

**VT No. 19-0597,19-0594,19-0598 and 19-0595 INSTALLATION INSTRUCTIONS**  
**Refer to OEM service manual for primary cover, and compensator removal and installation**  
**“test fit first and achieve proper primary chain alignment before final assembly”**

**1. Support and secure motorcycle, then disconnect the battery as per your service manual.**



**2. Drain primary fluid, and remove outer primary cover and gasket.**



**3. Remove existing sprocket or compensator & spacer. Refer to Harley manual for removal instructions for your year and model bike..**



**4. Evenly apply a small amount of Anti-Sieze to all of the threads of the compensator sprocket carrier body.**



**5. Evenly apply a small amount of Anti-Sieze to all of the threads of the compensator sprocket.**



**6. Lightly grease and install (1) of the Nylatron washers into one of the recessed pockets of the compensator sprocket. “Either side is OK”**



**7. Thread carrier body into sprocket, make sure nylatron washer seats fully into the recessed pocket.**



**8. Flip the carrier body and sprocket, so the face of the carrier body is in the palm of your hand, lightly grease the 2nd nylatron washer and place it in the recessed pocket of sprocket assembly.**

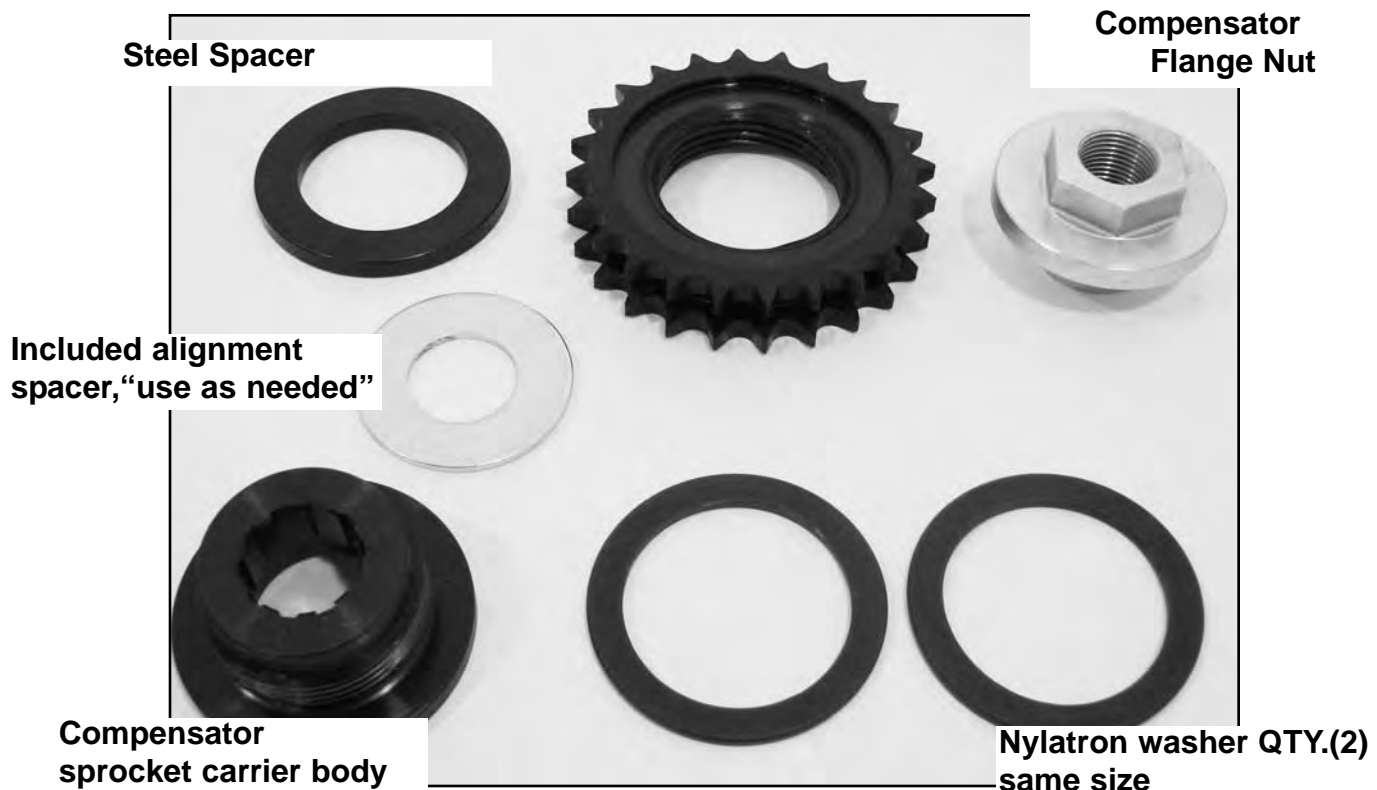


**9. Install the rear steel spacer, “steel spacer goes on top off nylatron washer”. When assembled steel spacer should sit just below the height of carrier body.**



**10. Apply RED loctite to threads of the output shaft. Install primary chain onto compensator sprocket. Place compensator assembly and chain onto the output shaft, make sure that the nylatron washers and rear steel spacer stay in place. torque flange nut to factory spec. for your year and model application. \*Critical Note, if spacing is needed behind compensator for correct primary chain alignment, The O.D. (outside diameter) of spacer MUST be 2.220 or larger with an I.D. (inside diameter) of 1.130. The included alignment spacer meets these measurements.**

#### **Items Included in Kit**



**On Softail models 1986-1999 the removal of the the stock .200" compensator spacer and use of the .125" spacer supplied in kit, may be needed to achieve correct primary chain alignment.**