



INSTALLATION INSTRUCTIONS

**FOR**

**BIG TWIN SIX-SPEED  
OVERDRIVE  
BUILDER'S KITS**

&

SERVICE GUIDE

**FOR**

**BIG TWIN SIX-SPEED  
OVERDRIVE  
COMPLETE ASSEMBLIES**

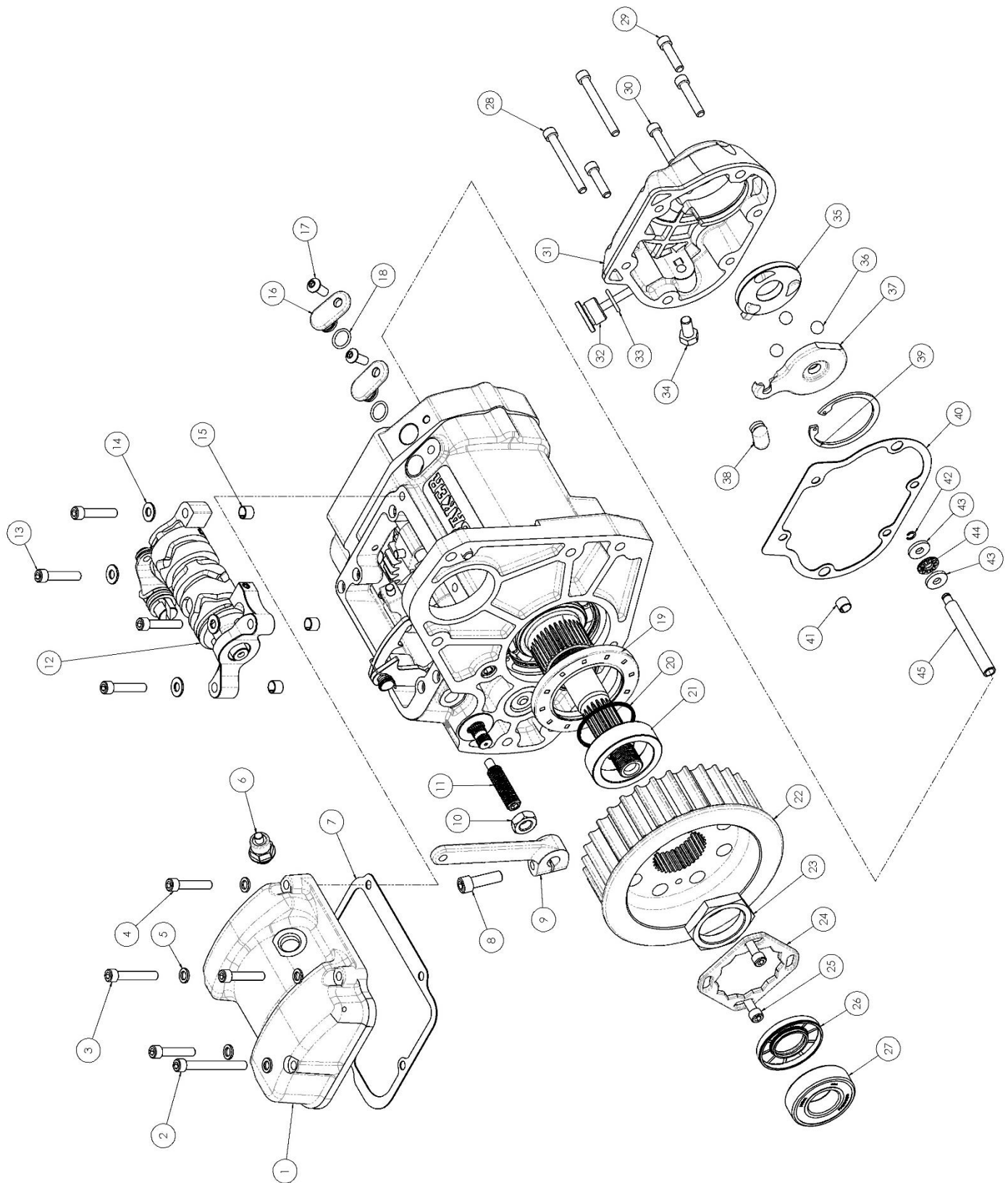
v12.121068

9804 Old M-78 Haslett, MI 48840 - Phone: 517-339-3835

---

**BAKER OD6 INSTALLATION INSTRUCTIONS**

# OD6 EXPLODED VIEW - COMPLETE ASSEMBLY, VIEW 1

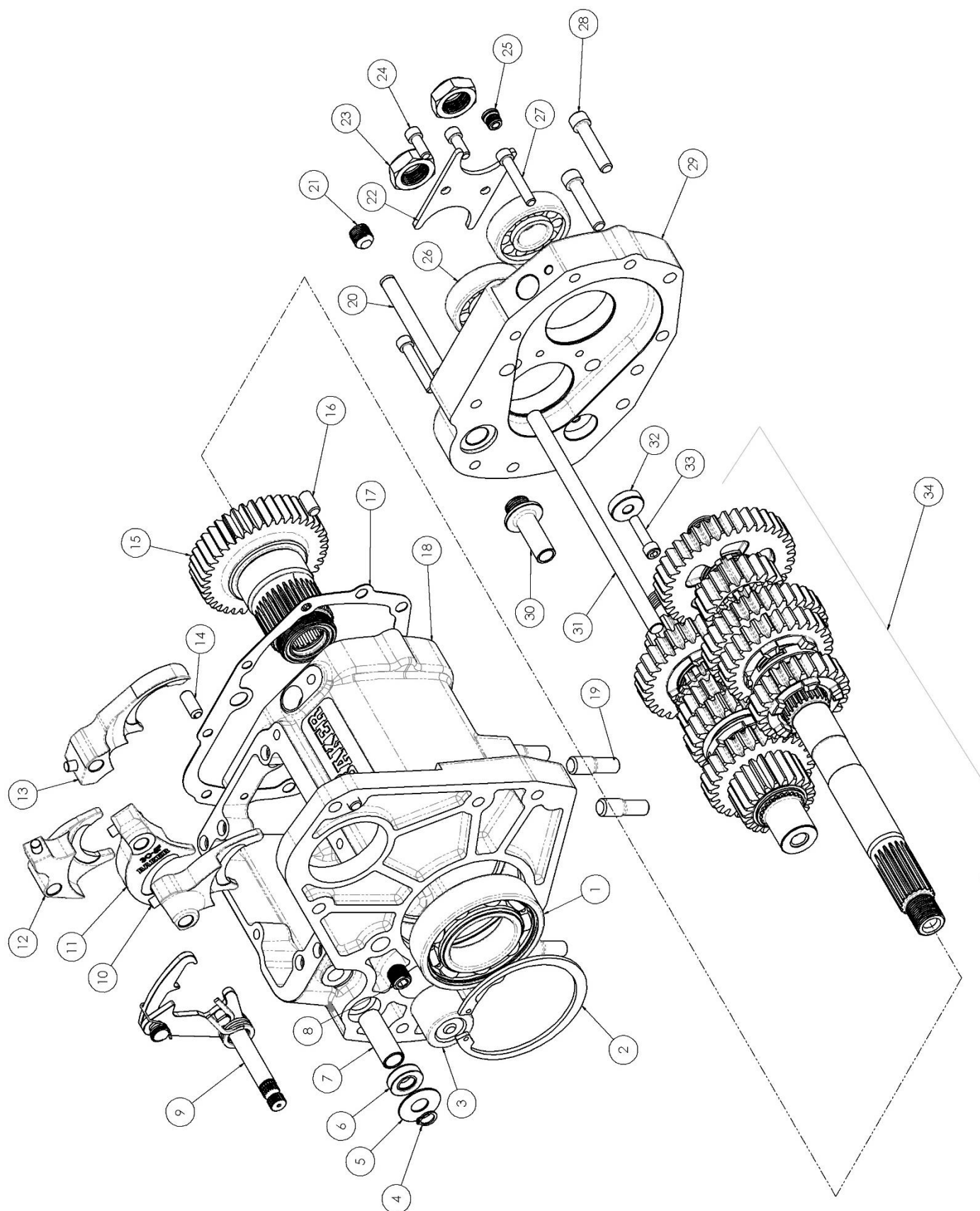


## THE FOLLOWING PARTS ARE INCLUDED AS SHOWN IN: OD6 EXPLODED VIEW - COMPLETE ASSEMBLY, VIEW 1

| Number | Part Number  | Qty | Description                        |
|--------|--------------|-----|------------------------------------|
| 1      | 34468-56     | 1   | Top Cover                          |
| 2      | 25C250KCSS/P | 1   | 1/4-20 x 2.250" SHCS Bolt          |
| 3      | 25C150KCSS/P | 1   | 1/4-20 x 1.500" SHCS Bolt          |
| 4      | 25C125KCSS/P | 3   | 1/4-20 x 1.250" SHCS Bolt          |
| 5      | 6099SS       | 5   | Washer, Top Cover                  |
| 6      | 33900-59     | 1   | Neutral Switch                     |
| 7      | 34904-86E    | 1   | Gasket, Top Cover                  |
| 8      | 31F100KCSS/P | 1   | 5/16-24 x 1.000" SHCS Bolt         |
| 9      | 33715-85SA   | 1   | Shift Lever                        |
| 10     | 70813        | 1   | 7/16-14 Nut                        |
| 11     | 152-56B      | 1   | Eccentric Screw                    |
| 12     | 124A-OD6-A   | 1   | Shift Drum Assembly, Fixed Spindle |
| 13     | 23207        | 4   | 1/4-20 x 1.250" SHCS Bolt          |
| 14     | 33001        | 4   | Washer, Shift Drum                 |
| 15     | 609B         | 6   | Alignment Dowel                    |
| 16     | 108-6EP      | 2   | Plug, Speed Sensor                 |
| 17     | 73753        | 2   | 1/4-20 x .625" BHCS Bolt           |
| 18     | 66808        | 2   | O-Ring, Speed Sensor Plug          |
| 19     | 12067B       | 1   | Seal, Main Gear                    |
| 20     | 11165A       | 1   | Quad Seal                          |
| 21     | 33344-94S    | 1   | Spacer                             |
| 22     | *            | 1   | Pulley                             |
| 23     | 35211-91B    | 1   | Pulley Nut                         |
| 24     | 40251-92A    | 1   | Lock Plate                         |
| 25     | 23202        | 2   | 1/4-20 x .625" BHCS Bolt           |
| 26     | 25X52X7ADL   | 1   | Seal, Inner Primary                |
| 27     | P205PP-H     | 1   | Bearing, Inner Primary             |
| 28     | 25C225KCSS/P | 2   | 1/4-20 x 2.250" SHCS Bolt          |
| 29     | 25C100KCSS/P | 2   | 1/4-20 x 1.000" SHCS Bolt          |
| 30     | 25C125KCSS/P | 2   | 1/4-20 x 1.250" SHCS Bolt          |
| 31     | 597-56C      | 1   | Side Cover                         |
| 32     | 130-56C      | 1   | Dipstick                           |
| 33     | 66827        | 1   | O-Ring, Dipstick                   |
| 34     | 18052        | 1   | 5/16-24 x .625" Hex Bolt           |
| 35     | 25452-87A    | 1   | Inner Ramp                         |
| 36     | 987678       | 3   | 3/8" Ball                          |
| 37     | 25453-87A    | 1   | Outer Ramp                         |
| 38     | 34920-86     | 1   | Coupler                            |
| 39     | 68067        | 1   | Snap Ring, Ball and Ramp           |
| 40     | 36801-87B    | 1   | Gasket, Side Cover                 |
| 41     | 609B         | 1   | Alignment Dowel                    |
| 42     | 10705-01149  | 1   | E-Clip, Actuator Rod               |
| 43     | TWC411       | 2   | Washer, Actuator Rod               |
| 44     | TC411        | 1   | Bearing, Actuator Rod              |
| 45     | 37089-84L    | 1   | Actuator Rod                       |

\* = Customer Preference

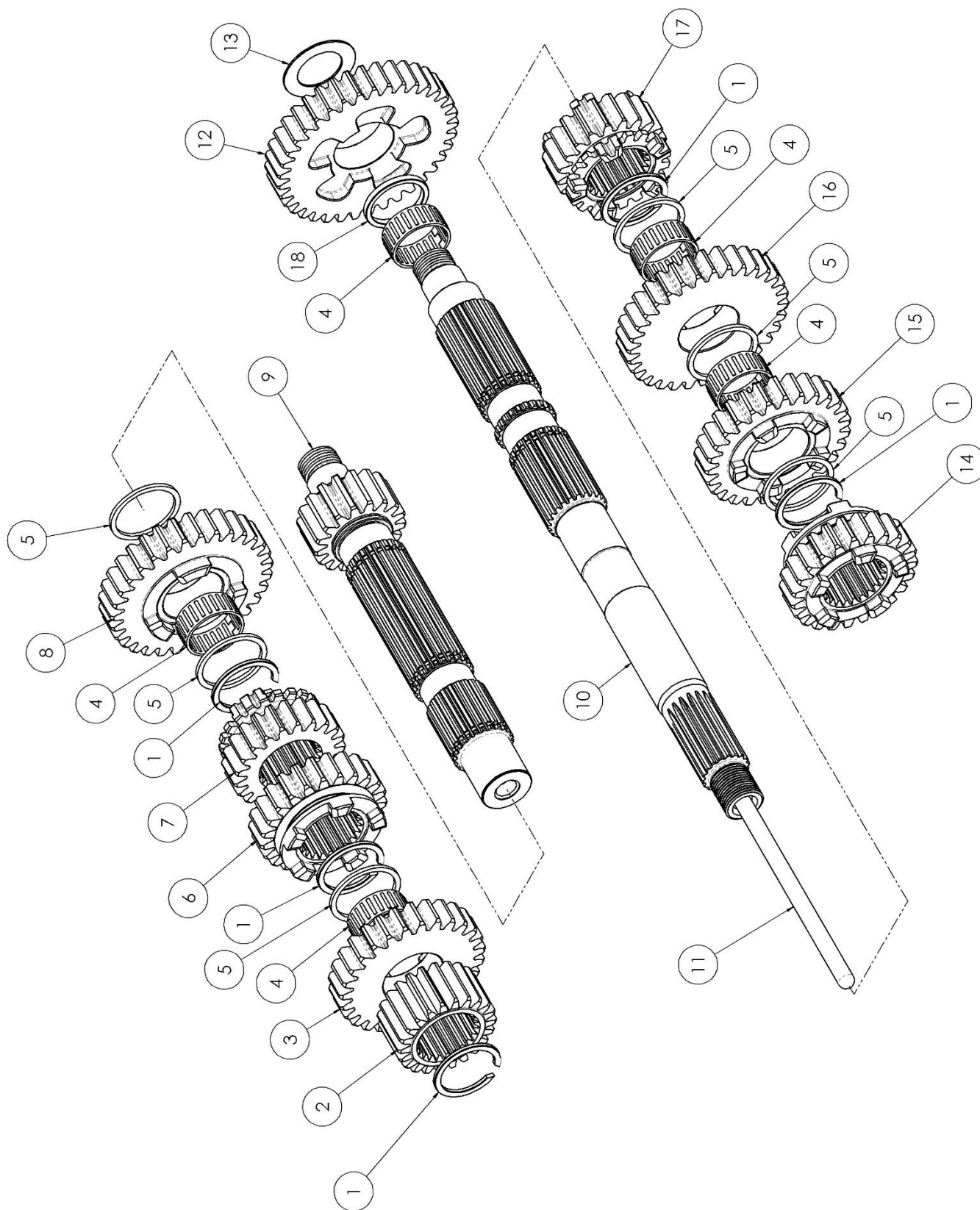
## OD6 EXPLODED VIEW - COMPLETE ASSEMBLY, VIEW 2



## THE FOLLOWING PARTS ARE INCLUDED AS SHOWN IN OD6 EXPLODED VIEW - COMPLETE ASSEMBLY, VIEW 2

| <b>Number</b> | <b>Part Number</b>      | <b>Qty</b> | <b>Description</b>              |
|---------------|-------------------------|------------|---------------------------------|
| 1             | 6209                    | 1          | Bearing, Main Gear              |
| 2             | VHO-334STPA             | 1          | Snap Ring, Main Gear            |
| 3             | BK2526                  | 1          | Bearing, Countershaft           |
| 4             | 68010                   | 1          | Snap Ring, Shifter Pawl         |
| 5             | 6497HW                  | 1          | Washer, Shifter Pawl            |
| 6             | 12045                   | 1          | Seal, Shifter Pawl              |
| 7             | 33114-79                | 1          | Bushing, Shifter Pawl           |
| 8             | 25702                   | 1          | Plug, Fork Rod                  |
| 9             | 555-56C-A or 555-56LD-A | 1          | Shifter Pawl assembly           |
| 10            | 101-56                  | 1          | Fork, 2M                        |
| 11            | 102-5F                  | 1          | Fork, 3C                        |
| 12            | 102-6E                  | 1          | Fork, 4C                        |
| 13            | 101-6E                  | 1          | Fork, 1M                        |
| 14            | 64273                   | 1          | Dowel, Door                     |
| 15            | 61005M                  | 1          | Main Gear, 5M                   |
| 16            | 26768                   | 1          | Dowel, Door 5/16 X 1.000" Solid |
| 17            | 35652-79B               | 1          | Gasket, Door                    |
| 18            | 204B-56                 | 1          | Case                            |
| 19            | 11733A                  | 5          | Stud, Case                      |
| 20            | 112-6E                  | 1          | Aux Fork Rod                    |
| 21            | 50F50KKCS               | 1          | Plug, Aux Fork Rod              |
| 22            | 103-6                   | 1          | Retaining Plate                 |
| 23            | 7340BD                  | 2          | 3/4-16 Jam Nut                  |
| 24            | 23202                   | 2          | 1/4-20 x .625" SHCS Bolt        |
| 25            | 51740-001               | 1          | Zero Leak Drain Plug            |
| 26            | 6304                    | 2          | Bearing, Door                   |
| 27            | 25C150KCSS/P            | 2          | 1/4-20 x 1.500" SHCS Bolt       |
| 28            | 31C150KCSS/P            | 4          | 5/16-18 x 1.500" SHCS Bolt      |
| 29            | 2-6B                    | 1          | Door                            |
| 30            | 115-6F                  | 1          | Support Bridge                  |
| 31            | 122-6                   | 1          | Fork Rod                        |
| 32            | F1409                   | 1          | Magnet                          |
| 33            | 23205                   | 1          | 1/4-20 x 1.000" SHCS Bolt       |
| 34            | See View 3              | 1          | Gearset Assembly                |

## OD6 EXPLODED VIEW – GEARSET, VIEW 3



## THE FOLLOWING PARTS ARE INCLUDED AS SHOWN IN OD6 EXPLODED VIEW – GEARSET, VIEW 3

| <b>Number</b> | <b>Part Number</b> | <b>Qty</b> | <b>Description</b>         |
|---------------|--------------------|------------|----------------------------|
| 1             | 11067              | 5          | Retaining Ring             |
| 2             | 61005CA            | 1          | 5th Gear, Countershaft     |
| 3             | 603M2C             | 1          | 2nd Gear, Countershaft     |
| 4             | 8876A              | 5          | Bearing, Split Cage        |
| 5             | 6003B              | 6          | Thrust Washer              |
| 6             | 61573C             | 1          | 3rd Gear, Countershaft     |
| 7             | 61234C             | 1          | 4th Gear, Countershaft     |
| 8             | 62941C             | 1          | 1st Gear, Countershaft     |
| 9             | 60866C             | 1          | Countershaft with 6th Gear |
| 10            | 60000M             | 1          | Mainshaft                  |
| 11            | 37088-90           | 1          | Clutch Release Rod         |
| 12            | 60866M             | 1          | 6th Gear, Mainshaft        |
| 13            | AS2035             | 1          | Shim, Mainshaft            |
| 14            | 62212M             | 1          | 2nd Gear, Mainshaft        |
| 15            | 603M2C             | 1          | 3rd Gear, Mainshaft        |
| 16            | 61234M             | 1          | 4th Gear, Mainshaft        |
| 17            | 62941MB            | 1          | 1st Gear, Mainshaft        |
| 18            | TWD324             | 1          | Thrust Washer              |

## APPLICATION AND REQUIRED HARDWARE

A Builder's Kit is, as the name implies, for building a BAKER Six-Speed Overdrive™ Transmission using an existing case/housing and peripheral hardware. The following 5-speed components are required to complete the task:

|                                                |
|------------------------------------------------|
| Transmission Housing*                          |
| Pawl and sprocket spacer seals                 |
| Shifter pawl assembly                          |
| Top cover and fasteners                        |
| Neutral switch                                 |
| Clutch release cover and fasteners             |
| Clutch release mechanism and push rod hardware |

*\*1) H-D® Transmission housings come with the left side bearings installed and, in the case of the Softail®, with transmission mounting plate studs installed. These items may have to be purchased separately when using aftermarket cases.*

*2) Since the speed sensor provision for the BAKER™ Six Speed is in the side door, it is not necessary to purchase a transmission case with speed sensor provisions.*

## FOREWARD

We highly recommend that the BAKER™ Builder's Kit be installed only by trained and/or seasoned mechanics with prior H-D® 5-speed experience. **If you have never serviced an H-D® 5-speed, do not attempt this installation project.**

## REQUIRED READING

Regardless of the skill level or experience of the individual installing the Builder's Kit, it is highly recommended that a genuine H-D® Motor Company Parts Catalog and Factory Service Manual be available for reference for the installation. The installation instructions for the BAKER Six-Speed will make frequent reference to the Factory Service Manual. Any Factory Service Manual from 1990 on will be sufficient.

## SPECIAL TOOLS

The only special tools required are tools that would also be required for any 5-speed installation.

For installing/ removing the main drive gear and main drive gear bearing, HD-35316A is available through your local Harley Davidson® Dealer. The equivalent tool TOOLA-56 is available through BAKER DRIVETRAIN™.

For removing the bearing inner race on the transmission mainshaft, H-D® 34902A is required. The BAKER DRIVETRAIN™ equivalent part is TOOLB-56.

For removing and installing the 1-7/8" transmission sprocket nut, H-D® 9466--37A is required. The BAKER DRIVETRAIN™ equivalent part is TOOLD-56.

It is recommended that the Countershaft Bearing is replaced at the time of installation, using an approved tool and procedure, such as the Jims Countershaft Cup Bearing Tool. JIMS USA PN#739. (P) 805-482-6913.

## ANCILLARY ITEMS

The FLT® style exhaust bracket that bolts to the lower part of the side door using the four 5/16 screw holes in the case may have to be modified. Since the surface in which this bracket mounts to is .525" thicker than stock, experience shows that .525" should be laterally take out of the exhaust bracket to keep the exhaust pipe in the O.E.M. position. Modified brackets are available through BAKER™ at a cost of \$40 if you do not have a hack saw and welder at your disposal.

# INSTALLATION INSTRUCTIONS

## CASE PREPARATION/ GEARSET REMOVAL

If the Builder's Kit is replacing/refreshing an existing 5-speed, refer to your Factory Service Manual Section 7, MAINSHAFT/COUNTERSHAFT Removal. Follow REMOVAL procedure.

Next, refer to section 7, MAIN DRIVE GEAR removal, follow REMOVAL procedure.

If the Builder's Kit is going into a new case, no preparation is required.

Remember to remove the vent cap before use.

## CASE CLEARANCE CHECKS

The BAKER Six-Speed Overdrive™ hardware is designed to fit in stock H-D® cases without modification to the case to Six-Speed Components. Since most aftermarket cases are styled after the H-D® equivalent, the hardware usually fits in most situations, but there are exceptions. The internal walls of cases 'float around' occasionally in H-D® and aftermarket castings. This is not an indication of a quality problem, but rather this is inherent in the casting process.

### CHECK #1 - 6TH GEAR MAINSHAFT CLEARANCE

Place the side door gasket provided onto the dowel pins of the case. This gasket is your template. Figure 1 shows the area of concern that must be checked with the 'template'.

If the thickness of the boss around the 5/16-18 screw hole is above the profile of the gasket (from roughly the 10 o'clock to the 2 o'clock position), the material must be removed.

This is best accomplished by taking a permanent pen or paint marker and drawing around the gasket as shown in Figure 2. Remove the painted material roughly 1/2" back from the gasket surface of the case. A coarse flat file works well.

### CHECK #2 - AUXILIARY FORK SHAFT BRIDGE CLEARANCE

The auxiliary fork shaft bridge comes installed on the inside of the side door as shown in Figure 3. The fork shaft bridge functions as the support for the 4th C/S gear fork shaft.

Again, use the side door gasket provided as your template and place it on the dowels. Notice the blue paint dot in the upper right hand corner of the gasket.

If any aluminum is present below the blue paint dot, paint the area 3/8" on either side of the blue dot as shown in Figure 4 and remove the material inward (perpendicular to gasket surface) roughly 1-3/8" from the gasket surface. A large coarse round file works well.

### CHECK #3 - RIGHT SIDE PILLOW BLOCK CLEARANCE

The right side pillow block/roller detent assembly needs to be checked for proper fit to the case. The right side of the right pillow block needs to be checked for case clearance - see Figure 5.

Any gap greater than zero is acceptable as long as the pillow block detent assembly fits down square over the dowels. If you are installing a Six-Speed Overdrive™ into a Delkron® Softail® case, you will have to remove some material as shown in Figure 6.

Also check to make sure that some gap exists between the torsion spring and the side of the case is shown in Figure 7.

## **CHECK #4 - PRIMARY FORK ROD BOSS CLEARANCE**

The boss in which the fork rod slides through must be checked for clearance for the 6th mainshaft gear. Once again, use the side door gasket as a template for this check.

Figure 8 shows the area of concern. If the thickness of the boss is outside the profile of the gasket in the 6 to 8 o'clock position, it must be removed. A large, coarse flat file works best.

## **CHECK #5 - AFTERMARKET CLUTCH RELEASE AND TOP COVER FIT**

If you are installing aftermarket clutch release and top covers, you should check the fit of these covers onto the side door and over the shift drum, respectively.

## **ADJUSTMENTS/SET-UP AND CHECKS**

The BAKER Six-Speed Overdrive™ has only one adjustment, just like the 5-speed. The adjustment is the shifter pawl eccentric adjusting screw, which is identical to 5-Speed and is performed as one of the last steps in the installation. On 2000 - up Softail and 2001 - up FLT/Dyna models (5 or 6 Speed), there is no eccentric adjustment screw, so no adjustment is necessary.

Thanks to our new fixed spindle drum (PN 124A-OD6-A), shimming of the drum is no longer required as of 09-2014. The drum simply bolts into place.

Please refer to your HD Factory Service Manual for any 1980-1999 5-Speed model for proper adjustment of the shifter pawl eccentric adjusting screw. If you have a 2000 Softail or 2001 and later Softail, Dyna, or FLT model, please remove the fixed pin and replaced with the supplied eccentric adjusting screw and locknut. Be sure that the end of the eccentric screw is in the "up" (approximately 11 o'clock position) rather than the "down" (approximately 5 o'clock position) when final adjustment is done. Screw is oriented correctly when rotating the screw toward the front of the motorcycle moves the pawl forward and moving the screw toward the rear moves the pawl backward. Threaded portion of the screw should not contact the pawl itself. The pawl travel should be limited fore and aft by the machined screw tip.

## GEARSET INSTALLATION

New O.E. cases come with the P/N 8996 main drive gear bearing installed. For a new aftermarket case or any 'used' case, install a new main drive gear bearing and retaining ring as indicated below.

Remove the main drive gear (5th M/S) from the BAKER Six Speed Overdrive™ gearset/ trap door assembly by simply sliding it off the mainshaft. Install a new main drive gear bearing, O.E. P/N 8996 with a tool as mentioned in the special tools section of this manual. NEVER install the bearing into the case by applying pressure to the inner race - you will destroy the bearing. Install a new retaining ring with the bevel facing out.

**Special Note:** 2000 - up 88B Softail® transmission cases have a noted defect to the landing that supports the 8996A bearing. This landing comes straight from the factory with a very thin wall thickness and cracks in the corner between the landing and the 8996A bearing bore. Inspect carefully for this situation. When installing the new 8996A bearing, press it in carefully and don't crack the landing off of the case.

Install the main drive gear into the main drive gear bearing using the same special tool.

Hang the side door gasket onto the case dowel pins and carefully push it down to the seat against the case gasket surface.

Apply some WD-40 or equivalent to the main drive gear seal and to the mainshaft (on the portion adjacent to the splines). Install the gearset by sliding the mainshaft through the main drive gear and slowly pushing the whole trap door/gearset assembly until the case dowel pins contact the dowel holes in the side door. A rubber hammer is helpful to tap the side door over the case dowel pins without risking any damage to the chrome plated aluminum side door. You may also use a slide hammer with a 1/4-30 tip for this task.

Install the four 5/16" SHCS (socket head cap screws) in the lower 4 screw holes and torque them to 13-16 ft lbs. Install the two 1/4" SHCS in the screw holes above each dowel and torque them to 7-9 ft lbs. At this time, check the fitment of the auxiliary fork shaft into the fork shaft bridge. If the fork shaft slides easily into the fork shaft bridge, take no action at this time. If the fork shaft does not slide easily into the fork shaft bridge, then put the auxiliary fork shaft in your freezer at this time. This will make the installation of the shaft much easier when the time comes to install it.

## SHIFT FORK INSTALLATION

Figure 10 details where the shift forks belong on the gearset. The 3rd C/S, 2nd M/S, and 1st M/S forks will ride on the primary fork rod (like 5-speed). The 4th C/S fork rides on the auxiliary shaft.

First, install the 1st M/S fork. You must slide the 1st gear away from the door and engage the dogs of the adjacent gear (4th) to allow room for the fork to slide on (Figure 9). Next, install the 4th C/S fork.

Install the 3rd C/S and 2nd M/S forks in the positions specified. Slide the primary fork rod through the 1st M/S fork, 3rd C/S fork, and 2nd M/S fork.

Remove the 1/2-20 set screw from the outside of the side door. Retrieve the auxiliary fork shaft from your freezer and install it into the access hole from which the 1/2-20 set screw was removed. You will have to drive it into the fork shaft bridge that is bolted to the opposite side of the door. While tapping the auxiliary fork shaft through with a brass hammer, hold onto the 4th C/S gear fork and make sure the fork is positioned correctly to receive the auxiliary fork shaft that is simultaneously being driven through.

Once the head of the auxiliary fork shaft is flush with the outside of the side door, you will need to drive it another 1/2" (carefully) into the door until you definitely feel it seat. A spare grade 2 (soft) bolt works well as a 'punch' to drive the auxiliary fork shaft to seat.

Put some Loctite 242 on the 1/2-20 set screw and torque it to 2-4 ft-lbs (tightly torqued); you will feel it seat against the head of the auxiliary fork shaft. Apply a generous amount of WD-40 or transmission oil to the forks and fork rods.

## FUNCTION CHECK

With the 4 forks and the primary and secondary fork rods installed, check to make sure that the forks slide freely on the fork rods by moving them back and forth with your fingers. In particular, if you experience any binding of the 4th C/S fork, you most likely need to go back and perform clearance check #2 (in the Case Clearance Checks section) again as outlined in the previous section.

## SHIFT DRUM/DETENT SYSTEM/PILLOW BLOCK INSTALLATION

Install the shift drum assembly as detailed in the **Adjustments/ Set-up and Checks** section. This time, however, you must be careful to make sure the fork pins are in the grooves in which they belong. As mentioned before, it is recommended that you tighten down the four cap screws in a circular pattern. Monitor closely the pins of the forks relative to the shift drum grooves. Application of Loctite 242 to the four cap screws is recommended.

Set the adjustment on the shifter pawl adjustment screw per the Factory Service Manual Section 7, SHIFTER LINKAGE adjustment.

## CLUTCH ROD END - RIGHT SIDE

Transfer the thrust washers (2), thrust bearing, and retaining ring from your 5-speed right side rod end to the new rod end that has been provided with the kit. Install this rod end on the right side, at the end of the mainshaft, under the clutch cover.

The BAKER side door displaces the clutch cover outboard by 3/16". The right side rod end in this transmission is 3/16" longer to compensate for this displacement.

## CLUTCH RELEASE COVER INSTALLATION

Install your desired clutch release cover onto the side door. The only note is that two of the screw holes in the side door that receive two clutch cover screws have a threaded depth of 1/2". This means, if you are using an O.E.M. style clutch cover, you must use the two 1/4-20 x 2" SHCS that are provided, or any other SHCS with a 2" length. The positions of these two screw holes are shown in Figure 11.

The six-allen head bolts on the clutch actuator cover are position specific. If you remove the clutch cover, take care to reinstall the bolts in the original installed positions.

## SPEED SENSOR INSTALLATION

For transmissions with electronic speed sensor provisions you may require a speed sensor signal conversion box to correctly calibrate the speedo head. Recalibration units are available at BAKER Drivetrain (PN 95E-5B).

## FLUID FILL

Fluid capacity is 20-24 oz. of one of the following recommended oil.

If available at your local dealer, we highly recommend Red Line 'Heavy Shockproof' transmission oil. **Red Line oil can be purchased directly through Baker Drivetrain™.**

For optimum transmission performance, use 20-24 fluid ounces of the following recommended oils:

|          |                                  |
|----------|----------------------------------|
| Red Line | 75W250 Heavy Shockproof Gear Oil |
| Spectro  | 75W140SPL                        |
| Bel Ray  | 80W90                            |
| Torco    | 80W140                           |
| AMSOIL   | 75W90                            |

## **DISASSEMBLY**

In general, disassembly of your BAKER Six-Speed Overdrive™ is the reverse of content of the Installation Instructions with only one note; to remove the auxiliary fork shaft, you will need a slide hammer with a 10-32 threaded tip. An alternate method is to use a 2" long 10-32 bolt/screw. Thread the screw into the auxiliary fork shaft and grab the head of the screw with a set of vise grips. Give the vise grips a swift tug to extract the fork rod.

## **CUSTOMER SUPPORT**

For any installation or service questions, please contact our technical department at (517) 339-3835.

## **DISCLAIMER**

The words Harley®, H-D®, and Delkron® are registered trademarks and are for reference only. Use of the H-D® model designations and part numbers are for reference only. BAKER DRIVETRAIN™ has no association with, and makes no claims against, these words, trademarks, or companies.

**The installation of these parts may void or otherwise adversely affect your factory warranty. If is the sole responsibility of the user to determine the suitability of this product for his or her use, and the user shall assume all legal, personal injury risk and liability and all other obligations, duties and risks associated therewith.**

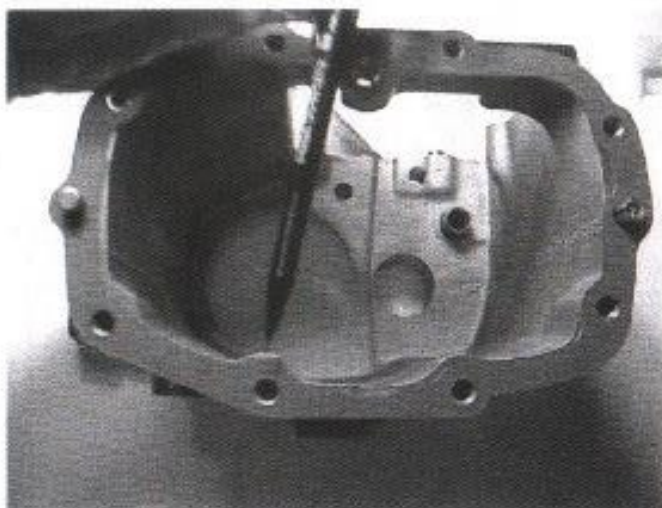


Figure 1

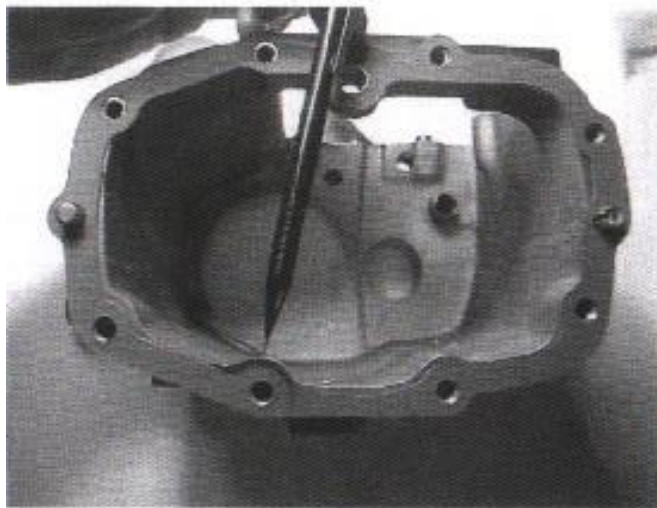


Figure 2

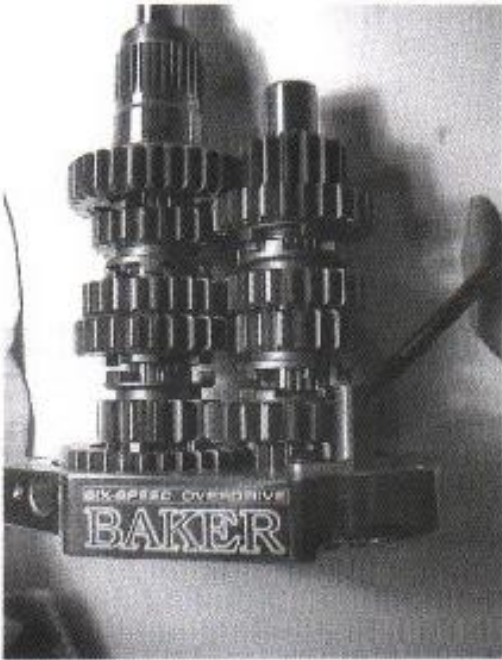


Figure 3

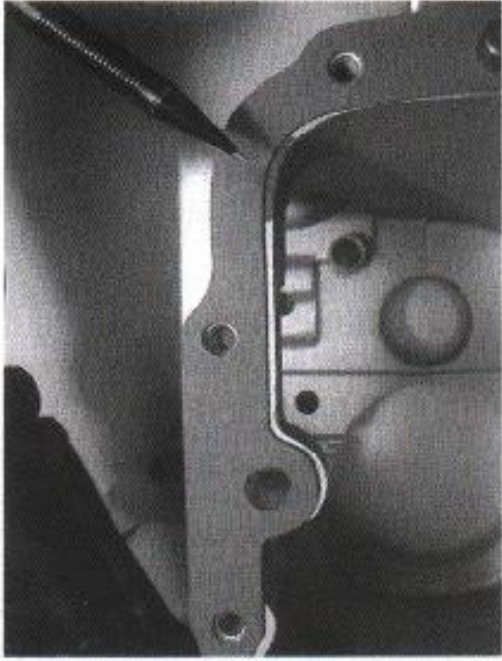


Figure 4

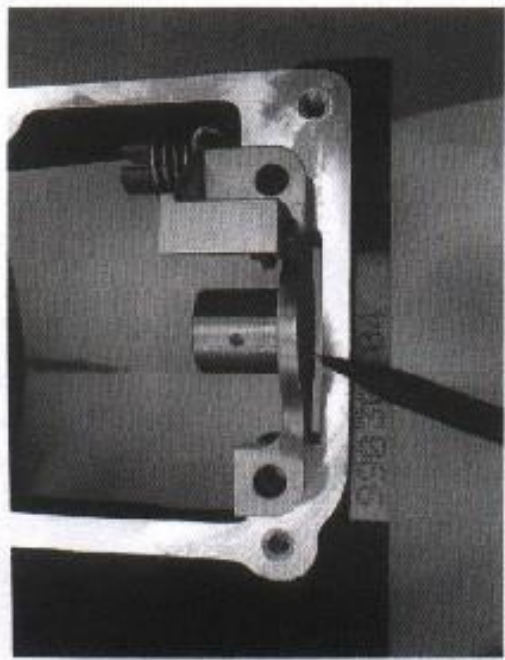


Figure 5

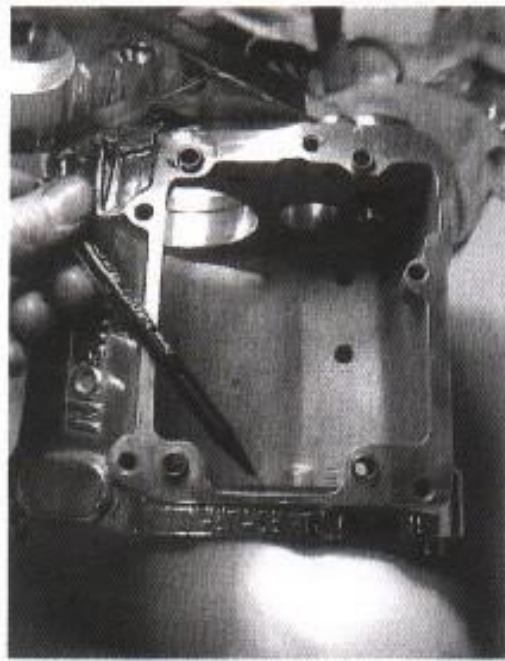


Figure 6

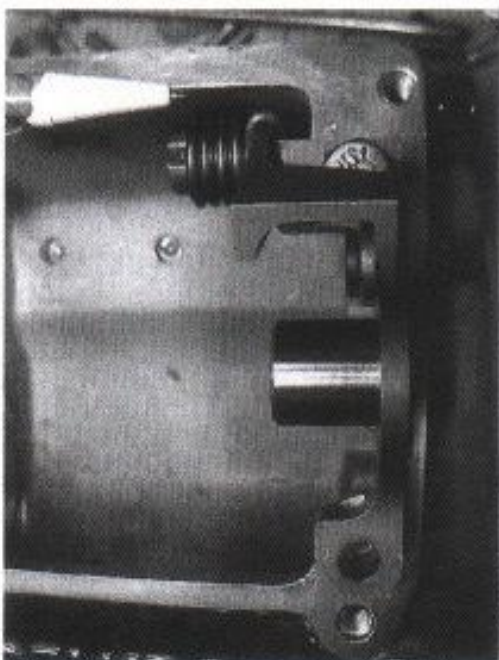


Figure 7

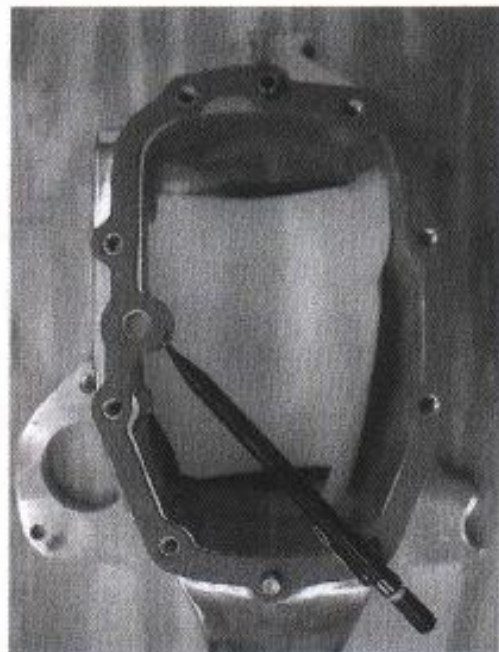
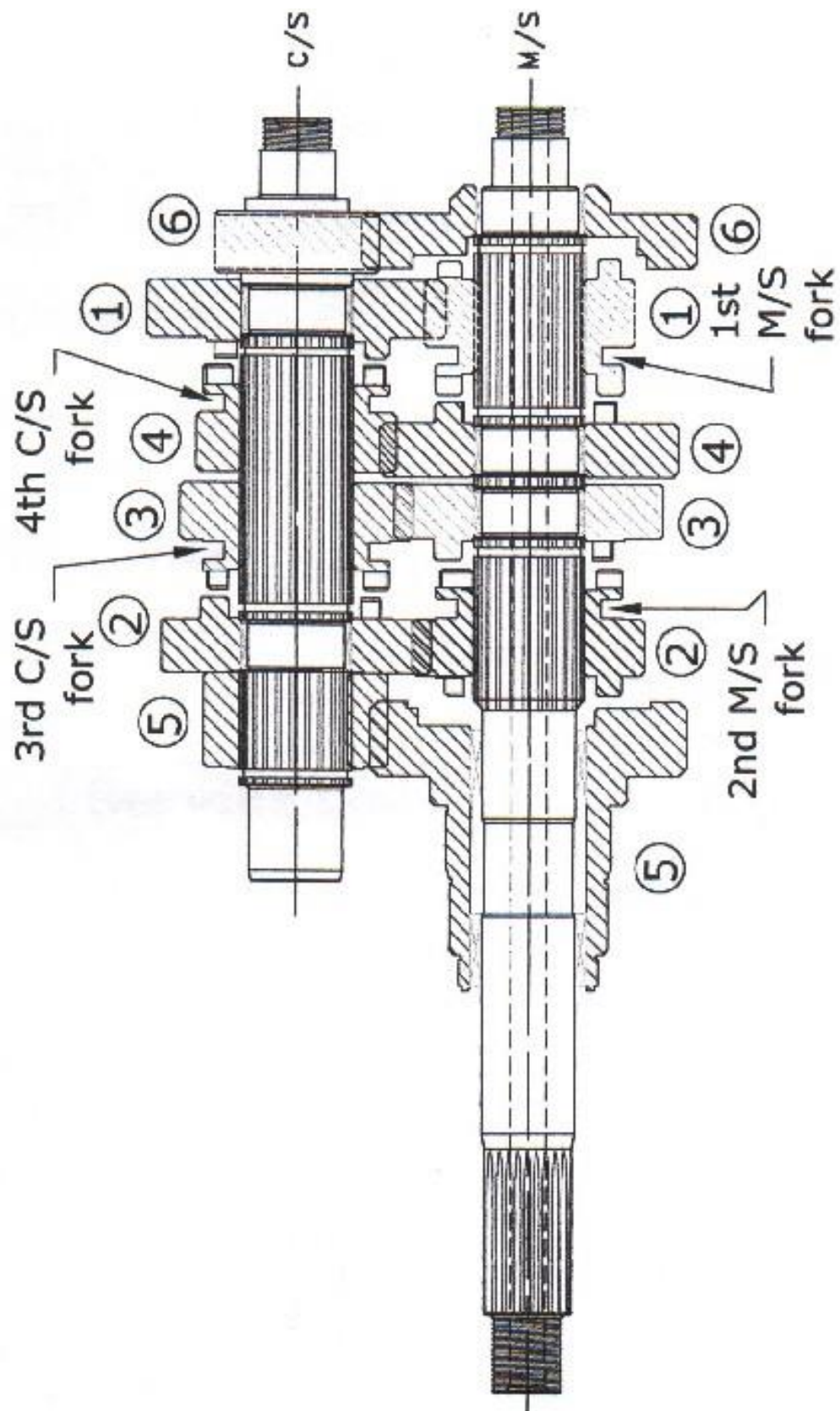


Figure 8

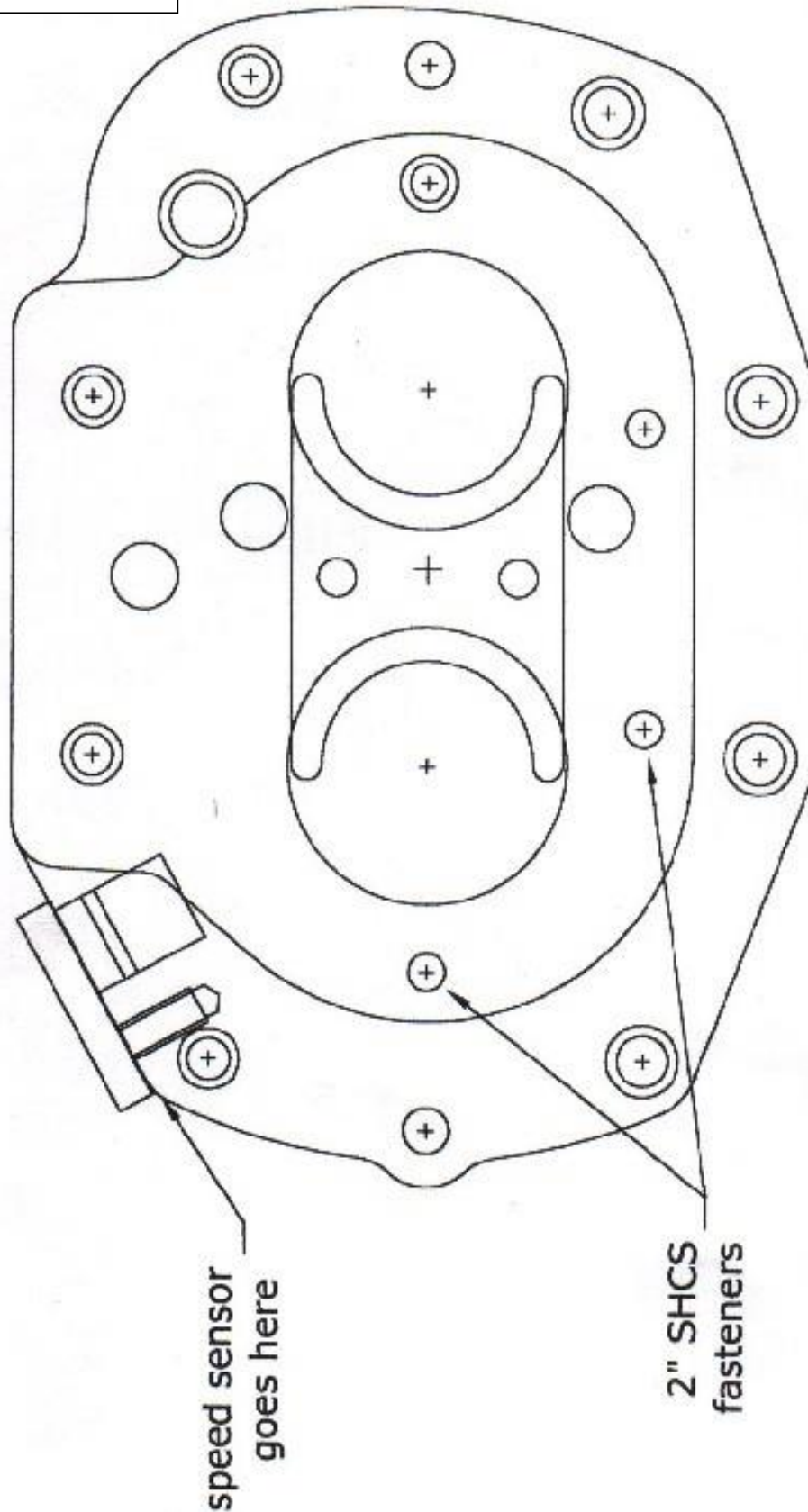


Figure 9

Figure 10



**Figure 11**



## **ORDERS**

Orders can be pre-paid using VISA, MasterCard, American Express, and Discover or via wire transfer (\$30 wire transfer fee applies). All orders not pre-paid will be sent C.O.D. certified check or money order only unless pre-approved for company check acceptance. Any orders from outside the USA must be pre-paid in US funds via wire transfer (\$30 transfer fee applies).

Prices shown are F.O.B. Haslett, MI. BAKER™ ships via UPS Ground or USPS Parcel Post for all orders. UPS air shipment or USPS Priority/Express services are available upon request. Customer is responsible for all shipping charges unless otherwise arranged at the time of sale.

## **CUSTOMER SUPPORT**

For any installation or service questions, please contact our BAKER technical department: 1-517-339-3835.

## **LIMITED WARRANTY**

NOTE: Warranty card must be returned within 45 days of purchase for your warranty to be valid.

BAKER™ transmission assemblies and transmission builder 's kits, are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of 5 years from the date of purchase or up to 50,000 miles, whichever occurs first. All other BAKER products are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of 2 years from the date of purchase or up to 24,000 miles, whichever occurs first, except for the following; Warranty does not cover clutch plate wear, throw out bearing failures or mainshaft breakage due to improper clutch nut installation.

Electrical components carry a 30-day warranty; cosmetic finishes (chrome plating, hard anodizing, powder coating) are covered for 60 days. Certain promotional products may carry a shorter warranty as specified at the time of purchase. If the product is found by BAKER to be defective, such products will, at the option of BAKER, be replaced or repaired at cost to BAKER.

In the event warranty service is required, the original purchaser must call or write BAKER immediately with a description of the problem. If it is deemed necessary for BAKER to make an evaluation to determine whether the transmission assembly or transmission kit or accessory is defective, the entire transmission assembly, whether originally purchased as an assembly or kit, must be properly packaged and returned prepaid to BAKER with a copy of the original purchase invoice. If after evaluation by BAKER a defect in materials and/or workmanship is found, BAKER will, at their option, repair or replace the defective part of the assembly.

## **RETURNS AND EXCHANGES**

Any merchandise returned for any reason (exchange, credit or modification) must be accompanied by a Return Goods Authorization (RGA) number or it will be refused. Call BAKER to obtain this number prior to returning goods for any reason. There is a 15% re-stocking fee for all returned items.

BAKER is not liable for any shipping.

## **ADDITIONAL WARRANTY PROVISIONS**

NOTE: Limited warranty does not cover labor or other costs or expenses incidental to the repair and or replacement of BAKER products.

This warranty does not apply if one or more of the following situations is judged by BAKER to be relevant: BAKER OEM transmissions; (these are subject to the OEM manufacturers warranty only), Improper installation, accident, modification (including but not limited to use of unauthorized parts, transmission oils or lubricants), racing, high performance application, mishandling, misapplication, neglect (including but not limited to improper maintenance), or improper repair.

BAKER shall not be liable for any consequential or incidental damages arising out of or in connection with a BAKER transmission assembly, transmission kit, component or part. Consequential damages shall include without limitation, loss of use, income or profit, or losses sustained as the result of injury (including death) to any person or loss of or damage to property.

BAKER transmissions, transmission kits and accessories are designed exclusively for use in American V-Twin motorcycles. BAKER shall have no warranty or liability obligation if BAKER parts are used in any other application.

If it is determined that a BAKER product has been disassembled during the warranty period for any reason, this limited warranty will no longer apply unless you were instructed to do so by a BAKER Drivetrain technician for diagnostic purposes.

**9804 Old M-78  
Haslett, MI 48840  
(517) 339-3835**

---