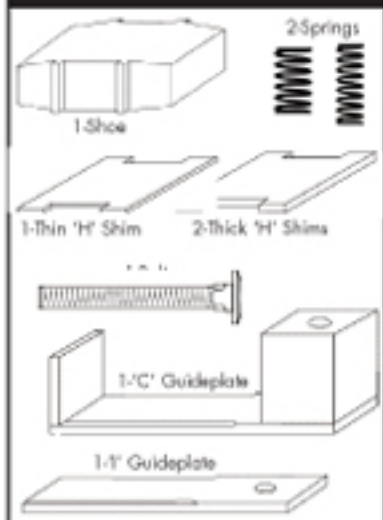


Congratulations on your purchase of the popular M6 Chain Tensioner for Big Twin/Twin Cam 88's 01-06 (Excludes '06 Dyna Models). The M6 Chain Tensioner, when installed in your primary engine case, automatically self-adjusts the tension on the primary chain to provide constant and even tension which improves 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!

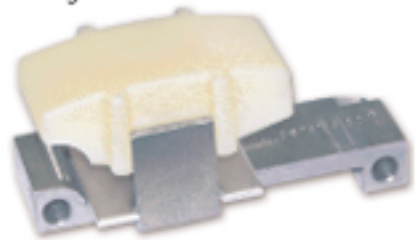
FOR '01 - '06 MODELS EXCLUDES '06 DYNA MODELS



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.
- ☐ It is possible a new chain will reach the 5/8" - 1/2" adjustment without using any shims. As long as the M6 is NOT tighter than 1/2" this is a good install.

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"Feel the difference"

STEP 1

Put your bike in neutral. Drain your primary 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. (Torqued to 12-14 ft. pounds) Be sure not to strip these 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 when 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". -See notes and exceptions.



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

Re-assemble the primary engine case and fill with primary fluid. The M6 doesn't require any special brands of fluid. In most installations you don't need to replace the gaskets. Check the unit every 20,000 miles, or so, if needed.

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.