

FOR SEAT

1. REMOVE SEAT AND SCREW PINS INTO FRAME FROM TOP SIDE. THREADS ON WELL NUT MAY NEED TO BE CLEANED BY RUNNING THE ORIGINAL SEAT BOLT ALL THE WAY THROUGH THE WELD NUT. INSERT HITCH CLIP IN PIN TO ASSIST IN TURNING THE PIN (A DAB OF LOCTITE WOULDN'T HURT).

2. REPLACE SEAT AND ADJUST PIN FOR HEIGHT.

3. ONCE HEIGHT IS SET, INSTALL WASHER/RETENTION STRAP & JAM NUT FROM THE BOTTOM TO LOCK DOWN THE PIN W/HOLES AT 10 & 4 O'CLOCK FOR EASY CLIP REMOVAL.

4. WITH SEAT IN PLACE, INSTALL HITCH CLIPS & YOU'RE READY TO RIDE.

FOR TANK

1. LIFT TANK & REMOVE THE 2 STEEL COLLAR INSERTS FROM INSIDE THE RUBBER GROMMETS LOCATED AT THE FRONT OF THE TANK.

*NOTE: I HAD A PROBLEM W/THE RUBBER GROMMET POPPING OUT AFTER REPEATE LIFTING & LOWERING OF THE TANK. SO I CUT THE GROMMET AND USED THE RUBBER RINGS AS UPPER & LOWER WASHERS. IF YOU'RE TOO SCARED TO CUT THE OEM GROMMET...REMOVE IT AND USE 2 RUBBER WASHERS INSTEAD. 1 UNDER THE FLANGE & 1 ON TOP.

2. THREAD JAM NUT ON TO PINS AND SCREW PIN INTO FRAME (W/SPRING WASHER ON PIN BETWEEN THE FRAME & JAM NUT). AGAIN, INSERT HITCHCLIP & USE IT TO TURN PIN. *WHERE'S THAT LOCTITE?

3. LOWER TANK DOWN OVER PINS. THERE'S NOT MUCH MARGIN FOR CORRECT PIN HEIGHT...TOO HI=TANK WON'T GO DOWN & TOO SHORT=CAN'T INSERT HITCH CLIP.

4. ONCE YOU GET THE PIN HEIGHT JUST RIGHT, LOCK DOWN THE PIN BY TIGHTEN IN THE JAM NUT (W/O TURNING THE PIN).

5. LOWER TANK OVER THE PINS AND INSERT CLIPS.