

## Installation of Drive Train Lever.

Fit clamps (three) loosely around the Drive Train (DT) **with tightening screws positioned on the right side of the DT**. Note: clamps tighten most effectively if screw is positioned on **forward curve** and on the **right side** of the DT assembly as shown. The screw should **FACE TO THE REAR** of the bikes for easy access when tightening.

- (1) Position the “Lever” mount against the back of the DT (facing) the rear of the bikes with the DT assembly in the down position. The 2 inch key should be at the bottom of the mount.
- (2) Position the top of mount just below the **2<sup>nd</sup>** screw from the **TOP** on the backside of the Drive Train (just above the drive train strut bumper). When installation of the drive train lever is complete, the DT lever Clamps will straddle the strut bumper. Failure to do this will impair lifting of the drive train. **Very Important!**
- (3) Place the lever onto the mount allowing the mounting key to fit into the lever slot. The bottom of the lever should be flush with the bottom of the mount.
- (4) Slide the first clamp up to the **TOP of the mount** and lightly tighten
- (5) Position the second clamp just above the **BOTTOM** of the mount and **tighten securely**, making sure the key fits into the lever slot. Tighten the top clamp securely. The third clamp should be positioned **between 1<sup>st</sup> and 2<sup>nd</sup> clamps**. Installation is now complete. The lever should fit between the frame and the side-deck when the Drive Train is in the up position.
- (6) **Recheck and re-tighten** clamps after first use and then periodically thereafter.
- (7) If the Drive Train becomes hard to rotate DO NOT use the DTL to force the Drive Train up. (This may cause the DTL and mount to fail). If the Drive Train is hard to rotate, place 1 or 2 drops of oil at the top of the friction lock and rotate the Drive Train 3 or 4 times to allow the oil to seep in between the friction lock and frame. **DO NOT OVER OIL!!**

