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WHITE BROTHERS
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LOW SPORT REAR LOWERING KIT (FOR XL SPORTSTERS) WB PART# 28-276 INSTALLATION INSTRUCTIONS

WARNING: Lowering your motorcycle will reduce clearance. The operator must use extreme caution when operating a modified motorcycle, particularly while familiarizing yourself with its altered handling characteristics. After lowering, your sidestand may require bending. Check your motorcycle for proper parking lean angle. This modification is intended for custom motorcycles. It is not intended for motorcycles ridden on the streets or highways.

IMPORTANT NOTICE: The enclosed sticker must be applied to a visible area of any motorcycle on which the White Brothers' lowering kit has been installed in order to inform potential riders that the bike has been modified. Lowering your motorcycle will reduce clearance. This modification is installed for custom motorcycles. It is not intended for motorcycles ridden on the streets or highways.

Simple bolt-on kit lowers rear of machine 1" offering easier balancing for shorter riders. Shock lower mount position is moved back and lowered, utilizing stock or most aftermarket shocks. Rear wheel travel is reduced 1/2" from stock. Installs in under 30 minutes, without permanent modifications to machine. Made in the U.S.A.

1. Support motorcycle so it is level and weight is off the rear wheel. Make sure motorcycle is well supported and will not fall over while you work on it.

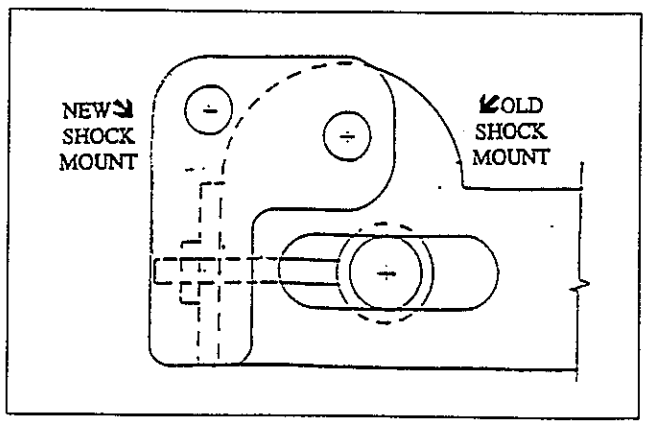
2. Remove lower shock bolts. They will be reused later. Loosen upper shock nuts. Do not remove completely. Swing shocks rearward and tighten upper nuts temporarily. This will keep shocks out of the way when installing lowering brackets.

3. Remove the chain/belt adjuster, nuts, and plates. The plates will not be re-used. Place the lowering kit brackets on the swingarm, with the adjuster nut going through the side plate hole. **SPECIAL NOTE:** On some model years 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 supplied bolts through lowering bracket and original shock mount. Thread original shock nuts to the new bolts and tighten them to 40 lbs. of torque. Make sure bracket fits square to the end of swingarm. Then, tighten adjuster nuts completely.
NOTE: This would be a good time to check chain or belt tension. Refer to owners or shop manual.

4. 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 original bolts with washers and supplied nylock nuts. Torque to 40 lbs.

5. Lower motorcycle and check preload. Adjustment may be necessary for some people, depending on weight and ride preference (soft or stiff). Read owners manual for procedure.

NOTE: This kit was designed for use with stock size tires. Larger tires may have clearance problems. Check tire to fender clearance before installation..



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 other guarantees or warrantees implied or expressed. Because we cannot control the application of our products, buyer assumes risks for any and all damage caused to 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.