



**FORWARD CONTROL KIT for DYNA**

**9063**

**PARTS INCLUDED**

- 1 Shift Assembly, Standard Forward Control
- 1 Brake Assembly, Standard Forward Control
- 1 Assembly, Brake Rod and Jam Nuts
- 1 Shift Peg
- 1 Hardware Kit Containing:
  - 1 Shift Arm Retainer for '06-up Dyna
  - 1 #8-32 x 3/16" Setscrew
  - 1 Anti-Seize Packet
  - 2 5/16"-24 Nylock Nut
  - 2 Ball Joints
  - 4 3/8-16 x 1" Flat Socket Cap Screws
  - 1 5/16-18 x 1/2 Hex Head Cap Screw
  - 1 Cotter Pin, Steel, 1/16 x 1"
  - 1 0.256 x 0.406 x 0.030 Flat Washer
  - 1 1" Clevis Pin
  - 1 Anti-Rattle Clip, Rubber Coated
  - 1 Female Clevis, 3/8-24 Internal Thread
- 1 Installation Instructions

*Please read and understand entire instructions before starting installation.*

**THANK YOU FOR CHOOSING KÜRYAKYN!**

**IN ORDER TO PROTECT YOU AND OTHERS FROM POSSIBLE INJURY AND/OR PROPERTY DAMAGE OR LOSS, PLEASE PAY CLOSE ATTENTION TO ALL INSTRUCTIONS, WARNINGS, CAUTIONS AND NOTICES REGARDING THE 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.**

**NOTICE**

**This indication alerts you to the fact that ignoring the contents described herein may negatively affect product performance and functionality.**

**NOTICE**

**IF INSTALLING THIS PRODUCT FOR ANOTHER PARTY, PLEASE MAKE SURE THEY RECEIVE THIS COPY OF THE INSTALLATION INSTRUCTIONS SO THEY ARE AWARE OF THE IMPORTANT INFORMATION CONTAINED IN THEM.**

**TOOLS SUGGESTED**

Set of Hex Wrenches, Set of Combination Wrenches, Socket Set and Ratchet, Needle Nose Pliers, Small Flat Tip Screwdriver, Vice Grip or Large Pliers, Torque Wrench (FT/LBS) and Hex Bit Socket Set, Blue and Red Loctite

**STRICTLY OBSERVE THE FOLLOWING GUIDELINES IN ORDER TO USE THE PRODUCT PROPERLY AND AVOID POTENTIALLY DANGEROUS ACCIDENTS.**

**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 cool.

**-cont.-**

**NOTE:** Will not fit with engine guards. Recommended for inseams up to 33". Inseam recommendation is intended as a guideline only. Before installing this forward control kit, ensure the peg position will be comfortable. Küryakyn WILL NOT accept returns for this reason after the kit has been installed.

**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** A FACTORY SERVICE MANUAL WILL BE HELPFUL IN PERFORMING THIS INSTALLATION. DO NOT ATTEMPT TO PERFORM THIS INSTALLATION IF YOU ARE NOT CONFIDENT IN YOUR ABILITY TO COMPLETE ALL OF THE STEPS IN THE PROCEDURE; CONSULT A TRAINED TECHNICIAN. IMPROPER INSTALLATION COULD RESULT IN SERIOUS INJURY OR DEATH.

**NOTICE** Be sure to use the supplied anti-seize on all threaded fasteners before installation. This will make future removal of the fasteners easier.

**STEP 2** Remove from the motorcycle both drivers footpegs with mounts; the brake linkage, up to but not including the master cylinder assembly; shift lever; shift linkage, and forward cruise pegs and mounts if so equipped. Refer to the service manual for specific steps for removing these parts.

**STEP 3** Place a drop of RED Loctite on two of the 3/8"-16 x 1" flat socket cap screws. Using these, mount the brake plate assembly to the frame. **Torque to 35 FT/LBS.**

**NOTE:** For future reference, the FASTENER THAT SECURES THE ROUND FOOTPEG MOUNT to the brake plate assembly IS A LEFT-HANDED THREAD.

**STEP 4** Place a 5/16" chrome nut on to the longer end of the brake rod and screw the rod all the way into the master cylinder assembly. Test fit the front of the brake rod (with the female clevis) on to the brake pedal by simply sliding the clevis pin in place. Adjust the angle of the brake lever by lengthening or shortening the brake rod, either at the master cylinder plunger or at the clevis. When correctly positioned, the brake pedal should be standing as straight up as possible, without touching the footpeg mount. (If necessary, the lock nut may be eliminated at the connection to the master cylinder to provide additional clearance with the footpeg mount.) Once the brake is adjusted to your liking permanently install the clevis pin through the clevis and brake pedal using the small flat washer and cotter pin.

**STEP 5** Place a drop of RED Loctite on two of the 3/8"-16 x 1" flat socket cap screws. Using these, mount the shifter plate assembly to the frame. **Torque to 35 FT/LBS.** Install the shift linkage rod between the transmission mounted shift lever and the splined shift shaft. Install the stock gear shift lever on the splined section of the shift shaft. Tighten the gear shifter securely, using its original bolt. The stock rubber shift peg may be unscrewed from the gear shift lever with a vice grip or large pliers. Replace the stock rubber shift peg with the new Küryakyn peg. Tighten securely.

**NOTE:** The position of the gear shifter may be adjusted by changing its position on the splines, or by lengthening or shortening the shift linkage rod.

**STEP 6** Using the 3/8"-24 x 1-1/2" hex bolts, D-washers (as needed) and 3/8"-24 Nylock nuts, install the H-D style male mount footpegs of your choice to the footpeg mounts. Tighten securely.

**WARNING** FOOTPEGS MUST BE INSTALLED SO THEY WILL FOLD UPWARD AND REARWARD IF HIT BY ANY OBJECT. FAILURE TO ADJUST THE FOOTPEGS TO OPERATE IN THIS MANNER COULD RESULT IN SERIOUS INJURY OR DEATH.

**NOTE:** For future reference, the FASTENER THAT SECURES THE ROUND FOOTPEG MOUNT to the brake plate assembly IS A LEFT-HANDED THREAD.

**FOR '91-'05 MODELS—'06 AND LATER MODELS PROCEED TO STEP 10**

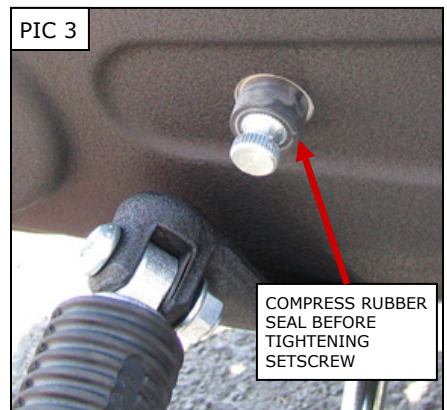
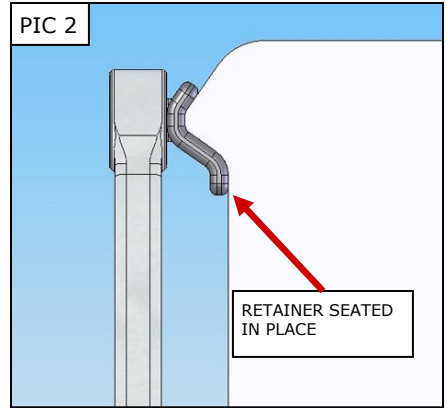
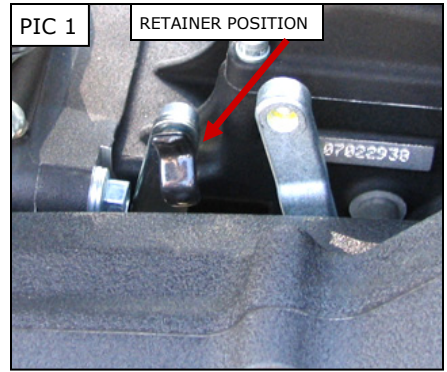
**STEP 7** Place the chrome beauty cap over the splines on the original shift shaft. (The splined section protrudes through the primary cover.) Tighten the small setscrew to hold the cap into position. Be sure the set screw tightens against the shaft, not the splines.

**STEP 8** Using the 5/16"-18 x 1/2" hex bolt and corresponding thin Nylock nut, fasten the plastic coated anti-rattle clip to the original mid-point shift lever, adjacent to the inner primary cover. The lever may now be rotated to the rear and "wedged" against the inner primary, out of sight.

**STEP 9** Double check the tightness of all fasteners. Check for free unrestricted function of all controls affected by this installation.

**WARNING** BE SURE TO FAMILIARIZE YOURSELF WITH THESE NEW CONTROLS BEFORE RIDING. BEING UNFAMILIAR WITH THE LOCATION OF THE BRAKE, SHIFTER OR THE FOOTPEGS, MAY CAUSE LOSS OF CONTROL RESULTING IN SERIOUS INJURY OR DEATH.

**NOTICE** It is the installer's responsibility to ensure that all of the fasteners (including pre-assembled) are tightened before operation of the motorcycle. Kuryakyn will not provide warranty coverage on products or components lost due to improper installation or lack of maintenance. Periodic inspection and maintenance are required on all fasteners.



**FOR '06 - UP MODELS**

**STEP 10** Place a small amount of Blue Loctite on the threads of the shift arm retainer then install the retainer on the forward arm. Thread the retainer into the arm until it stops, then unscrew the retainer so that it is oriented as shown in PIC 1.

**STEP 11** Drop the shift arm so that the retainer fits into the profile of the inner primary case (PIC 2); once seated, hold the retainer firmly in place against the inner primary case.

**STEP 12** Install the #8-32 x 3/16" set screw into the chrome beauty cap. Place the cap over the splined shaft; while holding the retainer against the inner primary case, compress the rubber spacer and secure the cap with the set screw. PIC 3 Ensure that the set screw is fastened against the shaft and not on the splines.

**STEP 13** Double check the tightness of all fasteners. Check for free unrestricted function of all controls affected by this installation.

**WARNING** BE SURE TO FAMILIARIZE YOURSELF WITH THESE NEW CONTROLS BEFORE RIDING. BEING UNFAMILIAR WITH THE LOCATION OF THE BRAKE, SHIFTER OR THE FOOTPEGS, MAY CAUSE LOSS OF CONTROL RESULTING IN SERIOUS INJURY OR DEATH.

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