

Story by Tim Wagner – Photos by Curt Lout

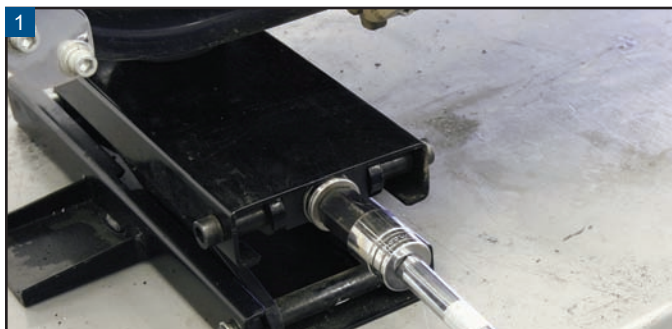
“Rear steer,” or wobble, is a phrase that has been thrown around the Bagger community for quite a while now. What some don’t consider, though, is that wobble can affect any rubber-mounted bike, including our rubber-mounted Dyna Glide here. This particular model of Harley-Davidson comes from the factory with only one stabilizing link connected to the engine. So the folks at True-Track developed a system to stabilize the front and rear rubber mounts, creating a total of three stabilizing points. Or what they call “the missing links,” ha ha. What the True-Track does is eliminate any side-to-side movement while still allowing the up-and-down movement that alleviates engine vibration. Keep reading and we’ll show you how we stabilized our Dyna Glide with True-Track’s proven wobble cure.



Here are the front and rear stabilizing linkages from True-Track that will help tighten up our Dyna.



This is the front motor mount area where the front True-Track will mount.



1 Secure the engine with a scissor jack. This will hold the engine when the front mounting bolts are removed.



2 Loosen and remove both front mounting screws.



3 Remove the nuts from both front rubber mounting bolts.



4 While holding the True-Track powertrain bracket in place, start both factory bolts into the threads.



Tighten the powertrain bracket bolts.



Position the front True-Track frame bracket and start the provided stainless steel button head bolts. The stabilizer link may have to be adjusted to align the mounting bolts.



Once in place, tighten both stainless steel button head bolts.



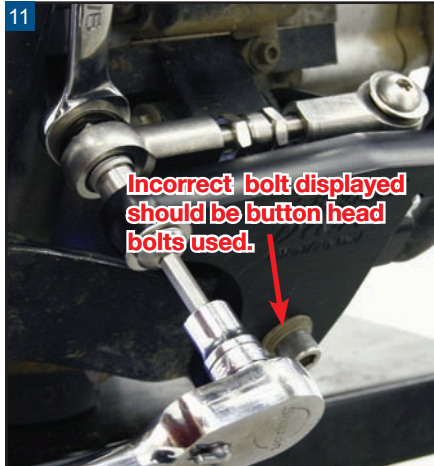
Adjust the stop-bolt on the powertrain bracket to measure 3/8" between the bolt head and the frame bracket.



Locking the stop-bolt in place is as easy as tightening the jam nut against the powertrain bracket.



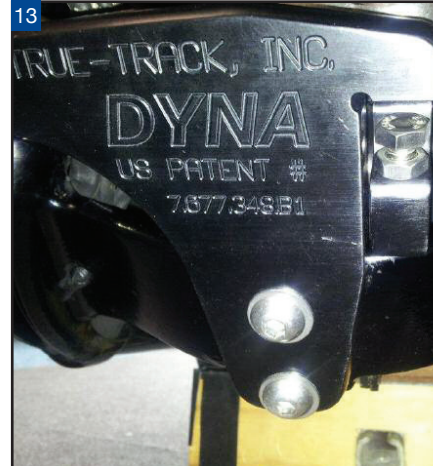
Next, tighten the stabilizer link mounting bolt on the powertrain bracket.



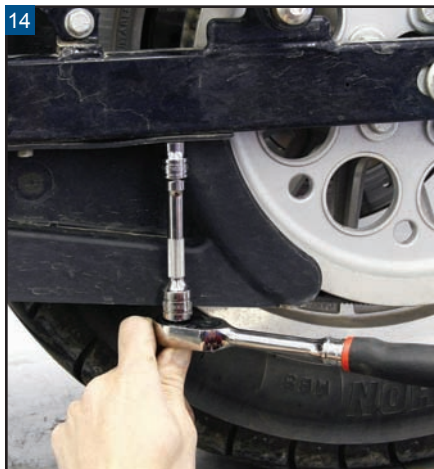
Tighten the stabilizer link mounting bolt onto the frame bracket.



While holding the stabilizer link in place, adjust both jam nuts to the outsides of the stabilizer link.



This is what the True-Track looks like installed on the front mount.



The rear True-Track installation begins with the removal of the three mounting screws.



With the mounting hardware out of the way, remove the belt guard.



Remove the nuts of the rear motor mount using a 9/16" deep socket and a 9/16" box-end wrench.



Flip the bolts so they come in from the primary side; install the bracket on the brake side and tighten.



Remove the bottom rear motor mount frame bolt and switch it out with one of the provided stainless socket caps. After removing the top bolt, install the T-bracket and stainless socket cap and tighten the mounting hardware.

Dyna Stabilizing Linkage



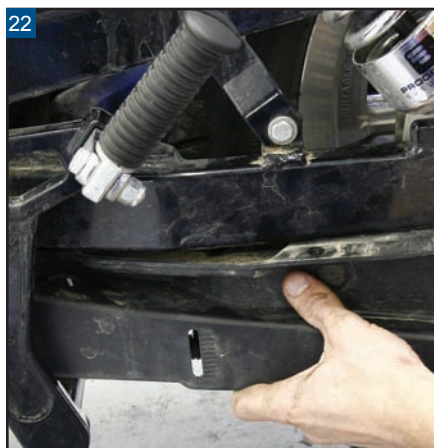
Tighten the stabilizing link mounting bolt on the T-bracket.



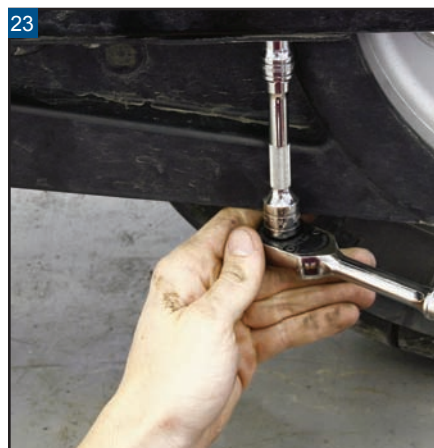
Next, tighten the stabilizing link mounting bolt on the powertrain bracket.



While holding the stabilizer link in place, adjust both jam nuts to the outsides of the stabilizer link.



Next, slide the lower belt guard back into place.



Install the lower belt guard's three mounting screws. That's it! You're all set for wobble-free highway riding.

TRUE-TRACK
Dyna Stabilizing Linkage Kit
Part #20-30
818.623.0697
www.true-track.com

Like our tech? Like the products?
Want to see something specific?
Write to us at
letters@americancyclemag.com

