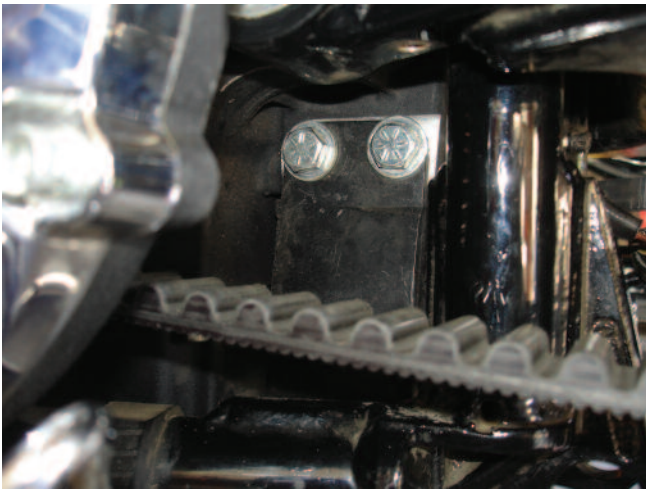


## DYNA (1994 and later) P/N #20-30

**REMOVE** the belt guard 3 bolts (3/8 socket with extension) to expose the rear motor mount bolts. The nuts of the rear motor mount are removed from the brake side of the motorcycle. Use a 9/16" deep socket to remove the nuts, use a box wrench to prevent the bolts from turning on the primary side. There is a wire clip that is retained by the bolts, it must be under the TRUE-TRACK POWER TRAIN BRACKET when it is mounted. Use a long 3/8 extension and tap the 2 bolts back so they stick out about a quarter of an inch. This will allow the bolt to screw into the bracket easier. **NOW**, insert the **TRUE-TRACK** power train bracket (put blue loc-tite on the bracket threads) at the swing arm pivot on the BRAKE SIDE of the motorcycle, be patient threading it through. Don't force it. Start with the motor mount bolt closest to the rear wheel. Torque to 30 foot lbs.

**NOTE:** 2006 and later motor mount bolts are inserted from the BRAKE side of the motorcycle and must be removed and inserted from the primary side of the motorcycle, **ONE AT A TIME!**

Motor Mount Bolts



Power Train Bracket



Next, is the rear frame bracket. Remove the bottom rear mount frame bolt, only. Screw the bottom allen bolt partially in, but not all the way. Now remove the top bolt (removing the bolts one at a time prevents the motor from dropping), then slide the frame bracket on the bottom bolt and insert the stainless steel allen bolt, torque to 30 foot lbs.

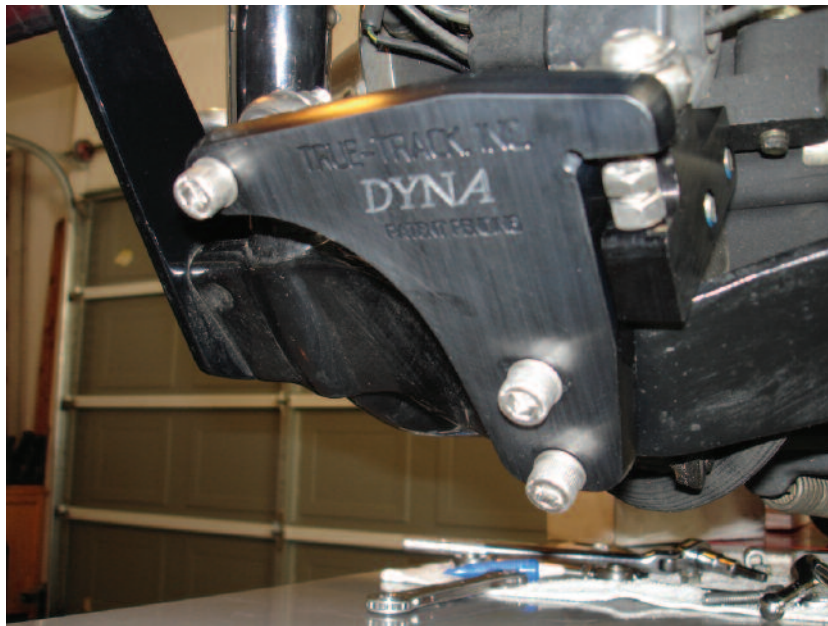
**-THE STABILIZER LINKS ARE ADJUSTED ONLY TO ALIGN THE HOLES-  
-DO NOT REMOVE THEM FROM THE BRACKETS-**

# TRUE-TRACK FRONT ANCHOR MOUNT

**Remove** the nuts on the front motor, but not the bolts. Screw the bolts into the small bracket (put blue loc-tite in the bracket threads). Remove the two front motor mount bolts. NEXT, install the T-bracket with two button head allen bolts, the stabilizer link may have to be adjusted to align the mounting bolts, only! DYNA motorcycles have not had the capability of being aligned (that is aligning the rear wheel with the front wheel, tracking parallel.) It is now possible with **TRUE-TRACK™**.

## TRUE-TRACK DYNA 1994 & LATER

Adjust the stop bolt so there is 3/8" clearance between the head of the bolt and the Frame Bracket. Tighten the jam nut against the Power Train Bracket to lock the bolt. Check the distance between the valve covers and the frame or gas tank to see what hits first and adjust the bolt accordingly.



**HOW DOES TRUE-TRACK™ WORK?** It's the 2nd & third missing links that are installed at the front & rear of the power train unit, just like the top stabilizer link acts to keep the power unit **anchored** in the lateral plane of the frame, but is not sufficient