



KRAUS KR8 Inverted Front End Installation Guide

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KRAUS

KRAUS KR8 Inverted Front End



Specifications

- **Product Name:** KR Inverted Front End
- **Fitment:** 2008 and Up — FLHR Road King, FLHT Electra Glide, FLTR RoadGlide, and FLHX Street Glide
- **Finish:** High-grade type 2 anodizing with UV resistance
- **Installation Time:** One full day for a Sr. Tech

Product Usage Instructions

Fork Preparation

1. Install Brake Caliper mounts onto the fork.
2. Identify Rebound and Compression forks based on inscriptions on top caps.
3. Secure screws using supplied hardware, torque to specifications, and leave axle screws loose.
4. Install fork guards using M5 Screws.

Installation of Triple Trees

1. Clean/inspect races, bearings & dust shields, then grease your bike's neck bearings for installation.
2. Install a lower neck bearing dust shield followed by the lower neck bearing onto the stem.
3. Press the lower bearing down the stem towards the lower triple tree.
4. Place the top neck bearing onto the stem and press it down the stem towards the upper bearing race.
5. Thread on the Yoke Nut until there is a good bearing feel, then slightly loosen it until no friction is felt.
6. Install bars and risers onto the top triple tree.
7. Install the top triple tree onto the yoke nut and ensure it moves freely from side to side.
8. Install the top nut clamp onto the top tree and tighten the screws until lightly seated.

INTRODUCTION

SPORT TOURING INVERTED FRONT-END PACKAGE FITMENT:

- 2008 and Up — FLHR Road King, FLHT Electra Glide, FLTR RoadGlide and FLHX Street Glide
- KRAUS Motor Company designs, engineers, tests, and manufactures performance suspension and braking systems for Harley-Davidson™ motorcycles designed to deliver improved road feel in real-world punishing riding conditions.
- KRAUS Sport Touring
- Packages come complete with a fork stem and all necessary stock hardware and parts to bolt a KRAUS Inverted Front Suspension Package up to your bike.
- These instructions are meant to be an overview, a guide for the experienced technician.
- If you do not have prior experience or training installing motorcycle suspension componentry, we strongly recommend that you consider the KRAUS Performance package for you.

ABOUT FINISHES

- scratched. Extra care should be taken during the installation and cleaning of all of our parts.
- Although we use a high-grade type 2 anodizing that has UV resistance, anodizing is an organic process/substance and can fade with excessive sun exposure or be stained with chemicals and cleaners.

PROJECT DETAILS

- **Time required:** One full day for a Sr. Tech. Existing Componentry and OEM Fork Set Removal: 1.5 hours
- **KRAUS Performance Package install:** 4.5 hours Validation and Road Test: 1 hour

TOOLS REQUIRED

- **Torque** wrench
- **Allen Key Set:** T-handle/ball and regular SAE & Metric
- **Socket Set:** SAE & Metric
- **2 non-marring** wedges
- **Bearing** Press

DISCLAIMERS

- This installation may require cutting or drilling factory components. Please read the instructions carefully before beginning installation.
- Will REQUIRE aftermarket 108mm radial brake calipers.
- May require new front brake lines depending on your choice of caliper.
- Using your factory nacelle may require modifications such as drilling/cutting. Kraus recommends finding an alternative to the factory nacelle or removing it altogether.
- KR8 instructions will begin from the point where the front end of the bike is completely disassembled. Front-wheel, forks, and trees MUST be removed.

Remove your OEM parts:

- Fairing
- **Dash** Panel
- **Key** Switch
- **Front** Forks
- **Triple Tree** AND any associated bodywork or accessories.
- **REMEMBER:** Take your time removing all of the controls and bodywork. We recommend covering your tank.
- **NOTE:** We strongly recommend replacing your neck bearings with new bearings.

TORQUE SPECS

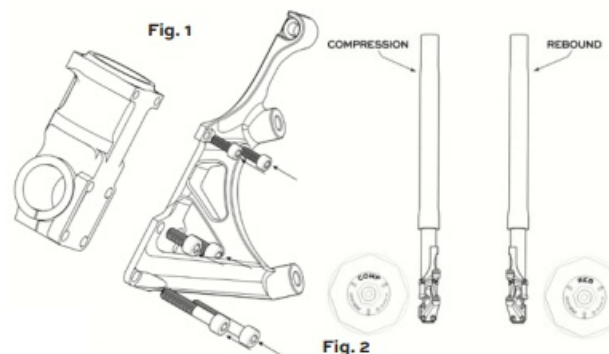
- **Upper M6 Screws:** 7Nm/62in-lbs.
- **Lower M8 Screws:** 19Nm/170in-lbs.
- **M5 Screws:** 4Nm/35in-lbs.

FORK PREPERATION

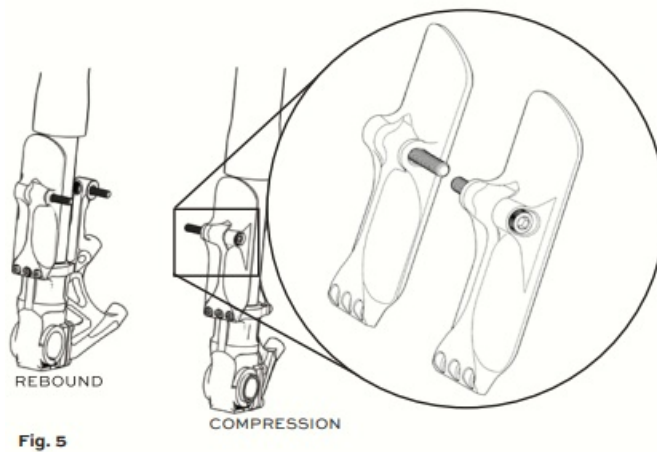
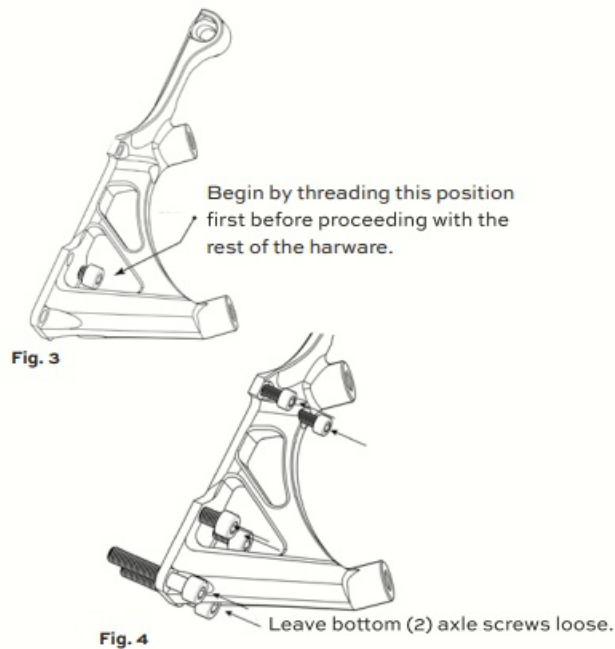
1. Install Brake Caliper mounts onto the fork. (See fig. 1)

NOTE: The Rebound Fork is intended to be installed on the right side of the bike while the Compression fork is to be installed on the Left. Viewed from the seated position of the bike.

- The compression fork has “COMP” inscribed on the top cap; Rebound has “REB” inscribed on the top cap. (See fig. 2)



2. Using supplied hardware from the fork component box, begin with the screw position on the inner middle hole closest to the wheel (See fig. 3), torque to spec, (Upper M6 Screws; 7Nm/62in-lbs), (Lower M8 Screws; 19Nm/170in-lbs).
 - Leave axle screws loose. (See fig. 4)
3. Install fork guards (M5 Screws, 4Nm/35in-lbs). (See fig. 5)



INSTALLATION OF TRIPLE TREES

1. Clean/inspect races, bearings & dust shields then grease your bike's neck bearings for installation.
2. Install/slide the lower neck bearing dust shield followed by the lower neck bearing onto the stem.
 - Press them carefully onto the stem attached to the lower triple tree.
3. Press the lower bearing down the stem toward the dust shield until firmly seated at the stem's base.
 - The bearing should spin freely.
4. Apply the specified and appropriate grease to the upper and lower neck-bearing races.
5. Carefully slide the bottom triple tree and stem up through the frame neck.
6. Carefully place the top neck bearing onto the stem.
7. Gently press the upper bearing down the stem towards the fork neck until firmly seated on the top bearing race.

The bearing should spin freely. Place the top dust shield over the top neck bearing.
8. Thread on Yoke Nut until there is a good bearing feel. (See fig. 6)

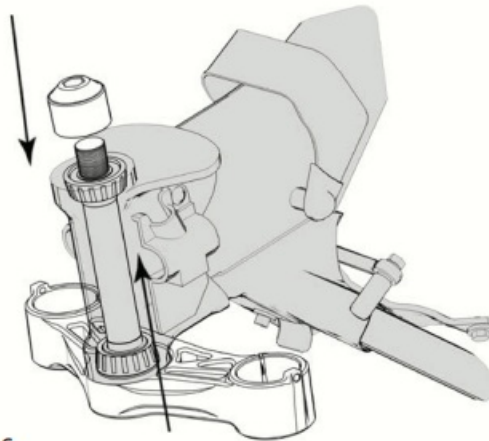


Fig. 6

9. Slightly loosen the yoke nut until no friction is felt.
10. Install bars and risers onto the top triple tree.
11. Install the top triple tree onto the yoke nut, and ensure that it is seated properly onto the bearing dust shield.
 - Ensure the triple tree moves freely from side to side.
12. Ensure the top nut is flush with the bottom of the tree. (See fig. 7)

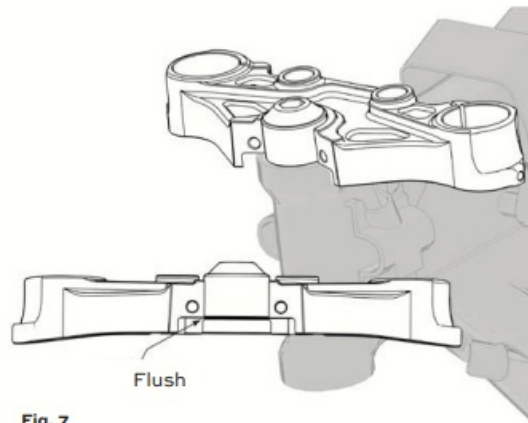


Fig. 7

13. Install the top nut clamp onto the top tree. Tighten screws until lightly seated, so fall away can be set later. (See fig. 8)

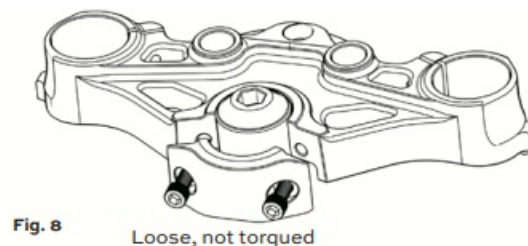


Fig. 8

Loose, not torqued

TORQUE SPECS:

- **Bottom tree pinch screws:** 12ft-lbs.

INSTALLATION OF FORK LEGS:

IMPORTANT! Not using shims can potentially cause damage or scorina to forks.

1. Before installing forks into either Kraus tree, use a spreader/shim to open the bore of each tree. (See fig. 9)

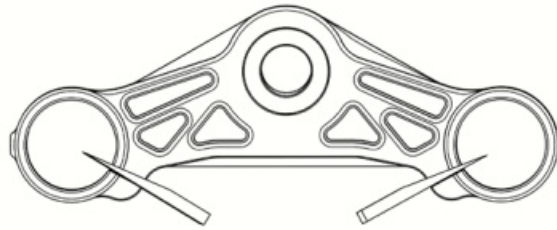


Fig. 9

2. Install each fork leg into trees. (See fig. 10) Ensure pinch bolts are loose. Starting with one side of the triple tree using small flat blade screwdrivers or shims, expand both top and bottom fork clamp pinch bolts slightly. This makes sliding the fork into the triple trees easier while avoiding damaging the fork legs. Repeat the process with the opposite side.
3. Make sure the right and left forks are in their proper position. Riders right side fork is Rebound, left side fork is compression.
4. Slide each fork leg upwards into triple tree clamps; avoid scratching the fork tubes. Ensure the top triple tree does not lift off the dust shield.
5. Adjust the fork tube height in the triple trees so that just the fork cap is protruding above the top triple tree. Push down on the top triple tree to make sure the top triple tree has positive contact with the top neck-bearing dust shield. Set both forks at equal height in triple trees, and confirm alignment by sliding the axle into the slider bottoms.
6. Make sure axial alignment is correct for proper fork and upper tube clearance.
7. Torque bottom Tree pinch screws to 12ft-lbs. Wait until fall away has been set before torquing the top tree clamping screws and top nut clamp.
 - **Note:** Wheel and axle MUST be installed before setting fall away.

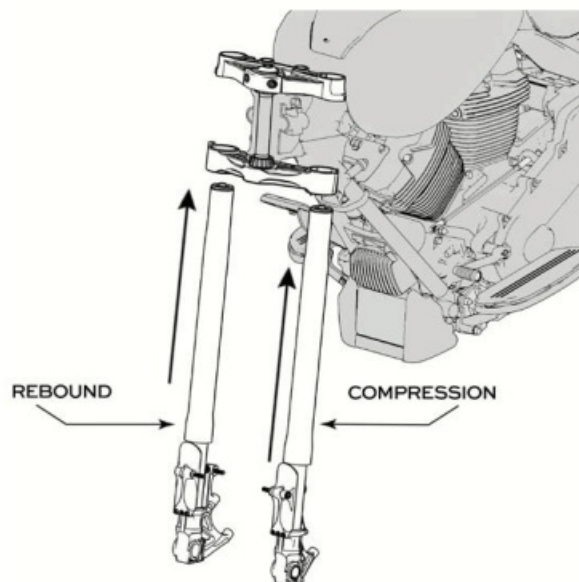


Fig. 10

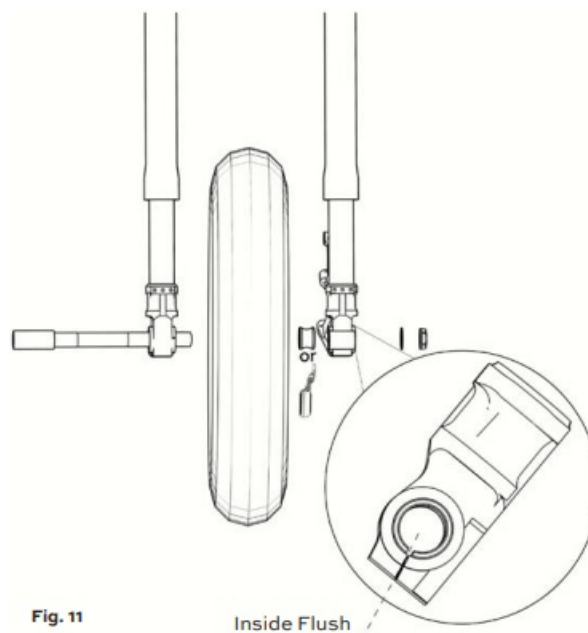
TORQUE SPECS:

- **Axle nut:** 110ft-lbs.
- **Pinch bolts:** 19Nm/170in-lbs.

INSTALLATION OF AXLE:

1. Prepare the axle for installation by lightly coating the surfaces of the axle with anti-seize or grease.

2. Slide the axle through the Rebound fork starting with the smaller end. The axle will slide through the fork, then the wheel, then the spacer, and then another fork on the other side of the wheel. If your bike does not have
 - ABS, use the supplied spacer in this position. The slotted spacer is to be installed flush with the inside of the compression fork. (See fig. 11)
 - **NOTE:** Slotted spacer should have a slit aligned with the bottom slit of a fork.
3. Slide a washer onto the end of the axle, thread the nut onto the front axle, and torque with pinch bolts loose on the bottom of forks (110ft-lbs).
4. Torque pinch bolts. (19Nm/170in-lbs)
5. With the wheel installed, fall away can be set so long as NO additional components interfere with the swing of the front wheel, left to right.
6. Mount calipers onto the KRAUS fork lower leg caliper receivers using M10x1.25 bolts. Brake pads must be properly aligned and have full contact potential with the rotor friction area. Add caliper mount spacers depending on rotor size.
7. Carefully and slowly rotate the wheel making sure there are no alignment and clearance issues.
8. Install the front fender using supplied bolts and black Delron spacers. Place the spacers between the fender and the forks.
 - The longer spacers are to be installed in the rear fender mounts. (2013 and earlier model bikes will only have spacers on the rear fender mounts.)
9. Again carefully and slowly rotate the wheel making sure there are no alignment and clearance issues.



TORQUE SPECS:

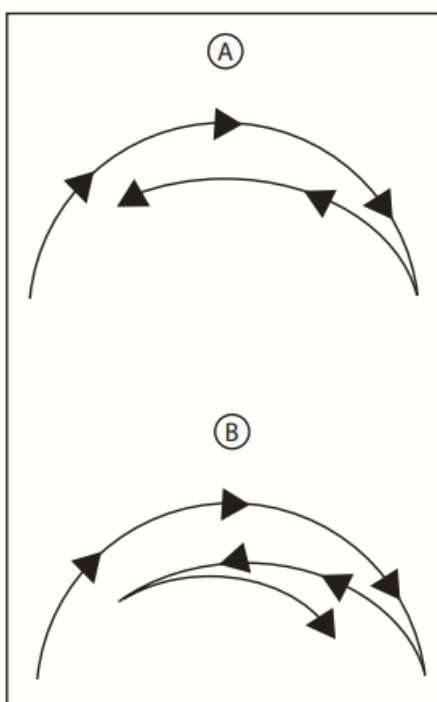
1. **Top tree and clamp nut screws:** 20ft-lbs.

SETTING FALL AWAY:

- When setting Fall Away it is important not to use Harley's Fall Away setting (B). Instead, use the Kraus fall away (A) referenced in Schematic 3.
- Raise the motorcycle so that the front and rear tires are the same distance from the floor.
- Turn the front wheel to the left Fork stop and then let go. The wheel should swing from side to side, finally stopping in the swing specified in schematic 3. If it stops in the lesser number swing it should be at or after the

straight-forward position.

- Make sure the clutch cable or main harness is not influencing the swing momentum in any way.
- A steering head that is too tight can interfere with the vehicle's ability to absorb a weave. A steering head that is too loose can interfere with the vehicle's ability to absorb a wobble.
 1. With fall away set, top tree and clamp nut screws can be torqued to spec: (20ft-lbs).
 2. When installing your brake line, confirm brake lines are at the proper length and not stressed or stretched whether the front end is compressed or extended.
 3. Once the front end is installed and tightened up to specifications, you are ready to reinstall all of the components that you removed including any associated bodywork or accessories.
 - We recommend that you refer to your OEM manual for procedure, step-by-step run-through, required tools, and specifications.
 4. After all pieces and parts are properly installed, go for a slow, careful test ride. Afterward, double-check all pieces, parts, and systems.



Schematic 3

CUT TEMPLATES

Road King

- The Road King Nacelle must be cut to fit over the edge of the tree.

Road Glide

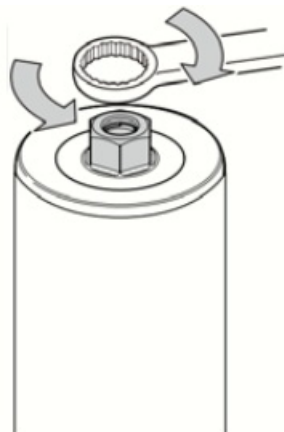
- The Road Glide Nacelle may be left uncut if the fork adjuster is installed flush with the top of the top tree.
- Kraus recommends still cutting the nacelle as it allows for adjustment.
- Drilling a hole into the nacelle is recommended as it allows for easier adjustment and service for the fork, i.e., adjusting your preload, compression, and rebound settings.

CHECK YOUR SAG SETTINGS!

- A proper sag setting can be the difference between good suspension and great suspension
- See below to set your sag based on your weight.

		WEIGHT (LBS)												
		130	140	150	160	170	180	190	200	210	220	230	240	250
TURNS	KR8 (Standard)	9.5	9.75	10	10.25	10.5	10.75	11	11.25	11.5	11.75	12	12.25	12.5
	KR8 (+2") (14N/mm)	11.5	11.75	12	12.25	12.25	12.5	12.75	13	13.25	13.5	13.75	13.75	14

- Sag is set by turning your Preload cap adjuster counterclockwise all the way, and then turning clockwise the specific amount according to the chart.



Adjusting Your Suspension

- **PRELOAD** gets your suspension to operate in its ideal range, measured by recording sag. Using our chart should get you to 30mm, which is just about right.

Measuring sag:

1. Slide your stroke indicator to its highest position – See Fig. 1
2. Sit on your bike, careful not to add force other than your relaxed weight
3. Unload the weight on the front of the bike (raise the front wheel in the air)
4. Measure the distance from the bottom of the dust seal to the top of the stroke indicator (In millimeters) – See Fig. 2

Figure 1

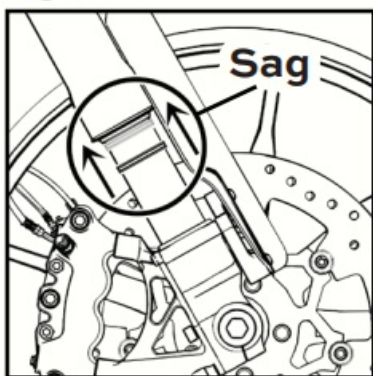
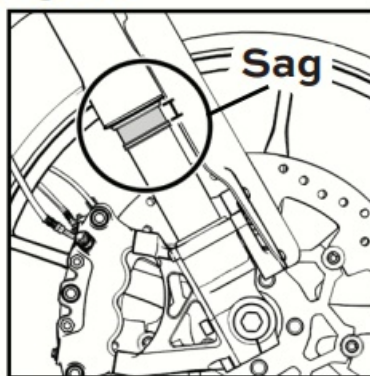
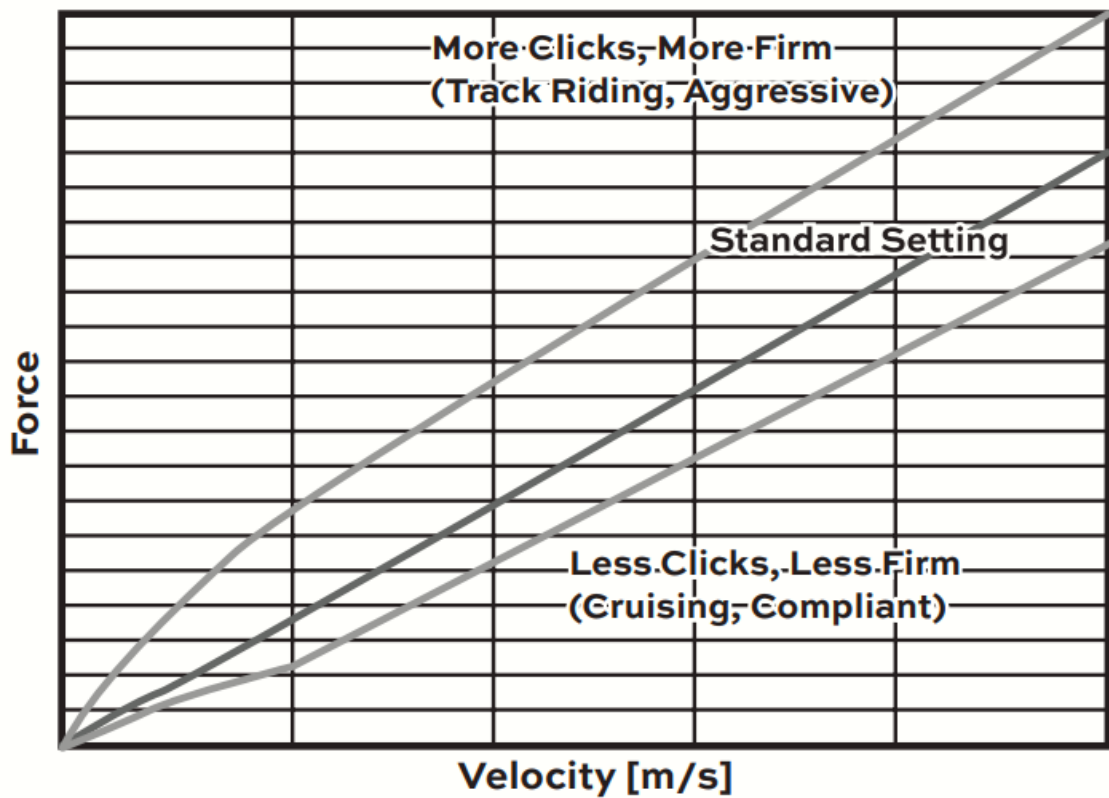


Figure 2



- Adjusting Preload on the fork is done by turning the 14mm Hex clockwise for less sag, and counter-clockwise for more sag. 30mm +/- 3mm is ideal.
- Using the chart you should turn the adjuster counter-clockwise until it stops, then turn clockwise the suggested setting.

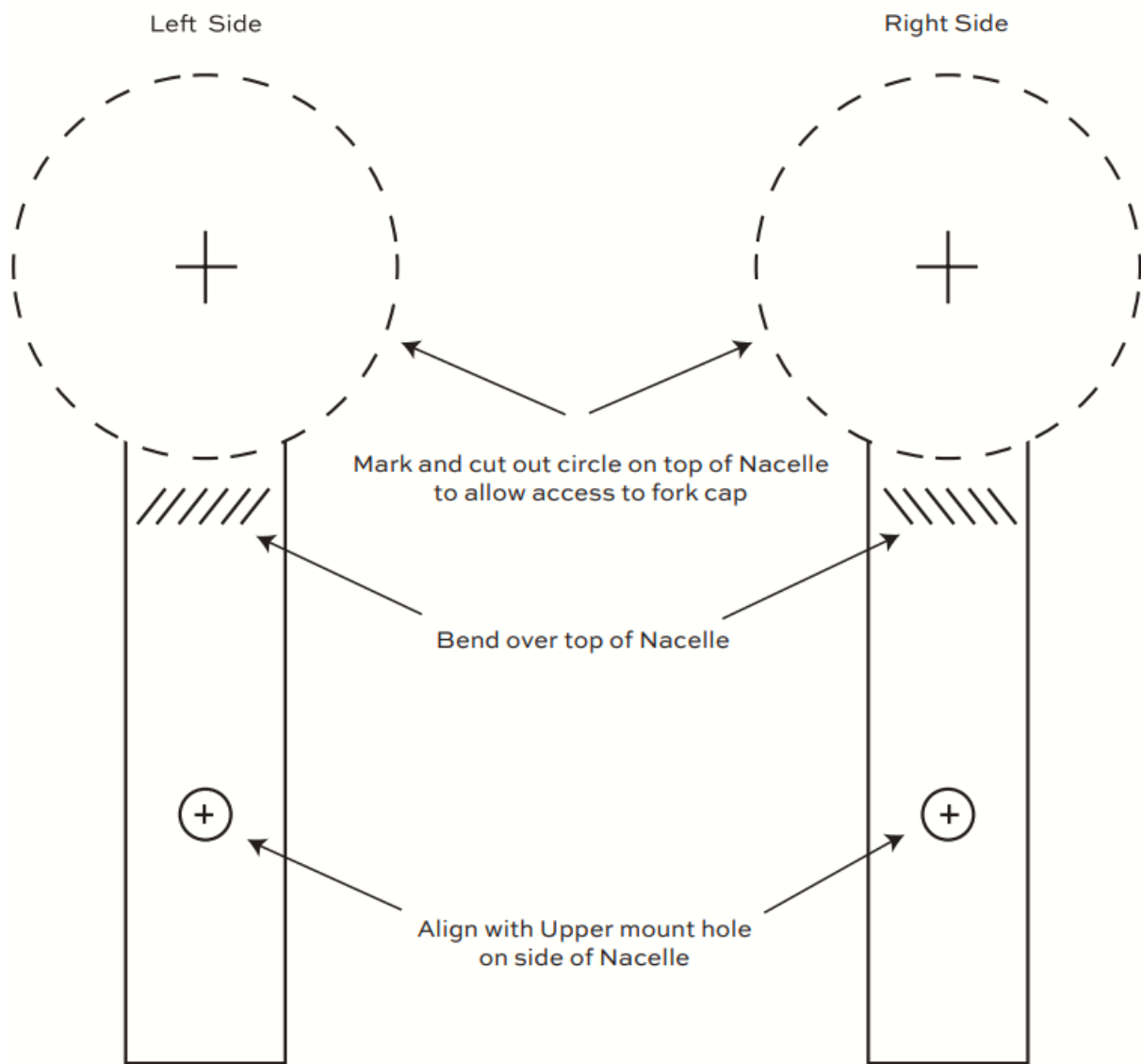


PRELOAD Where Should It Be?

- Time to fine-tune for your riding style. Your forks have Compression (COM) and Rebound (REB) adjustments on your cap (3mm brass allen adjusters). These adjust the firmness of your ride.
- The more they are turned in, the firmer the feedback. The standard setting is achieved by turning clockwise until it lightly seats/stops, then turning counter-clockwise 12 clicks.
- When fine-tuning it's suggested to make 2 clicks at a time, then test ride.

Road Glide Nacelle

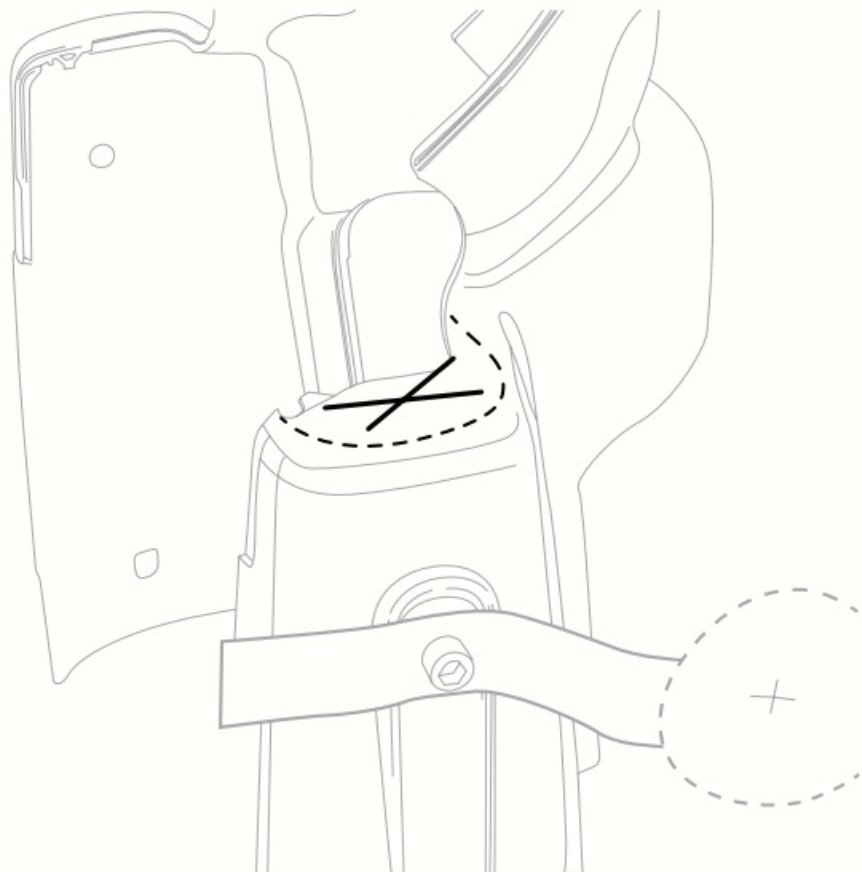
Road Glide Nacelle Fork Cap Clearance Cut Template

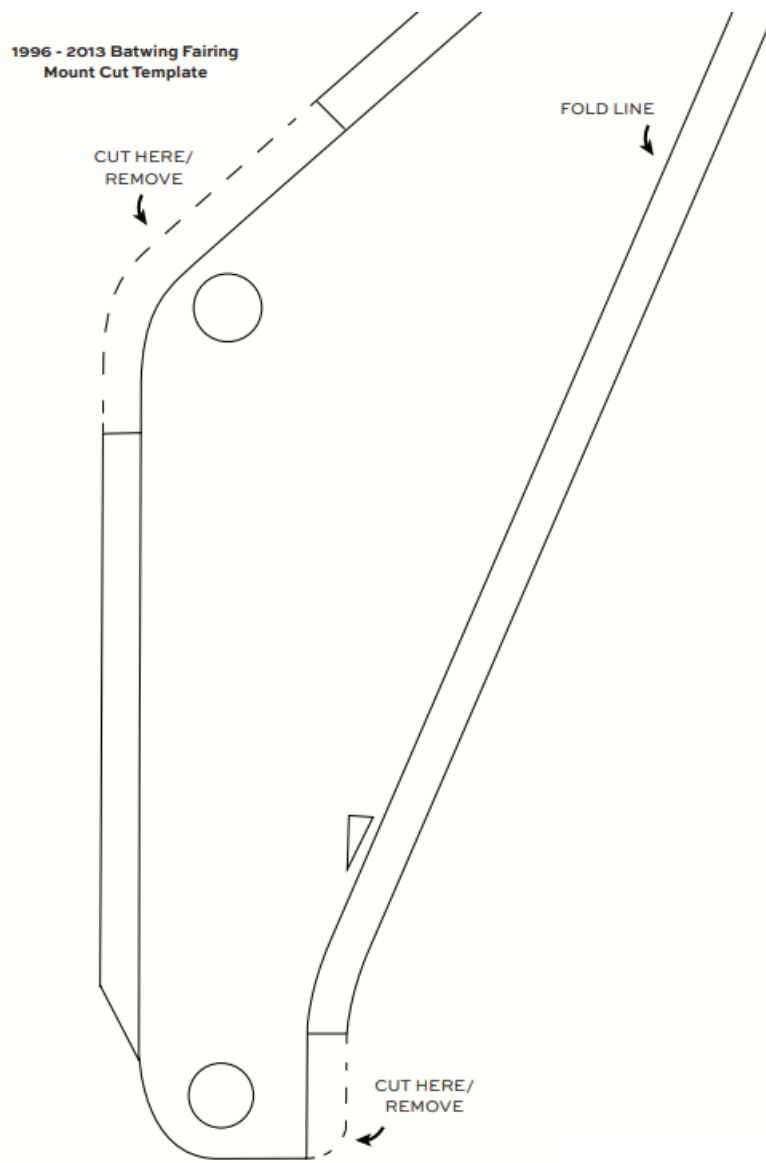


Road Glide Nacelle Fork Cap Clearance Cut Template Usage – Fig. A

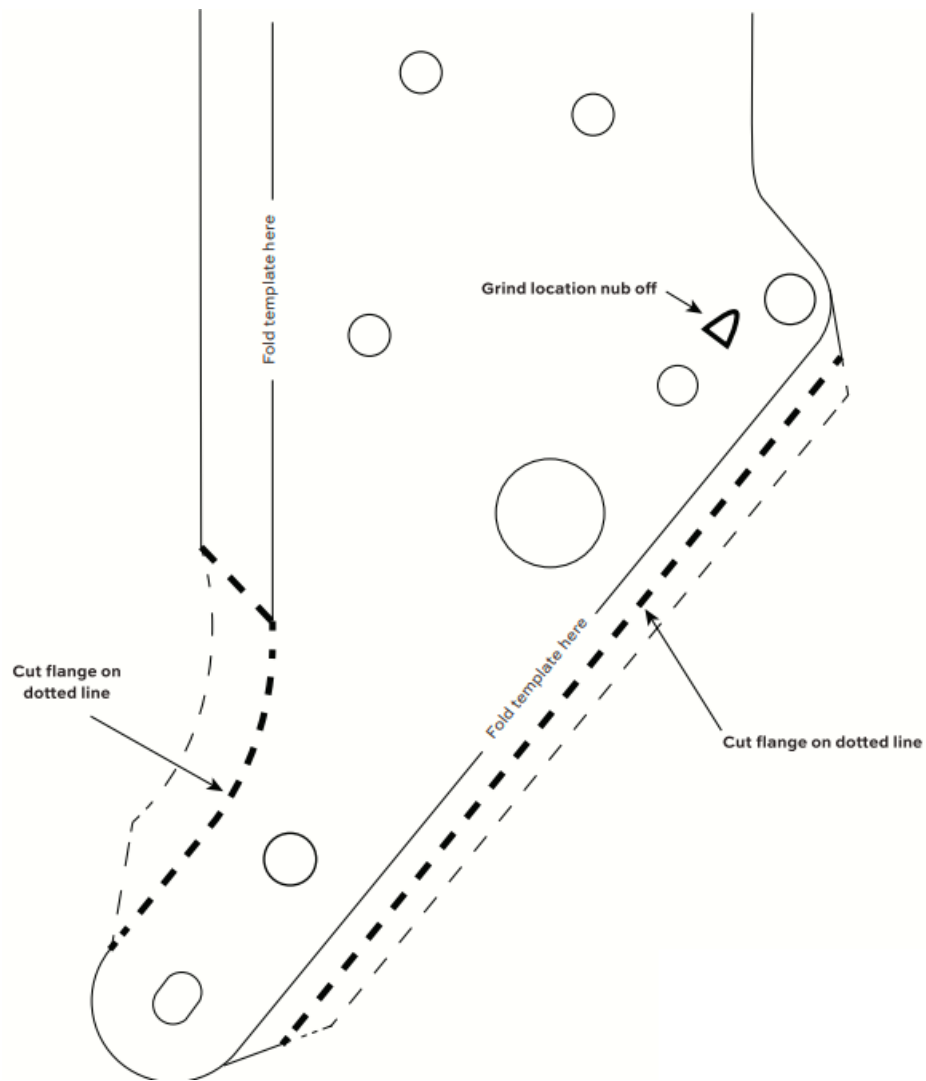


Road Glide Nacelle Fork Cap Clearance Cut Template Usage – Fig. B

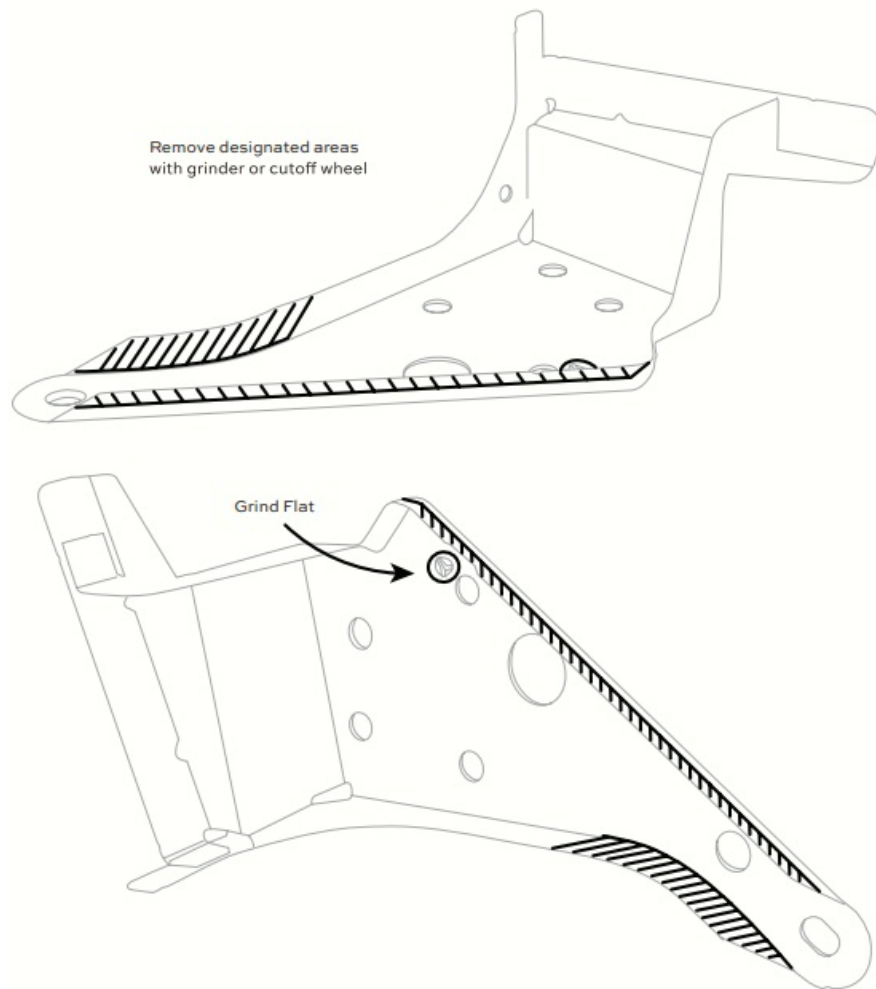




2014 and up Street Glide/ Batwing Fairing Modification



2014 and up Street Glide/Batwing Fairing Modification Example



- ©2023 – Kraus Motor Company
- Always wear eye protection.
- Kraus Motor Co.
- info@krausmotorco.com

FAQ

- **Q: What should I do if the anodizing finish gets scratched?**
 - **A:** Extra care should be taken during installation and cleaning to prevent scratches. The anodizing may fade with excessive sun exposure or be stained with chemicals and cleaners.
- **Q: How long does it take to install the KRAUS Performance Package?**
 - **A:** The installation typically requires one full day for a Senior Technician, including component removal and validation.
- **Q: What precautions should I take when disassembling my OEM parts?**
 - **A:** Take your time removing controls and bodywork, and consider covering your tank to prevent damage.

Documents / Resources



[KRAUS KR8 Inverted Front End](#) [pdf] Installation Guide KR8 Inverted Front End, KR8, Inverted Front End, Front End

References

- [Kraus Moto | Performance Harley and Indian Motorcycle Parts](#)
- [User Manual](#)

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