



Figure 3-15. Secure Transmission Using Transmission Exhaust Bracket and Mainshaft

- b. Moving to opposite side of motorcycle, just loosen left side allen head socket screws from flange adapters. Slots in flanges make removal of left side screws unnecessary.
- c. Remove induction module from right side of motorcycle.
- c. While pushing on capped rib from outside of crankcase, draw grommet through bore by pulling on cable stop with needle nose pliers. Rock grommet back and forth to facilitate removal, if necessary. Exercise caution to avoid damaging ribs on grommet if stator is to be reused.
- d. Draw stator cables and socket through crankcase bore.

CAUTION

The high-output rotor contains powerful magnets. Exercise caution to prevent parts damage and possible hand injury during removal and installation.

30. Grasp the rotor/spring cover assembly with both hands and pull from the engine compensating sprocket shaft.
31. Remove stator as follows:
 - a. Remove four T27 TORX screws to free stator from crankcase. Discard screws.
 - b. Using point of awl, carefully lift capped rib on grommet away from crankcase and then insert into bore between grommet and casting. See [Figure 3-14](#). Tilt awl slightly squirting isopropyl alcohol or glass cleaner into opening. Repeat this step at one or two other locations around grommet.

32. Remove the oil filter as follows:

- a. Obtain the OIL FILTER WRENCH (HD-42311). The tool allows easy removal of the oil filter without risk of damage to the CKP sensor or cable.
- b. Place the jaws of the wrench over the oil filter with the tool oriented vertically.
- c. Using a 3/8 inch drive with a 4 inch extension, turn wrench in a counterclockwise direction until loose. Do not use with air tools.

NOTE

Use OIL FILTER WRENCH (HD-44067A) if HD-42311 is not available.

NOTES

Remove and clean the oil pan under any of the following conditions:

- *Metal debris is found in the engine or crankcase.*