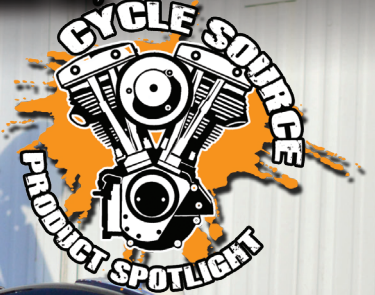


FAITH FORGOTTEN CHOPPERS ON FABRICATION

INSTALLING A SPEED DEALER CUSTOMS SPRINGER LOWERING KIT

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www.faithforgottenchoppers.com

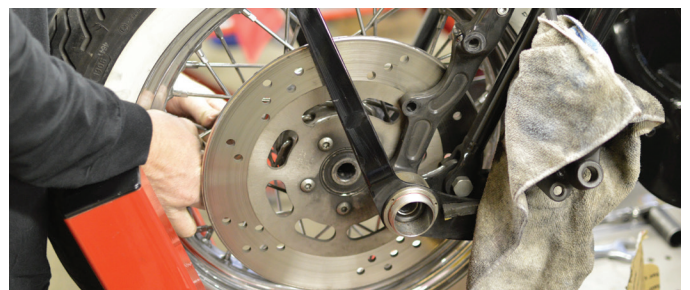


Lowering a stock motorcycle is one of the quickest ways to improve the overall look of the bike. Often times a lowered bike will feel more responsive on the road, but there is always a consequence anytime something changes. Generally, lowering a motorcycle stiffens the ride, so those bumps in the road are going to feel a little bit bigger. When it comes to lowering a springer front end, most riders will pass on the difficult job of disassembling and replacing all the springs. Speed Dealer Customs has an amazing lowering kit for springers that is easy to install and maintains the stock spring rate. I was so anxious to check out this product that I called my friend Jason Eggena and told him to bring his bike down from Columbus Ohio. Jason had already lowered the rear of his bike but he had left the OEM springer stock. Once we got our hands on his bike and ordered a lowering kit from Speed Dealer Customs, we tore right into the job.

access to the rockers, Keko starts by removing the side covers. This allows access to remove the front axle.



The rotor is easily removed by simply extracting the two mounting bolts



With the axle and rotor removed the front of the bike is

In order to start breaking down the front end to gain

raised to allow the front wheel to slide out.



Before removing the front fender, Kekoa unplugs the wiring to the indicator light located on top of the fender.



Kekoa uses Zip ties to secure the legs prior to removing the rockers. This is done to ensure that the front leg of the springer does not decide to become a projectile weapon.



Although one person can certainly complete the job it is always nice to have a second set of hands when handling painted surfaces. The front fender is carefully maneuvered out from between the front legs of the springer.



The old bearing races are removed by simply using a punch. The copper jaws on the vice help to avoid damaging any parts that are held.

A small selection of JIMS® 2016 NEW PRODUCTS



A new frame design change in the steering head & neck bearings for Harley-Davidson® motorcycles necessitates a new installation tool. Pounding the races into place is simply not up to our standards. Compared to the OEM tool, this new JIMS® tool with smaller, tapered drivers, ensures optimal alignment and a fully installed depth. Both are essential for correct operation and service life of the steering head neck bearings. Needless to say, risks of damage to the bearing races and motorcycle frame are also avoided!



Motorcycle lifts are typically just big enough to hold the bike and raise it up to a convenient level to perform service. This powder coated & durable steel tray can easily be installed by simply drilling two 7/16" holes at the edge of your lift and can hold a wide assortment of tools and lubricants. Once the holes are drilled, the tray is conveniently removable and can be brought back and forth to your workbench.



The gear shift foot lever / pedal bushings on 5 & 6 speed Harley-Davidson® touring models often have a typical service life of 20,000 miles or less. Bushing wear results in an annoying rattle from the loose shifter and related parts. JIMS® has teamed up with Hiro Koiso and added this new time saving tool. In approximately 20 minutes, this tool easily removes both bushings and quickly installs the new bushings to the proper location without removing the inner primary!



Performance Parts For Harley-Davidson® Motorcycles
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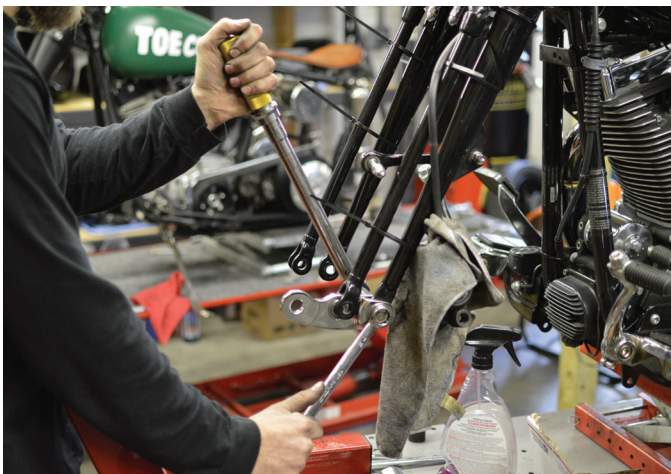
The kit provides brand new shiny bearing races which must be pressed into each side of the threaded bearing retainers. Be sure that the races are facing in the proper direction before pressing them into place.



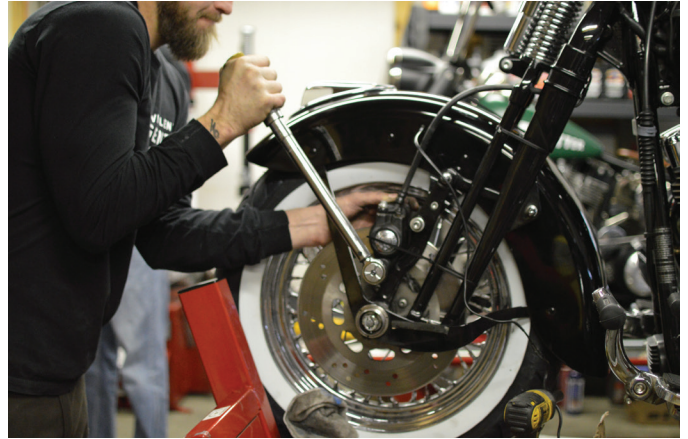
The vice is often used for small press fit operations like this one.



There are two more bearing races that must be pressed into the rockers. Kekoa uses a deep well socket to reach inside the rocker and press the race in the vice.



The reassembly is very simple but always take the time to properly torque the fasteners to factory specs.



With the fender and wheel back in place Kekoa puts the final torque on the caliper bolts before pulling this bike off the lift.



This lowering kit performs as well as it looks. Dropping the front end a full 1" while maintaining the stock spring rate. By the time this article went to print Jason had put over 500 miles on his bike and was thrilled with the improved performance and ride characteristics of the Speed Dealer Customs Springer Lowering Kit.



www.speeddealercustoms.com