



Installation Instructions

SLAMMER KIT

91-05 Dyna Models

WARNINGS & ALERTS

- DO NOT INSTALL ON WIDE GLIDE MODELS!
- 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.
- 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.

KIT CONTENTS



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.

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

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 nuts, bolts, washers and / or spacers. Save all of this OE mounting hardware as it 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 this 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 less than 9.63".
- 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 the new Slammer shocks on each side of the bike using the OE mounting hardware 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 hardware to the proper torque specified in your bike models factory manual.
 - 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.
- Remove any accessories necessary to gain access to the fork caps and triple trees.
- 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 2 & 3**



Photo 1

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

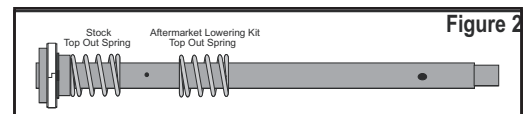


Figure 2

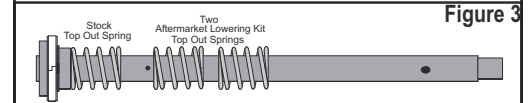


Figure 3

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.



INSTALLATION INSTRUCTIONS SLAMMER FORK SPRINGS

■ Continued

- Remove the handle bars if they are directly above the fork caps to allow for the removal of the fork springs.
- Loosen the pinch bolts on the upper triple clamp. Failure to do so will make fork cap removal very difficult and potentially damage the caps and or fork tubes. **Figure 4**
- 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, 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 5.** 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 and PVC spacer. **Figure 6**

■ 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.

■ Tighten the fork cap, the triple clamp pinch bolts and reinstall the handle bars and any accessories removed according to their manufacturers instructions.

■ Remove motorcycle from lift and re-check all fasteners for proper tightness.

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 7**

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

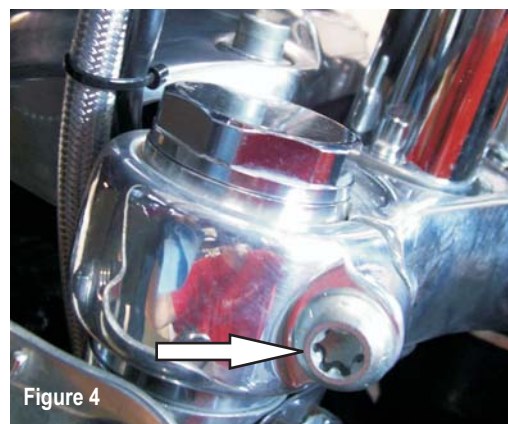


Figure 4

CHART		
PVC SPACER LENGTH		
<small>DO NOT INSTALL ON WIDE GLIDE MODELS</small>		
YEAR	MODEL	SPACER LENGTH
1991-1992	FXD/B/C	5.75"
1993-2005	FXDL	5.00"
1994-2000	FXDS-CONV.	5.75"
1995-2005	FXD/C	5.00"
1999	FXDX	5.75"

Figure 5

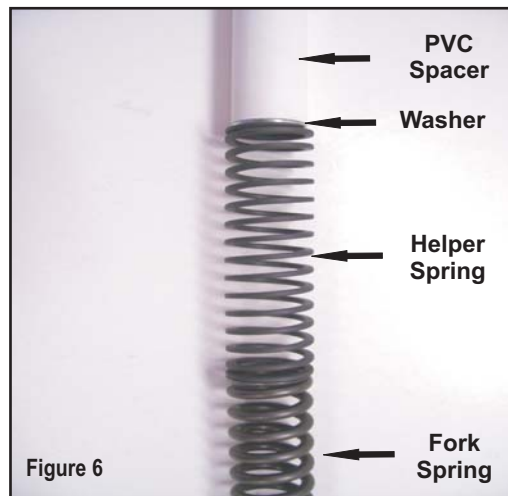


Figure 6

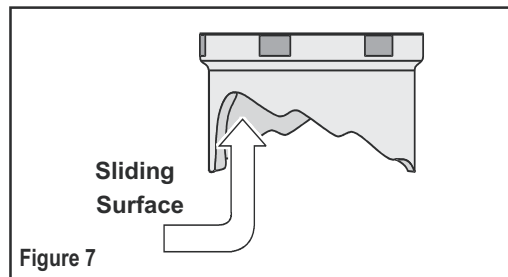


Figure 7

