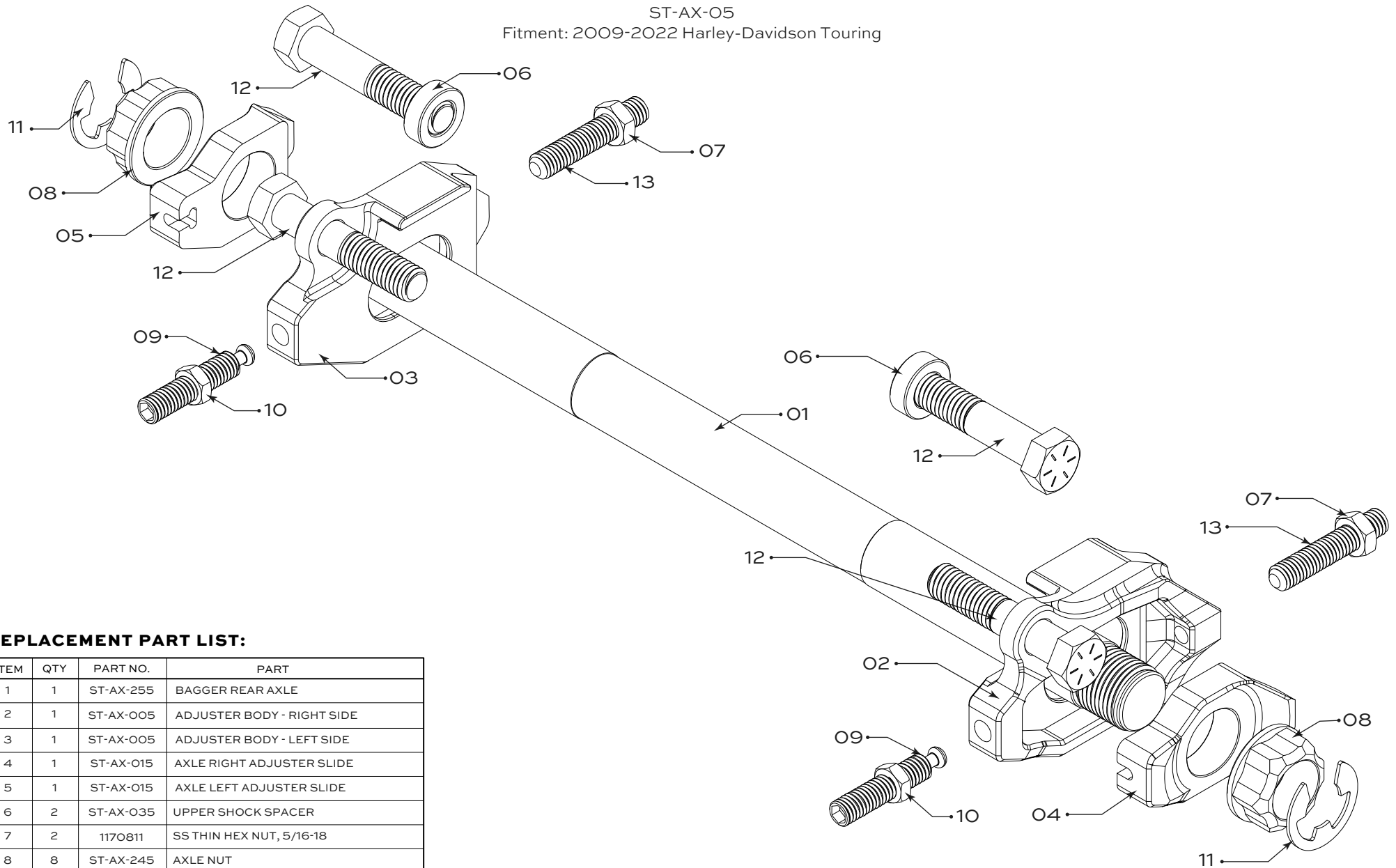


**VECTOR ONE AXLE ADJUSTER**

ST-AX-05

Fitment: 2009-2022 Harley-Davidson Touring

**REPLACEMENT PART LIST:**

ITEM	QTY	PART NO.	PART
1	1	ST-AX-255	BAGGER REAR AXLE
2	1	ST-AX-005	ADJUSTER BODY - RIGHT SIDE
3	1	ST-AX-005	ADJUSTER BODY - LEFT SIDE
4	1	ST-AX-015	AXLE RIGHT ADJUSTER SLIDE
5	1	ST-AX-015	AXLE LEFT ADJUSTER SLIDE
6	2	ST-AX-035	UPPER SHOCK SPACER
7	2	1170811	SS THIN HEX NUT, 5/16-18
8	8	ST-AX-245	AXLE NUT
9	2	ST-AX-025	SS ADJUSTER SCREW, 3/8 X 2"
10	2	70812	SS THIN HEX NUT, 3/8-16
11	2	W302841	RETAINING RINGS
12	4	110120384	HEX HEAD SCREW, 1/2-13 X 2-1/2"
13	2	73309	SS CUP-POINT SET SCREW, 5/16-16 X 2"

**TORQUE SPECS:****(#7) — 13-15 FT. LBS.****(#8) — 110 FT. LBS.****(#10) — 8 FT. LBS.****(#12) — 55 FT. LBS.**

## VECTOR ONE AXLE ADJUSTER

ST-AX-05

Fitment: 2009-2022 Harley-Davidson Touring

**DISCLAIMER:** Kraus Motor Co. recommends that you defer to a certified mechanic or technician on any installation when possible. Refer to your OEM service manual for procedure, step by step run through, required tools and specifications to make sure all pieces and parts are properly installed. Kraus Motor Co. is not responsible for improper installation of any OEM or Kraus component/kit. After completing installation, go for a slow, careful test ride. Afterward's, double check all pieces, parts and systems. Improper installation may result in severe injury or death.

### INSTALLATION GUIDE:

- 01 Begin installation with the bike on a jack with the weight off the rear wheel. Remove saddlebags and stock rear axle (Refer to your OEM service manual).
- 02 Loosen but **do not remove** both side upper and lower shock mounting bolts.
- 03 Remove left side lower shock mount.
- 04 Lightly grease threads of both Vector One set screws and inside of slider body.
- \*\*\* **TECH TIP: Remove front set screw and adjust slider so that it is all the way forward toward the front of the bike. This will ease installation of axle.**
- 05 Install lower left shock bolt through the shock and then through the Vector One's shock mounting hole while aligning the axle hole with the swingarm.
- 06 **LOOSELY (FINGER TIGHT) INSTALL LEFT SHOCK BOLT INTO SWINGARM.**
- 07 Completely remove upper and lower shock mounts on the right side of the bike.
- 08 Install lower right shock bolt through the shock and then through the Vector One's shock mounting hole while aligning the axle hole with the swingarm. **Loosely tighten (Finger Tight)** the lower right shock bolt into the swingarm.
- 09 **DO NOT** install top shock mount on right side as the stock Harley shock is taller on the right side and will throw off axle alignment.
- 10 Install axle nut on one side of the axle just below the C-Clip groove.
- 11 Lightly coat new axle with grease or anti seize.
- 12 Install axle from left side to right side — making sure lower shock mounts are loose. This will make installation and alignment easier. Loosely install axle nut on right side making sure there are even threads showing on both sides.
- 13 With tire off the ground adjust belt tension making sure tick marks on the Vector One adjuster are even.
- 14 Hold set screw with Allen (Hex) key and torque lock nut **(07)** to 13-15 ft. lbs.
- 15 **IMPORTANT!** Torque axle nut **(08)** to 110 ft. lbs. and install C-Clip.
- 16 Install front set screw and lightly seat. **DO NOT over torque.**
- 17 Hold set screw with Allen (Hex) key and torque lock nut **(10)** to 8 ft. lbs.
- 18 On left side, install the supplied Upper Shock Mount Spacer between shock eyelet and subframe.
- 19 **Loosely (Finger Tight)** install upper shock bolt.
- 20 Install the supplied Upper Shock Mount Spacer to right side between shock eyelet and subframe. **NOTE: Raise or lower the bike (if necessary) to ease installation of bolt.**
- 21 Torque upper and lower shock bolts **(12)** to 55 ft. lbs.
- 22 Double check belt tension and all fastener torque specs.
- 23 Go for a slow, careful test ride. Afterward's, double check all pieces, parts and systems.

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### POST INSTALL ADJUSTMENT NOTE:

You must loosen both upper and lower shock mounting bolts and axle before making any adjustment to the belt or chain tension.

Failure to follow this step may result in permanent damage to the axle adjuster body and adjusting screws.