

## **# 4513-371 Installation Instructions**

-Drain off oil before old cover is removed. Disconnect wiring and remove the cover as per factory manual. Pay close attention when removing internal components like idler gears that have multiple thrust washers which could fall into the engine unnoticed! If you are unfamiliar with this process, STOP! Seek out a qualified motorcycle technician to complete the installation.

-Completely clean off any old gasket material and sealant from the mating crankcase face. Gently remove the electrical components from the old cover taking extreme care when prying out the wiring grommet that may be glued in place. Salvage cover dowel. If the cover you are removing shows signs of collision damage, closely inspect all internal parts for possible damage or rubbing contact due to cover failure and misalignment. Replace anything questionable to avoid further damage.

-Make absolutely certain the new cover is clean of all debris before assembly.

-Remove any sealant around wiring grommet and re-install the electrical stator in the same position as before taking care to keep wiring unraveled and tucked in tight. Install the original factory wiring clamp, bending it slightly if necessary, so wiring is definitely held out of the way of the rotor and backside of the stator. Properly tighten all internal fasteners using a thread locking agent and apply a conservative amount of sealant around the wiring grommet.

-Refer to the factory manual when installing idler gears, thrust washers, etc. Always use a fresh gasket and apply a dab of sealant only in the vicinity of the crankcase seams as per factory instructions. NEVER INSTALL ANY COVER, DESIGNED FOR A GASKET, WITHOUT ONE! (Failure to use a gasket may cause the idler gears to bind and engine damage may occur) Check that everything is free turning by slowly turning the engine over by hand. If there is binding, stop and re-check your work. Install fresh oil, start and run the engine for several minutes. Recheck screw tightness and check for oil leaks.

-Should the special stainless steel 1/16 NPT oil gallery pressure plug be removed, apply a very small amount of LOCTITE 242 Threadlocker (DON'T USE TEFLON TAPE!) to the mid and upper threads, making absolutely certain that no sealant is on the plug bottom. Hand thread the plug in till it just starts to tighten, then turn ½ revolution more only. Pressure plug should seat approximately flush to the surface.

**Warning:** Too much torque may either damage the threads or crack the cover.

## **Warranty and Liability Disclaimer**

Due to the exposure of many and varied conditions from high performance riding, competition riding, and especially from previous or future crash damage, there is no warranty, guarantee or liability expressed or implied what so ever. It is imperative that all customers understand and recognize that they are solely responsible for their own skill and judgment when selecting and installing these products.