

WARNINGS & ALERTS

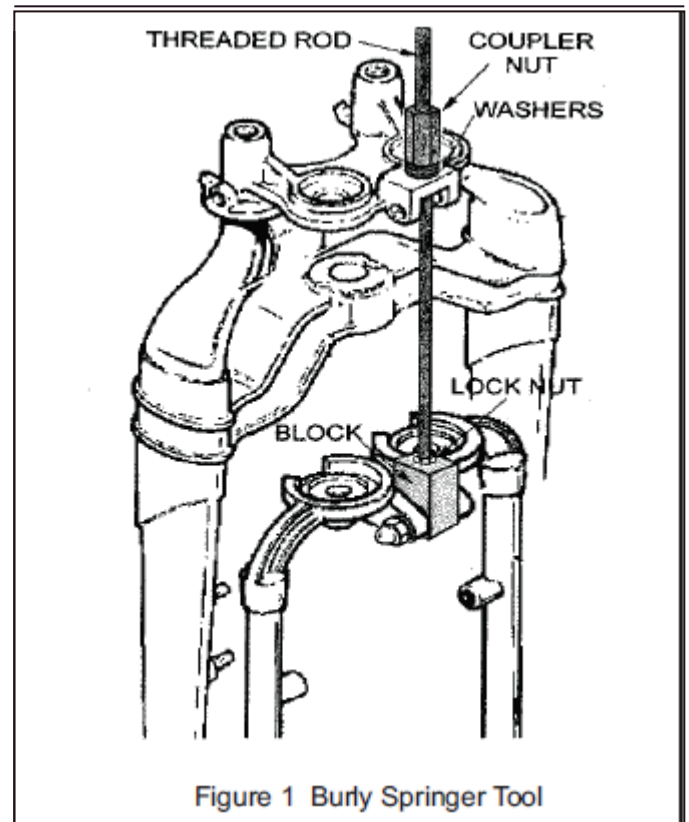
- Installing a lowering kit will decrease initial ground clearance. The motorcycle will be lower to the ground and care should be taken to avoid bottoming, especially over bumps or in turns. To maintain proper balanced geometry, we recommend lowering the front and the motorcycle equally.
- Before working on the motorcycle, make certain that it is stable and won't fall over during installation.
- Burly recommends that you use a factory authorized service manual for reference when installing this lowering kit.
- Before installing this lowering kit, you will need to make or obtain a Springer Fork Disassembly Assembly tool. Burly offers this tool already made under part # B28-116. Instructions for making the tool are available in the Harley-Davidson™ Service Manual.

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.

DISASSEMBLY INSTRUCTIONS

1. Raise and support the motorcycle so the front wheel is off the ground.
2. Remove the front fender and front wheel assembly. Consult the proper Harley-Davidson™ service manual for this procedure.
3. Remove the headlight assembly and headlight mount. Carefully wrap the headlight with a towel so it won't get scratched and let it hang away from the front of the motorcycle.
4. Remove the shock absorber.
NOTE: There is no spring pre-load on the shock.
5. Install Burly Springer Tool (part # B28-116) by inserting the threaded rod up through the hole in the top shock mount as illustrated. Using the stock shock mounting bolt, secure the BLOCK in the bottom shock mount and tighten the bolt/nut. Put a light coating of grease on the threaded rod and then tighten the coupler nut until any free-play is removed from the tool. (Figure 1.

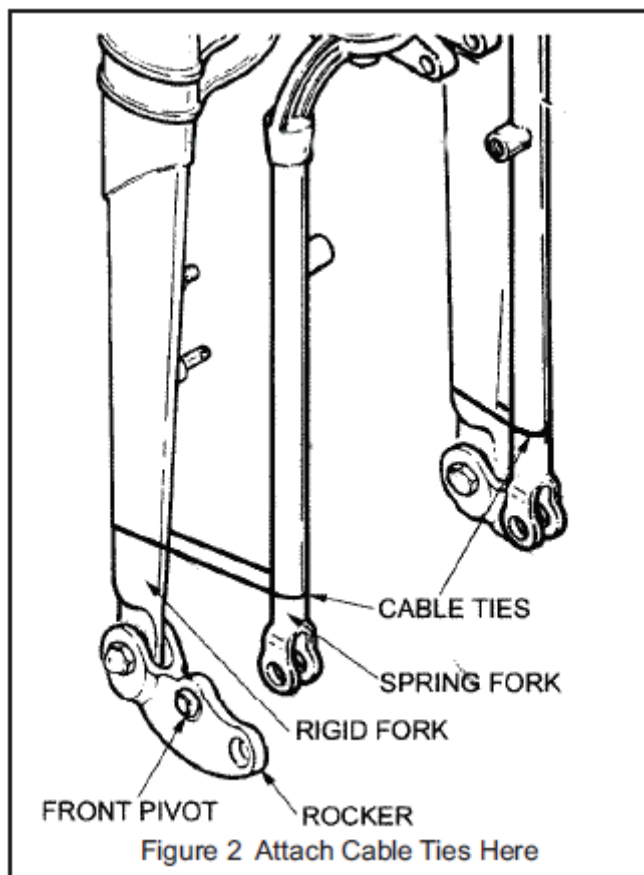


DISASSEMBLY INSTRUCTIONS (CONT)

- 6. Refer to Fig. 2, and fasten a cable tie around the fork legs and then remove the front pivot bolts from the rockers; let the rockers hang.

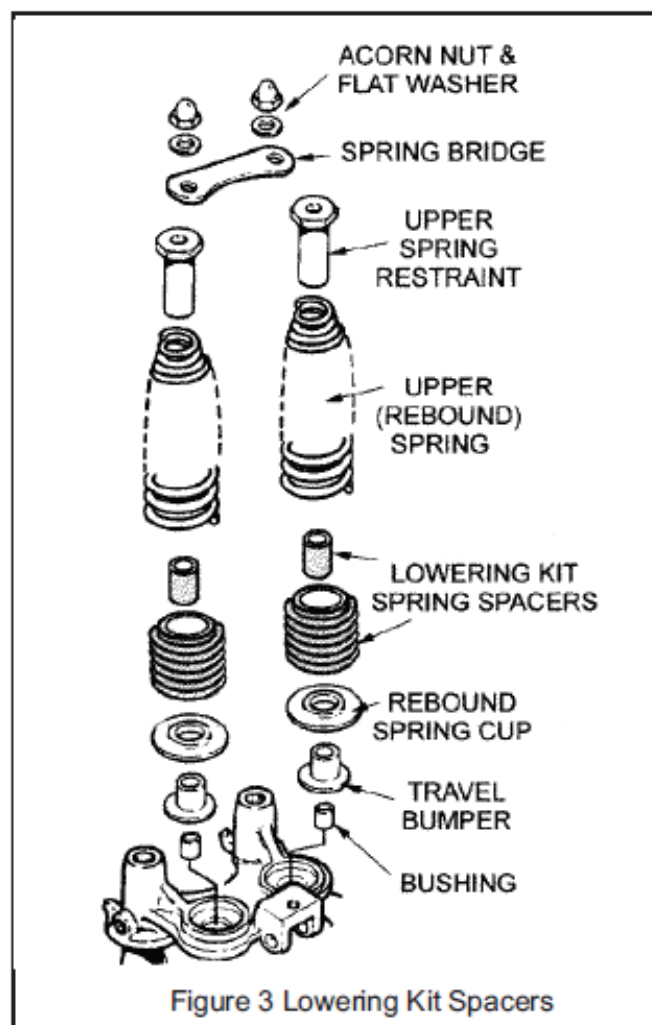
WARNING!

IF THE FORK LEGS ARE NOT SECURED TOGETHER, THE SMALLER FORK CAN SNAP FORWARD AS THE FORKS SPRINGS ARE BEING COMPRESSED, HARD ENOUGH TO CAUSE PERSONAL INJURY.



- 7. Tighten the Coupler Nut on the Springer Tool until the larger (compression) springs bottom against the internal travel bumpers. This process takes the pressure off the upper (rebound) springs.
- 8. Remove the acorn nuts, flat washers and spring bridge, then unscrew and remove the upper spring restraints. **Figure 3.**

- 9. Remove the rebound spring cups, located directly under the upper springs. Remove the rubber travel bumpers and bushings from under the spring cups. **Figure 3.**
- 10. Unscrew the Springer Tool, gradually releasing the pressure on the lower (compression) springs; remove the spring fork. Remove the compression springs, spring cups and travel bumpers. Do not remove the inside compression springs.



ASSEMBLY INSTRUCTIONS

- 11. Install the Lowering Kit compression springs on the spring fork (**Figure 3**) and replace the spring cups and travel bumpers. Insert the spring fork into the rigid fork and hold it in position with the Springer Tool as you replace the cable ties around the forks for reassembly.

ASSEMBLY INSTRUCTIONS (CONT)

- 12. Tighten the Springer Tool until the compression springs are bottomed. Reinstall the rebound bushings, travel bumpers and spring cups. Set the Spring Spacers from this kit on the spring cup~ and slide the Rebound Spacers onto the spring rods (**Figure 3**). Reinstall the stock rebound springs. Screw the spring restraints until from 5/8" - 3/4" of threads are exposed at the tops. Each side must have exactly the same amount of threads exposed. Replace the spring bridge, flat washers and acorn nuts. Nut torque is 30-35 ft./lbs.

NOTE:

Place the headlight wire between the rebound springs before installing the spring bridge.

- 13. Reinstall the front rocker pivot bolts. Use a low-strength thread-locking agent (Loctite or Three Bond brand) on the bolts and torque the nuts to 45-50 ft./lbs.
- 14. Remove the Springer Tool and replace the shock. Use blue Loctite on the bolt threads and tighten the acorn nuts to 40-50 ft./lbs..
- 15. Replace the headlight(s) and securely tighten the mounting bolts
- 16. Replace the front wheel and fender assemblies.

CAUTION

Before riding the motorcycle, check to make certain that the fork operation is smooth and that all wiring is routed as it was originally.