



Installation Instructions

B28-1005 SLAMMER KIT

1989 to 1999 Softail Models

WARNINGS & ALERTS

- This kit is designed to work on the OEM (Original Equipment) forks, shocks, frame, and swingarm. Use of this kit on forks, 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.
- 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.

Kit Contents



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.

QTY	DESCRIPTION
2	Lowering Shock Eye Mounts
2	Slammer Fork Springs
2	Slammer Fork Helper Springs
4	Fork Spring Washers
2	Fork Spring Spacers
2	Warning Decals

INSTALLATION INSTRUCTIONS SLAMMER SHOCK EYE MOUNTS

- 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 ¼" 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 a thread-locking agent (loctite) so it may need to be heated with a heat gun before removing.
- 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.
- Put a drop of red thread-locking agent 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 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. Repeat the above steps on the other shock.
- Re-install the 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.

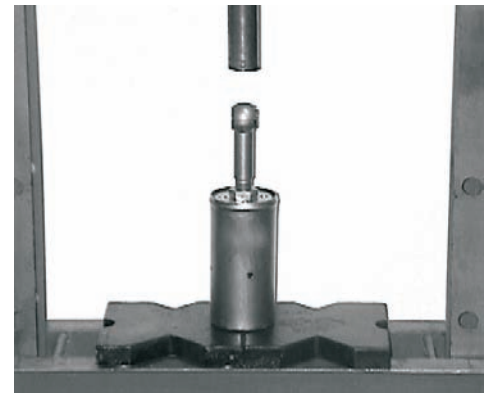


Figure 1

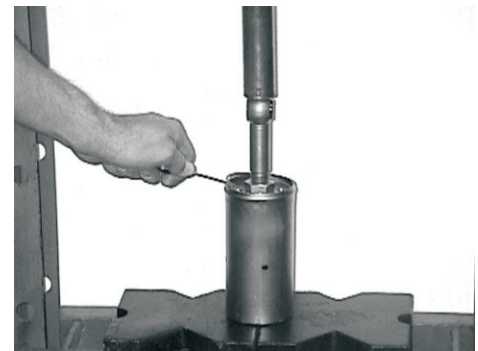


Figure 2



Figure 3

INSTALLATION INSTRUCTIONS SLAMMER FORK SPRINGS

- Read all the instructions carefully before installing this kit on your motorcycle. Use your Harley-Davidson manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is just off the ground and able to spin with light brake drag. The balance point is toward the front of the engine.
- Per the instructions in an authorized shop manual remove the forks from the motorcycle.
- If your bike is currently equipped with any type of fork lowering kit, such as a Burly Brand LOWBOY or other, You **MUST** remove that kit before installing this Slammer Kit. The Slammer fork kit is designed to work **ONLY** with the Stock fork rebound or top out springs. **WARNING** Failure to remove existing fork lowering kit components will result in unsatisfactory performance and may lead to fork damage, loss of vehicle control and injury. **Figures 4 & 5**
- Carefully remove the fork cap. **CAUTION The fork caps are under spring pressure and care must be taken as they are removed to avoid injury!** Keep downward pressure on the caps as you unscrew the final threads, this will minimize the spring "jump" that will occur as soon as the cap is fully un-threaded. **BE CAREFUL!**
- Remove the stock fork spring. If your bike has washers and or spacers on top of the fork spring, remove those as well.
- For optimum performance we highly recommend the forks be thoroughly cleaned and new fork oil installed per your authorized Harley-Davidson manual.
- **CAUTION:** While the installation of this Slammer Fork Spring 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 with the fork springs removed and the forks placed back in the bike along with the front fender and wheel reinstalled, lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. by turning the handle bars from full left to full right (lock to lock). You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.
- Determine the correct PVC spacer length for your year model bike from the Chart in **Figure 6**. You may need to cut the supplied spacer to your proper length.
- With the front forks fully extended again, insert the Slammer Fork Spring into the fork tube, then insert the Slammer Helper Spring, Washer, PVC spacer and another washer on top as shown in **Figure 7**
- Reinstall the fork cap. The design of this kit makes this very easy as the only spring pressure you will feel during cap installation is from the Slammer Helper Spring which is only a light pressure by design.
- Reinstall the forks in the bike following an authorized shop manual.



FINE TUNING

- Front ride height can be adjusted by changing the PVC spacer length. We recommend making changes in .25" increments. Do not vary the spacer length by more than .50" shorter or 1.00" longer than the length specified for your model in the Chart below. A longer spacer will raise the front end, a shorter spacer will lower the front end.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.

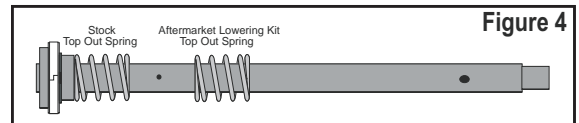


Figure 4

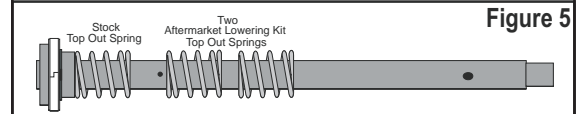


Figure 5

Prior to installing your Slammer Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components, such as the 1 or 2 additional top out springs illustrated above. Additional top out springs are common in many such kits.

PVC SPACER LENGTH		
YEAR	MODEL	SPACER LENGTH
1989-1999	FLST	3.00"
1989-1999	FXST	4.50"

Figure 6

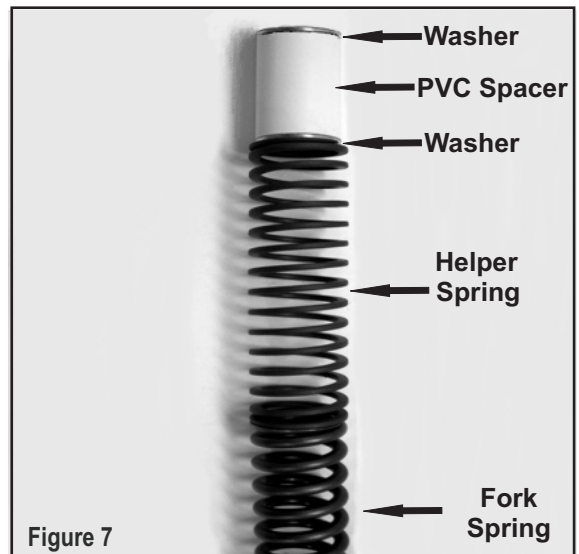


Figure 7