



Adjustable Engine Stabilizer

Designed and Assembled in The USA!

INSTRUCTIONS

(Please read all instructions before beginning the installation)

Parts included:

- 2- Heim Joints (1 each, Left and Right Hand threads)
- 2- Jam Nuts (1 each, Left and Right Hand threads)
- 1- JackShaft

General Notes:

Read all instructions before beginning installation. This product is designed to replace the factory stabilizer link using the factory mounting locations. Proper chassis and drivetrain alignment is important for ride quality, handling, tire wear, and overall stability. Installation should be performed by someone familiar with Harley-Davidson service procedures. *If you are not comfortable performing this installation, have the product installed by a qualified motorcycle technician.* Always refer to the factory service manual for your specific model year for proper procedures and torque specifications. **Use medium/blue threadlocker on all threads.**

Preparation Instructions:

1. With the bike on flat level ground jack the bike up until the rear tires are just touching the ground and the shocks are fully extended. The bike needs to be level and we suggest putting a level across the backbone and verifying the bike is level with the ground when making any adjustments. Once the bike is level and supported remove both and set aside. The shocks and hardware will be reused.
2. With the shocks off you can take your first measurements. You are wanting to measure the top shock mounting hole to the bottom shock mounting hole. The measurement is not important, it is important that the measurements are the same. Note which side is longer when you measure. Making the new stabilizer longer than the oem stabilizer will make the right hand side of the swingarm raise up toward the fender. So if the measurement on the right hand side of the bike is shorter, when viewed from the rear, the stabilizer would need to be shorter, and vice versa. Measure near ride height. (You may need to lower the bike to take the measurement, depending on the tool used. This is easy to do with the jack once the shocks are removed.)

Installation Instructions:

1. Place a small jack, block, etc under the left hand side of the primary. This is to support the engine when the oem stabilizer is removed, your just wanting to keep the engine from drooping once the mount is removed.. Go ahead and do that at this time. One side is to the frame at the front/top of the engine, the right hand side is to the top front of the engine. Place hardware aside as it will be reused.
2. Now that the oem stabilizer is off, measure or compare it to your new adjustable stabilizer. You want to make them very close to the same size and make sure the same amount of thread is showing on each side of the jackshaft. Once this is done install the new adjustable stabilizer reusing the factory hardware. Use medium/blue threadlocker on all threads. (If it is hard to line up you can shift the engine to get it to line up, or make the stabilizer longer or shorter. Placing the block under the left side of the primary helps with this.)
3. Now that the adjustable stabilizer is installed we can now get the bike into alignment. In step 2 of preparation you should have identified if the stabilizer needed to be longer or shorter. Verify the bike is still straight up and down with a level on the bike and verify your findings.
4. At this time you will adjust the stabilizer by twisting the hex, middle, portion of the jackshaft, note which way is which and that you are adjusting the proper way. Adjust in small portions until the measurement from the top shock mount to the bottom shock mount is the same on both sides. **(Important: any adjustment changes both sides. Measure both sides anytime you are making adjustments.)**
5. Once you have verified that the measurements on both sides are the same you can tighten the jam nuts on either side of the Stabilizer. You want to tighten them against the Heim Joint to lock the adjustment into place. Double check your measurements.
6. At this point we are ready for reassembly. Reinstall your shocks, noticing it may be easier now that the bike is properly aligned. Do not forget the threadlocker. Now we are ready for a test ride, however use caution as the riding characteristics may have been slightly changed due the bike wearing improperly and the rider just being used to the unaligned handling. Once used to it you should enjoy the additional stability, reduced wobble, and piece of mind that you actually now have an aligned harley swingarm.

General Notes:

- 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.
- Installing this stabilizer can change the handling characteristics of you bike. It will handle better and ride better. However, exercise caution as you get accustomed to the improved/different handling characteristics.

[Check out our Alignment tool and Installation in action by scanning the links below:](#)

