| No. | Part No. | Description | Year |
| :---: | :---: | :---: | :---: |
| 1 | 606010-K | Nut and L/W kit: Pulley to shaft | 34-53 |
| 2 | 606010-K | Nut and L/W kit: Pulley to shaft | 34-53 |
| 3 | 41870 | Pulley: Gene drive (tapered bore) | 34-53 |
| 4 | 538003 | Key: Pulley to gene drive shaft | 34-53 |
| 5A | 39313S | Seal: In inner cover | 34-53 |
| 5B | 39313B | Bearing: In inner cover | 34-53 |
| Note: This bearing and seal is an upgrade and replaces the bushing originally used in this application. This upgrade accepts the higher loading and eliminates a typical oil leak. Do NOT use the stock bushing as it will piss out oil |  |  |  |
| 6 | KI-10100 | Bolt kit: Stainless steel | 34-53 |
| 7 | KI-10100 | Bolt kit: Stainless steel | 34-53 |
| 8 | 85371 | Cover: Inner | 34-39 |
| 8 | 86305 | Cover: Inner | 40-53 |
| 9 | KI-10105 | Thrust washer kit | 34-53 |
| 10 | 16 A68 | Dowel pin (2) | 34-53 |
| 11 | 85375 | Gasket: Primary cover | 34-53 |
| 11 | 85375-R | Gasket - Cometic | 34-53 |
| 12 | 39324 | Shaft | 34-53 |


| Note: Our shaft is superior to the stock shaft in order to <br> give the sprocket more supporting area which lessens <br> the chance of a a common failure. |  |  |  |
| :---: | :---: | :---: | :---: |
| $\mathbf{1 2 B}$ | 39324 C | Shatt/sprocket assembly <br> (riveted together) | $34-54$ |
| $\mathbf{1 3}$ | 39323 | Sprocket | $34-53$ |
| $\mathbf{1 4}$ | 19 B 188 | Rivet set: Sprocket to shaft, set of 3 | $34-53$ |
| $\mathbf{1 5}$ | 39314 | Bushing: In outer cover | $34-53$ |
| $\mathbf{1 6}$ | 86769 | Cover: Outer w/script | $34-48$ |
| $\mathbf{1 6}$ | $86769-\mathrm{P}$ | Cover: Plain (no script) | $34-53$ |
| $\mathbf{1 6}$ | 336007 | Cover: Outer | $50-53$ |
| $\mathbf{1 7}$ | KI-10100 | Bolt kit: Stainless steel | $34-53$ |
| $\mathbf{1 8}$ | 37112 | Nut: Adjuster w/screw \#19 | $34-53$ |
| $\mathbf{1 9}$ | 37112 | Screw: Adjuster w/locknut \#18 | $34-53$ |
| $\mathbf{2 0}$ | Kl-10100 | Bolt kit: Stainless steel | $34-53$ |
| $\mathbf{2 1}$ | KI-10100 | Bolt kit: Stainless steel | $34-53$ |
| $\mathbf{2 2}$ | 661006 | Plug: Oil level \& drain | $28-53$ |
| $\mathbf{2 3}$ | $661006-\mathrm{M}$ | Plug: Magnetic | $28-53$ |
|  |  |  |  |

[^0] magnetic plugs are created equal.

| No. | Part No. | Description | Year |
| :---: | :---: | :---: | :---: |
| 24A | 661003 | Plug: Inspection \& filler | 34-53 |
| 24B | 661013 | Filler plug: Primary | 52-53 |
| 24 C | 50089 | Breather valve | 52-53 |
| 25 | KI-10100 | Bolt kit: Stainless steel | 34-53 |
| 26 | 39321 | Spring | 34-53 |
| 27 | 39319 | Pin: Lever pivot | 34-39 |
| 27 | 42500 | Pin: Lever pivot | 40-53 |
| 28 | 39320-K | Shoe \& lever assembly | 34-39 |
| 28 | 42501-K | Shoe \& lever assembly | 40-53 |
| 28A | 42501 | Shoe | 40-53 |
| 28B | 636104 | Cotter pin | 40-53 |
| 28 C | 42502 | Pin: Shoe | 40-53 |
| 28D | 42499 | Lever | 40-53 |
| 29 | D180 | Nut: Engine sprocket | 22-53 |
| 30 | $20 B 47$ | Lock washer | 22-53 |
| 31 | 538115 | Key: Clutch hub | 34-53 |
| 32 | 40822 | Chain: Primary | 34-53 |

Note: KIWI primary chains have a very high tensile

strength, are pre stressed and are of very high quality. \begin{tabular}{|l|c|c|c|}
\hline 33 \& 39312 \& Sprocket: Engine \& $34-48$ \\
\hline 34 \& 22824 \& \& \\
\hline

 

34 \& 22B254 \& Cork: Engine sprocket \& $22-48$ \\
\hline 3 \& \& 2 \& \\
\hline

 

\hline 35 \& 924016 \& .063 Thrust washer: Engine sprocket \& $22-53$ \\
\hline 35 \& 92017 \& .070

 

35 \& 924017 \& .070 Thrust washer: Engine sprocket \& $22-53$ \\
\hline

 

\hline 35 \& 924018 \& .077 Thrust washer: Engine sprocket \& $22-53$ \\
\hline 35 \& 924019 \& .084 Thrust washer: Engine sprocket \& $22-53$ \\
\hline

 

35 \& 924020 \& .091 Thrust washer: Engine sprocket \& $22-53$ \\
\hline

 35 924020-A .095 Thrust washer: Engine sprocket $22-53$ 

\hline 35 \& 924021 \& .098 Thrust washer: Engine sprocket \& $22-53$ \\
\hline 35 \& $02421-1$ \& 100

 

35 \& 924021-A \& .100 Thrust washer: Engine sprocket \& $22-53$ \\
\hline

 

\hline 35 \& 924022 \& .105 Thrust washer: Engine sprocket \& $22-53$ \\
\hline 35 \& 02 \& \\
\hline

 

35 \& 924024 \& .112 Thrust washer: Engine sprocket \& $22-53$ \\
\hline 35 \& 924023 \& 119 Thrust washer: Engine sprocket \& $22-53$ \\
\hline

 

\hline 35 \& 924023 \& .119 Thrust washer: Engine sprocket \& $22-53$ \\
\hline 35 \& 924007 \& .124 Thrust washer: Engine sprocket \& $22-53$ \\
\cline { 1 - 4 } \& \& \&

 

35 \& 924006 \& .132 Thrust washer: Engine sprocket \& $22-53$ \\
\hline \& 35 \& \&

 

\hline 35 \& 37624 \& .140 Thrust washer: Engine sprocket \& $22-53$ \\
\hline

 

35 \& 22B190 \& .148 Thrust washer: Engine sprocket \& $22-53$ \\
\hline

 

\hline 35 \& $22 B 189$ \& .154 Thrust washer: Engine sprocket \& $22-53$ \\
\hline

 

35 \& 22B188 \& .160 Thrust washer: Engine sprocket \& $22-53$ \\
\hline

 

\hline 35 \& $22 B 188-A$ \& .166 Thrust washer: Engine sprocket \& $22-53$ \\
\hline

 

\hline 35 \& 41027 \& .170 Thrust washer: Engine sprocket \& $22-53$ \\
\hline

 

\hline 36 \& $815005-\mathrm{K}$ \& Sprocket assembly: Torque evener \& $50-53$ \\
\hline 36 \& 815005 - \& Sprocket \\
\hline

 

\hline 36 \& $815005-\mathrm{K}$ \& Sprocket assembly: Torque evener \& $50-53$ \\
\hline
\end{tabular}



| No. | Part No. | Description | Year |
| :---: | :---: | :---: | :---: |
| 36A | 1607001 | Nut: lock | 50-53 |
| 36B | 614005 | Nut: Spring retaining | 50-53 |
| 36C | 1809004 | Spring: Inner | 50-53 |
| 36D | 809027 | Spring: Outer | 50-53 |
| 36E | 927033 | Washer: Spring seat | 50-53 |
| 36F | 1282002 | Cam | 50-53 |
| 36G | 815005 | Sprocket | 50-53 |
| 36H | 690004 | Quill | 50-53 |
| 37 | 763008 | Seal: Torque evener | 50-53 |
| 38 | 45086 | Screw: Shoe adjusting | 34-53 |
| 39 | 37432 | Nut: Shoe adjuster lock, special | 40-53 |
| 40 | 37351 | Nut: Shoe adjuster lock | 34-39 |
| 41 | KI-10107 | Gasket: Inner primary to transmission | 34-53 |
| 41 | KI-10107-R | Gasket: Cometic | 34-53 |
| 42 | KI-10106 | Gasket: Inner primary to engine | 34-53 |
| 42 | KI-10106-R | Gasket: Cometic | 34-53 |
| Note: KI-10106-R \& KI-10107-R Cometic gaskets are made from a Foamet material and seal the best against irregular surfaces. |  |  |  |
| 43 | 37108-K | Screw kit: Inner primary to engine \& transmission | 34-53 |
| 44 | 39355-R | Gasket: Cometic | 34-53 |
| 45 | 37108-K | Screw kit: Inner primary to trans | 34-53 |
| 46 | 40880 | Belt: Generator drive | 33-39 |
| 46 | 42603 | Belt: Generator drive | 40-53 |
| 47 | KI-10100 | Bolt kit: Stainless steel | 34-53 |
| 48 | 23B73 | Housing: Worm, clutch release | 34-40 |
| 48 | 43442 | Housing: Worm, clutch release | 41-53 |
| 49 | KI101243 | Synthetic Oil: For all 3 speed trans and 4 speed trans and primaries | all yrs. |
| 50 | 85375-RK | Cometic primary/trans gasket set | 34-53 |



Rebuilding service: We also offer rebuilding services for rebuilding your primary drive in our service dept.


[^0]:    Note: KIWI magnetic plugs are of a very high
    grade and do not degrade with heat. Not all

