

EUROCOMPONENTS

Fixed rake triple trees mounting instructions

Assembly should be performed by an authorized motorcycle technician



- 1 & 2 = upper tree and stem assembly
- 3 = bearing preload nut
- 4 = lower tree
- 5 = pinch bolts
- 6 = lower tree stem nut
- 7 = stem nut cover
- 8 = stem nut set screw
- 9 = fork tube cap

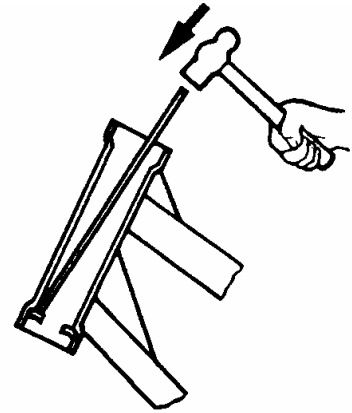
STEP 1

To find the correct trail for your application see "Instructions on how to find the correct trail" at the end of these mounting instructions. It is very important that you maintain a correct trail, since an incorrect trail can lead to hazardous riding conditions.

STEP 2

Disassembly of original front end:

- lift the front end so front wheel is off of the ground. make sure the motorcycle is secure and there is no danger of it falling or rolling!
- remove headlight, blinkers and blinker holder.
- remove handlebars and risers.
- remove front wheel, fender and brake calipers.
- loosen the fork tube clamps on triple trees and remove both fork tubes.
- remove the original triple trees and covers.
- *if it is necessary to replace the steering head bearings (see picture), do so and be sure to apply plenty of grease to the new bearings. Make sure the bearing races are completely seated in the steering head.*



Tip: before removing the fork legs from the stock trees make sure you break loose the original fork tube caps, but do not remove them from the tubes.

STEP 3

Now remove the original fork tube caps.

Caution: fork tubes caps are under spring pressure (39mm ones are under heavy spring pressure).

Mount our new fork tube caps (9).

STEP 4

Install upper tree and stem assembly (1 & 2) into new bearing and dust shield through the frame neck.

Tip: make sure bearing is properly packed with waterproof grease.

STEP 5

Install new lower bearing, dust shield and our bearing preload nut (3; make sure raised side is facing the bearing shield; for 2004-up sportster models install the enclosed bearing shim between preload nut and bearing dust shield) into the steering stem (2) and now set bearing preload (you may have to readjust preload more than ones before you get it right).

Tip: make sure bearing is properly packed with waterproof grease.

STEP 6

Install lower tree assembly (4) on the steering stem (2). Hand tighten lower stem nut (6) to hold lower tree in place.

STEP 7

Install both fork tube assemblies into triple trees at the same time for correct alignment.

STEP 8

Tighten lower stem nut first (6). Tighten stem nut set screw (8) using Blue Loctite®. Once bearing preload is correct tighten pinch bolts (5) with Blue Loctite®. Put Blue Loctite® on the threads of stem nut cover (7) and tighten it by hand.

STEP 9

Now you can install your front wheel and wheel axle. On the 39mm triple trees kits you will need to install the provided wide-glide wheel axle, rotor spacer, extra wheel spacer (you will need to re-use also the stock one) and fender spacers.

STEP 10

- install the risers and handlebars.
- install light and blinkers and reconnect all electrics.
- adjust the headlight so light projection is safe for oncoming motorists!
- double-check all nuts and bolts making sure everything is safe and secure before and after test drive!
- take test drive during which look for any play in steering head, test braking, check handling.

EUROCOMPONENTS

Instructions on how to find the correct trail

Assembly should be performed by an authorized motorcycle technician

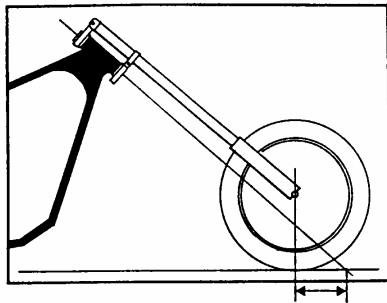
Instructions

- 1) set the bike to an upright position and get a tape measure.
- 2) hold the tape measure straight down from the front wheel axle to the floor.
- 3) mark the floor.
- 4) place the tape measure parallel to the steering axle, following the angle of the steering head all the way down to the floor.
- 5) mark the floor.
- 6) measure the distance between the two marks and you will have your trail figure.

Trail measure should fall between 3-1/2" and 4-1/2" (89mm – 114mm).

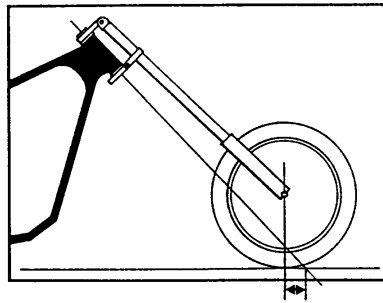
Notes

If your bike has rear suspension, you should have someone to sit on the bike while you take your measurements, so that you can simulate your actual riding conditions.



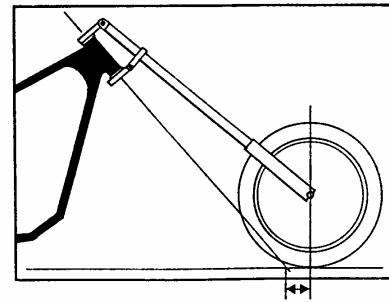
Too much trail

If the trail measure is more than 6" (152mm), the bike will handle sluggishly at high speeds, seeming almost too steady. You will have troubles balancing your bike at low speeds or on winding roads. It will feel generally sluggish and clumsy.



Normal / correct trail

Somewhere between 3-1/2" and 4-1/2" (89mm – 114mm). The bike will handle easily at both high and low speeds, flowing smoothly through the curves without swaying or wobbling. If you use a very fat rear tire you should keep the trail measure close to 3.9370" (100mm). This slightly large trail is also practical for touring.



Too little trail

With too little or negative trail (the steering axle mark behind the front axle mark) the bike will handle with unbelievable ease at low speeds, but be completely out of balance at high speeds. It will easily develop an extremely dangerous and fatal high-speed wobble.