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**INSTALLATION INSTRUCTIONS FOR PRO-ONE™ UNIVERSAL (SOFTAIL FRAME)
FORWARD CONTROLS WITH UPDATE FOR 2000 AND LATER MODELS AND NEW
“SPLINED” ADJUSTABLE SHIFTER ARM.**

Please take a moment to read these instructions entirely prior to installation. We recommend the use of **Blue #242 Loctite** on all fasteners. We also recommend that all chrome hardware (screws, nuts, bolts, etc) be lubed with anti-seize or oil prior to assembly.

WARNING: INSTALLATION MUST BE PERFORMED ONLY BY TRAINED PERSONNEL.

USE ONLY D.O.T. 5 BRAKE FLUID

SHIFTER SIDE

1. Remove the stock shift linkage, leaving rear heim joint attached to transmission shifter arm.
2. Remove side stand assembly, spring side first.
NOTE: On 2000 and later models, the Sidestand is part of the Shifter Bracket.
3. Remove (3) bolts retaining shifter bracket to frame.
4. Install the new shifter assembly to frame using (3) 3/8 x 1-1/4” allen bolts and washers (supplied).
5. Install the PRO-ONE™ long shifter rod and tapered locknuts (provided) by screwing the rod into the heim joint still attached to the transmission shift arm. Then using the provided heim joint, attach the other end to your new forward control shifter arm using the 5/16” x 1-1/4” flat head provided.

NOTE: If the shift pedal seems to return slowly or is sticky, carefully remove the (2) retaining screws from each arm. Remove both arms and apply white grease to the O-rings.

6. Install side stand assembly to shift mount plate using (4) 5/16 x 1” allen bolts and washers (supplied).
7. Install the footrest using the spring washer from your stock footrest and secure with a 3/8 x 1-1/4” button head allen bolt and nyloc nut (supplied).

NOTE: The height of your shift pedal can be raised or lowered by adjusting the heim joints on the shifter rod. Always remember to tighten jam nuts after adjustment.

MODELS WITH NEW ADJUSTABLE “SPLINED” SHIFTER ARM

1. Our newest generation forward controls feature a Splined Adjustable Shifter Arm for added rider comfort.

Refer to FIG 1:

This model of forward controls is shipped with the Shifter Arm installed. You can change the angle of the Shifter Arm by removing the center retaining bolt and re-indexing the Shifter Arm on the splined shaft until the desired angle is achieved.

NOTE: THE ALLEN HEAD SCREW THAT HOLDS THE SHIFTER ARM TO THE ADJUSTABLE SHIFT SHAFT IS SHIPPED “LOOSE” WITHOUT LOCTITE SO IT MAY BE EASILY REMOVED FOR HEIGHT ADJUSTMENT. THIS BOLT **MUST** BE INSTALLED WITH **BLUE LOCTITE** WHEN DESIRED ANGLE OF THE SHIFT ARM IS ACHIEVED.

SHIFTER ARM ADJUSTMENT:

To adjust Shifter Arm height, remove the Allen head screw that holds the Shifter Arm to the splined Shift Shaft. Re-index the Shifter Arm on the Splined Shift Shaft until the desired angle is achieved.

NOTE: Re-install the Shifter Arm with the Allen head screw using Blue Loctite.

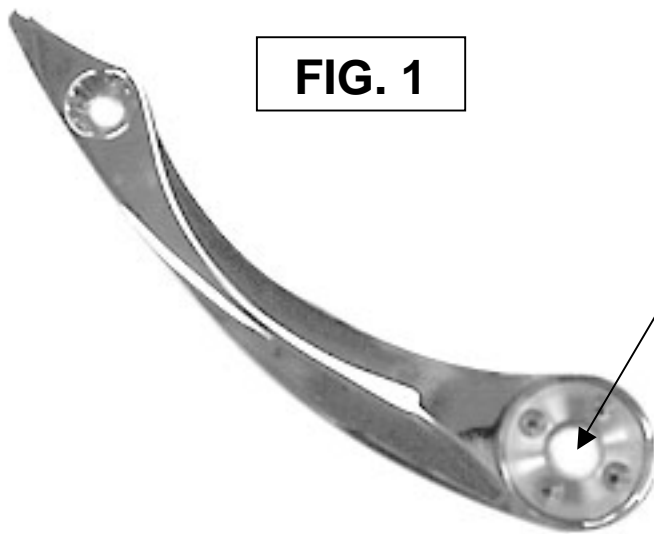


FIG. 1

RE-INDEX THE SHIFTER ARM ON THE SPLINED SHIFTER SHAFT UNTIL DESIRED ANGLE IS ACHIEVED.

THE CENTER BOLT IS SHIPPED LOOSE WITHOUT LOCTITE!

THE CENTER BOLT MUST BE INSTALLED WITH BLUE LOCTITE TO PREVENT LOOSENING!

BRAKE SIDE

1. Remove the stock brake pedal, footrest assembly, slave cylinder, brake line and master cylinder. (Refer to the factory service manual for these procedures.)

NOTE: Retain the brake switch from stock brake line as you will re-install it later.

2. Remove the 3/8” allen bolt from the end of the brake side pivot shaft on your PRO-ONE™ forward controls. The end cap and spring washer inside will also come off. Remove the 5/16” flat head and jam nut from the master cylinder-actuating arm. Slide the entire brake lever assembly off of the pivot shaft.

3. Remove the stainless steel pivot shaft from control bracket using the flats cut into the steel pivot shaft. This will fully expose the lower mounting hole of the forward control bracket.

4. NOTE: The 3/8" pivot shaft mounting bolt must stay in its slot during this procedure. Insert the short 3/8" x 3/4" allen head provided into the lower hole of the forward control bracket and mount the forward control bracket to the holes previously occupied by the factory controls or highway pegs. Use the remaining 3/8" allen head in the upper hole.

NOTE: On 2000 and later models, there will be a total of 3 mounting bolts.

5. Reinstall the pivot shaft and brake arm assembly being careful to properly locate the bearings, spring washer and O-rings.

6. Install the PRO-ONE™ footrest (see step 7 on shifter side).

7. Install the brake line. We recommend using a 10mm fitting on the master cylinder junction

8. A 35° banjo fitting is used at both the master cylinder and rear brake caliper junctions. The brake "T" is bolted to the stock position on the transmission. Use the stock brake switch retained from step 1. The 28" brake hose will fit between the master cylinder and "T" and the 19" will fit from the "T" to the caliper. The two adapter fittings will allow the brake hoses to mount to the "T". Use Teflon tape on the brake switch for re-installation.

List of required brake line components, which are NOT INCLUDED and must be purchased separately:

2- 35° banjo fittings.

1- 10mm banjo bolt.

1- Rear brake "T".

2- Brake line adapters.

1- 28" brake hose.

1- 19" brake hose.

NOTE: These are the components required for installations on standard Softail frames. Custom applications may vary.

Passenger footpegs, derby covers, point covers, inspection covers, master cylinder covers and air cleaner covers are available to match our controls. Please contact us at 800-884-4173 for more information or contact your local distributor or dealer.

NOTE: It is very important to service the shift and brake hub occasionally by re-greasing the O-rings and bearings.

IMPORTANT! THE BRAKE ARM MUST BE REMOVED ON SOME MODELS OF FORWARD CONTROLS SO THE MOUNTING PLATE CAN BE INSTALLED TO THE MOTORCYCLE. WE DO NOT INSTALL THIS PART WITH LOCTITE FOR THIS REASON. HOWEVER, BLUE LOCTITE MUST BE USED WHEN REINSTALLING THE BRAKE ARM TO PREVENT IT FROM LOOSENING.