Big Twin 4-speed transmissions have been built since 1936 in several versions. They were included on bikes with Knuckle engines, Pans, Shovels, and some '84 and '85 Evolution 80s. They all used this transmission. With Andrews 4-speed gears, transmissions last longer, shift faster, and just plain run better. Bikes with Andrews gears feel so good that it’s hard to believe until you experience the difference for yourself.

**A 2.44 1st Gear Set (1959 thru 1984)**

Part# 201105 Best choice for Superglides, choppers, and lighter bikes with stock or smaller motor or trans sprockets. This is a ‘no clunk’ 48 MPH, 1st gear. Installation in ‘80–’84 FX requires a 21 tooth 2nd gear. (17T & 20T on cluster; 24T on counter gear).

**2.60 1st Gear Set (’59 thru ’84) (24T & 16T) (Not shown)**

Part# 201145 This ratio works best with “E” glides and heavier bikes with motor or trans sprockets having more teeth than stock sprockets. Installation in ‘80–’84 FX requires 21T (1.82 ratio) 2nd gear for this 1st gear. (16T & 20T on cluster; 24T on counter gear.)

**3.00 1st Gear Set (Original stock ratio) (Not shown)**


**Combination 2.24 1st–1.65 2nd Gear Set (Not shown)**

Part# 201020 If you want peak RPM thru the quarter mile, this gear set will provide the super close ratio shifting to handle it. OK for street or drags with any size motor.

**B Shift Forks**

Part# 209750 (1-2 fork) (replaces H/D# 34159-36) Part# 209760 (3-4 fork) (replaces H/D# 34158-36) One piece cold-forged forks. Fully heat treated and black oxide coated, a must for all transmission rebuilds.

**C Shift Clutches**

Part# 205120 (1-2 clutch) (replaces H/D# 35665-36) Part# 205340 (3-4 clutch) (replaces H/D# 35440-38) Replacement clutches are specially heat treated and shot peened for super durability. 3-4 clutches are face milled and have longer lead in ramps for more positive shifts.

**D Stock 2nd Gear (1.82 Ratio) (21T)**

Part# 202160 (replaces H/D# 35751-36) Stock 2nd gear with drive slots include lead-in ramps for more positive 1-2 shifts. This 21-tooth gear fits 1941–1979. It will also fit later transmissions but requires one of the first gear sets shown in paragraph A.

**E & F Close Ratio 3rd Set (1.35 Ratio) (18T & 23T)**

Part# 203365 (early) For transmissions built before mid ’76, to serial# U-8958 (or lower) with loose needle bearings. Part# 203375 (late) For transmissions built after mid 1976, from serial# U-8959 (or higher) with caged needle bearings. New design drive slots include lead-in ramps for quicker, more positive shifting (same as stock 3rd and 4th gears).