

Installation Instructions

HD001A-09

Centerstand

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**Adjustable Centerstand / Ride-Off Stand for
All 2009 & Newer Harley-Davidsons FL, FLH & FLT
Installation Instructions Part# HD001A-09**

Including Screamin' Eagles & models with lowering kits (shorter shock absorbers)

1. Remove the Centerstand and supplied hardware kit from the box and familiarize yourself with the components.
2. While lying along the right side of the motorcycle and looking at the underside locate the brake line clip See photo (1A). Remove the brake line from the clip and bend it up and away $\frac{1}{2}$ "- $\frac{3}{4}$ " from the frame as shown.
3. Locate the supplied band clamps. Remove the bolts from the clamps, bend them open, place them around the frame tubes with the one on the right side just to the rear of the brake line clip so that when the bolts are installed they will be towards the center of the frame and the head of the bolt will be facing down as shown in photo (1B). Start the bolt in the left clamp but not the one on the right yet.
4. Place the Centerstand under the motorcycle with the feet facing towards the rear and the pedal arm on the left side. Lift the Centerstand up into place locating the half round upper hinge of the Centerstand onto the frame rail and thru the band clamp. Align the bolt hole on the bottom of the frame crossmember (photo 1C) with the corresponding hole in the Centerstand. Thread the bolt into the band clamp, position it forward against the brake line clip and with the head of the bolt facing down
5. Locate one of the supplied $\frac{1}{4}$ "-20 x $\frac{3}{4}$ " bolts, flange nut and washer. Place the nut into the recess of the frame crossmember and align it with the holes in the Centerstand and crossmember (photo 1C). There is limited space between the engine and crossmember and on some models there may not be enough clearance to get your fingers between the two to align the nut. If this is the case place some tape onto the open end of a $\frac{7}{16}$ " wrench as shown in photo (1C) and then stick the flange nut to the tape. Place the wrench with the nut into the lower portion of the crossmember and align the nut with the holes by maneuvering the wrench from the other end and side of the crossmember where there is more room between it and the engine. Place a washer onto the bolt and thread the bolt into the nut and make it finger tight.
6. Moving to the left side of the motorcycle and referring to photo (2) place the left upper mount portion of the Centerstand onto the frame rail and thru the band clamp as shown. Slide the upper mount and band clamp back with the upper mount sliding inside of or behind the Centerstands upper pivot bolt hole (photo 2A). Continue sliding it to the rear until the hole in the upper mount aligns with the hole in the frame crossmember (photo 2B). You may want to use a soft mallet to make this easier. Moving back to the right side and laying underneath the motorcycle install the remaining $\frac{1}{4}$ " x $\frac{3}{4}$ " bolt with washer from the bottom up thru the holes in the Centerstand and crossmember (2B) and into the remaining flange nut making it finger tight.
7. Locate the Shoulder bolt supplied. Place two drops of thread locker (Loc-Tite blue or red) onto the threads of the bolt. Going back to the left side of the motorcycle align the holes of the Centerstands pivot and the upper mount (2A) then thread the shoulder bolt into the mount. Tighten the bolt securely (22-26 ft. lbs.). Using a soft mallet tap the upper mounts back as far as they will go against the $\frac{1}{4}$ " bolts and their holes (2B). Tighten the $\frac{1}{4}$ " bolts securely (10-12 ft.

lbs.) be sure to remove your wrench if you used the tape method to hold the nut in place on the right side. Check to see that the Centerstand pivots freely and is returned by the spring. If it does not you may need to loosen the 1/4" bolts and realign the upper mounts then retighten the bolts. Next slide the band clamps to the front of the mounts and rotate them so that the head of the bolt will not be below the bottom of the frame rails when tightened but not so far that the end of the bolt comes in contact with the engine. Tighten the band clamps securely (10-12 ft. lbs.). Place the brake line back into its plastic clip.

8. **Height adjustment for use as a Centerstand (RECOMMENDED).** As a starting point, for models with standard ride height and without a lowering kit the feet should be set with about 1/2" to 3/4" of threads showing. On Screamin' Eagle models and those equipped with a lowering kit (shorter rear shock absorbers) the feet should be set with about 2-3 threads showing. Loosen the #10 set screws (located on the bottom back side of the legs just above the feet) and screw the feet in or out an equal number of turns in to lower or out to raise the rear wheel. Place the motorcycle on the centerstand following the "USING YOUR CENTERSTAND" instructions below. If the motorcycle is extremely difficult to get up onto the Centerstand screw the feet in several turns and try it again. The rear wheel should be about 3/4" off the ground with the motorcycle placed on the centerstand. If an adjustment is needed, place the motorcycle on the sidestand, screw the feet in to lower, or out to raise the rear wheel. When you have the length of the footpads adjusted to obtain the desired rear wheel to ground clearance tighten the set screws as follows. While tightening the set screws rotate the footpad side to side slightly to ensure the set screw is contacting the flat on the footpads threaded shaft squarely then tighten them securely.
9. **Height adjustment for use as a ride-off stand;** adjust the length of the footpads so that when on the stand the suspension is fully extended (topped out) both tires are still in contact with the ground, tighten the set screws as described above. While this setting does not allow easy maintenance of the wheels you will be able place the motorcycle in gear and ride off the stand. **NOTE:** when adjusted as such the full weight of the motorcycle is not on the stand and the motorcycle will roll forward and off the stand much easier allowing the motorcycle to fall over.

USING YOUR CENTERSTAND

The centerstand is designed using the principles of leverage, "NOT YOUR BACK" to raise the rear wheel off the ground. If you are not experienced with the use of a Centerstand please take time to practice and learn this technique.

1. From the left side of the motorcycle with your left hand on the left handlebar and your right hand on the saddlebag guardrail. Stand the motorcycle upright to its balancing point. Place the ball of your foot squarely over the centerstand pedal.
2. As the stand touches the ground, slightly rock the motorcycle side-to-side making sure both footpads of the stand are contacting the ground.
3. While leaning inward placing your upper body-weight over the seat apply all of your weight to the pedal, (STAND ON IT) at the same time lifting up and pulling back on the guardrail.
4. Lowering the motorcycle is done with one or several successive hard rocking forward motions either while seated on or standing alongside the motorcycle.

