Pro-action Suspension
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Before you begin installation of you new Pro-Action Street Series Shocks there are a few things that you will need to know and a few things that you will need to have in the way of tools, equipment, and knowledge.

EQUIPMENT NEEDED:

1. A PANCAKE JACK or some other safe means of lifting your bike off the ground. The jack only needs to lift the bike high enough to raise the rear wheel an inch or two off of the ground. Lift the bike using the lower frame rails.

HAND TOOLS:

1. 3/8" Drive Ratchet
2. 3/4" Socket
3. Flat blade screwdriver
4. Pro-Action Tool Kit (Included)

GENERAL INSTRUCTIONS FOR INSTALLATION:

1. Slide the pancake jack under the frame rails and lift the rear end of the motorcycle until the rear wheel comes off the ground (if the front comes up before the rear, move the jack further back).

2. With the rear wheel off the ground (I usually jack the rear end up and then lower it down until the tire just barely touches the ground. It makes it easier to take the 1/2" bolts out that attach the shocks to the frame and swing arm).

3. If your Harley is equipped with air shocks. (Grasp the little red fitting that holds the air lines into the shocks. Push the red fitting toward the shock and simply pull the the line out. If your Harley has conventional non air shocks skip to step 4.

4. With the ratchet and the 3/4" socket, loosen and remove the four 1/2" bolts that hold the shocks onto the frame and the swing arm. Congratulations. It's now time to install your new Pro-Action Shocks.

INSTALLING YOU PRO-ACTION STREET SERIES SHOCKS

1. After removing the (4) 1/2" bolts from your old shocks remove the big flat washers but keep the lock washer. The bushings that come with your Pro-Action shocks have the big flat washers machined right in to them. There are eight (8) bushings total, four (4) for each shock, two (2) at each eye.

2. Insert each 1/2" bolt through a bushing. Insert the bolt and bushing through the shock eye (small diameter into the eye) and the large diameter (to the outside) becomes your outer flat washer.

3. The shocks are coded for left and right. The pro-action stickers and the lower shock eye bleed screw face the outside. The two (2) "X" capped nitrogen filler caps point to to the rear.

4. Put the bolt and lock washer into the bushing, put the bolt and bushing thru the upper shock eye, install the inner bushing (small diameter in toward bushing), and thread the bolt into the upper shock mount and lightly run the bolt in a few threads and let the shock hang from the frame. To avoid any damage to the chrome or painted parts of your Harley, Do not let the "hanging" shocks come in contact with your exhaust or any part of the frame . Repeat the process on the other side.

5. With the top bolts installed and the shocks hanging, raise or drop your lift and line up the bottom bolts.

6. NOTE: Many times the bottom bolts don't both line up with the lower hole. It's not the shocks. The shocks are exactly the same length. We have found that most of the time that the frames are uneven and do not line up from side to side. If this situation exists, the shock that seems too long should be bolted on first. Then you can drop your jack down, compressing the seemingly "long" shock and allowing you to install the final bolt. Using a small amount of blue Loctite, torque the four (4) 1/2" mounting bolts to 45ft lbs.

7. Use the flat blade screwdriver to adjust the free bleed adjuster on the bottom of the shock. They have been pre set from the factory to where we think they will work the best for you. Turning the screw clockwise will make it a little stiffer on compression and slower on the rebound. Turning it counterclockwise will make it a little softer on the compression and faster on the rebound. See video's on our web site or our youtube channel for more detailed setting information.