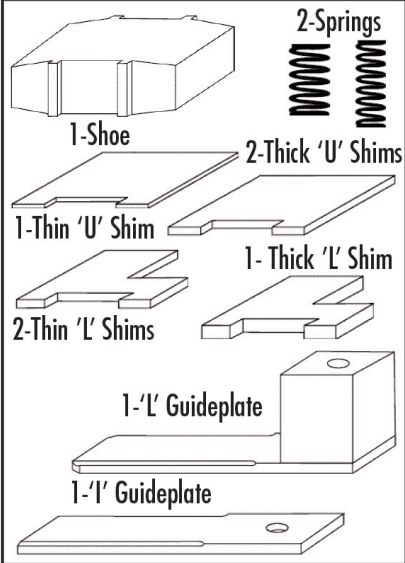


FOR '94 -'00 MODELS



Step 1

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

Step 2

Remove the factory chain tensioner, but DO NOT remove the inner slotted adjustment bracket that is held in place with two flush screws. Then slip the GUIDE PLATE (with the large steel block on the end) over the carriage bolt and slide it back against the factory slotted adjustment bracket with the block facing you. In some cases, the length of the guide plate may need to be shortened to fit your primary case. This can be accomplished by grinding the end as required.



Contact Information

Hayden Enterprises
Corona, California
haydensm6.com
info@haydensm6.com

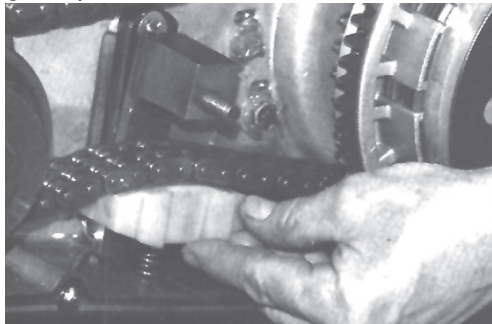
(800) M6-IN-USA
out of USA, call
951-371-0030
fax 951-371-4033

“Feel the difference”

Congratulations on your purchase of the popular M6 Chain Tensioner for Big Twins. 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. *“A true performance product that performs!”*

Step 3

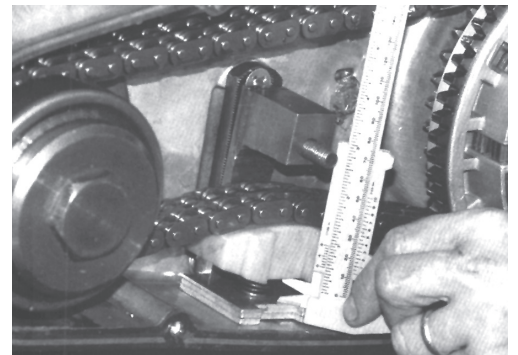
Place the smaller SPRING inside the larger SPRING and place them in the hole in the bottom of the SHOE. With the smooth surface facing up on the SHOE, slip it under the lower primary chain and fit it against the “L” shaped guideplate.



Step 4

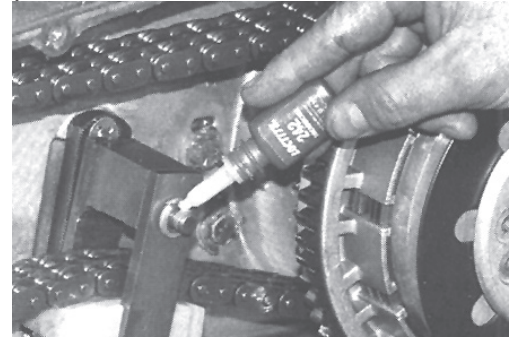
Place the SHIMS under the springs until you reach a measurement of 5/8" from the bottom of the SHOE to the top of the SHIM pack. If you need more than 5 SHIMS, this may indicate that your primary chain is worn and should be replaced. If you are installing the M6 on a stroker or in conjunction with a Fisher Damper, you will need additional spring pressure, so we recommend the distance be set to 1/2". '94 & Up models use the 'L' SHIMS as shown above at the bottom of the stack to accommodate uneven design in the engine case, installing the thick 'L' SHIM at the bottom. Always use a "U" shim on top to give a full surface for the springs to sit on.

Step 4 (photo)



Step 5

Install the other GUIDE PLATE with the bevel-cut edges facing inwards (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 case. We recommend that you replace the gaskets. Check the unit for wear every 20,000 miles...and always keep clean oil. 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.

Notes and Exceptions

- On some models, you may need to bend the ears on the bottom shim to help correct for slope design in the engine case. We have provided a very thin 'U' shim for that purpose.
- Some bikes have an adjustment screw that controls oil going onto the primary chain. Set it for more oil flow with a 1/4 or 1/2 turn. See your owners manual for directions.