



## Installation Instructions 435 Series Front Shocks Can-Am Spyder

### ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

#### **Warning**

This means there is the possibility of injury to yourself or others.

#### **Caution**

This means there is the possibility of damage to the vehicle.

#### **Note**

*Information of particular importance has been placed in italics.*

### Warranty

Progressive Suspension warrants to the original purchaser of this Part to be free of manufacturing defects in materials and workmanship with a lifetime limited warranty. In the event warranty service is required, you must call Progressive Suspension immediately with a description of the problem.

If it is deemed necessary for Progressive Suspension to make an evaluation to determine whether the part is defective, a return authorization number will be given by Progressive Suspension. The parts must be packaged properly so as to not cause further damage and returned prepaid to Progressive Suspension with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem. If after the evaluation by Progressive Suspension the part was found to be defective it will be repaired or replaced at no cost to you. If we replace it, we may replace it with a reconditioned one of the same design.

Progressive Suspension shall not be held liable for any consequential or incidental damages resulting from the failure of a Progressive Suspension part. Progressive Suspension shall have no obligation if a part becomes defective as a result of improper installation or abuse.

#### **Warning**

Changing the suspension on your vehicle can drastically change the handling characteristics. Always use extreme caution when riding after a change is made and take time to get accustomed to any handling change.

### IMPORTANT NOTICE

Note: Please read the following instructions completely before starting installation!

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

#### **Warning**

The vehicle must be 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 lowering blocks on Progressive Suspension shocks is not recommended. Use of a lowering kit may void the warranty or damage the shock/vehicle.

Progressive Suspension shocks are designed to work on the OEM (Original Equipment) frame, and A-arms. Use of these shocks on a frame, swingarm, or A-arms other than OEM may produce an unsatisfactory ride and 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).

*Be sure to refer to instruction supplements provided in any included mounting hardware*

### Installation

1. Place a quality jack or sufficient blocks under the vehicle to securely lift the front wheels slightly off the ground.
2. Using the correct shop manual for your vehicle, remove the front shocks and note location of mounting hardware. If additional accessories are installed on your vehicle, please refer to their mounting instructions for removal to gain access to your shocks.

3. Shouldered sleeves with O-rings should already be installed in the shock eyes. If not, insert sleeves with O-rings in the shock eyes (figure 1).

4. Mount the front shocks as you would your stock shocks per your authorized shop manual. Make sure the pressure valve is at the bottom and is facing outward - toward the wheel (figure 2). Tighten shock bolts to the proper torque specifications (refer to your manual).

**Caution**

**The internal gas pressure has been set from the factory - DO NOT attempt to adjust the gas pressure. Failure to heed this warning may void your warranty and result in damage to the shocks and/or vehicle.**

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

6. Set your ride sag. The proper spring pre-load setting will permit the front suspension to sag, or compress, approximately 1.50" to 2.0" from full extension. To check sag, take a measurement from the center of the front skid-plate, straight down to a vertical point on the ground with the shocks fully extended (jacked up with front wheels barely touching the ground). Then, with the help of an assistant, take a second measurement using the same points with the rider(s) on the vehicle. The difference between the two measurements is the ride sag. If the vehicle is sagging too much, you'll need to increase the pre-load equally on both sides.

7. Spring pre-load adjustments are made with the supplied preload adjusting wrench by first loosening the lower locking ring, then adjusting the upper preload ring (figure 3). As you adjust the preload on the shock be sure to compare the lengths of the springs on either side to be certain the preload is adjusted equally. Once the proper preload has been achieved, re-tighten the locking rings against the adjusting rings. With the shock fully extended, the spring installed length must never be adjusted to a length longer than 9.20" inches or shorter than 7.90" inches (figure 4).

**Caution**

**The preload adjustment must not be set to allow for a spring installed length longer than 9.20" inches or shorter than 7.90 inches.**

8. Test ride: If excessive bottoming occurs you need to increase your spring pre-load setting as described above.

9. Then ride and enjoy.....Safely.

Compliment your new front shocks with a Progressive Suspension rear shock.

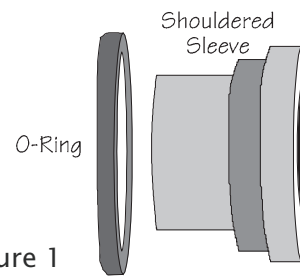


Figure 1

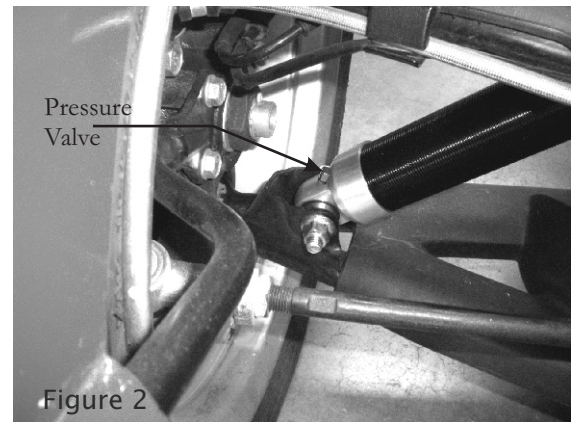


Figure 2

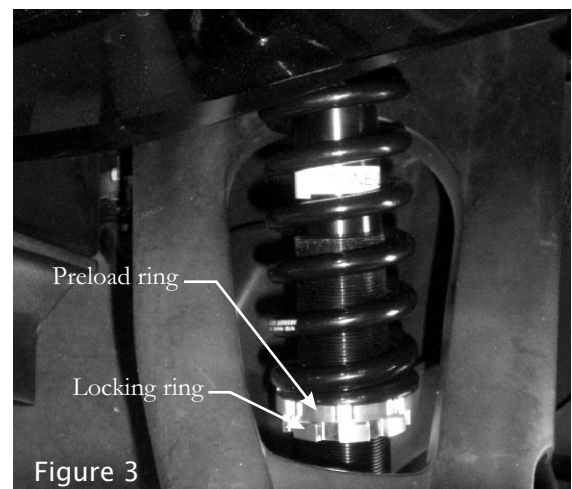


Figure 3

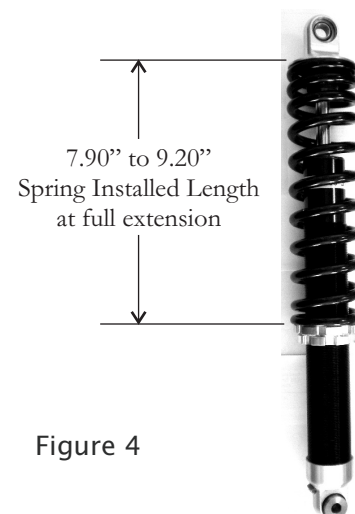


Figure 4