



1360 Colony Way, Yardley, PA 19067
www.RubberChickenRacingGarage.com

Installing the **JL Paralever Bushings**

(Detailed instructions at www.mklsportster.com/Articles/mcnfdbushing.pdf)

Remove rear drive and pivot bearings per BMW Service Manual instructions. Clean pivot pin and locknut and inspect for wear. Replace any worn parts. Heat the rear drive housing to install chilled races from new bushing kit. Install the bushings with a liberal coating of **extreme pressure lubricant*** on the tapered bearing surface, and a light coating of Loctite 263 on the pin contact surface (bushing ID.) Install the fixed pin hand tight, then install the adjustable pin. Tighten until the rear drive first begins to move stiffly up and down. At that point, hold the pin and torque the locknut to 105 foot-pounds. Re-check the rear drive for free movement up and down, no lateral play. Torque the fixed pin to 105 foot-pounds.

ONLY Use **Loctite 263**, included in the kit. More available from www.rubberchickenracinggarage.com/loctite.html

Check the rear drive for lateral play after a test ride, and again after 500 miles. It is recommended to check the bushings for wear and re-lubricate* every 10-20,000 miles, depending upon the severity of service.

*Extreme Pressure Lubricant-Available at www.rubberchickenracinggarage.com

Thank you for your purchase. Please contact us with any questions or issues



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Note on fitting the replacement Paralever Bushings:

The bronze bushing MUST fit all the way onto the BMW pivot pins to the threaded shoulder. Test this fit before installation. It should take a healthy push to seat the bushing. To remove the bushing after testing, heat gently over the stove or using a heat gun.

DO NOT use the threads to force the pin into place.

If the fit is too tight, use sandpaper (400 grit WetorDry works well) to 'dress' the PIN until the bushing fits correctly. Forcing the pin can cause sudden fracture and failure of the pivot connection.

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