



Revision: 1.7 - 03/29/2013

LA-7502-41

41mm Front Spring Lowering Kit Harley Davidson

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CAUTION! Read this before installing this product! **WARNING:** This installation requires lifting of the motorcycle. Serious injury can result from an improperly secured motorcycle. Ensure that the motorcycle is securely supported during this procedure.

INSTRUCTIONS:

- All work must be performed by a qualified mechanic according to steps outlined in the authorized service manual.
- We recommend lowering the front and rear of the motorcycle equally to maintain proper balanced geometry. LA Choppers offers rear lowering kits for your motorcycle.
- The rider must use extreme caution when operating a modified motorcycle, particularly while familiarizing himself with its' altered handling characteristics.
- Check your motorcycle for proper parking lean angle. Your kickstand may require adjustment after lowering.
- Do not lower FLH models 2".*(the stock rebound spring is replaced with LA Choppers rebound spring).

1. Support the motorcycle so the front wheel is off the ground. Next, remove the front wheel and front fender. Remove the fork cap nuts and loosen the lower clamp pinch bolts. Remove the front brake caliper. Some models have a tapered end to the fork tube. Extra effort will be required to remove the tube from the crown. Loosen the top fork cap 1 to 2 revolutions. Use a soft wood block or similar tool (that will not mark fork cap finish) and tap down with mallet to the loosen fork tube. Make sure fork pinch bolts are loose. To completely remove fork of this style, unscrew the fork cap entirely.

CAUTION: Fork caps are under spring pressure and could cause serious injury.

2. Slide both fork assemblies out of the triple clamps. Unscrew the top fork tube plugs. Next, remove the plugs and fork springs. Turn the fork assembly upside-down to drain the fork oil. While the springs are out, reinstall the fork tubes into the triple clamps and install the fender.

Using a jack, raise the lower fork tubes until the forks bottom out, checking for clearance between the fender and anything under the triple clamp. Some aftermarket accessories may interfere with the travel of the fork. Make adjustments as necessary. Remove forks from clamps again.

3. Next, bottom the fork tube into the fork leg. **DO NOT** extend the tube while removing the allen bolt on the bottom of the fork leg. Turn the assembly upside-down and shake the damper rod and rebound spring out of the fork assembly. Again, **DO NOT** extend the tube during this. Extending the tube could dislodge the internal bottoming cone, which fits on the end of the damping rod, making it very difficult to reinstall the damper rod without complete fork disassembly.

4. **FOR 1" REDUCTION IN FORK LENGTH:** Replace the rebound spring with the longer spring supplied in kit) and install on damper rod. Re-install the damper rod in fork. Loctite and torque the allen bolt at bottom of fork to 18 foot pounds.

FOR 2" REDUCTION IN FORK LENGTH: *Do not lower FLH models 2".* Install the long rebound spring (supplied in kit) and the stock rebound spring on the damper rod, and reinstall damper rod in fork. Loctite and torque the allen bolt at bottom of fork to 18 foot pounds

5. Slide the fork tube up and down in the fork leg. Check for smooth action and full travel. 6. Replace the fork

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oil with Harley-Davidson type "E" fork oil or equivalent 10wt fork oil. Heavier or more aggressive riders may prefer 15wt or 20wt fork oil. Add the amount of fork oil to your forks, that is specified in your factory owners manual, adjust to your riding style.

7. Install the new progressively wound main fork spring into the fork tube with the tight coils to the top. Install one washer on either side of the spring. At this time, it is necessary to check fork spring preload with a fully extended fork. With the PVC material supplied in the kit, cut the spacer to a length that will allow the fork cap to compress the fork spring 1-1/2" with the fork cap fully tightened.

NOTE: Some models will not require a spacer, other models may. Always check preload on installation of this kit. Heavier or more aggressive riders may prefer 1-3/4" preload (stiffer), and lighter or less aggressive riders 1-1/4" (softer). Install a washer on top of the spacer (if applicable) and fully tighten fork cap. Models with tapered fork tube must be installed in fork crown prior to installing fork cap.

8. Re-install the forks, caliper and front wheel and fender on the motorcycle. Check for smooth fork action, brake operation, and recheck all nuts and bolts for correct tightness.

WARNING: Installing a lowering kit will decrease initial ground clearance. The motorcycle will be lower to the ground and care should be taken to avoid bottoming, especially over bumps or in turns. To maintain proper balanced geometry, the front and rear of the motorcycle should be lowered equally. Failure to properly install the lowering kit and operate the motorcycle after installation may result in serious injury or death to the rider.

LIMITED GUARANTY: Because we cannot control the application of our products, buyer assumes risks for any and all damage caused to him or herself or any third party by virtue of any failure of these parts. Guaranty for such parts is limited to our replacement costs thereof. This guaranty is in lieu of all other guaranties or warranties express or implied, and all other such guaranties or warranties are hereby expressly disclaimed. By installation of these parts, buyer irrevocably agrees to the foregoing.

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