

1. SCREW A VOSS FITTING INTO ONE OF THE AIR SHOCKS. PULL OUT THE WHITE PLUG AND INSERT THE 4MM AIR HOSE UNTIL YOU FEEL IT SEAT. UNSCREW THE VOSS FITTING FROM THE SHOCK AND VERIFY THAT THE KEEPER IS ATTACHED TO THE HOSE. SCREW THE FITTING BACK INTO THE SHOCK AND SNUG TIGHT WITH A 10MM WRENCH. (FIGURE 1, 2 ,3)



FIGURE 1



FIGURE 2

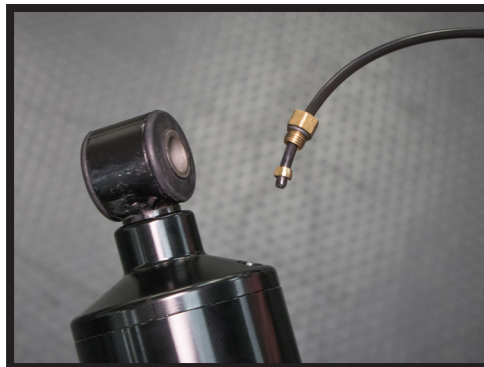


FIGURE 3

2. THE ORIENTATION OF THE VOSS FILL PORT CAN BE CHANGED IN RELATION TO THE SHOCK MOUNTING EYELETS. UNSCREW AND REMOVE THE SHOCK CAN. SNUG THE LOWER SHOCK EYE IN A VISE. GRASPING THE LOWER PORTION OF THE AIR SPRING AND TWIST IT ON THE SHOCK BODY UNTIL THE DESIRED CLOCKING IS REACHED. FLIP THE SHOCK IN THE VISE. THIS TIME GRIPPING THE OTHER END OF THE AIR SPRING. TWIST TO REALIGN THE SHOCK EYES. (FIGURES 4, 5, 6, 7)



FIGURE 4

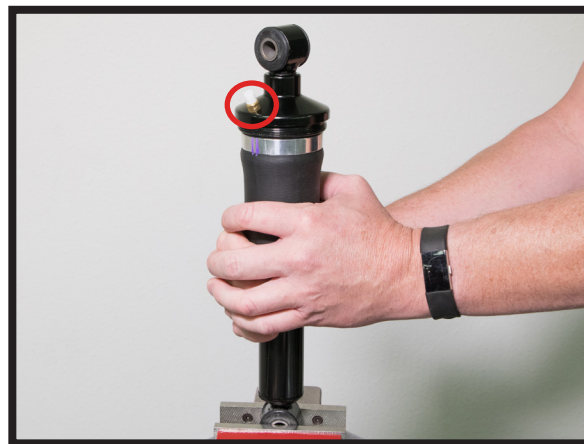


FIGURE 5



FIGURE 6



FIGURE 7

3. THE CLOCKING OF THE SHOCK EYES CAN BE ADJUSTED. SIMPLY FIX THE LOWER EYE IN A VISE TO KEEP IT FROM MOVING. THEN GRASP THE DAMPER SLEEVE AS SHOWN BELOW. TWIST THE SLEEVE ON THE SHOCK BODY. (FIGURES 8, 9)



FIGURE 8

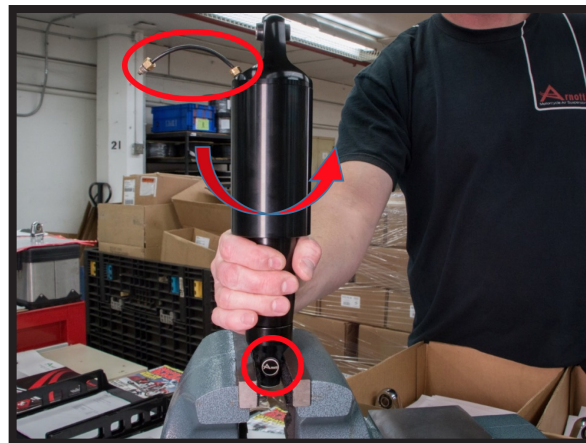


FIGURE 9

4. ON REBOUND ADJUSTABLE SHOCKS, THE REBOUND DAMPING FORCE CAN BE INCREASED OR DECREASED TO SUIT THE RIDER'S PREFERENCE. INCREASING THE REBOUND DAMPING WILL SLOW THE SPEED AT WHICH THE SHOCK EXTENDS AFTER IT IS COMPRESSED. THIS IS USUALLY DESIRABLE WHEN RUNNING HIGHER AIR PRESSURES THAN NORMAL FOR A SINGLE RIDER. FOR EXAMPLE, RIDING 1 UP WOULD REQUIRE LOWER AIR PRESSURE AND LESS REBOUND DAMPING THAN RIDING 2 UP WITH A FULLY LOADED MOTORCYCLE. THE INCREASED AIR PRESSURE IS TRYING TO EXTEND THE SHOCK FASTER. THIS CAN LEAD TO AN UNCONTROLLED BOUNCY FEELING IN THE REAR OF THE MOTORCYCLE. INCREASING THE REBOUND DAMPING WILL HELP SLOW DOWN THE EXTENSION AND MAKE A MORE CONTROLLED FEELING. (FIGURES 10, 11)



FIGURE 10

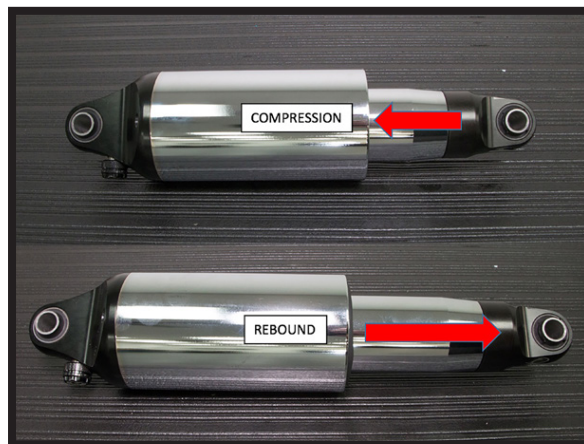


FIGURE 11