INSTALLATION INSTRUCTIONS

B28-100 "LOW BOY"
FRONT LOWERING KIT 41MM

WARNINGS & ALERTS

- To maintain proper balanced geometry, we recommend lowering the front and the rear of the motorcycle equally. Burly Brand offers rear lowering kits for your motorcycle too.
- The operator must use extreme caution when operating a modified motorcycle, particularly while familiarizing them self with it's alrtered handling characteristics.
- Check your motorcycle for proper parking lean angle. After lowering the motorcycle, your sidestand may need modification.
- Do not lower FLH models 2" (*stock rebound spring is replaced with the Burly rebound spring*).
- Enclosed sticker must be applied to the forks of any motorcycle a Bulrly lowering kit has been installed on.

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 the 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

- Support the motorcycle so the front wheel is off the ground and remove the front wheel and fender. Remove the fork cap nuts and loosen the lower clamp pinch bolts. Remove the front brake caliper. Some models have a tapered end to the fork tube. Extra effort will be required to remove the tube from the crown. Loosen the top fork cap 1 to 2 revolutions. Use a soft wood block or similar tool (that will not mark the fork cap finish) and tap down with mallet to loosen fork tube pinch for its tapered fit in top steering crown. Make sure the fork pinch bolts are loose. To completely remove fork of this style, unscrew the fork cap entirely.

CAUTION: Fork caps are under spring pressure and could cause serious injury; use caution!

- Slide both fork assemblies out of the triple clamps. Unscrew the top fork tube plugs. Remove the plugs and fork springs. Turn the fork assemblies upside- down and drain the fork oil. While the springs are out, reinstall the fork tubes into the triple clamps and install the fender. Using a jack, raise the lower fork tubes until the forks bottom out, turn handlebars through full range of motion - left to right - checking for clearance between the fender and anything under the triple clamp. Some aftermarket accessories may interfere with the travel of the fork. Make adjustments as necessary. Remove forks from clamps again.
- Next, bottom the fork tube into the fork leg. **DO NOT** extend the tube while you remove the Allen bolt on the bottom of the fork leg. Turn the assembly upside-down and shake the damper rod and rebound spring out of the fork assembly. Again, **DO NOT** extend the tube during these steps. Extending the tube could dislodge the internal bottoming cone, which fits on the end of the damping rod, making it very difficult to reinstall the damper rod without complete fork disassembly.
- **FOR 1" REDUCTION IN FORK LENGTH:** Replace the rebound spring with the longer spring (supplied in kit) and install on damper rod. Re-install the damper rod in fork. LocTite and torque the Allen bolt at bottom of the fork to 18 ft lbs.
- **FOR 2" FORK LENGTH REDUCTION:** *DO NOT LOWER FLH MODELS 2". Install the long rebound spring (supplied in kit) and the stock rebound spring on the damper rod, and reinstall damper rod in fork. **LocTite and torque the Allen bolt at bottom of fork to 18 ft lbs.**

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INSTALLATION (cont.)

- Slide the fork tube up and dwn in the fork leg. Check for smooth action and full travel.

- Replace the fork oil with Harley-Davidson ™ type "E" fork oil or equivalent. Heavier or more aggressive riders may prefer 15wt or 20wt fork oil. Add the amount of fork oil to your forks that is specified in your factory owners manual, adjust to your riding style.

- Install the new progressively wound fork spring into the fork tube with the tight coils to the top. Install one washer on either side of the spring. At this time, it is necessary to check fork spring preload with a fully extended fork. With the PVC material supplied, cut the PVC to length that will allow the fork cap to compress the fork spring 1 1/2" inch, with the fork cap fully tightened.

- Note: Some models will not require a spacer, other models may. Always check preload on installation of this kit. Heavier or more aggressive riders may prefer 1 3/4" preload (stiffer), and lighter or less aggressive riders 1 1/4" (softer). Install a washer on top of PVC spacer (if applicable) and fully tighten fork cap. Models with a tapered fork tube must be installed into the fork crown prior to installing the fork cap.

- Re-install the forks, caliper and front wheel and fender on the motorcycle. Check for smooth fork action, brake operation, and recheck all nut and bolts for correct tightness.

- ***Warning: Installing a lowering kit will decrease initial ground clearance. The motorcycle will be lower to the ground and care should be taken to avoid bottoming, especially over bumps or in turns. To maintain proper balanced geometry, we recommend lowering the front and rear of the motorcycle equally. After lowering, your side stand may be too long and require shortening or modification. Check your machine for proper lean angle on the stand. Alter the stand if necessary.***



