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## Spring Tool Instructions for shock with Hydraulic Preload Adjuster

The Progressive Suspension Shock Tool (#32-5509) is designed to safely remove and re-install the spring on a shock equipped with a hydraulic preload adjuster. There are great forces in the form of spring preload involved and it is important to perform this procedure properly to prevent damage and/or injury from occurring. Please read all instructions before beginning this procedure. If you are uncertain about any part of the procedure, then have the work done by a qualified mechanic.

1. Adjust preload to the minimum setting. This will make the removal and re-installation of the spring easier.
2. Remove rear shock according to the steps outlined in your factory authorized shop manual. Be sure NOT to disconnect any hydraulic lines from the adjuster itself.
3. Clamp the shock upright in a vise—with the adjuster at the top. There is often a set screw that goes through the adjuster casting and tightens onto the shock body to keep the adjuster from rotating. Mark the location of the set screw relative to the shock eye, then be sure to loosen the screws several turns before compressing the spring (see figure 1).

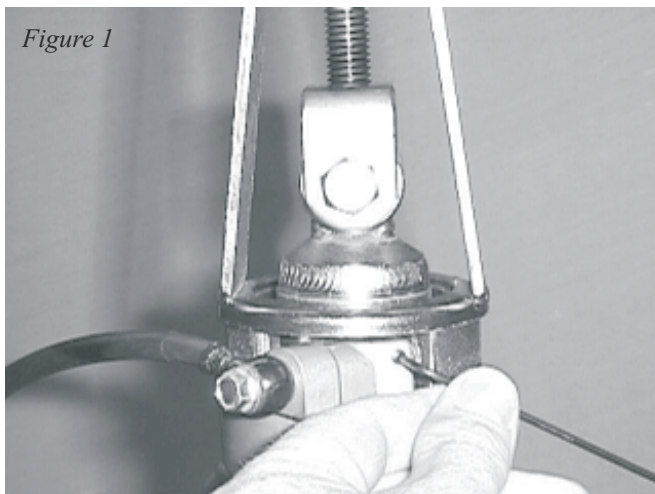


Figure 1

4. Set the spacer ring on top of the adjuster with the cut out lined up with the hose outlet and the beveled edge against the adjuster.

5. Now put the spring tool on top of the spacer ring putting the bolt through the spring tool clevis and shock eye and snug the nut down on it. Other than the bolt through the eye, the only part that should be in contact with the shock is the spacer ring. If the tool is touching the adjuster casting, then check to make sure the spacer and tool are completely upright before compressing spring (see figure 1).

6. To compress spring, simply crank down the handle on the tool. Be sure the crank is well lubricated for easy operation. Compress the spring far enough that you will be able to pick off the retaining ring that's on the

shock body  
(see figure 2).

7. Remove the retaining ring and crank the tool in the reverse direction - reducing tension on the spring. Once the tension is completely released, remove the tool, spacer ring, preload adjuster, and finally the spring.



Figure 2

8. To install the spring, simply reverse the process.

Once you've reinstalled the shock back on the motorcycle (according to the factory authorized manual) you'll need to properly set your "sag". Generally speaking, you want the difference between fully extended and the rider sitting on the bike—ready to ride—to equal about one third of the total wheel travel. This measurement needs to be made from the axle to a fixed point on the chassis directly above it. Go Ride!