

TRUE-TRACK TOURING

P/N #20-10

STOP "REARSTEER" on EVO DRESSERS (1980-1992) CHECK THE wheel alignment first then the chassis alignment! MORE THAN 40,000 MILES? Replace front and rear rubber mounts (3 ring) and links!

THE CLEVE BLOCKS ARE A WEAK LINK AND WILL FAIL 10,000 MILES after the installation of TRUE-TRACK. HD changed to solid swing arm pivot bushings in 2002.

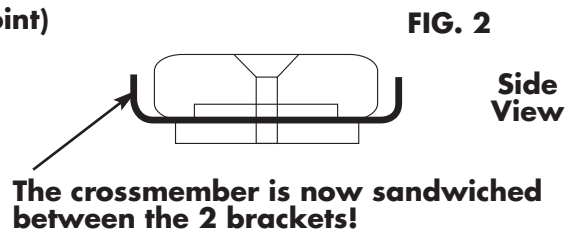
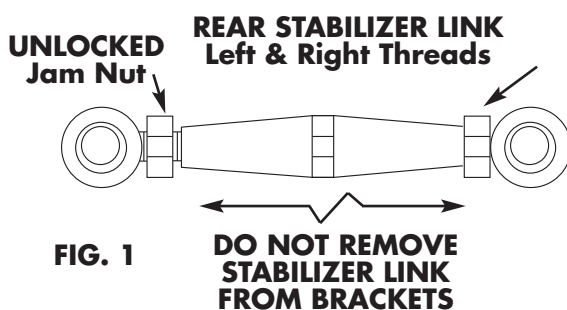
NOTE: 1980-2001 change swing arm pivot bushings to TRUE-PIVOT solid bearing bronze, #20-19.

It is **NOT NECESSARY** to elevate the motorcycle. **Wipe the cross member CLEAN with a cloth to remove grease, oil and dirt (TOP AND BOTTOM). THE CROSSMEMBER MUST NOT BE BENT EXCESSIVELY, IF IT IS STRAIGHTEN IT!**

Remove the ground strap from the cross member and discard the bolt assembly. CLEAN THE INSIDE OF THE CROSS MEMBER AGAIN

1. Remove the exhaust shields on the rear right side to access the worm clamp that holds the exhaust pipe to the mounting bracket on the transmission. It may be necessary to remove the bolts that hold the muffler to the rear bracket. Remove the exhaust mounting bracket from the transmission side cover. CHECK the oil lines to make sure they are flexible enough to move around, if they are HARD and BRITTLE replace them. They will fail.
2. NOW, install the transmission anchor bracket from the bottom. You will have to pull the exhaust outward to get the bracket in. Loctite the hardware and torque down the bolts. Clamp the exhaust pipe to the new billet bracket.
3. Now, you can install the crossmember bracket. Insert the hex bolt through the ground strap and then into the crossmember anchor bracket. Figure 2 shows how the puck installs and clamps the crossmember.

The **TRUE-TRACK™** brackets are assembled from the factory. **DO NOT DISASSEMBLE.** The stabilizer link **ONLY ALIGNS THE BRACKETS FOR INSTALLATION** and can be adjusted by turning the center hex which is left and right hand thread so each side moves out evenly and the transmission bracket can be aligned with the cross member bracket in the neutral position. Tighten the jam nuts against the joints to lock them in place.



HOW DOES TRUE-TRACK™ WORK? It's the third, missing link that is installed at the rear of the power train unit, just like the front stabilizer link and the top stabilizer link combine to keep the power train unit **anchored** in the lateral plane of the frame. The power train unit can **only** move up and down the way it was designed to do.

TRUE-TRACK™ suspension stabilization device acts to mitigate instability on vibration isolated motorcycles!
So, no more "REARSTEER™"!