

440 Series Shocks

Note: Please read all instructions thoroughly before starting installation.

Progressive Suspension 440 Series shocks must be mounted with the shaft end down (spring adjuster up) for the Inertia Active System to function. Damage to the shocks and unsafe handling may occur if they are mounted incorrectly.

Caution

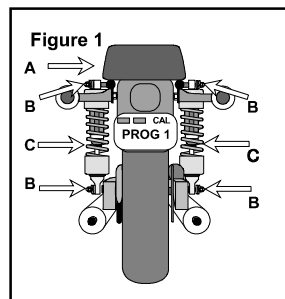
Follow instructions in an authorized shop manual or take the motorcycle to a competent dealer.

The motorcycle must be on the centerstand (if equipped) or securely blocked to prevent it from tipping over when the shocks are removed. Failure to do so can cause serious damage and/or injury.

The use of any lowering blocks is not recommended and will void the warranty.

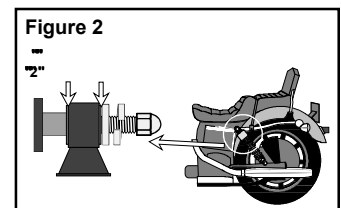
Make sure that proper bushings/sleeves are installed in the shocks. Improper bushings/sleeves can cause unsatisfactory and/or unsafe operation (see the instructions packaged with the mounting hardware).

1. Place a quality jack or sufficient blocks under the motorcycle to securely lift the rear wheel slightly off the ground.
2. Using the correct shop manual, remove the old shocks and note location of the mounting hardware. If additional accessories are installed on your motorcycle, please refer to their mounting instructions for removal to gain access to your shocks.
3. Before installing your new Progressive shocks you need to check the tire to fender clearance, (see A in figure 1) making sure that the tire does not come in contact with the fender. If the rear fender or tire has been changed to anything other than stock, a travel limiter may be required. On some models with side bags or luggage, removal of the lower cover may be



required to eliminate any interference. Install shock assemblies onto the motorcycle (shaft end must be down!) and tighten bolts/nuts to proper torque. Check the clearances of the shock to frame (B) and shock to chain, chain guide, disc caliper and linkage (C) in figure 1. The lower cover can be removed for clearance if necessary.

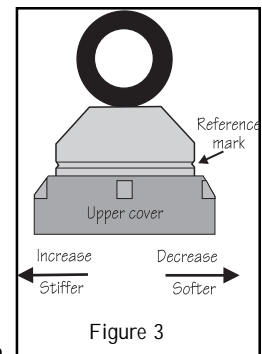
4. Reinstall any accessories removed in accord with their mounting instructions. Make sure accessories do not interfere with shocks throughout full travel.



If any accessories bolt to shock mounting points, a careful inspection must be made to insure that they do not bind the shocks in any way (see figure 2).

Note: Due to assembly requirements, the bump rubber and washer on the shock shaft are positioned where the washer may rattle slightly. A few miles of normal riding will position the washer where it will cease to rattle. The rattle (if any) will not damage or have any adverse effect on the shock.

5. Test ride: If excessive bottoming occurs you need to increase the spring pre-load setting. These shocks feature a threaded adjustment to allow for 10 full turns of adjustment. This is done by turning the upper cover clockwise (see figure 3). When the upper cover is turned to increase spring pre-load it will expose reference marks in the shock body as it moves down the shock body (see figure 3). Set the pre-load on both shocks equally using the reference marks or by counting turns of the cover. No marks are visible at minimum pre-load. Three marks are fully visible at maximum pre-load.



6. Then ride and enjoy—safely.

Compliment your new shocks with a set of Progressive Suspension fork springs.