



Revision: 3.0 - 05/16/2018
 Install Time: 1 Hour

Installation should be performed by a trained technician. Use caution when installing this kit. Proper tools are necessary and you must have a bike lift to safely secure and raise the rear of the bike and suspension in order to install the parts. We recommend the use of a factory service manual.

INCLUDED IN THE KIT:

(4) 1/2-13x2.5" Hex Head Grade 8	(2) 1/2-13x1.25" Socket Flat Head Alloy
(2) Large Machined Washer Aluminum	(2) 1/2" Split Lock Clear Washer
(4) Small Machined Washer Aluminum	(2) 1/2-13 F436 Flat Washer
(2) Machined Washer Steel Clear Zinc	(1) Left Machined Bracket
(4) 1/4-20x1" Hex Head Gold Zinc	(1) Right Machined Bracket

TOOLS REQUIRED:

Assorted SAE Wrenches and Sockets	Tie Downs
Motorcycle Lift	Factory Service Manual

INSTRUCTIONS:

Fits: 2002-2018 H-D FLHT/FLHR/FLTR models only (& 2010-2018 FLHX)

NOTE: Does not fit FLHRS, FLHRC, or 2002-2009 FLHX models.

2002 - 2013 Model Installation (for 2014+ go to page 2)

- 1. Uninstall Saddlebags.**
 - 2. Place a stand or jack under the motorcycle frame. Make sure stand or jack is centered. Raise motorcycle slowly and check for stability. Raise until the weight is off the rear tire.**
 - 3. Uninstall both shocks.**
 - 4. Motorcycle stand or jack now needs to be lowered 1 1/2" for lowering kit to be installed, and for proper clearance of the exhaust.**
 - 5. Install lowering kit over existing shock mount so that the countersunk hole is visible on the outside of the swingarm.**
- NOTE: We recommend applying Loctite to all fasteners during installation.**
- 6. Install 1 1/4" flat head bolt into shock mount and torque to 35 ft lbs.**
 - 7. Slide provided lock washer and then flat washer over the 2 1/2" long hex head bolt. Slide the bolt through the shock eye, and then place the provided steel spacer over the bolt and thread into lowering kit. Do not tighten completely yet. Repeat for both sides.**
 - 8. Install 2 1/2" bolt through top of shock using existing washers. Place 1/4" thick aluminum spacer between shock and upper mount. Thread into mount and torque to 35 ft lbs. Torque the lower shock bolts at this time as well.**

Our install guides provide a basic outline on the proper installation of our products. Further tuning and/or fitment may be required. LA Choppers bears no responsibility on installation costs associated with this product.
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9. After completed installation you must verify that the rear fender is centered with the tire. Stand at the rear of the bike and measure the gap between the tire and the rear fender on the left and make sure that is the same distance on the right. If not, then proper shimming must be done with the spacers provided to align the tire to the center of the fender.

In some cases it might be necessary to install spacers to the top of the saddlebag mounts to install bags. Shock boot may touch swingarm after kit is installed; this will not affect the installation.

2014 Model Installation

1. Lift back wheel off the ground just high enough to take the load off the shocks, and remove the shocks.
2. Remove the rear wheel.
3. Install the lowering blocks on the swingarm with the countersink hole facing inside as illustrated in photo 1A.
4. Slide provided lock washer and then flat washer over the 2 1/2" long hex head bolt. Slide the bolt through the shock eye, and thread into lowering kit. Do not tighten completely yet. Repeat for both sides.
5. Install 2 1/2" bolt through top of shock using existing washers. Place 1/4" thick aluminum spacer between shock and upper mount. Thread into mount and torque to 35 ft lbs. Torque the lower shock bolts at this time as well.
6. Carefully re-install the rear wheel.



CAUTION: Do not exceed motorcycle manufacturers suggested weight and load limits.

NOTE: It will be necessary to add air to rear shocks according to weight and riding style.

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

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