

INSTALLATION INSTRUCTIONS

DRIVER FLOORBOARD KIT, CHROME

4038

THANK YOU FOR CHOOSING KURYAKYN!

Protect yourself and others from possible injury and property damage or loss. Pay close attention to all instructions, warnings, cautions, and notices regarding the installation, use, and care of this product.

WARNING THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN CAN RESULT IN POTENTIAL DEATH OR SERIOUS INJURY.

CAUTION THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN CAN RESULT IN MINOR OR MODERATE POTENTIAL INJURY.

NOTICE THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN MAY NEGATIVELY AFFECT PRODUCT PERFORMANCE AND FUNCTIONALITY OR DAMAGE THE PRODUCT ITSELF OR THE PRODUCT TO WHICH IT IS BEING ATTACHED.

ENSURE THAT THE FOLLOWING PARTS HAVE BEEN INCLUDED IN THE KIT:

1	Shift Side Floorboard Assembly	1	Hardware Kit, containing:
1	Brake Side Floorboard Assembly	4	1/4-20 X 5/8" Socket Head Cap Screw
1	Brake Lever Assembly	2	Deploy Hook
		1	5/16-18 X 1" Socket Head Cap Screw
		1	Pin Drive Wrench
		1	Shift Fork Bushing-Lower, Left
		1	Shift Fork Bushing, Left
		4	#6 X 1/2" Pan Head Sheet Metal Screws
		1	Toe Shifter, Left (Shift) Side

YOU WILL ALSO NEED:

Hex set, screw driver set, torque wrench

NOTICE THESE INSTALLATION INSTRUCTIONS CONTAIN IMPORTANT INFORMATION. ENSURE THE END USER RECEIVES THIS COPY AND IS AWARE OF ITS IMPORTANCE FOR FUTURE USE.

WARNING THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN CAN RESULT IN POTENTIAL DEATH OR SERIOUS INJURY.

WARNING YOU WILL BE WORKING AROUND THE ENGINE AND EXHAUST SYSTEM DURING INSTALLATION. ENSURE THAT THE ENGINE AND EXHAUST SYSTEM HAVE FULLY COOLED TO PREVENT INJURY.

CAUTION THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN CAN RESULT IN POTENTIAL INJURY OR MATERIAL DAMAGE.

CAUTION ENSURE THAT THE INSTALLATION OF THIS PRODUCT DOES NOT INTERFERE WITH THE PROPER OPERATION OF THE MOTORCYCLE BEFORE RIDING.

NOTICE THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN MAY NEGATIVELY AFFECT PRODUCT PERFORMANCE AND FUNCTIONALITY.

NOTICE IT IS THE INSTALLER'S RESPONSIBILITY TO ENSURE ALL FASTENERS (INCLUDING PRE-ASSEMBLED) ARE TIGHTENED BEFORE OPERATION OF THE MOTORCYCLE. KURYAKYN WILL NOT WARRANTY COMPONENTS LOST DUE TO IMPROPER INSTALLATION. PERIOD MAINTENANCE MAY BE REQUIRED.

NOTICE THESE DRIVER FLOORBOARDS ARE NOT COMPATIBLE WITH THE FISH KICKSTAND. DEPENDING ON THE PARTICULAR DESIGN AND CONFIGURATION, THEY MAY NOT BE COMPATIBLE WITH OTHER AFTERMARKET KICKSTANDS EITHER.

NOTICE WE SUGGEST THAT YOU USE MEDIUM STRENGTH THREAD LOCK (BLUE) ON THE FASTENERS THAT SECURE THE FLOORBOARD TO THE FRAME.

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PROCEDURE - SHIFT SIDE

- STEP 1** Position the deploy hook over the threaded holes on the underside of the shift-side floorboard. See PIC 1.
- STEP 2** Secure the deploy hook with the included 1/4-20 x 5/8 Socket Head Cap Screws; tighten the screws.
- STEP 3** Remove the rubber sleeve from the stock shift peg by inserting flat head screwdriver between the shift peg and the rubber. Work the screwdriver around the peg prying outward slightly until the rubber sleeve can be slid off of the peg. Applying a small amount of liquid soap will help ease removal.
- STEP 4** Using a 6mm hex key or driver, remove the two socket screws that hold your shift side OEM peg mount to the frame and remove the OEM peg mount. See [PIC.2](#). Set the OEM hardware aside, it will be reused.
- STEP 5** Install the Shift Fork Bushing halves to the shift peg using the four supplied #6 x 1/2" Pan Head Sheet Metal Screws. For clarity in [PIC.3](#), we show the bushing installed with the screws visible from the top, however, for the appearance we recommend the screws be positioned on the bottom.
- STEP 6** Install the Toe Shifter to heel-toe shift arm using the 5/16-18 X 1" Socket Head Cap Screw provided. See [PIC.4](#) and [PIC.5](#).
- STEP 7** To avoid scratching the upper surface of the heel-toe shift arm, place a couple layers of sturdy tape on the lever before proceeding ([PIC.6](#)). Electrical or heavy masking tape are easiest to remove.



NOTICE

USE THE PIN DRIVE WRENCH AND RECHECK TO MAKE SURE THE PIVOT SHAFT BOLT IS TIGHT.

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- STEP 8** Slide the “U” shaped section of the toe shift arm around the Shift Fork Bushing. See [PIC.7](#). Using the OEM hardware removed in STEP 4, fasten the floorboard assembly to the frame. See [PIC.8](#). Tighten the screws to 20 foot-pounds of torque.



- STEP 9** Verify that you have clearance on all moving parts and that nothing is binding.



PROCEDURE - BRAKE SIDE

- STEP 1** Using an M6 hex key or driver, remove the two socket screws that hold your brake side OEM peg mount to the frame and remove the OEM peg mount. Set the OEM hardware aside, it will be reused.
- STEP 2** Remove the right side engine side cover. The rear edge is secured by two bosses pressed into rubber grommets. The front edge is located by a slot that slips over a tab. Carefully pull the rear edge outward until it is free of the grommets and then move the cover rearward to remove it from the front tab. Work carefully to avoid damaging the cover.
- STEP 3** With a 12mm open-end wrench or socket, remove the OEM brake lever pinch bolt then remove the lever. Set the pinch bolt aside, it will be reused.
- STEP 4** Hold the splined brake shaft outward, align the dot on the end of the shaft with the slit in the brake pedal and slide the pedal onto the shaft. See [PIC.9](#). We recommend the shaft be held outward by hand. If that is not possible, carefully hold the shaft in place with a screwdriver LIGHTLY propped against the brake slave cylinder. Install the OEM pinch bolt in the brake pedal and torque to 20 foot-pounds of torque.



WARNING

DO NOT PRY AGAINST THE BRAKE SLAVE CYLINDER IN AN EFFORT TO HOLD THE SPLINED BRAKE SHAFT IN PLACE! IF THE PEDAL WILL NOT SLIDE ONTO THE SHAFT WITH MINIMAL RESISTANCE, DETERMINE THE CAUSE OF THE PROBLEM AND CORRECT IT. PRYING AGAINST THE BRAKE SLAVE CYLINDER COULD DAMAGE THE BRAKE SLAVE CYLINDER, ITS MOUNTING TABS, OR THE BRAKE LIGHT SWITCH ASSEMBLY.

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- STEP 5** Turn on the key and verify that your rear brake switch is operational. If the brake light is stuck on or won't illuminate, verify the actuation plate on the linkage rod between pedal and the slave cylinder is was not bumped out of position in STEP 4.
- STEP 6** Using the OEM hardware removed in STEP 1, install the Brake Side Floorboard Assembly. Tighten the screws to 20 foot-pounds of torque.
- STEP 7** Sit on the bike and confirm the brake pedal is comfortably located. If it feels too high or too low, repeat STEP 4 through STEP 6 relocating the brake pedal one spline in the appropriate direction.
- STEP 8** Reinstall the side cover. Apply soapy water to the tab and grommets if needed.

 **WARNING**

FAMILIARIZE YOURSELF WITH THE POSITION AND FUNCTION OF THESE CONTROLS BEFORE OPERATING THE MOTORCYCLE ON PUBLIC STREETS, ROADS, OR HIGHWAYS. FAILURE TO BE COMPLETELY COMFORTABLE WITH THE OPERATION OF THESE CONTROLS COULD RESULT IN A CRASH OR COLLISION RESULTING IN INJURY OR DEATH.