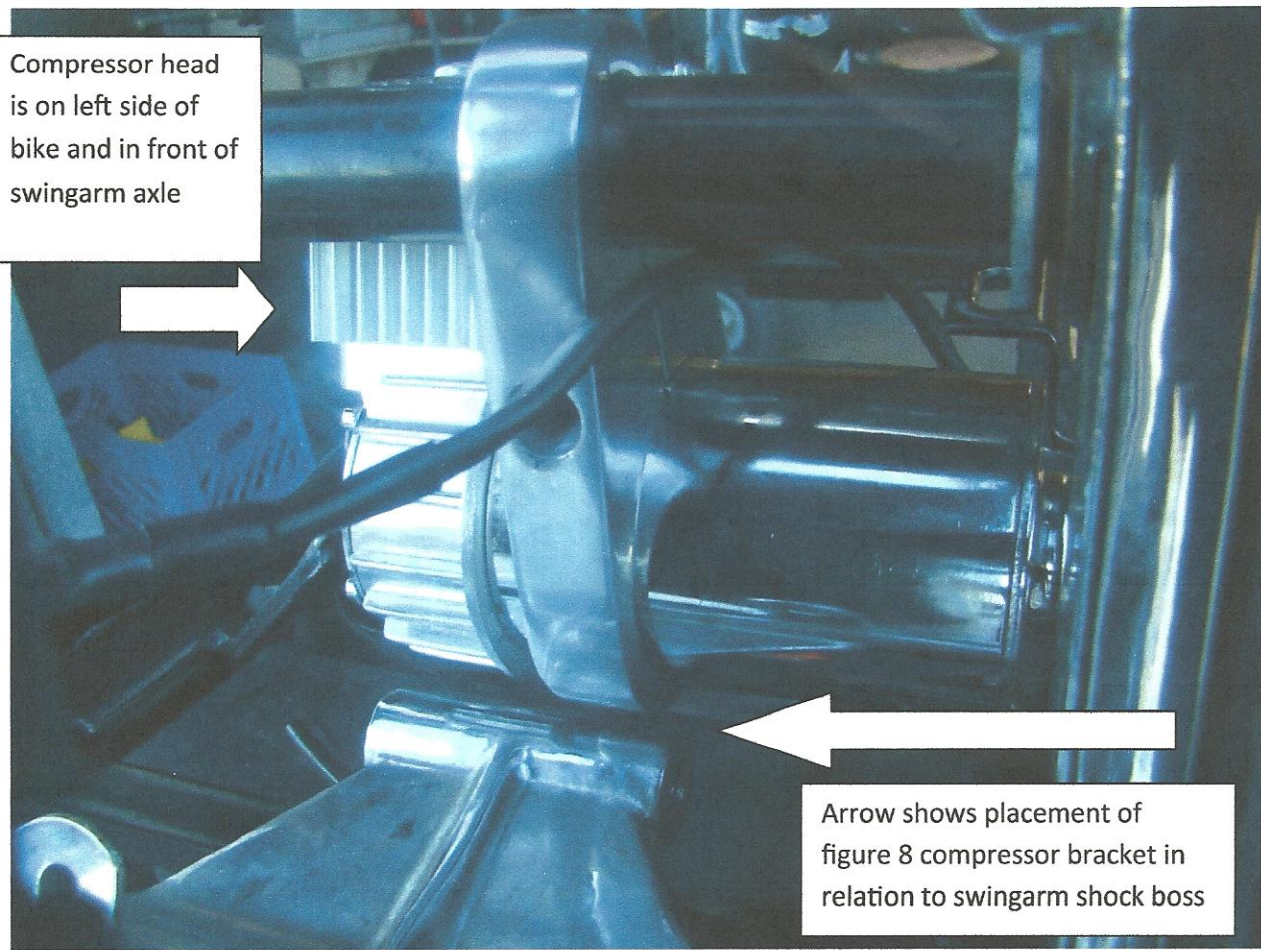


## LEFT SIDE OF BIKE

## RIGHT SIDE OF BIKE

Compressor head is on left side of bike and in front of swingarm axle



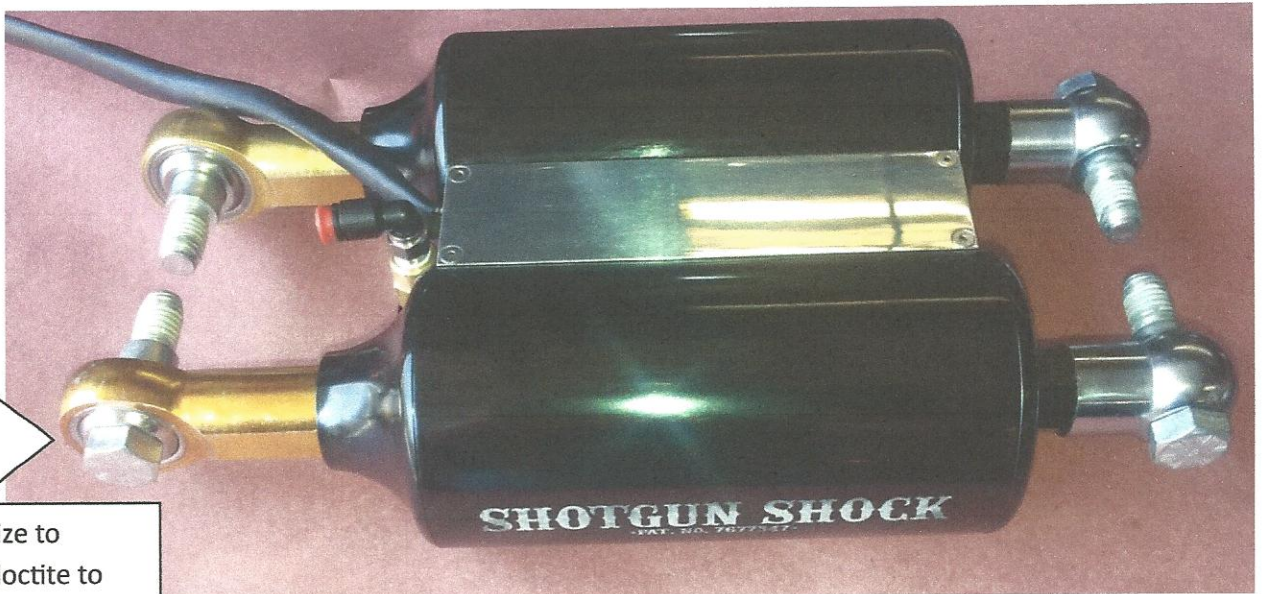
Arrow shows placement of figure 8 compressor bracket in relation to swingarm shock boss

## VIEW IS FROM RIGHT REAR

1. Raise bike and support rear wheel, Remove seat, debris guard and battery (neg. terminal first)
2. Remove stock shocks, ( may need to apply heat to bolts to loosen them)
3. Remove outer half of compressor bracket, Install compressor from right side of bike between tire and frame, with head of compressor pointing down... once in, turn compressor head counter clockwise, and hook the swingarm axle.
4. Attach outer half of compressor bracket, as you tighten the pinch bolt place the compressor bracket forward in order to clear debris guard. Check

REAR

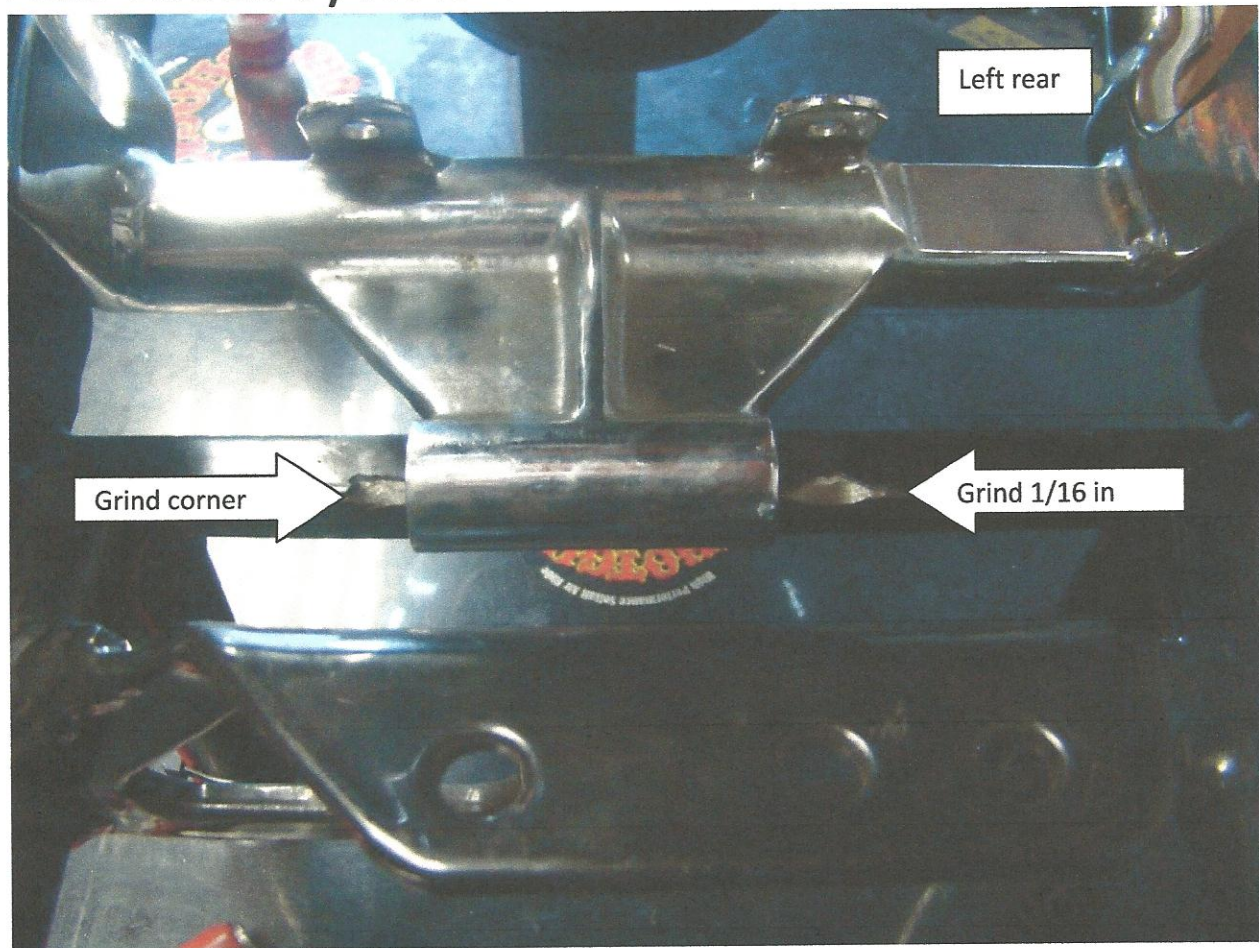
FRONT



Apply "Anti-seize to shoulder, and loctite to threads. Do not shim gap between head of shoulder bolt and eyelet.

1. Shock installs in this position with stock Harley Shoulder bolts.
2. Start front bolts first, but do not torque at this time.
3. Position swingarm so that shoulder bolts line up with rear eyelet.
4. Now torque all four shoulder bolts to Harley specs.
5. DO NOT SHIM THE GAP BETWEEN THE HEAD OF THE SHOULDER BOLT AND EYELET.

**Frame gusset needs slight trimming to clear rear shock eyelets on 99 and down HD**



## WIRING/ SWITCH HARNESS INSTALLATION

1. Plug in wiring harness to shock and compressor making sure heat shrink is on before connecting. Melt shrink tubing over connections. Tie them together with wire ties provided.
2. Route wiring harness along right frame rail up through back of battery box and secure with provided wire ties for a clean look. Be sure wiring harness will not get pinched when shock operates.
3. Remove nut from horn bracket, and attach switch bracket on horn stud with switches toward the top. Route wire toward battery area and secure with provided.
4. Replace battery and connect switch harness plug to wiring harness plug. Be sure shrink tubing is on loom before connecting. Connect red and black wires to battery. Remove any obstacles under rear tire and flip switches up, then down to ensure proper operation of shock. Use heat gun to melt shrink tubing over connection. Replace debris shield and seat.

