



GEAR RATIOS AND SPROCKETS USED ON 1962 MODELS

DUO-GLIDE:

SPROCKET TEETH ALL MODELS	4 SPEED TRANSMISSION				3 SPEED TRANSMISSION			
	SOLO		SIDE CAR		SOLO		SIDE CAR	
Clutch 37								
Transmission . . . 22								
Rear Wheel . . . 51	FL	FLH	FL	FLH	FL	FLH	FL	FLH
Engine Sprocket	23	24 *	21	21	23	24 *	19	21
High Gear Ratio	3.73	3.57	4.08	4.08	3.73	3.57	4.50	4.08

Also 22 tooth engine sprocket for city police - high gear ratio 3.90.

* 24 tooth sprocket replaced 23 tooth sprocket on FLH solo model starting 11-9-61 on Motor No. 62FLH 6038.

SERVI-CAR:

SPROCKET TEETH FOR ALL MODELS	3 SPEED FORWARD AND REVERSE
Clutch 59	MODELS G & GA
Transmission 17	
Rear Wheel 37	
Engine 22	
High Gear Ratio	5.85
Reverse Gear Ratio	12.45

SPORTSTER:

SPROCKET TEETH FOR ALL MODELS	4 SPEED TRANSMISSION	
Clutch 59	XLH	XLCH
Rear Wheel 51		
Engine 34		
Transmission Sprocket	21	20
High Gear Ratio	4.21	4.42

SPRINT:

SPROCKET TEETH FOR ALL MODELS	4 SPEED TRANSMISSION		
Clutch. 65	MODEL C		
Rear Wheel 38			
Engine. 26			
Transmission Sprocket	16 (Std.)	15	17
High Gear Ratio	5.94	6.33	5.60

PACER-SCAT-RANGER:

SPROCKET TEETH FOR ALL MODELS	3 SPEED TRANSMISSION			
Clutch. 31	BT	BTU	BTH	BTF
Engine. 15				
Rear Wheel Sprocket	49	49	49	84
Transmission Sprocket	15	15	15	12
High Gear Ratio	6.7	6.7	6.7	14.50

MOTOR SCOOTER:

SPROCKET TEETH FOR ALL MODELS	AUTOMATIC TRANSMISSION	
Rear Wheel 63	AH	AU
Clutch Automatic		
Transmission Sprocket	16	14
Overall Ratio		
Minimum	5.32	6.08
Maximum	15.44	17.64

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The **Old Sportster and K-model Research Group (OSKRG)** is a group of individuals who have spent years researching the minute differences in the parts, fit, finish, and configuration of the Harley-Davidson 1952-1956 K-Models, and (early) 1957-1969 Sportster models.

The results of our research is published on our website
www.harleyKmodel.com