⁾



L1979-E1984 Trapdoor

HD Part# (34847-79)

Casting# (34846-76F)

Machined cutout for left side shifter shaft protrusion.

L1979-E1984 Sportster Transmission Trapdoor Pics:

Click on a pic to enlarge: ²⁾



L1984 trapdoor (34847-84)

Used after July 26, 1984 beginning with crankcase #785 208001, will retrofit to all XL models with an alternator and utilizes two slots for removal. An alignment tool (SNAP-ON 1650) or (MAC LF-12) or equivalent in the shape of a crowbar is recommended by the MoCo to draw the access door from the dowel pins. You can use a propane torch to carefully apply heat to the access door dowel pin area. Do not allow flame to rest on any one area for a prolonged period of time and wipe all the oil from access door prior to heating. Insert the hook end into each slot and gently alternate between the slots to evenly remove the door from the dowel pins. ³⁾ It was sold for parts order as a kit including a retaining ring (11006) for the mainshaft / fourth gear bearing assembly and four T-27 screws (2712). ⁴⁾ The torx screws contained a thread locker in pellet form on the threads which, when the screw is started in the hole,

breaks and releases the compound. As a result, the old screws could not be used. The stator is directly bolted to the door by the four torx locking screws at 30-40 in-lbs. The L84-85 stator (29966-84) ⁵⁾ has 8 mounting holes with only four being used. To prevent possible chafing of the stator wire, you must use the proper holes when mounting the stator. Starting with the upper right set of holes (1-2) and numbering clockwise from 1-8, you must use holes number 1, 3, 6 & 7. The 85 stator (29967-84) ⁶⁾ only has 4 holes. The mainshaft fourth gear bearing rests against a shelf in the trapdoor bore while the retaining ring sits in a groove in the door behind the bearing locking it in place. This beveled retaining ring is installed with the bevel side facing the transmission and the flat side facing the bearing.

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1)

photos courtesy of Deep South Cycles, [Link to Eaby Store](#)

2)

photos courtesy of Ebay seller, Robison Motorcycles [Link to Ebay Store](#)

3)

HD Service Bulletin #M-892 dated June 22, 1984

4)

HD Service Bulletin #M-894 dated September 7, 1984

5) 6)

1979-1985 HD Sportster Parts Catalog pg 35

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