



Pro-Action/DK Custom Rear Shocks

INSTRUCTIONS

(Please read entire sheet before beginning install)

Parts included:

- 1- Set of Pre-Adjusted Shocks
- 1- Hardware kit
- 1- Allen Wrench and Adjustment 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 Pro-Action 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 Pro-Action Shocks reusing the same shock bolts and red thread locker. Tighten to the torque specs specified in your service manual. Install them so the clicker for the rebound damping is easily accessible for adjustment. (typically on the bottom facing away from the tire on 2 wheelers, and for Trikes, on the bottom facing the tires.)
 - a. When installing the Pro-Action Shocks you will want to use the bushings supplied in the kit. 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.
 - b. Some bikes the shocks may come into contact with the frame. In this case there are 4 bushing spacers included, almost all applications will not need them. If they are needed just place the spacer between the frame and the bushing to space the shock out from the bike.

Getting the Best Quality Ride:

Your Pro-Action 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.

In addition, you can further customize your ride, softer or firmer, by simply moving the clicker operated damping adjustment anywhere from 0 clicks(softest) to 5 clicks (hardest). You can turn the adjustment counterclockwise until it stops, this is 0 clicks. Then you can turn clockwise from that point to the adjustment of your preference. 90% of the time three or four clicks is the preferred setting.

You may have a change in your circumstances, or simply wish to make larger changes to your shocks than adjusting the clicker damper 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. Always start with your click operated rebound damping on 3 clicks when making pre-load adjustment. This allows you to make small changes in either direction.
2. 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 bolt keeping it from turning, this needs to be loosened before adjustment. To increase preload turn the collar, with your hand, or the included adjustment wrench, clockwise, and counterclockwise to decrease the preload. (one complete turn equals 1/16" of preload adjustment, which makes a significant difference.)
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 bolt after making your adjustments.

General Notes:

- 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 red thread locker and torque specs as specified.
- 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.
- 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™.
- If you are installing the 14" shocks on a Harley 2-Wheel Touring Model it is recommended to use 1" lowering blocks to keep the ride height the same as with your factory 13" shocks.
- When mounting the 14" shocks on 2-wheel Touring Models with lowering blocks, it changes the angle of the shock slightly. Make sure docking hardware forissy bars and Tour-Paks, and any other add-ons, do not come in contact with the shock body when the shocks is fully compressed. This is usually not an issue, but with some quick-release set-ups there can be contact. You can use spacers between the shocks and the frame, or modify the docking hardware if more clearance is needed.
- Oversized tires may hit the fender on hard bumps
- http://www.dkcustomproducts.com/Shock-Lowering-Kits_c95.htm

www.DKCustomProducts.com

Video Link For Shock Installation

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