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IH: Engine Control - Sub-03B

1977-1978 Kicker Cover Damage Repair

Article by Hopper of the XLFORUM ¹⁾

This little bracket is the cure for broken sprocket covers and mountings on kickstart 1977-1978 models. It is standard equipment on 1978 kickstart models and was issued by HD as a retro fix kit for early 1977s. HD OEM part number for the spacer is (34848-77).

It's in the -78A and -78B Parts Catalog in the transmission sections under part# (34850-77) - SPROCKET COVER KIT.

But the part number for the spacer is shown in the -78B catalog.

They are not easy to find, so making the spacer is a real option.

It would just take two pieces of flat steel strap and a piece of 3/4" water pipe, some drilling and some welding.

It basically bolts to the two rear engine mounting studs and sticks out around the kicker shaft so the cover can bolt to it.

Mid-77 models have the extra bolt hole in the cover.

Earlier 77 models will need a patch welding inside the cover and drilling. Easy enough to do.

Pics: The "spacer" as HD calls it.



Installed on the bike:

Note the 1/4" bolt, pointed to, goes through the sprocket cover.

Nuts are yet to be put back on the rear engine mount bolts.

Looking straight down from on top, there is a divot ground in the tube where the rubber oil supply line will go.

The bracket itself seems good and solid. The tube is thick walled so will not flex.



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7)

And here is the factory support bracket fix kit in place around the kick starter shaft. Also my extra support bracket on top of the gearbox casing, ready to bolt the sprocket on when it arrives and then the cover.

Third pic is of the top bracket before I drilled and tip it in position. Nice welding job by my aircraft welder buddy there.



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10)

I shaped and had welded a piece of a 3/8" aluminium plate inside the sprocket cover.

And then drilled a hole for the spacer bracket mounting bolt to go through.

Covers before mid-77 will need this attachment point. Aftermarket covers for 77-78 will have this standard.

Third, pic: the modified sprocket cover, welded, filed down and drilled to suit the factory support bracket spacer.

It is easier to just buy an aftermarket 1978 sprocket cover, it already has this in place.



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13)

Then I made a big extra angle bracket to go from the bolt holes on top of the gearbox, over to support the top bolt on the sprocket cover.

(which I enlarged to 5/16" to make it stronger)

Make sure it has the bit sticking out at the top so the angle does not hit the chain.

I also had to make an extended gearbox breather fitting to allow for the bracket being fitted underneath it.

It is just a bolt with a hole drilled in it and an old piece of metal brake line silver soldered in.

As well as this, I had my gearbox casing welded up and redrilled the wrecked original dowel holes, but I reckon that with these two brackets, that step might be optional.



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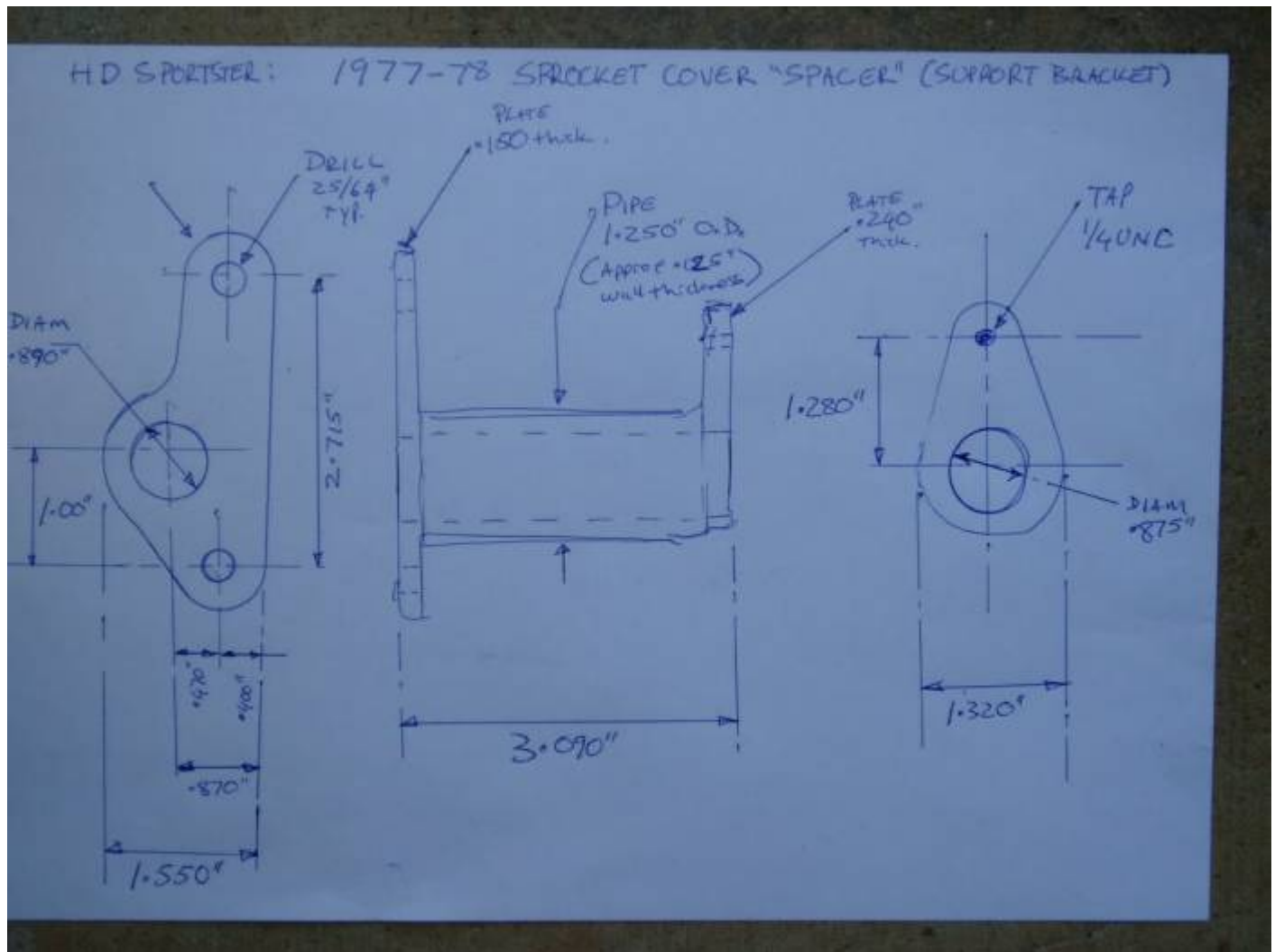
And I did have to grind a little clearance on the factory spacer to allow for the oversize 22-tooth sprocket.



17)

Dimensions of the spacer:

A rough sketch I made by laying the part on paper and drawing around it, then measuring up.



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