

**Thanks for Ordering
The Rear Shock Spring Compressor for
Honda 400/600 VLX, VLX Dlx, and Steed
from**



READ THIS BEFORE UNPACKING YOUR KIT!

This instruction booklet contains detailed steps for using the Scootworks Rear Shock Spring Compressor. If you have any questions concerning the use of your rear shock spring compressor, please contact us via e-mail at support@scootworks.com. This will ensure you receive the most prompt and accurate reply.

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Instructions for using the Scootworks Rear Shock Spring Compressor

Tools Needed:

- Safety glasses!
- 9/16" wrench or deep well socket
- Thin 12" adjustable wrench
- Large screwdriver that will pass through the holes in the clevis on the bottom of the shock, 8-10mm in diameter
- Medium Strength Loctite or similar thread locking compound

Disassembly of the rear shock is very straight forward, but Scootworks wanted to assist you as much as possible with the disassembly process, and developed this instruction manual. If there are any steps you feel need improvement in instructions, please email 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 Scootworks within 24 hours from receipt of damaged goods to file a claim, and for further instructions. Your Scootworks Rear Shock Spring Compressor will come packed with these printed instructions.

BEGIN DISASSEMBLY

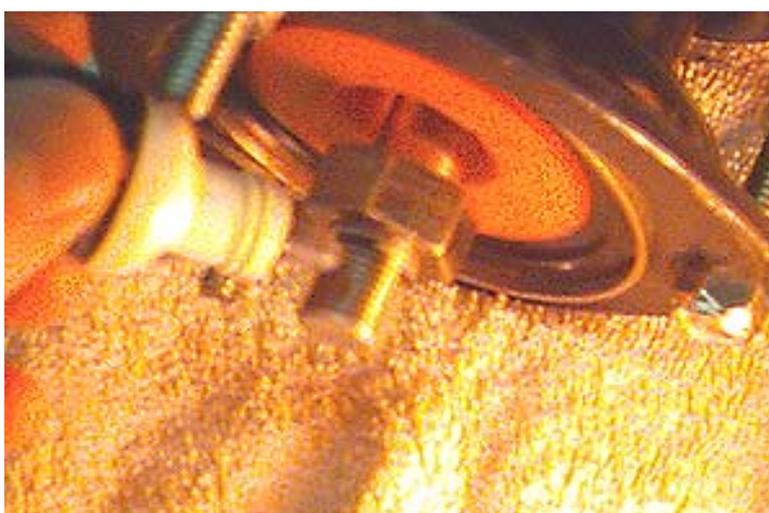
- 1. Put your safety glasses "ON"!** You'll notice the spring compressor has one flange that is secured to three threaded rods, and one which floats freely on the threaded rods. Remove the three loose 9/16" nuts (one on each rod) and flat washers from the end opposite the secured flange, and slide the flange off.
- 2. One flange has a center hole slightly larger than the other, and is painted BLACK.** The **BLACK** end is to accommodate the upper end of the Honda shock (the end you'll be removing).

3. Assemble the compressor as seen in the photo below. The compression nuts, flat washers, and floating flange are located on the top of the shock in this picture...on the LH side of the picture. Install the black floating flange, then the flat washers, and lastly the nuts. Snug the nuts by hand on the floating flange, making sure the flange is “square” with the assembly (not tilted one way or the other, but rather “flat” on top of the shock's spring).



4. The photo above shows the shock installed in the compressor, and compressed to the point of exposing the locking nut seen immediately on top of the lower shock clevis. To compress the shock to this condition, use a 9/16” wrench and tighten each nut a few revolutions, alternating between both nuts to keep the flange relatively flat. Once compressed adequately, slide a round tool of 8-10mm in diameter through the clevis holes, and loosen the locking nut. Use a thin 12" adjustable wrench to loosen the nut.

5. Remove the shock head, cut/shorten the shock rod, and reinstall the Scootworks adjustable lowering head. Be sure to use a small amount of medium strength thread locking compound when reinstalling the head.



Once the shock head is installed, slowly loosen the nuts holding the shock compressed. Alternate loosening the nuts so as to allow the floating flange to be released evenly. Below is a picture of a Honda VLX shock with an earlier version of the Scootworks adjustable lowering kit installed. This work is made EASY with the Scootworks Shock Compression Tool!



6. Enjoy your Scootworks Rear Shock Compressor tool. Not many shops have these any more, so now you're one of the rare few who can actually do shock work! Any questions? Email ScootWorks Tech Support at support@ScootWorks.com