

WARNINGS & ALERTS

- 1991 - 2005 DYNA MODELS: YOU MUST REMOVE LEFT SIDE PASSENGER PEG MOUNT WHEN INSTALLING THE 13.5" STILETTO SHOCKS TO AVOID DRIVE BELT WEAR/DAMAGE!
- DO NOT INSTALL IN CONJUNCTION WITH ANY OTHER REAR LOWERING KIT OR COMPONENT!
- YOU MUST CHECK FOR AND CORRECT ANY SUSPENSION MOVEMENT INTERFERENCE WHEN INSTALLING THESE SHOCKS.
- Burly Stiletto shocks will change your ride height - therefore Drive Belt Deflection must be checked and adjusted as necessary after installing these shocks!
- 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.
- Read and follow all instructions to properly to install this kit.

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.

KIT CONTENTS

QTY	DESCRIPTION
2	Shock Absorbers
1	Instruction Sheet
1	Spanner Wrench
1	Lube Packet

INSTALLATION INSTRUCTIONS

BURLY STILETTO SHOCKS

- Read all the instructions carefully before installing this kit on your motorcycle. Use your Harley-Davidson™ service manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the rear wheel is off the ground and able to spin with light brake drag. The balance point is towards the rear of the transmission.
- Remove any accessories necessary to gain access to the rear shocks.
- Remove the stock shocks by removing the lower and upper shock nuts, bolts and washers. Save the nuts, bolts and washers as they will be re-used with this kit.
- If your motorcycle is currently equipped with a "Bracket" Style lowering kit, such as a Burly Brand or other, you MUST remove that kit before installing this shock kit.
- With the stock removed and prior to installing your new Burly Shocks, raise the rear wheel vertically until you feel contact between the tire / fender or belt, belt 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 as indicated by the double-ended arrow shown on page 2, **Photo 1**. This measurement should and MUST be Equal to or less than 9.87" inches.

INSTALLATION INSTRUCTIONS CONT)

- With the shocks still removed, now carefully lower the rear wheel until the upper and lower shock mount centers are either 12.6" or 13.5" apart (depending on which Stiletto shock length you are installing) to make sure no contact will be made between the shock mounts or swing arm and the exhaust system or any other part or accessory when the shocks are mounted. Some possible contact points are indicated by the small arrows shown in **Photo 1**.
- Double check your measurements. **WARNING** DO NOT complete installation of your Burly Stiletto 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!**



Photo 1

DO NOT complete your Burly Shock installation until you have checked to be sure you have adequate wheel travel and clearance.

- These shocks must be mounted with the shock shaft up for proper operation and performance.
- Install the new Burly Stiletto shocks on each side of the bike using the nuts, bolts and washers you removed earlier. Be sure to apply thread locking compound to the bolts, but don't tighten them yet.
- Remove motorcycle from lift. Using a torque wrench, tighten all of the shock mounting bolts and nuts to the factory recommended torque specification (30-40 ft./lbs).
- Reinstall any accessories removed earlier in accordance to the manufacturers installation instructions. Be sure they do not interfere with operation of the shock absorbers in any way through their full range of movement.

DRIVE BELT ADJUSTMENT

- Burly Stiletto shocks will change your ride height - therefore, Drive Belt Deflection must be checked and adjusted as necessary before operating your bike after the installation of these shocks-And should also be checked after making any Ride Height Adjustments as described in Fine Tuning below.
- Adjust and align the drive belt as you normally would per your factory authorized service manual. Typically as follows:**
 - When the drive belt is cold.
 - Check the deflection of the drive belt at the belts tightest point.
 - Desired ride height with rider(s) & any gear is already set (using adj cam).
 - With the full weight of rider(s) and any gear on the bike (off the stand).
 - Using a tool that applies 10 lbs of force to the belt, such as Harley-Davidson # HD-35381, measure the amount of belt deflection.
 - Adjust as necessary to the deflection specs for your particular bike model - typically 5/16 " - 3/8".
- Be sure to align the wheel and tighten all bolts and fasteners to the proper torque per your authorized manual.

FINE TUNING

Rear ride height 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 and use the spanner wrench to rotate the cam. **Figure 2**

The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.

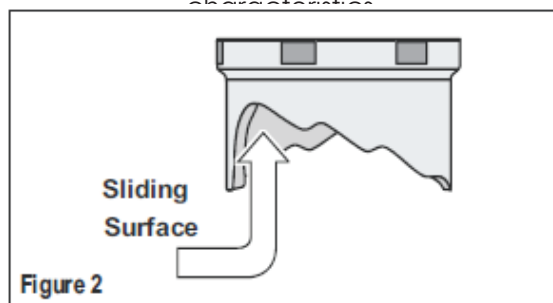


Figure 2