



INSTALLATION INSTRUCTIONS

FLST/FXST SOFTAIL SHOCK LOWERING KIT

1989 to 1999 models

WARNINGS & ALERTS

- TO MAINTAIN PROPER BALANCED GEOMETRY, WE RECOMMEND LOWERING THE FRONT AND REAR OF THE MOTORCYCLE EQUALLY. BURLY OFFERS FRONT LOWERING KITS FOR YOUR MOTORCYCLE, TOO.
- THIS KIT IS DESIGNED FOR HARLEY-DAVIDSON™ OEM SHOCKS.
- ADJUSTABLE + 1/2" TO - 2.00" LOWER - RECOMMENDED MAXIMUM DROP OF 1-1/4".
- 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.
- FOLLOW ALL INSTRUCTIONS TO ACHIEVE PROPER CLEARANCE.
- ENCLOSED STICKER MUST BE APPLIED TO A VISIBLE AREA OF ANY MOTORCYCLE ON WHICH THE BURLY BRAND LOWERING KIT HAS BEEN INSTALLED IN ORDER TO INFORM POTENTIAL RIDERS THAT THE BIKE HAS BEEN MODIFIED.

TOOLS REQUIRED

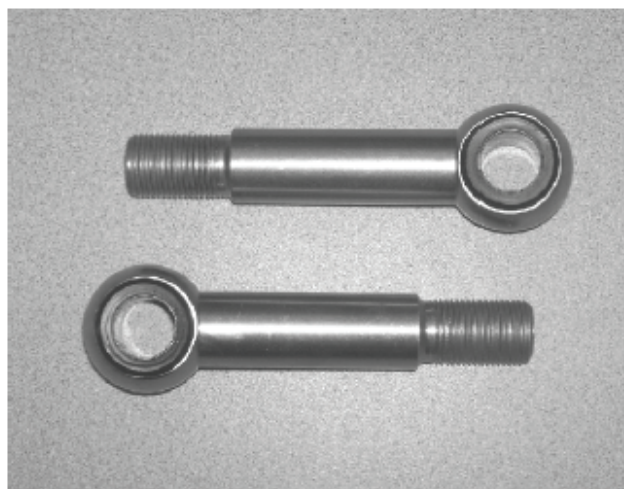
Hydraulic Press or Progressive Suspension tool #32-5507
Vice
Jack and/or Stand
Wrenches - 9/16", 5/8", 3/4", 1"
Pick
Ft./Lbs. Torque Wrench & 3/4" Socket
Red thread-locking compound (LocTite®)
Blue thread-locking compound (LocTite®)
Anti-seize compound
Moly-disulfide or other heavy grease

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.

PARTS INCLUDED



PART NUMBER

B28-205

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- Place your motorcycle securely on a stand, jack, or blocks so the rear wheel is slightly off the ground.

WARNING!

Bike MUST be securely supported with the rear wheel slightly off the ground. Failure to securely support the bike could result in injury or death.

- Following your Harley-Davidson™ service manual, remove your shocks. Note the location of all mounting hardware. They will be re-used with your Burly Brand Lowering Kit. If any of the OEM components are worn or damaged, they need to be replaced.
- To disassemble your shock with a hydraulic press, make a fixture to support the shock body as shown in Figure 1. You must leave about 2" of space between the end of the ram and the top of the mount (see Figure 1). Press straight down on the mount with the hydraulic ram; it only needs to be compressed about 1/4" to expose the wire ring. Remove the wire ring with a pick (see Figure 2) and slowly release the hydraulic pressure. Separate the damper from the shock body and spring. You can also disassemble the shock using Progressive Suspension tool # 32-5507. Follow the instructions enclosed with the tool.
- Clamp the damper in a vise with soft jaws across the flat sides of the long eye mount (see Figure 3). Loosen the spring plate lock nut with a wrench and spin it a few turns for clearance (see figure 3). Loosen the spring plate a few turns in the same direction. Unscrew the damper shaft from the long eye mount with a wrench. The long eye mount is assembled with thread-locking compound (LocTite®) so it may need to be heated with a heat gun before removing.

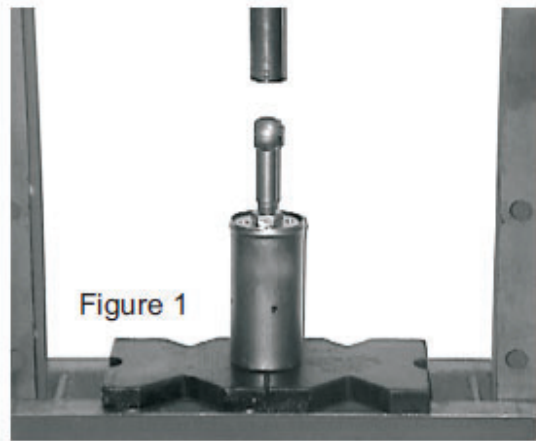


Figure 1

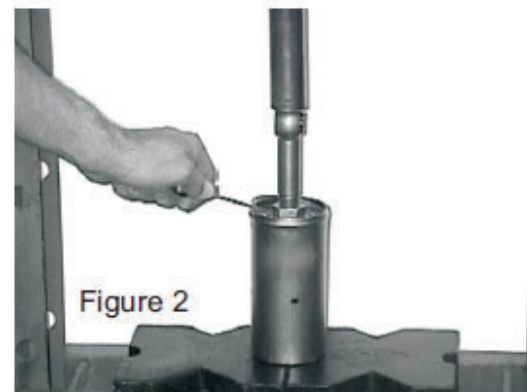


Figure 2

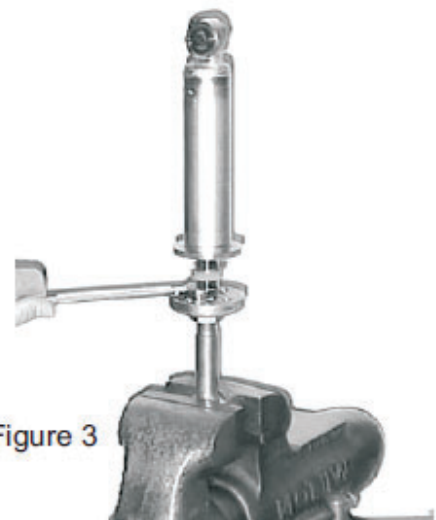


Figure 3



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INSTALLATION INSTRUCTIONS (CONT.)

- Remove the spring plate and jam nut from the stock eye mount. Install these parts on the new mount. Make sure you have turned the spring plate a few turns past the end of the mount so the damper will seat on the end when it is screwed in.
- Place a drop of red thread-locking compound on the damper threads and screw it into the mount, making sure it seats against the end of the mount. Torque the damper shaft to 25 to 30 ft./lbs. Rotate the spring plate until it bottoms against the damper shaft and tighten the jam nut against it. This is the lowest preload setting (lightest).
- Install the damper assembly into the spring and spring cover (the smaller I.D. of the spring points forward on the bike). Assemble using a hydraulic press or the Progressive Suspension tool by reversing the order of disassembly. Make sure the wire ring is seated in the groove before slowly releasing hydraulic pressure. Repeat the above steps on the other shock.
- Reinstall the shocks on your bike per an authorized factory service manual being sure to torque all fasteners to factory specifications. Also remember to apply blue thread-locking compound to the threads of the mounting shoulder bolts and anti-seize to the shoulders when reinstalling. Adjust preload as needed per factory manual.

