



GIRDER SHIFT LINKAGE 9054

FITS: ALL SOFTAIL MODELS (EX. '97-'99 FLSTS), '93-'02 FXDWG, AND ALL '80-LATER FLT (DRESSERS & ROAD KINGS)

PART#	INCLUDED
609054R	1 Girder Shift Linkage Rod
400527	2 Universal Joints
909054	1 Hardware Kit Including the Following Six Items:
200792	2 5/16"-24 x 1-1/8" Button Socket Cap Screw
200793	1 5/16"-24 x 1-3/8" Button Socket Cap Screw
200794	2 5/16" Flat Washer - Chrome
200795	2 5/16"-24 Nylock Nut - Chrome
201104	2 5/16"-24 Thin Hex Jam Nut
409054S	1 Spacer, .325" I.D. x .669 O.D. x .250" Thick - Chrome
309054	1 Instructions Sheet

TOOLS SUGGESTED

3/16" Hex Key, 1/2" & 3/16" Combination Wrenches

PROCEDURE AVERAGE TIME: 30 MINUTES

STEP 1 Remove the stock shift Linkage

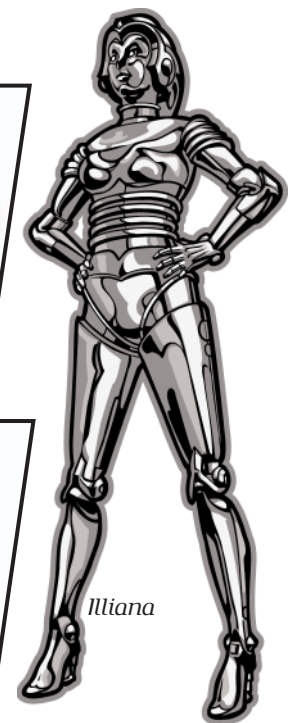
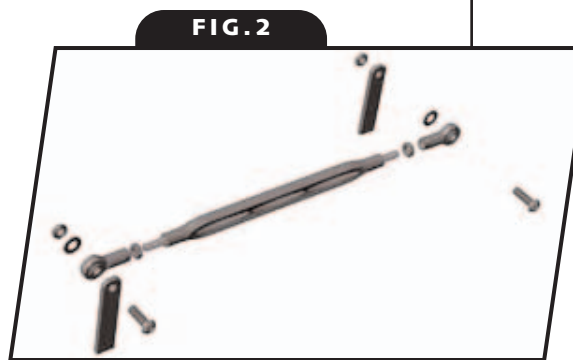
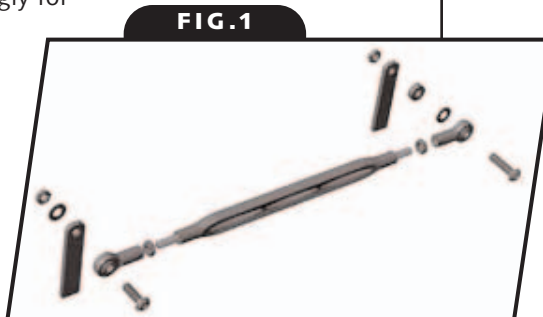
STEP 2 Thread a jam nut and universal joint onto each end of the Girder Shift Linkage Rod. Adjust the length of the Girder Shift Linkage to match that of the stock rod and then tighten the jam nuts against the universal joints. Be sure to leave sufficient thread engagement (minimum 1/2") in the universal joint. If the girder linkage cannot be adjusted to exactly match the stock length, the shift lever can be repositioned on the splined shifter shaft by one tooth and the linkage adjusted accordingly for maximum comfort.

STEP 3 Install the rear end of the linkage. Assembly sequence for Dresser and Road King applications is shown in FIG.1. Assembly sequence for a Softail or FXDWG is shown in FIG.2.

STEP 4 Install the front end of the linkage. Make the linkage as straight as possible. On Dressers and Road Kings, the universal joint is usually installed on the outside of the front shift arm. On Softails or Dyna Wide Glide, the universal joint is usually installed on the inside of the front shift arm. However, depending on available clearance, these positions may be reversed if necessary.

STEP 5 Verify all fasteners are secure and shift operation is smooth and uninhibited.

Ride On!



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