



# DC-6 REAR LINKAGE

## HONDA TRX450

*Congratulations on purchasing your new DC-6 Linkage for your TRX450. Before you assemble your new linkage on your swing arm, you need to install the pivot components for the linkage. Refer to the following page for an exploded view. You will need to grease the pivot bearings for the linkage as well as the swing arm. Liberally apply a high quality water proof grease inside the bearings, and make sure to press the grease into the needles with your finger. Once you have greased each bearing, carefully slide the bearings into the holes. They should be a snug fit, and might require some tapping from a soft mallet. Make sure none of the needles get dislodged, as they are only held in by the grease. You will need to re-use your OEM bolts and pivot tubes from your stock linkage. Inspect the pivot tubes for any wear. The bearing surface should be smooth with no visible signs of wear. If they are worn, please replace. They are available from Honda, or LSR. Next, slide in the pivot tubes and seals as illustrated. It helps to grease and rotate the pivot tube a little bit to help them slide into the seals without pushing them out. If one should pop out, just push it back into place making sure that it is flat. Now your linkage is ready to get put on your bike for assembly.*

*Make sure that the upper link (shorter of the two) gets put on with the clearance to the back of the bike as shown below. Failure to do this will cause interference and it will not work properly. Also, the wider part of the linkage goes into the swing arm, and the narrower end goes into the linkage.*

*Maintaining your new linkage would be just the same as the OEM linkage. When you are washing your bike, be careful not to spray high pressure water directly at the pivots, as it will get into the bearings, and make them fail prematurely. Every so often, you should remove the linkage and re-grease the pivots and make sure all the bolts and nuts are in good shape and tight.*

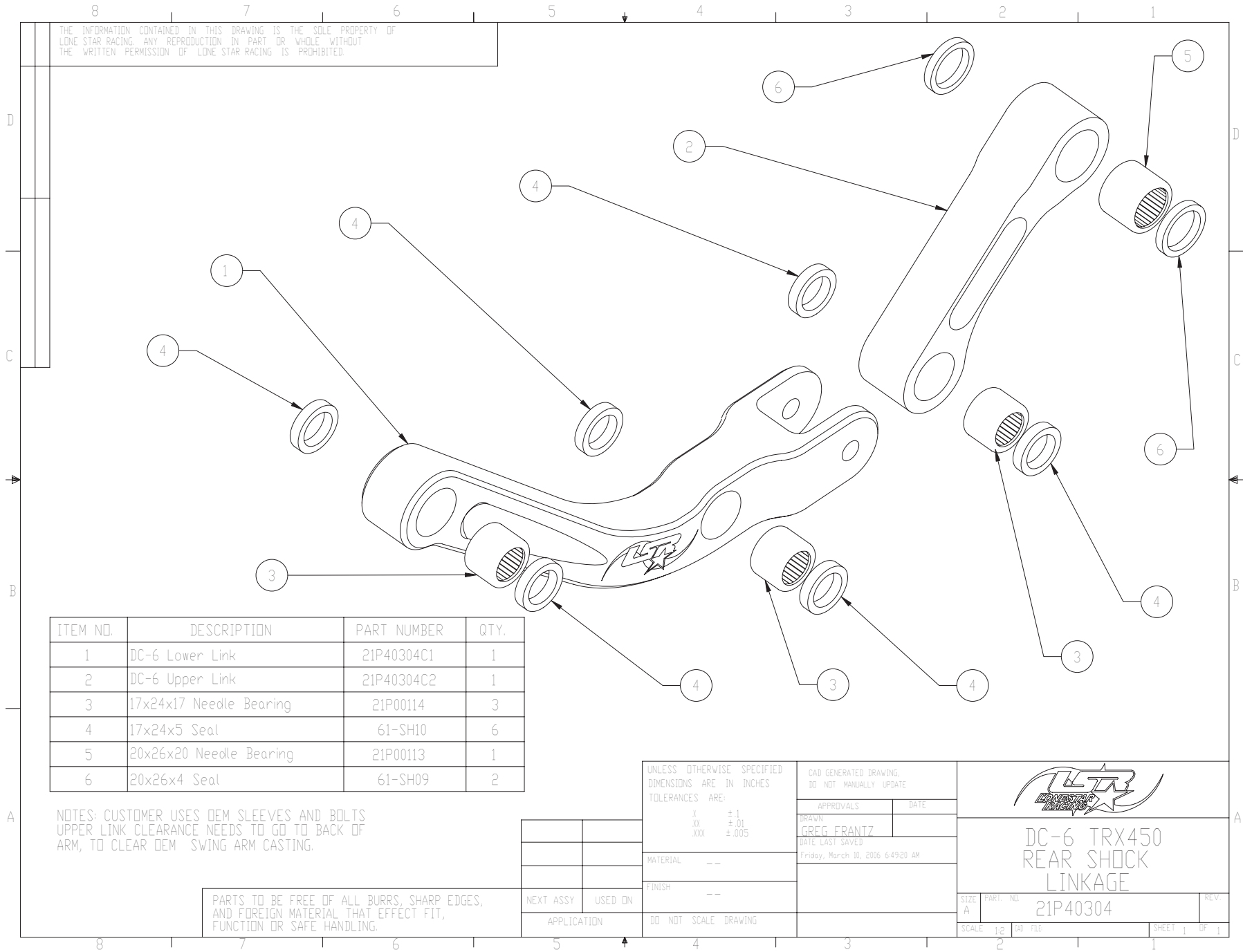
*The linkage fits together as shown below and on the illustration on the back side of this sheet.*



**Please Note:** *Save all of your stock linkage parts, because all the seals, and needle bearings are the same as in your new DC-6 Linkage kit. If you ever blow a bearing, or loose a part, you can just reuse your stock ones if they are in good shape.*

# DC-6 SWING ARM LINKAGE, HONDA TRX450, EXPLODED VIEW AND PARTS LIST

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ITEM NO.	DESCRIPTION	PART NUMBER	QTY.
1	DC-6 Lower Link	21P40304C1	1
2	DC-6 Upper Link	21P40304C2	1
3	17x24x17 Needle Bearing	21P00114	3
4	17x24x5 Seal	61-SH10	6
5	20x26x20 Needle Bearing	21P00113	1
6	20x26x4 Seal	61-SH09	2

NOTES: CUSTOMER USES DEM SLEEVES AND BOLTS  
UPPER LINK CLEARANCE NEEDS TO GO TO BACK OF  
ARM, TO CLEAR DEM SWING ARM CASTING.

PARTS TO BE FREE OF ALL BURRS, SHARP EDGES,  
AND FOREIGN MATERIAL THAT EFFECT FIT,  
FUNCTION OR SAFE HANDLING.

UNLESS OTHERWISE SPECIFIED  
DIMENSIONS ARE IN INCHES  
TOLERANCES ARE:

X ±.1  
XX ±.01  
XXX ±.005

CAD GENERATED DRAWING,  
DO NOT MANUALLY UPDATE

APPROVALS DATE

DRAWN  
GREG FRANTZ

DATE LAST SAVED  
Friday, March 10, 2006 6:49:20 AM



DC-6 TRX450  
REAR SHOCK  
LINKAGE

SIZE  
A

PART NO.  
21P40304

REV.

NEXT ASSY USED ON

APPLICATION

DO NOT SCALE DRAWING

SCALE 1:2

DATE

SHEET 1

OF 1

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