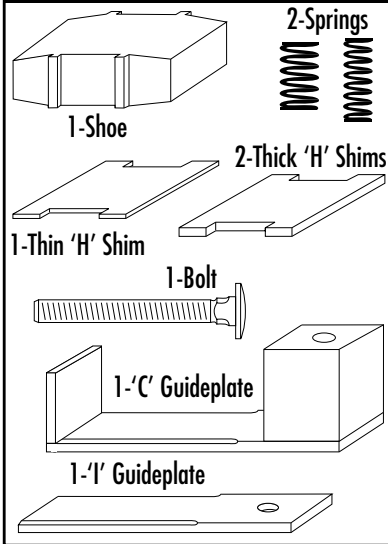


Congratulations on your purchase of the popular M6 Chain Tensioner for Big Twin/Twin Cam 88's (01 & Up). The *M6 Chain Tensioner* when installed in your primary engine case, automatically self-adjusts the tension on the primary chain to provide constant and even tension which improves your transition in gear shifting, reduces shifting noise, and makes for a much smoother ride, as well as extending the life of the primary chain. *A performance product that performs!*

## FOR '01 & UP MODELS



## NOTES & EXCEPTIONS

- ❑ On some years, you may have to assemble the "C" guideplate to the carriage bolt and the slotted adjustment plate and re-install it as a unit.
- ❑ In some installations, the tabs on the "H" shims may hit against the casting webbing of the inner primary and may need to be shortened.
- ❑ The "I" guideplate has been created to fit the most common inner primary. In some cases, it may need to be shortened. Do this by grinding a little at a time until you get the length your bike requires.

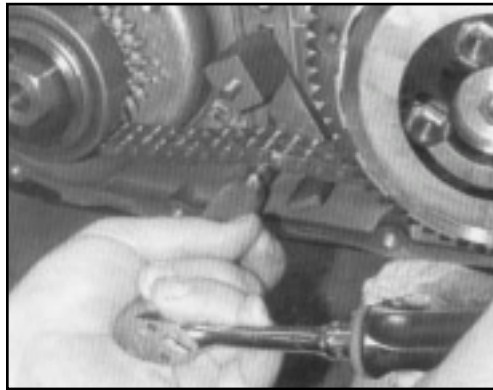
**Hayden Enterprises**  
840 E. Parkridge Ave #106  
Corona, CA 92879  
[www.haydensm6.com](http://www.haydensm6.com)  
**(800) M6-IN-USA**  
out of USA, call  
(951)371-0030 fax (951)371-4033



# "Feel the difference!"

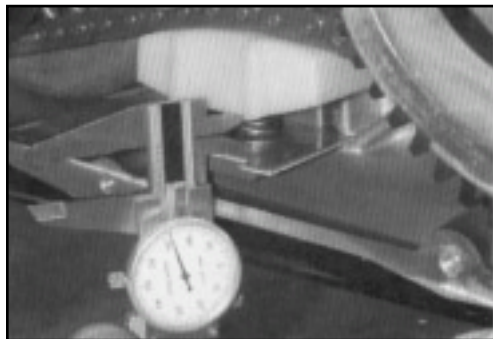
### STEP 1

Put your bike in neutral. Drain your oil and remove the primary engine cover.



### STEP 2

Remove the factory chain tensioner, along with the inner slotted adjustment bracket that is held in place with two flush screws. Replace the stock carriage bolt with the longer one supplied, and re-attach the adjustment bracket. Then slip the Guide Plate over the carriage bolt and slide it back against the factory slotted adjustment bracket with the block facing you.



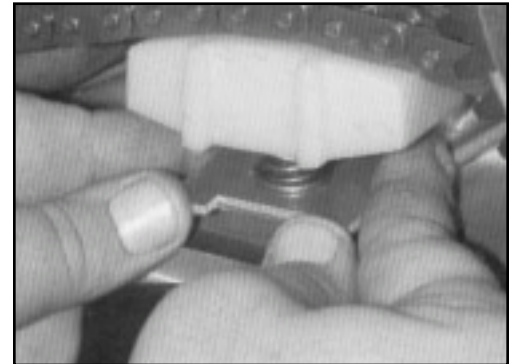
### STEP 3

Place the smaller spring inside the larger spring and place them in the hole in the bottom of the shoe. With the smooth surface facing up on the SHOE, slip it under the lower primary chain and fit it against the "C" shaped guideplate.

*NOTE: Never use washers in the SHOE or for any other use in installing the M6 Chain Tensioner.*

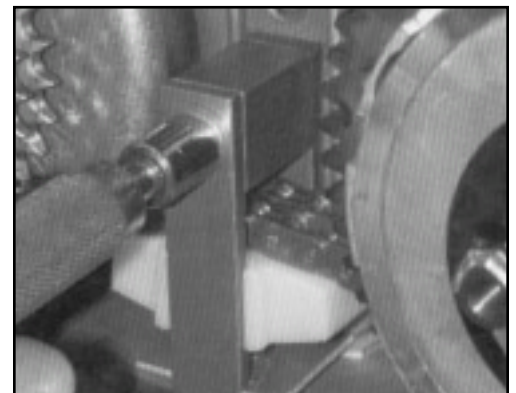
### STEP 4

Place the thin 'H' shim under the springs and measure for the 5/8" from the *bottom of the SHOE to the top of the SHIM*. If you need more than 3 SHIMS, this may indicate that your primary chain is worn and should be replaced. If you are installing the M6 on a stroker or in conjunction with a Fisher Damper, you will need additional spring pressure, so we recommend the distance be set to 1/2".



### STEP 5

Place the other GUIDE PLATE with the bevel-cut edges facing inward (towards the shoe). Keeping the M6 held at a 90° (right angle) to the lower primary chain, torque the nut to 33 ft. pounds. Add a touch of loctite and you're done.



### STEP 6

Oil and re-assemble the primary engine case. We recommend that you replace the gaskets. Check the unit for wear every 20,000 miles...and always keep clean oil.

*NOTE: At some point in time you will have chain 'stretch' and will need to add an additional shim. Save your extra shims and instructions sheet for future use.*