



BEARING RETAINER PLATE KIT

All Years Tri-Glide & Freewheeler

Made in The USA!

INSTRUCTIONS

(Please read all instructions before beginning the installation)

Parts included:

- 2 CNC Cut Bearing Retainer Plates
- 2 O-Rings

Installation Steps: (It is important to do these steps in the order listed)

1. Secure the front wheel. (a wheel chock or velcro holding the front brake lever works well).
2. Loosen lug nuts on both rear wheels.
3. Raise rear of Trike until both rear tires are off the ground 4-5 inches.
4. Place 2 jack stands (use wood between stands and cross member) under cross member (closest to front wheel) below trunk area, or per your manual.
5. You may find it useful to refer to your Service Manual to supplement the following steps, especially for torque specs for your particular model.
6. Remove the rear wheels.
7. Remove both bolts holding the rear brake caliper to the axle housing. Zip tie or velcro the caliper out of the way, and then remove the brake rotor. Repeat other side.
8. Remove the 4 nuts holding the stock bearing retainer in place, using a deep well socket, and/or extension. These nuts are accessed through the access hole in the axle assembly hub. Set these bolts and nuts aside for reuse.
9. Pull the axle assembly straight out of the axle housing. These usually just come straight out, however, if yours is stuck in place, use a slide hammer, or equivalent, to remove it.
9. Repeat process on the other side.
10. At this point we are going to be removing the retainer snap ring, the axle shaft retainer, the bearing and the factory bearing retainer (plate). If you have a shop press, using your service

manual, remove these components. If you do not have a shop press, take them to a local shop that does have a press, and have them follow the directions in your service manual.

11. It is recommended to replace your wheel bearings at this time. They are relatively inexpensive, and this is a good practice.

12. The new Heavy Duty Bearing Retainer plates are installed with the surface containing the groove for the O-Ring FACING Toward the axle splines, followed by pressing the bearing and then the axle retainer back on to the axle, and installing the snap ring.

13. Place the o-ring in the groove in the retainer plate. You may want to use a dab of grease to hold it in place. Now you are ready to re-install your axles. Use Blue (medium) threadlocker on the four nuts securing the bearing retainer plate to the axle housing. Tighten to torque setting in your service manual. Please note that it may seem like the studs may not be long enough when reassembling. As you tighten the nuts down (in a star pattern) the o-ring will compress, pulling the plate in and giving the nuts plenty of thread on the studs.

14. Reinstall your caliper to the axle housing, using a generous amount of blue (medium) threadlocker. Tighten to torque setting in your service manual.

15. Install wheels and remove jack stands and jack.

16. Tighten lug nuts to HD Torque Value listed below.

17. Go for a ride!

18. After 50 miles re-torque lug nuts to Torque Value listed below

General Notes:

- Lug Nuts - HD Torque Value 90-100 ft lbs.
- Bearing retainer plate Bolts - HD Torque Value 40-45 ft lbs. Blue (medium) threadlocker
- Harley states that the nuts for the caliper bolts AND the bearing snap rings are one use only and should be replaced. We have had good success in re-using them, but you may wish to get new nuts and snap rings.
- Caliper Bolts - HD Torque Value 30-35 ft lbs. Blue (medium) threadlocker
- The rider's safety depends on the correct installation of this kit. Please do not attempt if you have any doubts of your ability to install.

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