

When carrying out the following work, raise the motorbike by the lower frame so that the rear swingarm is in the air with the rear wheel and the shock absorbers are relaxed. Secure the motorbike against falling over or rolling away.

Re-drill the holes at the rear for the lower attachment in order to determine the length of the rear as desired.

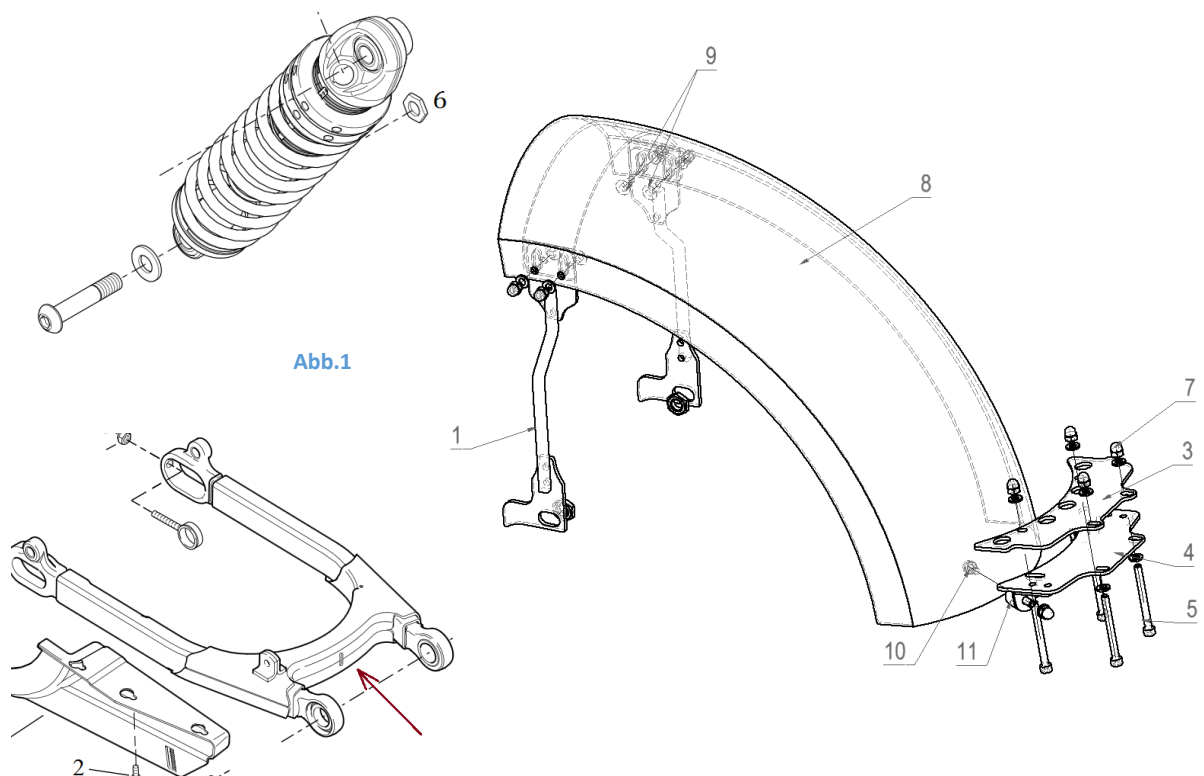
Hand-tighten the screws first during assembly. Only tighten the screw connections after the rear has been set up.

Dismantling original parts

1. dismantle the original fender, as well as the light system and turn signals
2. 2. loosen the nut (6) of the rear shock absorbers.

Mounting the new rear

1. place the side brackets (1) and hand tighten the nut (6)
2. 2. attach the lower bracket to the swingarm (Fig.1) by screwing the upper (3) and lower (4) bracket plates together with the screws (5) and cap nuts (7) provided.
3. attach the tail (8) to the side brackets with the round-head screws (9) and cap nuts (7), at the bottom screw it to the bracket (3,4) and the rubber buffers (11) with screws (10).
4. 4. set up the rear - make sure there is enough clearance to all moving parts - and then tighten all screws.



We recommend using a medium-strength screw lock (e.g. LOCTITE 243, blue) for all screws.

! Note !

To fit the rear it is necessary to shorten the frame and remove the original fender incl. number plate holder and light and indicator system.

We therefore recommend fitting a side licence plate holder (HD-SPO012), a frame cover (HD-SPO073) and a 3-in-1 indicator set (e.g. HD-SPO032) including holders (HD-SPO022).



Abb. 2 – assembled rear



Abb. 3 – swinging rear incl. mounting material