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MOUNTING INSTRUCTIONS FOR HONDA FL350

#FL350 - 11/08/99

Thanks for choosing Works Performance Products. We feel that these are the finest shocks on the market today, bar none. The shocks are rebuildable, and infinitely adjustable through our wide range of damping components, spring rates and tuning variances. The shocks are constructed of aircraft-quality materials and hardware and are all hand-assembled to assure quality control.

Good Riding,
Gil Vaillancourt

CAUTION: These shocks are pressurized with nitrogen to 250 psi. Normally there is no reason to change the nitrogen pressure in the shocks. It is not intended as an air shock which can be made stiffer or softer with changes in pressure. The use of standard automotive-type air chucks and gauges will allow the oil in the non-reservoir shocks to escape. Attempts to recharge the shocks should only be performed by trained service persons with the necessary high-pressure nitrogen handling equipment.

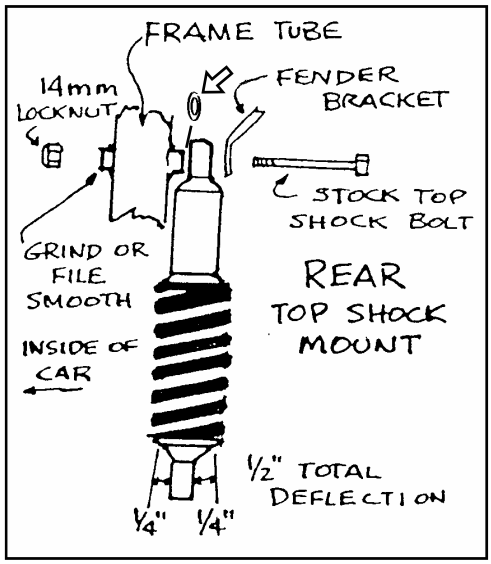

Fig. 1. Deflection at bottom of shock is necessary to prevent bending or

FL350 INSTALLATION TIPS

REAR SHOCKS

After removing the rear shocks, file the weld on the backside of the tip mounting bolt hole (on the inside of the frame). Smooth it out as well as possible, so that the supplied 14 mm nuts used with the bolts will sit flat against the frame. (See Fig. 1.)

Install the top mounting bolt (stock) through the body end of the shock so that the hose points toward the front of the car. tighten the bolt against the eye grommet, but allow a slight amount of side-to-side movement—about 1/2-inch at the eye on the opposite end. The threaded sleeve on some frames may be too short and the bolt will bottom out and leave too much space. Use the ring type spacers between the shock body and the threaded part to take up the space. (See Large Arrow Fig. 1.)

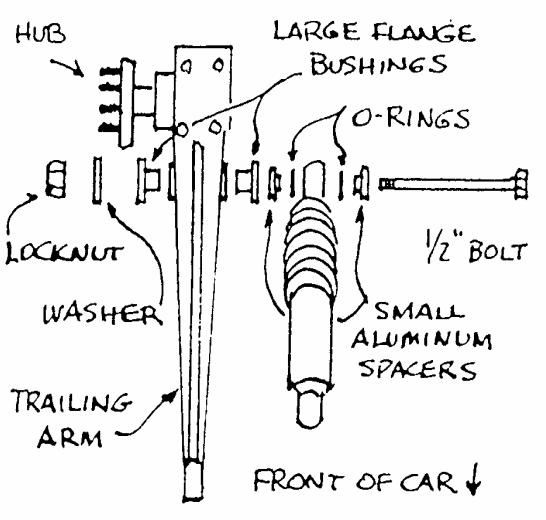

Fig. 2. Top view, right rear suspension: lower bolt detail. Note that bolt goes in from the inside. Left side mounting in reverse.

While holding the bolt securely, install and tighten the 14mm lock nut against the frame.

Remove the bottom shock bolt from the rear trailing arm. Tap in the flanged bushing on each side of the arm. This will reduce the size of the hole so that the long 1/2-inch bolt can be used.

Lightly grease the O-rings on each side of the spherical bearing in the eye. (This should also be performed any time the shocks are removed or when performing routine maintenance.) Slide one of the small aluminum spacers over the supplied 1/2-inch bolt with the step toward the shock eye. (Note: These spacers help locate O-rings and position the bearing, so never leave them out when assembling the rear suspension.) Slip the bolt part way into the eye, then put on the other small aluminum spacer. Hold the suspension up slightly to insert the bolt into the trailing arm from the inside. Install the flat washer and the lock nut. **NOTE: Tighten to 18 ft lbs maximum. Do**

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not over-tighten this fastener, because the bearing spacers can be crushed and lock up the lower eye. (See Fig. 2 for an exploded parts view.)
The reservoir hose (if so equipped) should loop under the fender. Using the supplied clamps, position the reservoir on the frame tube behind the side scoop. Rotate the reservoir toward the inside of the car to give it as much protection as possible, but still allow sufficient slack in the hose to allow for suspension movement. (See Fig. 3.)

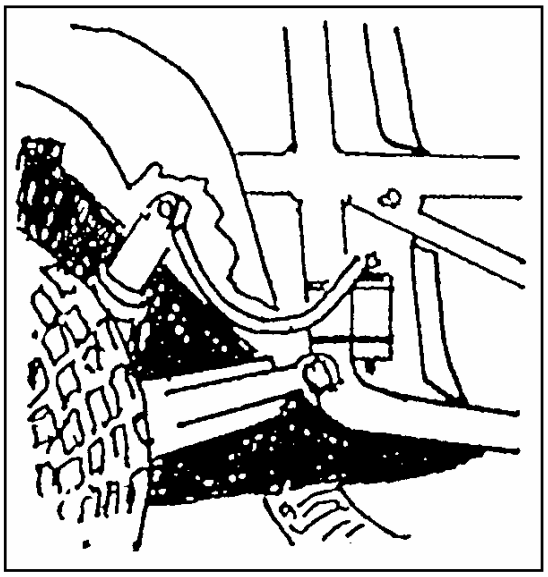

Fig. 3. Reservoir hose routing diagram for rear shocks. Rotate reservoir to inside for protection against rocks and debris that is thrown up by the rear tire.

FRONT SHOCKS
The front shocks are also mounted with the body at the top. On standard gas versions, the fitting should point to the front. On the remote reservoir versions, the hose should point towards the front.

The eyes are fitted with flanged bushings. Always install the flange on the bolt-head side and make sure that the stock washer is installed on the other side of the eye. the eye at the shaft end can be easily rotated if the eyes are out of "synch." Use Loctite or other thread locking compound on the threads of the bolts when installing the shocks.

Reservoir mounting: The remote reservoirs should be mounted on the frame tube that runs across the front of the foot well, behind the front bumper assembly. Loosen up the bolts that secure the foot well tub, so that the supplied hose clamps can be easily routed around the tube. The hose would run under the fender and be slipped past the rubber ends of the front bumper assembly. (See Fig. 4)

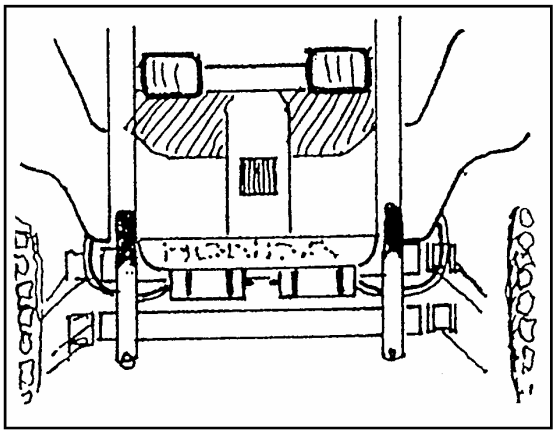

Fig. 4. Reservoir hose routing for front shocks. The hoses exit left and right from the outside. Route hoses with smooth

SUSPENSION SET-UP
Front: After installing the front shocks, set the toe-out to the factory recommended setting, or at least .90 inches. Consult your manual for toe-out adjustment procedures.

Rear: After installing the shocks, ensure that there is no interference between the yokes on the U-joints where the two parts get close to each other (as the axle turns). Adjust the length of the top suspension strut to avoid any contact at that point. Camber adjustment can be performed by your local dealer , if any problems arise.

TUNING FOR RIDE
The shocks are equipped with compounded dual-rate springs and cross-over spacer combinations. the cross-over spacers limit the distance that the small spring is allowed to compress, which then determines the point at which the combination becomes stiffer. the shocks are delivered with the cross-overs set up fairly stiff. If you want a softer ride for really smooth terrain, you can remove one, or a combination of spacers to obtain the ride quality you want. Additional spacers are also available to make the shocks stiffer.

Normally the cross-over spacers will allow a broad range of tuning, but if it is determined that increasing the spring preload is required, then the circlips in the grooves in the bodies can be repositioned to proved more preload. If after some experimenting, you are not able to obtain the ride that you are seeking, contact Works Performance for parts that will interchange.

Note: Extra urethane sleeves are supplied for the top eye on the rear shocks. Use these as replacements if wear is noted.