

# Countershaft oiler plug

**Two snap rings hold the mainshaft roller bearing into the trap door.**

**35631-54  
1954-1972**

**35631-73  
1973-1984**

**Added when the trap door w2as introduced in the 1954 K-model.**

**This part collects oil in the cross-hole and directs it into a little spigot that runs in a hole in the end of the countershaft. From there the oil goes to the gear bearing.**



The Iron Sportster trap door assembly holds the mainshaft, countershaft, and shifter mechanism.



There are two of the late-model oilers on the left. The shorter part on the right is the -54 part..

**35631-54**

1954-1972



The shorter part on the right is the -54 part.

**35631-73**

1973-1984



In 1973, in concert with moving the speedometer drive gear out of the transmission, the oiler was lengthened.



Two of the -73 parts, note cross hole is not accurately located.