

**Thanks for Ordering  
The Honda Ace/Spirit 750 Lowering Kit from**



**READ THIS BEFORE UNPACKING YOUR KIT!**

**This instruction booklet contains detailed steps for installing the rear suspension lowering kit on your Honda 750 ACE and 750 Spirit motorcycle. Please pay careful attention to the instructions regarding the disassembly and re-assembly of your motorcycle. If you have any questions concerning installation of your new Scootworks Lowering Kit, please contact us via e-mail at [support@scootworks.com](mailto:support@scootworks.com). This will ensure you receive the most prompt and accurate reply.**

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## **Instructions for Installing the Scootworks Ace/Spirit 750 Lowering Kit**

(Be sure to visit [www.scootworks.com](http://www.scootworks.com) and select ["Information Resource Center", then "Installation Instructions"] from the main page, for more info and pictures!)

### **Tools Needed:**

- 12mm socket/wrench
- 13mm socket/wrench
- A small amount of medium strength (blue) loctite
- Motorcycle Lift or similar lift device

The installation of the Scootworks Ace/Spirit Lowering Kit follows the same procedure as replacing the rear shocks. However, Scootworks wanted to assist you as much as possible with the installation process, and developed this instruction package. If there are any steps you feel need improvement in instructions, please email [support@scootworks.com](mailto:support@scootworks.com) and specify the area you are having trouble with.

### **Unpacking!**

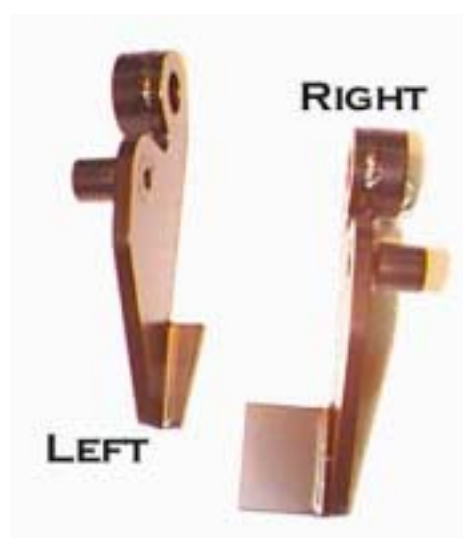
The shipping container and contents must be inspected by the purchaser for damage to goods immediately upon receipt of goods, and a claim must be filed with the carrier if damage is discovered. The purchaser must contact Scootworks within 24 hours from receipt of damaged goods to file a claim, and for further instructions.

Your Scootworks Ace/Spirit Lowering Kit will come packed with a left and right side lowering assembly, two large flat washers, two M8 x 1.25 hex head bolts, and these printed instructions.

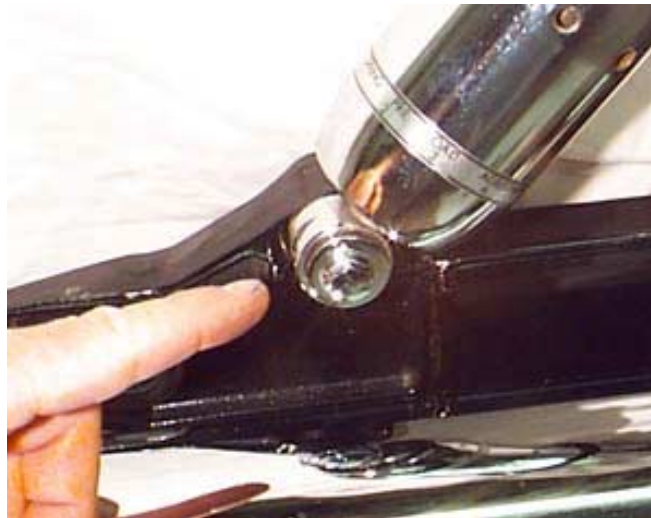
### **BEGIN INSTALLATION**

**1.** Begin by lifting the rear of the motorcycle slightly off the ground. We use the Kodirak lifts (available at [www.ScootWorks.com](http://www.ScootWorks.com) very inexpensively), however the use of a floor jack and jack stands is an acceptable method. Insure that the motorcycle is stable before proceeding.

**2.** Next, identify the LH and RH lowering components in the photo below. The LH lowering assembly has a small angular tab at one end, while the RH lowering component has a large rectangular tab.



3. Using a 12mm wrench or socket, remove the hex head bolt from the lower end of the RH shock (exhaust side of the motorcycle). Pull the bottom of the shock off of the lower mount. See the picture below...



4. Slip the ScootWorks RH lowering assembly (the part with large rectangular tab, as seen in the first photo) onto the lower mount where the shock was originally attached (see photo below). Apply a small amount of Loctite to the threads on the original hex head bolt and washer (originally used to secure the shock), and reinstall it in the lowering assembly front mounting hole to secure the lowering assembly to the motorcycle. The lowering assembly should move up and down (though it may require a small amount of force in some installations). Reattach the lower eyelet of the shock to the round rod that protrudes from the side of the lowering assembly. It will be necessary to pivot the lowering assembly upwards to mate with the shock attachment. You'll notice that the new shock mounting rod does not protrude through the shock eye, when installed...this is intentional. Locate the flat washers and hex head bolts supplied with the kit. Install one flat washer on one of the hex head bolts, apply a small amount of medium strength thread locking compound (loctite is acceptable), and screw this washer/bolt assembly through the shock eye and into the mounting rod on the lowering assembly. Tighten firmly with 13mm wrench. See the photo below to see the finished installation on the right side...



Right rear of motorcycle

Front mounting hole

5. Repeat the process for the LH side of the bike, using the lowering assembly with the small angular tab, as seen in the first photo.

6. Lower the bike back to the ground. Once off of the lift, the lowering components should fold downward, resting against the swingarm. Two different variations of rear swingarm castings have been found in the field. In swingarm version 1, the body of the LH lowering kit will rest on the swingarm casting (the angular tab will not contact the casting). In swingarm version 2, the small angular tab will rest on the swingarm casting.

In all versions, the rectangular tab on the RH lowering assembly will not extend beyond the swingarm and towards the wheel...though the placement of this tab does vary between version 1 and 2. This does not impact the performance of the lowering kit, but rather insures that it is functional and will fit all swingarm models.

7. Observation of the lowering kit's performance on the road can also aid in setting the correct shock preload. While traveling over moderate road noise (not potholes and such, but rather "washboard" and other typical road bumps), observe the lowering kit. Its rear portion should move up and down very little if any. Excessive movement will indicate that the shock preload (firmness setting) needs to be increased.

#### **\*\*NOTES\*\***

-We don't recommend operating with the preload of the rear shocks at a setting of "1" or "2" when using the 2.5" lowering kit. You should have your shock preload at "3" or higher.

-You'll notice that the lower chrome shell of the shock not only rotates, but is spring loaded and can move from side to side on the shock rod. With the 2.5" lowering kit, and when the suspension is bottomed all the way down, this lower shell may contact the attachment point on the lowering kit. The attachment point is powder coated and will not be harmed, and will simply move the shell as necessary. We have seen no signs of wear in the powder coating from our field test units in extensive use and will continue to warrant the powder coated finish for as long as you own your kit.

#### **You're finished!**

Now that you're finished, enjoy the lowered look and feel of your bike. In the event of any questions, feel free to email us at [support@scootworks.com](mailto:support@scootworks.com) . We check this address daily, and will try to answer all questions as promptly as possible. - D. H.

#### **FAQ's for your new Lowering Kit!**

**Question-** Will the weight of the bike or rider impact the performance of the lowering kit??

**Answer-** Very little. The Scootworks lowering kit was designed to lower the bike by altering the rear shock geometry, while retaining the original shocks for best ride and comfort. Many customers report that their bike rides and handles better after installing the kit.

**Question-** Can I lower my bike more than 2.5" with your kits??

**Answer-** It is possible by shortening the shock springs, shock rod, or replacing the shocks with shorter units. We don't cover this option in our instructions at this time, as there are precautions and design changes that need to be made to prevent tire scrubbing that will occur at lower settings.