



## Installation Instructions

### REAR LOWERING KIT FOR HARLEY-DAVIDSON XL883/1200 SPORTSTER (non-C) MODELS 2004

#### PARTS INCLUDED



PART NUMBER

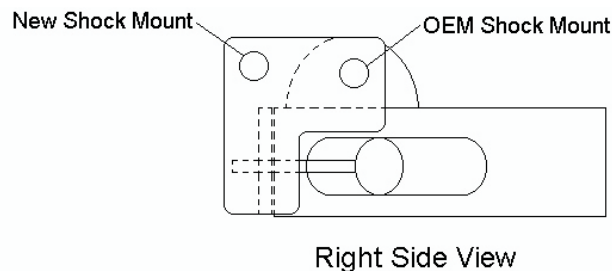
# B28-261

#### WARNINGS & ALERTS

- DO NOT INSTALL ON 883C/1200C CUSTOM MODELS.
- 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.
- Loosen the upper shock bolts. Remove the lower shock bolts, washers, and nuts. Save the nuts and washers 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 the belt adjuster nuts. The adjuster and end plates stay in the OE position. Place the lowering kit brackets on the swingarm, with the adjuster stud going through the rear plate hole. **SPECIAL NOTE:** On some bikes it may be necessary to file or grind the swingarm to remove any excess weld where the factory welded the original shock mount tabs onto the swingarm. In some cases the weld will prevent the bracket from fitting correctly. Next, install the supplied short bolts and large washers through lowering bracket and original shock mount. Thread original shock nuts to the new bolts and tighten them to 40 lb. of torque. Make sure bracket fits square to the end of swingarm. Then, tighten adjuster nuts with supplied small washers completely. **NOTE:** *This would be a good time to check chain or belt tension. Refer to owners or shop manual*
- Loosen upper shock nuts and position lower shock eye with new mounting location. Motorcycle will need to be lowered, or swingarm raised, to align shock with new mount. Use supplied long bolts, OE washers, and nylock nuts to secure the bottom shock mount. Torque to 40 lb.
- 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.



#### 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.