



## Installation Instructions FLST/FXST Softail Fixed Lowering Kit 2000-Later\* Models

### WARNINGS & ALERTS

- DO NOT INSTALL ON FXCW (Rocker) MODELS.
- Models using the factory lowered shocks, Harley Davidson part number 54549-04, that are equipped with emission canisters will require relocation of the canister.
- This kit is designed to work on the OEM (Original Equipment) shocks, frame, and swingarm. Use of this kit on shocks, frame, or swingarm other than OEM may produce an unsatisfactory ride and void the warranty.
- We highly recommend the installation of this kit to be performed by a certified mechanic. If you do not have the proper equipment or knowledge to perform this operation safely, **please have your dealer assist you.**
- The operator must use extreme caution when operating a modified motorcycle, particularly while familiarizing himself with its altered handling characteristics.
- Check your motorcycle for proper parking lean angle AFTER installation of this kit. Your sidestand may require modification.
- To maintain proper balanced geometry, we recommend lowering the front and the rear of the motorcycle equally.
- 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.

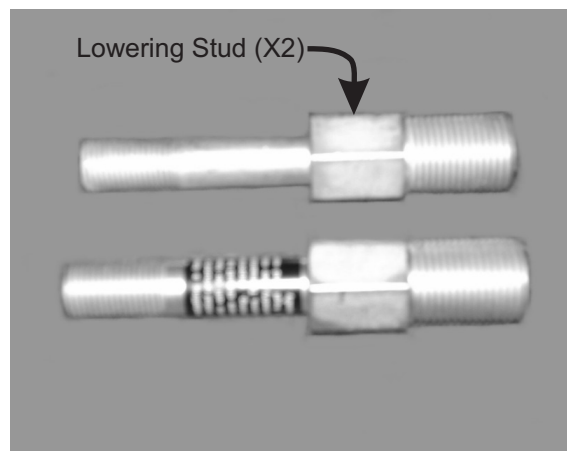
### TOOLS REQUIRED

- Hydraulic Press OR Progressive Suspension tool #32-5507
- Vice
- Jack and/or Stand
- Wrenches - 9/16", 5/8", 3/4, 1"
- Pick
- ft. / lb. Torque wrench & 3/4" socket

### 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 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 LIST



PART NUMBER

**B28-258**

888-367-1871 714-367-1871 FAX: 714-523-3220 6911 Marlin Circle, La Palma, CA 90623  
info@burlybrand.com http://www.burlybrand.com

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\*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



## INSTALLATION INSTRUCTIONS

- 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 an authorized shop manual, remove your shocks. Note the location of all mounting hardware. They will be reused 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.
- To remove the damper from the stock mount, loosen the preload collar jam nut a few turns for clearance. Then loosen the Preload Collar a few turns in the same direction. Next, with one wrench holding the flat end on the stock mount—located between the preload collar jam nut and the bushing-cup—and another wrench on the damper shaft, unscrew the damper shaft from the stock mount (see figure 3). The stock mount is assembled with thread-locking agent (loctite) so it may need to be heated with a heat gun before removing. Use caution not to overheat the shock shaft.
- Remove the preload collar and jam nut from the stock mount. Install these parts on the new Lowering Stud mount. Make sure you have turned the Preload Collar a few turns past the end of the mount so the damper will seat on the end when it is screwed in.
- Put a drop of blue thread-locking agent on the damper threads and screw it into the Lowering Stud mount, making sure it seats against the end of the mount. Torque the damper shaft to 25 to 30 ft./lbs. Rotate the Preload Collar 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 ID 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.
- Install the rear half of the Washer Grommet Assembly and the shaft sleeve (The washer/grommet assembly consists of 2 cups, 2 grommets, and 1 shaft sleeve). Perform the above steps on both shocks.
- Re-install the now lowered shocks on your bike per an authorized factory manual being sure to torque all fasteners to factory specifications. Also remember to apply blue thread-locking agent to the threads of the mounting shoulder bolts, and anti-seize to the shoulders when re-installing. Adjust preload as needed per factory manual.

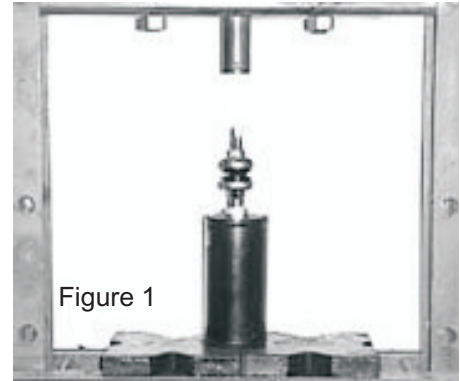


Figure 1



Figure 2

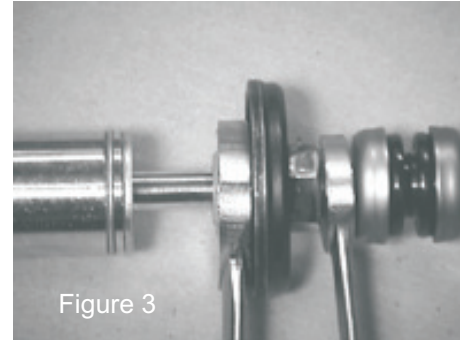


Figure 3

