

KIT CONTENTS



QTY	DESCRIPTION
2	SLAMMER SHOCKS
2	SLAMMER FORK SPRINGS
2	SLAMMER FORK HELPER SPRINGS
2	FORK SPRING SPACERS
1	COTTER PIN, 1/16" X 3/4"
1	SPANNER WRENCH
1	LUBE PACKET
4	HARDWARE STEEL SLEEVES
1	DECAL SHEET
2	WARNING DECALS

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 can not control the application of our products, the buyer assumes risks for any and all damage caused by themselves or any 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 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 KIT - HONDA REBEL

WARNINGS & ALERTS:

- READ AND FOLLOW ALL INSTRUCTIONS TO PROPERLY INSTALL THIS KIT.
- DO NOT INSTALL IN CONJUNCTION WITH ANY OTHER FRONT OR REAR LOWERING KIT OR COMPONENT.
- IMPROPER INSTALLATION CAN CAUSE UNSATISFACTORY AND/OR UNSAFE OPERATION.
- 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.
- 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.
- READ ALL THE INSTRUCTIONS CAREFULLY BEFORE INSTALLING THIS KIT ON YOUR MOTORCYCLE. USE YOUR HONDA SERVICE MANUAL AS A REFERENCE WHILE INSTALLING THIS KIT.

REAR SHOCK INSTALLATION

1. Support and lift the motorcycle securely so the rear wheel is just off the ground and able to spin with light brake drag.
2. Remove any accessories necessary to gain access to the rear shocks.
3. 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.
4. 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 shocks.
5. 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 chain, chain 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 233mm (9.2"). Double check your measurement.



Photo 1

WARNING

DO NOT complete the installation of your Slammer Shocks until you have corrected any interference to achieve proper clearance. Failure to do so can result in damage to your bike and lead to loss of control and injury!



INSTALLATION INSTRUCTIONS

SLAMMER KIT - HONDA REBEL

6. These shocks are designed to operate with the shock shaft up. Poor performance and damage to the shocks may occur if installed with the shock shaft down.
7. Install the new shocks on each side of the bike using the 4 supplied steel sleeves, one in each shock eye to properly fit the mounting studs on the bike (Photo 2). Re-use the OEM 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.

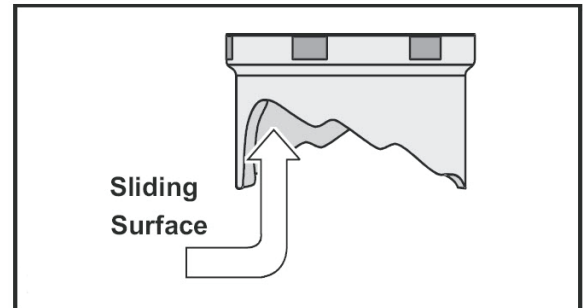


Photo 2

8. Remove motorcycle from lift and tighten all of the shock mounting bolts as specified in your Honda service manual (top = 6.6 ft/lbs, bottom = 15 ft/lbs)
9. 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.
10. Install the included Burly Brand decals on the shock top covers or wherever you like!

FINE TUNING

Your Slammer shocks are designed for your bike to sit lower than with your stock shocks. Rear suspension sag 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, as illustrated below, and use the spanner wrench to rotate the cam.



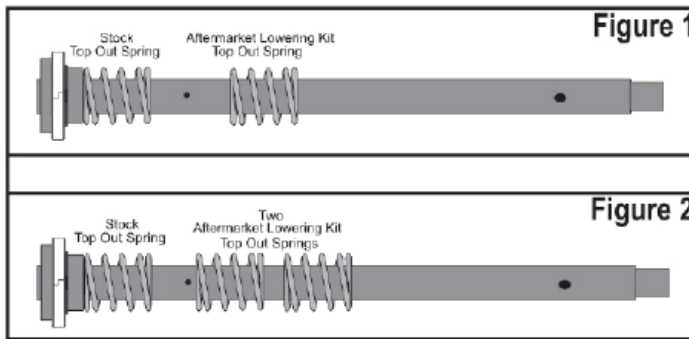
SLAMMER FORK SPRING INSTALLATION

1. Support and lift the motorcycle securely so the front wheel is just off the ground and able to spin with light brake drag.
2. Remove any accessories necessary to gain access to the fork caps and triple trees.
3. If your bike is currently equipped with any type of fork lowering kit 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



INSTALLATION INSTRUCTIONS

SLAMMER KIT - HONDA REBEL



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.

4. Note that the left and right forks on this model use different internal components, refer to your Honda Service Manual for details as needed.
5. Remove the handle bars if they are directly above the fork caps to allow for the removal of the fork springs. Adjust the fork spring pre-load adjusters to full soft (counter clockwise). 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.
6. Unthread the fork cap from the left fork - note that the left fork cap is connected to an internal cartridge.
7. Unthread and remove the fork cap from the right fork. **CAUTION** the right fork cap is under spring pressure and care must be taken as it is removed to avoid injury! Keep downward pressure on the cap as you unscrew the final threads, this will minimize the spring "jump" that will occur as soon as the cap is fully unthreaded. **BE CAREFUL!**

8. Remove the left fork cap and spring retaining clip. Remove, from both forks, the stock spacers, washers and fork springs. For optimum performance we highly recommend the forks be thoroughly cleaned and new Progressive Suspension 10wt fork oil installed and fork oil level set to 215mm.

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.

9. **FORK OIL LEVEL MUST BE SET WITH THE FORKS (AND LEFT CARTRIDGE) FULLY COMPRESSED. WITH THE FORKS COMPRESSED SET THE FORK OIL LEVEL TO 215MM BELOW THE TOP OF THE FORK TUBES. WARNING: SEAL FAILURE MAY RESULT IF FORK OIL LEVEL IS SET TO A MEASUREMENT LESS THAN 215MM!**

10. Determine the correct spacer lengths for your chosen configuration, 1" or 2" low, from the Chart in Figure 3. You may need to cut the supplied spacer to the proper lengths.



INSTALLATION INSTRUCTIONS

SLAMMER KIT - HONDA REBEL

FIGURE 3	SPACER LENGTHS	
CONFIGURATION	LEFT FORK	RIGHT FORK
25mm (1") LOW	153mm (6")	254mm (10")
50mm (2") LOW	127mm (5")	229mm (9")

11. The right fork cap must be modified before you reinstall it into the fork by removing the stock retaining clip and replacing it with the included "Cotter Pin" as illustrated in FIGURE 4

Change this...



...To this.



FIGURE 4

12. With the front forks fully extended again, insert the Slammer fork spring into the fork tube, then insert the Slammer helper spring, stock washer and spacer. Figure 5

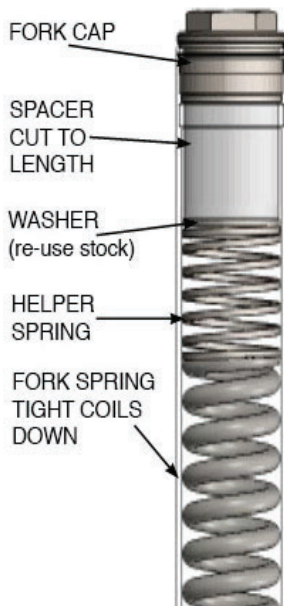


FIGURE 5

13. Re-install the spring retaining clip on the left fork cartridge rod. It is normal for the fit of the retaining clip to the spacer to seem loose at this point. Spring pre-load is achieved once the fork cap is re-installed into the fork tube.
14. Reinstall the fork caps into the fork tubes. 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.
15. Tighten the fork caps, the triple clamp pinch bolts and reinstall the handle bars and any accessories removed according to their manufacturers instructions.
16. Remove motorcycle from lift and re-check all fasteners for proper tightness.

FINE TUNING

Your Slammer fork springs are designed to allow your bike to sit lower than with your stock fork springs. Front suspension sag can be adjusted by turning the pre-load adjusters in the fork caps to a higher setting. This is also used to stiffen the forks if excessive bottoming occurs while riding the bike. Set both adjusters to the same position.

THE OPERATOR MUST USE EXTREME CAUTION WHEN OPERATING A MODIFIED MOTORCYCLE PARTICULARLY WHILE GETTING FAMILIAR WITH ITS ALTERED HANDLING CHARACTERISTICS. LOWERING THE CHASSIS AND/OR SUSPENSION ON ANY VEHICLE WILL CHANGE THE HANDLING CHARACTERISTICS AND LEAN ANGLE OF THAT VEHICLE. CARE SHOULD BE TAKEN WHEN OPERATING THE VEHICLE WITH SUCH MODIFICATIONS WHILE GETTING ACCUSTOMED TO THE NEW HANDLING CHARACTERISTICS.

