

**Finishing Installation:**  
***For all years & models***

Adjust belt tension

Torque axle nut and install E-clip

Install right side muffler hanger bolts finger tight

Tighten exhaust head bolts

Install exhaust clamp next to transmission

Tighten muffler hanger bolts

Remove both jacks

Lower lift

**Torque swingarm nuts to  
40 ft lbs**

Install passenger floorboards and bags

Allow a 300 to 500 mile break in period

Install front motor mount. **Torque to 30ft. lbs.**

**See full length install videos at [www.Glide-Pro.com](http://www.Glide-Pro.com)**

***Enjoy your ride!***

**If you have any questions on the installation process,  
please do not hesitate to contact us!  
Feel free to email us at [info@glide-pro.com](mailto:info@glide-pro.com)  
or give us a call at 619-449-6251**



## **Installation Instructions**

### **Before Installation:**

Place bike on lift

Remove bags

Jack under frame just in front  
of crossmember

Lift rear wheel

Loosen front and rear exhaust  
bolts at head

Remove exhaust clamp at  
transmission

Remove 2 bolts at right muffler  
support bracket

Remove E-clip on right side of  
axel

Loosen axel nut and loosen  
belt tension on left side

***Note: If belt tension is  
correct you may want to  
mark concentric washer so  
you can re-adjust belt to  
same tension***

### **Removing the swingarm brackets:**

These are the parts that hold  
the passenger floor boards and  
also holds your swingarm

### **Remove passenger floorboards**

You will need a scissor jack  
under the transmission

Now for the reason you  
loosened the right exhaust:

Remove the little screw holding  
the wire clamp, right side  
*(The bottom right swingarm  
bracket bolt is the hardest to  
get at)*

You should be able to pull the  
exhaust out far enough to  
remove the bottom right bolt  
with a wrench

The other three should be easy  
to get at with a socket and  
ratchet (02-present)

### **Removing the swingarm brackets (cont.):**

The swingarm shaft is easiest to remove out the right side

Usually if you hold the right side and turn the left, the left side will come off

With one nut removed, pull the shaft out the opposite side

It may be necessary to persuade it with a brass drift

### **For 85-01**

You have a shaft with a nut welded on one side, remove the one side and pull it out the other

### **For 02-present**

Once removed you will need to put the shaft in a vice and remove the other nut, isolator and steel bushing

### **Installing the new shaft:**

Now it's time to install the new shaft (*This process is the same for all years & models*)

Lubricate shaft liberally with anti-seize, DO NOT lubricate the threads

Get in a position so you can see through the swingarm and tranny

If you lift the swingarm while someone else pulls back on the back wheel, you will see a very close alignment

With a little wiggling the shaft will slip through the right side

Then move to the left and repeat the process while pushing on the shaft

### **For 02-present**

Now slip the steel spacers on the shaft and into the swingarm

### **Installing the bushings & isolators:**

#### ***For all years & models***

Take our black bushings and slip them into the isolators, lining up the off-set holes, **with the stainless steel washer facing you**

Install the isolators, with bushings on both ends of the shaft

**Apply a small amount of lubricant to the face of the bushing, washer, and nut, so the nut spins freely on the bushing.**

Install swingarm shaft nuts finger tight  
*It helps to raise or lower the transmission*

Jack so the isolators are centered in the frame cutouts

This can be different from side to side

### **Installing the swingarm brackets:**

Align the pin on the back of the swingarm bracket with the notch in the isolator

Rotate the swingarm bracket and see that the isolator rotates also

Install the bottom swingarm bracket bolt (*Bolt should be snug but not tight*)

If your top swingarm bracket bolts line up with the holes in the frame, skip this next step

Loosen the front center motor mount bolt

Pry between the front of the engine case and the back of the front motor mount frame bracket

A little pressure should move the engine back and the top swingarm bracket bolts should line up with the frame

Place a wedge between the front of the motor and the back of the frame bracket to hold the engine in place

Torque the swingarm bracket bolts and the front engine mount bolt, then remove the wedge