

## Instructions: 22-LGS-500

- 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.
- Remove the rear nut and bolt from stock linkage. If bolt is difficult to remove after the nut has been taken off, lift the swing arm in order to relieve the pressure on the bolt.
- Remove the front bolt from the stock linkage. (Picture A)
- With both bolts removed, slide the stock linkage out of the bike.
- Remove the bearing shaft from the stock linkage and slide it into the Fastway Linkage Guard.** Before Installation, be sure all surfaces are clean and a liberal amount of grease is applied to the bearings and the mating shaft surfaces. (Picture B and C)
- The Fastway Linkage Guard comes with 2 different rear inserts which allows for 4 linkage guard lengths. Point the arrows at the correct dots to adjust the linkage guard length accordingly. Inserts should be lightly greased to ensure they properly seat in the linkage guard. (Picture D)

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

- Grease and install the forward most bolt into the linkage guard and onto the bike.
- Grease and install the rear bolt into linkage guard and onto the bike. This may require the swing arm to be lifted in order for all the necessary holes to line up.
- Install the nuts and ensure they are properly

torqued. Also check that the adjustable inserts installed in Step 6 have adequately seated in the linkage guard.

- Install skid plate using the supplied 16 mm bolts and the metal plate. We recommend using a thread locking agent.
- Installation is now complete!



**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 setting 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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