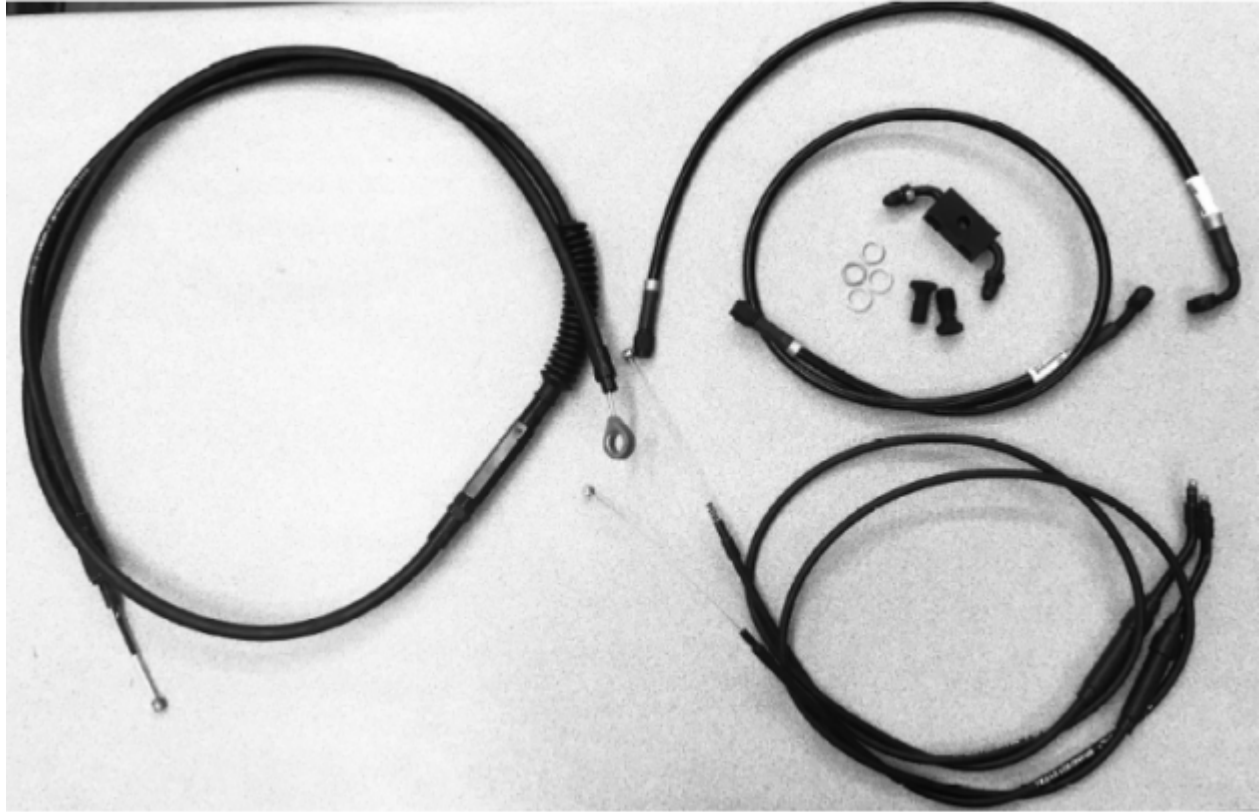


INSTALLATION INSTRUCTIONS

**SHORTENED CABLE/LINE KIT
2014-LATER* XL SINGLE DISC SPORTSTERS W/ABS**

PARTS INCLUDED:



NOTE: Parts may vary slightly from picture

WARNINGS & ALERTS

- This kit is designed for controlling Harley-Davidson OEM components only, and is intended for models with anti-lock brake systems (ABS).
- The supplied clutch cable must be installed per factory specifications. Torque not to exceed 60 in-lbs during installation.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiarized with its altered characteristics.
- Once installation is complete, be certain ALL controls are properly adjusted to the specifications outlined in your factory authorized service manual before attempting to operate your motorcycle.

**READ ALL THE INSTRUCTIONS CAREFULLY BEFORE INSTALLING THIS KIT ON
YOUR MOTORCYCLE. USE YOUR AUTHORIZED HARLEY-DAVIDSON SERVICE
MANUAL AS A REFERENCE WHILE INSTALLING THIS KIT.**

Harley-Davidson is a registered trademark of the Harley-Davidson Motor Company Inc., Milwaukee, WI

*This instruction is appropriate for the models noted; However, you must confirm you have the correct kit part number for your specific bike by contacting Burly Brand.

INSTALLATION INSTRUCTIONS

SHORTENED CABLE/LINE KIT

READ ALL THE INSTRUCTIONS CAREFULLY BEFORE INSTALLING THIS KIT ON YOUR MOTORCYCLE. USE YOUR AUTHORIZED HARLEY-DAVIDSON SERVICE MANUAL AS A REFERENCE WHILE INSTALLING THIS KIT.

NOTE: THE INSTALLATION OF "CLUBMAN" OR CLIP-ON TYPE HANDLEBARS MAY REQUIRE THE RELOCATION OR MODIFICATION OF TURN SIGNALS AND/OR MIRRORS FOR CLEARANCE PURPOSES. SINCE THERE ARE SO MANY POSSIBILITIES ON HOW TO ADDRESS THIS, IT IS LEFT UP TO THE INSTALLER TO DECIDE AND WILL NOT BE ADDRESSED IN THESE INSTRUCTIONS.

DISASSEMBLY INSTRUCTIONS

1. Disconnect battery.
2. Remove your stock control cables - throttle, idle, and clutch cables - noting routing.
3. Drain your front brake reservoir & brake line and remove your stock upper brake line leaving the junction block and lower line attached to the two lines to/from the Hydraulic Control Unit (HCU).
4. Locate and gain access to where the main wiring harness connects to the handlebar controls (and handlebar mounted turn signals if so equipped). This is typically just under a cover under the fuel tank on the left behind the steering head (loosen tank and lift slightly). Remove any wire-ties and unplug the left & right control harnesses noting which plug goes to which side - there should be one for the left and two for the right (one smaller than the other).

NOTE: Some models have handlebar mounted turn signals that are not factory wired through the control harness - rather they have their own separate harness that plugs into the main wiring harness independent of the control harnesses. You will have to unplug this from the main harness as well and extend them separately using the included turn signal extension kit (as outlined later).

5. Remove the left hand grip, throttle, both handlebar switch housings along with the wiring coming out of them.

NOTE: If your handlebar wiring is mounted outside of the bars, you need to remove all wire ties that hold the wiring in place. If the wiring is run through the bars, carefully remove it by pulling on the wire, not on the housing (this may be easier by first removing the connector housings noted in "WIRING HARNESS EXTENSION INSTALLATION INSTRUCTIONS").

6. Remove stock handlebars.

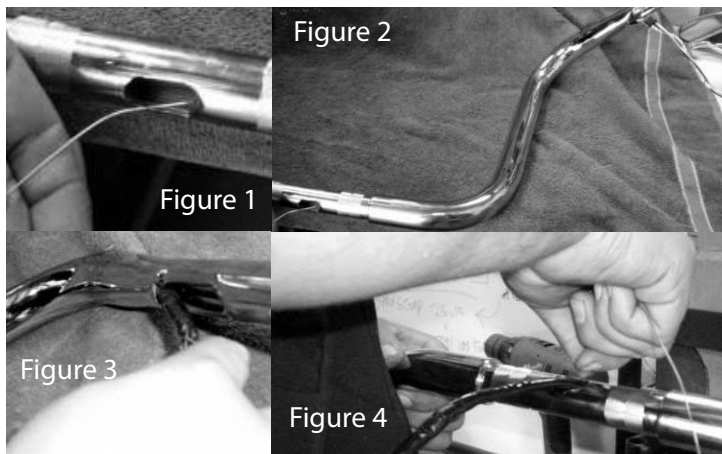


INSTALLATION INSTRUCTIONS

SHORTENED CABLE/LINE KIT

WIRING HARNESS INSTRUCTIONS

1. Be sure you have completed the steps in the previous section, including **DISCONNECTING THE BATTERY**, before continuing!
2. If your current wiring is routed through your old handlebars and/or you are planning to route your control wiring harness through your new handlebars, you will need to follow the procedure outlined below. Otherwise proceed to the Control Cable Installation section.
3. Locate the left and right handlebar wiring connector housings. These are located under the fuel tank on the left side of the frame on later models, requiring the removal of the front fuel tank bolt and lifting the front of the tank slightly to access and remove the wiring harness cover. On 2014-Current models the handle bar wiring connectors have 4 into 1 plug for the left and 5 into 2 plugs for the right. These connectors do not require disassembly to route through the handlebars. If relocating, modifying, or replacing your turn signals, the turn signal connector housing(s) should be in the same area.
4. Cut the wire-ties required to easily access these connector housings – as well as all the wire-ties from the forward connector housings to the handlebar controls, they will need to be completely re-tied.
5. Starting with either the left or right connector housing – but noting which is which – unplug the connector housings.
6. At this point if you are running your wires through your new handlebars, you should do this now by Using a wire “fish tape” tool or similar (thin wire coat hanger, or safety wire) fish all the wires through your new handlebars from the bar-ends down to the middle and out to where the main harness connectors will be located. It is best to fish the wire tool up through the bars in the middle (figure 1) and out by the control area first, then secure the wire harness to that wire tool (figure 2) and carefully “pull” the wire harness back down through the handlebars to the center and out, while feeding the harness into the bar at the control area (figure 3). Repeat on other side (figure 4).
7. Install new handlebars and reinstall left and right handlebar control switches & turn signals (if removed) per your factory authorized service manual.
8. At this point you are ready to plug your left and right handlebar control harnesses back into the main harness; be sure to plug the left plug into the left socket and the right plug(s) into the right socket(s). Also don't forget to plug the turn signal harness back in too (if separate from the control harnesses).
9. Now hook the battery back up and make sure everything functions properly. After doing that, re-secure the wire harness at the same points it was secured and proceed to control cable and brakeline installation.



INSTALLATION INSTRUCTIONS

SHORTENED CABLE/LINE KIT

CONTROL CABLE INSTALLATION

1. Install the Burly control cables as you would stock cables per your factory authorized service manual - noting to route the new cables in such a manner that no kinking or binding occurs through entire range of steering. Check this by turning the handlebars all the way to the left and right while operating the controls.

Warning: The supplied clutch cable must be installed per the factory recommended torque specifications. Refer to your factory service manual for proper torque specification. Exceeding the recommended maximum torque value of 60 in-lbs could lead to clutch cable malfunction resulting in loss of control, injury or death.

2. Adjust the Clutch, Throttle, & Idle cables per the procedure described in your factory authorized service manual to ensure proper operation.

BRAKE LINE INSTALLATION

1. Start by Installing the Burly Shortened Brake Line as you would stock brake line per your factory authorized service manual - noting to route the new shorter brake hose in such a manner that there will be no kinking or binding. Run the hose down to under the right side of the bottom triple tree clamp where the original brake line ABS block is located, securing the hose by reusing the stock clips. Torque the banjo bolt to the factory recommended 17-22 ft/lbs.
2. Thread the two lines from the HCU into the proper holes in the back of the supplied junction block leaving them loose for right now. Mount the supplied junction block to the lower triple-

BRAKE LINE INSTALLATION

-CONTINUED

clamp using the stock hardware, with the ports and fitting pointing rearward, use a thread locking agent on the fastener, and torque it to 36-60 in/lbs. The block should swivel.

3. Attach the shortened hose from the master cylinder to right side of the supplied junction block, leaving loose for now. Attach the line that is going to the caliper to the left side of the junction block, again leaving it loose for now.
4. Attach the supplied lower hose to the caliper and while maintaining the optimum banjo fitting alignment, torque the banjo bolt to the factory recommended 17-22ft/lbs.
5. Now with the supplied upper hose attached to the master cylinder and the lower hose attached to the caliper, go back to the junction block and torque the hoses from the HCU to the factory recommended torque and then torque the supplied brake hose connections to 95-105 in/lbs - noting to maintain the "relaxed" orientation of each. There should be no twisting or kinking of any of the hoses.
6. Once all the hoses are tightened, be sure no kinking or binding occurs through the entire range of steering. Check this by turning the handlebars all the way to the left and right while carefully observing the brake hose. Also make sure there is no binding or stretching of the hose when the fork is completely extended or compressed.
7. Refill the brake system with the recommended fluid and bleed any air out of it per the procedure described in your factory authorized service manual. Check for leaks and repair if need be.



INSTALLATION INSTRUCTIONS

SHORTENED CABLE/LINE KIT

WARNING

Models equipped with ABS must have the brake system serviced by an authorized Harley Davidson service center after the installation of this kit and prior to riding the motorcycle. Failure to do so could lead to a brake system malfunction resulting in loss of control, injury or death.

After installing these components it is vital that ALL controls be adjusted to the recommended specifications noted in your factory authorized service manual. DO NOT attempt to operate the vehicle before making such adjustments or damage, injury, or death may result.

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.

