

WARRANTY

SLC PARTS INC., WARRANTS THIS GEARBOX FOR AN UNMODIFIED 1934 THRU 1953 INDIAN CHIEF FOR 10,000 MILES OR 1 YEAR (WHICHEVER COMES FIRST), EXCEPT WITH RESPECT TO COMPONENT PRODUCTS MANUFACTURED BY OTHERS, THAT ALL PRODUCTS IT MANUFACTURES OR WHICH BEAR THE NAME CHIEF-OVERDRIVE, WILL BE FREE FROM DEFECTS IN MATERIAL AND WORKMANSHIP UNDER NORMAL USE, SERVICE OR PROPER OPERATION AT THE DATE OF SHIPMENT TO THE PURCHASER. PURCHASERS SOLE REMEDY UNDER THIS WARRANTY SHALL BE LIMITED TO REPLACEMENT OF PRODUCT, REPAIR BY SLC Parts Inc., OR A REFUND OF THE AMOUNT PAID BY THE PURCHASER OF SUCH PRODUCTS AT SLC Parts Inc., OPTION.

NO WARRANTY OF ANY KIND SHALL EXIST WITH RESPECT TO ANY PRODUCTS (OR PARTS THEREOF); (a) WHICH HAVE BEEN SUBJECT TO ABUSE, NEGLIGENCE OR ACCIDENT OR WHICH HAVE BEEN TAMPERED WITH, REPAIRED, REPLACED OR ALTERED BY ANYONE OTHER THAN SLC Parts Inc.,; (b)WHERE THERE HAS BEEN SUBSTITUTION OF PARTS NOT MANUFACTURED OR AUTHORIZED BY SLC Parts Inc., OR; (c) WHERE THE PRODUCTS HAVE BEEN SUBJECTED TO CONDITIONS WHICH VARY MATERIALLY FROM THE CONDITIONS WHICH SUCH PRODUCTS ARE NORMALLY SUBJECTED TO; (d) WHICH HAVE BEEN USED IN PERFORMANCE COMPETITION, RACING OF ANY KIND, TESTING OR ILLEGAL ACTIVITY

SLC Parts Inc. MAKES NO WARRANTIES OF ANY KIND, EXPRESSED OR IMPLIED, OTHER THAN AS HEREIN EXPRESSLY PROVIDED, AND SPECIFICALLY DISCLAIMS ALL OTHER WARRANTIES INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY AND OF FITNESS FOR A PARTICULAR PURPOSE SLC Parts Inc. DISCLAIMS ANY OBLIGATION OR LIABILITY FOR LOSS OF TIME, COST OR EXPENSE (INCLUDING, WITHOUT LIMITATION, LABOR EXPENSE), INCONVENIENCE, COMMERCIAL LOSS OR ANY OTHER DIRECT, INDIRECT CONSEQUENTIAL, SPECIAL OR INCIDENTAL DAMAGES.

Cut		
	3110 Ind	on to SLC Parts Inc ian Ave. Ste A s, Ca 92571
Serial no:		E-MAIL
Name:		Date of purchase
Address		Dealer
		Type of Chief
	SIGNATURE	

Additional instruction prior to shimming the clutch basket; Place a puller on the output drive sprocket with the screw centered on the mainshaft and tighten the screw to ensure the internal gearbox main bearings are seated. (Do not overtighten). Leave the puller attached with tension on it until the shimming is complete and the clutch basket nut is tightened and locked. The reason for doing this is to assure that the basket is not unintentionally over shimmed due to the clutch side main bearing being displaced.

Side main bearing uspraced.

Effective July 2020 –
Item #27 Retaining Ring on the mainshaft has been discontinued and not installed

Item #28 – Thrust Washer has now been replaced with 1pc #28 and 1pc #28A which is a thicker thrust washer.

This thicker thrust washer (#28A) now is the same thickness as item #28 and #27 combined.

ASSEMBLY OF CHIEF OVERDRIVE CLUTCH BASKET

The following instructions are a guide for installing the clutch basket with a few comments as to the reasons for following the P order of assembly.

When you receive your new gearbox the clutch core and basket will have to be removed to allow shimming of the basket to meet the .003 inch alignment of the engine and clutch sprockets as required to prevent damage or excessive wear of the primary chain.

It may also be advisable to verify the fit of the gearbox case to the engine crankcase and remove any slight casting interference that may exist.

Figures 1 an 2 show an exploded view and cross section of the basket assembly.

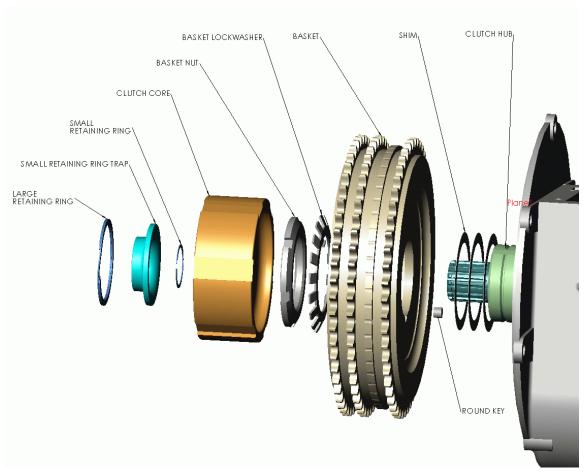


FIGURE 1

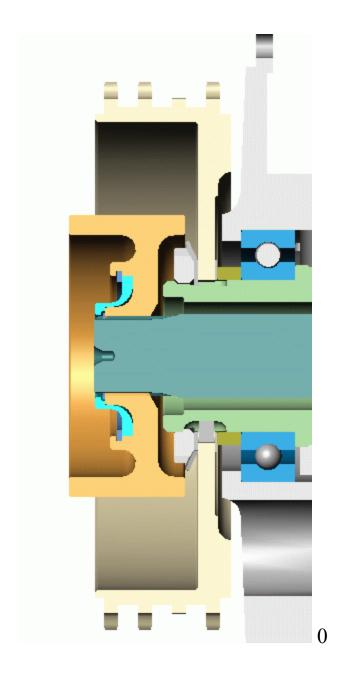


FIGURE 2.

Alignment of the clutch basket is accomplished by shimming on the case side of the basket, and should be verified with the nut tight.

.005, .008, and .032 shims are provided to arrange in the necessary combination (see page 11) to effect the correct alignment. See FIGURE 3



FIGURE 3.

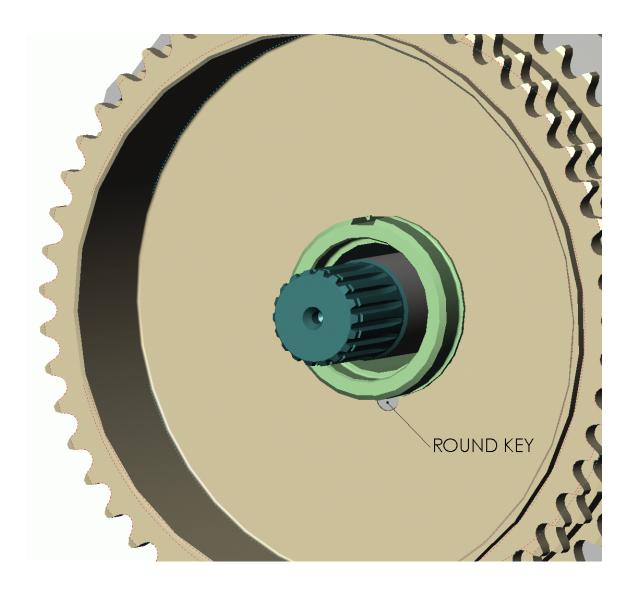


FIGURE 4.

When tightening the nut, make sure that the round key is in place as shown in FIGURE 4. The key does not take any load, but is there to prevent the thread from turning with the nut during assembly and dis-assembly, especially if loctite is used during final assembly.

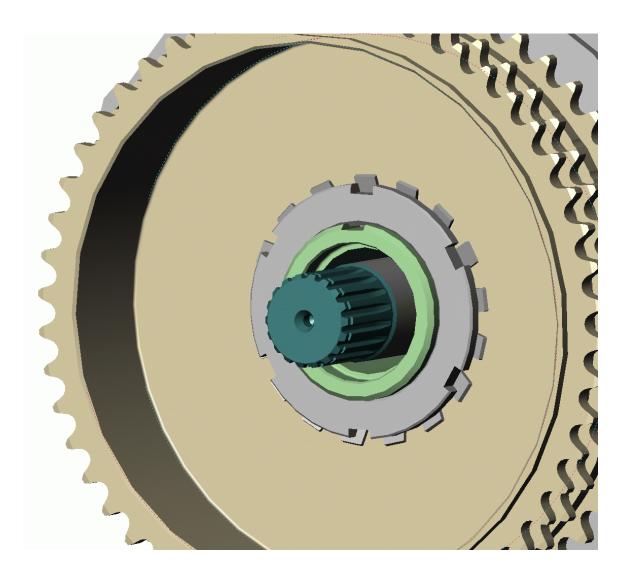


FIGURE 5.

When alignment has been accomplished and the nut finally tightened, bend over one locking tab of the lock-washer into a slot in the nut.

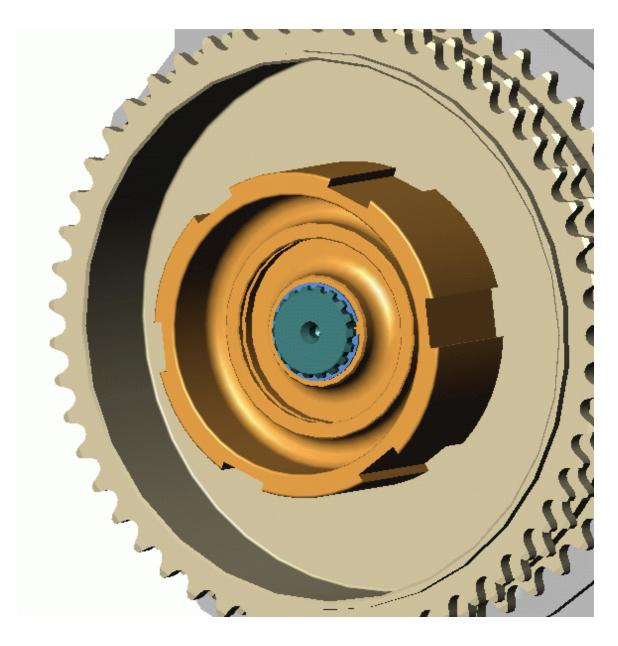


FIGURE 6.

Install the clutch core and small retaining ring on to the shaft.

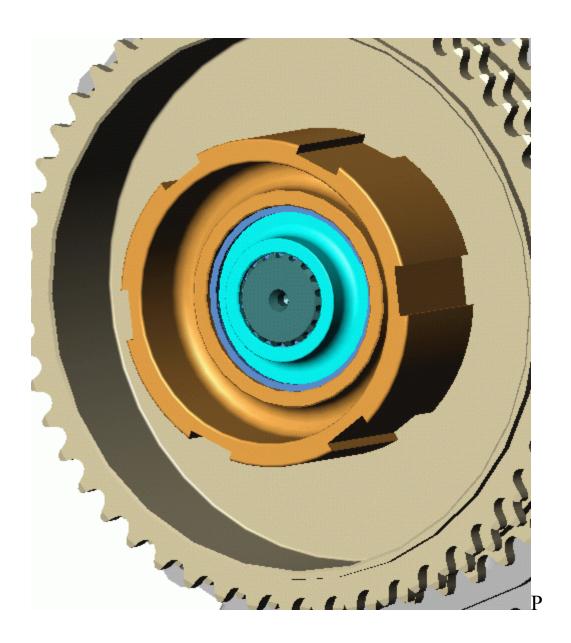


FIGURE 7.

Install the retaining ring trap and the large retaining ring. The clutch core will have to be held against the small retaining ring to allow the large retaining ring to enter its' groove. (Placing a bent piece of stiff cardboard behind the clutch core will help hold the core in place but do not forget to remove it when finished installing the large ring) You are now ready to assemble the clutch.

The top cover (Tower) on your new gearbox needs to be removed to allow the two top retaining bolts to the engine to be installed.

To replace the cover it is best if the gears are in neutral and the gear change cam is also in the neutral position.

Do not use a gasket plate as this will affect the engagement of the shift cam to the shift forks.

Fill the gearbox with 12 to 14 fluid ounces (300 to 350 ml) of 85/140 synthetic gear oil and replace the cover using a smear of good quality non hardening gasket cement. (Gray silicone works well)

OUTPUT FOR ONE TURN OF INPUT

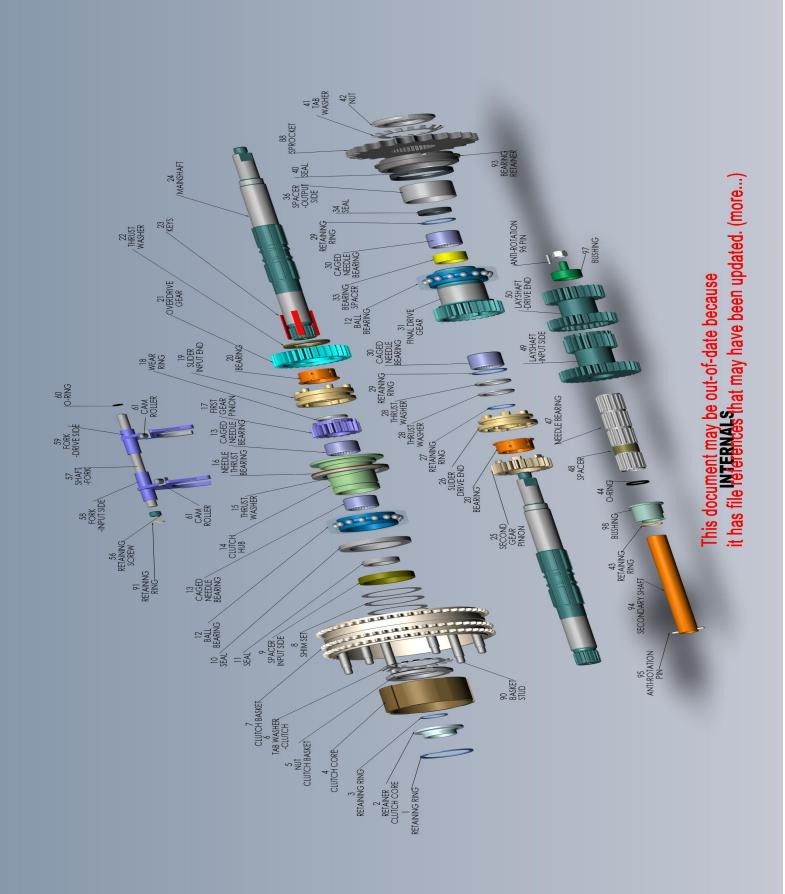
		4	4
	OLD 3	SPEED	SPEED
GEARBOX :	SPEED	HI	LO
FIRST	0.405	0.507	0.436
SECOND	0.711	0.743	0.689
THIRD	1.000	1.000	1.000
OVERDRIVE		1.355	1.166

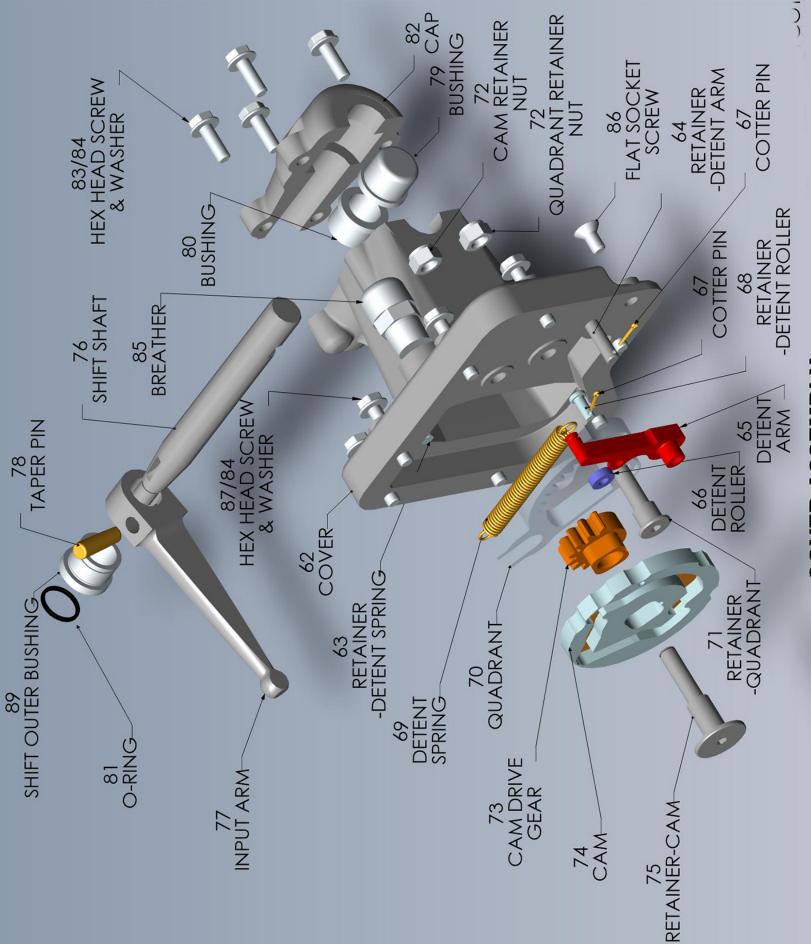
INPUT FOR ONE TURN OF OUTPUT

		4	4
	OLD 3	SPEED	SPEED
GEARBOX :	SPEED	HI	LO
FIRST	2.469	1.972	2.291
SECOND	1.406	1.346	1.452
THIRD	1.000	1.000	1.000
OVERDRIVE		0.738	0.858

SHIMMING .005	0.005 1	0.008	0.032	DELTA
.008	'	1		0.003
.010	2	•		0.003
.013	1	1		0.003
.016		2		0.003
.018	2	1		0.002
.021	1	2		0.003
.024		3		0.003
.026	2	2		0.002
.029	1	3		0.003
.032			1	0.003
.034	2	3		0.002
.037	1		1	0.003
.040		1	1	0.003
.042	2		1	0.002
.045	1	1	1	0.003
.048		2	1	0.003
.050	2	1	1	0.002
.053	1	2	1	0.003
.056		3	1	0.003
.058	2	2	1	0.002
.061	1	3	1	0.003
.064			2	0.003
.066	2	3	1	0.002
.069	1		2	0.003
.072		1	2	0.003
.074	2		2	0.002
.077	1	1	2	0.003
.080		2	2	0.003
.082	2	1	2	0.002
.085	1	2	2	0.003
.088	0	3	2	0.003
.090	2	2	2	0.002
.093	1	3	2	0.003

INVA RING 30035 31 FINAL DRIVE GEAR* 30001 18006 31 SAL 30040 31 SAL 30040 31 SAL 30040 31 SAL 30049 32 SAL 30049 30053 30049 30053 42 NUT-SPROCKET 30006 41 TAB WASHER-SPROCKET 4 SAKET 30043 42 NUT-SPROCKET 30043 43 NUT-SPROCKET 30043 44 O-RING 30045 44 O-RING 30045 44 O-RING 30045 44 O-RING 30045 44 O-RING 30054 44 O-RING 30054 44 O-RING 30054 45 O-RING 30055 45 O-RING 30055 45 O-RING 30055 45 O-RING 30054 45 O-RING 30055 45 O-RI		20024
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	85 BREATHER	30089
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#	30013-1 FOR HIGH RATIO, 30013-2 FOR LOW RATIO	RATIO
FOR LEFT HAND SHIFTER ADD 30084 1 BLIND BUSHING AND 30108 RETAINING RING (YOU SUPPLY SHIFTER)	TER)	





COVER ASSEMBLY