

# TRANSMISSION

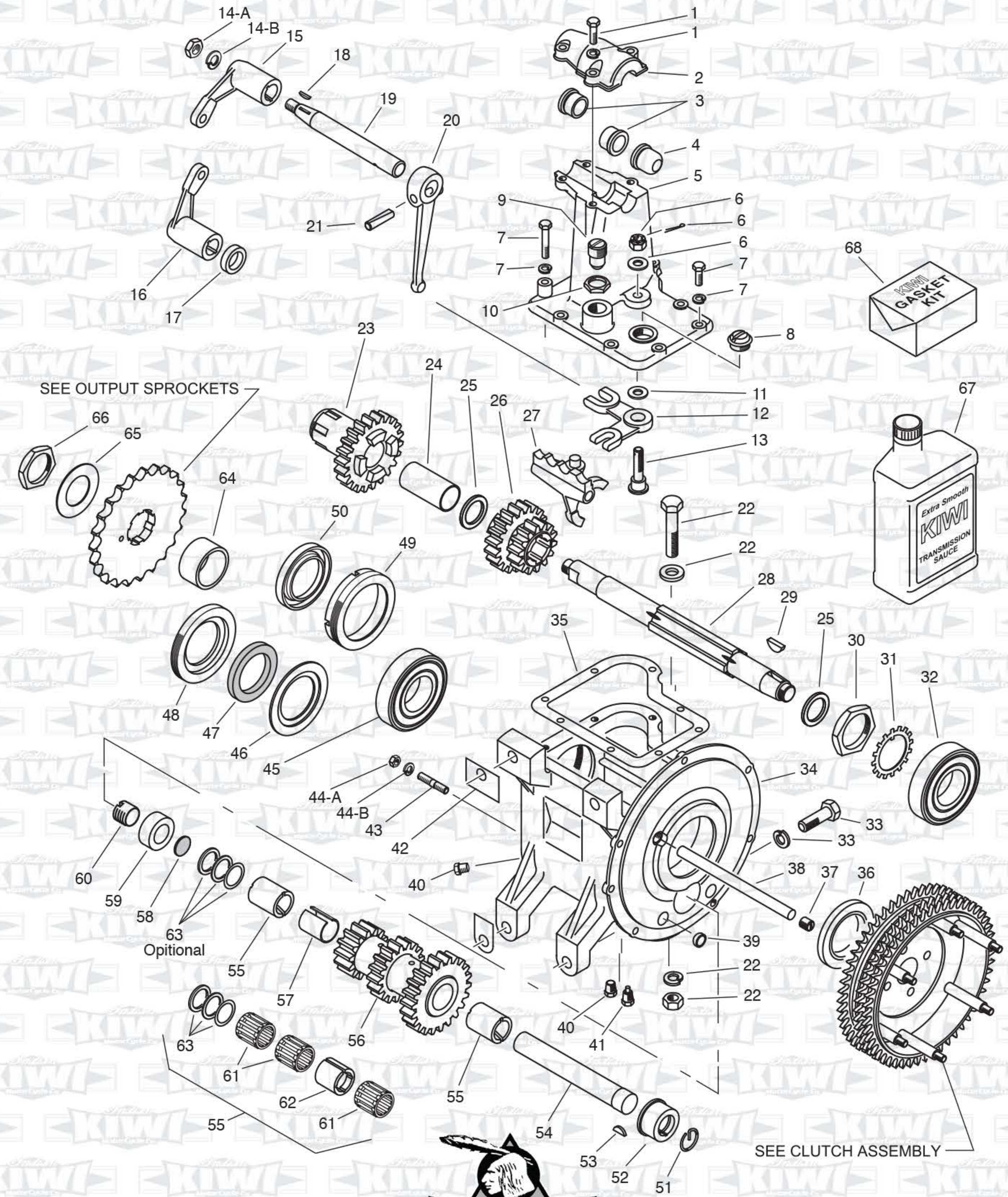


No.	Part No.	Description	Year
-	85384-RE	Overdrive trans: 4 speed and constant mesh	34-39
-	85384-RL	Overdrive trans: 4 speed and constant mesh	40-53
1	206012-K	Bolt kit: Cap, stainless	34-53
2	22B222	Cap: Cover	22-53
3	38245	Bushing: Cap (2)	32-53
4	26B97	Bushing: Cap	22-53
5	85283	Cover	33-53
6	24B15-N	Nut kit: Bell crank stud, includes nut, washer & cotter pin	22-53
7	206011-K	Bolt kit: Cover, stainless	34-53
8	661003	Filler plug	1940
8	661003	Filler plug	52-53
9	42307	Detent: Shifter fork (see tech)	40-53
10	37423	Lock nut: Detent	40-53
11	927028	Washer: Bellcrank detent fork	22-53
12	20B5	Bellcrank: Detent fork	22-53
13	24B15-K	Stud: Bellcrank detent fork	22-53
14-A	606012	Nut: Bellcrank, S/S 3/8"-24 5/pk	32-53
14-B	922008	Nut: lockwasher 3/8" 5/pk	32-53
15	556006	Bellcrank: Shift	37-51
16	556017	Bellcrank: Reverse shifting pattern (see tech)	52-53
17	801023	Spacer	37-53
18	538012	Key: Bellcrank	37-53
19	38243	Shaft: Lever	32-53
20	38242	Lever: Bell crank operating	32-53
21	28B81	Rivet: Shaft to lever	22-53
22	209007-K	Bolt kit: Trans mounting	22-53
23	75641	Gear: Sprocket driver w/bushing honed to size	32-39
23	75576	Gear: Sprocket driver w/bushing honed to size	40-53
24	42574E	Bushing: Sprocket driver gear (see tech)	32-39
24	42574	Bushing: Sprocket driver gear	40-53
25	39695-060	.060 thrust washer: Main shaft	32-53
25	39695-070	.070 thrust washer: Main shaft	32-53
25	39695-075	.075 thrust washer: Main shaft	32-53
25	39695-080	.080 thrust washer: Main shaft	32-53
25	39695-085	.085 thrust washer: Main shaft	32-53
25	39695-090	.090 thrust washer: Main shaft	32-53
25	39695-095	.095 thrust washer: Main shaft	32-53
25	39695-100	.100 thrust washer: Main shaft	32-53
25	39695-105	.105 thrust washer: Mains haft	32-53
26	38020	Slider gear	32-53
27	22C2	Fork: Shifter	22-53
28	74012	Main shaft	32-39

No.	Part No.	Description	Year
28	75545	Main shaft (see tech)	40-53
29	538115	Key: Clutch hub	22-53
30	20B20	Nut: Clutch sprocket	22-53
31	20B62	Lock washer: Clutch sprocket nut	22-53
32	39216	Bearing: Mainshaft, shielded	34-53
33	206315-K	Bolt kit: Transmission to crankcase (see tech)	22-53
34	85384	Case: Transmission	34-53
35	KI-10108	Gasket: Transmission top	34-53
35	KI-10108-R	Gasket: Cometic	34-53
36	762018	Seal: Clutch sprocket to case	52-53
37	20B29	Screw: Shifter fork shaft	22-53
38	22B48	Shaft: Shifter fork	22-53
39	KI-10152	Plug kit:	52-53
40	661006	Plug: Drain & oil level	22-53
41	661006-M	Plug: Magnetic	22-53
42	22B59/0	Shim kit: Transmission feet to crankcase, .008" thick	22-53
43	20B410	Stud: Chain guard mounting	22-53
44-A	922006	Split washer: 1/4" 5/pk	22-53
44-B	922006	Nut: 1/4"-28 5/pk	22-53
45	39923	Bearing: out put side, sealed	34-53
46	20B15	Retainer: Felt	22-45
47	16A164	Felt: Transmission output	22-45
48	20B17	Nut: Felt retainer	22-45
49	730006	Retainer nut: Seal	46-53
50	762010	Seal: Transmission output	46-53
51	22B45	Lock ring: Countershaft retaining	22-53
52	22B42	Bushing: Countershaft, std (1.253)	22-53
52	22B42-007	Bushing: .007 oversize (1.257)	22-53
52	22B42-075	Bushing: .075 oversize (1.325)	22-53
53	538008	Key: Countershaft	22-53
54	22B44	Countershaft: Cluster gear	22-53
55	19A59	Bushing: Cluster gear (2)	22-53
56	38062	Gear: Cluster	32-53
56	38062-K	Gear: Cluster with bushings installed & honed to size (see tech)	32-53
57	19A49	Spacer: Cluster gear	32-53
58	40821	Gasket: Countershaft.	34-53
59	22B41	Bushing: Countershaft, std (1.253)	22-53
59	22B41-007	Bushing: .007 oversize (1.257)	22-53
59	22B41-075	Bushing: .075 oversize (1.325)	22-53
60	661001	Plug: Slotted, countershaft hole (see tech)	22-53
61	19A59-B	Roller bearing upgrade Cluster gear. (3)	22-53
62	19A59-S	Spacer: For roller bearings	22-53
63	19A59-T	Thrust washer kit: For roller bearings	22-53

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No.	Part No.	Description	Year
64	38007	Spacer: Sprocket driver gear, output	32-39
64	319030	Spacer: Sprocket driver gear, output	40-53
65	37647	Lock washer: Sprocket driver gear	22-53
66	F35230	Nut: Sprocket driver gear	22-53
67	KI10123	Synthetic oil for all 3 speed, 4 speed trans and primary	All
68	85375R-K	Cometic primary/transmission gasket set	34-53
69	27T350	Wrench: Clutch sprocket nut	22-53

KIWI Indian produces the highest quality transmission gears and components for Indian motorcycles, period. We have spent many years of research and tens of thousands of miles of harsh abusive testing on our test motorcycles under the most grueling conditions including my round the world bike and sidecars with a passenger (which triples the load on the transmission). We utilize a very exclusive material which is very expensive and adds to the overall cost rather than cheaper materials like our competitors do. Their gears do not hold up in Indian transmissions. Our extensive testing has proven KIWI gears to be far superior than any other gear that has ever been made for Indians. Since this material has higher nickel and chromium alloys for added toughness and ductility, manufacturing machine time is increased and heat treatment is also very particular. Hence it makes for a more expensive gear than using lesser quality 8620 material. KIWI gears will take the banging and crashing of your gear changes (and mis changes) even under extreme racing conditions or sidecar use. The Indian 3 speed transmission is subjected to extreme conditions due to its overall primitive design. We keep a very tight control on the slider gear splines so they accurately locate on the main shaft rather than fit sloppy as this will increase gear life.

KIWI cluster gears have the inside diameter bushing/bearing bores machined after heat treatment. This is an extra step (not taken with original or competitors gears) however it leads to a highly accurate and concentric running gear which leads to quieter operation. That is why you will pay more for KIWI gears but you can NOT buy better, period. We have to warranty our engines and transmissions that we manufacture so you know they have to be good. You will only buy KIWI gears once.

**Rebuilding service:** We also offer rebuilding services for rebuilding your transmission assembly in our service dept. For the latest in transmission rebuilding information and step by step procedures for the do it yourselfers, please visit our website [www.KiwiIndian.com](http://www.KiwiIndian.com)

## KIWI Indian Motorcycle Transmissions Features:

- Superior gear material and heat treatment for the toughest and most durable gears ever made for Indians.
- Accurately profiled and machined teeth and finish for overall quietness of operation.
- Full tooth width for full gear engagement (no big radius on ends which decrease tooth contact area that leads to tooth breakdown).
- Taper tooth lead in for easy gear changes.
- Positive spline fit for increased gear life.
- Cluster gear bores machined after heat treatment for accuracy in concentricity and quietness of operation.
- Special media blast finish for minimal break in and overall finish.
- Proven and continual quality and durability testing.
- Made in the USA and fully warranted. *You can't buy better gears.*



27T350 Wrench: Clutch sprocket nut 22-53

We have compiled a lot of written tech that goes with these transmissions. We see a lot of failures from lack of education or using inferior quality components and we want you to avoid making the same mistakes which become very costly and dangerous (especially if something locks up at speed). We can't stress how high of a quality Indian gears need to be in order to hold up in its harsh environment.

Please seriously think of safety. If a transmission locks up at speed, it can result in a very serious accident. Disengaging the clutch with a locked up transmission will not stop the wheel from skidding and you will be on a very wild ride. This transmission section is full of educational information. We don't want to unnecessarily alarm you however we do want to bring to your attention to as many points about gears as possible as we would rather you be armed with too much information rather than not enough. Safety and quality is our top priority.