

# The gearcase and pushrod tub

**Keep those hard-to-find parts in one place, if only to sell them off.**

We're **really jammin'** now, as Frank Zappa used to say. I got a **bunch of tubs organized**, but about as many to still do.

This tub was the contents of both the gearcase tub and the brake tub. I knew some thing was amiss as the movers packed my garage in California after hearing a big crash and seeing one of the hard-working fellows pour the contents on the gearcase tub into the brake tub, so he could use the now-empty tub for my Thunderheads.

I should note that a lot of damage gets done to gasket surfaces with stuff tossed into a tub like this. Be careful not to ding or dent cases where the oil has to seal.



Here is the tub all tidied up and ready to go back on the shelf. Now to put the brake stuff into that other tub.



So here is the tub in the as-moved condition. I knew this was the combined one when I saw the gearcase and the brakes in one tub. In this post I will just document the gearcase and pushrods I organize in this tub. Then I took the headlamps and tail lamp tubs and combined them to get an extra tub for all the brake parts in this tub. That project is up next.



Here is the gearcase with a set of cams. Note that high-zoot drilled-out idler gear given to me by Roger Reed.



This is the outside of the tub. I was mystified, as those two ribs are not on any factory Sportster I know of. The mystery was solved when I noticed the date stamp on the previous photo. This is [a 1969 cover](#) that someone ground off most of the ribs, leaving only two. Interesting look, but I will probably sell it. The gearcase on [my 1962](#) seems fine, and this is too late of a part to be "correct" for [my 1952 K-model](#).



I think the 1969 gearcase cover uses the pressed-in flange. The early covers have a spring-loaded flange that presses against the large washer on the generator. Engine breathing was always a little funky on Sportsters, until 1977 when it got so cost-reduced it the engine stopped breathing at all.





Here is a whole mess of pushrods and covers. I suppose I should sort them out, and sell most of them on ebay.



I have two complete sets of the cast iron lifters from early Sportsters. I figure they have to last longer than the aluminum ones. I do get way more life out of the aluminum ones after [Duncan Keller](#) taught me to blow off the lifer and corks before adjusting the lifters. That way no grit and dirt falls into the lifters and they don't get all scored and worn out.



Here are some valves and keepers. I doubt they fit my [Thunderheads](#), so I suspect I will just toss them after a few months.



Yet another batch of pushrods.



These pushrods are for a 1996 or so. I gave that bike to my buddy Doug, I am pure Iron Sportster now, none of that Evo stuff for me. These will be sold immediately.