



Installation Instructions 465 Series Single Shock

ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

Warning

This means there is the possibility of injury to yourself or others.

Caution

This means there is the possibility of damage to the vehicle.

Note

Information of particular importance has been placed in italics.

Warranty

Progressive Suspension Inc. warrants to the original purchaser this Part to be free of manufacturing defects in materials and workmanship for a period of one (1) year from the date of purchase. In the event warranty service is required, you must call Progressive Suspension immediately with a description of the problem.

If it is deemed necessary for Progressive Suspension to make an evaluation to determine whether the part is defective, a return authorization number will be given by Progressive Suspension. The parts must be packaged properly so as to not cause further damage and returned prepaid to Progressive Suspension with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem. If after the evaluation by Progressive Suspension the part was found to be defective it will be repaired or replaced at no cost to you. If we replace it, we may replace it with a reconditioned one of the same design.

Progressive Suspension shall not be held liable for any consequential or incidental damages resulting from the failure of a Progressive Suspension part. Progressive Suspension shall have no obligation if a part becomes defective as a result of improper installation or abuse.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Removing and replacing the shock absorber must be performed by a qualified mechanic or according to steps outlined in an authorized shop manual that relates to your particular make, model and year motorcycle.

These are general instructions. For specific instructions relating to your particular model please read the enclosed supplemental instructions, as well as referring to an authorized shop manual.

The vehicle must be securely blocked to prevent it from dropping or tipping when the shock absorber is removed. Failure to do so can cause serious damage and/or injury!

Progressive Suspension 465 Series shocks are designed to work with the OEM (Original Equipment) chassis components. Use of this product on any chassis components other than OEM may produce an unsatisfactory ride and void the warranty.

Installation

- Read all the instructions carefully before installing this shock on your motorcycle. Use your factory authorized manual as a reference while installing this shock.
- Support and lift the motorcycle securely so the rear wheel is off the ground.
- Remove stock shock absorber from motorcycle according to instructions contained in your authorized shop manual.
- Mount the shock per instructions contained in the enclosed supplemental instructions.

Preload / Ride Sag

- Preload is preset to an average setting, but should be adjusted to produce the proper Ride Sag using the adjuster wrench included (requires the use of a 3/8" ratchet) - OR the Remote Adjustable Pre-Load adjuster, if so equipped.
- Pre-load adjustment controls the "ride height" or "sag" of your motorcycle. To check your Ride Sag there are two key measurements, the first is Extended Height the second is Ride Height, and both are ideally measured from the center of the rear axle to an arbitrary point directly above the axle (a fender bracket, for instance).
- Extended Height is measured with the bike on a jack with the rear tire just off the ground or off the stand and with a helper. While holding the bike straight up have the helper solidly lift the rear end by the fender or rack until you feel the shocks stop extending, or "top out". Once you are certain the suspension is fully extended, take your first measurement.

- Ride Height is measured with the rider, or riders, and gear on the bike (hands on the bars and feet on the pegs) and a helper or two supporting it. A measurement is again taken using the same points as before.
- Now subtract the second measurement - Ride Height - from the first measurement - Extended height - and the difference between the two measurements is the Ride Sag.
- Ride Sag is generally expected to be 1/3 of the total wheel travel. If your number is less, then the bike will require less preload, and if it is greater, more preload is needed.

Warning

Warning: Preload Adjuster locking rings (if equipped) are not locked!
Locking rings must be tightened before riding motorcycle!

- As stated above, on 465 Series shocks not equipped with the Remote Adjustable Pre-Load adjuster, once the ride height has been set the lock ring (if equipped) must be firmly tightened against adjustment ring.
- On 465 Series shocks equipped with the Remote Adjustable Pre-Load adjuster, the fine adjustment range is set to what we feel is the average range. However the adjustable range can sometimes be moved up or down depending on your needs. The method for this coarser adjustment is the same as adjusting the standard preload - simply rotate the adjuster rings.

Caution

Regardless of which kind of preload adjustment your 465 shock has, there is a minimum installed spring length that is model specific - and you must NEVER adjust the preload to produce a spring length less than that minimum length, or the spring may go coil-bound and damage will result. The minimum installed spring length is noted on the model specific installation instruction supplement included with this shock.

Damping adjustments

- Rebound damping is the speed your shock returns after being compressed. Position 1 offers the least resistance (low rebound) while position 5 offers the most (high rebound). See figure 1.
- We recommend position 3 as a starting point.
- Adjust with the included 1/4" allen wrench.
- Too little rebound damping can cause wallowing in turns, a springy feel under acceleration out of the turns and a tendency to push the rider forward on the machine while going over big bumps and depressions. Too much rebound damping causes a harsh ride, wheel chatter on braking and tendency for the machine to stay squatted after hitting a bump (packing down).
- All damping adjustments should be tested by thoroughly riding the motorcycle.

Maintenance

- Shock and linkage should be cleaned and properly lubricated at intervals recommended for the stock shock in your service manual.

Shock service and parts.

- Contact us for service center information. Our technical Staff will assist you if you have any problems or questions. Call (714) 523-8700, Monday - Friday, 8 a.m. to 4 p.m. Pacific Time.

For balanced suspension, we recommend the installation of a pair of our progressive rate fork springs

