

WHITE BROTHERS

24845 Corbit Place, Yorba Linda, CA ■ TEL: (714) 692-3404 ■ FAX: (714) 692-3409

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WHITE BROTHERS "LOW-CRUISER" REAR LOWERING KIT FOR '85-'94 FLH/FLT WB PART#28-275

The White Bros. "Low-Cruiser" rear lowering kit lowers the rear of the H-D FLH/FLT 1 1/2" without decreasing rear wheel travel. The "Low-Cruiser" kit includes bolt-on shock mounts that move back and down the swingarm shock mount location, while using the stock air shocks. Installation time is usually under 30 minutes, with no permanent modifications required to the machine.

INSTALLATION INSTRUCTIONS

1. First, block up the motorcycle so the rear wheel is slightly off the ground. Secure the machine so it won't fall over.
2. Next, remove the saddle-bags and set aside. Loosen the top and bottom shock bolts. Remove the bottom shock bolts on both sides and lower the wheel to the ground.
3. Remove the flat washers from the bottom bolts, they will be used on the lowering kit. Unscrew both chain adjuster nuts and remove the swingarm endplates and set aside. Do not loosen the axle during this procedure.
4. Install the 1/2" tapered allen bolts into the countersunk hole in each lowering bracket. Next, slip the lowering mount brackets over the rear wheel adjustment studs, and screw the adjustment nuts back on the threads. The stock swingarm endplates will not be used. Lightly snug-up the adjuster nuts.
5. 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. Loc-tite 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. lbs. make sure the bracket is positioned squarely on the rear of the swingarm.
6. Next, remove the top shock bolt from the frame and place the 1/4" spacer behind the shock, between the shock and the frame. Do not allow the shock to hang from the plastic air lines. Tighten the top bolts to factory specs.
7. Raise the rear wheel and attach the bottom shock mounts to the lowering bracket. Use the flat washers and nylock nuts, torque to 40 ft. lbs.
8. **VERY IMPORTANT!** Recheck all mounting hardware. **ALSO!** This kit slightly changes the angle and position of the shocks. It places the shocks further back and closer to the saddlebags. You may encounter clearance problems whilst remounting the saddlebags on 1985-1992 models

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(check newer years as well). Check for a minimum of 3-5mm clearance to prevent damage to the saddlebags. Clearance must be noted within the recessed area on the "backside" of the saddlebags where the shock sits. Note front, back and side clearance. **THE BAG MUST INSTALL WITHOUT FORCING IT!** if you have to force it, the bag is hitting the shock and/or shock boot. Damage will occur shortly thereafter if this problem is not addressed.

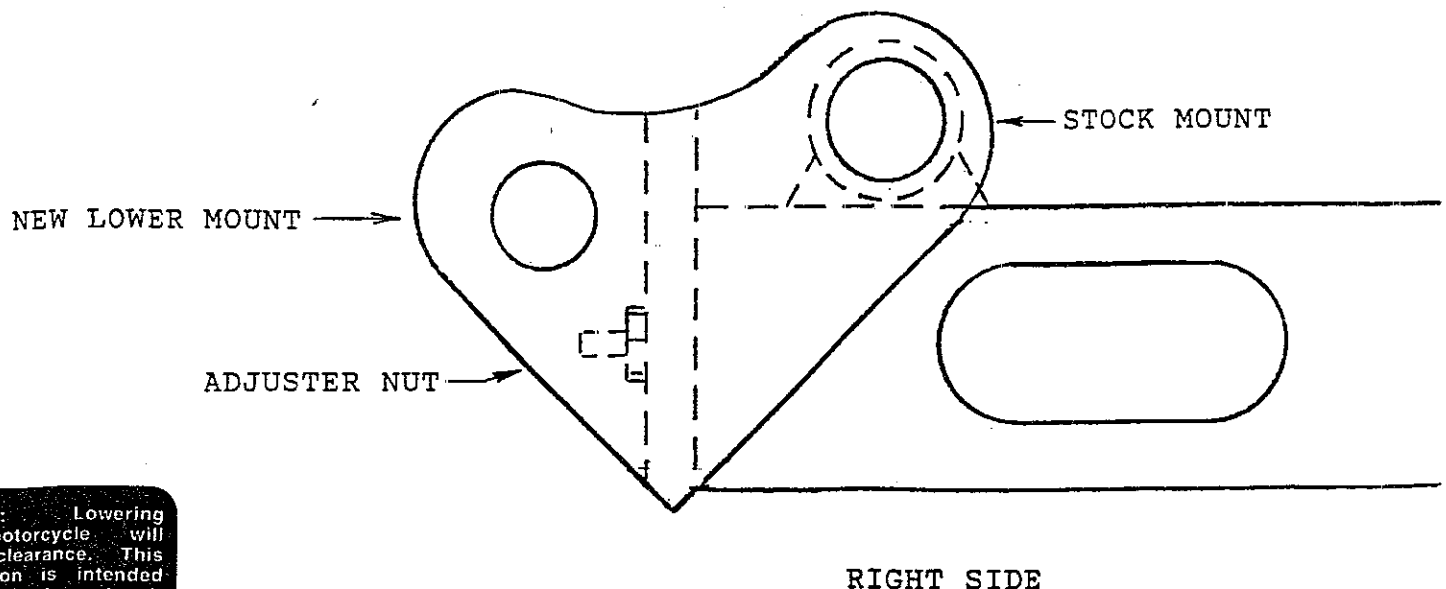
8a. If more clearance is necessary, three suggested options are as follows:

- 1) Place washers between the mounting points where the saddlebags attach to the saddlebag 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 to the body of the shock. The boot can be modified and reattached to the shaft (not the body) and secured with a nylon "tie-wrap or zip tie" and/or removed completely. This should gain you a minimum of 3-4mm of clearance.
- 3) Slot and/or space saddlebag "rail/frame cage" mounting holes to allow the entire frame assembly to be moved out slightly from shock body. You should use this modification as a last resort to gain necessary clearance.

9. Remove the blocks under the motorcycle. Recheck the mounting hardware after operating the motorcycle. White Bros. offers fork lowering kits for your motorcycle, too.

WARNING: Reducing the ride height on any motorcycle will create reduced cornering and ground clearance. The operator must use extreme caution when operating a modified motorcycle, particularly while familiarizing himself with its altered handling characteristics. After lowering, your sidestand may require bending. Check your motorcycle for proper parking lean angle.

NOTE: This kit is designed to accept Harley-Davidson OEM shocks only.



WARNING: Lowering your motorcycle will reduce clearance. This modification is intended for custom motorcycles. It is not intended for motorcycles ridden on the streets or highways.