

INSTALLATION INSTRUCTIONS



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INSTRUCTIONS FOR BULLET BOLTS & NUT COVERS

- [Windshield bolts](#)
- [Windshield bolts and nut covers](#)
- [License bolts](#)
- [License nut covers](#)
- [License bolts and nut covers](#)

Installing the 44 mag bolts on **WINDSHIELDS**

NOTE: WE DO NOT RECOMMEND USING OUR 44 MAG BOLTS FOR ANY OTHER APPLICATION BUT LICENSE PLATES & WINDSHEILDS.

INSTALLATION

Step 1. Remove one of the existing windshield bolts on the far right or left side of the windshield.

Step 2. Insert one of the 5/8 inch (short bolts) to verify that it will fit through the bracket and windshield with at least 3 or 4 threads exposed for the nuts. If the bolt doesn't fit in the hole visually inspect the hole to see if the windshield itself is partially blocking the hole. If so, you will need to file the plexiglas blocking the hole with a round file. *(Note: the windshield is held to the brackets with two-sided tape and you can NOT re-align the windshield to the bracket)*

Step. 3 Reinsert one of the short bolts and position the lettering on the shell head to suite your preference. and tighten the acorn nut while holding the shell head in place.

Installation hint: If you find that you can't keep the mag bolt from turning when you tighten the nut, try using a piece of rubber like jar cap remover, or wrap a rubber band around the head, or a pair of pliers with rubber inserts to keep from damaging the soft brass shell. If you have to use a standard pair of pliers put a cloth around the shell head and grip on the rim of the shell head using only enough pressure to hold the bolt in place.

Step 4. Repeat steps 2 & 3 for all the remaining bolts.. NOTE: Be sure to use the two longer bolts (3/4 inch) for the crossbars & **ONLY REMOVE ONE BOLT AT A TIME.**

Installing the 44 mag bolts & nut covers on **WINDSHIELDS**

NOTE: WE DO NOT RECOMMEND USING OUR 44 MAG BOLTS FOR ANY OTHER APPLICATION BUT LICENSE PLATES & WINDSHIELDS.

PARTS INCLUDED:

<u>Quantity</u>	<u>Description</u>
*3 or 7	¼ -20 mag bolts ¾ inches long
2	¼ -20 mag bolts 1 inch long (used on cross bars)
- *5 or 9	¼ inch nuts
- *5 or 9	44 mag nut covers

(*3 or 5 if you only purchased the horizontal bracket kit)

Tools and material needed: ¼ wrench, low strength loctite (optional), small round file (possibly)

INSTALLATION

Step 1. Remove one of the existing windshield bolts on the far right or left side of the windshield.

Step 2. Insert one of the ¾ inch long mag bolts to verify that it will fit through the bracket and windshield. If not, remove the bolt and visually inspect the mounting hole. If the windshield itself is partially blocking the hole you will need to file the plexiglas blocking the hole with a round file. *(Note: the windshield is held to the brackets with two-sided tape and you can NOT re-align the windshield to the bracket)*

Step 3 Reinsert the ¾ inch mag bolt and position the lettering on the shell head to suite your preference. and tighten the special ¼ inch nuts while holding the shell head in place. **Note, the rubber o-ring goes on TOP of the nut in step 4. Also do not over tighten the nut.**

Installation hint: If you find that you can't keep the mag bolt from turning when you tighten the nut, try using a piece of rubber like jar cap remover, or wrap a rubber band around the head, or a pair of pliers with rubber inserts to keep from damaging the soft brass shell. If you have to use a standard pair of pliers put a cloth around the shell head and grip on the rim of the shell head using only enough pressure to hold the bolt in place.

Step 4. Place the rubber o-ring over the bolt and hand tighten the nut cover over the nut. The cover should completely cover the nut and tighten again the bracket surface. (You can use a piece of rubber, etc to obtain a bit better grip but do not use pliers etc to tighten or you will have a difficult time removing the cover if you ever need to do so). NOTE: We do recommend that check these covers after your first couple of hours of riding to verify that they are staying tight. If you find that they are coming lose (very rarely) you can place a **DROP** of LOW strength loctite on the face of the nut and retighten the cover.

Step 4. Repeat steps 2 & 3 for all the remaining bolts & covers. NOTE: Be sure to use the two longer bolts (1 inch) for the crossbars & **ONLY REMOVE ONE BOLT AT A TIME**. If your windshield is equipped with a windshield bag use the ¾ inch bolt with the acorn nut on it for the center bolt.

Installing the 44 mag bolts on LICENSE FRAMES

NOTE: WE DO NOT RECOMMEND USING OUR 44 MAG BOLTS FOR ANY OTHER APPLICATION BUT LICENSE PLATES & WINDSHEILDS.

INSTALLATION

Step 1. Remove one of the most accessible existing license plate bolts and replace with the 44 mag bolt. Verify that the bolt is long enough before proceeding.

Step 2. Tighten the ¼ inch nut and repeat for all 4 license plate bolts. (*Note: if you choose to use loctite we recommend using only a **drop** of the low strength*)

Installation hint: If you find that you can't hold the mag bolt tight enough to keep it from turning when you tighten the nut, try using a piece of rubber like jar cap remover, or wrap a rubber band around the head. If you find you need to use a pair of pliers be sure to put a cloth or rubber around the shell head and grip on the RIM of the shell head using only enough pressure to hold the bolt in place. Note: You can also try holding the threaded portion of the bolt itself with a pair of pliers but be careful not to damage the threads.

Installation instructions for 44 MAG nut covers on LICENSE PLATES

NOTE: WE DO NOT RECOMMEND USING OUR 44 MAG NUTS FOR ANY OTHER APPLICATION BUT LICENSE PLATES & WINDSHEILDS.

INSTALLATION

Step 1. Remove one of the most accessible existing nuts and replace with the special small nuts provided.

Step 2. Verify that you have at least 3 exposed threads extending past the nut. If less than 3 threads are showing you should use a longer bolt. (Note: if the hole is larger than the ¼ inch nut a washer should be used between the frame and nut.

Step 4. Tighten the ¼ inch nut and repeat for other bolts. *(Note: if you choose to use loctite we recommend using only a drop of the low or medium strength (blue)*

Step 5. Place the rubber O-ring over the threads and push down until seated on top of the nut. Hand tighten the nut cover over the nut. The cover should completely cover the nut and tighten against the rubber O-ring.

There may be some resistance as the cover goes over the nut. This is normal and helps prevent the cover from coming off. (You can use a piece of rubber, etc to obtain a bit better grip but do not use pliers etc to tighten or you will have a difficult time removing the cover if you ever need to do so).

NOTE: We do recommend that check these covers after your first couple of hours of riding to verify that they are staying tight.

Installing the 44 mag **BOLTS & NUT COVERS** on **LICENSE FRAMES**

NOTE: WE DO NOT RECOMMEND USING OUR 44 MAG BOLTS FOR ANY OTHER APPLICATION BUT LICENSE PLATES & WINDSHEILDS.

INSTALLATION

Step 1. Take one of the 44 mag nut covers and visually verify that you have enough clearance to mount these over the bolt threads on the back side of the frame.

Step 2. Remove one of the most accessible existing license plate bolts.

Step 3. Insert one of the 44 mag bolts and hand tighten one of the small hex nuts on the backside. Verify that bolt extends past the nut by at least 3 or more threads. If less than 3 threads are showing contact us about a longer bolt option. (Note: if the hole is larger than the ¼ inch nut a washer should be used.

Step 4. Tighten the ¼ inch nut and repeat for all 4 license plate bolts. (*Note: if you choose to use loctite we recommend using only a **drop** of the low strength*)

Installation hint: If you find that you can't hold the mag bolt tight enough to keep it from turning when you tighten the nut, try using a piece of rubber like jar cap remover, or wrap a rubber band around the head. If you find you need to use a pair of pliers be sure to put a cloth or rubber around the shell head and grip on the RIM of the shell head using only enough pressure to hold the bolt in place. Note: You can also try holding the threaded portion of the bolt itself with a pair of pliers but be careful not to damage the threads.

Step 5. Place the black o-rings over the exposed bolt threads and push it down until it is on top of the nut.

Step 6. Hand tighten the nut cover over the nut. The cover should almost completely cover the nut and tighten against the o-ring. (You can wrap a rubber band around the nut cover to obtain a bit better grip but do not use pliers etc to tighten or you may damage the shell). NOTE: We do recommend that check these covers after your first couple of hours of riding to verify that they are staying tight. If you find that they are coming lose (very rarely) you can place a **DROP** of **LOW strength** loctite on the threads and retighten the cover.

INSTRUCTIONS FOR BULLET BOLT CAPS

- Derby cover caps
- Inspection cover caps
- Switch housing caps
- Rocker cover caps
- Primary & transmission caps
- Handle bar clamp CAPS
- Handle bar clamp PLUGS

Instructions for installation of 44 Magnum BOLT CAPS on DERBY COVER

Installation of 44 Mag Caps

Step 1. The 44 mag caps are designed to fit over allen head bolts. Most stock derby covers come with button head bolts. If your cover has button head bolts (round smooth dome) proceed to step 2. If your cover already has allen head bolts like the ones included in this kit, proceed to step 5.

Step 2. Remove ONE of the bolts from the cover. **If there is an existing washer be sure to save it..** Place the new metal washer **ON TOP** of the existing washer and insert the socket head bolt into the cover. Tighten the bolt snugly per Harley's specifications.

Step 3. Repeat step 2 for the remaining derby cover bolts. NOTE: A small amount of primary fluid MAY leak out from beneath the cover when you remove each bolt. This is ok. Once all the bolts are replaced, clean up any of the fluid that leaked out so you can verify if there are any leaks.

Step 4. Place a drop or two of the **high-temp** silicone (RTV or similar) on the head of the bolt and place the cap over the bolt with a twisting action. NOTES: (Using too much adhesive may cause an air pocket that will push the cap off of the bolt head. Also, depending on the temperature and consistency of the silicone, you may need to use some tape to hold the caps in place while drying.

Step 3. After the silicone has had time to dry (recommend 24 hours or more), pull GENTLY on caps to see if they are all secure.

Instructions for installation of 44 Mag BOLT CAPS for INSPECTION PLATE

Tools and material needed:

Allen wrench

small tube of high-temp silicone (RTV)

Installation of 44 Mag Caps

Step 1. The 44 mag caps are designed to fit over allen head bolts. Most stock primary inspection plates come with button head bolts. If your cover has button head bolts (round smooth dome) proceed to step 2. If your cover already has allen head bolts like the ones included in this kit, proceed to step 5.

Step 2. Remove ONE of the bolts from the cover. Replace the bolt with a socket head bolt with the same length (some models use both $\frac{3}{4}$ inch and 2-1/2 inch bolts). Tighten the bolt snugly per Harley's specifications.

Steps 3. Place one of the 44 mag caps over the new bolt to verify that it fits properly.

Step 4. Repeat step 2 for the remaining inspection cover bolts. NOTE: A small amount of primary fluid MAY leak out from beneath the cover when you remove each bolt. This is ok. Once all the bolts are replaced clean up any of the fluid that leaked out so you can verify if there are any leaks.

Step 5. Place a drop or two of the high-temp silicone on the head of the bolt and place the cap over the bolt with a twisting action. The cap should completely cover the bolt head. NOTE: (using too much silicone may actually form an air pocket and push the cover back off the bolt head. Also, depending on the temperature and consistency of the adhesive, you may need to use tape to hold the caps in place while drying.

Step 6. After the silicone has had time to dry (recommend 24 hours or more), pull GENTLY on the caps to see if they are all secure.

Installation Instructions for 44 MAG BOLT CAPS ON SWITCH HOUSINGS

Installation of 44 Mag Caps

Step 1. If your current switch housing uses button head type bolts replace them with the socket head bolts supplied in this kit. If you already have socket head bolts installed, clean the bolt heads to remove dirt and oil.

Step 2. Put a drop or two of silicone on the head of the bolt and place the cap over the bolt. Firmly push the cap over the bolt. **(BE SURE to have the lettering on the bolt in the right position before you put it on)**. NOTE: Using too much will tend to create an air pocket between the cover and bolt and 'push' the cover back off before drying.

Step 3. After the silicone has had time to dry. We recommend at least 24 hours since there is very little air exposure to the silicone itself. Check the caps to see if they are all secure.

Instructions for installation of 44 Magnum BOLT CAPS on EVO Rocker Covers

Tools and material needed:
small tube of high-temp silicone (RTV)

Installation of 44 Mag Caps

Step1. The 44 mag caps are designed to fit over allen head bolts on EVO ROCKER COVERS. BE SURE TO CLEAN THE BOLT HEADS BEFORE PLACING THE CAPS ON.

Step 2. Place a drop or two of the high-temp silicone on the head of the bolt and place the cap over the bolt with a twisting action. NOTES: (Using too much adhesive may cause an air pocket that will push the cap off of the bolt head.

Step 3. After the silicone has had time to dry (recommend 24 hours or more), pull GENTLY on caps to see if they are all secure.

Instructions for installation 44 MAG BOLT CAPS ON PRIMARY & TRANSMISSION

Installation of 44 Mag Caps

Notes: (READ FIRST!)

- 1) The 44 mag bolt caps are designed to fit snugly over both the ¼ socket head bolts and the washer underneath the bolt. However, due to very slight differences in the bolt head sizes and the position of the washer (off center) you may find that some caps fit tighter than others. This is normal. If you find you can pull the caps off easily by hand, we recommend that you use a very SMALL amount of high-temp silicone to insure that the caps are securely held to the bolts. If the caps are difficult to press/tap on, use a drop of dishwashing soap on the bolt head.
- 2) There are a few locations where there may not enough clearance room for the head of the 44 mag shell to fit properly over the bolt and washer. The caps can still be used in most of these situations, but extra care will need to be taken to insure that the cap is securely fastened to the bolt.
- 3) You should only use a drop or two of high-temp silicone on the top center of the bolt head. Using too much will tend to create an air pocket between the cover and bolt and 'push' the cover back off before drying.
- 4) GIVE THE SILICONE AT LEAST 24 HOURS TO DRY! Once the cap is placed on the bolt there is very little exposure to the air for drying.

INSTRUCTIONS

Step1. Clean the bolt heads to remove dirt and oil.

Step 2. Align the letters on the shell to your preference then firmly push the cap over the bolt. The cap should **cover most or all of the washer underneath the bolt.** These caps are designed to fit the bolts closely and you may need to **LIGHTLY tap** the cap on using a small block of wood or similar but be careful not to damage the center primer. **You can also use a drop of dishwashing soap on the bolt head for tight fitting caps. If, on the other hand, the caps fit loosely over the bolt heads you should use a drop or two of the high-temp silicone on the head of the bolt.**

Step 3. After the silicone has had time to dry. We recommend at least 24 hours since there is very little air exposure to the silicone itself. Check the caps to see if they are all secure.

Instructions for installation **BULLET HANDLE BAR CLAMP CAPS**

Note: PLEASE READ FIRST

1) Verify that there is enough clearance between each of the bolt heads and the clamp housing for the bolt caps to fit. If 1 or 2 of the caps won't clear you can slightly loosen all the bolts, place the bullet caps over 3 of the bolts and tighten the exposed bolt. Then repeat for each of the other bolts. (this centers the clamps). If none of the caps clear, you can exchange the caps for our 44 mag plugs that set on top of the bolts versus cover the sides. These work very well for completely recessed bolt heads.

INSTRUCTIONS

Step 1. Clean the bolt heads to remove dirt and oil and verify that the caps will fit over the bolt heads. You may need to slightly adjust the clamp itself if the bolt heads are too far off center.

Step 2. Fill the center of the allen socket head bolt full of silicone adhesive or similar NON-PERMANENT adhesive. Place the bullet cap over the bolt and twist to distribute the silicone evenly between the bolt head and bullet cap. Remove the cap to see if there is a good coating of silicone on the bottom of the bullet cap. If not, place an additional DROP OR TWO of silicone on the bolt head and try again.

Step 3. We recommend at least 24 hours for the silicone to dry since there is very little air exposure to the silicone itself. Check the caps to see if they are all secure.

Instructions for installation
44 Mag RISER BAR CLAMP PLUGS

INSTRUCTIONS

Step 1. Clean the bolt heads to remove dirt and oil and verify that the plugs will fit in the socket head bolts and note the position of the lettering on the shell tops. If the letters are not aligned per your preference you can slightly adjust the bolts about an 1/8 of a turn looser or tighter without impacting the clamps grip on your handle bars.

Step 2. Place a drop or two **ONLY** of medium strength loctite (blue) or RTV silicone in the allen socket hole and press the plug in. If using RTV be careful NOT to use too much or the silicone will push the plug back out.

Step 3. We recommend at least 24 hours for the silicone to dry since there is very little air exposure to the silicone itself. Check the caps to see if they are all secure.

INSTRUCTIONS FOR OIL CAP, LINKS, POINT COVER, EMBLEMS,

- [44 Mag oil cap](#)
- [Bullet shifter links](#)
- [44 Mag point cover](#)
- [44 Mag emblems](#)
- [Cross Emblem](#)

Instructions for installation of 44 Magnum OIL CAP

Installation of 44 Mag Cap (does NOT fit side oil tanks)

Step 1. Remove your stock oil cap from the rubber base by pulling it off. It is not glued but is held tightly so you will need a good grip. You can use a small screw driver or channel lock pliers to assist in the removal but be careful not to damage the rubber base.

Step 2. Press the new 44 mag cap over the rubber base and check to see that the base of the cap is squarely seated all the way around the rubber base. NOTE: It is normal for the cap to turn on the base just like the stock cap,.



Installation Instructions for Bullet SHIFTER LINKAGES

INSTALLATION OF LINKAGE

Step1. Remove your current shifter link. (note: Depending on how much clearance you have, you may be able to remove the link without removing the swivel joints on the ends. If you find that you need to remove the swivel joint, just remove the front one)

Step 2. Screw the bullet link in place and tighten the locking nuts against the swivel joints. **DO NOT tighten the nut or swivel joint against the shifter link itself.** NOTE: You may want to apply some med strength loctite to the threads where the locking nut will go before assembling. Verify that you can shift up and down. If your bike has floorboard type footrests, be sure that the shifter pegs clear when shifting.

ADJUSTING THE LINK FOR MINIMUM THREADS SHOWING. To minimize the amount of threads showing you can screw the swivel joints on as far as they will go and tighten the lock nut per step 2. Then loosen the set screws holding your shifter levelers on and reposition your shifter pegs to your liking.

NOTE: Some of the bullets may rotate on the 500 S&W link. This is normal and but they will not move forward or backwards.

Installation Instructions for 44 Mag POINT COVER

PARTS INCLUDED:

Point cover

Adaptor plate

2 philips head screws for EVOs, 3 for new 88 (all 100 degree angle heads)

1 socket cap screws (Note: depending on the finish of your point cover, we may of included two cap screws with different finishes for you to choose from).

Tools and material needed: 3/32 allen wrench, Phillips screw driver, medium loctite (blue)

Step 1. Remove your existing point cover. (2 screws on the EVO engines and up to 5 screws on the new 88's)

Note 1: Do not use these old screws on the new cover plate.

Note 2: Some older EVO models may use 2 rivets (versus screws) to secure the point cover in place. These rivets are removable but you may want to talk to someone at your local HD dealer to see exactly how these should be removed.

Step 2. Insert the adaptor plate first with the protruding part of the nut facing inward. For the EVO engines align the 2 holes directly across from each other in the adaptor plate with the two of the mounting standoffs. For the new 88 models, align any three holes in the adaptor plate with any of the 3 mounting standoffs.

Step 3. BEFORE SECURING THE ADAPTOR PLATE ON, VERIFY THAT THERE IS AT LEAST ONE TENTH OF AN INCH BETWEEN THE CENTER NUT ON THE ADAPTOR PLATE AND THE POINT MODULE MOUNTED INSIDE THE POINT COVER HOUSING. (if not give us a call for possible solutions)

Step 3. Secure the adaptor plate to the standoffs using the 2 (or 3) phillip screws. USE THE HOLES THAT ARE COUNTER SUNK. Note 1: These screws have a 100-degree head slant versus the standard 82 degrees. If you lose or damage these they must be replaced with a 100-degree screw or the point cover may not fit flush against the adaptor plate. Note : You do NOT need to use loctite on these screws.

Step 4. Place the point cover on top of the adaptor plate and secure with the cap screw using an 3/32 allen wrench. Tighten FAIRLY tight. NOTE: We recommend using a small amount to medium loctite (blue) on the cap screw. We also recommend checking your point cover one of two times after you're first couple of rides to make sure that it has been put on tight enough.

INSTRUCTIONS FOR EMBLEMS

- [Maltese cross](#)
- **44 Mag round emblem**

Instructions for installation of **MALTESE CROSS EMBLEM**

Installation of the emblem

Step 1. If you are going to mount the cross using the threaded hole on the back side, go to step 6 (we recommend using the threaded hole).

Step 2. Read notes on using the 3M tape on the back of the cross before proceeding.

Step 3. Clean the area where you want to mount the emblem to with rubbing alcohol or similar.

Step 4. Peel off all three strips of the tape's backing and firmly press the cross on. Maintain the pressure for at least 30 seconds.

NOTES: ON USING 3M TAPE

1. The area that you are going to mount the emblem to must be flat.
2. The ideal application temperature is **between 70 to 100 degrees F**. Do not install on surfaces less than 70 degrees (you can use a hair dryer to heat the surfaces)
3. Firm application **pressure improves the bonding** strength.
4. It takes **72 hours** for the bond to reach maximum strength.

Step 5. Follow these steps if mounting using the tapped hole in the back of the cross. NOTE: using a mounting screw will require drilling a hole and having access to the back of the object you are mounting the cross to.

Step 6. Trace the cross on a piece of paper and cut it out (this will be your template). Lay the cut out over the backside of the cross to locate and punch out the center hole.

Step 7. Position the template on where you want it and mark the hole.

Step 8. Drill a #8 hole in the object you are mounting the cross to.

Step 6. Obtain an 8-32 screw the appropriate length to mount on where you want it. Be sure that the screw will not bottom out in the cross when tightened. You can use washers on the screw head to help adjust to the right length.

Step 7. Remove the 3 strips of 3M tape backing, place the screw through the hole and begin threading the screw into the cross (a couple of turns). Position the cross and press onto the surface.

Step 8. Tighten the screw firmly. If you want to use loctite, remove the screw (after tightening), place on a small amount of blue (medium strength) loctite and retighten.

Instructions for installation of **ROUND 44 MAG EMBLEM**

Installation of the emblem

NOTES: ON USING 3M TAPE

The area that you are going to mount the emblem to must be flat.

The ideal application temperature is **between 70 to 100 degrees F**. Do not install on surfaces less than 70 degrees (you can use a hair dryer to heat the surfaces)

Firm application **pressure improves the bonding** strength.

It takes **72 hours** for the bond to reach maximum strength.

Step 1. The area that you are going to mount the emblem to must be flat.

Step 2. Clean the area where you want to mount the emblem to with rubbing alcohol or similar.

Step 3. If mounting with the screw provided, drill a hole for an 8-32 screw (use the emblem to mark the location of the hole. Note: If NOT mounting with the screw you can fill the center hole by cutting the screw provided down so that it does not protrude out the back and then glue or epoxy the screw head in place after you mount the emblem

Step 4. Peel off the tape backing, and press **FIRMLY** to the surface and hold for at least 30 seconds. Applying pressure for a longer period **WILL INCREASE** the bonding strength.

IMPORTANT It takes **72 hours** for the bond to reach maximum strength.

INSTRUCTIONS FOR SPIKE BOLTS & CAPS

- [Spike Windshield bolts](#)
- [Spike License bolts](#)
- [Spike Primary & transmission caps](#)
- [Spike Derby cover caps](#)
- [Spike Inspection plate caps](#)
- [Spike Rocker cover caps](#)
- [Spike Push rod caps](#)
- [Spike Switch housing caps](#)
- [Spike Handle bar clamp caps](#)

Installation instructions for **SPIKED BOLTS** on **WINDSHIELDS**

PARTS INCLUDED:

<u>Quantity</u>	<u>Description</u>
3 or 7	¼ -20 spike bolts 5/8 inches long
3 or 7	¼ -20 acorn nuts
2	¼ -20 spike bolts 3/4 inch long (used on cross bars)

INSTALLATION

Step 1. Remove one of the existing windshield bolts on the far right or left side of the windshield.

Step 2. Insert one of the 5/8 inch long spike bolts to verify that it will fit through the bracket and windshield. If not, remove the bolt and visually inspect the mounting hole. If the windshield itself is partially blocking the hole you will need to file the plexiglas blocking the hole with a round file. *(Note: the windshield is held to the brackets with two-sided tape and you can NOT re-align the windshield to the bracket)*

Step. 3 Reinsert the 5/8 inch spike bolt and tighten. Note: If a rubber O-ring is provided, it goes on the outside of the windshield bracket up against the spike head.

Installation hint: If you find that you can't keep the spike from turning when you tighten the nut, try using a piece of rubber like jar cap remover, or wrap a rubber band around the head, or a pair of pliers with rubber inserts to keep from damaging the spike.

Step 4. Repeat steps 2 & 3 for all the remaining bolts & covers. **NOTES! Be sure to use the two longer bolts (3/4 inch) where the two windshield brackets cross each other. ONLY REMOVE ONE BOLT AT A TIME.**

Installation instructions for SPIKE BOLTS on LICENSE PLATES

NOTE: WE DO NOT RECOMMEND USING OUR 44 MAG BOLTS FOR ANY OTHER APPLICATION BUT LICENSE PLATES & WINDSHEILDS.

INSTALLATION

Step 1. Remove one of the most accessible existing license plate bolts.

Step 2. Insert one of the spike bolts and place the lock washer on the back. Verify that bolt extends past the lock washer by at least 3 or more threads. If you need longer bolts please contact us.

Installation Instructions for Spike BOLT CAPS (PRIMARY/TRANSMISSION)

Installation of spike caps

Note *The spike bolt caps are designed to fit tightly over both the ¼ socket head bolts and the washer underneath the bolt. However, due to very slight differences in the bolt head sizes and the position of the washer (off center) you may find that some caps fit tighter than others. This is normal*

Step1. Clean the bolt heads to remove dirt and oil.. This is VERY IMPORTANT for the caps to hold properly.

Step 2. Read ALL of step 2 before proceeding. Press the spike on by hand as far as you can to insure that it is on straight. Then place the installation tool provided over the cap and LIGHTLY tap the cap on using a small hammer, block of wood, etc until the spike cap **covers the washer underneath the bolt.** . **BE SURE THAT THE SPIKE IS STRAIGHT BEFORE TAPPING IT ON.**

- . These caps are designed to fit the bolts closely and you may need to
 - **TOO TIGHT** If the fit is too tightly tight to tap on, you can try putting a drop or two of dish washing detergent on the bolt. The detergent will evaporate and not effect the cap staying in place. You can also try SLIGHTLY shaving the inside top edge of the plastic inserts.
 - **TOO LOOSE** If you feel that the spike is not tight enough to stay in place (ie you can press it all the way on using your hand), you can use 1 or 2 drops of high temp silicone adhesive (like RTV) The silicone should be placed on top of the socket head bolt and fill in the allen head hole. NOTE: Using too much will tend to create an air pocket between the cover and bolt and 'push' the cover back off before drying.

REMOVING A SPIKE

If you need to remove a spike(s) for major service, we recommend using a block of wood and a pair of needle nose pliers to act as a lever. Place the pliers BEHIND and up against the bottom of the spike cone. LIGHTLY close the pliers and place the block of wood under the pliers so they act like a lever to pry the spikes off without damaging them.

Installation instructions for SPIKE BOLT CAPS on DERBY COVER

Tools and material needed:

Allen wrenches

small tube of high-temp silicone (RTV) optional

Installation of 44 Mag Caps

Step 1. The 44 mag caps are designed to fit over allen head bolts provided in this kit.

Step 2. Remove ONE of the bolts from the cover. If there is a washer be sure to remove and SAVE IT. Place the new metal washer ON TOP of the existing washer and insert the socket head bolt into the cover. Tighten the bolt snugly per Harley's specifications.

Steps 3. Place one of the spike caps over the new bolt and press firmly. You MAY need to apply a small amount of dishwashing soap and LIGHTLY tap the spike in place using a small hammer and block of wood to prevent damaging the spike tip. BE SURE THAT THE SPIKE IS ON STRAIGHT BEFORE TAPPING!) If the spike doesn't fit fairly tight we recommend placing one or two drops of high-temp silicone adhesive (RTV) on the bolt head and reinsert the spike on the bolt. **BE SURE TO ALLOW 24 HOURS FOR THE SILICONE TO DRY.**

Step 4. Repeat step 2 for the remaining derby cover bolts. NOTE: A small amount of primary fluid MAY leak out from beneath the cover when you remove each bolt. This is ok. Once all the bolts are replaced, clean up any of the fluid that leaked out so you can verify if there are any leaks.

Installation instructions for Spike BOLT CAPS on INSPECTION PLATE

Installation of spike Caps

Step 1. The spike bolt caps are designed to fit over allen head bolts. Most stock primary inspection plates come with button head bolts. If your cover has button head bolts (round smooth dome) proceed to step 2. If your cover already has allen head bolts like the ones included in this kit, proceed to step 3.

Step 2. Remove ONE of the bolts from the cover. Replace the bolt with a socket head bolt with the same length (some models use both $\frac{3}{4}$ inch and 2-1/2 inch bolts). Tighten the bolt snugly per Harley's specifications. Repeat for the remaining bolts. NOTE: A small amount of primary fluid MAY leak out from beneath the cover when you remove each bolt. This is ok. Once all the bolts are replaced clean up any of the fluid that leaked out so you can verify if there are any leaks.

Steps 3. Press the spike cap over the bolts. If you can't completely press the spike on, use a small block of wood and a small hammer to LIGHTLY tap the spike in place (be sure its on straight). Test the spike to see if it comes off easily. If it does, we recommend placing a drop or two of the high-temp silicone on the head of the bolt and place the spike back over the bolt. NOTES: (Using too much adhesive may cause an air pocket that will push the cap off of the bolt head.

Step 4. After the silicone has had time to dry (recommend 24 hours or more), pull GENTLY on the caps to see if they are all secure.

Instructions for installation Spike **ROCKER BOLT CAPS**

Installation of spike caps

Note *The spike bolt caps are designed to fit tightly over both the ¼ socket head bolts on EVO rocker covers. However, due to very slight differences in the bolt head sizes you may find that some caps fit tighter than others. This is normal*

Step 1 Verify that you have enough clearance for the spikes. **Note: you need room enough to tap the spikes on.**

Step2. Clean the bolt heads to remove dirt and oil.. This is VERY IMPORTANT for the caps to hold properly.

Step 2. Press the spike cap on the bolt as far as you can insuring that it is straight. Then place the installation tool over the spike cap and tap the rest of the way on using the tool provided and a small hammer, small block of wood, etc. Tap the spike down until the spike cap **covers the bolt.** . **BE SURE THAT THE SPIKE IS STRAIGHT BEFORE TAPPING IT ON.**

. These caps are designed to fit the bolts closely and you may need to

- **TOO TIGHT** If the fit is too tight to tap on, you can try putting a drop or two of dish washing detergent on the bolt. The detergent will evaporate and not effect the cap staying in place. You can also try SLIGHTLY shave the top edge of the plastic inserts.
- **TOO LOOSE** If you feel that the spike is not tight enough to stay in place (ie you can press it all the way on using your hand), you can use 1 or 2 drops of high temp silicone adhesive (like RTV) The silicone should be placed on top of the socket head bolt and fill in the allen head hole. NOTE: Using too much will tend to create an air pocket between the cover and bolt and 'push' the cover back off before drying.

REMOVING A SPIKE

If you need to remove a spike(s) for major service, we recommend using a block of wood and a pair of needle nose pliers to act as a lever. Place the pliers BEHIND and up against the bottom of the spike cone. LIGHTLY close the pliers and place the block of wood under the pliers so they act like a lever to pry the spikes off without damaging them.

Installation instructions for **Spike BOLT CAPS** for PUSHRODS

Installation of spike caps

Note 1. The spike caps will only work with the Harley stock round socket head bolts. They will not work with the smaller star head bolts.

Note 2 *The FRONT 4 spike bolt caps are designed to fit tightly over both the ¼ socket head bolts and the washer underneath the bolt. HOWEVER, Due to the lack of clearance on the REAR 4 spike bolt caps, they have been modified to hand press on and will require a small amount of HIGH-TEMP silicone adhesive.*

Step1. Clean the bolt heads to remove dirt and oil.. This is VERY IMPORTANT for the caps to hold properly.

Step 2. Place a small amount of HIGH-TEMP silicone adhesive (RTV) inside one of the spike caps in the 2 bags marked **REAR**. Depending how much silicone you used, you may need to twist the cap and hold in place for a few seconds to get the air pockets out. Repeat for the other 3 caps in the bag marked REAR.

Step 3. Place one of the remaining spike caps over one of the front bolt heads by press on by hand as far as you can insuring that it is on straight. Then place the installation tool provided over the cap and LIGHTLY tap the cap on using a small hammer, block of wood, etc until the spike cap **covers the washer underneath the bolt.** . **BE SURE THAT THE SPIKE IS STRAIGHT BEFORE TAPPING IT ON.**

- . These caps are designed to fit the bolts closely and you may need to
 - **TOO TIGHT** If the fit is too tight to tap on, you can try putting a drop or two of dish washing detergent on the bolt. The detergent will evaporate and not effect the cap staying in place. You can also try SLIGHTLY shaving the inside top edge of the plastic inserts.
 - **TOO LOOSE** If you feel that the spike is not tight enough to stay in place (ie you can press it all the way on using your hand), you can use 1 or 2 drops of high temp silicone adhesive (like RTV) The silicone should be placed on top of the socket head bolt and fill in the allen head hole. NOTE: Using too much will tend to create an air pocket between the cover and bolt and 'push' the cover back off before drying.

REMOVING A SPIKE

If you need to remove a spike(s) for major service, we recommend using a block of wood and a pair of needle nose pliers to act as a lever. Place the pliers BEHIND and up against the bottom of the spike cone. LIGHTLY close the pliers and place the block of wood under the pliers so they act like a lever to pry the spikes off without damaging them.

Installation instructions for Spike BOLT CAPS on Switch Housings

Installation of spike Caps

Step1. Replace your existing switch house bolts with the new ones provided in this kit.

Step 2. Firmly push the spike cap over the bolt. If the fit is too tight to hand press the spikes on, try placing a small amount of dishwashing soap inside the spike and LIGHTLY tap on using a small block of wood to protect the point. If the spike pulls off easily place a drop or two of silicone adhesive or similar on the bolt head and re-install the spike.

Instructions for installation SPIKE HANDLE BAR CLAMP CAPS

Installation of Caps

Notes:

- 1) You should only use a drop or two of high-temp silicone on the top center of the bolt head. Using too much will tend to create an air pocket between the cover and bolt and 'push' the cover back off before drying.
- 2) GIVE THE SILICONE AT LEAST 24 HOURS TO DRY! Once the cap is placed on the bolt there is very little exposure to the air for drying.

INSTRUCTIONS

Step1. Clean the bolt heads to remove dirt and oil and verify that the caps will fit over the bolt heads. You may need to slightly adjust the clamp itself if the bolt heads are too far off center.

Step 2. Fill the allen socket head bolt full of RTV silicone. Place the cap over the bolt and twist. Remove the cap to see if there is a good coating of silicone on the bottom of the cap. If not place a VERY SMALL AMOUNT more of silicone on the bolt head and try again.

Step 3. We recommend at least 24 hours for the silicone to dry since there is very little air exposure to the silicone itself. Check the caps to see if they are all secure.

INSTRUCTIONS FOR PEGS

- [44 Mag highway pegs](#)
- [Bullet highway pegs with heelrests](#)
- [12 GA shifter pegs](#)

- [Spike highway pegs with heelrests](#)
- [Spike shifter pegs](#)

Installation instructions for 44 Mag highway pegs

Installing the highway pegs

(Reference picture at end of instructions)

Step 1. Remove the U clamp bolt that holds the U-clamps to the hinge bar on the highway pegs.

Step 2. Place the inner U clamp (smaller of the two) around your crash bar to see if it will fit. If the bottom of the smaller U clamps doesn't fit all the way against the crash bar (leaves a large gap between the bottom of the U clamp and the crash bar) then use ONLY the outer (larger) U clamp to clamp around your crash bars. If the bottom of smaller U clamp does fit the crash bars then use both the small (inner) and large (outer) clamps together to secure the highway pegs to the crash bars.

Step 3. Place the U clamp(s) over the crash bars, and insert the U clamp bolt through both the two tension washers and the U clamp ends. (see picture to verify that the tension washers were put on correctly).

Step 4. Screw the U clamp bolt into the hinge bar but do NOT tighten at this time. (Tightening the clamps much may leave unwanted marks on your crash bars)

Step 5. Position the highway pegs where you think you want them and tighten the bolt ONLY enough to keep the highway peg in position with very little pressure applied.

Step 6. Sit on your bike to see exactly where you want the highway pegs located.

TIGHTENING YOUR HIGHWAY PEGS (up-down action)

Step 1. Remove the 44 mag nut cover, but NOT the nut. Tighten the pivot bolt nut just enough to securely hold the highway pegs in the up position.

Step 2. **VERY IMPORTANT** Be sure that the small rubber o-ring is over the bolt end and on top of the nut (this holds the bullet cap in place). Hand tighten the nut cover over the nut until it seats against the base of the footrest. (hint: you can wrap a rubber band around the nut cover several times to give you a better grip).

Step 4 Place a SMALL amount of RTV silicone or similar NON permanent adhesive on the TOP of the pivot bolt heads and press on the 44 mag shell covers. If the RTV pushes the cap back off try rotating the cap several times to get the trapped air out. If that doesn't work, remove the cap a wipe a bit of the RTV off.

We recommend checking the nut cover periodically. If you find it is coming loose, you can place a small amount of loctite on the TOP surface of the nut itself and then put the cover back on.

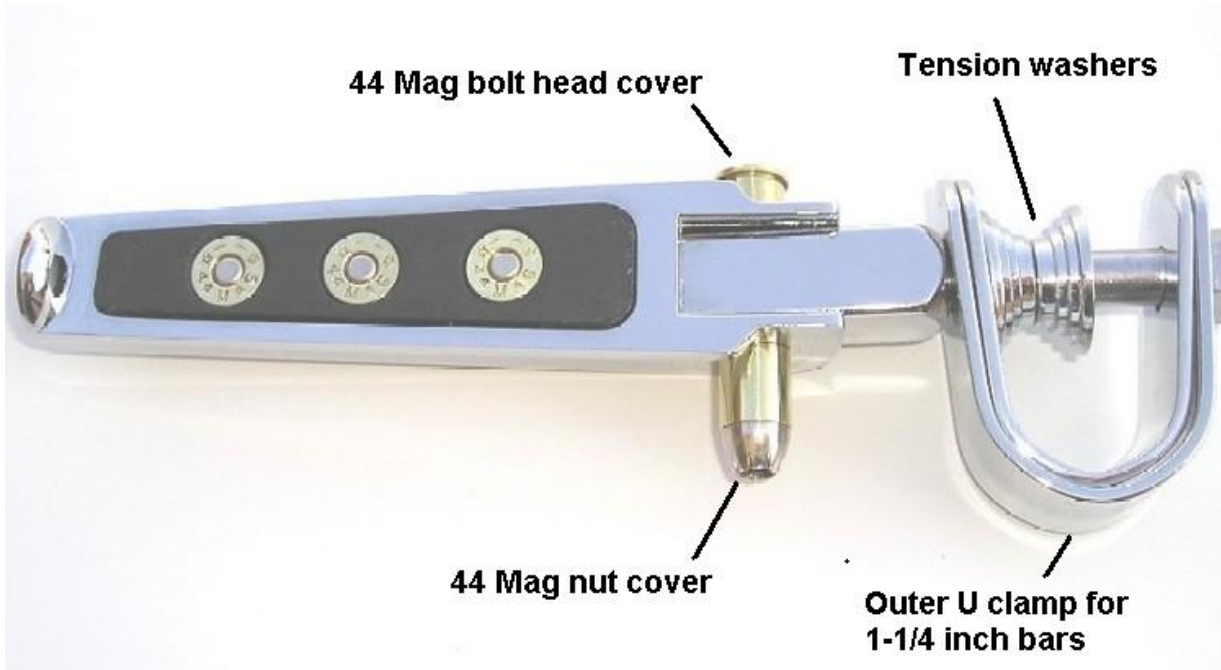
ADJUSTING THE POSTION OF YOUR FOOTREST/

Step 1. Rotate the highway peg so the flat portion aligns with the sole of your boot or shoe for maximum support.

Step 2. Rotate the highway pegs slightly inward towards the driver. This will help keep your feet from sliding out towards the end of the footrest.

Step 3. Tighten the U clamp bolt fairly tight and recheck the highway peg's position for maximum comfort applying normal riding pressure against the pegs. If they move tighten some more and try again. The objective is to only tighten the U clamp bolts enough to keep them from moving. (this will help prevent marring the crash bars through over tightening)

REFERENCE PICTURES FOR INSTALLATION OF HIGHWAY PEGS



Installation instructions for **Bullet HIGHWAY PEGS WITH HEEL RESTS**

Step 1. The male highway pegs are designed to work with the standard ½ inch female mounts on most crash bar (engine guard tubes) mounting clamps. If you are purchasing a new set of bar clamps, you will first need to first determine whether your tubes are 7/8, 1, 1-1/4 or 1-1/2 inch. Most Harleys and metric cruisers use the 1 ¼ inch bars.

Step 2 Install your bar clamps and position them about where you want them. Then connect our pegs to the mount using the 3/8 inch pivot bolt and nut.

Step3 Unscrew the foot peg about 2 or 3 turns counter clockwise. Next loosen the large nut just enough that the heelrest bar with the heelrest peg moves up and down. Position the angle of the bar so your heel rests comfortably on it when in the riding position.

Step 4. Tighten the large nut up against the heelrest part so that it does not move under normal pressure (which is fairly light)

Step 5. HAND TIGHTEN the footpeg. There is a rubber grommet inside of the pegs that keeps them from unscrewing due to normal vibration. If you find that the foot pegs do come loose over time with hand tightening you can put a DROP OR TWO ONLY of medium strength (blue) loctite on the threaded stud inside of the foot rest. NOTE: DO NOT tighten the foot peg tight up against the large nut or you might not be able to loosen or tighten your heelrest bar.

Installation Instructions for 12 gauge Shifter pegs

Step 1. Remove you existing shifter pegs.

Step 2. Remove the external nut from the threaded stud. (**his nut will ONLY be used if your current shifter peg had a nut on the end of the threaded stud**). NOTE: *Caution, once this nut is removed the core of the bullet can fall out of the casing.*

Step 3. The length of the threaded stud on the 12 ga shifter pegs can be adjusted. The length should be the same length (or close) as the length of the studs on your old shifter pegs. If they are about the same length you can go directly to step #5, If not, got to step 4.

Step 4. Remove the core of the bullet from the shell. Place the allen wrench in the end of the threaded stud and loosen the nut with the wrench. Adjust the threaded stud to the length you need and re-tighten the nut while holding the stud in place with the allen wrench. (note: we recommend using BLUE loctite on the end of the stud that goes into the bullet).

Step 5. If you are NOT installing these pegs on a Harley shifter lever go to step 6. Place a small amount of BLUE loctite on the end of the stud and screw into the shifter lever by hand. Tighten the shifter peg with the allen wrench **FROM THE BACK SIDE OF THE SHIFTER LEVER**. (the bolt stud end is made to accept an allen wrench).

Step 6 (for NON Harley shifter peg installation only). Place the peg's stud through the mounting plate on your bike. Place the extra nut provided on the exposed threads on the back of the plate. Tighten the nut while holding the stud in place with an allen wrench. (the bolt stud end is made to accept an allen wrench). If excess threads showing beyond the nut, you can go to step 4 and adjust the stud length so the nut and the stud are flush with each other after the peg is installed and the nut is tightened.

Installation instructions for Spike HIGHWAY PEGS with HEEL RESTS

Step 1. The male highway pegs are designed to work with the standard ½ inch female mounts on most crash bar (engine guard tubes) mounting clamps. If you are purchasing a new set of bar clamps, you will first need to first determine whether you tubes are 7/8, 1, 1-1/4 or 1-1/2 inch. Most Harleys and metric cruisers use the 1 ¼ inch bars.

Step 2 Install your bar clamps and position them about where you want them. Then connect our pegs to the mount using the 3/8 inch pivot bolt and nut.

Step3 Unscrew the foot peg about 2 or 3 turns counter clockwise. Next loosen the large nut just enough that the heelrest bar with the heelrest peg moves up and down. Position the angle of the bar so your heel rests comfortably on it when in the riding position.

Step 4. Tighten the large nut up against the heelrest part so that it does not move under normal pressure (which is fairly light)

Step 5. HAND TIGHTEN the footpeg. There is a rubber grommet inside of the pegs that keeps them from unscrewing due to normal vibration. If you find that the foot pegs do come loose over time with hand tightening you can put a DROP OR TWO ONLY of medium strength (blue) loctite on the threaded stud inside of the foot rest. NOTE: DO NOT tighten the foot peg tight up against the large nut or you might not be able to loosen or tighten your heelrest bar.

Installation Instructions for SPIKE Shifter pegs

Step 1. Remove you existing shifter pegs.

Step 2. If using the stud supplied with the new peg go to step 3. If using your own bolt, remove the stud from the shifter peg and mount with your bolt (5/16-24). We recommend a small amount of medium strength loctite (blue) be placed on the bolt before mounting.

Step 3. Compare the length of the threaded stud on the existing peg with the stud on the new peg. If the new peg stud isn't long enough remove it and replace with the longer stud provided in the package.

Step 4. Place a SMALL amount of BLUE (medium strength) loctite on the end of the stud and tighten it into the peg by holding the peg in your hand and tightening the stud in with an allen wrench. **NOTE; be sure you insert the end of the stud that DOESN'T have the allen socket in the end. Let the peg set for 5 minutes or longer to allow the loctite to dry.**

Step 5. Place a small amount of BLUE (medium strength) loctite on the end of the stud and screw into the shifter lever by hand. Tighten the shifter peg with the allen wrench **FROM THE BACK SIDE.** (the stud end is made to accept an allen wrench).