



INSTALLATION INSTRUCTIONS

**SHORT
FUSE**
MOTORSPORTS

INSTALLATION AND PARTS

ITEM	HARDWARE	QTY
1.	UAR – Refer to UAR Install Instructions	1
2.	1/2" x 4" Tap Bolt	1
3.	1/2" by 2" Carriage Bolt	1
4.	3/8" by 3.5" Bolt	2
5.	3/8" by 1.75" Bolt	3
6.	Quick Pins	2
7.	1/2" NC Reg. Nut	1
8.	1/2" NC NY-Lock Nut	3
9.	1/2" Lock Washer	2
10.	1/2" Regular Washer	6
11.	1/2" Large Washer	4
12.	3/8" NY-Lock Nut	5
13.	3/8" Regular Washer	4
14.	3/4" Aluminum Spacer	1
15.	Pneumatic Wheel	1
16.	Rubber Spacers	4
17.	Aluminum Wheel Spacer**	1

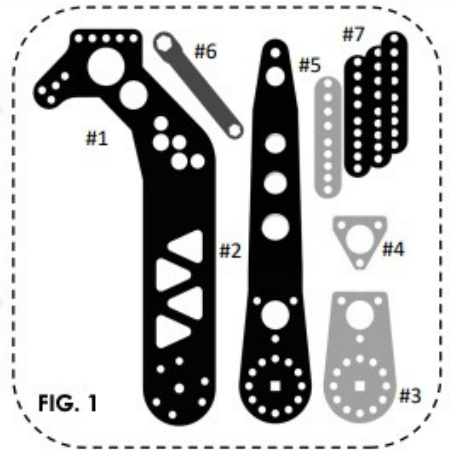


FIG. 1

WG COMPONENTS

PIECE #1 MAIN BAR

PIECE #2 LONG PIVOT BAR

PIECE #3 SHORT PIVOT BAR

PIECE #5 CLAMP BAR

PIECE #6 BOOT WRENCH

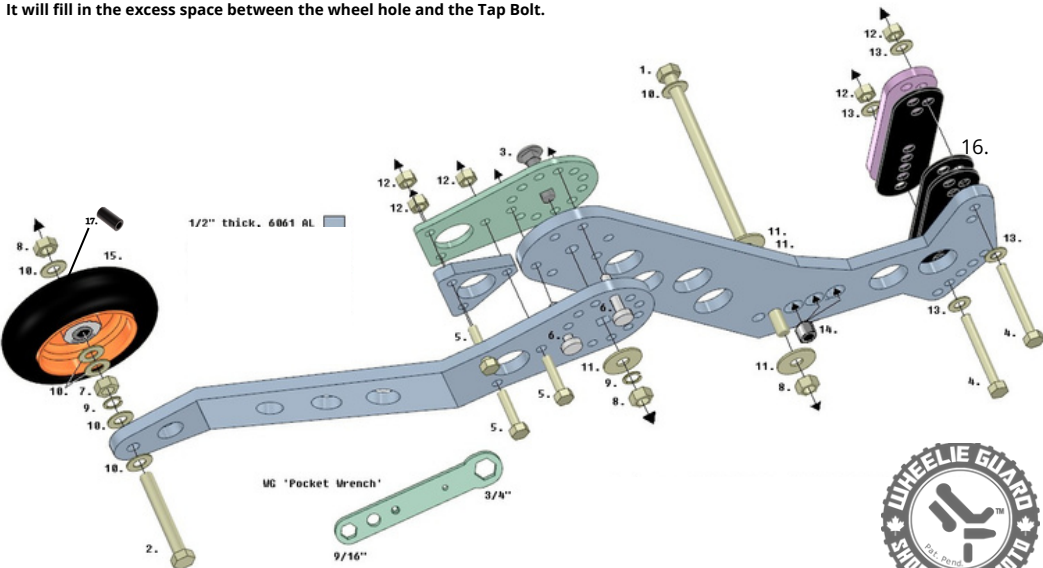
PIECE #6 RUBBER SPACERS X4

As of 2023 all kits now come with the Universal Axle Rod Kit instead of a 1/2 inch Axle bolt.

*Please note item 17 is a wheel spacer for the Pneumatic Wheel.

This is a new part

It will fill in the excess space between the wheel hole and the Tap Bolt.



UNIVERSAL AXLE ROD

STEP 1. Install 3/8"NF lock nut securely onto one end of the threaded rod. Insert the rod through a lock washer, a reg washer followed by the 'Cone' bushing.

STEP 2. From the side opposite the WG, insert the rod through the center of rear axle until it pokes through to other side.

STEP 3. Press in the (3/4" to 1/2") reduction bushing into the most appropriate hole at bottom of PIECE #1 and place the 'Main bar' onto the axle rod. Slide the long 'T' bushing onto the rod ensuring that the 'T'- bushing slides through Piece #1 and into the center of rear axle. See FIG. 1(A).

NOTE: If the 'T' bushing does not fit into rear axle then use OPTION 2. See FIG.1(B).

NOTE: Additional washers may be required behind the main bar to achieve proper alignment. See FIG.2(A)

NOTE: Additional rubber spacers may be required to achieve proper alignment. See FIG.2(B)

STEP 4. Place a large washer, followed by a lock washer and the 3/8"NC nut and tighten.

STEP 5. Using the 'Clamp Bar' and at least one rubber spacer, secure front end of main bar to the swing arm using the 2 x 3/8"x 3.5" bolts, with washers and lock nuts.

STEP 6. Use cutting tool or hack saw to trim off excess rod.

WARNING: Ensure that the top bolt rests against top of swing arm and NOT on top of the brake line!!

FIG. 1(A) - HOLLOW AXLE WITH 1/2" HOLE

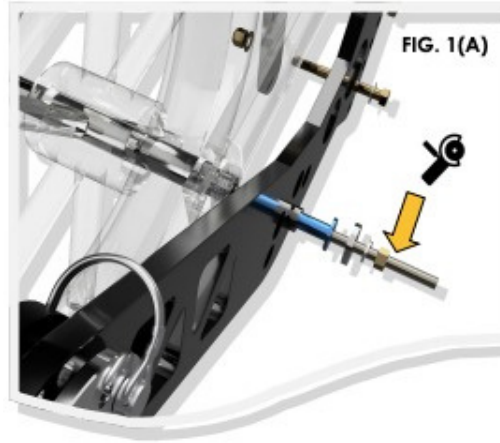
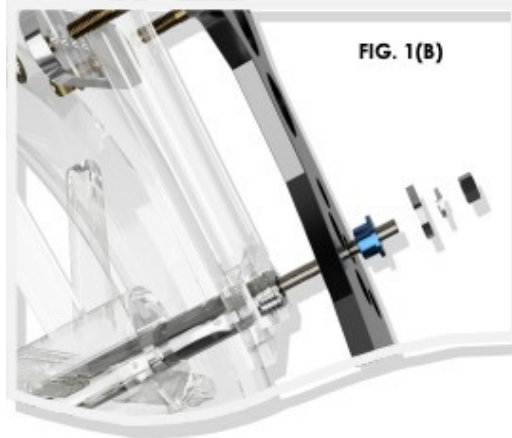
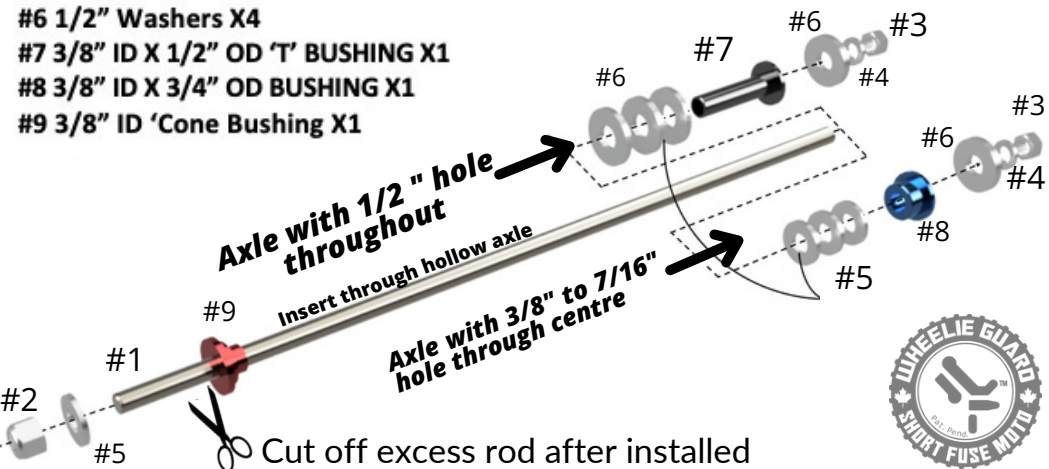


FIG. 1(B) - HOLLOW AXLE WITH 3/8" - 7/16" HOLE



UAR COMPONENTS

- #1 3/8" NFx16" Threaded Rod X1
- #2 3/8" NF Lock Nut. X1
- #3 3/8" NF Reg. Nut X1
- #4 3/8" Lock Washer X1
- #5 3/8" Washers X4
- #6 1/2" Washers X4
- #7 3/8" ID X 1/2" OD 'T' BUSHING X1
- #8 3/8" ID X 3/4" OD BUSHING X1
- #9 3/8" ID 'Cone Bushing X1



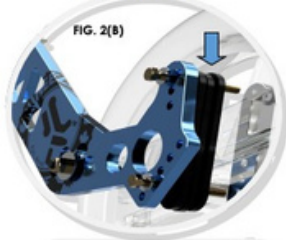
INSTALLATION OF THE WG PIVOT BAR & WHEEL ALIGNMENT

TO MOVE WHEEL RIGHT



TO MOVE WHEEL LEFT

FIG. 2(B)



NOTE: In addition to adding/removing washers and/or rubber spacers to the Main bar, these 2 options provide for an additional 1" of movement left or right. The closer the wheel aligns with the center of the rear tire, the better it will track when the wheel makes contact with the ground. See FIG. 6

STEP 7. Attach the short 'Pivot Bar' to the long 'Pivot' Bar using the 'Joiner' and the 3 x 3/8" x 1.75" bolts.

STEP 8. Attach the assembly to the Main bar using the 2" Carriage bolt and a 'Quick Pin'. See FIG. 3(A) & 3(B).

STEP 9. Stand behind the motorcycle and assess the alignment of the wheel and the rear tire - adjust if necessary. See FIG. 6

STEP 10. Install the wheel to the Pivot Bar in one of the 2 ways shown in FIG. 4(A) & 4(B) and secure wheel with lock nut. If wheel type does not require a wheel bushing then tighten the nut fully against wheel and then back the nut off just enough to allow the wheel to spin freely.

CAUTION: Frequently check the nut & pivot bolt when using the WG. A lock nut and lock washer should be used here to -gether for added security.

WARNING: NEVER USE THE WG UNLESS THE PIVOT NUT IS TIGHT AND AT LEAST 1 QUICK PIN IS IN PLACE!!

NOTE: FIG. 4(A) is the preferred configuration with the offset hub pointed away from 'Pivot Bar' unless this position results in poor alignment.



SOLID AXLE W/ T-NUT

NOTE: A 'T'-NUT with the correct thread size must be used when mounting the WG onto a bike with a rear axle that does not have a hollow center.

STEP 1. Remove the original nut from the rear axle. Do not discard nut!

STEP 2. Place the 'T'-NUT onto axle and secure to appropriate torque spec. (Refer to owners manual)

STEP 3. Place the main Bar onto the 'T'-NUT using the appropriate hole. For M12 & M14 use 1 of the 3 - 3/4" holes. For M16 use 1 of the 2 - 7/8" holes.

NOTE: Washers may be required behind the main bar to achieve proper alignment.

STEP 4. Secure the main bar using the large nut and washer provided and secure front of the main bar to swing arm using the 'clamp' bar with at least 1 rubber spacer and the 2 x 3/8" x 3.5" bolts.

NOTE: Additional rubber spacers may be required to achieve proper alignment. See FIG. 2(B)



FIG. 1(C) - SOLID AXLE WITH T-NUT

