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LINK ARM REMOVAL & INSTALLATION INSTRUCTIONS:

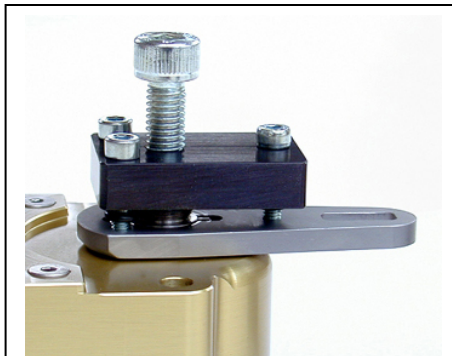
The link arm is pressed on over the “shear-pin” as a safety devise, in cases where over stressing of the internal components occurs, the shear pin will break. This prevents damage to the internals of the stabilizer but more importantly, allows the motorcycle to still be steered properly should a mal-function occur. This diagram shows you how to remove and replace the link arm without damaging the threads and or body of the stabilizer.

Do not be tempted to run 4mm bolts through the linkarm and press against the body, as you’ll normally damage the body and the seal area on the main shaft. The link arm removal tool is relatively inexpensive.

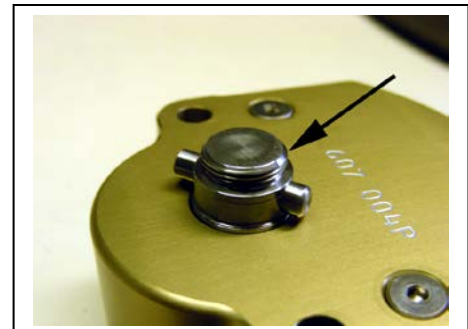
Using Blue Loctite on the threads, torque the 15mm nut to 20 ft/lbs / 240 in/lbs when finished.



The link arm can be mounted in different positions for damper mounting clearance. A special tool, available from Scotts, is required to remove the link arm properly without damaging the body of the stabilizer.



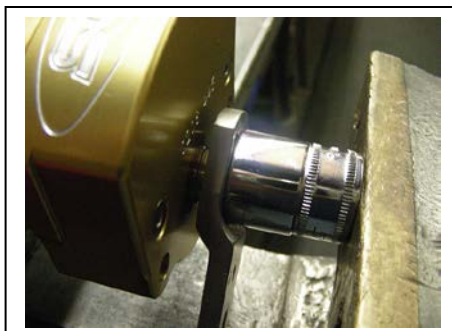
Remove the 15mm nut first.
 Install the Link arm removal tool as per the photo. Be sure to engage the 4mm screws equally into the linkarm and the full thickness of the linkarm.



Be sure to protect these threads. If the 17mm socket is not kept centered as you press the linkarm on, it can damage these threads. Center carefully.



Center the 10mm socket carefully on the center of the main shaft. It must remain centered during the pressing process or damage can occur.



Position the 17mm socket on the link arm so it clears the threads on the main shaft as the linkarm is squeezed on by the vice. Be careful not to damage the main shaft threads.



Hold both sockets carefully in place while inserting in the vice and press the link arm back on. Be sure the sockets stay centered or you’ll damage the body of the damper.