

KEWL METAL PRO STREET KIT – PART 2

Staff Report – Photos Courtesy of Milwaukee Bagger

Last issue, we performed the teardown portion of this project. The teardown was a tedious process, but it refreshed the installer's knowledge of how the front fork interfaced with the neck post.

The KewlMetal Pro Street Kit can be used with a 21" or 23" front wheel. Raking the front fork on your motorcycle is now easier than ever before with the KewlMetal kit. This bolt-on kit will rake your front fork to 45 degrees while maintaining correct trail numbers. The frame does not get altered in any way. The engineering geometry of this setup results in the front end being lighter than stock at both low speeds and high speeds. High speed stability is excellent. The geometry of this kit is specifically designed for a 21" or 23" front wheel. Smaller front wheels will reduce the trail significantly and may produce undesirable handling qualities.

All components are high-quality billet 6061 T6 aluminum (and steel where required) CAD designed and CNC machined to exacting specifications. The chrome is show quality. A new steel steering shaft that is stronger than the stock shaft is included. The kit also includes brand new, upgraded steering bearings.



KewlMetal's Pro Street Kit for Road Kings



This is where the story ended last issue after the tear-down process. The bike is now ready to receive the KewlMetal Pro Street Kit.



The existing inner neck bearing races (top and bottom) need to be popped out of the neck. A couple of whacks usually breaks them loose.



Remove the upper bearing race.



Now tap the bottom inner bearing race loose.



It was a bit more stubborn than the upper, but it finally broke loose.



Loosen the top nut on the KewlMetal triple clamp assembly.



Pull the nut and washer off the stem.



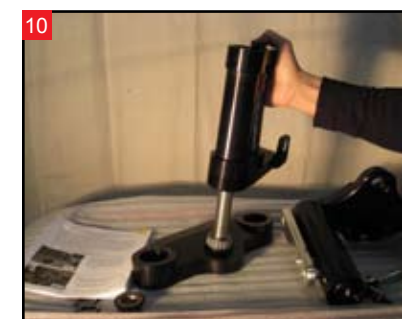
Now pull the two lower nuts off of the KewlMetal stem.



Pull the bearing seal off of the stem.



Remove the upper bearing.



Finally, pull the remaining components off of the stem/lower triple clamp assembly.



Thoroughly grease the upper bearing.



Do the same with the lower bearing.



This is the adapter block bolt.



Loosen the adapter block bolt.



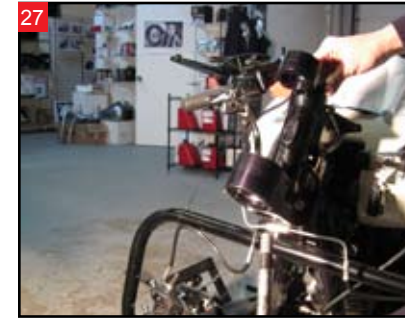
Pull the bolt out.



The top triple clamp has the spacer tubes attached. They must be removed.



Loosen the bolts that hold the spacer tubes in the top triple clamp.



Loosen and remove the long bolt.



Tap the top adaptor loose.



Install the inner spacer tube.



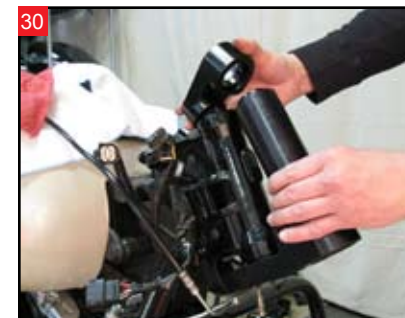
Separate the spacer tubes from the triple clamp.



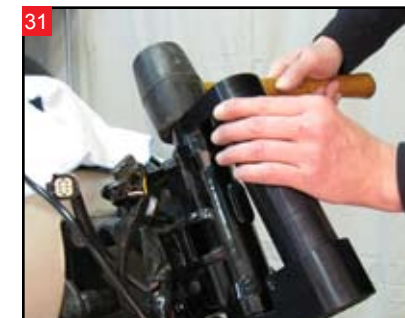
Clean the bearing races in the neck.



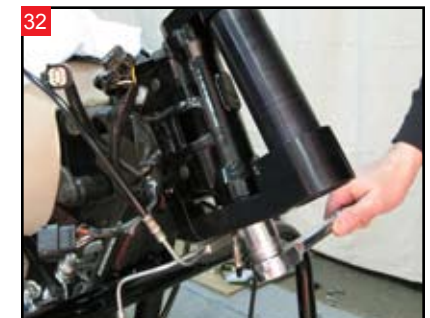
Install the bottom adaptor block by tapping it into place.



Install the outer spacer shaft between the upper and lower adaptors.



Tap the upper adaptor into place to hold the spacer in position.



Tighten the long bolt to hold everything together.



The bottom adaptor is in place.



Set the top adaptor plate into place.



Slide the grade 8, 3/4" x 10" hex-head bolt up through the two adaptor plates.



Install the lower riser halves into the triple clamp.



Tighten the 1/2-13 x 1.5 bolts.



Attach the ground wire removed from the stock triple clamps.



Engage the threads in the top adaptor block and hand tighten.



Now tighten the bolt with a wrench.



Install and tighten the two bolts in the neck (one on each side).



Dismount the covers from the Pinching Fat Fork Tubes.



Remove the socket head bolts from the pinching tubes.



Remove the fork extension cap.



39 Install a fork extension cap onto each fork leg top.



40 Slide the lower triple clamp and fork stem assembly into the adaptor assembly.



41 Slide the upper bearing onto the fork stem.



42 Install the dust seal over the stem on top of the bearing.



43 Install one of the nuts onto the stem.



44 Tighten it down against the bearing.



45 Install the second nut (jam nut) onto the lower nut.



46 Tighten it into the other lower nut.



47 Install the top triple clamp with all the components already installed.



48 Install the large washer on the stem.



49 Install the stem nut onto the stem.



50 Install the Pinching Fat Fork Tubes between the upper and lower triple clamps.



51 Thread the Pinching Fat Tube bolts into the tubes through the triple clamp, but leave them loose.



52 Remove fork caps from the tube assemblies and transfer cap seal to the tube extension, then thread extension into place in each tube.



53 Slide a lower Fat Fork Cover onto each tube with extension in place.



54 Slide the fork tube assemblies into the triple clamps.



55 Engage the threads of the tube assembly on each fork tube with the upper tube bolt.



56 Tighten the pinch bolts.



57 Slide the other fork tube into the triple clamps.



58 Tighten the pinch bolts.



59 Install the front wheel/tire assembly.



60 Tighten the top bolt that threads into the tube assembly.



61 Tighten the lower triple clamp pinch bolts on both sides.



62 Install the front brake calipers.



Install the front fender.



The front fender and wheel are looking good at this point.



Install the ignition switch bracket.



Tighten the fork stem nut.



Install the fairing mount hardware.



Install the lower shroud and headlight cowl.



Install the headlight cowl trim.



Install the handlebars and riser cover.



Install the instrument module and ignition switch.



Install the headlight and headlight rings.



Lower the bike down to the floor.



Attach the clutch cable loom, then go back and check/tighten all the hardware.



AFTER

KEWLMETAL
Pro Street Kit – Road King
Part #538

623.298.7181
www.kewlmetal.com

RENEGADE WHEELS
23" Racine Phantom Cut Wheel & Rotors

714.998.7241
www.renegadewheels.com

MILWAUKEE IRON
Signature Series Front Fender

434.385.1044

That's 45 degrees of neck rake you're looking at, and no torch was used. Want one for your bike? Contact Kewl-Metal and tell them American Bagger sent ya.