

450 Series Shock Installation Instructions

Note: Please read all instructions thoroughly before starting installation.

The Progressive Suspension 450 Series shock must be mounted with the shaft end down (adjuster cam up) for the Inertia Active System to function. **Damage to the shocks and unsafe handling may occur if they are mounted incorrectly.** The 450 Series shock replaces the left side spring shock only. The right side air shock is not removed and will function the same to compensate for different weight loads.

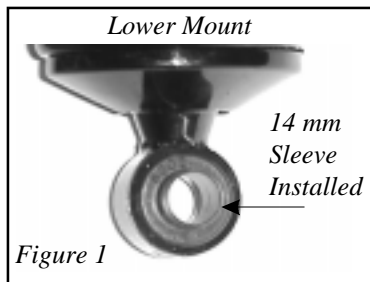
Caution

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

The motorcycle must be on the centerstand to prevent it from tipping over when the shock is removed.

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

Make sure the proper bushings/sleeves are installed in the shock (see figure 1). Improper bushings/sleeves can cause unsatisfactory and/or unsafe operation.



1. Place the motorcycle on the centerstand so the rear wheel is slightly off the ground.
2. Using a current Honda shop manual remove your left side shock (spring shock) 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 the shock.
3. Install the 450 shock onto your motorcycle and tighten the mounting bolts/nuts to the proper torque.

4. After installing the 450 shock assembly onto the motorcycle note the cam adjuster settings recommended for different weight loads. Although your air shock will adjust to compensate for different loads we have added a spring pre-load adjuster that allows spring adjustment which will keep your air pressure in a more usable range. You must set this pre-load cam before installing your saddlebag back on your motorcycle (see figure 2).

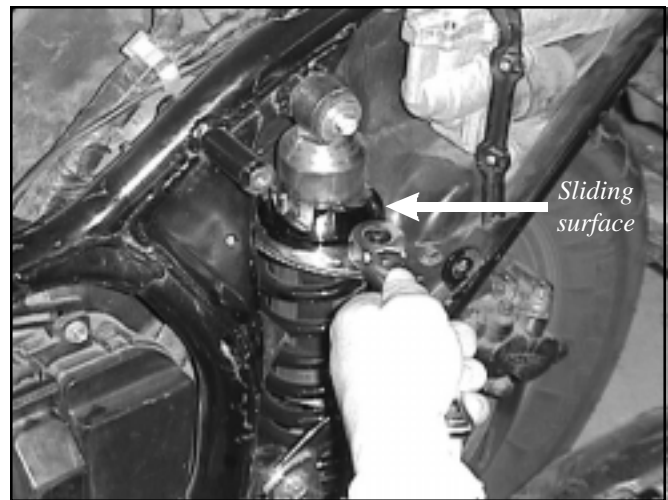


Figure 2

For easier spring pre-load adjustment, put a small amount of cam adjuster lube (supplied) on the sliding surface prior to rotating the cam (see figure 2).

- A. Minimum setting to 1st notch—rider weight up to 180 lbs., light luggage and occasional passenger.
- B. 2nd or 3rd notch—rider weight over 180 lbs., full dress, trailer and occasional passenger.
- C. Maximum setting—full dress, two up, trailer, sidecar, etc.

5. Reinstall any accessories that were removed according to 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 see that they do not bind or interfere with the shocks.
6. Ride height: Adjust your air pressure to achieve the proper amount of sag. It will use a lower air pressure than the stock system because your 450 series shock has a higher rate coil spring which allows greater load capacity with less air pressure. With the motorcycle on the centerstand (with the rear off the ground) , measure the distance from the center of the rear axle to a point vertical on the frame (see figure 3). Now take the bike off the centerstand, load the motorcycle with the rider, passenger, luggage, accessories and trailer (if any) and re-measure the same points. With the motorcycle loaded, this measurement should decrease by approximately 1" to 1 1/2 ". Add or subtract air pressure to reach this recommended ride height.

Note: Achieving proper ride height is important for two main reasons. It adjusts for proper geometry and maximum stability. It allows maximum suspension travel so that the motorcycle will respond comfortably and safely to all road conditions.

7. Ride and enjoy.....Safely.

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

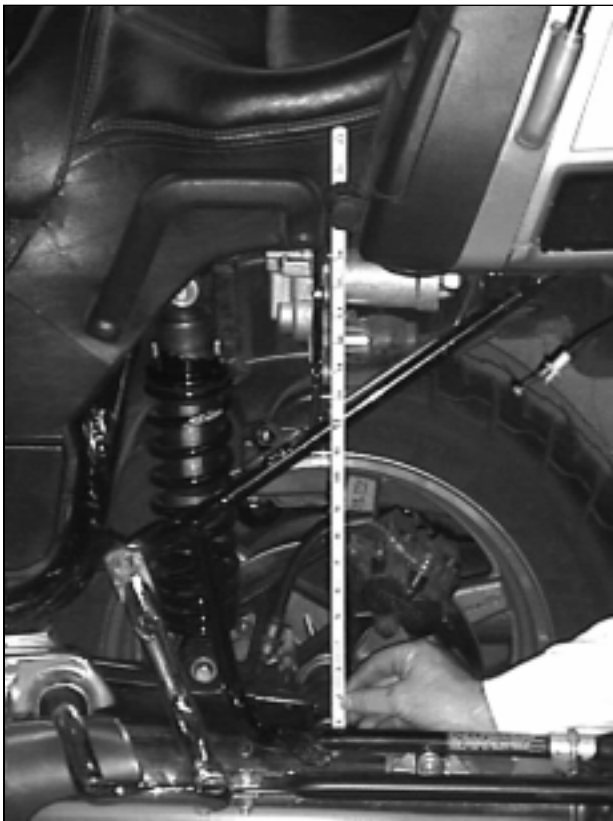


Figure 3