



Important Installation Information

When you mount the shocks, use **2 ½" X ½", standard thread bolts** and do not use the shorter stock 2" bolts that came with your bike. They may fail and you will have a problem!

Please see page #3 for rudimentary instructions if this is your first time.

Adjustments, They are located on the bottom of the shocks. They must **face outwards** so you can adjust them on the bike. Make sure you take a small Allan wrench and adjust these first all of the way to negative (-) than all of the way positive (+) and count the flats. Divide that number by 2 than set both shocks in the middle. Make sure both shocks are counted this way. They *might* not be exactly the same.

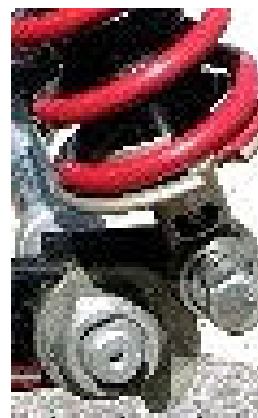
Mounting the shocks.

Step 1) Arrange the Delrin bushings so the thinnest one is nearest the swing arm. If you turn them around your bags will hit the shocks. They look like this

Step 2) Look up the top and make sure the Delrin bushing are flush against



the frame. The shock below has a different top mounting than yours; however, the idea is the same. No way do you tighten the shock and move it against the frame! If your shock is on a different plane than what it is like when the top bolt is not tightened, your shock will not work properly and you risk damaging the shock.



Step 3)

Make sure that the shock upper bushing is flush with your frame before tightening bolt. Shim with a washer if necessary, NMake sure you have the delron bushings on correctly to make it flush.



Step *2

Make sure the shock is aligned properly. Do not tighten to move it against the frame. Use a shim.

Adjustment

. Than make sure you have written down the how many adjustments you have total and how many adjustments you are currently on from a common reference point.

1. Start adjustments by selecting a rural uneven but unbroken (bumpy) road. Your saddlebags are off the bike. **NOTE*** It is a good idea to carry a beach towel, as you may have to either sit or lay down to adjust shocks.
2. Ride in the center adjustment setting and memorize how it “felt”.
3. Adjust both shocks either up or down (+ or -) two (2) adjustments. Write the number down, either (+ or -), as you make the adjustments. Keep it straight.
4. How is the ride feel? Is it better or worse than the center adjustment? If it is better, replete the process in the same direction (+ or -). If it is a worse ride, replete the process in the opposite direction (+ or -) four (4) adjustments.
5. Repeat this process until you find the best riding position. Remember to keep both shocks adjusted with the same number of adjustments.
6. When you are at your optimum ride-setting, repeat this same process but with only one (1) adjustment (+ or -).
7. Fine tune by adjusting one shock either one (1) setting either higher or lower (+ or -) difference from the other shock. Write it down!
8. Ride and enjoy!

Before Installation

Before start installing your new shocks, please check that you have done all of these;

- Proper workspace ex: smooth ground and steady stand to lift the rear wheel almost free from ground.
- All necessary tools are prepared such as Lock-Tite, wrenches, et al.
- Clearly understand this manual instruction for installation and adjusting.

Installation

1. Lift the motorcycle on a lift with center jack or motorcycle jack stand so the rear wheel is just setting on the ground. Take the tension off of the mounting bolts.
2. Remove seat if necessary (depending on model).
Note : Check the movement of the swing arm to ensure smooth and correct operation and do not remove rear wheel.
3. Remove the standard shock by loosening the bolts at the top and bottom.
4. Install the Delrin® bushings into the eyelet of the shock as per photo. Place a small amount of grease on outside of a bushing and slide the S.Steel bushing into the new Delrin® eyelet of the shock. Do the same for remaining eyelets. If your shock comes with bearings, no need to do this step.
5. Carefully put the shock in the bike. Exact the way you remove the standard shock with positioning as per instructions.
6. Tighten the bolts when the shock is in place.
7. For the shock with reservoir on hose: put the reservoir in the standard fitting system or use the rubbers and clamps to fix the reservoir on its place.
8. Recheck again to make sure that the hose is free from any pressure and there is nothing of your bike parts are moving and touching the shock absorber.
9. Make sure that all the bolts are tightened.
10. Adjusters should always be **faced out** of the bike for access when applicable.



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