

## 14 Series Installation Instructions

Note: Please read all instructions thoroughly before starting.

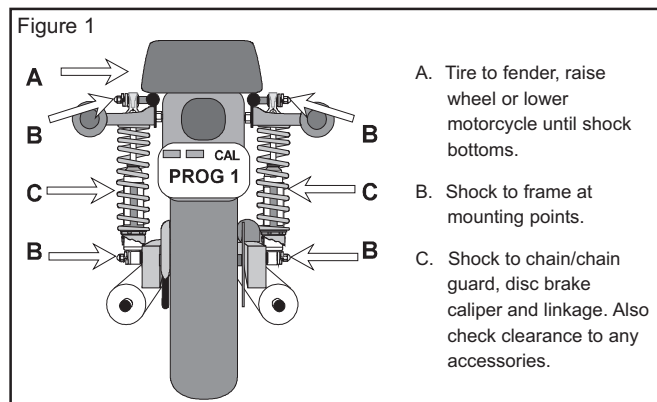
Note: These shocks are designed to run with the shock shaft up. To run the shock shaft down will cause aeration and unsatisfactory operation.

Caution: Make sure that the proper bushings are installed in the shocks. The wrong bushings can cause unsatisfactory or unsafe operation.

Caution: The use of lowering blocks are not recommended and will void the warranty.

### Installation

- Place the motorcycle on the center stand or block securely so that the rear wheel is slightly off the ground.
- Remove the old shocks and note the 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 shocks.
- Install one shock (without spring) and check the clearance (A) figure 1.
- If clearance A in figure 1 is okay, you can reinstall the spring onto the shock and the shock onto the motorcycle. Now check clearances (B) and (C) in figure 1.

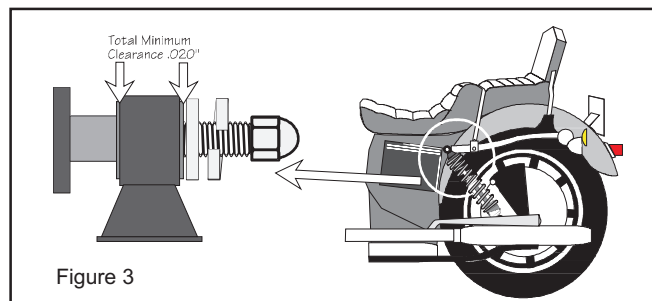
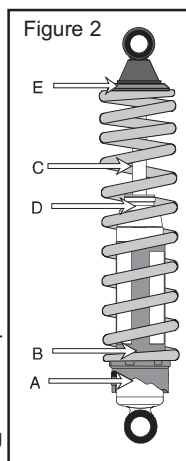


Caution: This step requires a spring compressor tool. If a spring compressor tool is not available, refer the work to your local dealer or shop. Do not attempt to compress the springs without the proper tool as serious injury may result!

### Spring installation (See figure 2)

- Install cam adjuster (minimum setting)
- Install plastic body protector
- Install spring

- Make sure the piston rod is fully extended and the bump rubber and washer are pulled down the shaft at least 1" (25mm).
  - Using a spring compressor tool, install the spring retainer clip. The retainer clip must seat to top eye.
- Install shock assemblies onto motorcycle and tighten the mounting bolts/nuts. Consult your owners manual or repair manual for the proper torque.
  - Reinstall any accessories removed according to their mounting instructions. Make sure the accessories do not interfere with the shocks throughout their full travel. If any accessories bolt to the shock mounting points, a careful check must be made to see that they do not bind the shocks (see figure 3).



- Make sure both cam adjusters are set on the minimum setting. Increase to a higher position to suit your needs and comfort (see figure 4).

- If excess bottoming occurs, adjust the cam to a higher setting. If bottoming persists after reaching the maximum pre-load, a spring with a higher rate may be required.

For easier spring preload adjustments, put a small amount of cam adjuster lube (supplied) on the sliding surface prior to rotating the cam (see figure 5).

- If excess topping occurs with the cam at the minimum adjustment, a spring with a lighter rate may be required.

