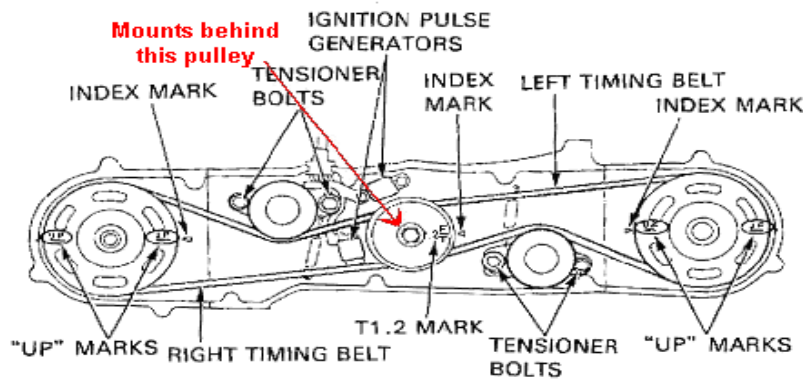


Trigger Wheel Installation

If you do not feel that you have the mechanical ability or tools then take the installation instructions to your local dealer for installation. You can damage your valves if you do not install the Trigger Wheel properly!!!!

- Remove all necessary parts to access the timing belt dust cover
- Remove the dust cover and keep track of where the bolts went. The Valkyrie has one bolt on the top right facing the bike that has some sealant on it, that one comes out a little harder than the rest. The GoldWing has three bolts that are longer than the others.
- Using a wrench on the crank bolt turn the crank counterclockwise until the T1.2 mark on the drive pulley lines up with the index mark on the crankcase. The "UP" marks on the drive/cam pulleys should be facing up and should line with the marks on the case.



- Have an assistant put the bike in 5th gear and stand on the rear brake while you loosen the crank bolt. If you are by yourself you can use a pair of pliers and a big screwdriver to hold the drive pulley while you loosen the crank bolt.
- With the crank bolt loose, recheck T1.2 mark on the drive pulley and realign by turning the drive pulley until timing marks are aligned.
- Loosen the two bolts on the belt tensioner on the left side facing the bike, remove the crank bolt and timing plate.
- Push up on the tensioner and remove the timing belt and drive pulley.
- Remove the existing timing wheel and install the new one with the word "OUT" facing you.
- Reinstall the drive pulley, timing belt, timing plate and crank bolt (**DO NOT TIGHTEN AT THIS TIME**). Check that your timing marks are still aligned. It is real easy to get one tooth off when you put the belt back on. Starting the bike without checking to make sure all your marks are lined up can result in valve damage.
- Put slight down pressure on the belt tensioner and tighten the two bolts that secure the belt tensioner. 19 ftp. **DO NOT OVER TIGHTEN.**
- Tighten crank bolt to 59 ftp.
- Recheck all work and timing marks and rotate motor, using wrench, one complete cycle and recheck timing marks for proper alignment.
- If everything looks good reinstall dust cover and all other removed parts and go for a ride.

Note: A minimum of 90 octane fuel is suggested.