BURLY BRAND
MOTORCYCLE ACCESSORIES

INSTALLATION INSTRUCTIONS
B28-106 "LOW BOY"
FRONT LOWERING KIT 49mm

Attention!

Statements in these instructions that are preceded by the following words are of special significance:

This symbol means there is a possibility of injury to yourself and others.

This symbol means there is a possibility of damage to the vehicle.

NOTE:

Information of particular importance has been placed in italics.

IMPORTANT NOTICE

Caution: Removing and replacing fork springs must be performed by a qualified mechanos or according to stpes outlined on a factory authorized service manual that relates to your particular make model and year motorcycle.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Burly Brand Fork Springs are designed to work with the OEM (original equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

PARTS INCLUDED

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.

WARNINGS & ALERTS

- To maintain proper balanced geometry, we recommend lowering the front and rear of the motorcycle equally. Burly offers rear lowering kits for your motorcycle. too.
- Operators must use extreme caution when operating a modified motorcycle, particularly while familiarizing themselves with its altered handling characteristics.
- Check your motorcycle for proper parking lean angle. After lowering, your side stand may require modification.
- Enclosed sticker must be applied to the forks of any motorcycle a Burly Brand lowering kit has been installed on.

INSTALLATION

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized service manual as a reference while installing this kit.
- Support the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Remove forks according to instructions contained in your factory authorized service manual.

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------- NOTE -------

For maximum performance we highly recommend the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed. We recommend a 20wt. fork oil. See FINE TUNING for more information. Fork oil level should be measured with the fork spring(s) removed and the fork completely compressed. The measurement from the top edge of the fork tube to the fluid level should be 140mm.

- *The Burly Brand fork spring is a direct replacement of your stock springs. You will use the supplied preload spacers (which you may have to cut to length).*

While the installation of this fork lowering 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 we recommend with the fork springs removed from both forks, reinstall the forks, fender, wheel and anything else you may have removed and 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. while turning left to right - lock to lock. You must correct any clearance issues prior to installing this kit to avoid damage and/or vehicle control problems.

- After removing both forks, start with one of the forks and remove the fork cap, then remove the fork spring.

The 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 in-threaded.

BE CAREFUL!

- Drain the fork oil, and then with the fork completely compressed remove the damper rod and top out spring by removing the fork bolt (with crush-washer) in the bottom of the fork. Keep the fork assembly fully compressed at this point to keep the stock bottoming-cup properly located.

- In addition to the stock top out spring (on the damper-rod), install either ONE of the supplied top-out springs to lower your forks approximately 1" inch **OR** TWO of the supplied top-out springs to lower your forks approximately 2" inches - as illustrated on page 4.

- Drop the damper-rod along with the chosen number of top-out springs back into the fork. Place a drop of red thread-locking agent on the fork bolt that came out of the bottom of the fork and reinstall it (with the crush-washer), tightening it back into the damper rod. Torque the bolt to the factory recommended specification.

- Repeat the process on the other fork - putting the same number of top-out springs on the damper-rod.

- Preload spacer length - before going any further make sure you have the proper preload spacer lengths ready to install in your forks. If you are lowering your forks 1" inch then the included preload spacers should already be the correct length - 1.6"(41mm) - and are ready to use. However if you are lowering your forks 2" inches you will need to cut both of the supplied preload spacers to a length of 0.6" of an inch (15mm).

- Secure the fork assembly so you can fill it with fluid. This may require stroking the assembly to draw fluid from the inner fork tube into the outer fork slider. Pour enough 20wt. fork fluid in each fork, pausing to stroke the assembly to get the fluid into the outer fork slider, to achieve the recommended 140mm fork fluid level - which is measured from the top lip of the fork tube to the fluid , with the fork compressed all the way and the fork spring removed. Go slow, pouring a little at a time and then stroke the fork. Failure to do this could cause the required amount of fluid to overflow and result in an inaccurate fluid level reading.

NEVER ADD TO MUCH OR TOO LITTLE FLUID RESULTING IN A MEASUREMENT LESS THAN 140mm WHEN USING THIS KIT.

INSTALLATION (CONT.)

- In each fork leg, install one of the stock washers followed by one of the supplied Burly Brand fork springs into the fork. Then install one of the stock washers followed by one of the supplied preload spacers (cut to the recommended length), and finally the stock fork cap. See illustrations, on **page 4.**

- While reinstalling the fork cap, be certain to torque it to the proper specification per a factory authorized service manual. Reinstall fork, fender, wheel and all other components per a factory authorized service manual. Remove the motorcycle from lift and re-check all fasteners for proper tightness per your factory authorized manual.

- The operator must use extreme caustion when operating a modified motorcyckle, particularly while becoming familiar with its altered handling characteristics. and ground clearance.

- For totally balanced suspension, we highly recomend installing a par of Burly Brand shocks, also available at your local dealer.

FINE TUNING

- Fork Oil: Though we recommend using a 20wt fork fluid, oil viscosity can be changed to alter damping. Heavier oil to increased damping. Lighter oil to decrease damping. Increase viscosity in 2.5 wt. increments (i.e. from 2.5 weight to 5 weight). Oil viscosity will have more effect on rebound damping than compression damping; too high a viscosity can create harshness on sharp edge bumps.

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 modification. Check your machine for proper lean angle on the side stand. Alter the side stand if necessary.

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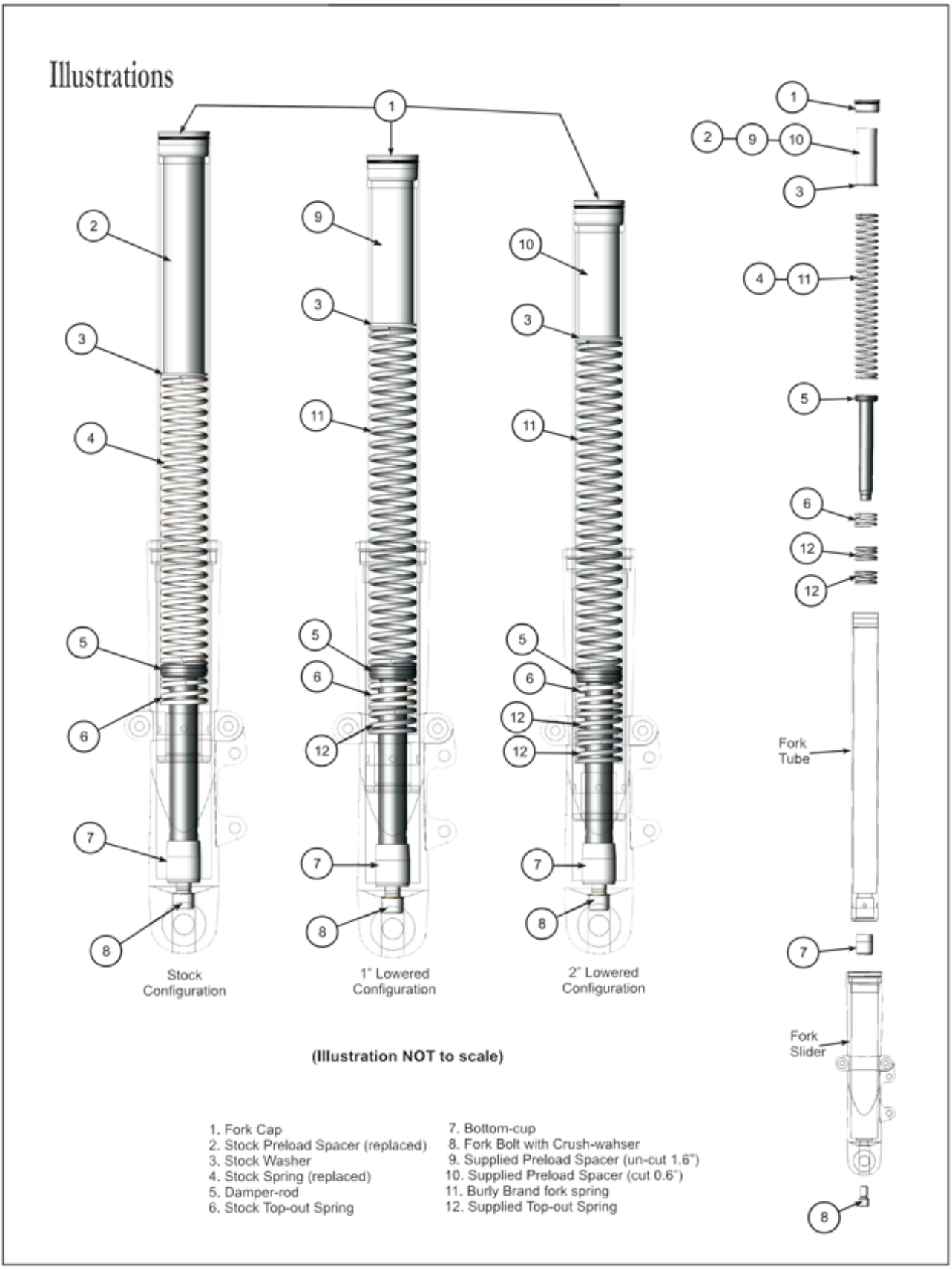
Illustrations



(Illustration NOT to scale)

1. Fork Cap
2. Stock Preload Spacer (replaced)
3. Stock Washer
4. Stock Spring (replaced)
5. Damper-rod
6. Stock Top-out Spring
7. Bottom-cup
8. Fork Bolt with Crush-wahser
9. Supplied Preload Spacer (un-cut 1.6")
10. Supplied Preload Spacer (cut 0.6")
11. Burly Brand fork spring
12. Supplied Top-out Spring