

# TRUE-TRACK

*A chassis stabilizer for your rubber-mount bike*

**B**UZZ LIKES RIDING HIS 2000 ULTRA CLASSIC hard, especially in the turns. We in the office have all heard his tale of blasting by a GSXR through the twisties around his house. Knowing this, we decided to take the boss' 2000 Ultra Classic and tighten up the bike's stability a bit so he could be safe when burning up the roads on his hot-rod bagger.

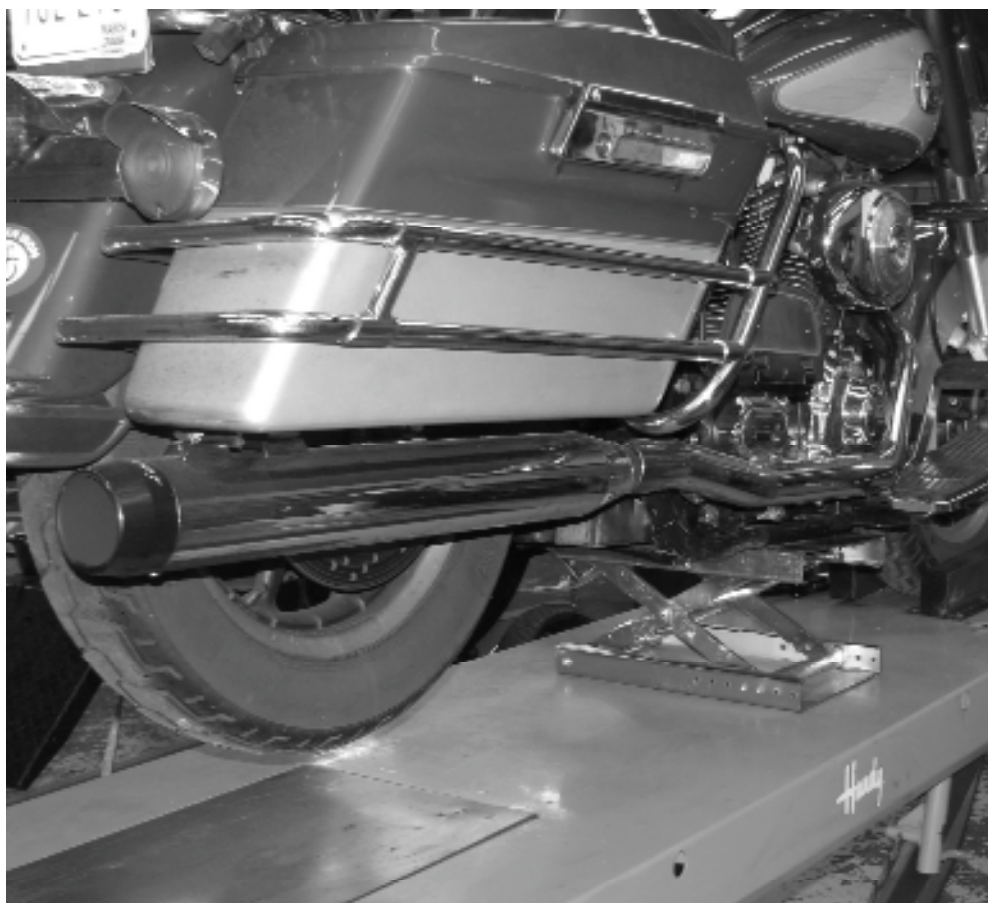
Harley uses two different techniques to mount engines and transmissions in its frames. The first is used on all Softails and is referred to as a *solid-mount*. Simply put, with this method the engine and transmission are directly bolted to the frame. The other system is called a *rubber-mount*. With this setup, the front of the engine is bolted to a rubber stabilizer that is then bolted to the frame. The rear of the tranny is then bolted to the front end of the swingarm. In fact, the rear mount of the tranny is the front pivot point of the swingarm. This pivot point is then secured to the frame via two rubber stabilizers. On rubber-mounts, rubber dampens any vibrations traveling from the engine to the frame. All current Sportsters, Dynas, and Touring models are rubber-mounted. As you can imagine on these bikes, the more stabilizing

points used to secure the powertrain, the more stable a bike will be, which, in turn, should provide better handling.

According to True-Track, the lateral stability of Harley Touring models can be increased with the addition of another stabilizing point at the rear of the bike's powertrain, at the swingarm pivot point. Since the powertrain is not anchored there, the swingarm's rubber mounts are able to compress and twist. True-Track states that this causes the swingarm to move from side to side, causing instability.

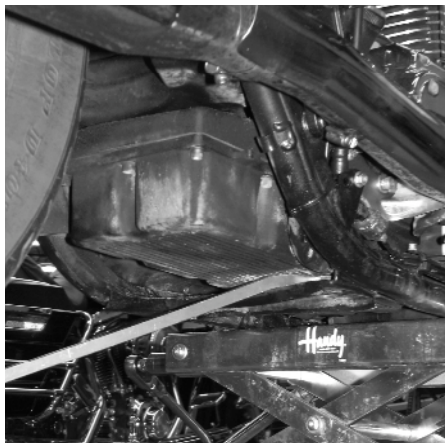
To address this on Buzz's Ultra, we decided to install a Tracktion Master True-Track kit. The Tracktion Master is a suspension stabilization device that is basically a caged bracket that attaches to the bottom of a Touring model's transmission, around the oil pan. This bracket has an isolated stabilizerlink that connects to a frame bracket, so the swingarm can no longer twist when under a load. The Tracktion Master kit is relatively simple to install and retails for \$498. It consists of five billet-aluminum mounting brackets, a stabilizerlink, and stainless steel mounting hardware. The most crucial part of the installation is making

**1** Our opening shot shows Buzz's 2001 Ultra Electra Glide on the lift with the rear end jacked up so that the rear wheel is about 4" off the lift. The front of the bike is strapped down.



PHOTOS BY JOE KNEZEVIC

**2** Dave begins by cleaning the underside of the bike, specifically the top and bottom of the rear cross member. You may need to use some sort of degreasing spray to make this easier.



**3** Dave inspected the rear cross member and found it was slightly bent, so he uses a long prybar to straighten it. However, True-Track has a special tool that will get it perfectly straight.



**4** Using a 3/16" Allen, Dave removes all five bolts from the rear of the oil pan (three at the back edge and one on each side). Be sure to wipe down the mounting area after removing the bolts.



**5** The longer of the two True-Track teardrop brackets slips over the left hole of the rear cross member.

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**6** The shorter True-Track teardrop bracket is then put into place on the right hole of the rear cross member.



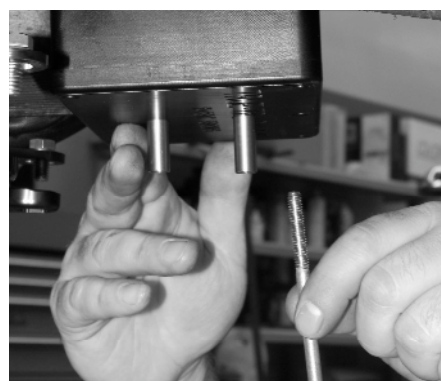
**7** Once these are in place, Dave uses a 7/32" Allen to loosely bolt the dog-bone section of the True-Track kit to the ends of the two teardrop brackets that are over the cross member.



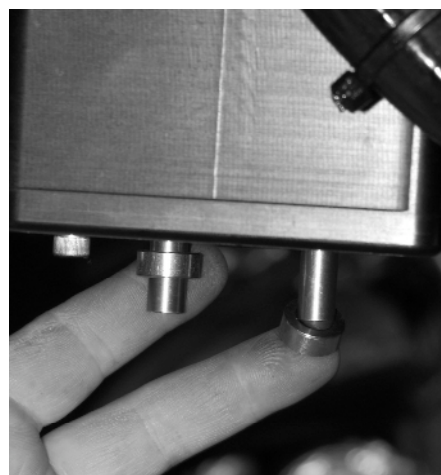
**8** Dave can now put a supplied 5/16"-18 x 5/8"-long hex bolt, with a little blue Loctite and washer, into the end of each teardrop bracket.



**9** The two special hex bolts, with a little blue Loctite, are inserted into the True-Track bucket bracket. Dave makes sure the hex heads seat properly and sit flush with the cutout in the bucket bracket.



**10** The bucket bracket then slips over the rear of the oil pan. The provided center rear bolt, with a little blue Loctite and a washer, threads into place to support the unit.



**11** Dave slides the two supplied spacers over the special hex nuts that are sticking through the bucket bracket. The triangle bracket can now slip over the bucket and hex nuts.

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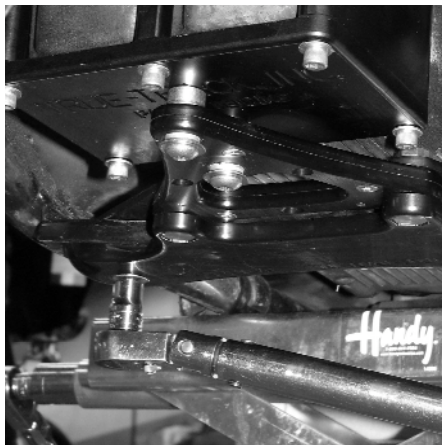
**12** The triangle bracket is held in place — spacers and hex nuts at one end and dog-bone bracket and teardrop brackets on the other — with the two special short hex head nuts that go through the dog-bone and teardrop brackets.



**13** Dave threads in the four other bucket bracket mounting bolts, until they are fingertight. (All bolts must get some blue Loctite on their threads.)



**14** Using a 3/16" Allen, Dave secures the triangle bracket to the bucket bracket. He also makes sure both special hex nuts inside the bucket bracket are properly seated. These bolts are torqued to 20 ft-lbs.



**15** With a little blue Loctite on their threads, Dave inserts the two hex bolts into the dog-bone bracket using a 7/32" Allen. He torques the bolts to 30 ft-lbs.



**16** The two bolts in the teardrop bracket are tightened until they are snug.



**17** Dave uses a 3/16" Allen to torque the five bolts that hold the bucket bracket to the rear oil pan to 12 ft-lbs.



**18** Here's how the True-Track looks fully installed. Check the text below for how the bike handles after installation.

sure that the rear cross member, which is underneath the bike, is not bent. Check your cross member carefully, since they are often bent due to being used as a jack point to lift the bike.

When the installation was complete, I rode the bike from New Roc Harley-Davidson back to the office and delivered it to Buzz. Since the ride was short I never really got a chance to put the bike through its paces, but I did notice the bike felt more stable on the grooved pavement of Interstate 95. When Buzz rode the bike he was impressed with how well it handled with the True-Track Tracktion Master installed. I wouldn't be surprised if we start hearing more stories of him blowing by people on the twisties. **AIM**

## SOURCES

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