

## Table of Contents

<b>EVO: Suspension</b> .....	1
<b><i>Sub-Documents</i></b> .....	1
<b>Front Fork Info</b> .....	1
<b>1986-2003 Forks (Except 1200S)</b> .....	3
<b>1996-2003 Forks For 1200 Sport Model</b> .....	5
<b><i>XL1200S Sport Model - Fork Parts</i></b> .....	5
<b><i>Draining 1200S Forks</i></b> .....	6
<b>2004-later Forks</b> .....	6
<b><i>Damper Tube Forks</i></b> .....	6
<b><i>Mixed-Tech Forks</i></b> .....	7
<b><i>Inverted Forks</i></b> .....	8
<b><i>Slider Lower Legs</i></b> .....	8
<b>Fork Service Kits</b> .....	9
<b>Fork Oil Drain Screws</b> .....	10



[Go To Technical Menu](#)

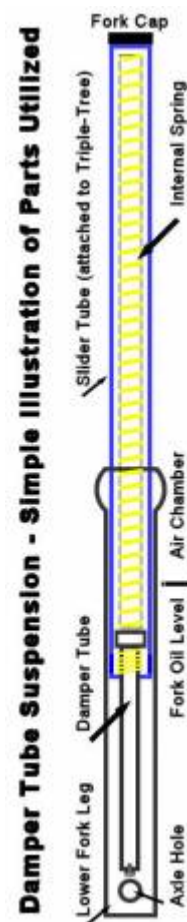
# EVO: Suspension

## Sub-Documents

- \* . . . [2014 XL1200T Front Fork Testing w/ Spring Rate Charts](#)
- \* . . . [1994 XLH Front Forks Disassembled - Measurements w/Pictures](#)
- \* . . . [1200S Fork Rebuild & Hyperpro Spring Fitment](#)
- \* . . . [1200S Suspension: Settings](#)
- \* . . . [Future Subject](#)
- \* . . . [Future Subject](#)

## Front Fork Info

The front forks on most Sportster models consists of two tubes - A slider tube that is mounted in the triple-trees and a lower leg tube into which the slider tube compresses. Each slider/leg assembly has an internal compression spring and damper tube. The spring supports the weight of the rider & bike, collapsing or expanding to cushion the ride over bumps and cavities in the road surface. The damper tube is submerged in oil and uses the passage of oil between internal chambers to help control the speed with which the slider/leg assembly compresses together & expands apart as it cushions the ride. Because the damper tube is attached to the lower leg, the length of the damper tube determines the amount of 'travel' the slider tube has within the lower leg.



In addition to the internal physical spring, there is an 'air spring' effect caused by the amount of air above the oil level in the fork assembly.

Functionally, there must be enough fork oil to fully submerge (engulf) the damper tube during its entire operational movement. The MoCo specified oil amount still leaves an air pocket above the level of the oil in the fork.

The air captured between the top of the oil level and the fork caps (which are sealed) creates an 'air spring' by which the compression of the air during fork compression helps the physical spring prevent total collapse of the fork, while also assisting the spring in expanding the fork after a compression event. The size of the air pocket, measured by determining the exact distance the top of the oil is from the top of the slider tube, can be varied (by adding or reducing oil) to produce a stronger or weaker 'air spring' effect (but the adjusted oil level must still allow the damper tube to be fully submerged during its entire operational movement).

Here's an example of the parts for that design (1994 Sportster XLH):



Here's a comparison between a couple damper tube sets. Notice they are of different lengths and that the holes at the bottom are different sizes. The actual length & size of holes varies by the model in which it is intended to be used.



The length of the tube partly determines the overall slide movement range. The size of the holes at the bottom of the tube determines the rate of exchange of the oil between internal chambers when the fork is compressed. This helps control how quickly the forks compress.

The set of damper tubes on the left includes the 'top out' springs which help cushion the end of travel when the forks expand. All models use the same top out springs (as stock).

Racetech has a fairly detailed explanation of Damper Rod Forks, along with their promotion of cartridge emulators, at this site: [http://racetech.com/html\\_files/dampingrodforaks.html](http://racetech.com/html_files/dampingrodforaks.html)

## 1986-2003 Forks (Except 1200S)

Abbreviations:

- Std = 883 Standard Model & 1200 Standard Model
- Dlx = 883 Deluxe Model
- Hug = 883 Hugger Model
- Ctm = 883 Custom Model & 1200 Custom Model

### Upper Slider Tube, Damper Tube & Spring (same on both sides)

<b>1986 Late</b>		Std & Dlx			
<b>-1987</b>	35mm Tubes	Std & Dlx & Hug		Length	
	Slider Tube	45407-86	23.25"		
	Damper Tube	45913-84			
	Spring-#Coils	45907-83	20.25"		
<b>1988-1991</b>	39mm Tubes	Std & Dlx & Hug		Length	
	Slider Tube	45381-87	23.375"		
	Damper Tube	45925-88	10.875"		
	Spring-#Coils	45376-87	20.25"		
<b>1992</b>	Models »	<b>Std&amp;Dlx</b>	Length	<b>Hugger</b>	Length
	Slider Tube	45381-87	23.375"	45395-92	24.25"
	Damper Tube	45925-88	10.875"	45938-92	7.5"
	Spring-#Coils	45376-87	20.25"	45372-92	21.5" _47coils
<b>1993</b>					
	Slider Tube	45381-87	23.375"	45395-92	24.25"
Mid-year	Slider Tube	45395-92	24.25"	●	●
	Damper Tube	45925-88	10.875"	45938-92	7.5"
	Spring-#Coils	45376-87	20.25"	45372-92	21.5" _47coils
<b>1994-1995</b>					
	Slider Tube	45395-92	24.25"	45395-92	24.25"
	Damper Tube	45925-94	9.50"	45938-92	7.5"
	Spring-#Coils	45376-94	21.5" _53coils	45372-92	21.5" _47coils
<b>1996</b>	Models »	<b>Std</b>	Length	<b>Hug&amp;Ctm</b>	Length
	Slider Tube	45395-92	24.25"	45395-92	24.25"
	Damper Tube	45925-94	9.50"	45938-92	7.5"
	Spring-#Coils	45376-94	21.5" _53coils	45372-92	21.5" _47coils
<b>1997</b>	Models »	<b>Std&amp;Ctm</b>	Length	<b>Hugger</b>	Length
	Slider Tube	45395-97	23.375"	45395-92	24.25"
	Damper Tube	45925-97	9.0"	45938-92	7.5"
	Spring-#Coils	45376-97		45372-92	21.5" _47coils
<b>1998</b>	Models »	<b>Std</b>	Length	<b>Hug&amp;Ctm</b>	Length
	Slider Tube	45395-97	23.375"	45395-92	24.25"
	Damper Tube	45925-97	9.0"	45938-92	7.5"
	Spring-#Coils	45376-97		45372-92	21.5" _47coils
<b>1999-2003</b>	Models »	<b>Std&amp;Ctm</b>	Length	<b>Hugger</b>	Length

	Slider Tube	45395-97	23.375"	45395-92	24.25"
	Damper Tube	45925-97	9.0"	45938-92	7.5"
	Spring-#Coils	45376-97		45372-92	21.5" _47coils
<b>2002-2003</b>	Models »	<b>883R</b>	Length		
	Slider Tube	45395-97	23.375"		
	Damper Tube	45925-97	9.0"		
	Spring-#Coils	45376-97			

### Slider Lower Legs (Except 1200S)

	Model(s)	Lower Sliders Left Leg	Lower Sliders Right Leg
<b>1984-1987</b> <sup>2)3)</sup>	All	45912-84	45906-84
<b>1988-1999</b> <sup>4) 5)</sup> <sub>6) 7) 8) 9) 10)</sub>	All	45921-87	45923-87
<b>2000-2003</b> <sup>11) 12)</sup> <sub>13)14)</sub>	All (Except 883R)	45921-00	45923-00
<b>2002-2003</b> <sup>15)16)</sup>	XL883R	45921-00	45922-00

Spring Rates:

45372-92 - 21.5" - 47coils - Rate reported as 40#/in <sup>17)</sup>

## 1996-2003 Forks For 1200 Sport Model

### XL1200S Sport Model - Fork Parts

See also [Setting up the 1200S Suspension](#)

	Fork Parts	Length
<b>1996-2003</b>	Upper Slider Tube	45366-96
	Cartridge Damper Tube	46024-96
	Cartridge Spring-#Coils	45367-96
	Same parts used on both left & right sides	

### Slider Lower Legs

	Model(s)	Lower Sliders Left Leg	Lower Sliders Right Leg
<b>1996-1999</b> <sup>18) 19) 20) 21)</sup>	XL1200S	46023-96	46022-96

	Model(s)	Lower Sliders Left Leg	Lower Sliders Right Leg
<b>2000-2003</b> <sup>22)</sup> <sup>23)</sup> <sup>24)</sup> <sup>25)</sup>	XL1200S	46023-00	46022-00

## Draining 1200S Forks

- 1200S sliders don't have drain plugs. So, here is one way of doing so. <sup>26)</sup>
- Basically, once you have the forks out of the bike, remove the large top nut (loosen it slightly while you have the forks clamped in the lower triple tree, (as shown here [Part 4 Dismantle the Forks](#) ) while holding the slider. There is no spring pressure on this nut, so it's easy. <sup>27)</sup>
- The slider will drop away, but don't let it drop more than a couple of inches or you'll have oil pouring out and not know how much has come out. <sup>28)</sup>
- Carefully tip the fork upside-down and pour the oil into a clear measuring container (a wide funnel will help you to not lose any). <sup>29)</sup>
- Bring the fork upright and pull the slider to the very top again, pump the fork a few times to empty the damper tube, then turn it upside-down again and pour more oil into your measuring container. Repeat this a couple more times to get as much of the old oil out as possible. <sup>30)</sup>
- Check how much oil came out of the fork, make a note of it, then pour the old oil into a waste container. <sup>31)</sup>
- Measure the same quantity of fresh oil into the measuring container, then, with the slider still close to the top of its stroke, carefully pour the oil into it. You're pouring the oil between the coils of the spring, so you need to go slowly and keep the fork vertical to avoid losing any. If you can get your hands on a funnel and fit a narrow flexible hose to the end of it, it may make things easier. <sup>32)</sup>
- When all the fresh oil is in, thread the slider onto the top nut again; clamp the fork into the bottom triple tree only to hold it steady while you fully tighten the top nut; then push the fork all the way to the top again and clamp it in place. <sup>33)</sup>
- Repeat on the other fork. <sup>34)</sup>

## 2004-later Forks

- Be careful, with the Low bikes, taking out the shock caps. There is about 2 1/2 " of spring preload so the cap wants to come out in a hurry. I am about 200 lbs and fairly strong and it was about all I could do to reinstall the caps with a 1 3/8 socket on a 6" extension on a ratchet. <sup>35)</sup>

## Damper Tube Forks

**(Same parts used on both left & right sides)**



	<b>Models</b>	<b>Upper Slider Tube</b>	<b>Damper Tube</b>	<b>Spring</b>	<b>Notes</b>
<b>2004-2008</b>	04-08 883/C 1200C/R 05-08 883R 07 XL50 Annv	45395-04	45925-04	45376-04	DT=9.0" - 45925-04
<b>2005-2006</b>	883L	46218-05	45938-92	46267-05	DT=7.5" - 45938-92
<b>2006-2011</b>	1200L	46218-05	45938-92	46267-05	DT=7.5" - 45938-92
<b>2007-2010</b>	883L	46218-05	47313-07	47299-07	DT=7.0" - 47313-07 w/ 2-holes 8.92mm
<b>2007-2012</b>	1200N	46218-05	47313-07	47299-07	DT=7.0" - 47313-07 w/ 2-holes 8.92mm
<b>2009</b>	883 1200R	45395-09	45925-09	45376-09	DT=7.5" - 45925-09
<b>2009-2010</b>	883C/R 1200C	45395-09	45925-09	45376-09	DT=7.5" - 45925-09
<b>2009-2013</b>	883N	46218-05	47313-07	47299-07	DT=7.0" - 47313-07 w/ 2-holes 8.92mm
<b>2010-2015</b>	1200X (48)	45395-09	10627	10417	
<b>2011-2015</b>	883R	45395-09	45925-09	45376-09	DT=7.5" - 45925-09
<b>2011-2015</b>	883L	46218-05	45938-92	46267-05	DT=7.5" - 45938-92
<b>2011-2015</b>	1200C/CP	45395-09	45458-09	46245-09	DT=7.5" - 45458-09 <sup>36)</sup>
<b>2013</b>	1200C - Annv	45395-09	45458-09	46245-09	DT=7.5" - 45458-09 <sup>37)</sup>
<b>2013-2015</b>	1200 CA/CB	45395-09	45458-09	46245-09	DT=7.5" - 45458-09 <sup>38)</sup>
<b>2013-2015</b>	1200V (72)	45395-09	45925-09	45500142	DT=7.5" - 45925-09
<b>2014-2015</b>	883N	46218-05	47313-07	45500139	DT=7.0" - 47313-07 w/ 2-holes 8.92mm
<b>2014-2018</b>	1200T	45395-09	45458-09	45500244	DT=7.5" - 45458-09 <sup>39)</sup>

(Measurements for this section contributed by XLForum members)

## Mixed-Tech Forks

These forks use a combination of Left-side Cartridge & Right-side Damper Tube

	<b>Models</b>	<b>Upper Lt Slider</b>	<b>Lt Cartrdg</b>	<b>LtSpring</b>	<b>Upper Rt Slider</b>	<b>Rt Damper</b>	<b>Rt Spring</b>
<b>2016</b>	1200CA	45500280	45500282	45500274	45500281	45500278	45500275
<b>2016</b>	1200CP	45500280	45500282	45500274	45500281	45500278	45500275
<b>2016-2017</b>	1200CB	45500280	45500282	45500274	45500281	45500278	45500275
<b>2016-2018</b>	883L	45500280	45500282	45500274	45500281	45500278	45500275
<b>2016-2018</b>	883N	45500280	45500304	45500300	45500281	45500302	45500301
<b>2016-2018</b>	1200C	45500280	45500282	45500274	45500281	45500278	45500275
<b>2016</b>	1200X (48)	45500280	45500304	45500300	45500281	45500302	45500301
<b>2016</b>	1200V (72)	45500280	45500283	45500276	45500281	45500279	45500277
<b>2017-2018</b>	1200X (48)	45500295	45500296	45500293	45500295	45500298	45500294

Here's a thread by 'Tomcatt' of the XLForum regarding changing to aftermarket springs & changing the oil viscosity/level in these mixed-tech forks:

<http://xlforum.net/forums/showthread.php?t=2073068>

## Inverted Forks

Inverted Forks use an upper slide tube that is the larger, outer tube while the lower, inner slider tube is used to attach the wheel. This is upside-down from the traditional damper tube design.

	Models	Upper	Left Fork		Right Fork		Notes
	Models	Outer Tube	Cart/Rod	Spring	Rod	Spring	Notes
<b>2008-2009</b>	XR 1200	46884-08	46878-08	46882-08	46359-06	46882-08	Lt uses Cart/Sprg - Rt uses Rod/Sprg
<b>2010</b>	XR 1200 & XR 1200X	10628	46681-10	10418	46681-10	10418	46681-10 is Compl. Rod Assy (each side)
<b>2011-2013</b>	XLR 1200X	10628	46681-10	10418	46681-10	10418	46681-10 is Compl. Rod Assy (each side)
<b>2016-2018</b>	XL1200CX Roadster	45500358	45500371	45500369	45500361	45500369	Lt uses Cart/Sprg - Rt uses Rod/Sprg

## Slider Lower Legs

	Model(s)	Lower Sliders Left Leg	Lower Sliders Right Leg	Rt Brk Mount	Notes
<b>2004</b> <sup>40)</sup>	883/883C/1200C	45921-00	45923-00	?	
<b>2004-2007</b> <sup>41) 42)43)44)</sup>	1200R	45921-00	45922-00		
<b>2005-2006</b> <sup>45)46)</sup>	883/883L 883C/1200C	45921-00	45923-00	?	
<b>2005-2007</b> <sup>47)48)49)</sup>	883R	46450-05	46449-05	?	
<b>2007</b> <sup>50)</sup>	All except 883R 1200R/1200N	45921-00	45923-00	?	
<b>2007</b> <sup>51)</sup>	1200N	48726-07	48716-07	?	
<b>2008</b> <sup>52)</sup>	All except 883R 1200R/1200N	46075-04	46076-04	?	
<b>2008-2013</b> <sup>53)54)55)56)57)58)</sup>	883R	46450-08	46449-08	?	
<b>2008-2009</b> <sup>59)60)</sup>	1200R	46075-04	45922-08	?	
<b>2008-2012</b> <sup>61)62)63)64)65)</sup>	1200N	48726-08	48716-08	?	
<b>2008-2010</b> <sup>66)67)</sup>	XR1200	46880-08	46879-08	YES	Inverted Forks

<b>2009</b> <sup>68)</sup>	883/883C/883L 1200C/1200L	46075-04	46076-04	?	
<b>2009-2014</b> <sup>69)70)71)72)73) 74)</sup>	883N	48726-08	48716-08	?	
<b>2010</b> <sup>75)</sup>	883C/883L 1200C/1200L	46075-04	46076-04	?	
<b>2010-2015</b> <sup>76)77)78)79) 80) 81)</sup>	XL1200X	48850-10	48849-10	?	
<b>2010-2013</b> <sup>82) 83)84)85) 86)</sup>	XR1200X	48786-10	48785-10	YES	Inverted Forks
<b>2011</b> <sup>87)</sup>	1200L	46075-04	46076-04	?	
<b>2011-2018</b> <sup>88)89) 90) 91) 92)93)</sup>	883L	49401-11	49403-11	No	
<b>2012</b> <sup>94)</sup>	1200C/CP	49411-11	49412-11	?	
<b>2013</b> <sup>95)</sup>	1200V	46075-04	46076-04	?	
<b>2013</b> <sup>96)</sup>	1200C/C-Anniv/CP/CA/CB	49411-11	49412-11	?	
<b>2014-2016</b> <sup>97) 98) 99)</sup>	1200V	45500056	45500075	?	
<b>2014-2015</b> <sup>100) 101)</sup>	883R	45500055	45500076	?	
<b>2014-2016</b> <sup>102) 103) 104)</sup>	1200C/CP/CA/CB	49411-11	49412-11	?	
<b>2015-2018</b> <sup>105) 106)</sup>	883N	45500054	45500057	No	
<b>2015-2018</b> <sup>107) 108)</sup>	1200T	49401-11	49403-11	No	
<b>2016-2018</b> <sup>109)</sup>	XL1200X	45500287	45500290	No	
<b>2016-2018</b>	XL1200CX Roadster	45500359	45500360	YES	Inverted Forks
<b>2017</b>	1200C/CB	49411-11	49412-11	No	
<b>2018</b>	1200C & Anniv	45500511	45500510	No	

Reference Additional Information on the 2004+ models in these XLForum Threads:

<http://xlforum.net/forums/showpost.php?p=3265511>

<http://xlforum.net/forums/showthread.php?t=1827354>

<http://xlforum.net/forums/showthread.php?t=1085901>

<http://xlforum.net/forums/showthread.php?t=1971682>

## Fork Service Kits

The Fork Service Kit is a collection of the parts recommended to be replaced for refresh maintenance. It includes all the parts that function between the Upper Slide Tube and the Lower Slide Tube plus new damper/cartridge mounting screws & Fork Cap Seals (O-ring).

For the models that use the same Fork Service Kit, one might expect the upper & lower slide tubes to be functionally compatible across all years (that's an assumption - there might be something that IS incompatible - but unknown).

	<b>1988-2018</b>	<b>2016+</b>	<b>2016+ Inv Forks</b>	Notes:
	<b>All Except »</b>	<b>Model 48</b>	<b>Roadster</b>	
Full Service Kit »	49378-09	45500307	49380-09	
<b>Includes the following parts in the kits:</b>				
Slide Bushing	45465-87	46080-01	46348-06	On Inner Slide Tube
Dust Seal	45401-87	46512-01A	J8130.3A8	Into Outer Slide Tube
Stopper Ring	45905-87	46513-01	45842-77A	Wire Retaining Clip
Oil Seal	45378-87	46514-01A	12085	Into Outer Slide Tube
Seal Spacer	45377-87	46515-01	46346-06	Into Outer Slide Tube
Guide Bushing	45461-87	46516-01	46343-06	Into Outer Slide Tube
Damper Rod Seal Ring	45462-87	22000031	----	At Top of Damper Tube
Damper Rod Screw	45405-75A	----	45405-75A	Thru Axle Hole - Incl Washer
O-ring for Cap	45984-87	46508-01	46329-06	Fork Cap Seal
-Separately-	No	Yes	No	
Washer for DR Tube	N/A	46615-06	N/A	
Damper Rod Screw Rt	N/A	45500118	N/A	
Damper Rod Screw Lt	N/A	45500236	N/A	

## Fork Oil Drain Screws

45790-80 - Stock JIS-head Drain Screw with Washer (Requires 1 for each fork)

- (Starting in 2008, some models do not have fork oil drain screws)
- (Use a JIS screwdriver for JIS screws. JIS screws look like Philips screws with a dot in the center of the head, but the JIS version is a wider blade with different spline angles. Using a Philips screwdriver on a JIS screw will often round out the screw head. However, using a JIS screwdriver on a Philips-head screw may work just fine, since the driver splines fit snugly on the upper, heavier part of the screw head.)

45815-03 - Chrome Fork Slider Drain Screw Kit<sup>110)</sup>

Screw size is M4 (0.7mm) × 6mm - Includes a pair of chrome allen head drain screws and washers - Uses 2.5mm allen key

### Go To Technical Menu

1)

Photo by IXL2Relax at the XLForum

2)

1979-1985 HD Sportster Parts Catalog pg 83,85

3) 4)

1986-1990 HD Sportster Parts Catalog pg 65

5)

1991-1992 HD Sportster Parts Catalog pg 65

6)

1993-1994 HD Sportster Parts Catalog pg 61

7)

1995-1996 HD Sportster Parts Catalog pg 61

8) 19)

1997 HD Sportster Parts Catalog pg 61

9)

1998 HD Sportster Parts Catalog pg 63

10)

1999 HD Sportster Parts Catalog pg 67

11)

2000 HD Sportster Parts Catalog pg 67

12)

2001 HD Sportster Parts Catalog pg 69

13) 15)

2002 HD Sportster Parts Catalog pg 69

14) 16)

2003 HD Sportster Parts Catalog pg 69

17)

by sebasbecu at [xlforum.net/forums/showthread.php?t=2072495](http://xlforum.net/forums/showthread.php?t=2072495)

18)

1995-1996 HD Sportster Parts Catalog pg 63

20)

1998 HD Sportster Parts Catalog pg 65

21)

1999 HD Sportster Parts Catalog pg 69

22)

2000 HD Sportster Parts Catalog pg 69

23)

2001 HD Sportster Parts Catalog pg 71

24)

2002 HD Sportster Parts Catalog pg 71

25)

2003 HD Sportster Parts Catalog pg 71

26) 27) 28) 29) 30) 31) 32) 33) 34)

steelworker <http://xlforum.net/forums/showthread.php?t=744608&page=6>

35)

whittlebeast <http://xlforum.net/forums/showthread.php?t=47542&highlight=1200s+shocks&page=5>

36) 37) 38) 39)

[xlforum.net/forums/showthread.php?t=1863121](http://xlforum.net/forums/showthread.php?t=1863121)

40) 41)

2004 HD Sportster Parts Catalog pg 67

42) 45) 47)

2005 HD Sportster Parts Catalog pg 71

43) 46) 48)

2006 HD Sportster Parts Catalog pg 71

44) 49) 50) 51)

2007 HD Sportster Parts Catalog pg 71

[52\)](#) [53\)](#) [59\)](#) [61\)](#)

2008 HD Sportster Parts Catalog pg 71

[54\)](#) [60\)](#) [62\)](#) [68\)](#) [69\)](#)

2009 HD Sportster Parts Catalog pg 109

[55\)](#) [75\)](#) [76\)](#)

2010 HD Sportster Parts Catalog pg 103

[56\)](#) [77\)](#) [87\)](#) [88\)](#)

2011 HD Sportster Parts Catalog pg 103

[57\)](#) [78\)](#) [89\)](#) [94\)](#)

2012 HD Sportster Parts Catalog pg 103

[58\)](#) [79\)](#) [85\)](#) [90\)](#) [95\)](#) [96\)](#)

2013 HD Sportster Parts Catalog pg 115

[63\)](#) [70\)](#)

2010 HD Sportster Parts Catalog pg 105

[64\)](#) [71\)](#)

2011 HD Sportster Parts Catalog pg 105

[65\)](#) [72\)](#)

2012 HD Sportster Parts Catalog pg 105

[66\)](#)

2009 HD Sportster Parts Catalog pg 111

[67\)](#)

2010 HD Sportster Parts Catalog pg 107

[73\)](#)

2013 HD Sportster Parts Catalog pg 117

[74\)](#) [80\)](#) [86\)](#) [91\)](#) [97\)](#) [100\)](#) [102\)](#)

2014 HD Sportster Parts Catalog pg 81

[81\)](#) [92\)](#) [98\)](#) [101\)](#) [103\)](#) [104\)](#) [107\)](#)

2015 HD Sportster Parts Catalog pg 81

[82\)](#)

2010 HD Sportster Parts Catalog pg 109

[83\)](#)

2011 HD Sportster Parts Catalog pg 107

[84\)](#)

2012 HD Sportster Parts Catalog pg 107

[93\)](#) [99\)](#) [108\)](#)

2016 HD Sportster Parts Catalog pg 81

[105\)](#)

2015 HD Sportster Parts Catalog pg 83

[106\)](#)

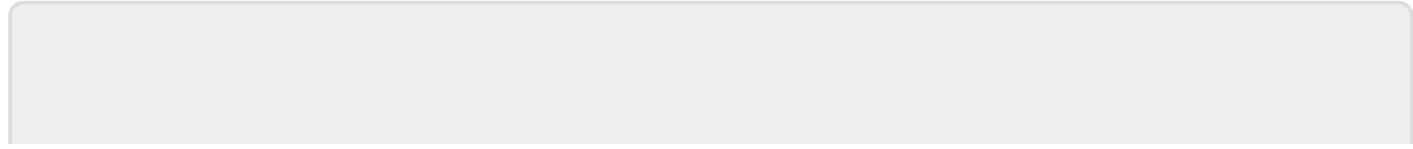
2016 HD Sportster Parts Catalog pg 87

[109\)](#)

2016 HD Sportster Parts Catalog pg 85

[110\)](#)

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