

BURLY BRAND SLAMMER SHOCKS

We drop a Sportster as low as it can go

Hot XL

Here's our 2001 Sportster up on Rob's lift and ready to receive its Burly rear shock upgrade. Rob has the rear of the bike up on a bike jack so the rear wheel is just touching the top of the lift.

NOWADAYS, THERE'S A HARLEY-DAVIDSON model out there for just about everybody, with many being designed to fit a wide range of riders. But what if you don't fit into that wide range?

Aftermarket manufacturers pick up where The Motor Company leaves off and allow riders to fit their bike to their exact needs. Foot control placement, seats, handlebars, and suspension each affect a motorcycle in different ways; nailing the right combination can profoundly improve your riding experience, no matter what your size.

The owner of this 2001 Sportster had a specific issue that needed to be tackled: even with her already lowered shocks, she was still unable to safely put both feet down at stops. She loves the comfy seat on the Sporty, so that wasn't going

anywhere. A more drastic change was needed. The next step is to lower the suspension even more or, in other words, slam it.

We turned to the experts at Burly Brand who know a thing or two about dropping Harleys down to the pavement. For this soon-to-be-slammed Sporty, we decided on Burly's black 10-1/2" Slammer Shocks (\$219.95). They're also available in chrome for those who are into the shiny stuff. The name alone should be a dead giveaway of what they accomplish, and we successfully dropped the rear end of the Sporty by about another inch. Even though travel is limited in the Slammers, it still offers a more compliant ride than hard struts.

All of the aforementioned components have a dual purpose. They can also give your bike an edgy, custom look. Perhaps nothing can so easily alter the persona of a motorcycle like suspension can. Just take a look at the final

TOOLS NEEDED

- Blue Loctite
- 5/16" Allen
- 3/4" wrench
- 3/4" socket
- Bike jack
- Torque wrench (ft-lbs.) ■



PHOTOS BY CHRIS MAIDA

2 Using a 5/16" Allen, Rob removes the left shock's top bolt and puts it and its top cover and spacers aside. Only the stock bolt will be reused unless you decide to also reuse the top shock covers.

shots on this Sportster. The rear tire tucks perfectly into the fender, which is reminiscent of hardtail choppers that sport mere microns of space between rubber and metal. However, unlike the old days of cutting springs to drop your bike's rear end down, the crew at Burly has invested in the R&D to ensure that you'll have no clearance or handling is-

sues. In other words, no headaches.

Burly makes its Slammer shocks not only for Sportsters but for Dyna and Touring models as well. A lowered front end kit is also offered for an even cleaner look, and that kit is available for Softails and twin-shock bikes.

We asked Rob at Rob's Dyno in Gardner, Massachusetts, to do this

project for us. Yes, the same Rob's Dyno that we go to for performance modifications is also one of the best places to go for any type of product installation. Both sides of the Sportster took a little over an hour, and as long as you have some kind of bike jack, it's easily do-able in a home garage or driveway.



3 He then uses a 3/4" socket and 3/4" wrench to remove the left shock's bottom bolt and its washer, nut, and spacer. He then does the same to the right shock. These stock bolts, nuts, and flat washers will be reused.



4 Rob starts the reassembly by slipping the stock small flat washer over the stock top bolt. Rob also puts some blue Loctite onto the stock bolt's threads. If you're not reusing the stock cover, jump to step #6.



5 The stock top shock cover then goes onto the bolt.

eagle rider

tsukayu



6 Next on is the stock large flat washer.



7 Rob prepares one of the new Burly shocks by slipping one of the new Burly supplied collars into the top shock mounting hole on the side he wants to face the bike. All the Burly collars are the same size.



8 After slipping the top mounting bolt assembly through the top shock mounting hole, Rob slips one of the new Burly shock spacers, which are all the same size, onto the shock mounting bolt and against the Burly collar.



9 Rob then loosely attaches the top of the new Burly shock to the frame using a 5/16" Allen.



10 He then prepares the bottom of the new Burly shock by slipping one of the new Burly-supplied collars into the bottom shock mounting hole on the side facing the bike.



11 Rob then slips a stock flat washer over the stock mounting bolt, which has some blue Loctite on it. He then uses the bike lift to align the swingarm shock mounting bolt hole with the bottom shock bolt hole.



12 After slipping the bolt into the shock's bottom mounting hole, Rob puts one of the new Burly shock spacers over the end of the shock mounting bolt and against the Burly collar.



13 He then slips the bolt through the swingarm mounting hole and threads on the stock nut. Rob torques the bolt and nut to 50 ft-lbs. using a 3/4" socket and 3/4" wrench. He then torques the top shock bolt to 50 ft-lbs.



14 After doing the same to the right shock, here's how the finished installation looks! AIM

SOURCES

BURLY BRAND
888/367-1871
BurlyBrand.com

ROB'S DYNO SERVICE
978/895-0441
RobsDyno.com