



Installation Instructions B28-105 "LOW BOY" FRONT LOWERING KIT 39mm

WARNINGS & ALERTS

- To maintain proper balanced geometry, we recommend lowering the front and rear of the motorcycle equally. Burly offers rear lowering kits for your motorcycle, too.
- 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 lowering, your sidestand may require bending.
- Enclosed sticker must be applied to the forks of any motorcycle a Burly lowering kit has been installed on.

WARNING: Reducing the ride height and suspension travel on any motorcycle will create reduced cornering and clearance, suspension travel, and ground clearance. The rider must use extreme caution when riding his modified machine, particularly while familiarizing himself with its altered handling characteristics. After lowering, your side stand may be too long and require shortening or bending. Check your machine for proper tilt angle on stand. Alter side stand if necessary.

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.

INSTALLATION INSTRUCTIONS

- Support the motorcycle so the front wheel is off the ground and remove the front wheel. Remove the fork cap nuts and loosen the lower clamp pinch bolts. Remove the front brake caliper. Some models have a tapered end to the fork tube. Extra effort will be required to remove the tube from the crown. Loosen the top fork cap 1 to 2 revolutions. Use a soft wood block or similar tool (that will not mark fork cap finish) and tap down with mallet to loosen fork tube for its tapered fit in top steering crown. Make sure fork pinch bolts are loose. To completely remove fork of this style, unscrew the fork cap entirely.
CAUTION: Fork caps are under spring pressure and could cause serious injury; use caution!
- Slide both fork assemblies out of the triple clamps. Unscrew the top fork tube plugs. CAUTION: Fork caps are under spring pressure and could cause serious injury; use caution! Remove the plugs and fork springs. Turn the fork assemblies upside-down and drain the fork oil. While the springs are out, reinstall the fork tubes into the triple clamps and install the fender. Using a jack, raise the lower fork tubes until the forks bottom out, turn handlebars through full range of motion - left to right - checking for clearance between the fender and anything under the triple clamp. Some aftermarket accessories may interfere with the travel of the fork. Make adjustments as necessary. Remove forks from clamps again.
- Next, bottom the fork tube into the fork leg. DO NOT extend the tube while you remove the allen bolt on the bottom of the fork leg. Turn the assembly upside-down and shake the damper rod and rebound spring out of the fork assembly. Again, DO NOT extend the tube during these. Extending the tube could dislodge the internal bottoming cone, which fits on the end of the damping rod, making it very difficult to reinstall the damper rod without complete fork disassembly.
- FOR 1" FORK REDUCTION: You must first measure the OEM or stock rebound spring length. Depending on the model of the motorcycle, it will be either 1" or 2" long.
 - A. If you currently have a 1" stock rebound spring, you need to replace it with the 2" long Burly rebound spring (supplied in kit), then re-install the damper rod in the fork tube.
 - B. If you currently have a 2" stock rebound spring, you will need to add the 1" long spacer, then re-install the damper rod in the fork tube.

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INSTALLATION INSTRUCTIONS

- **FOR 2" FORK LENGTH REDUCTION:**
Install the long rebound spring (supplied in kit) and the stock rebound spring on the damper rod, and reinstall damper rod in fork. Do not use the spacer. **FOR BOTH APPLICATIONS:** Loctite and torque the allen bolt at bottom of fork to 18 foot pounds.
 - Now, slide the fork tube up and down in the fork leg. Check for smooth action and full travel.
 - Replace the fork oil with Harley-Davidson type "E" fork oil or equivalent 10wt fork oil. Heavier riders may prefer 15wt or 20wt fork oil. Add the amount of fork oil to your forks, that is specified in your factory owners manual.
 - Install the new progressively wound fork spring into the fork tube with the tight coils to the top. Install one washer on top of the spring. At this time, it is necessary to check fork spring preload with a fully extended fork. With PVC material supplied, cut PVC to length that will allow the fork cap to compress the fork spring $1\frac{1}{2}$ ", with the fork cap fully tightened. **NOTE:** Some models will not require a spacer. Other models may. Always check preload on installation of this kit. Heavier riders may prefer $1\frac{3}{4}$ " preload (stiffer), and lighter riders $1\frac{1}{4}$ " (softer). Install a washer on top of PVC spacer (if applicable) and fully tighten fork cap. Models with tapered fork tube must be installed in fork crown prior to installing fork cap.
 - Re-install the forks, caliper and front wheel on the motorcycle. Check for smooth fork action, brake operation, and recheck all nuts and bolts for correct tightness.
- NOTE:** All 1995 39mm forks require 1" spacer plus 2" spring to be assembled as shown for 1" drop.

Using Blue Loctite Thread Lock, tighten set screw with spacer all the way up damper rod neck, then slip 2" spring onto damper rod. Re-assemble fork.

