



# Installation Instructions

## SLAMMER KIT

Touring Models

### WARNINGS & ALERTS

- DO NOT INSTALL IN CONJUNCTION WITH ANY OTHER FRONT OR REAR LOWERING KIT OR COMPONENT !
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.
- Check your motorcycle for proper parking lean angle AFTER installation of this kit. Your side stand may require modification.
- Read and follow all instructions to properly install this kit.
- Make sure proper sleeves are installed with the shocks. Improper installation can cause unsatisfactory and / or unsafe operation.
- Enclosed warning decals must be applied to a visible area of any motorcycle on which the Burly Brand lowering kit has been installed in order to inform potential riders that the bike has been modified.
- The 2002-2005 FLHT/FLT models are equipped with a damper-rod type fork on right side and a cartridge fork on the left side. The springs included in this kit have been designed to be installed in the **damper-rod/right fork only**, and deliver optimum performance in conjunction with the **stock spring in the left fork**. No modification to the left fork is required and you will have left over parts from this kit. Specifically 1 each, main fork spring, helper spring and spacer, plus 2 washers.

### Kit Contents



QTY	DESCRIPTION
2	Shock Absorbers
4	Shouldered Sleeves
4	Shock Mounting Spacers
1	Spanner Wrench
2	Slammer Fork Springs
2	Slammer Fork Helper Springs
4	Fork Spring Washers
2	Fork Spring Spacers
2	Warning Decals
1	Lube Packet

### LIMITED GUARANTEE

We continually inspect and try to improve our products. All parts have been inspected prior to packaging, and our guarantee is limited to replacement of defective parts. This guarantee is in lieu of all guarantees or warranties implied or expressed. Because we cannot control the application of our products, buyer assumes risks for any and all damage caused by himself or third party, by virtue of failure of these parts. We make no warranty as to products distributed by us, expressed or implied, including without limitation any warranties or merchant ability and fitness for a particular purpose. We will however, pass on all warranties made by the manufacturer, who has sole responsibility for performing such warranties. The manufacturer shall solely be responsible for any damage to person or property arising from design, manufacturing and testing of all products, and we accept no liability for such damages. We shall not be liable for indirect or consequential damages.

## INSTALLATION INSTRUCTIONS SLAMMER SHOCKS

- Read all the instructions carefully before installing this kit on your motorcycle. Use your Harley-Davidson manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the rear wheel is just off the ground and able to spin with light brake drag. The balance point is between the engine and transmission.
- Remove any accessories necessary to gain access to the rear shocks..
- Remove the stock shocks by removing the lower and upper shock bolts and washers. Save the bolts and washers as they will be re-used with this kit.
- If your bike is currently equipped with a "Bracket" Style lowering kit, such as a Burly Brand or other, You **MUST** remove that kit before installing the Slammer Kit shocks.
- With the stock shocks removed and prior to installing your new Slammer Shocks, move the rear wheel vertically until you feel contact between tire / fender or belt, belt guard / frame or fender or contact between any other accessory / frame, swing arm, tire etc. With the Rear wheel held in this "Point of Contact" position, measure the distance between the center of the upper shock mount and the center of the lower shock mount. Indicated by the arrows shown in **Photo 1**. This measurement **MUST** be Equal to or less than **9.5"**. Double check your measurement.

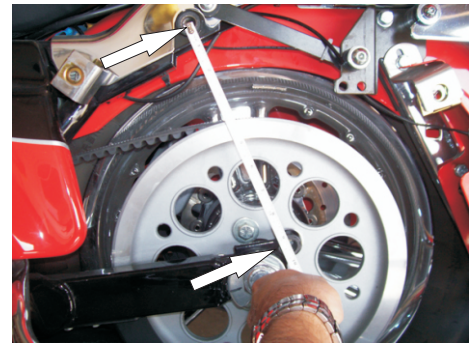
### WARNING

DO NOT complete the installation of your Slammer Shocks until you have corrected the interference to achieve proper clearance or you can contact our Customer Service department for travel limiters to be installed on the shocks. **Failure to do so can result in damage to your bike and lead to loss of control and injury!**

- These shocks are designed to operate with the shock shaft up. Damage to the shocks may occur if installed with the shock shaft down.
- Install 1 shouldered sleeve into each shock eye. The shock must be mounted with the shoulder toward the bike, Also add one spacer to properly space the shocks. See (**Photo 2**)
- Using the sleeves and spacers as mentioned above, install the new Slammer shocks on each side of the bike using the bolts and washers you removed with the stock shocks earlier. Be sure to apply thread locking compound to the bolts, but don't tighten them yet.
- Remove motorcycle from lift and tighten all of the shock mounting bolts to 35 ft./lbs using a torque wrench.
- Re-install any accessories removed earlier in accordance to the manufacturers installation instructions. Be sure they do not interfere with the operation of the shock absorbers in any way through their full range of movement.

## INSTALLATION INSTRUCTIONS SLAMMER FORK SPRINGS

- Read all the instructions carefully before installing this kit on your motorcycle. Use your Harley-Davidson manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is just off the ground and able to spin with light brake drag. The balance point is toward the front of the engine.
- Per the instructions in an authorized shop manual remove the forks from the motorcycle. **IMPORTANT NOTE FOR 02-05 FLHT / FLT MODELS WITH LEFT SIDE (CARTRIDGE) FORK LEG: ONLY INSTALL THE NEW MAIN FORK SPRING, HELPER SPRING AND INDICATED SPACER INTO THE RIGHT SIDE (DAMPER ROD) FORK! YOU WILL LEAVE THE STOCK SPRING IN THE LEFT SIDE (CARTRIDGE) FORK.**



**Photo 1**

Do Not complete your Slammer Shock installation until you have checked to be sure you have adequate Tire / Fender clearance.



**Photo 2**

Install a shouldered sleeve as shown into each mounting eye of both shocks. Also use one additional spacer in conjunction with the shouldered sleeve to provide sufficient space between the shocks and the Frame / Swing arm.



## INSTALLATION INSTRUCTIONS SLAMMER FORK SPRINGS

■ Continued:

■ If your bike is currently equipped with any type of fork lowering kit, such as a Burly Brand LOWBOY or other, You **MUST** remove that kit before installing this Slammer Kit. The Slammer fork kit is designed to work **ONLY** with the Stock fork rebound or top out springs. **WARNING** Failure to remove existing fork lowering kit components will result in unsatisfactory performance and may lead to fork damage, loss of vehicle control and injury. **Figures 1 & 2**

■ Carefully remove the fork cap.

### CAUTION

**The fork caps are under spring pressure and care must be taken as they are removed to avoid injury!** Keep downward pressure on the caps as you unscrew the final threads, this will minimize the spring "jump" that will occur as soon as the cap is fully un-threaded. **BE CAREFUL!**

■ Remove the stock fork spring. If your bike has washers and or spacers on top of the fork spring, remove those as well.

■ For optimum performance we highly recommend the forks be thoroughly cleaned and new fork oil installed per your authorized Harley-Davidson manual.

### CAUTION

While the installation of this Slammer Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So with the fork springs removed and the forks placed back in the bike along with the front fender and wheel reinstalled, lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

■ Determine the correct PVC spacer length for your year model bike from the Chart in **Figure 3**. You may need to cut the supplied spacer to your proper length.

■ With the front forks fully extended again, insert the Slammer Fork Spring into the fork tube, then insert the Slammer Helper Spring, Washer, PVC spacer and another washer on top as shown in **Figure 4**

■ Reinstall the fork cap. The design of this kit makes this very easy as the only spring pressure you will feel during cap installation is from the Slammer Helper Spring which is only a light pressure by design.

■ Reinstall the forks in the bike following an authorized shop manual.

## FINE TUNING

■ Front ride height can be adjusted by changing the PVC spacer length. We recommend making changes in .25" increments. Do not vary the spacer length by more than .50" shorter or 1.00" longer than the length specified for your model in the Chart above. A longer spacer will raise the front end, a shorter spacer will lower the front end.

■ Rear ride height can be adjusted by turning the adjusting cam to a higher setting. This is also used to stiffen the shock if excessive bottoming occurs while riding the bike. Apply a small amount of the provided lubricant to the sliding surface of the cam and use the spanner wrench to rotate the cam. **Figure 5**

■ The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.

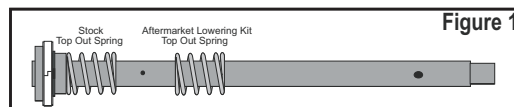


Figure 1

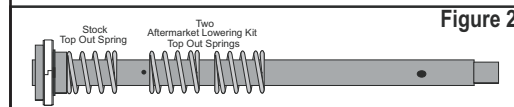


Figure 2

Prior to installing your Slammer Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components, such as the 1 or 2 additional top out springs illustrated above. Additional top out springs are common in many such kits.

### PVC SPACER LENGTH DO NOT INSTALL ON SPORT MODELS

YEAR		SPACER LENGTH
2002-2005	FLHT/FLT (Right fork only)	.56"
1980-1996	FLH/FLT 5 speed	0.00"
2002-2005	FLHR	0.75"
1997-2001	FLH/FLT 5 speed	0.75"
2006-2009	FLH/FLT	0.00"

Figure 3

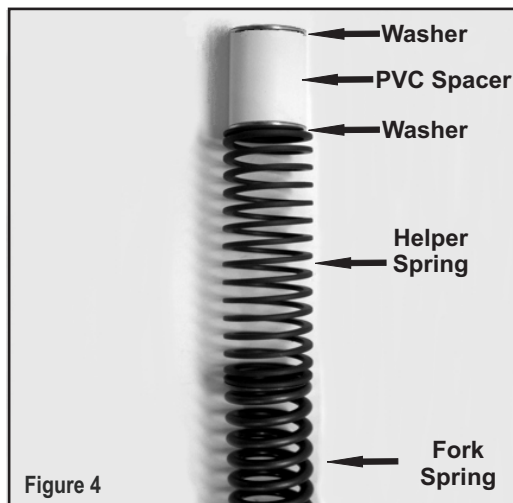


Figure 4

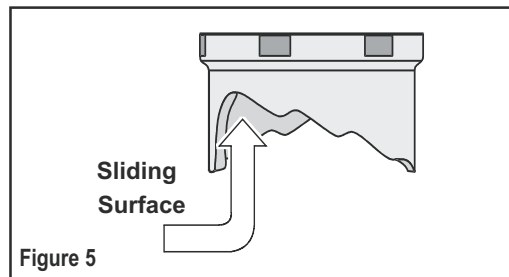


Figure 5

