

Aftermarket Shock Installation

By John Borella

I wasn't looking forward to installing my new shock (John installed a fully adjustable Wilbers shock - ed.) but I believe the following is the quickest and easiest method. After reading over the procedure in the factory manual and the procedure posted on the list recently I decided to go with a modified version of the factory rear shock removal. This may not be for everyone but if you try it make sure you're low on gas and try to park under a beam in the garage unless you have a very patient helper.

1/ The manual says to remove the lower fairing. Forget it as it's not necessary.

2/ Remove the gas tank? Handy if you've got the drain kit. I didn't so I removed the 2 drain hoses on the right side of the tank, threw a towel over the tank, set it up on the air box with the front nestled inside the windscreen area. I then hooked a tie down on each grip running the strap around the back and snugging it up enough to secure the tank firmly in place.

3/ Remove the seat, unplug the tail light and license plate harnesses by the battery. Remove the tail section/tail light assy.

4/ Remove the muffler and rear exhaust pipes. I found with the Staintunes I was able to remove the complete assy. as one by releasing the springs holding the exhaust pipes, removing the bolt at the rubber muffler mount and wiggling the pipes back while lifting the front. pipes.

5/ Remove both rear passenger peg brackets. 2 bolts each side.

6/ Remove the 2 bolts holding the front of the battery tray to the main frame.

7/ Loosen the upper sub frame to main frame bolts and attach a tie down or rope to that beam you parked under.

8/ Attach the other end to the cross brace behind the battery and remove both lower sub frame/main frame bolts.

9/ After removing the seat drain hose lift the rear of the s/f almost vertical and secure in place.

10/ Remove the lower and then the upper shock mounting bolts. Remove the shock. This is a good time to clean all the chain lube/dirt off the linkage and sprocket area. If your feeling ambitious removing the rear wheel gives better access to the nut on the lower shock mount. I didn't but getting the nut back on can be a pain.

11/ Reassemble and re-torque all fasteners. Sub Frame Bolts and Shock mount bolts/nuts - 50Nm
Footpeg Bracket bolts - 25Nm

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