Revision: 1.3 - 03/12/2012

INCLUDED IN THE KIT:

(2) Machined Spacer	(2) 1/2-13x1 13/4" Hex Head Bolt
(2) Heim Joint	(2) 1/2-20 Jam Nut Zinc
(4) O Rings	(2) Hex Shaft
(4) 1/2-13 Flat Washer	

INSTRUCTIONS:

1.) With a motorcycle jack or floor jack, lift enough weight off rear wheel only so that the existing shock absorbers can be removed with ease. Using your factory service manual, follow the directions to remove both shocks.

2.) The shocks must now be disassembled with the aid of a press. Compress the shock remove the retaining clip. For safety reasons, be sure to use a screwdriver or similar tool to remove retaining clip. Once the ring has been removed, slowly relieve pressure on the shock and allow it to fully extend. Repeat for both shocks.

3.) After removing the shocks from the press, remove the springs and covers from the shock bodies.

4.) Unscrew the shock head and spring plate from the shaft holding the shaft locknut in place with a wrench. Remove the plate and jam nut from the shock head. Install then on the new hex shaft portion of the lowering kit using high strength (red) Loctite and tightening shaft locknut to 25 ft. lbs. of torque. Repeat for both shocks.

5.) Reinstall springs and spring covers with the shock bodies. Using the press, recompress the springs and reinstall the retaining clips.

6.) Make sure both shafts are set to the shortest length, and that they are the same length, making adjustments as necessary to the heims. Apply grease to the heim ball and install the supplied hardware per picture below. Using a medium strength (blue) Loctite, torque the bolts to 60 ft. lbs, as you reinstall both shocks. Make sure the o-rings are not pinched. Note: Heim balls should be re-greased every 3 months.

7.) Adjust the amount the bike is lowered by loosening the adjuster nut on the rod ends and turning the hex shaft. Be sure to extend each shaft evenly. Every 4 full turns lowers the bike approximately 5/8". Do not exceed a 2" drop, or raise the bike more than 1/2". Once set, tighten the adjuster nuts and re-check installation.

WARNING: Installing a lowering kit will decrease initial ground clearance. The motorcycle will be lower to the ground and care should be taken to avoid bottoming, especially over bumps or in turns. To maintain proper balanced geometry, the front and rear of the motorcycle should be lowered equally. Failure to properly install the lowering kit and operate the motorcycle after installation may result in serious injury or death to the rider.

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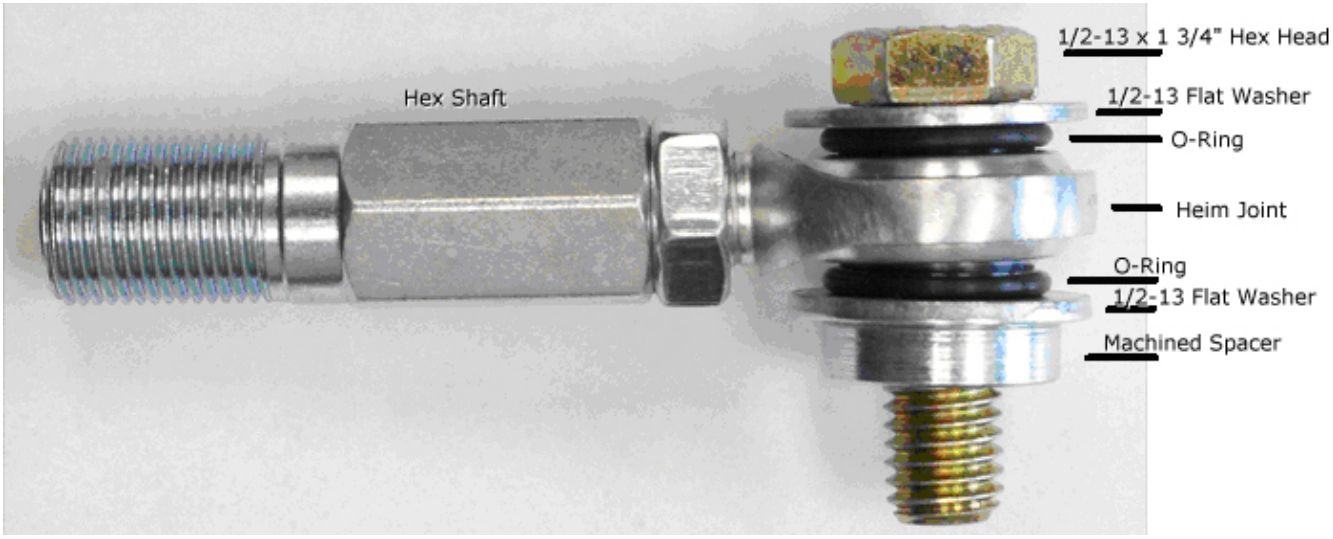

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