



WORKS PERFORMANCE PRODUCTS, INC.
 21045 Osborne St., Canoga Park, CA 91304
 818.701.1010 fax 818.701.9043
 www.worksperformance.com

INSTALLATION INSTRUCTIONS FOR STANDARD SOFTAIL SHOCKS

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WARNING!

THESE SHOCKS MUST ONLY BE USED WITH STOCK SWINGARMS AND ON STOCK FRAMES WITH THE STOCK BOTTOMING BUMPERS ON THE CHASSIS TO LIMIT THE TRAVEL OF THE SHOCKS. AFTERMARKET SWINGARMS, OR MODIFIED SWINGARMS THAT DO NOT HAVE THE UPPER BRACE THAT ACTS AGAINST THE BOTTOMING BUMPERS CANNOT BE USED WITH THESE SHOCKS. INCREASING THE TRAVEL BY ELIMINATING THE BUMP STOPS OR A NON-STANDARD SWINGARM DESIGN WILL ALLOW THE TIRE TO MAKE CONTACT WITH THE FENDER OR OTHER CHASSIS COMPONENTS, AND CAN DAMAGE THE SHOCKS.

INSTALLATION

1. Place the motorcycle on a suitable frame stand allowing unrestricted access to the shocks.

2. Place a small screw jack under the swingarm to support the weight as well as allow you to position the swingarm correctly to line up the shock mounting bolts. Remove stock shocks.

3. Install the shock on the left side of the motorcycle with the cut-out part of the body eye toward the top. There is a bolt towards the front of the left shock, between the shock and the bottom of the frame. It will interfere with the shock body unless it is mounted from the bottom, with the nut on the top. Remove bolt and turn it around if necessary.

4. Discard the stock washer under stock mounting bolt heads. Put a small amount of grease on the shoulder portion of the bolt. Make sure that the threaded portion remains clean and free of oil and grease. Make sure that the holes in the frame and swingarm are similarly clean and free of oil and

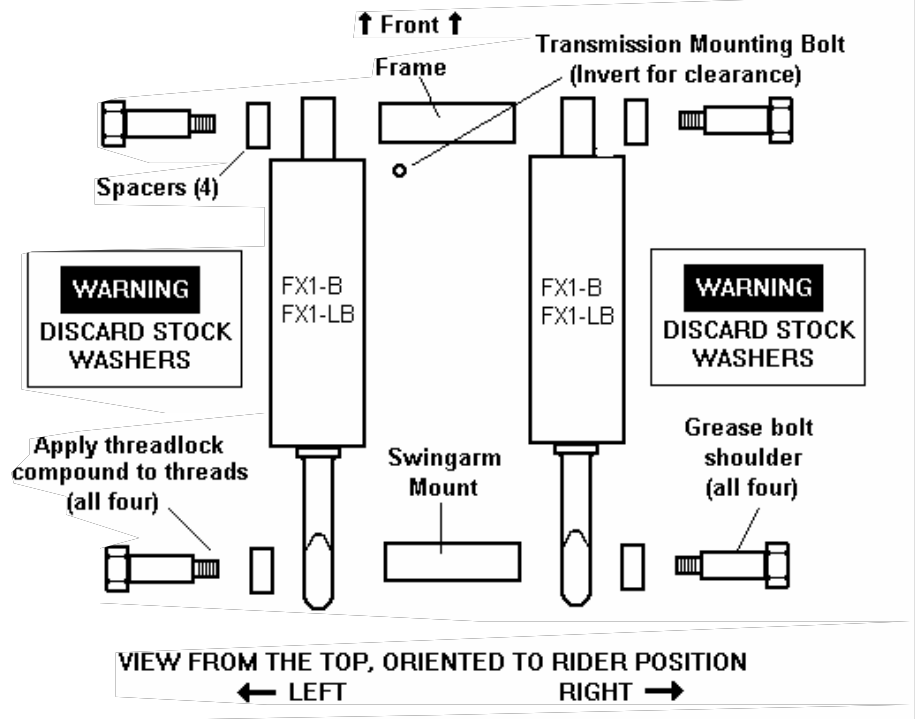


Fig. 1. Shock mounting locations as viewed from the top of the motorcycle. Use only the factory mounting bolts. Do not use any washers with the supplied spacers.

WARNING!

ONLY THE FACTORY REPLACEMENT BOLTS SHOULD BE USED TO MOUNT THE SHOCKS. THE SHOCK EYE WIDTH AND SPACER ARE BASED ON THE SHOULDER DIMENSIONS OF THE FACTORY BOLT. THE USE OF ANOTHER TYPE OR LENGTH OF BOLT CAN CAUSE THE EYE/SPACER TO BE BOLTED SOLID TO THE SWINGARM AND/OR FRAME. THIS CAN BREAK THE SHOCK EYE, OR LOOSEN OR BREAK THE SHOCK BOLT, OR CAUSE THE RIDE TO BE HARSH, OR CAUSE PREMATURE SEAL LEAKAGE.

Continued on next page.

WARNING!

DO NOT INSTALL THE STOCK WASHERS OR ANY OTHER WASHERS ON EITHER SIDE OF THE EYES OR SPACERS. USE ONLY THE SPACERS SUPPLIED WITH THE SHOCKS. THE USE OF THE STOCK WASHER OR ANOTHER WASHER WILL BIND THE SHOCKS AND BREAK THE SHOCK EYE, OR LOOSEN OR BREAK THE SHOCK BOLT, OR CAUSE THE RIDE TO BE HARSH, OR CAUSE PREMATURE SEAL LEAKAGE.

grease.

5. Put the supplied spacers on the bolts before you push the bolts through the shock eyes. The shoulder of the bolt must protrude a small amount through shock eyes in order to allow the shock to pivot freely. This is extremely important. With the shocks fully tightened, the spacers should be free to rotate with finger pressure, or the bolts will work loose and the shocks will be in a bind.

6. Apply red Loctite (Permanent thread locker 262 or an equivalent) on the threads and tighten securely--you don't want any shocks falling out. Make sure the bolts are fully torqued to the manufacturer's specifications (105 lbs./ft). Then make sure that the spacers are still free to rotate. **THIS IS CRITICAL TO RIDE QUALITY!**

Now that the installation is completed, you are ready to experience the very best in suspension.

WARNING!

IF YOU HAVE INSTALLED THE FIXED LOWERED VERSIONS, PLEASE KEEP IN MIND THAT BOTH THE AVAILABLE TRAVEL AND CORNERING CLEARANCES ARE SUBSTANTIALLY REDUCED. FAILURE TO ADAPT YOUR RIDING STYLE, SPEED AND LEAN ANGLE CAN RESULT IN DAMAGE TO THE MOTORCYCLE AND POSSIBLE INJURY TO THE RIDER AND/OR PASSENGER.

Gil Vaillancourt
President
Works Performance Products, Inc.

OTHER WORKS PERFORMANCE PRODUCTS**DUAL-RATE FORK SPRINGS**

Works Performance adjustable dual-rate fork springs provide a soft initial rate for small bumps and pavement seams, but then "cross over" to a higher rate for potholes and other bad pavement. Unlike progressively wound springs which have the progression preset into the springs, these dual-rate sets allow the rider to choose the point at which the springs go from the soft initial rate to the stiffer final rate. This accommodates various rider weights, riding styles, road or track conditions and personal preference. One set of springs for one fork tube consists of a long spring, a short spring, preload spacer material (in most cases), separating washers and three different pairs of metal spacers that determine the "cross-over" point of the spring set. The shortest length causes the spring set to

cross over later, so the forks remain softer longer. The longest length causes the spring set to cross over sooner resulting in the stiffer overall rate. The medium-length spacer provides the best average for most suspensions.

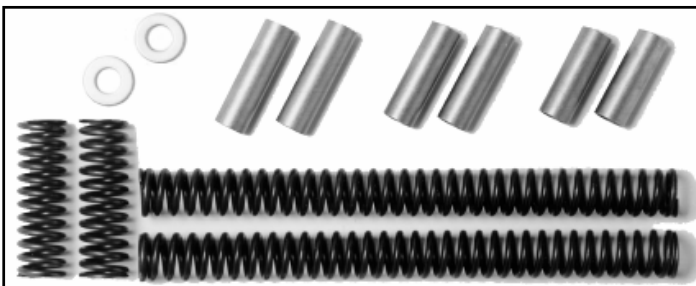


Fig. 3. Works Performance dual-rate fork spring sets are available for most Harley Davidson models.

FORK SPRING APPLICATIONS

MODEL	YR	KIT #
XLH	73-87	2308H
XLH883, 1200	88-90	3100
XLH883, 1200	91-	3106
XLX-61	79-87	230XH
XLS	79-87	230XH
SPORTSTER	53-72	230XH
XR1000	83-84	230XH
XLCR	77-78	230XH
XLCH	73-78	230XH
FXRS-Sp	87-	3108
FXLR	87-	310X
FXRD	85-86	230XH
FXR	88-	3100
FXRS	88-	3100
FXRT	83-87	230XH
FXRS	82-87	230XH
FXR	82-87	230XH
FXDWG/FXDL	92-	3107H
FXD	96-	3107H
FXRT	88-	310X
FXST/C	84-	3107H
FLST/C	84-	3107H
FX/4 SPEED	73-86	2308H
FXSB/4 SPEED	73-86	2308H
FXE/4 SPEED	73-86	2308H
FXS/4 SPEED	73-86	2308H
FX	71-72	2308H
FXDB,DC	91-92	310X