



**NEXGEN™**

## ***Trike Series Rear Shocks™***

### **INSTRUCTIONS**

**(Please read entire sheet before beginning install)**

#### **Parts included:**

- 1- Set of Pre-Adjusted Shocks
- 1- Hardware kit
- 1- Allen Wrench

#### **Install Steps:**

1. Remove your stock shocks per your service manual.
- a. Harley Trikes do not require the removal of the body. Simply remove both rear wheels (be sure the trike is safely secured with jack stands) to gain access to the top and bottom shock bolts. Also on the trikes both shocks must be removed before installation of your new NEXGEN shocks.
- b. When replacing air shocks, remove the air hose from the shock by simply pulling it out and you may leave the hoses in place, or you may remove all the hose completely, but it is not necessary. (on Trikes install the top shock bolt first, before the lower shock bolt)
2. Install your new NEXGEN Shocks reusing the same shock bolts and red thread locker. Tighten to the torque specs specified in your service manual. Install them so the allen screw for the pre-load adjustment collar is easily accessible.  
**Always install them with the pre-load adjustment collar at the top. They will not operate correctly if installed upside down.**
- a. For Trikes- When installing the Shocks you will want to use the bushings supplied in the kit. The Adjustment collar should be toward the top. The shorter bushing needs to be installed toward the head of the bolt. One bushing should be installed on each side of the eyelet. 4 bushings per shock 2 per eyelet, smaller diameter of each bushing toward the eyelet of the shock.

#### **Getting the Best Quality Ride:**

Your NEXGEN Shocks have been tuned to the specifications you provided with your order so that in all of your riding circumstances they will perform much better than your stock shocks.

The Dynamic (Auto-Adjusting) Rebound System (IAS) will always give the best damping as it dynamically adjusts for every bump and dip. You do not need to do anything regarding damping

adjustment, it is all automatic.

Pre-Load Adjustment. You may have a change in your circumstances, or simply wish to fine tune the pre-load for your unique riding style/conditions. If you choose to do this see the instructions below.

### **Tuning Your Shocks:**

*(We have already tuned them based on our experience of what most Harley riders want, which is a plush soft, but stable, ride when fully loaded)*

1. Pre-load adjustment: There is an adjustment collar at the top of the shock which is used to adjust the preload on the spring. This collar has an allen head set screw keeping it locked in place, this needs to be loosened before adjustment (do not remove the allen screw, just loosen it. (if you remove it, there is a nylon ball that sits between the set screw and the shock threads...it may fall out) To increase preload turn the collar, with your hand clockwise, and counterclockwise to decrease the preload. (one complete turn equals 1/16" of preload adjustment, which makes a significant difference.)
2. **When tightening the set screw back down it only needs to be tightened until you feel the smallest amount of resistance. If you over tighten it, it will smash the nylon ball and cause you to not be able to adjust your shocks any more.**
3. If you feel that your unique riding conditions are causing the shocks to bottom out regularly, then this is the circumstance where you would want to increase the spring preload. Conversely, if you feel the shock is not bottoming out and want a plusher ride this is when you would want to decrease the preload, but not so much that you begin feeling the shock bottom out under normal riding conditions.
4. Typically tuning your shocks in this manner will take multiple adjustments and test rides to achieve your "Sweet Spot". We have found that one complete turn and then a test ride is the best increment in change to find your "Sweet Spot". (Less than one complete turn will not make enough of a change to notice from one test ride to the next, but more than one complete turn may result in you bypassing your "Sweet Spot".) Remember to tighten the allen head screw after making your adjustments.
5. There is a rubber bumper that softens the feel of bottoming out. Unlike other shocks, you want this rubber bumper to go all the way to the bottom during normal riding conditions. You can observe if this is happening thru one of the 4 sight holes designed into the bottom spring perch.

### **General Notes:**

- Limited Lifetime Warranty for the Original purchaser. (details in product description)
- The rider's safety depends on the correct installation of these shocks. Please do not attempt if you have any doubts of your ability to install.
- It is imperative to use thread locker and torque specs as specified on the 4 shock bolts..
- Installing these shocks will result in your bike/trike handling differently. It will handle better and ride better. However, Exercise caution as you get accustomed to the

improved/different handling characteristics.

- The numbers written on the box reflect the measurement of Pre-Load we set based on the information you provided us. It is the distance between the bottom spring perch to the adjustment collar. Depending on your information, one side may have slightly more pre-load than the other.
- You want the adjustment screw to be on the side furthest from the bike/trike, for easy access.
- If you are installing the 14" shocks on a Harley Trike Model it is not necessary, but it will ride better with the 14" Convertible Comfort Lift™.
- **For Shocks that Already have the Spacers Installed** - There are Left and Right side Shocks. Be sure to install the Left Shock on the Left side and the Right Shock on the Right side.
- [http://www.dkcustomproducts.com/Shock-Lowering-Kits\\_c95.htm](http://www.dkcustomproducts.com/Shock-Lowering-Kits_c95.htm)

[www.DKCustomProducts.com](http://www.DKCustomProducts.com)

Video Link For Shock Installation

<https://www.youtube.com/watch?v=G4HPmw5776Q>



