



FULLY ADJUSTABLE SHOCK

HARDWARE LIST

COBRA, VANTAGE, or KRUZE

- 2 - M6-1.0 X 40MM Socket head cap screw S.S.
- 2 - .375 x .750 spacer S.S.
- 1 - Handle Bar Mount
 - COBRA Handle Bar Mount
 - VANTAGE Handle Bar Mount
 - KRUZE Handle Bar Mount

DAYTONA, VOLUSIA, or CUSTOM

- 2 - 1/4 -20 X 1 1/2 Button head cap screw S.S.
- 2 - .375 x .500 spacer S.S.
- 1 - Handle Bar Mount

**ALL ORDERS ARE DOUBLE
CHECKED TO ELIMINATE
SHIPPING ERRORS.**

FILLED BY: _____

CHECKED & PACKED BY: _____



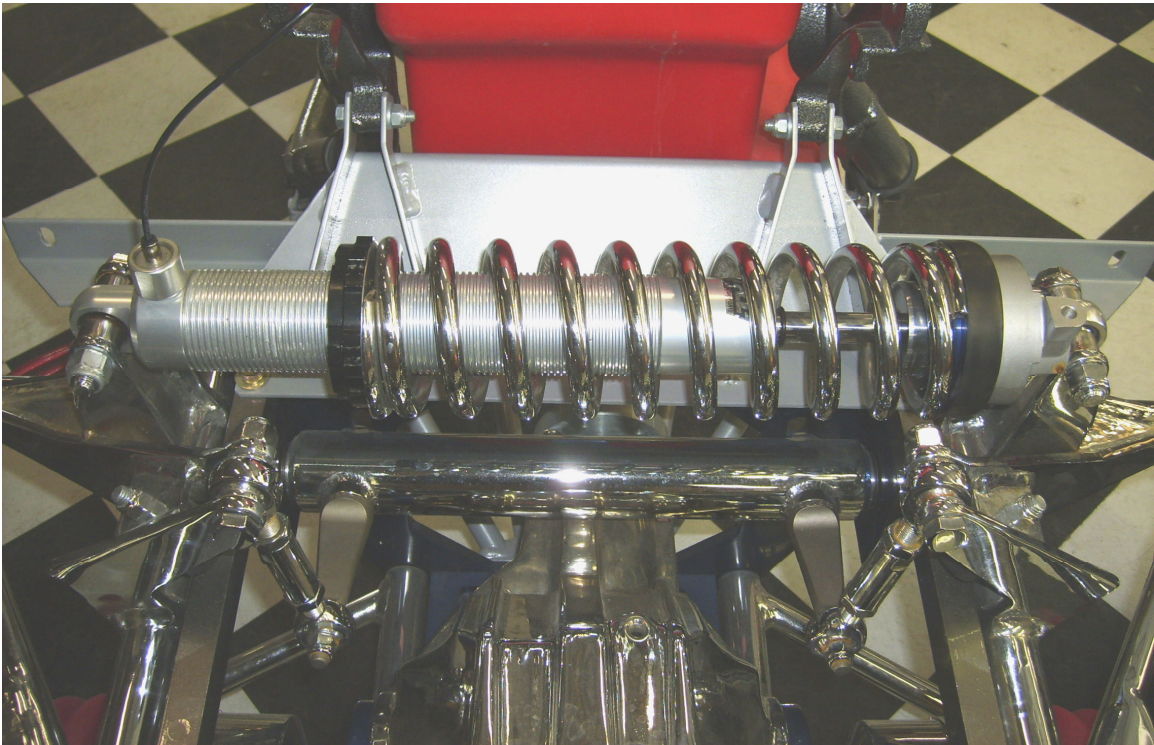
FULLY ADJUSTABLE SHOCK

California Sidecar now offers a Fully adjustable shock for the Cobra and Daytona trike kits. This is a linear adjustable QA1 shock, which means the compression and rebound of the shock adjusts at the same time. Adjustment of the shock can be made on the fly via. a handlebar mounted adjuster.



The Fully Adjustable Shock is used to adjust ride comfort or aggressive cornering. The shocks purpose is not for extra weight. The stock Honda or CSC perloaders purpose is to adjust for weight. The perloader (if equipped on Daytona models) would still be used.

How the shock works. By rotating the variable adjuster on the handlebar. Adjusting from soft to hard. When turned to soft the compression and rebound rate moves fast giving the riders a soft floating feeling for long soft rides on the open road. However rotating the adjuster 180 degrees to the hard setting makes the compression and rebound react slower for a bit of a rougher ride but also a very solid, firm, aggressive ride down a curvy road or up a twisty mountain.



Installation of the Fully Adjustable Shock

When installing a new kit the shock will be installed on the rear suspension. The installer will then remove the Honda shelter or the Harley, Kawasaki, or Yamaha gas tank and route the adjuster line up to the left handlebar. Bolt the handlebar mount to the clutch perch with provided mount, spacers and longer bolts. Route and zip tie line accordingly.

When installing on an existing kit. Removal of the tour box, tour box subframe, and upper stabilizer. Jack unit up. Loosen the shock locking setscrew and nut fully. Let the jack down which will compress the shock and remove eyelet, jamnut, and preloader. Remove shock bolts and shock and spring. Install Fully Adjustable Shock and spring and install in reverse order. Use instructions above for the adjuster and line. Preload spring using chart in the trike kit installation instructions.