

## INSTALLATION INSTRUCTIONS

### RECEIVER HITCH FOR TOURING MODELS

7657

### THANK YOU FOR CHOOSING KURYAKYN!

Protect yourself and others from possible injury and property damage or loss. Pay close attention to all instructions, warnings, cautions, and notices regarding the installation, use, and care of this product.

**WARNING** THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN CAN RESULT IN POTENTIAL DEATH OR SERIOUS INJURY.

**CAUTION** THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN CAN RESULT IN MINOR OR MODERATE POTENTIAL INJURY.

**NOTICE** THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN MAY NEGATIVELY AFFECT PRODUCT PERFORMANCE AND FUNCTIONALITY OR DAMAGE THE PRODUCT ITSELF OR THE PRODUCT TO WHICH IT IS BEING ATTACHED.

### ENSURE THAT THE FOLLOWING PARTS HAVE BEEN INCLUDED IN THE KIT:

1	Left Side Strut	Hardware Kit - <b>CONTINUED:</b>
1	Right Side Strut	3 5/16-24 Nylon Insert Locking Nut
1	Left Side Drawbar	2 3/8-24 Nylon Insert Locking Nut
1	Right Side Drawbar	2 1/4-20 X 0.5 Hex Head Cap Screw
1	Hardware Kit, containing:	1 5/16-24 X 1.5 Fullthread, Hex Head Cap Screw
2	Black Spacer .36	2 Pin, 5/16 X 1.5
2	Black Spacer .71	2 5/16 Lock Washer
4	5/16-18X1.75 Black Button Head Cap Screw	6 5/16 Flat Washer
4	5/16 Black Flat Washer	2 3/8 Split Lock Washer
4	5/16 Black Split Lock Washer	2 3/8 Flat Washer
2	5/16-24 X 1.5 Hex Head Cap Screw	1 1-7/8" Hitch Ball
2	3/8-24 x 2.75 Hex Head Cap Screw	1 3/4 Split Lock Washer
		1 3/4-16 Hex Nut

### YOU WILL ALSO NEED:

Combination Wrench Set, Torx Wrench Set, Hex Wrench Set, Torque wrench

**NOTICE** THESE INSTALLATION INSTRUCTIONS CONTAIN IMPORTANT INFORMATION. ENSURE THE END USER RECEIVES THIS COPY AND IS AWARE OF ITS IMPORTANCE FOR FUTURE USE.

**STEP 1** Read and understand all steps in the instructions before starting the installation. Park the motorcycle on a hard, level surface and turn off the ignition. Let motorcycle cool.

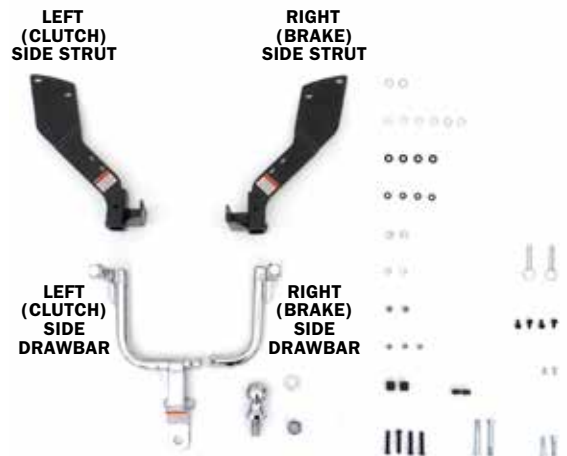
**WARNING** NO MOTORCYCLE MANUFACTURER HAS APPROVED OR ENDORSED KURYAKYN TRAILER HITCHES. USE OF A TRAILER OR TRAILER HITCH ON ANY MOTORCYCLE MAY VOID YOUR WARRANTY AND MAY INCREASE YOUR CHANCES OF INJURY OR ACCIDENT SITUATION .

**WARNING** YOU WILL BE WORKING AROUND THE ENGINE AND EXHAUST SYSTEM DURING INSTALLATION. ENSURE THAT THE ENGINE AND EXHAUST SYSTEM HAVE FULLY COOLED TO PREVENT INJURY.

**WARNING** TOWING A TRAILER BEHIND A MOTORCYCLE INCREASES THE LIKELIHOOD OF INJURY OR DEATH TO BOTH OPERATOR AND PASSENGER.

**WARNING** IF THE TRAILER FAILS TO HANDLE IN A SAFE AND PREDICTABLE MANNER, STOP THE MOTORCYCLE AND DO NOT OPERATE WITH THE TRAILER UNTIL YOU HAVE DETERMINED AND CORRECTED THE PROBLEM.

**WARNING** INSPECT ALL FASTENERS AND COMPONENTS BEFORE EVERY USE.



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**NOTICE**

KURYAKYN IS NOT AWARE OF ANY CURRENT STATE OR FEDERAL GUIDELINES FOR PULLING A TRAILER WITH A MOTORCYCLE. WE SUGGEST WHEN PULLING AND LOADING A TRAILER, DO NOT EXCEED THE MOTORCYCLE MANUFACTURER'S GROSS VEHICLE WEIGHT LIMITS.

**STEP 2** Refer to PIC 1 and 2. Remove the Saddlebags from the motorcycle. Refer to your motorcycle's service manual for assistance.

**STEP 3** Starting on the right side (brake), loosen the screws and lock nuts securing the saddlebag support to the lower rear fender support bracket. Remove and set aside existing lock nuts, they will not be reused.

**STEP 4** Locate 1-qty 3/8-24 x 2.75 Hex Head Cap Screw, 1-qty 3/8 flat washer, 1-qty 5/16-24 X 1.5 Hex Head Cap Screw, and 1-qty 5/16 flat washer. Place the 3/8 washer on the 3/8-24 Screw, and the 5/16 washer on the 5/16 screw.

**STEP 5** Refer to PIC 3. Looking at the loosened torx screws from the front of the bike, remove the bolt on the right first. Place the 5/16 screw and washer assembly through the right hole of the lower rear fender bracket and saddlebag support. Remove the torx screw on the left and replace it with the 3/8 screw and washer assembly. Set torx screws aside, they will not be reused.

**STEP 6** Refer to PIC 4 and 5. Remove the torx screws from the rear fender support bracket. Set them aside, they will not be reused.

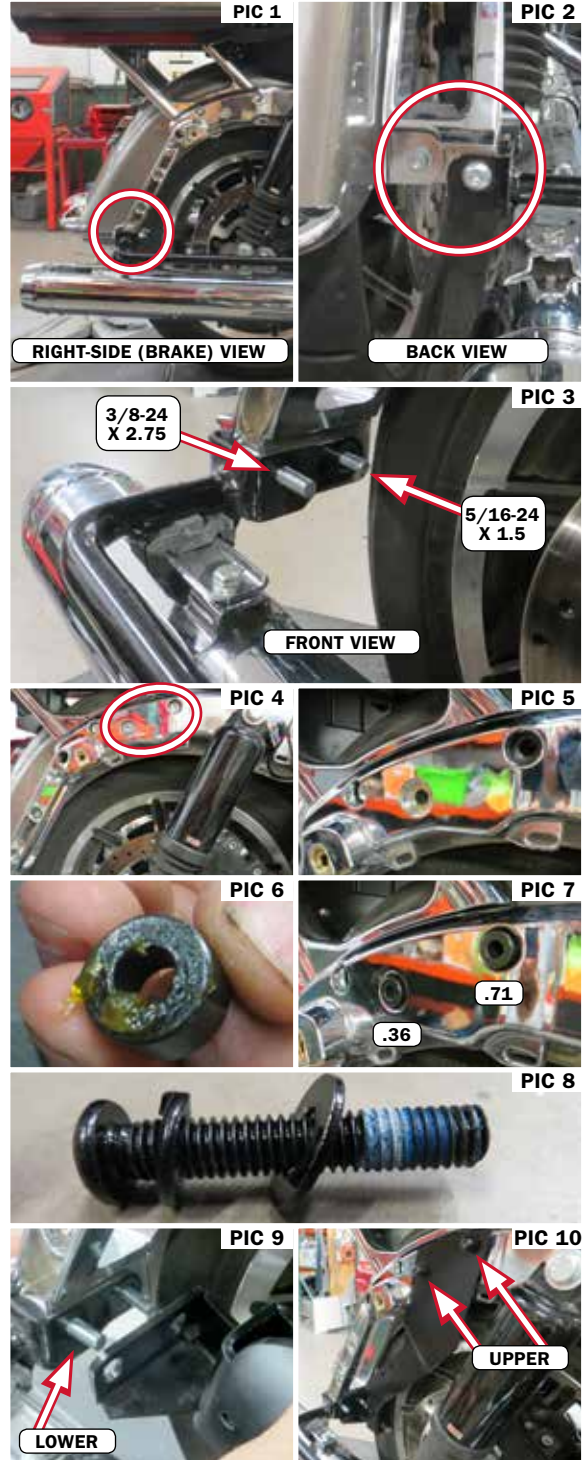
**STEP 7** Refer to PIC 6 and 7. Locate 1-qty Black Spacer .36 and 1-qty Black Spacer .71. Using the holes where the torx screws were removed, place the .36 spacer in the left hole and the .71 spacer in the right hole.

*Tip: Applying a little bit of bearing grease to the back side of the spacer, it will help keep the spacer in place during the installation process.*

**STEP 8** Refer to PIC 8. Locate 2-qty 5/16-18 x 1.75 Black Button Head Cap Screw, 2-qty 5/16 Black Flat Washer, and 2-qty 5/16 Black Split Lock Washer. Place a split lock washer and a flat washer onto a screw, as seen.

**STEP 9** Refer to PIC 9 and 10. Locate the Right Side Strut. Align and place the lower holes of the strut over the hex screws that are placed through the saddlebag support. Align the upper holes of the strut with the rear fender support. Fasten the strut to the rear fender support using the black screw and washer assemblies from Step 8. Hand tighten screws.

*Note: The flat surface side faces outwards and the welded gusset side faces in towards the bike.*



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**STEP 10** Refer to PIC 11 and 12. Locate 1-qty 5/16 Split Lock Washer, 1-qty 3/8 Split Lock Washer, 1-qty 5/16-24 Nylon Insert Locking Nut, and 1-qty 3/8-24 Nylon Insert Locking Nut. Place the 5/16 washer and nut on the 5/16 bolt, and the 3/8 washer and nut on the 3/8 bolt. Hand tighten the hardware.

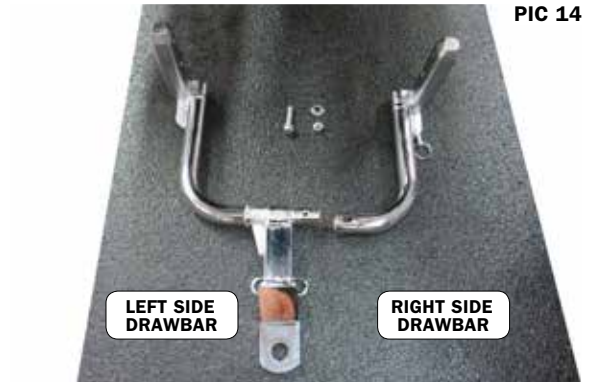


**STEP 11** Refer to PIC 13. Locate 1-qty 1/4-20 X 0.5 Head Cap Screw and thread it loosely into the hole on the front side of the right strut.



**STEP 12** Repeat steps 2 through 10 on the left-side (clutch).

**STEP 13** Refer to PIC 14. Locate the Left and Right Side Drawbar, 1-qty 5/16-24 X 1.5 Fullthread, Hex Head Cap Screw, 2-qty 5/16 Flat Washer, and 1-qty 5/16 Locking Nut.



**STEP 14** Refer to PIC 15 and 16. Insert Left Side Drawbar into the Right Side Drawbar, and align the slotted hole for connecting the two. Place a washer on the screw, and insert the screw through the slotted holes of the drawbar and hand tighten. Insert the second washer onto the screw, followed by the locknut. Hand tighten only.



**STEP 15** Refer to PIC 17 and 18. Locate 2-qty Pins and place within arms reach of work space. Align the posts of the Drawbar assembly underneath the receiver tubes of the side struts and insert them. Determine desired position. Secure drawbars in place by inserting a pin into the slotted holes of the side strut and drawbar post.



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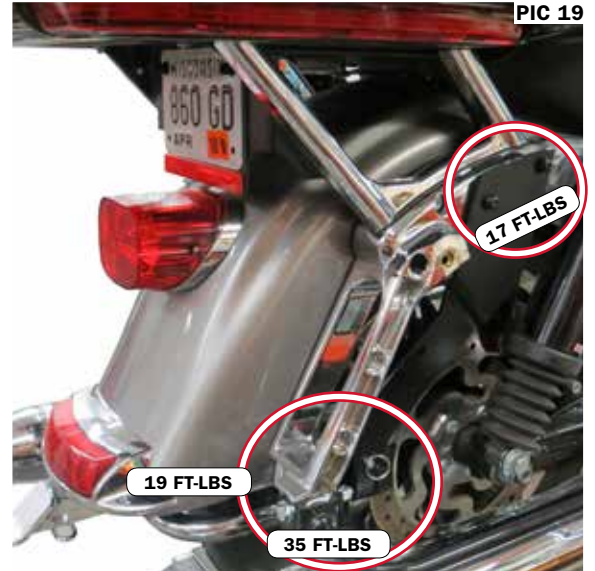
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**STEP 16** Fully tighten the nut and bolts connecting the saddlebag support to lower fender support. Torque value of 19 ft-lbs for the 5/16 screw, and 35 ft-lbs for the 3/8 screw.

Fully tighten the black screws on upper rear fender support to a torque value of 17 ft-lbs.

Fully tighten the small hex screw located on the front of the side struts, so that it applies pressure on the drawbar posts.



**STEP 17** Refer to PIC 20 and 21. Locate 1-qty 1-7/8" Hitch Ball, 1-qty 3/4 Split Lock Washer, 1-qty 3/4-16 Hex Nut. Insert the hitch ball into the hole of the ball mount, aligning the flat sides of the ball hitch base with the sides of the ball mount. Fully tighten hardware to a torque value of 220 ft-lbs.



**STEP 18** Refer to PIC 22. Fully tighten the nut and bolt that connects the left and right drawbar, to a torque value of 19 ft-lbs.



**STEP 19** Be sure all hardware is fully tightened before reinstalling saddlebags.

- Ball Hitch to mount connection (220 FT-LBS)
- Drawbar connection (19 FT-LBS)
- Saddlebag support, lower rear fender support, and lower side strut connection (5/16 SCREW = 19 FT-LBS, 3/8 SCREW = 35 FT-LBS)
- Upper side strut to upper rear fender support connection (17 FT-LBS)
- Strut receiving tube and drawbar post connection

**STEP 20** Reinstall saddlebags.



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#### NOTICE

IT IS THE END USER'S RESPONSIBILITY TO ENSURE THAT ALL FASTENERS (INCLUDING PRE-ASSEMBLED) ARE TIGHTENED BEFORE OPERATION OF THE MOTORCYCLE. KURYAKYN WILL NOT PROVIDE WARRANTY COVERAGE ON PRODUCTS OR COMPONENTS LOST OR DAMAGED DUE TO IMPROPER INSTALLATION OR LACK OF MAINTENANCE. PERIODIC INSPECTION AND MAINTENANCE ARE REQUIRED ON ALL FASTENERS.

#### WARNING

MOTORCYCLE PERFORMANCE IS ALWAYS AFFECTED BY ADDING A TRAILER TO A MOTORCYCLE. ALWAYS RIDE IN A CONSERVATIVE AND SAFETY CONSCIENCE MANNER WHEN TOWING A TRAILER WITH A MOTORCYCLE.

#### REMEMBER:

1. We recommend only trailers from reputable suppliers, designed for motorcycle towing, and with a proven history of good handling. **TOWING A TRAILER WITH POOR HANDLING CAN RESULT IN SEVERE INJURY OR DEATH FROM AN ACCIDENT.**
2. Tow only those trailers equipped with a 1-7/8" coupler to match the 1-7/8" ball supplied with the hitch.
3. When connecting to trailer, always make sure ball is tight on hitch, and that coupler is tight on ball. When connecting to trailers equipped with hand wheel couplers, hand-tighten only. Do not tighten with a wrench. Periodically, check these areas for tightness.
4. Always use approved safety chains, and have them securely attached. Cross the safety chains under the tongue of the trailer so that the tongue will not drop to the road if it becomes separated from the hitch. Always leave just enough slack so that you can turn without binding. And, NEVER allow safety chains to drag on the ground.
5. Gross Vehicle Weight, tongue weight, tire pressure and suspension settings MUST COMPLY with the motorcycle and motorcycle trailer manufacturers recommendations. **OVERLOADING YOUR MOTORCYCLE AND/OR TRAILER CAN RESULT IN SERIOUS INJURY OR DEATH!**
6. Towing a trailer requires a certain amount of experience. Before setting out on an extended ride, get to know your rig. Check the trailer hitch, coupler, safety chains, electrical connector, lights and tires. When pulling a trailer with a motorcycle, extra distance must be allowed for stopping, and a slower speed MUST BE USED when cornering and in inclement weather. The motorcycle and trailer combination is now longer, so allow more passing distance. Reduce speed when traveling downhill (may have to down shift). **USE EXTRA CAUTION AND DON'T EXCEED YOUR RIDING CAPABILITIES.** During the trip, check occasionally to be sure that the load is secure, and that the lights are still working.
7. The coupler is susceptible to physical damage when trailer is parked. Prop tongue off ground when trailer is not in use. Carefully inspect coupler for damage or missing parts before each hook-up.
8. If trailer sways or bounces while towing, **SLOW DOWN BY REDUCING SPEED GRADUALLY** and **STOP TOWING IMMEDIATELY.** Unless cause can be determined, i.e., shifted load, low tire pressure etc., which can be corrected, **DO NOT RESUME TOWING.**
9. If motorcycle is involved in an accident or spill, with or without trailer attached, **the hitch and all attachment points and components on the motorcycle must be inspected for physical damage before towing.**
10. **Periodically, inspect hitch to insure it is not bent or cracked and check tightness of all hardware relating to trailer hitch assembly and trailer.**
11. Never exceed posted speed limits for vehicles pulling trailers which can be different than non-towing vehicles.
12. Many states exclude, by law, vehicles towing trailers from the left hand, or so called fast lanes.