

465 Series Single Shock Supplement for Suzuki VZR1800 M109 (with Remote Adjustable Pre-Load)

Please read these instructions completely before starting!

Shouldered sleeves with O-rings should already be installed in the shock eye. If not, insert sleeves with O-rings in the top eye (see *figure 1*).

Check the orientation of the adjuster on the shock body - looking at the top of the shock, it should be 20 degrees (counterclockwise) from the nitrogen pressure valve to the hydraulic line port on the adjuster (see *figure 2*). If it is not properly oriented, you will need to reposition it. To do this, hold the upper shock eye securely in a vice and carefully rotate the Remote Adjustable Pre-Load adjuster the desired direction. This may be somewhat difficult due to spring tension, and may require slight loosening of the locking ring. Also, the spring, shaft, and lower mount may rotate while repositioning the adjuster. This is OK, just be sure to realign it with the upper mount (also be sure the rebound adjuster on the lower mount is properly oriented as noted below).

Mount the shock as you would your stock shock per your authorized shop manual (with the rebound adjustment at the bottom) noting the following:

- On the left side of the motorcycle, remove the secondary drive cover, rectifier cover, and rectifier. Also remove the Remote Adjustable Pre-Load adjuster knob by removing the screw located in the center of the knob, then pull it straight off.
- As you mount the shock, feed the Remote Adjustable Pre-Load adjuster (knob removed) through opening between the frame and the rear of the motor - just behind & below where the shift-shaft comes out - on the left side of the bike (see *figure 3 & 4*). Do not loosen or attempt to rotate the line between the shock and the adjuster.
- Reinstall the adjuster knob, and torque the screw to 50 in/lbs (5.65 N-m).
- Make sure the shock rebound adjustment is towards the rear and facing down and the non-adjustable nitrogen port is towards the front facing up.
- Tighten shock bolts to the proper torque specifications (refer to your manual).
- Mount the adjuster to the supplied mounting bracket using the supplied M6-1.0X8mm SHCS fasteners and torque them to 80-90 in/lbs (9-10 N-m). Then mount the bracket to the bike using the two lower mounting bolt holes for the rectifier bracket as shown in *figure 5* - one of which is the lower mounting bolt for the rectifier, which will be replaced with the supplied longer fastener. Reinstall the rectifier, sandwiching the adjuster bracket behind it (see *figure 6*).
- Using the supplied zip-ties, secure the hydraulic line away from any moving parts or heat sources.
- Reinstall the secondary drive cover and rectifier cover (*figure 7*), then proceed to adjust your ride height.

To adjust the ride height, simply turn the adjuster knob clockwise (looking at it from the back of the bike) to increase the height and counterclockwise to reduce it. See main instructions for procedure of achieving optimum ride height.

Caution: With the adjuster in the lightest/lowest setting (all the way counterclockwise) the installed spring length must never be set shorter than 166mm (6.55") for 465-5009 or 465-1165, and 158mm (6.23") for 465-5010 or 465-1166, otherwise shock damage may occur.

