

KIT CONTENTS



QTY	DESCRIPTION
2	STILETTO SHOCK
4	SHOULDERED SLEEVE
1	SPANNER WRENCH
1	DECAL SHEET (not shown)
1	LUBE PACK

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 can not control the application of our products, the buyer assumes risks for any and all damage caused by themselves or any 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 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

STILETTO SHOCKS - FLH/FLT

WARNINGS & ALERTS:

- READ AND FOLLOW ALL INSTRUCTIONS TO PROPERLY INSTALL THIS KIT.
- DO NOT INSTALL IN CONJUNCTION WITH ANY OTHER REAR LOWERING KIT OR COMPONENT.
- IMPROPER INSTALLATION CAN CAUSE UNSATISFACTORY AND/OR UNSAFE OPERATION.
- THE OPERATOR MUST USE EXTREME CAUTION WHEN OPERATING A MODIFIED MOTORCYCLE, PARTICULARLY WHILE GETTING FAMILIAR WITH ITS ALTERED HANDLING CHARACTERISTICS.
- CHECK YOUR MOTORCYCLE FOR PROPER PARKING LEAN ANGLE AFTER INSTALLATION OF THIS KIT. YOUR SIDE STAND MAY REQUIRE MODIFICATION

1. Read all the instructions carefully before installing this kit on your motorcycle. Use your Harley-Davidson manual as a reference while installing this kit.
2. 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.
3. Remove any accessories necessary to gain access to the rear shocks.
4. Remove the stock shocks by removing the lower and upper shock bolts and washers. Save the bolts and washers as they will be re-used with this kit.
5. If your bike is currently equipped with a "Bracket" Style lowering kit, such as a Burly Brand or other, You MUST remove that kit before installing the Stiletto shocks.
6. With the stock shocks removed and prior to installing your new Stiletto Shocks, move the rear wheel vertically until you feel contact between tire / fender or belt, belt guard / frame or fender or contact between any other accessory / frame, swing arm, tire etc. With the Rear wheel held in this "Point of Contact" position, measure the distance between the center of the upper shock mount and the center of the lower shock mount. Indicated by the arrows shown in Photo 1. This measurement MUST be Equal to or less than 9.40". Double check your measurement to insure proper clearance.

7. Move the rear wheel vertically to the install position so that the center of the upper shock mount and the center of the lower shock mount measurement is 13.0". Verify there is no contact between shocks, swing arm, exhaust, or any other part / accessory.

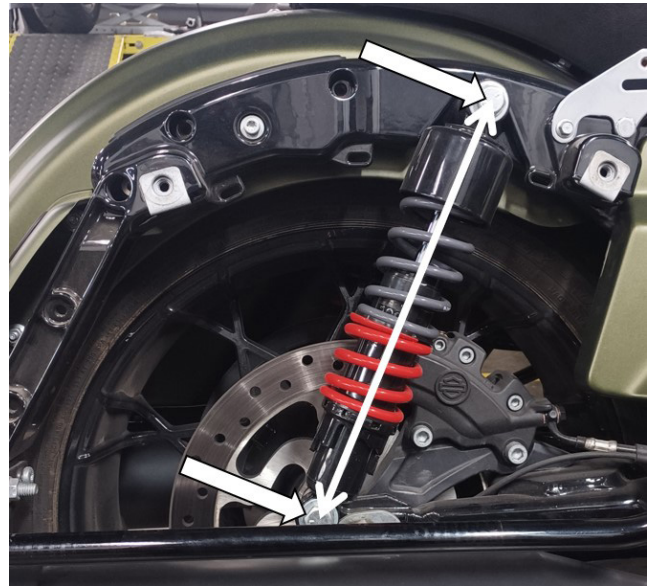


Photo 1

WARNING - DO NOT complete the installation of your Stiletto Shocks until you have corrected ANY interference to achieve proper clearance. *Failure to do so can result in damage to your bike and lead to loss of control and injury!*

8. These shocks are designed to operate with the shock shaft up. Poor performance and damage to the shocks may occur if installed with the shock shaft down.



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STILETTO SHOCKS - FLH/FLT

9. Install 1 shouldered sleeve into each shock eye. The shock must be mounted with the shoulder toward the bike. (See photo 2)



Photo 2

10. Install the new Stiletto shocks with shouldered sleeves on each side of the bike using the bolts and washers removed earlier. Be sure to apply thread locking compound to the bolts, but don't tighten them yet.

NOTE - The offset lower eyelet may be rotated in or out to gain clearance where required.

11. Remove motorcycle from lift and tighten all of the shock mounting bolts to to the OEM recommended torque.
12. Re-install any accessories removed earlier in accordance to the manufacturers installation instructions. Be sure they do not interfere with the operation of the shock absorbers in any way through their full range of movement.
13. Install the included Burly Brand decals on the shock top covers or wherever you like!

SET YOUR SAG

The proper spring pre-load setting will permit the rear suspension to sag, or compress, approximately 1/3rd of the total available wheel travel from full extension.

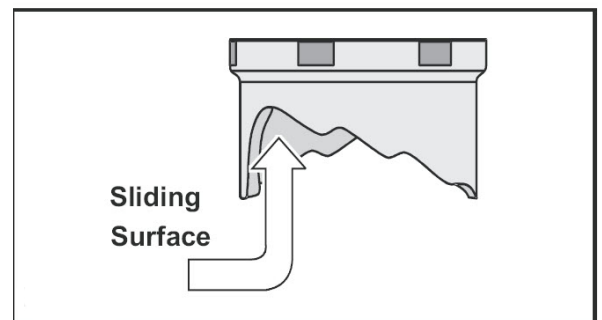
With the shocks installed and the full weight of the rider(s) & gear on the bike as it will be ridden, measure the distance between the upper and lower shock mounts (center to center). If your measurement is less than the indicated Target Ride Length, increase the spring pre-load. If your measurement is more than the indicated Target Ride Length, reduce the spring pre-load.

B28-1256 Target Ride Length is 11.76".

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FINE TUNING

Your Stiletto shocks are designed to sit equal or taller than with your stock shocks. Rear suspension sag can be adjusted by turning the adjusting cam to a higher setting. This is also used to stiffen the shock if excessive bottoming occurs while riding the bike. Apply a small amount of the provided lubricant to the sliding surface of the cam, as illustrated below, and use the spanner wrench to rotate the cam.



The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.

