

RAM JETT RETAINER INSTALLATION

The RAM JETT RETAINER cures the “grabby clutch” problem found in many 74 & 80 cubic inch V-Twin Harleys from 1936-1983. The secret is to retain the clutch drum so it cannot ride out against the clutch metal and fibre discs while the clutch is disengaged. Keeping the clutch drum where it should be allows the proper clearance between the spinning discs. The result is full and positive disengagement and smoother shifts. The design also helps keep clutch bearing grease away from the clutch discs in a dry clutch system.

The RAM JETT RETAINER replaces the original tin dust cover and three conical (pigtail) springs found beneath the clutch discs.

Installation is simple because the clutch drum does not have to be removed, only the pressure plate assembly and the metal and fibre clutch discs.

INSTALLATION:

1. Remove outer primary cover and pressure plate assembly
2. Remove clutch metal and fibre discs as per manual.
3. Remove and discard the three conical (pigtail) springs and the tin bearing retainer plate (replaced later by the RAM JETT and snap rings).
4. Install new retainer with the words “RAM JETT” facing out. Locate the three countersunk holes marked “B” over the 3 long clutch studs. (FIVE STUD competition style clutch applications require locating any two holes marked “B” over the three long clutch studs, and the use of two snap rings.)
5. Push the RAM JETT RETAINER into position against the face of the clutch drum at the base of the studs. Look for exposed grooves on long studs (the same grooves that secure the three conical springs in step #3).
6. If stud grooves are not exposed, remove RAM JETT and rotate clockwise until the “A” series of holes align with the three long studs. Reinstall RAM JETT and again look for grooves on the long studs.
7. Slide snap rings over the long studs and locate into stud grooves.
8. With the RAM JETT installed, and the snap rings located in the grooves, check the end play of the clutch drum. The drum should be free to move in and out between .005 and .030 of an inch. This is not more than the thickness of a matchbook cover slipped between the outer edge of the RAM JETT RETAINER and the face of the clutch drum.
9. If the drum and play is too tight or too loose, simply remove the snap rings and the RAM JETT. Rotate retainer to try each depth of countersunk hold (A, B or C series) over the long studs until proper end play between the drum face and the retainer is achieved with snap rings in place. (FIVE STUD applications use same procedure with only two holes.)
10. Replace clutch discs in order. Adjust pressure plate springs per manual.
11. Adjust clutch pushrod. Check chain (or belt) tension and alignment.
12. Replace primary cover, check operation at slow speeds, away from traffic before placing bike back into regular service.

ADDITIONAL TECH TIPS:-

- A. Do not lose the starter washer when removing the primary cover.
- B. Use a large washer with locknut to compress springs in place.
- C. Remove 3 adjusting nuts and slide pressure plate assembly off as one unit- saves time!
- D. Carefully note position of clutch discs for reassembly.
- E. Remove 3 conical springs from grooves & pull out tin cover. These parts will be replaced by 3 snap rings and the RAM JETT.
- F. RAM JETT must face outward. Push completely in- look for grooves. Install snap rings, check end play for .005-.030.
- G. Replace discs in same order. Adjust pressure plate nuts and pushrod to specification. Install primary cover.