

**This lowering link should be installed by a qualified shop or mechanic. Average time to install is 1 hour.**

---

**Step 1:** Support the bike with a bike jack or lift. Make sure the rear tire is about 4-6 inches off the ground. Remove right saddle bag, both side covers and seat. Release all the air from the air shock.

**Step 2:** Remove pivot pin lock bolt. This is the bolt that keeps the shock pivot pin from falling out. It takes a 6mm allen wrench. FIG 1.

**Step 3:** Remove the 3 side fuse panel bolts and set panel up on the frame. You don't need to disconnect any of the wires. The fuse box will slide up and off the bracket. Bolts take a 10mm socket. FIG 2.

**Step 4:** Remove lower bolt from lowering link. Use a 15mm socket and wrench. Its very tight! Loosen the nut side first and it will be easier. You may want to put a little pressure up or down on the rear tire by using the jack. Doing this will help you find the "sweet" spot and the bolt will come out easier. FIG 4.

**Step 5:** From the left side of the bike remove the lower shock bolt. Use a 15mm socket and wrench. Do it the same way as you did the lower link bolt. You can push up or down on the shock to find the "sweet" spot. Its pretty easy since you let all the air out of the shock. Be careful because the swing arm will drop down when you take the bolt out.

**Step 6:** Remove the rear fender splash shield. Its not bolted in. Push it down from the top until it pops down. Reach in through the right side and push it in until it comes loose from the frame. Disconnect the push in fittings that are connected to it and put the shield aside. This will make it easier to access the pivot pin and upper lower link bolts. FIG 3.

**Step 7:** Reach under the upper part of the frame and pull the pivot pin out. FIG 5. It should just pull out with your hand. Hold onto the shock so it doesn't fall. Once you pull the pin out the whole shock assembly will come down. You should now be able to see and get the upper bolt out on the lower link. Use a 17mm socket and wrench and remove the bolt. Now you can remove the link. FIG 6.

**Step 8:** Put the new lowering link in. Adjust the heim joint where you want it. On the 1" kit, screwing the heim all the way DOWN will lower the bike approx 1 inch. (on the 2 inch kit, the heim all the way UP is 2" lower. The heim down is approx 2.5" lower) Tighten the jam nut. Use the stock bolt and put it through the bracket spacers and heim joint. Tighten the bolt. FIG 7.

**Step 9:** Put the shock pivot back in place and slide the pin in. Make sure the pin has a light coat of grease on it. Put the bolt back in that was removed in step 2. Make sure to tighten it. Put the rear fender splash shield back on.

**Step 10:** Put the lower shock bolt back in and tighten. Put the lower bolt for the lowering link in and tighten.

**Step 11:** Put fuse side panel back on and slide fuse box back on. Make sure to route the wires the same way as they came off.

**Step 12:** Put air in shock and double check that suspension moves freely and bolts are tight.

**Step 13:** Install seat, side covers and saddle bag.



Fig 1

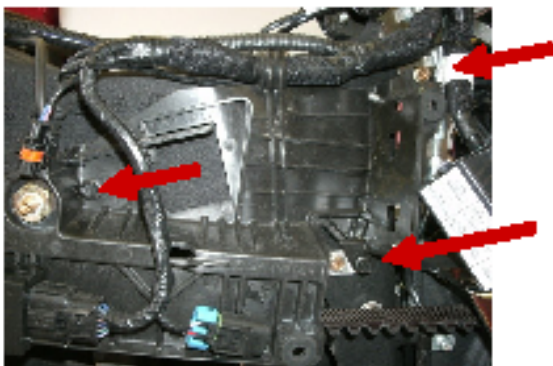


Fig 2



Fig 3



Fig 4



Fig 5

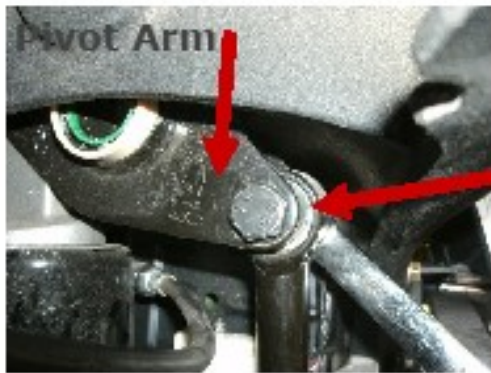


Fig 6

Upper Lowering Link Bolt



Fig 7