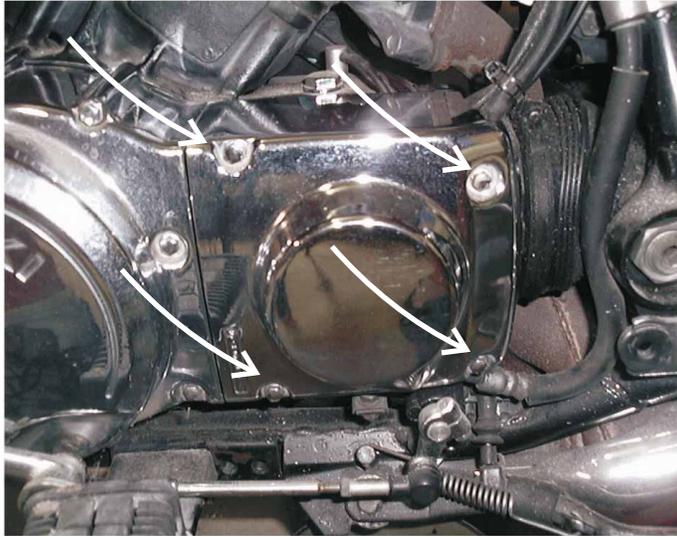
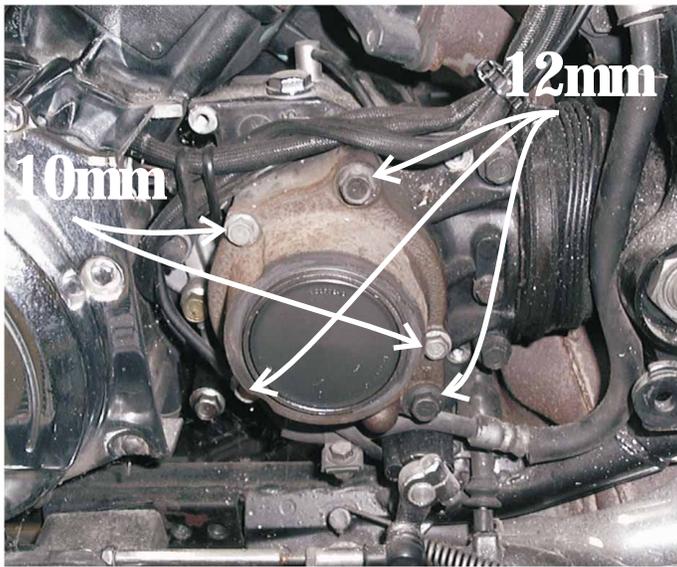


# Checking the Secondary for the Presence or Absence of the Plug

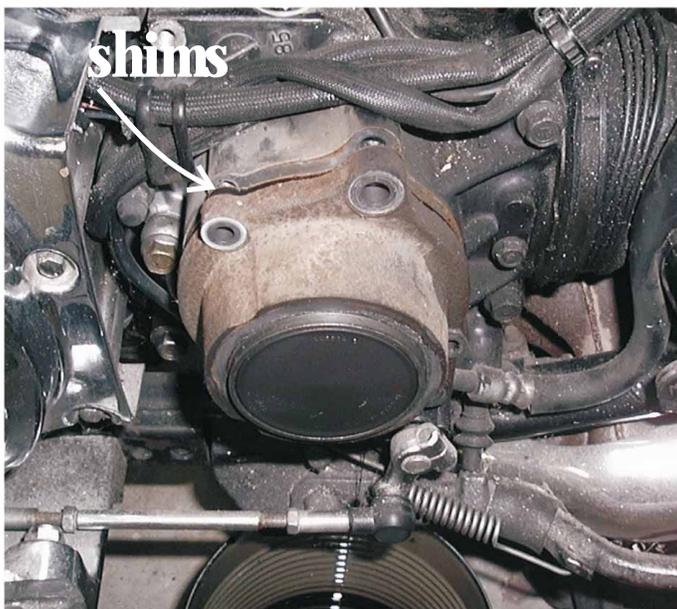
Checking the secondary for the presence or absence of the driven-gear plug is pretty easy and only takes about 15 minutes. I suggest that you go ahead and change the gear-oil since much of it will drain out while you check for the plug. Required Tools: 8mm socket, 10mm socket, 12mm socket, ratchet, 90W gear oil, Blue Loctite, clean catch pan.



The Secondary sits under the chrome cover just behind your left foot. The cover bolts (4) are 8mm head. After removing the cover, you can go ahead and take out the drain and fill plugs and drain the gear oil into a clean container. By using a clean container, you can look through the gear-oil and see if there are any bits of metal.

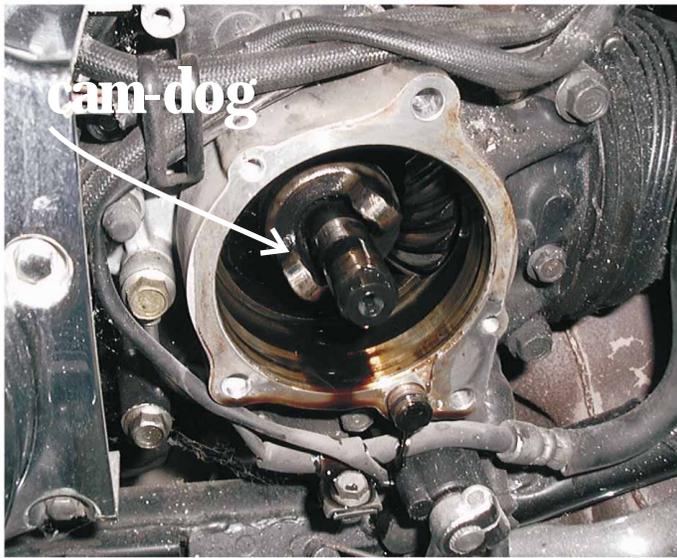


Remove the drive gear bearing carrier. Take out the 3 - 12mm head bolts first, and then take out the 10mm head bolts. Spring pressure should push the bearing holder out as you remove the 10mm head bolts so back them out little at a time alternately until the pressure is off then remove them.

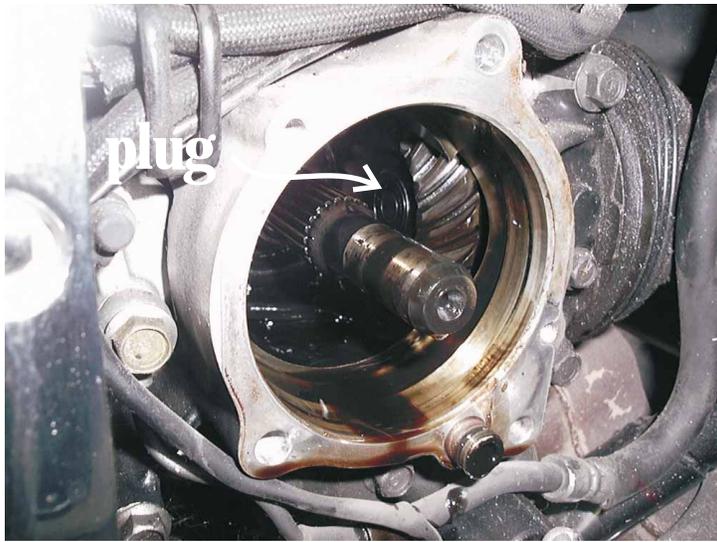


This photo shows the bearing carrier as it has been pushed out by the cam-dog spring. Please note there are shims between the bearing carrier and the secondary housing. Do not damage these as they must be put back in to maintain the gear-mesh pattern.

continue.....



After the bearing carrier is removed, you will see the cam-dog, pull it out along with its spring. Please notice how black the fluid is in this unit. Take a good whiff of the gear-oil. If it smells burnt or like lacquer thinner (this one did), then it's been too long since it was changed.



Look inside to see if the plug is still in place. It is on this one. If the plug is in backwards, you may need to reach a finger in there to feel if it is in place. If it is missing **PLEASE DO NOT RIDE THE BIKE!** The plug must be in place to prevent severe fluid loss and potential bearing damage that leads to rear wheel lockup at speed. A Very, VERY dangerous situation. Also, if the fluid level was low, the bearings must be inspected for damage.

If the plug was still in place, then you can reassemble everything in reverse order. Put a little Blue Loctite on the 12mm head bolts and torque them to 15-19 ft/lbs. The 10mm head bolts get torqued to 6-8.5 ft lbs. Refill the secondary with new 90W gear-oil (take out the level screw and fill until it runs out the level hole). If you choose not to replace with the plug with a more substantial fix, then Please, PLEASE keep an eye on the fluid level.