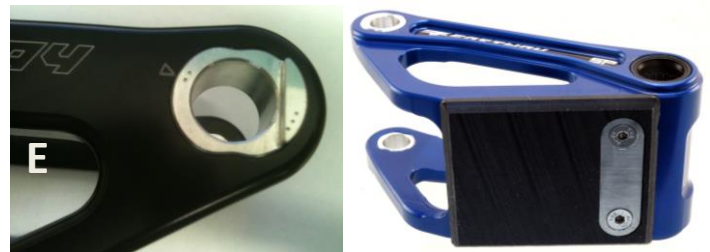
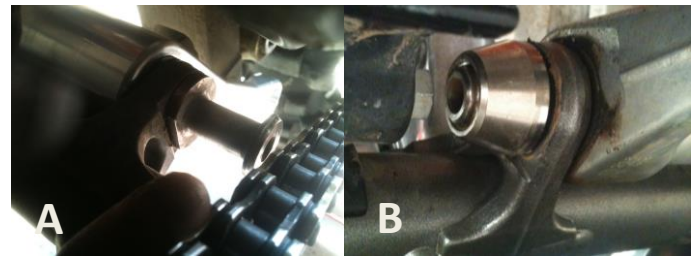


## Instructions: 22-LGS-305

- Place the bike on a stand and secure it to prevent it from falling over during the installation procedure. Check to make sure the swing arm is free of the stand with the rear wheel properly supported.
- A small amount of semi-permanent thread locking fluid (Blue Loctite #243 or equivalent) should be applied to all fasteners. After a short test ride, check that all bolts are still tight.**
- Remove the kickstand and/or lower chain guide if they are connected to the same bolt as the linkage. (Picture A)
- Remove the rear nut and shaft from linkage. If shaft is difficult to remove after the nut has been taken off, rotate the swing arm in order to relieve the pressure on the bolt.
- Remove the front shaft from the stock linkage. If the nut is difficult to remove, try using a heat gun to help free up any thread locking agents. Be careful not to damage the flat shoulder on the frame that the backside of the bolt braces against. If the bolt will not loosen without damaging the shoulder, a pair of vise grips may be used to hold the nut and stop it from spinning. (Pictures B & C)
- With both shafts removed, slide the stock linkage out of the bike.
- Remove the bearing sleeve from the stock linkage and slide into the Fastway Linkage Guard to be installed.** Before installation, be sure all surfaces are clean and properly greased. (Picture D)
- The Fastway Linkage Guard comes with 2 different rear inserts which allows for 4 linkage lengths. Point the arrows at the correct dots to adjust the linkage guard length accordingly. Be sure that the insert with the raised edge is installed on the left side. Inserts should be lightly greased to ensure they properly seat in the linkage guard. (Picture E is in +0.66mm position)

1 Dot (Insert A)	+0.00 mm (Stock Length)
2 Dots (Insert B)	+0.67 mm
3 Dots (Insert B)	+1.33 mm
4 Dots (Insert A)	+2.00 mm



**Desert / high speed riders:** Will enjoy the 3 and 4 settings on linkage guards because it firms up the first 2-3" of travel allowing them to glide over the whoops and not sink down into them. The bike will also be more stable at speed as it is longer. The initial 2-3" being firmer will make the bike feel more stable. You can increase turning by raising the forks.

**Woods Riders:** The first two settings are best for woods riders. If they want to go to setting 3 or 4 they will enjoy the lower seat height. Lengthening the bike will have an adverse effect to these riders. They will want to adjust the rear suspension by going ¼ turn out on their high-speed (compression) and about 2 clicks out on the low-speed (rebound). This will compensate for the initial stroke being stiffer. This setting is for slower rock/trail riding.

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