

Bagger-Brace™ - Instruction Sheet

Phoenix Customs would like to take this opportunity to say thank you for purchasing our **Bagger-Brace™** drive train stabilizer. Please read the entire instruction sheet prior to beginning the installation.

Step 1: If your bike has a zip tie going around the frame and through the hole in the cross member it must then be removed. Install new zip tie, supplied in kit, just ahead of frame cross member as shown in figure 1.

Step 2: Using a straight edge check frame cross member thoroughly! It should be flat from one frame rail to the other. Inspect cross member folds for damage and straighten if necessary. This is a very important and a vital step to insure proper fit.

Step 3: Using a 3/16 Allen wrench, remove the last three bolts from each side of oil pan, leaving the rear center bolt in back of oil pan intact. You will not be reusing these bolts. (See figure 2)

Step 4: Using a mild degreaser, such as Simple Green, thoroughly clean top and bottom of frame cross member and oil pan where it will mate with Engine Brace (Item 1).

Note for step 5: Inspect wiring that runs along right frame rail for ample clearance for Item 1. It may be necessary to remove the rear zip tie and reposition the wires and reattach them with the second supplied zip tie. (See figure 3)

Step 5: Install Engine Brace (Item 1) as shown in figures 4 and 5. The Engine Brace was designed to fit snug along the sides of oil pan.

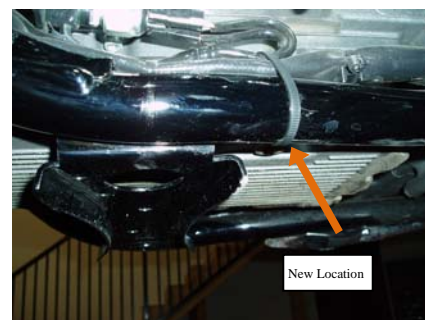


Figure 1



Figure 2

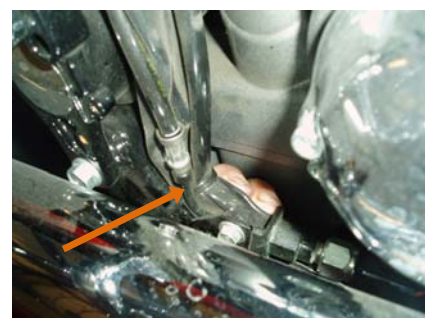


Figure 3

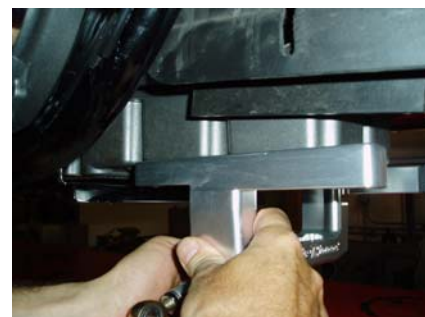


Figure 4



Figure 5

Step 6: Using a 3/16 Allen wrench install the six supplied Engine Brace bolts into the oil pan holes. You will want to start by screwing the 3" long Allen bolt into the center hole. Then proceed with two of the 1½" Allen bolts. **DO NOT** tighten until all six bolts have been installed. Repeat this step on opposite side of oil pan. Once all bolts have been installed tighten thoroughly. (See figure 6)



Figure 6

Note for steps 7 and 8: Due to variations in some frame cross members there might be some slight filing required on the flat and radius edge of both Left and Right Stays (figure 7). Tight fit is crucial, only file what is necessary.

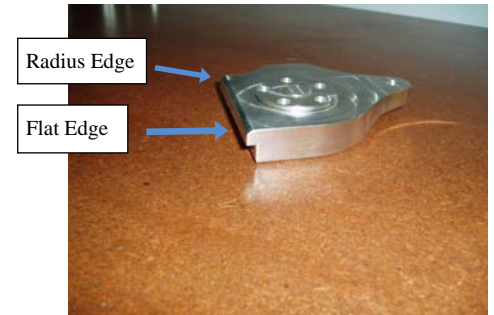


Figure 7

Step 7: Install the Left Stay (Item 2) on top of the frame cross member with narrow flat edge of stay brace against the frame rail and the round step facing down, locating on hole in cross member. (See figure 8)



Figure 8

Step 8: Repeat step 7 with Right Stay (Item 3). (See figure 9)

Note for step 9 and 10: Apply a small amount of **BLUE** loctite to all eleven screws used in these steps.

Step 9: Hold Left Stay in place and install Cross Plate (Item 4) on bottom of frame cross member with counter sink holes facing downwards. Using a 3/16 Allen wrench on left side of Cross Plate install finger tight the 5/16 flat head screw (See figure 10). Using a 5/32 Allen wrench now install the five ¼" x 1" long flat head screws (See figure 11 on page 3). **DO NOT** tighten screws until all screws on both the left and right side of Cross Plate are installed. It very important that you hold the Stays flat against the frame cross member while installing screws.

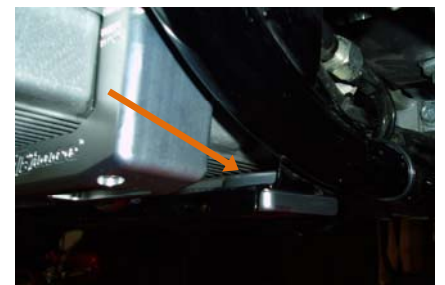


Figure 9

Step 10: Repeat step 9 on right side using the five ¼" x ¾" long flat head screws.



Figure 10

Bagger-Brace™ - Instruction Sheet Continued

Step 11: Tighten securely the Cross Plate screws starting with the 5/16 flat head screw moving to the five ¼" screws on left side and repeating on the right side. Tighten screws in a crisscross or star pattern.

Note: Re-check all screws again for tightness

For steps 12 through 16 - Bike must be in a straight up position, not on kick stand. Caution: You might want someone on each side of bike or have bike secured down with tie downs.

Step 12: Adjust length of Stabilizer Link (Item 5) by loosening the jam nut and turning center of link until the 3/8 bolt threads into Left Stay. Adjust jam nut as needed, **DO NOT** force the bolt into threads! This step is to assure proper length of stabilizer link before tightening of jam nuts.

Note: One end of stabilizer link is left hand thread and one is right hand thread.

Step 13: Pull the 3/8 bolt back out. Make sure you **DO NOT** let the adjuster turn while pulling bolt out. Pull the stabilizer link down vertically and tighten jam nut as shown in figure 12.

Step 14: While keeping rod end bearing in perfect alignment as shown in figure 13 tighten left jam nut. (See figure 15)

Note: Figure 13 shows a correct alignment and figure 14 shows an incorrect alignment.



Figure 11

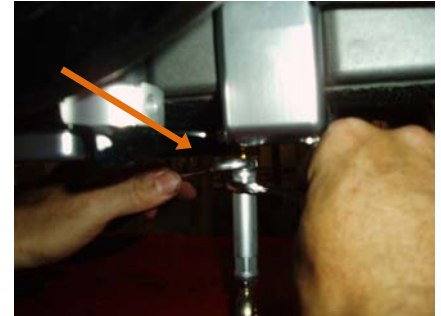


Figure 12



Figure 13 – Correct Alignment



Figure 14 – Incorrect Alignment



Figure 15

Bagger-Brace™ - Instruction Sheet Continued

Step 15: Using a 9/16 wrench, re-install the 3/8 bolt in this order; lock washer, flat washer, rod end, flat washer. Bolt should install easily at this point. If bolt does not install with ease repeat step 12 through 14. Check link for binding by rotating link with fingers. The link should be able to rotate a few degrees in either direction. (See figure 16)

Step 16: Test ride and then recheck all screws and bolts for tightness.

Figure 17 and 18 shows the Bagger-Brace installed completely.



Figure 16



Figure 17 – Left Side of Bike



Figure 18 – Right Side of Bike

