



BMS LOWERING KIT INSTALLATION GUIDE **(For Road Star and Warrior Models)**

It is recommended that any modifications to your vehicle be performed by a qualified tech.

*Please read **ALL** of the instructions **BEFORE** beginning the installation.*

Make sure all of your suspension components are the original O.E.M. parts prior to installing this kit.

- 1) Place motorcycle on a suitable stand in the upright position. (Motorcycle lift is recommended.) Use straps to secure the motorcycle in its position.
- 2) Choose a point on the rear of the motorcycle to measure the distance from the bottom of the frame to the ground (or lift). Write this measurement down to refer to later. You will re-measure from the same point of the bike once completed to see how much you have lowered the bike.
- 3) Depending on what kind of exhaust system you have, it may be necessary to remove the exhaust to access the suspension bolts. Rear horn will also need to be removed in order to remove suspension bolts on step 6.
- 4) Using a floor jack, raise motorcycle to where the rear tire lightly touches the floor. Make sure that the lift is placed far enough forward to not block the rear suspension area. The suspension will be removed through the opening between the floor jack and the rear frame crossbar.
- 5) Loosen suspension bolt. The front bolt is located below the transfer case where the engine bolts to the frame. A 17mm socket is required.
- 6) After removing the nut, walk around to the other side of your bike. At that point you can slide out the suspension bolt. (Adjust the height of the floor jack to relieve pressure on the bolts if needed.)
- 7) Exhaust side: On the bottom of the swingarm loosen the nut that connects the suspension to the swingarm (17mm nut). Next, remove the bolt.
- 8) After both the front and rear bolts are removed, then the entire suspension assembly can then be removed. (It may be necessary to adjust floor jack height to remove shock/suspension from the bottom of the motorcycle.)

- 9) Please take note of orientation of shock assembly (improper re-installation may cause damage to unit, fenders & tires and will lower the bike more than it is designed for).
- 10) After the shock is removed, begin by removing stock dog bones. A 14mm and a 17mm wrench is required.
- 11) Remove bolt and dog bones from shock assembly. The sleeve at the front of the shock will also be replaced with the one supplied in the lowering kit (shorter in length).
- 12) Set the BMS adjustable lowering links to stock length to start. From stock position, adjust links turning out (left turns). By lengthening the lowering link ¼”, it lowers the bike approximately 1”. Always make sure adjustments are made proportionally to both ends of the hyme joints. The longer the link is the lower the bike will be. Lowering the motorcycle more than 2” is not recommended for road use. (To adjust links you will need two 19mm wrenches.) Make sure to tighten the jam nuts to the hyme joints when you are done setting the ride height.**
- 13) After setting both links, bolt links to stock assembly using new hardware supplied (19mm nut & bolt, and shorter sleeve). Make sure that the rear suspension “T” block is reinstalled the exact same way it was removed. It does still fit if the “T” block is flipped accidentally. This will cause the bike to drop too low.
- 14) Reinstall shock into unit. Reinstall bolts, but do not tighten. Remove floor jack to check new ride height. If it’s too low or too high, repeat steps 8-13 until desired height is reached. Remember that your weight and a passenger’s weight will also lower the bike. Take that into consideration when setting your ride height. If necessary you may also control the load characteristics of the motorcycle by adjusting the preload on the factory shock.
- 15) After desired height is achieved, **make sure all nuts and bolts are tight.** Then reinstall the horn and exhaust, and ride on.

For technical support or questions about this product, please contact BMS Choppers at (954) 436-9905.

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