

Installation Instructions

PN # 108

Wing Struts 4-Speed

'58-'84 FL & FXWG



You will re-use your shock studs and in some applications there are spacers or washers from the factory for proper alignment. Note their locations during disassembly and keep them handy. Refer to the note below for additional info.

Fender hole bosses at rear end of the strut have been provided for both dresser fender and bobber fender models. Compare your old strut to your new Wing Strut and note which bosses will be used. Install the supplied studs with a 3/16" allen wrench. (You will use three out of the four threaded holes per strut.) Leave about 7/16" of the stud exposed and using a little blue Loctite is recommended.

On 4-speed type frames the upper shock mount passes through the strut. It is much easier to do the installation with the bike supported under the frame so that it sits level side to side and with the rear tire just touching the floor. This will take the load off of the rear shocks and make removal and installation much easier.

1. Remove one of the existing completely and loosen all fasteners on the other strut partially so that the fender can be moved freely. This will help support the fender as the new Wing Strut is positioned on the bike.
2. **IMPORTANT:** In most cases, it is easiest to get all fasteners started a couple of turns on one strut, beginning with the shock mount and then the frame bolt next to it. Then go to the other strut and start all its fasteners **BEFORE** tightening anything.
3. On the final tightening sequence, it is best to work from side to side tightening the fasteners of each strut evenly. This ensures that the fasteners and parts do not go into bind as they tighten.

Due to inconsistencies in Harley frames, on rare occasions, it may be necessary to slightly enlarge or oblong the mounting holes on the frame or fender or shim the parts to ease installation.