

PAUL YAFFE'S BAGGER NATION

Front Fork Cosmetic Upgrade

Story by **Jason Mook** – Photos by **Mela Cosme**

Our long term Project Street Glide's front end was upgraded with a new wheel, new rotors, Bagger Nation turn signal eliminators and a Bad Dad fairing, but something was still missing. The dull raw aluminum fork legs, stock axle and stainless steel upper covers were taking away from our customizing efforts. To complete our custom front end makeover we had stock fork legs painted to match the Bagger. We installed a Bagger Nation "Yaxle", Bagger Nation "Yafterburners" to replace the stock stainless steel covers, and we installed a James Gaskets fork seal kit and replaced the fork oil with Screamin' Eagle fork fluid.

Difficulty Level: 3/5

Estimated Time to Complete: 4.0 hours



We assembled everything needed to complete this job.



Our 2009 Street Glide with the stock front end, as it came from the factory.

Tool & Supplies Needed

- Floor Jack
- SAE Wrenches
- Allen wrenches
- Torx Drivers
- Small Flat Tip Screwdriver
- Adjustable Wrench
- 3/8" Ratchet & Extensions
- SAE Socket Set
- METRIC – 10mm 12 point Socket
- METRIC - 6mm Long Allen
- Impact Wrench
- Rubber Mallet
- Torque Wrench
- 41mm Fork Seal Installer
- Fork Seal Kit
- Fork Oil
- Thread locker
- Anti-Seize
- Drip Pan



1 Start by using the floor jack to support the weight of the bike, getting the front end off the ground.



2 Loosen the front axle nut, but do not remove it at this time.



3 Using the 10mm, 12 point socket, remove the bolts holding the front brake calipers to the forks.



4 Cut the ties that hold the brake line to the ABS sensor wire, (if equipped), remove the caliper.

PAUL YAFFE'S BAGGER NATION

Front Fork Cosmetic Upgrade



Loosen the right side fork clamp using a 1/2" wrench or socket.



With the axle nut, washer, and lock washer removed, use a rubber mallet to gently tap out the axle. Maintain control of the wheel and spacers.



With the axle removed, remove the wheel from the front end. This may require you to raise the motorcycle in order to clear the fender.



Using the 1/2" wrench, remove the fender mounting bolts.



Remove the front fender.



With the long 6mm Allen, and impact wrench, remove the damper tube bolt from the bottom of the fork leg. Have your drip pan ready, as the fork oil will come out when you remove the bolt.



Gently bring the fork slider down, to access the retaining ring above the seal. Using a small flat-tip screwdriver, remove the ring.



Next use a "slide-hammer" motion to free the fork seal.



Remove the lower fork slider from the fork leg, exposing the damper tube.



Check inside the fork slider, as the damper tube cup often stays inside. You will need this cup for reassembly.



Remove the ignition switch. Do this by turning the key past the lock position, and compressing the detent on the bottom of the switch. Pull the switch straight up.



Using an adjustable or 7/8" open-ended wrench, remove the locking nut on the ignition switch post. All parts will lift up and off with the nut removed.

FRONT FORK COSMETIC UPGRADE



Use a Torx bit to remove the bolts holding the lower inner fairing.



Remove the lower inner fairing. Do not pull it out too far, there are wires to disconnect.



Disconnect the switch wiring once you have access to it.



Use a Torx bit to remove the bolts that retain the lower outer fairing.



With the two bolts removed, you can remove the outer fairing. There may be a wiring connector attached if the bike is ABS equipped.



With the lower fairing components removed, you can now remove the fork legs. Start by loosening the top cap bolt.



Maintain control of the fork leg, and use a 5/8" socket to remove the pinch bolt from the lower triple tree.



Slide the fork leg out and free from the triple trees.



Using a 3/8" wrench or socket, remove the two bolts that hold the upper fork slider covers from the lower triple tree.



Apply removable thread locker (blue), to the bolts you just removed, and use them to install the new "Yafterburner" upper fork slider covers. Tighten these bolts to 90-120 inch/lbs.



With the damper cup in place on the tube, install the fork leg into the lower fork slider.



Use a NEW crush washer on the damper tube bolt.

PAUL YAFFE'S BAGGER NATION

Front Fork Cosmetic Upgrade



Install the damper bolt through the bottom of the fork slider and thread into the damper by hand. Then torque to 132-216 inch/lbs.



Clean the fork legs with a suitable cleaner, and then install the fork seal lower washer.



Next, install the fork seal, be sure to orient it the correct way. A small amount of fork oil around the inside helps ease with installation.



Using a fork seal installer, seat the seal into the lower fork slider.



Install a NEW retaining ring, ensuring it seats into the groove in the fork slider.



Measure the appropriate amount of fork oil for your model, and slowly pour it into the fork leg. Our Street Glide requires 10.7 ounces. Lastly, we measured to ensure proper oil level.



Next, install the fork leg up through the bottom triple tree and into position.



Use a new rubber seal for the top cap bolt.



Re-install the top cap bolt, and torque to 60-70 foot/lbs.



Apply removable thread locker (blue), to the pinch bolts, and install them into the lower tree.



Torque the pinch bolts to 53-57 foot/lbs.



Re-install the lower outer fairing cover, with torx bolts.

FRONT FORK COSMETIC UPGRADE



41 The inner lower fairing/ignition switch cover goes on next. Don't forget to plug in the switch wiring.



42 Re-install the components onto the ignition switch post, and tighten the lock nut.



43 Install the ignition switch.



44 Position the front fender in place, and start the four bolts.



45 Using a 1/2" wrench, tighten the front fender bolts to 16-20 foot/lbs.



46 Apply a small amount of anti-seize to the new "Yaxle".



47 Position the front wheel back in it's position.



48 Place the right side wheel spacer in position, between the wheel and fork.



49 Start the "Yaxle" from the right side of the motorcycle, installing the left side spacer when you get through the wheel hub.



50 Apply a small amount of thread locker (red) onto the bolts that come with the "Yaxle".



51 Install the left side bolt first, with the end cap. Use the 1.5" bolt.



52 Torque the left side bolt to 30 foot/lbs.

PAUL YAFFE'S BAGGER NATION

Front Fork Cosmetic Upgrade



Tighten the right end cap nuts evenly.



Torque these bolts to 15-18 foot/lbs.



Install the right side axle cap and bolt. Use the 1" bolt for this side.



Torque the right side to 20 foot/lbs.



Re-install both front brake calipers.



Apply removable thread locker (blue), to the caliper mounting bolts, and torque to 28-38 foot/lbs.



Zip-tie the ABS sensor wire to the left side brake line.



Trim the excess from the ties.



AFTER

**PAUL YAFFE'S
BAGGER NATION**
Black "Yafterburner"
Upper Fork Slider Covers
(Part # YSC-B)
Black Flush Mount "Yaxle"
08 - 13 Touring Models
(Part # YAXLE08-YB)
602.840.4205
www.BaggerNation.com

The difference is dramatic! Thanks to the parts from Bagger Nation, our front end is now far from the stock appearance.