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WHITE BROTHERS
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"LOW BOY" FRONT LOWERING KIT FOR HARLEY-DAVIDSON
41mm - WB#28-100 233682

WARNINGS & ALERTS

- *To maintain proper balanced geometry, we recommend lowering the front and rear of the motorcycle equally. White Bros. offers rear lowering kits for your motorcycle, too.*
- *The operator 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. After lowering, your sidestand may require bending.*
- *This kit only lowers FLT/FLH models 1" (stock rebound spring is replaced with White Brothers rebound spring).*
- ***Enclosed sticker must be applied to the forks of any motorcycle the White Brothers' lowering kit has been installed on.***

INSTALLATION INSTRUCTIONS

1. Support the motorcycle so the front wheel is off the ground and remove the front wheel. 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 loosen fork tube for its tapered fit in top steering crown. 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; use caution!!!

2. Slide both fork assemblies out of the triple clamps. Unscrew the top fork tube plugs. Remove the plugs and fork springs. Turn the fork assemblies upside-down and drain the fork oil.
3. Next, bottom the fork tube into the fork leg. **DO NOT** extend the tube while you remove 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 these. Extending the tube could dislodge the internal cone bottomer, which fits on the end of the damping rod, making it very difficult to reinstall the damper rod without complete fork disassembly.
4. **FOR 11/4" 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.

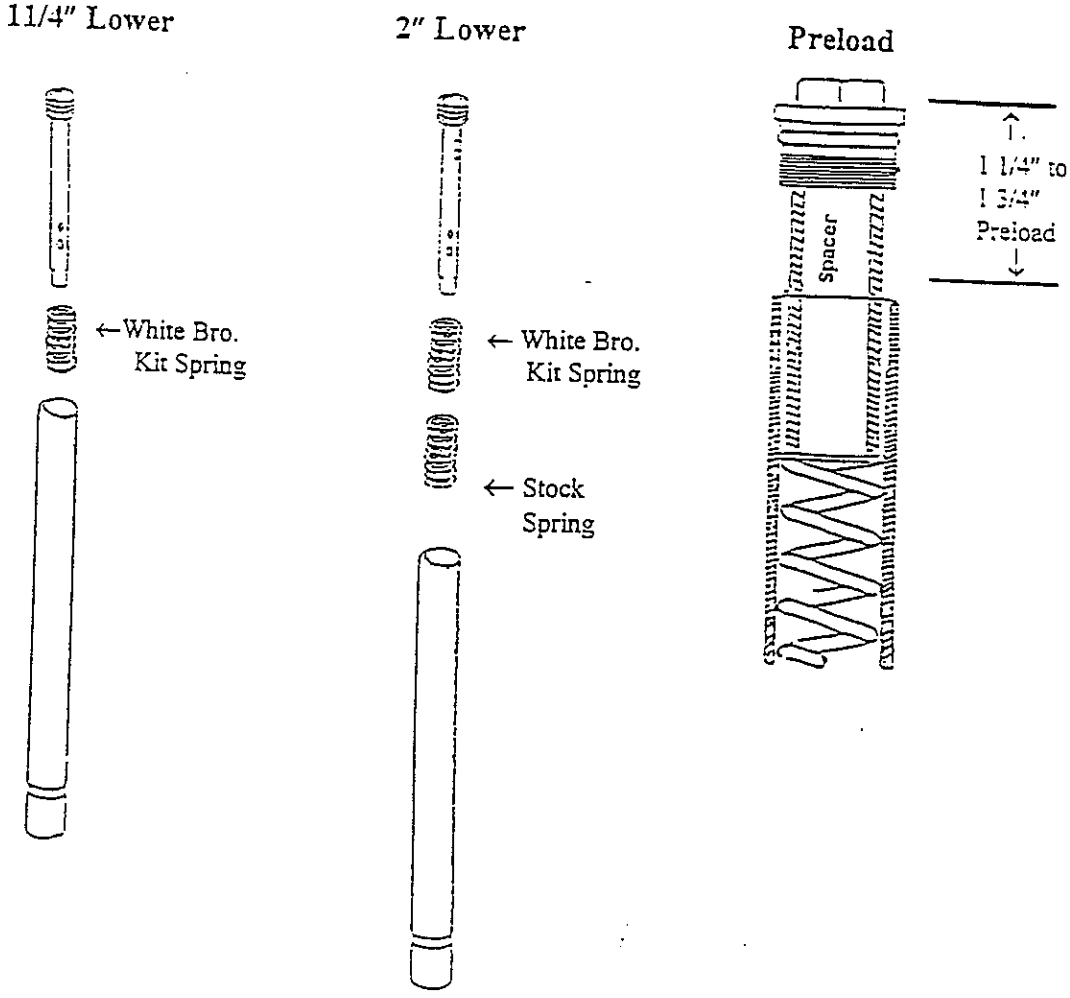
   FOR 2" FORK LENGTH REDUCTION: Install the long rebound spring (supplied in kit) and the stock rebound spring on the damper rod, and reinstall damper rod in fork. **Loctite and torque the allen bolt at bottom of fork to 18 foot pounds**
5. Slide the fork tube up and down in the fork leg. Check for smooth action and full travel.
6. Replace the fork oil with Harley-Davidson type "E" fork oil or equivalent 10wt fork oil. Heavier 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.

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7. Install the new progressively wound fork spring into the fork tube with the tight coils to the top. Install one washer on top of the spring. At this time, it is necessary to check fork spring preload with a fully extended fork. With PVC material supplied, cut PVC to length that will allow the fork cap to compressed the fork spring 1½", 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 riders may prefer 1¾" preload (stiffer), and lighter riders 1¼" (softer). Install a washer on top of PVC 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 on the motorcycle. Check for smooth fork action, brake operation, and recheck all nuts and bolts for correct tightness.



Exploded View

