

465 Series Single Shock Supplement for HONDA F6B (with Remote Adjustable Pre-Load)

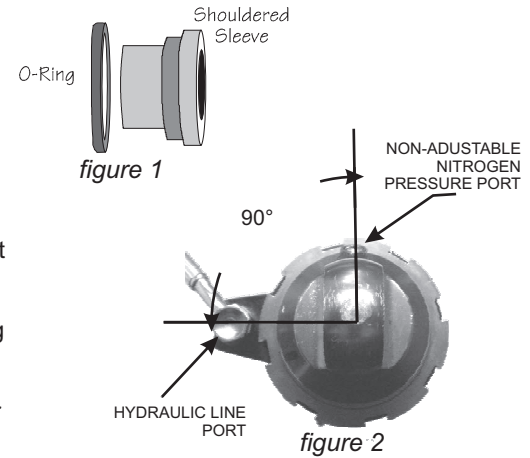
Please read these instructions completely before starting!

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

Check the orientation of the adjuster on the shock body - looking at the top of the shock, it should be 90 degrees (counterclockwise) from the non-adjustable nitrogen pressure port 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 noting the following:

- Remove the Remote Adjustable Pre-Load adjuster knob by removing the screw located in the center of the knob, then pull it straight off (figure 3).
- As you mount the shock, feed the Remote Adjustable Pre-Load adjuster along the same path as the previous stock preload adjuster - above the swingarm to the right (see figure 4).
- Make sure the shock rebound adjustment is at the bottom facing the right of the motorcycle and the non-adjustable nitrogen port is at the top facing rearward.
- Tighten shock bolts to the proper torque specifications (refer to your manual).
- Initially continue routing the RAP adjuster to the same general location the stock adjuster was located (figure 5) - but continue reward along the lower right-hand side of the bike following the lower saddlebag frame (figure 6) toward the underside of the rear fender where the RAP adjuster will be mounted. Do not loosen or attempt to rotate the line between the shock and the adjuster.



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(continued from page 1)

- Continue routing the RAP adjuster reward along the lower-right saddlebag frame, and finally up and to the right of the rear wheel (figure 7 & 9).
- Looking up under the rear fender and slightly to the right-hand side of the bike, locate the right rear saddlebag frame bolt pictured in figure 8. Remove and set it aside as you will be re-using it to mount the RAP adjuster.
- Reinstall the adjuster knob by first applying a thread-locking agent to the screw, then torque the screw to 50 in/lbs. (5.65 N-m).
- 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). Apply a thread-locking agent to each fastener before installing them.
- Then mount the bracket to the bike as illustrated in picture 9 using the stock bolt removed previously. Be sure to apply a thread-locking agent to the bolt before re-installing it. Tighten the bolt to the torque value recommended in your factory authorised service manual.
- Using the supplied zip-ties, secure the hydraulic line away from any moving parts or heat sources - as illustrated in figures 5, 6, 7, and 9.

To adjust the ride height, simply turn the adjuster knob clockwise (looking at it from the rear 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:

139mm (5.5") for 465-5041 "standard" length shock
144mm (5.7") for 465-5042 "lower" length shock

Otherwise shock damage may occur.

Compliment your new rear shock with a Progressive Suspension Monotube fork kit.

