



6911 Marlin Circle, La Palma, CA 90623  
(714) 523-8700, Fax (714) 523-3220

## Victory V92 465 Series Single Shock Supplement

### Please read these instructions completely before starting!

1. One set of the shouldered sleeves, the larger ones, with O-rings should be installed in the shock eye. If not, insert sleeves with O-rings in the shock eye (see figure 1).

2. After removing the stock shock, per the professional workshop manual, remove the stock shouldered sleeves and O-rings from the spherical bearing in the frame near the rear of the fuel tank. Replace them with the other set of shouldered sleeves and O-rings that came with your new 420 series shock. It will help to thinly coat them with grease to help hold them in place until you install the new shock.

3. Mount the shock, referencing your authorized shop manual, noting the following important details: The rebound adjustment cam and the pressure valve both face upward. Though a tight fit, the fuel line does not need to be disconnected to install the shock, and is ran to the left of the shock (if sitting on the bike, facing forward).

**Note:** The locking preload ring is not used on this motorcycle.

**Caution:** The installed spring length must never be shorter than 5.37" or shock damage may occur.

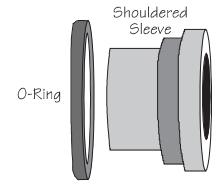


figure 1

<http://www.progressivesuspension.com>



6911 Marlin Circle, La Palma, CA 90623  
(714) 523-8700, Fax (714) 523-3220

## Victory V92 465 Series Single Shock Supplement

### Please read these instructions completely before starting!

1. One set of the shouldered sleeves, the larger ones, with O-rings should be installed in the shock eye. If not, insert sleeves with O-rings in the shock eye (see figure 1).

2. After removing the stock shock, per the professional workshop manual, remove the stock shouldered sleeves and O-rings from the spherical bearing in the frame near the rear of the fuel tank. Replace them with the other set of shouldered sleeves and O-rings that came with your new 420 series shock. It will help to thinly coat them with grease to help hold them in place until you install the new shock.

3. Mount the shock, referencing your authorized shop manual, noting the following important details: The rebound adjustment cam and the pressure valve both face upward. Though a tight fit, the fuel line does not need to be disconnected to install the shock, and is ran to the left of the shock (if sitting on the bike, facing forward).

**Note:** The locking preload ring is not used on this motorcycle.

**Caution:** The installed spring length must never be shorter than 5.37" or shock damage may occur.

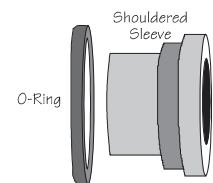


figure 1

<http://www.progressivesuspension.com>