

Chain Conversion Kits and Machining Services



Made In USA

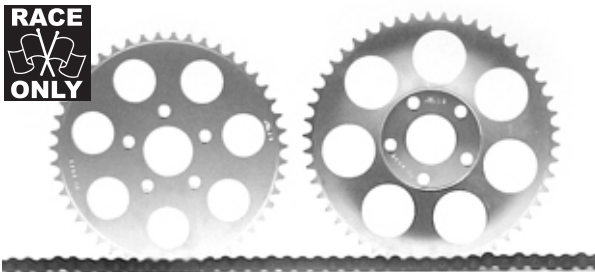
5 Speed XL/Buell® Chain Conversion Transmission Sprockets

These sprockets are offset towards the engine case in a stock application, and use a flat rear sprocket. Direct bolt-on for '91-'94 models; '95 & later models require a seal and/or spacer kit listed below.

Zip Tip: Flip the sprocket over & gain 3/8" extra tire clearance, use a dished rear sprocket to match, then run a 150 series tire without problems!

DESCRIPTION	PART NO.	DESCRIPTION	PART NO.
19T 5-sp XL/Buell sprocket	#808-814	24T 5-sp XL/Buell sprocket	#808-819
20T 5-sp XL/Buell sprocket	#808-815	25T 5-sp XL/Buell sprocket	#808-820
21T 5-sp XL/Buell sprocket	#808-816	26T 5-sp XL/Buell sprocket	#808-821
22T 5-sp XL/Buell sprocket	#808-817	Seal & spacer kit, '95-'05	#850-940
23T 5-sp XL/Buell sprocket	#808-818	Spacer, Req'd '06-up XL	#817-876

RACE ONLY



Aluminum Rear Chain Sprockets

American made from 7075-T6 aircraft quality aluminum alloy, which surpasses common steel sprockets in tensile, yield and shear strength. Manufactured in full width for size 530 chain, for maximum strength. Available dished and flat for standard Harley® 5 bolt early ('73-'99) and flat only for late (2000-up) pattern. Buell 5-bolt pattern available (flat only).

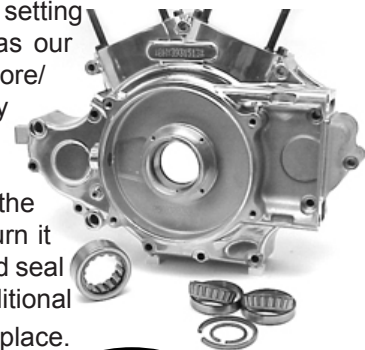
FOR H-D®	'73-'06 FLAT	'73-'99 DISHED	F/ '95-'02 BUELL®	FLAT ONLY	F/ '95-'02 BUELL®	FLAT ONLY
46 Tooth Sprocket	#808-866	#808-880	46 Tooth Sprocket	#872-946	54 Tooth Sprocket	#872-954
47 Tooth Sprocket	#808-867	#808-881	47 Tooth Sprocket	#872-947	55 Tooth Sprocket	#872-955
48 Tooth Sprocket	#808-868	#808-882	48 Tooth Sprocket	#872-948	56 Tooth Sprocket	#872-956
49 Tooth Sprocket	#808-869	#808-883	49 Tooth Sprocket	#872-949	57 Tooth Sprocket	#872-957
50 Tooth Sprocket	#808-870	#808-884	50 Tooth Sprocket	#872-950		
51 Tooth Sprocket	#808-871	#808-885	51 Tooth Sprocket	#872-951		
52 Tooth Sprocket	#808-872	#808-886	52 Tooth Sprocket	#872-952		
53 Tooth Sprocket	#808-873	#808-887	53 Tooth Sprocket	#872-953		

Timken® Conversion for 2003 and Later Crankcases

Starting with the 2003 model year, the factory has replaced the Timken® sprocket shaft bearing on the crankshaft with a straight roller bearing. While this design eliminates setting bearing end play and significantly reduces the labor for installation/assembly, it was our opinion that this design would not sufficiently handle the loads generated by big bore/stroker engines designed for substantial horsepower output. There have been many failures to substantiate this theory!

Zipper's developed a service in late 2002 to convert 2003 and later crankcases to the proven Timken® tapered bearing system. Send us your left crankcase and we'll return it fully machined with Timken® races installed, ready for assembly. Timken® bearings and seal spacer provided. For Timken® conversion only, send just the left case half. For additional services such as boring for big bore cylinders, send both halves with all case bolts in place.

DESCRIPTION	SERVICE CODE
Crankcase machining for Timken® conversion, '03-up TC88 A/B cases	ZM-9329



Bearing Race Destroyed!