



## Installation Instructions

### REAR LOWERING KIT FOR HARLEY-DAVIDSON FLH/FLT MODELS 1985-1996

#### PARTS INCLUDED



PART NUMBER

# B28-275

#### WARNINGS & ALERTS

- REQUIRES SADDLE BAG MODIFICATIONS ON 1985-1992 MODELS (see page two).
- This kit is designed to accept Harley-Davidson OEM shocks and OEM tire size.
- DO NOT USE WITH LOWERED SHOCKS!!!
- 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.
- Follow all instructions to achieve proper clearance.
- Owners of any model using a lowering kit with saddlebags (hard or soft) must check for sufficient shock-to-bag clearance. Some models may require modifications to the bag mounts when the lowering kit is installed.
- 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.

#### INSTALLATION INSTRUCTIONS

- 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 rear wheel is just off the ground and able to spin with light brake drag. The balance point is between the engine and transmission.
- Remove the saddle-bags and set them aside. Loosen the upper shock bolts. Remove the lower shock bolt and washers. Save these parts as they will be re-used with this kit. At this point it is helpful to tilt the shocks up and back then re-tighten the upper shock bolts.
- Remove both belt adjuster nuts. Do not loosen the axle at this time.
- Slip the lowering kit brackets over the belt adjustment studs and up against the belt adjuster plates. The welds on the brackets mount away from the swing arm on the left and right. The lowering kit brackets should fit flush against the belt adjuster plates when the lowering kit mounting screws are installed. Two sets of 1/2" tapered Allen bolts are supplied. Determine which thread pitch (fine or coarse) your lower shock bolts are, and install the correct bolts using LocTite, then torque the 1/2" bolts to 40 ft lb. making sure that the lowering kit bracket is positioned flush on the swingarm. In some instances, due to factory manufacturing tolerances, it may be necessary to remove the belt adjuster plates to get a flush fit. Additionally, the belt adjuster stud may keep the brackets from mounting flush. In this instance, first try loosening the axle nut slightly and re-aligning the adjuster in the bracket. If re-aligning the adjuster stud doesn't allow a flush fit, use a Rat-tail file to slot the hole in bracket a little more. Once the brackets mount flush, loosely re-install the adjuster nuts. Be sure to tighten the axle nut as required.
- Two sets of 1/2" x 1" bolts are supplied. Determine which thread (fine or coarse) your lower shock bolt is, and install a 1/2" lock-washer on both bolts. LocTite and screw the 1/2" x 1" bolts into the swingarm shock mounts. Tighten the adjuster nut to position the lowering bracket on the swingarm, then torque the 1/2" bolts to 40 ft. lb. make sure the bracket is positioned squarely on the rear of the swing arm.
- Remove the top shock bolt from the frame and place the enclosed 1/4" spacer behind the shock; between the shock and the frame. Do not allow the shock to hang from the plastic air line. Tighten the top bolt to factory specification.
- Raise the rear wheel and attach the bottom shock mounts to the lowering brackets. Use the enclosed bolts and locking nuts to secure the shocks; torque the nuts to 40 ft lb. Tighten the belt adjuster nuts.

Continued on page 2

#### 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.

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### INSTALLATION INSTRUCTIONS

(Continued from page 1)

■ **VERY IMPORTANT!** - This kit slightly changes the angle and position of the shocks. It places them further back and closer to the saddlebags. You may encounter clearance problems when re-installing the saddlebags. Check for a minimum of 5mm. clearance to prevent damage to the saddlebags. Measure clearance in the recessed area in the "backside" of the saddlebags where the shock sits. Check front, back and side clearance. **THE BAGS MUST INSTALL WITHOUT UNDO FORCE.** If they don't, they are hitting the shock and/or shock boot.

\*\*\*\*\* **Inspect the clearance through the full range of motion of the swing arm** \*\*\*\*\*

■ If more clearance is required, three suggested options are as follows:

1. Place washers between the mounting points where the saddlebags attach to the rails. This will move the bag slightly outward and away from the shock body. NOTE: On saddlebags utilizing DZUS FASTENERS ('85-'92), replace these with bolt/nut combination (as on '93-'94 years). This will allow you to use washers to gain necessary clearance.
2. Remove or slide off the rubber boot that covers the shock shaft and attaches the body of the shock. The boot can be modified and re-attached to the shaft (not the body) and secured with nylon ties and/or removed completely. This should gain you a minimum of 3mm of clearance.
3. Slot and/or space the saddlebag "rail/frame cage" mounting holes to allow the entire frame assembly to be moved out slightly from the shock body. You should use this modification only as a last resort

■ Lower motorcycle and check preload (shock spring stiffness). Adjustment may be necessary to suit personal preference in ride comfort. Read your Harley-Davidson owners manual for procedure. Test Ride.

