

## FITTING AND ADJUSTMENT INSTRUCTIONS FOR IKON MOTORCYCLE - DAMPER TYPES 7610/7614.

### FITTING

- A. When the coil spring from the original shock absorber - or an **IKON** coil spring - has to be fitted, the following should be taken into account:
1. Place the bottom spring retainer in the lowest position (except for 7614 series shocks without springs, lower the seats only as far as needed to conveniently fit the spring, fully extending the shock and measuring the spring against the shock will help you determine the best spring seat position).
  2. Fully extend the shock absorber with the piston rod uppermost.
  3. To facilitate the fitting of the upper open spring retainer **(e)** the bump rubber **(d)** should be placed at least 1 cm below the upper eye. Exactly where may depend on the nature of the equipment you are using.
  4. Fit the spring (in the case of a progressively wound spring the coils that are closest together, for ease of fitting only, we suggest should be placed at the bottom). If a short cover is being used we often install springs with the close wound coils at the top not the bottom. This is a cosmetic choice as much as anything.
  5. Compress the spring and position the upper open spring retainer **(e)**. **Ensure all appropriate safety precautions are being taken as springs which are released in an uncontrolled manner can be dangerous leading to serious injury or death.**
- B. Align the top eye of the damper with the lower attachment.
- C. Fit the shock absorber with its piston rod in upright position and with the adjustment window **(a)** directed to that side of the motor cycle that the adjusting disc **(c)** is most easily accessible (in most cases the outer side). - lift therefore the rubber cover **(b)** (cover no longer included from Jan 2020, it is available as a spare part if required).
- D. Where the attachment on the bike has a smaller diameter than that of the shock absorber bush fit the reducing sleeves supplied.
- E. Verify, after fitting of the shock absorber, that the upper and lower attachments and the spring and body will be fully free and clear of the drive line/chain, any luggage carriers, gear cases etc. when fitting is completed.
- F. Re-use any original washers when mounting the shock absorbers (this is particularly important to the outside of the mounting) and tighten the nut or bolt as follows:

**Table of tightening Torques in Nm and ft.lbs**

	Nut		Self locking nut		Bolt	
	Nm	ft.lbs	Nm	ft.lb	Nm	ft.lb
M8	18	13	25	18	20	15
M10	30	22	50	37	40	30
M12	50	37	80	59	65	48
M14	80	59	125	92	100	74

### ADJUSTMENT

The damping force is adjustable by means of the adjusting disc in the upper eye. As circumstances and/or load may require, you may choose from the following 4 positions (numbered 1-2-3-4):

- position 1** for very smooth damping under modest loading.
- position 2** for solo and pillion passenger use on average to good roads. This is the position used for most solo riding on bikes other than cruisers
- position 3** for sporting solo riding or for use with pillion passenger and luggage. This position is the most often used position by riders of larger cruisers.
- position 4** heavier adjustment than strictly necessary for use with pillion passenger and luggage.

#### PLEASE NOTE:

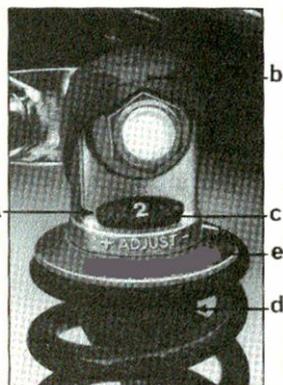
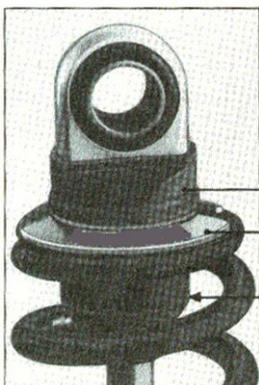
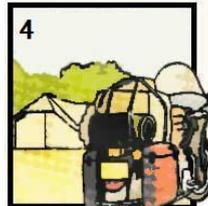
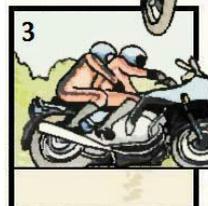
The left and right handed damper should always be adjusted to the same position, thus showing the same number on the adjusting disc. The adjusting disc must be "clicked" exactly into the adjustment position desired. The MIN. position 1 and MAX. position 4 have a perceptible stop.

In addition to the above mentioned adjustment of the damping force the preload of the spring can also be changed by means of the lower spring retainer. With the "C" spanner supplied there are 3 adjustment positions possible for 7610 and most 76 series shocks:

- lower position for solo use.
- centre position for pillion passenger use.
- top position for heavy pillion passenger use.

For 7614 series dampers the spring pre-load is much more variable. For most applications we will have an initial spring pre-load of 20mm, less on off road bikes and more on some cruisers. The pre-load can be reduced if need be for very light riding conditions but should never be reduced to a point where there is no pre-load on the spring. From our initially installed position we recommend increasing the pre-load by 5mm to 10mm for pillion passenger use and 10 to 15mm for heavy pillion passenger use and luggage. Pre-load should never be increased such that the spring coil binds over its entire length at maximum shock absorber compression. If you want to increase the pre-load beyond 15mm we recommend you contact us before doing so.

The spring retainers of both dampers should be always adjusted to the same position.



**FOR OTHER SERIES OF IKON SHOCK ABSORBER REFER TO SEPARATE INSTRUCTIONS PROVIDED OR EMAIL [sales@ikonsuspension.com](mailto:sales@ikonsuspension.com)**