



# SPROCKET & CHAIN MATRIX

## SPROCKET / CHAIN MATRIX FOR SOFTAIL & DYNA MODELS

**PRIMARY** = FFP Compatible

94/95 AND LATER PRIMARYS WITH PEDESTAL BOSSES

	# OF TEETH	PRIMARY CHAIN LENGTH CLUTCH SPROCKETS					# OF TEETH	DRIVE RATIO CLUTCH SPROCKETS			
		35	36	37	38			35	36	37	38
COMP SPROCKETS	21		80P			COMP SPROCKETS	21		1.71		
	22	80P			82P+FS		22	1.59			1.72
	23			82P+FS	82P		23			1.6	1.65
	24		82P+FS	82P			24		1.5	1.54	
	25		82P				25		1.44		
	27			84P+FS	84P		27			1.37	1.4
	28		84P+FS	84P			28		1.28	1.32	

1993/1994 AND EARLIER PRIMARYS WITHOUT PEDESTAL BOSSES  
(SOME 94 MODELS MIGHT HAVE INNER PEDESTAL BOSSES)

	# OF TEETH	PRIMARY CHAIN LENGTH CLUTCH SPROCKETS					# OF TEETH	DRIVE RATIO CLUTCH SPROCKETS			
		35	36	37	38			35	36	37	38
COMP SPROCKETS	21		80P			COMP SPROCKETS	21		1.71		
	22	80P	82P NOTE	82P NOTE	82P+FS		22	1.59	1.63	1.68	1.72
	23		82P NOTE	82P NOTE	82P		23		1.56	1.6	1.65
	24	82P NOTE	82P NOTE	82P			24	1.45	1.5	1.54	
	25	82P NOTE	82P				25	1.4	1.44		
	27			84P+FS	84P		27			1.37	1.4
	28	84P NOTE	84P+FS	84P			28	1.25	1.28	1.32	

FS= Fat (Tensioner) Shoe with tensioner hardware. Bikes with old style shoe will need p/n 39990-01 (Tensioner Bracket).

**Note:** For 1994 and earlier you must flip the tensioner shoe upside down and use stock 82P Chain or purchase an 84P Chain.

## SPROCKET / CHAIN MATRIX '87 - UP FL/FXR MODELS

	# OF TEETH	PRIMARY CHAIN LENGTH CLUTCH SPROCKETS					# OF TEETH	DRIVE RATIO CLUTCH SPROCKETS			
		35	36	37	38			35	36	37	38
COMP SPROCKETS	21	74P+FS	74P	N/A	N/A	COMP SPROCKETS	21	1.66	1.71	N/A	N/A
	22	74P	N/A	76P+FS	76P FS		22	1.59	N/A	1.68	1.72
	23	76P NOTE	76P NOTE	76P+FS	76P		23	1.52	1.56	1.6	1.65
	24	76P NOTE	76P FS	76P	78P NOTE		24	1.45	1.5	1.54	1.58
	25	76P+FS	76P	N/A	N/A		25	1.4	1.44	N/A	N/A
	27	78P NOTE	78P+FS				27	1.29	1.33		
	28	78P+FS	78P FS	78P	N/A		28	1.25	1.28	1.32	N/A

FS= Fat (Tensioner) Shoe with tensioner hardware. Bikes with old style shoe will need p/n 39990-01 (Tensioner Bracket).

**Note:** For old style tensioner only! Must flip the tensioner shoe upside down. If you have the old style anchor plate nut we recommend changing to a carriage bolt which is p/n 5444 from Harley-Davidson. Or you can use a 3/8" nylock nut and a 3/8" washer from your local hardware store.