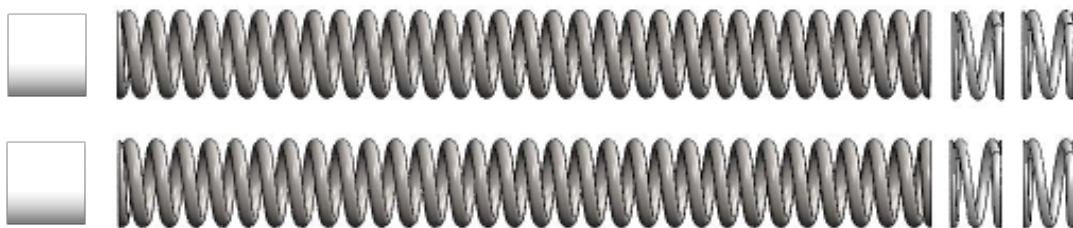




INSTALLATION INSTRUCTIONS

LOW BOY FORK KIT FOR 2018 & LATER* SOFTAIL MODELS WITH CONVENTIONAL FORKS

PARTS INCLUDED:



RECOMMENDED TOOLS

FORK OIL LEVEL ADJUSTER

HYDRAULIC PRESS

*HD-41177 FORK TUBE HOLDER OR EQUIVALENT

(*HD PART NUMBERS SHOWN ARE FOR HARLEY-DAVIDSON FACTORY TOOLS)

IMPORTANT NOTICE

REMOVING AND REPLACING FORK SPRINGS MUST BE PERFORMED BY A QUALIFIED MECHANIC & ACCORDING TO STEPS OUTLINED IN A PROFESSIONAL WORKSHOP MANUAL THAT RELATES TO YOUR PARTICULAR MAKE, MODEL & YEAR MOTORCYCLE. THE VEHICLE MUST BE SECURELY BLOCKED TO PREVENT IT FROM DROPPING OR TIPPING WHEN THE FORKS/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 & VOID THE WARRANTY.

WARNINGS & ALERTS

- 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.
- WHILE THE INSTALLATION OF THIS 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 FULLY COMPRESS THE FRONT FORKS. TURN THE HANDLEBARS BACK AND FORTH, LOCK TO LOCK WHILE CHECKING 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 CONTROL PROBLEMS AND / OR DAMAGE.

Harley-Davidson is a registered trademark of the Harley-Davidson Motor Company Inc., Milwaukee, WI

*This instruction is appropriate for the models noted; However, you must confirm you have the correct kit part number for your specific bike by contacting Burly Brand

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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.

NOTE:

This kit provides for either a 1" or 2" lower front ride height - pay close attention to the following steps that pertain to your preferred ride height configuration.

1. Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.

WARNING

THE FORK CAPS ARE UNDER EXTREME SPRING PRESSURE. CARE MUST BE TAKEN AS THEY ARE REMOVED TO AVOID INJURY. KEEP DOWNWARD PRESSURE ON THE CAPS AS YOU UNSCREW THE FINAL THREADS TO MINIMIZE THE SPRING "JUMP" THAT WILL OCCUR AS SOON AS THE CAPS ARE FULLY UN-THREADED. USE A SPRING COMPRESSOR OR HYDRAULIC PRESS AS OUTLINED BELOW FOR THIS PURPOSE. IF YOU ARE UNCERTAIN IN ANY WAY ABOUT THIS PORTION OF THE PROCEDURE - STOP HERE AND TAKE YOUR FORKS TO A COMPETENT MECHANIC TO INSTALL THIS KIT.

2. Remove the forks from the bike
3. Loosen the fork cap one full turn
4. Position and secure fork assembly in press so it can be compressed slightly and the inner fork-tube can be freely rotated – also be sure that the press ram can move upward from that position 3.00" to 4.00" inches to allow the spring to extend once the cap is removed.

WARNING

THE FORK ASSEMBLY MUST BE HELD IN ALIGNMENT WITH THE PRESS RAM AT ALL TIMES TO ENSURE SAFE SPRING EXPANSION/ COMPRESSION WHEN THE FORK CAP IS UN-THREADED FROM THE FORK TUBE.

5. Compress the fork about .50" to 1.00" (Figure 1)
6. Now, with the press holding the spring pressure, you should be able to unscrew the fork tube from the fork cap by hand (Figure 2)
7. Once the fork tube is completely un-threaded from the cap (Figure 3) carefully release the press, allowing the fork spring to safely extend fully (Figure 4) For assembly, simply reverse the preceding steps.

NOTE:

For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new Standard (Type E) fork oil installed.

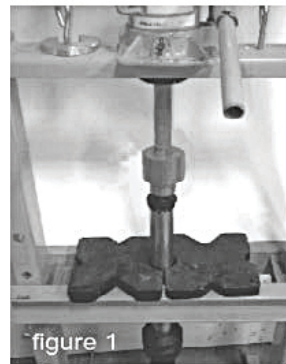


figure 1



figure 2



figure 3



figure 4



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8. Drain the fork oil, then with the fork completely compressed, remove the damper rod and OE top out spring by removing the fork bolt (with sealing washer) in the bottom of the fork. Keep the fork fully compressed at this point to keep the OE bottoming cup properly located.
9. In addition to the OE top out spring (on the damper rod) install either **ONE** of the supplied Low Boy top out springs to lower your fork approximately 1" **OR TWO** of the supplied Low Boy top out springs to lower your fork approximately 2". **See illustration on page 4.**
10. Drop the damper rod along with the chosen number of top out springs back into the fork. Put a drop of thread locking agent on the fork bolt that came out of the bottom of the fork and reinstall it (with sealing washer). Tightening it back into the damper rod and torque (30-37 ft lbs)
11. Repeat this process on the other fork - putting the same number of top out springs on the damper rod.
12. Secure the fork assembly and fill it with fork oil. We recommend Standard 10wt (Type E) fork oil. Fully cycle the forks several times to purge air as you add oil. Fill to the proper fork oil level as indicated in the next step.
13. Before installing the supplied main springs, it is crucial that you make sure you've installed the proper fork oil and the oil level is correct. To check the oil level properly you must have the main springs and spacers removed, cycle the forks several times to purge any trapped air and then completely compress the forks. You then measure from the top of the fork tube to the oil level. Add/remove oil to achieve measurements.
For 1" low configuration (BOTH FORKS- 155mm) For 2" low configuration (BOTH FORKS- 145mm)

WARNING

NEVER ADD TOO MUCH OIL RESULTING IN A MEASUREMENT LESS THAN 155MM IN EACH FORK WITH A 1" LOW CONFIGURATION OR 145MM IN EACH FORK WITH A 2" LOW CONFIGURATION WHEN USING THIS SPRING KIT!

14. After confirming the fork oil level for you chosen configuration, install a Low Boy main spring into the fork, followed by the OE washer. **Referring to the table below for recommended spacer length for your chosen configuration, install the included spacer (cut to the length indicated for your chosen configuration).** Reinstall the fork cap. (Refer to steps 7 back through 4)
15. Torque the fork caps (22-30 ft lbs) and reinstall the forks and any other components previously removed per a factory authorized service manual. Remove motorcycle from lift and recheck all fasteners for proper tightness per your factory authorized manual.

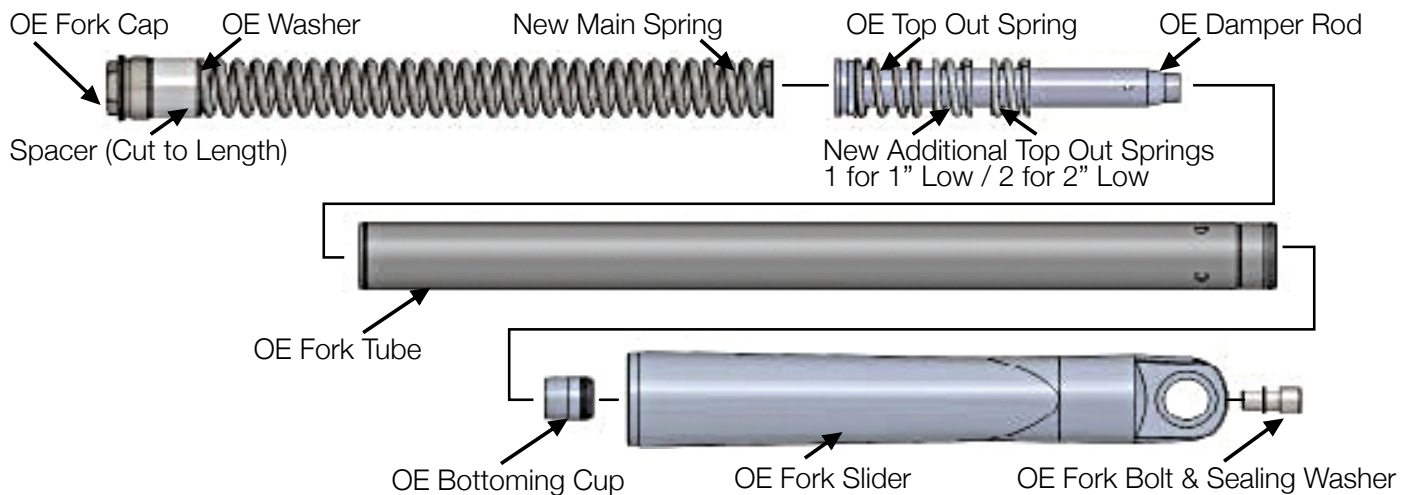
SEE PAGE 4 FOR DIAGRAM AND FINE TUNING INSTRUCTIONS

Recommended Spacer Length Table		
Configuration	1" Low	2" Low
Spacer Length	1.3" (33mm)	0.3" (8mm)



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FINE TUNING

FORK OIL: Though we recommend using Type E (10wt) fork oil, oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Change in 5 weight increments (i.e. from 10wt to 15wt). Oil viscosity will have more effect on rebound damping than compression damping, too high a viscosity can create harshness on sharp edge bumps. The oil level also affects the ride, too high an oil level and the forks will feel too stiff, too low an oil level and the bike will bottom and feel soft or dive excessively. As stated previously, when using this spring kit **NEVER adjust the fork oil level to produce a measurement of less than 155mm in each fork with a 1" low configuration or less than 145mm in each fork with a 2" low configuration - measured with fork springs & spacers removed, forks compressed, from the top of the fork tube - or damage will occur.**

SPACER LENGTH: Spacer length may also be altered from the length recommended as a way to fine tune your front ride height. However, using a spacer length that is shorter than the recommended length for a 2" low configuration may promote bottoming.

WARNING

NEVER USE SPACERS LONGER THAN 4.0" WITH THIS KIT OR DAMAGE WILL OCCUR

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.

