

Installation Instructions for DRP's Adjustable Eyelet

Remove shock from the motorcycle. You can consult your owner's manual for information on this process.

Remove shock spring:

Clamp the top eyelet of the shock in a vice with soft or smooth type jaws. Measure the length of your spring and write it down. Loosen jam nuts against spring and wind them down the shock body until spring is loose. At the bottom of the spring is an aluminum ring. Push it down to expose a circlip. Remove circlip and remove spring.

Remove stock Eyelet:

Clamp lower eyelet in vice and turn rebound adjustment counter clockwise until it stops. Depressurize shock by removing the Schrader valve core from the shock reservoir.

Push the aluminum collar with the bottom out bumper up to expose the shaft's jam nut. With a propane torch warm eyelet and loosen jam nut. Once the nut bottoms out against the shaft it should take little force to unscrew shaft from eyelet. If it doesn't unscrew easily then apply more heat. **While the jam nut is still warm, make sure it is loose on the threads and it will screw up and down easily.**

Install New Eyelet:

NOTE: Your new Eyelet comes set to your stock eyelet length.

Once your stock eyelet is removed, clean shaft threads with contact cleaner and apply some red locktite. A couple drops are all you need.

Your new Eyelet's rebound adjustment comes preset and the adjustment ramp is greased for your convenience. Check to make sure internal threads are still clean.

Screw eyelet on shaft by hand until it stops. Clamp eyelet in vise or hold with a wrench, bring jam nut down until it stops and lightly snug it. Rotate the rebound adjuster counter clockwise a couple clicks before you tighten the jam nut for the final time.

Check your rebound range and make sure you have between 20 and 25 clicks of adjustment. If so, continue to the next step. If not go to the **PROBLEM** section.

Compress shock shaft into shock and recharge to 180psi of nitrogen. Install spring and set preload to the measurement you took. Install the shock back on the bike.

PROBLEMS:

Not Enough Clicks?

You do not have to depressurize your shock providing you don't remove eyelet.

Loosen jam nut and unscrew shaft one revolution. Turn the rebound adjuster clockwise the amount of clicks you were lacking to get to 22. Screw shaft down until it stops, bring jam nut down until it stops and snug it. Remember to rotate the rebound adjuster counter clockwise a couple clicks before you tighten the jam nut for the final time.

Too Many Clicks?

You do not have to depressurize your shock providing you don't remove eyelet.

Loosen jam nut and turn the rebound adjuster counter clockwise the amount of clicks you were beyond 20. Screw shaft down until it stops, bring jam nut down until it stops and snug it. Remember to rotate the rebound adjuster counter clockwise a couple clicks before you tighten the jam nut for the final time.