



2" BAGGER DRIVE



Included in BDL's 2" Bagger Drive kit is a two-inch wide belt, front pulley, complete clutch/basket/rear pulley assembly, starter support housing, starter extension assembly with pinion gear, backing plate (with support bearing installed) and an enclosed belt guard.

A Belt Drives LTD. 2" Bagger Drive will replace the wet clutch primary drive and the chain case full of power-robbing fluid. The belt that transfers power to the transmission from the motor also acts like a shock absorber to soak up the power pulses of the asymmetrically-timed Big Twin motor. In addition to all that, it looks really good on Dave's black Bagger. The belt itself is enclosed in a stylish belt guard to keep debris and other foreign objects out, including your fingers. Belt Drives LTD. has been making high performance belt drives for Harley-Davidson motorcycles for over 20 years.



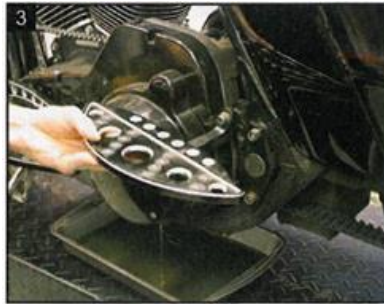
The existing wet clutch primary drive on Dave's '99 Road Glide will be replaced by the BDL 2" Bagger Drive open belt primary.



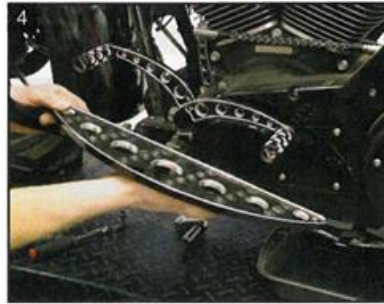
1 Remove the seat and disconnect the battery.



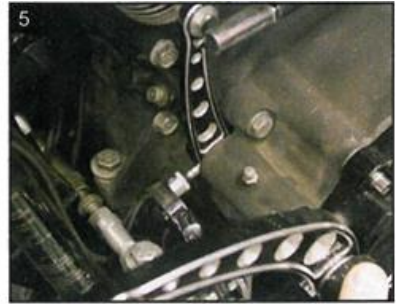
2 Drain the primary completely. It helps to have the motor warmed up first.



3 Remove the left-side passenger footboard.



4 Remove the left-side rider footboard.



5 Loosen the hardware holding the inner shifter onto the shaft that travels through the inner primary cover.



6 Pull the shifter assembly and shaft out of the inner primary pivot boss.



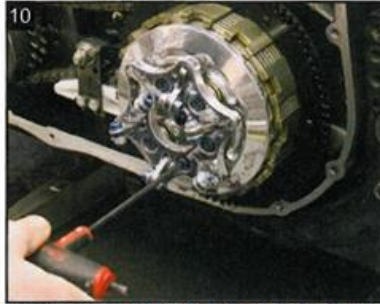
7 Remove all the outer primary cover bolts.



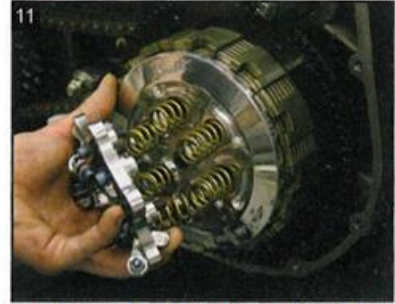
8 Remove the outer primary cover.



Remove the gasket from the inner primary.



Loosen the bolts holding the clutch lock-up pressure plate in place.



Pull the clutch lock-up pressure plate and clutch springs off of the clutch basket assembly.



Remove the billet aluminum pressure plate.



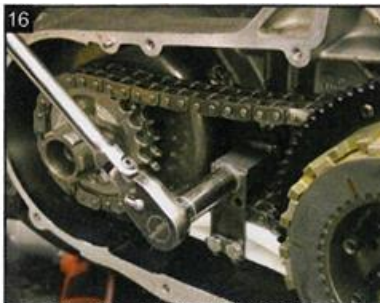
Loosen the driveshaft hardware (right-hand threads).



Pull the compensator assembly off of the drive sprocket.



Loosen the clutch hub nut (left-hand threads).



Loosen the chain adjuster's center bolt.



Remove the chain drive compensator sprocket, chain adjuster and clutch basket simultaneously.



Use a punch to bend the locking tabs up and away from the inner primary bolts where required.



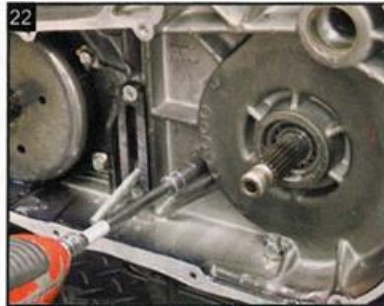
Grasp the pinion gear gently with channel locks and loosen the starter extension bolt.



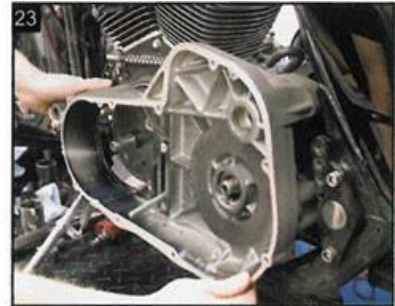
Pull the starter extension assembly out of the starter support hole.



Remove the starter motor bolts from the right side of the motor-cycle.



Now remove the inner primary cover bolts.



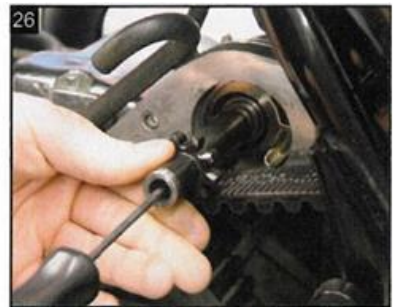
Remove the inner primary cover.



Remove the inner bearing race. It won't be needed for the belt drive installation.



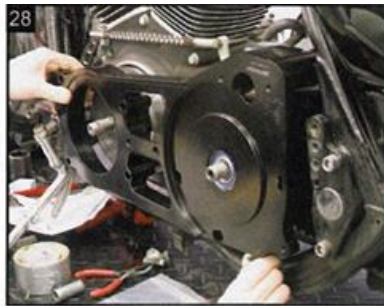
Remove the inner extension component at this time.



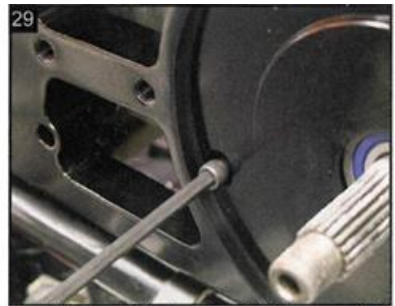
Install the belt drive pinion gear and starter extension assembly into the starter.



Grasp the BDL starter extension pinion gear and tighten the bolt.



Slide the motor plate into place over the starter extension.



Install and tighten the bolts to pull the motor plate snugly into place.



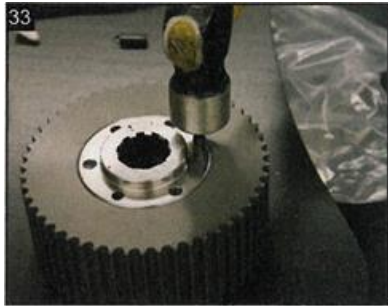
Install the front pulley insert into the pulley body and align the holes.



Install the three bolts to hold the insert in place. Use red Threadlocker on these bolts.



Tighten the bolts and allow the Thread locker to cure for 24 hours.



33 Drive the two roll pins into position, flush with the pulley surface.



34 Dab some red Threadlocker on the splines of the transmission mainshaft.



35 Dab a little more Threadlocker on the inside of the BDL clutch hub.



36 Install the front pulley with the belt and clutch basket assembly simultaneously.



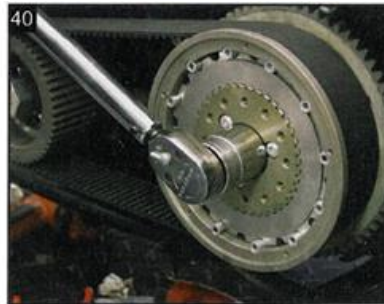
37 Dab some Threadlocker onto the threads of the front pulley nut.



38 Thread the driveshaft nut onto the driveshaft, then tighten it.



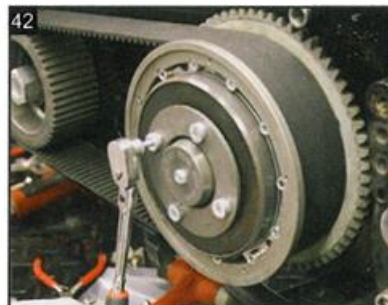
39 Apply Threadlocker to the clutch hub nut.



40 Tighten the clutch hub nut.



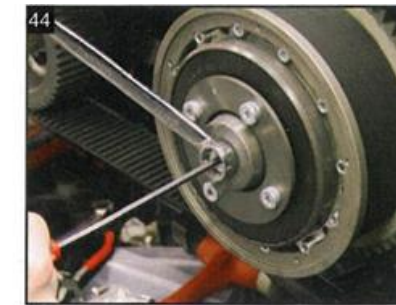
41 Install the pressure plate, diaphragm clutch spring, and spring retainer onto the clutch basket.



42 Tighten the four spring retainer bolts.



43 Loosen the cable lock and lengthen the cable to get some slack.



44 Adjust the clutch.



Apply some red Threadlocker to the belt guard mount studs.



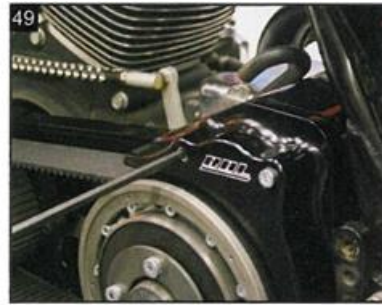
Install the studs into the motor plate center section and tighten them.



Thread the starter motor bolts into the BDL motor plate, then tighten them.



Mount the starter extension support housing.



Install and tighten the starter extension support bolts.



Install the belt guard mounting blocks onto the previously installed studs.



Insert the shifter pivot bushing into the motor plate.



Install the shifter pivot bushing cover.



Install the clutch cover onto the clutch basket.



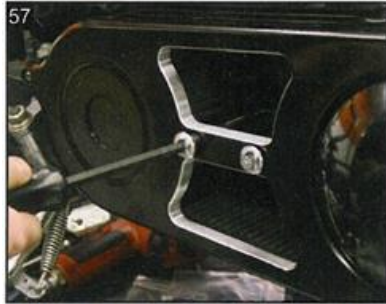
Install the top piece of the belt guard.



Install the side components of the belt guard.



Install and tighten the belt guard bolts.



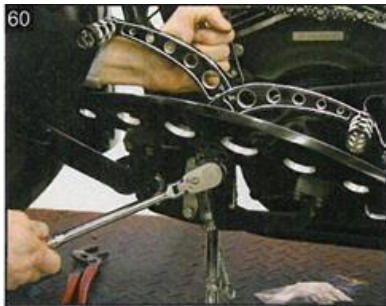
Now install and tighten the large center belt guard support bolts.



Install the shift pivot arm with levers into the shifter pivot boss.



Attach the inner-shift arm and tighten the bolt.



Remount the footboards.



Reconnect the battery and reinstall the seat.



Adjust the clutch so it has the proper amount of slack at the handlebar ferrule (3/8").



It's a done deal. The BDL 2" Open Belt Drive for this Bagger is installed and ready to ride.

