

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 & easiest method. After reading over the procedure in the factory manual & 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 & 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 & snugging it up enough to secure the tank firmly in place.

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

4/ Remove the muffler & 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 & wiggling the pipes back while lifting the frt. 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 & attach a tie down or rope to that beam you parked under.

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

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

10/ Remove the lower & then the upper shock mounting bolts. Remove the shock. This is a good time to clean all the chain lube/dirt off the linkage & 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 & retorque all fasteners. Sub Frame Bolts & Shock mount bolts/nuts - 50Nm
Footpeg Bracket bolts - 25Nm

Some 'shocking' links for you:

FYI, John is a great source for excellent prices on Wilbers shocks, Staintunes, and other great motorcycle goods:

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Borella Enterprises

714 Providence Pike

Danielson, Ct. 06239

860-774-5535

Wilbers Info: <http://www.sebimoto-germany.de/english/wilbers/produkte/federbein1.htm>

Traxxion Dynamics: <http://www.traxxion.com>

Hlebo Brothers Suspension: <http://www.hlebobros.com>

Penske Motorcycle Shocks: <http://www.penskeshocks.com/motorcyc.htm>

Ohlins Racing: <http://www.ohlins.com/>

Lindemann Engineering: <http://www.le-suspension.com/>