

American Trike Conversion Instructions v1.0



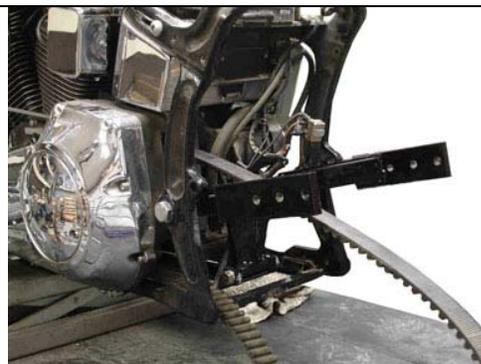
Step 1: Secure bike and jack rear wheel off the ground. Be sure to leave access to both ends of the shocks.



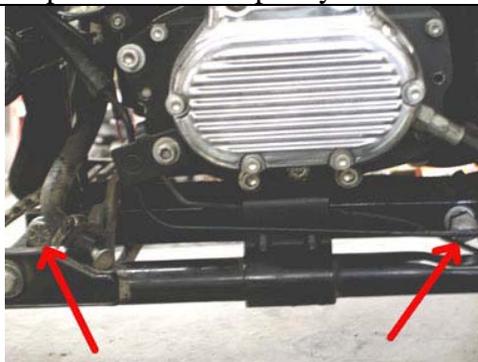
Step 2: Remove -seat-fender-rear wheel-swing arm-shocks-exhaust and brake. Disconnect lighting.



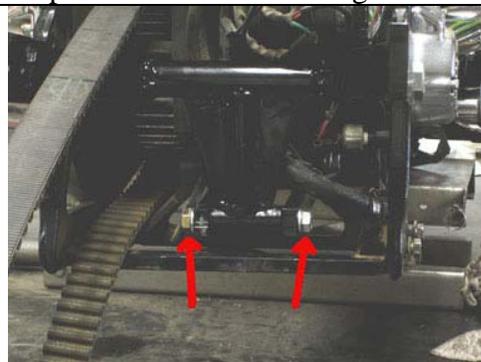
Step 3 Remove the pulley.



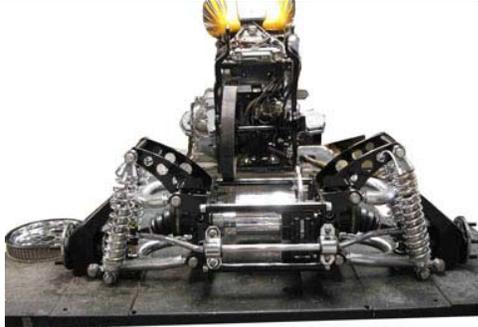
Step 4 Install the new swing arm.



Step 5: Install the new struts in place of the shocks.



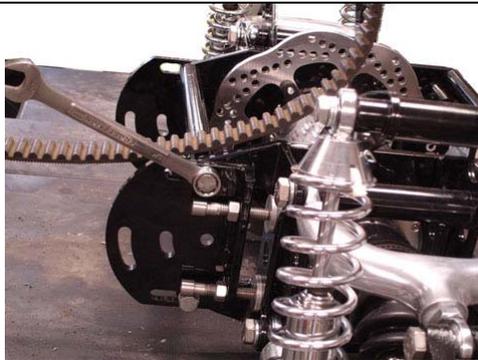
Step 6: Rear view of struts on swing arm.



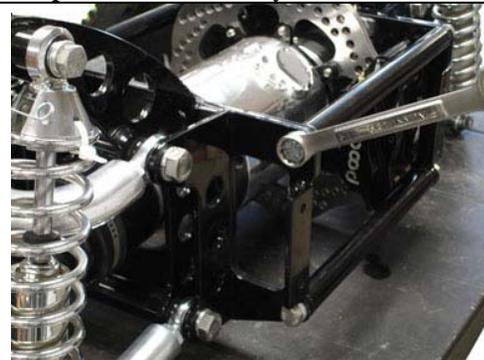
Step 7: Set unit behind the bike.



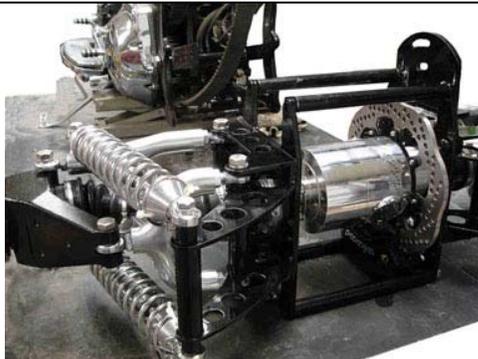
Step 8: Remove sway bar.



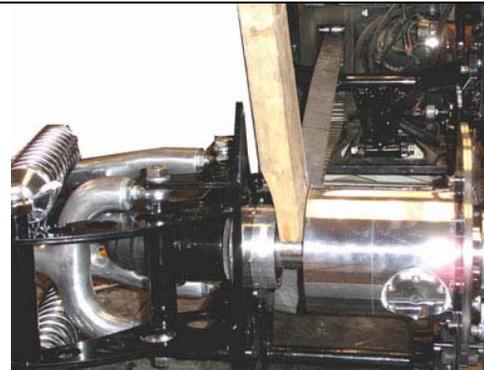
Step 9: Remove adjuster bolts along with the plugs in the holes on both sides before the next step. (They are the long allen bolts.) Then remove the adjuster plates and front rods from both sides.



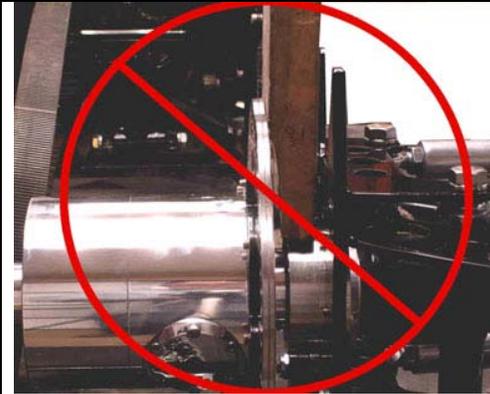
Step 10: Remove the two rear bolts on the drive side.



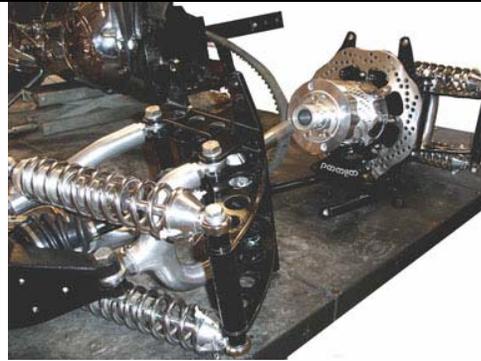
Step 11: Roll the unit on its back. It makes it easier to work on.



Step 12: Using a piece of wood, start wiggling the drive side apart. Take your time and don't be destructive. It will come off! (It is only 3/4 of an inch inside the bearing.)



Step 13: Never Pry on the Brake Rotor!



Step 14: Once the drive side is off set it aside keeping the shaft clean. Be careful, it's heavy.



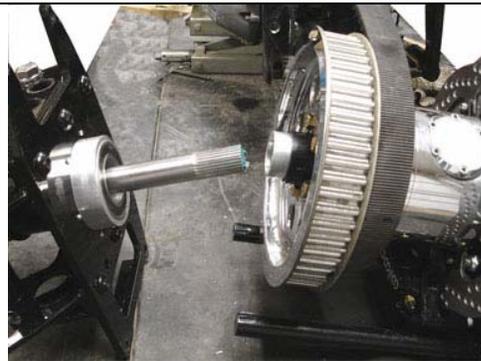
Step 15: using a vise grip, bend the tabs on the lock ring up slightly. Trust me, this will help you later.



Step 16: Install the pulley on the unit using the lock ring. We also recommend Loctite.



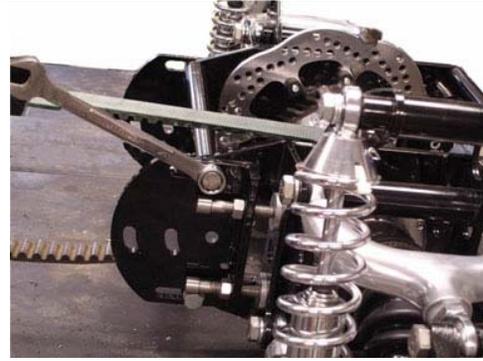
Step 17: There is a bearing spacer included with the unit. Because Harley globally sources these pulleys, we have no way of knowing how thick your pulley is. You have to measure the distance to the end. It should be 3/4 of an inch.



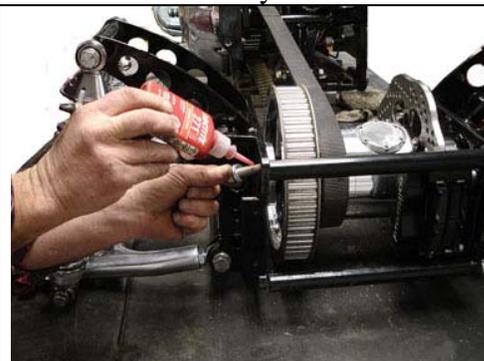
Step 18: Place the belt to the right of the pulley. Guide the shaft back into the center section being careful of the grease seal. When the shaft engages the internal splines, wiggle the axle till you feel it start into the gear.



Step 19: the bearing section slides on until it hits the bearing spacer. Use a rubber hammer if necessary.



Step 20: put the front plates back on.



Step 21: Using Locktite, put the rear bolts back in.



Step 22: Lift the unit up using a rolling jack, or a stack of wood. Slide it forward and line up the three holes on the adjuster plates.



Step 23: With the unit parallel to the ground, tighten up the three middle bolts. Place the belt on the pulley and adjust the tension. Then tighten up the bolts.



Step 24 Install the wheels.



Step 25: Unit should be free standing now.



Step 26 Reinstall the swaybar by reversing the procedure in step 8. Here is a close up of how the swaybar spacers are supposed to look.



Step 27: Here's the bike with fenders on.