

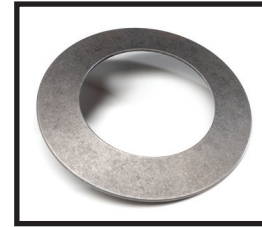
FEULING

COMPENSATOR SPRING INSTRUCTIONS

PERFORMANCE COMPENSATOR REPLACEMENT SPRING. Thicker and stronger than stock. Features a steeper bevel that provides more preload and pressure on the spring pack and compensator. This helps diminish excessive compensator travel in turn reducing harmonics, eases start up and gives a more responsive feel at lower engine RPMs.

Replaces the first, outer most spring in OEM pack #83936-09A.

Made in USA



#2035

'10-'24 CVO, '11-'24 Touring, '12-'24 Dyna/Softail/Trike
'07-'12 Twin Cam w/ Screamin Eagle compensator.

IMPORTANT NOTICE: This installation should be done by an experienced mechanic who has access to a factory service manual and all required tools.

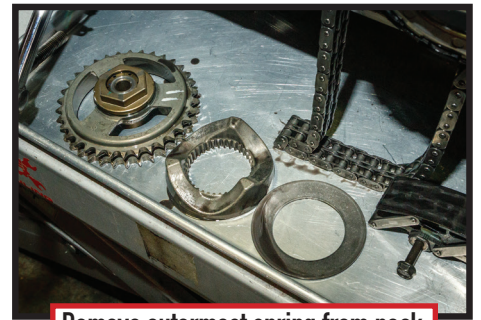
CAUTION: Incorrect installation can cause engine/drivetrain damage not covered under warranty. Failure to install components correctly can cause engine seizure, which may result in serious injury to motorcycle, operator, passenger, and/or others.

INSTRUCTIONS

1. Dissassemble primary drive assembly, remove outer most spring in factory spring stack up. Discard used compensator bolt and use new factory one.



Dissassemble chain and remove compensator ramp



Remove outermost spring from pack

2. Re assemble spring pack with new outermost spring in same stack up order. Outside lip diameter should touch back of compensator ramp.



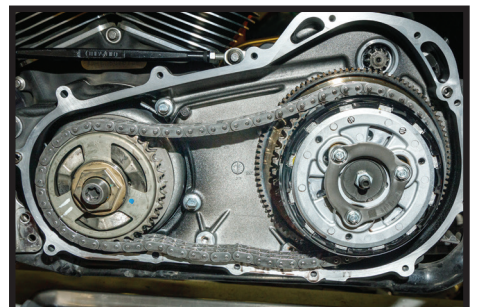
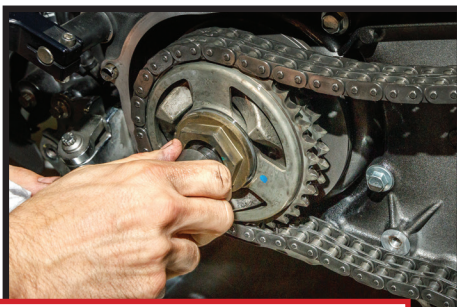
Re assemble with new performance spring



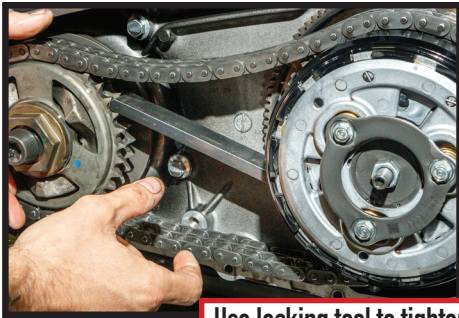
3. Install chain and sprocket assemble onto compensator ramp, hand thread new factory compensator bolt into place.



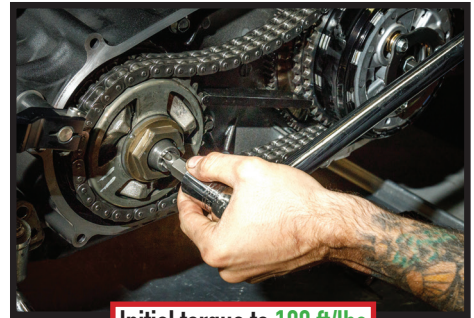
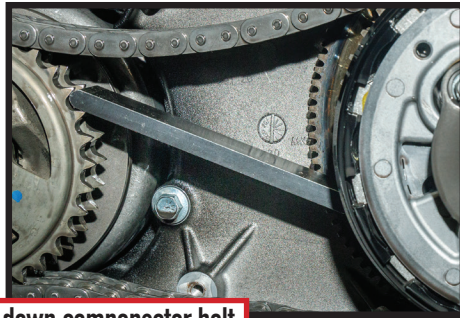
Re install sprocket and chain assembly, loosely thread compensator bolt into place



4. Insert locking bar to lock primary assembly, initial torque to 100 ft/lbs.



Use locking tool to tighten down compensator bolt



Initial torque to 100 ft/lbs

5. Back compensator bolt off one full turn, then final torque to 175 ft/lbs.



Back compensator bolt out one full turn

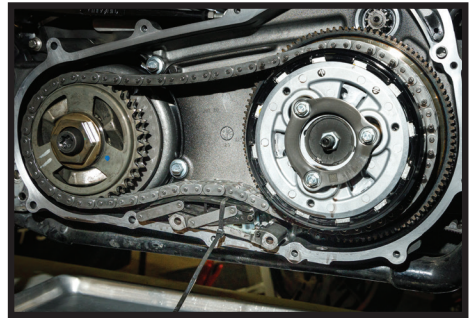


Final torque to 175 ft/lbs

6. Release tension on primary chain tensioner. Collapse and use ziptie to secure together to prevent premature opening during install.



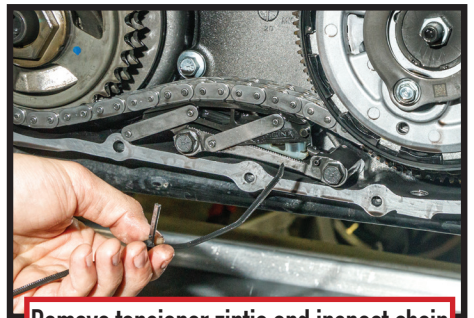
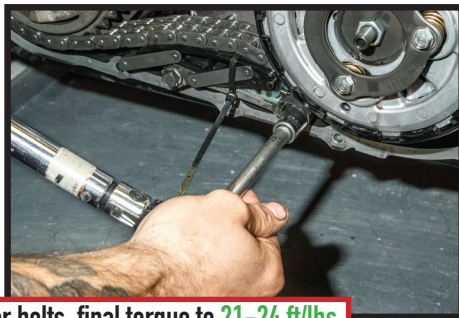
Release tension on primary chain tensioner



7. Use red loctite on tensioner pad bolts, final torque to 21-24 ft/lbs. Remove ziptie. Inspect chain slack according to factory service manual.



Use red loctite on primary tensioner bolts, final torque to 21-24 ft/lbs



Remove tensioner ziptie and inspect chain

*** STANDARD 1 YEAR WARRANTY:**

- WARRANTY COVERS MANUFACTURE DEFECTS.
- DOES NOT COVER PARTS THAT HAVE FAILED DUE TO IMPROPER INSTALLATION, MAINTENANCE, EXCESSIVE CRANKSHAFT RUNOUT, OR MISUSE.
- DOES NOT COVER ANY CONSEQUENTIAL DAMAGE RESULTING FROM A FAILURE OF A FEULING PRODUCT.

*** OPTIONAL 2 YEAR WARRANTY:**

- ADDITIONAL YEAR WARRANTY IS ONLY AVAILABLE IF PARTS ARE INSTALLED BY A PROFESSIONAL INSTALLER.
- THE ONLINE WARRANTY FORM MUST BE COMPLETED BY THE DEALER PRIOR TO BIKE DELIVERY.
- OIL TANK MUST BE DROPPED & CLEANED.
- CRANKSHAFT RUNOUT MUST BE BELOW 0.005"

NOTE: FOR FULL WARRANTY INFORMATION VISIT WWW.FEULINGPARTS.COM/WARRANTY

