

VT No. 51-1609

IMPORTANT NOTICE

Caution: Follow instructions in an authorized shop manual or take the vehicle to a competent dealer.

The vehicle must be securely blocked to prevent it from dropping or tipping when the swingarm mount is removed. Failure to do so can cause serious damage and/or injury.

Designed to work with the OEM (Original Equipment) frame. Use of this system on a frame other than OEM may produce an unsatisfactory ride and void the warranty.

Be sure to refer to instruction supplements provided in any included mounting hardware

Installation

1. Using a suitable jack, lift the motorcycle up just high enough to unload the rear wheel but do not lift the rear wheel off the ground. Be sure place the jack in a location that will leave you access to the rear transmission pan bolts.
2. Loosen or remove right side exhaust components and any other accessories that would prohibit access and removal of the right "rear fork mount" or swingarm mount. (figure 1)



Figure 1

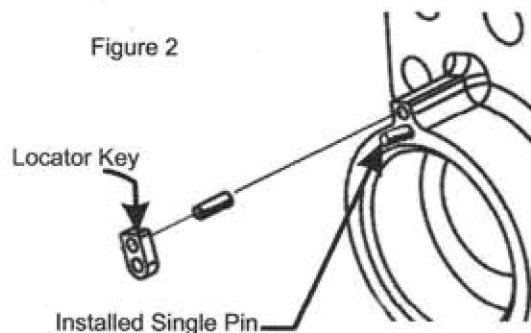
3. Remove the right passenger foot peg or floorboard from the aforementioned swingarm mount.
4. Per the authorized factory manual, remove the stock right swingarm mount noting orientation and hardware locations. Stock hardware will be reused. Be sure to carefully remove the chrome cap which will be re-used as well.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

5. Before installing the link frame mount (similar to the swingarm mount just removed), there may be a need to install the frame mount locator key (figure 2). If you are installing this kit on a 2003-2008 FLH/FLT then you need to press this component into the frame mount - flat edge up - as shown before installing the mount on the bike. The 1993-2002 FLH/FLT models will not require the installation of this locator key, as they only require the single installed pin in the lower hole as shown.

Figure 2



6. Orient the link frame mount the same as the previously removed stock swingarm mount, and use the stock hardware to mount it. NOTE: When installing the Link on Models fitted with Passenger Foot Pegs instead of Passenger Floorboards, replace the original split lock washer under the top chassis mount mounting bolt with the New Serrated Lock Washer supplied in the kit. This will provide proper Bolt Head clearance for reinstalling the passenger foot pegs (figure 3). Be sure to apply proper thread-locking agent to all bolts and torque to the values called out in a factory authorized repair manual.

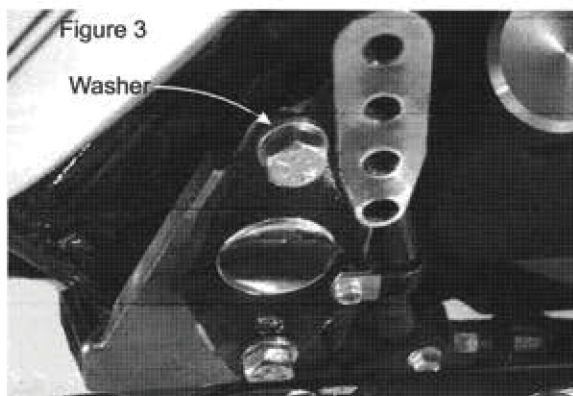
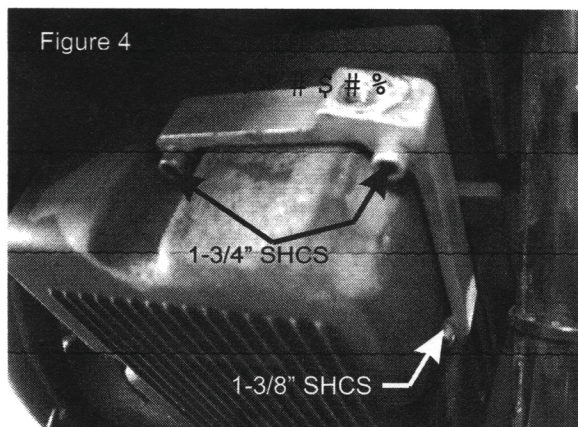


Figure 3

7. Locate and remove the right rear corner transmission pan bolt. Then remove the center rear bolt and the first bolt in front of the right rear corner bolt. These three bolt holes will be used for mounting the link transmission mount.
8. Install the link transmission mount using the two supplied 1/4-20 X 1-3/4" SHCS on the rear two holes and the 1-3/8" long one in the front hole (figure 4). Torque to values noted in a authorized factory manual for the transmission pan bolts.

8. Install the link transmission mount using the two supplied $\frac{1}{4}$ -20 X $1\frac{3}{4}$ " SHCS on the rear two holes and the $1\frac{3}{8}$ " long one in the front hole (figure 4). Torque to values noted in a authorized factory manual for the transmission pan bolts.

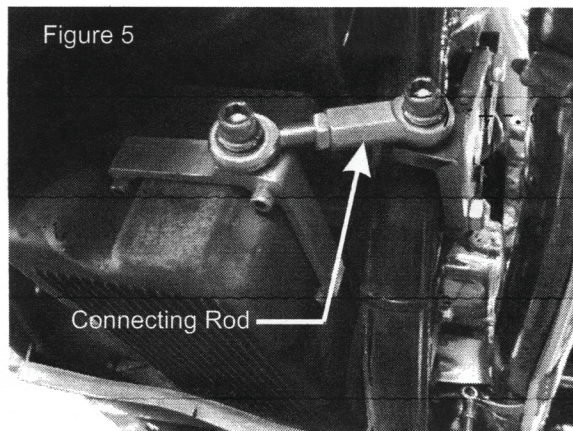
Figure 4



9. Verify vehicle alignment by following the procedure outlined in an authorized factory manual. Vehicle alignment is crucial to ensure proper handling and vibration control.

10. After verifying vehicle alignment, connect the two link™ mounts with the connecting rod using the two $\frac{3}{8}$ -16 X 1" SHCS. Put the screws through the rod ends, then through the supplied $\frac{3}{8}$ " flat washers (1 per SHCS), apply two drops of thread-locking agent to each of the screws, then thread them into the mounts (figure 5). **NOTE: You must install the connecting rod as shown in Figure 5 to insure sufficient clearance and proper operation.** Torque both $\frac{3}{8}$ -16 X 1" SHCS to 24 ft/lbs.

Figure 5



NOTE: The connecting rod length is preset and should not require adjustment, but if it does simply loosen the lock