

# HEARTLAND USA®

## 250 Conversion 2008-2017 Softail Models (Instruction)



### HARDWARE LIST

#### Parts List:

Swing Arm with Steel  
Rock Guard,  
Axle and Axle Covers

Slotted Struts

Solo Seat

Raw Steel Fender

1/4" Primary Offset

Swing Arm Accesories

BCM Relocation Kit

Hardware



Swing Arm with Steel Rock Guard,  
Axle and Axle Covers



Slotted Struts



Raw Steel Fender



Solo Seat



'07 1/4" Primary Offset



Swing Arm Accessories



Hardware



BCM Relocation Kit

2011 to 2017

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[www.heartlandbiker.com](http://www.heartlandbiker.com)

We recommend reading through the entire install process before beginning.

1



1. Disassemble the factory seat, fender and fender struts. On some models the struts will be on the outside of the fender, while others have strut covers on the outside and stronger internal struts underneath. You will need to remove the struts simply by unbolting them from the frame.



## 1/4 in Primary offset (Instruction)

1

1. Remove outer and inner primary according to service manual.

4

4. Place Spacer for the Alternator-rotor on the Crank-shaft.

2

2. Remove alternator-rotor.

5

5. Remove the original transmission sprocket. Note: the nut is Right hand thread.

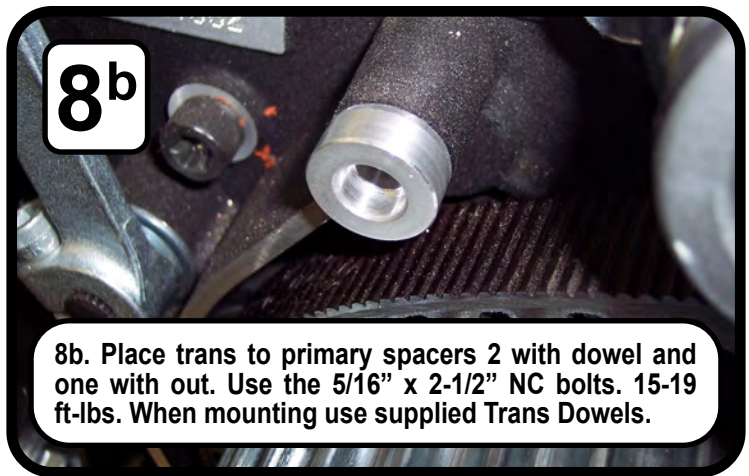
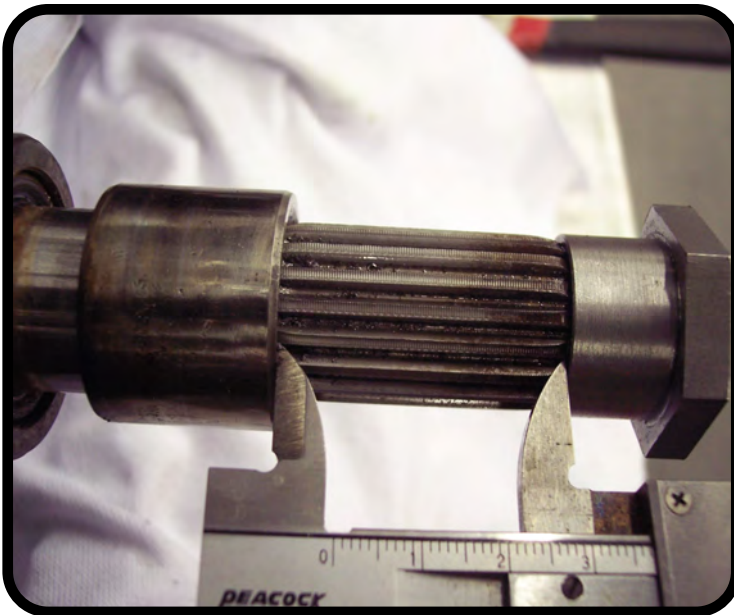
3

3. Unbolt alternator-stator and hang off to side and place the spacer behind it. Remount the alternator-stator with bolts 10 x 1-1/4" NC supplied. **Use red lock tight and 55-75 in-lb torque.**

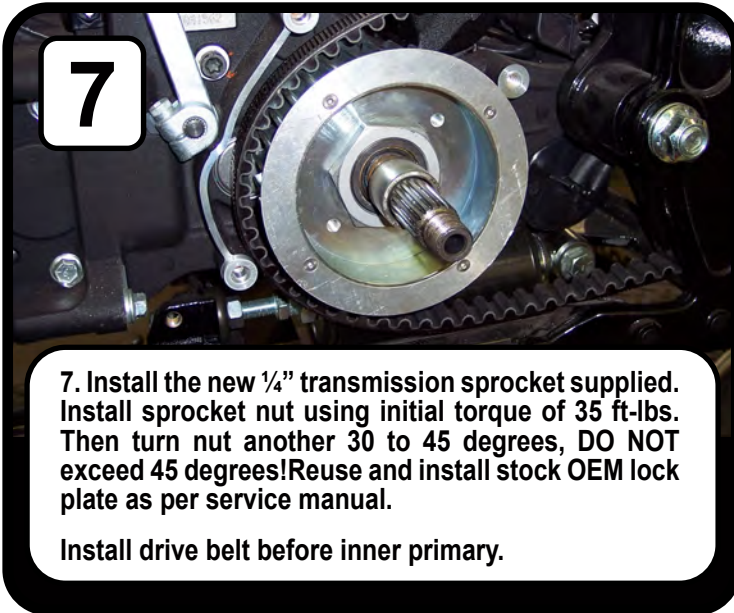
6

6. Pull bearing inner race outward approx. .280 out. Use the clutch basket nut threaded on the trans shaft to help guide with your measurement. See this photo and next photo.



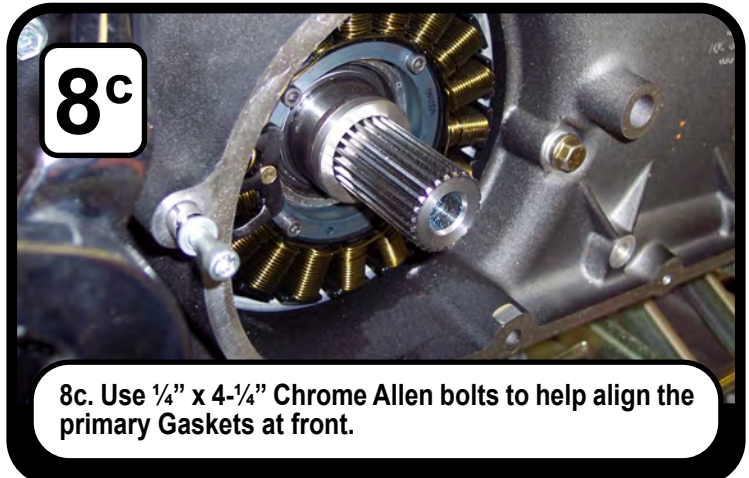


**8b.** Place trans to primary spacers 2 with dowel and one with out. Use the 5/16" x 2-1/2" NC bolts. 15-19 ft-lbs. When mounting use supplied Trans Dowels.



**7.** Install the new 1/4" transmission sprocket supplied. Install sprocket nut using initial torque of 35 ft-lbs. Then turn nut another 30 to 45 degrees, DO NOT exceed 45 degrees! Reuse and install stock OEM lock plate as per service manual.

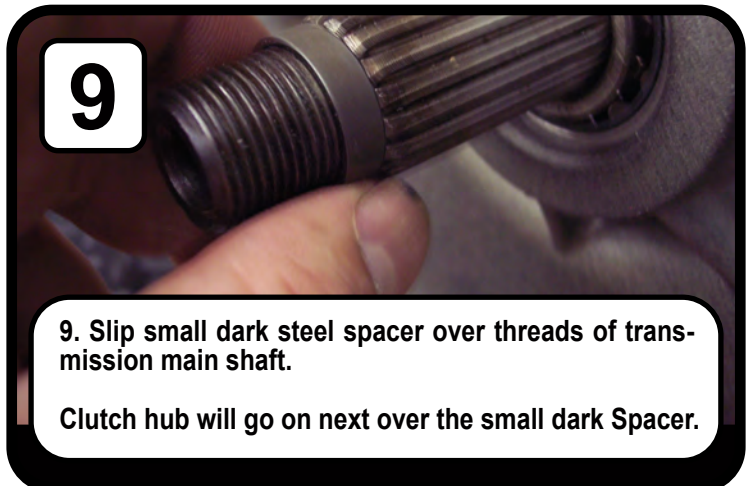
Install drive belt before inner primary.



**8c.** Use 1/4" x 4-1/4" Chrome Allen bolts to help align the primary Gaskets at front.



**8a.** Install primary: use supplied spacer ring and place between OEM primary gasket that came with bike and supplied OEM gasket.



**9.** Slip small dark steel spacer over threads of transmission main shaft.

Clutch hub will go on next over the small dark Spacer.

**10.** Reassemble clutch and primary chain / according to service manual.

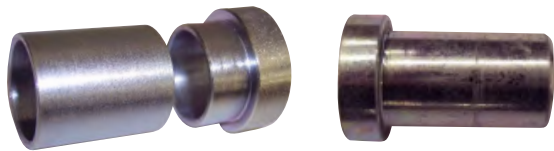
**11.** Use RED threadlocker on crank bolt.{9/16" x 3-1/4"} and 70-80 ft-lbs on clutch hub nut.

**12.** Mount outer primary cover according to service manual and original torque sequence, using the supplied chrome bolts. Torque to 108-120 in-lbs. Add fluid. Adjust clutch hub and cable as per HD manual before operating bike.

## Swing Arm Install

NOTE: Swing arm sleeve for left side / two pieces. "Smooth" / "Hat".

Right side uses Stock sleeve / one piece. "Hat"



1

1. Install Pivot bearings in new 250 Swing arm from out side as per HD Specs.

2

2. Install small HAT sleeve into left side of swing arm bearing.

3

3. After the small hat sleeve is installed, place stock spacer sleeve in swing arm tunnel.

4

4. Install swing arm in frame with Hat sleeve and stock trans Spacer in the left side of swing arm.

Note: The small Hat sleeve does not extend into frame pivot bearing.

5

5. Align the pivot axle then install the smooth pivot sleeve from the out side, holding the swing arm in place.

6

6. Install right side stock hat sleeve on the right side from the inside.

It may be easier to install fender on the swing arm and then install on bike. It can be done either way.

7

7. Install pivot axle, from the right side and torque to factory specs.

8

8. Remove BCM Tray and cut where you see the perforated lines in the picture (top right corner).

## BCM Relocation Install (Only for 2011+ models)





**9.1 ABS Bikes Will have Plastic that needs Cut, for lower Bracket to fit**

**9**

9. Now attach the supplied BCM relocation brackets with supplied flathead bolts.

**12**

12 Lastly you will snap the BCM in place on the BCM tray.

**10**

10. With the relocation brackets in place, bolt the BCM tray to the relocation brackets with the factory hardware.

**13**

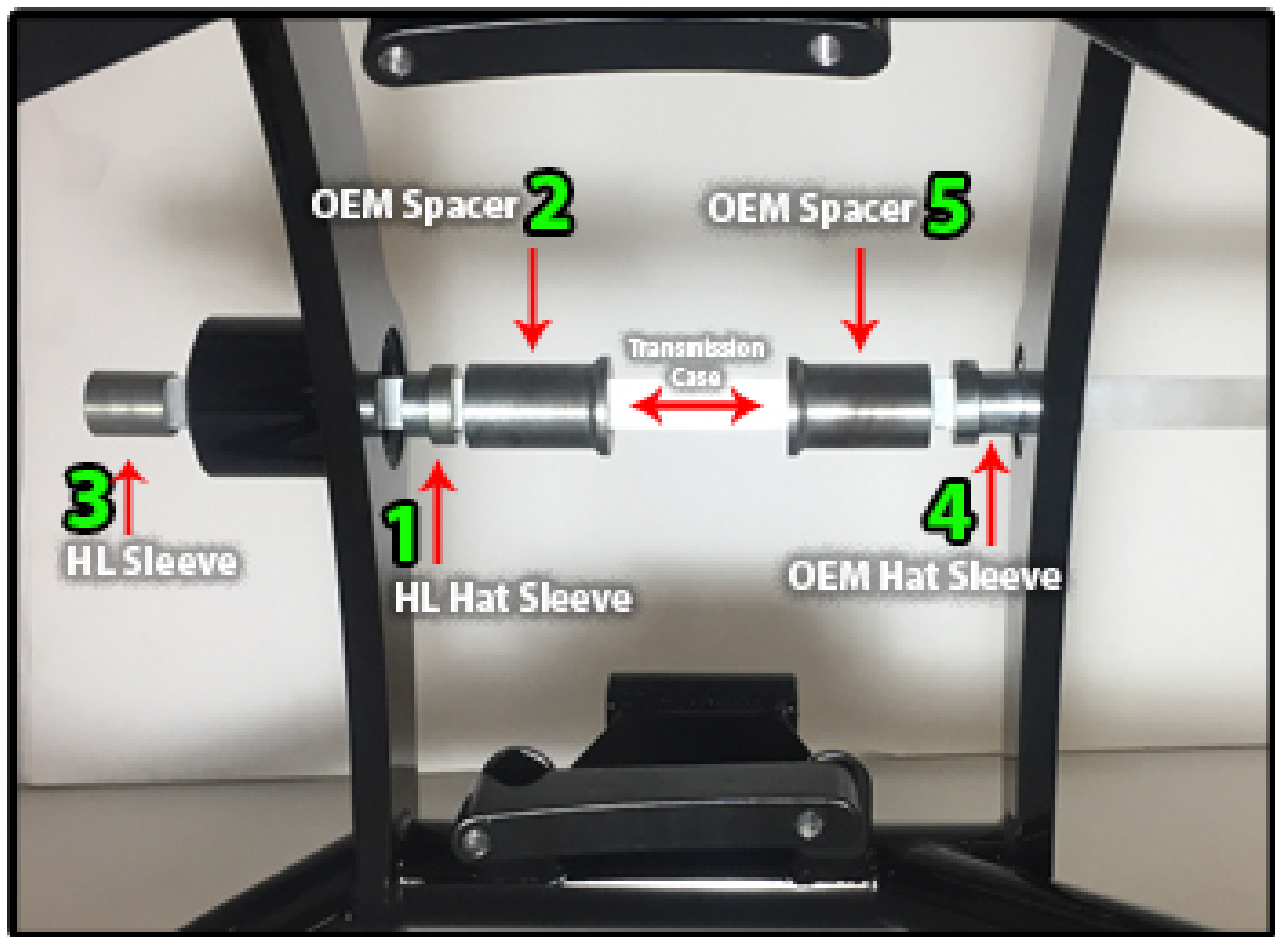
13. Install the top & bottom Rockguard Brackets to the swingarm tube with supplied Hex bolts.

**11**

11. Check all wires and hoses to ensure they will not get pinched during swingarm travel and also to ensure there is no contact with the drive belt, a simple zip tie should work.

**14**

14. Simply bolt the rockguard to the brackets with the supplied button head bolts.



1. Small HL Supplied Hat Sleeve goes in place into the drive side bearing
2. OEM Spacer is palced in Drive side Collar and is loose.

### Place Swing Arm in Frame

3. Insert small HL Supplied Sleeve from the out side into the drive side bearing.
4. Insert the OEM Hat Sleeve into the right side bearing
5. Install the OEM Spacer and install the Povit Axle.

**Watch Video of Swing arm Install**  
[Click here](#)



**Axle Specs:**  
**Torque Axle to 75 lbs**

**Note: The HL 250- Conversion is designed that the Rear Wheel is Not Centered in frame. HL 18 x 8.5 wheel is designed to use OEM Axle Spacers and to use the OEM rear brake caliper.**