



R&G Shocktube Fitting Instructions.

Please note that there are specific instructions for some motorcycles – please check the other sheets before continuing.

Fitting time approximately 15 minutes.

Please make sure your shock is clean and dry before fitting the tube.

Spray a small amount of WD40 or silicon spray over the shock spring (except CB1000R – see separate instructions enclosed). The spray will make turning the Shocktube easier at the end of the installation).

Slide the cable ties through their respective channels at the top and bottom of the tube's body. See photos below.

Wrap the tube around the shock absorber's spring, with the hook and loop fastener opening facing the rear of the motorcycle and seal the hook and loop fastener together.

Slowly tighten the top cable tie (**do not fully tighten at this stage**) so that the tube sits neatly around the topside of the upper collar making sure that the tube is held in position and cannot slide down the spring.

Repeat with the lower cable tie, just enough for the bottom of the tube to sit neatly around the underside of the bottom collar of the shock, making sure that the tube is held in position and cannot slide up the spring.

Check that the tube is sitting nicely on the spring, then fully tighten the cable ties and cut off the excess ends of the cable ties.

Grasp the tube's body top and bottom and turn the whole tube around the shock's spring, until the hook and loop fastener join is now facing the front of the motorcycle. *You may find it easier to turn the tube with your thumbs against the cable tie joint*

To remove the Shocktube simply cut each cable tie and pull apart the hook and loop fastener.

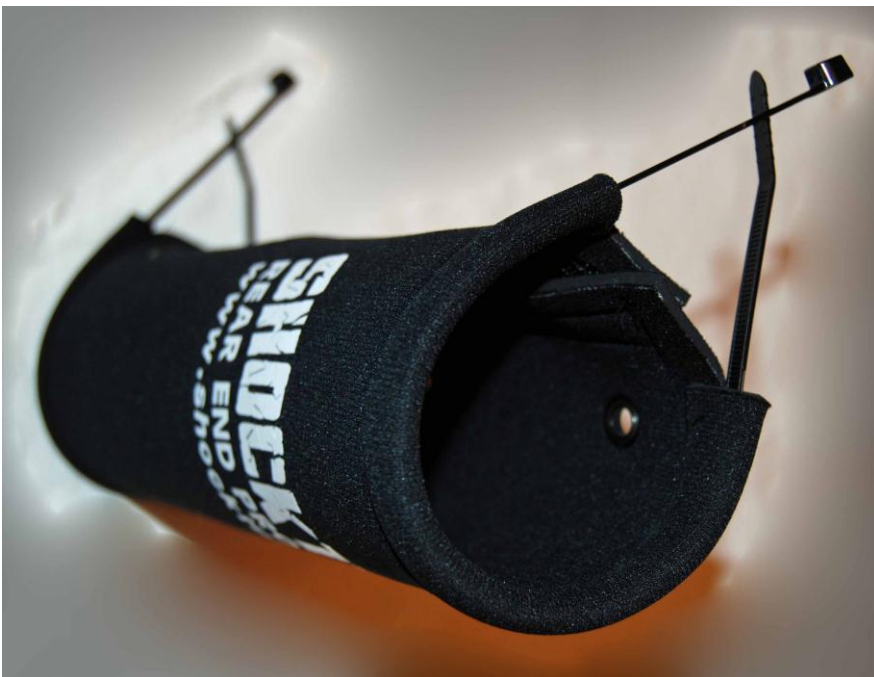
You are now fully protected!

Please read the instruction sheet provided before fitting your tube.

It is the responsibility of the customer to ensure that the Shocktube is fitted in accordance with the detailed instruction sheet provided.

R&G takes no responsibility for any accident or damage caused to the bike, rider, third party, or public property, from an incorrectly fitted Shocktube, or for use of a Shocktube other than as described and for the motorcycle listed.

Any alteration to the Shocktube is made at the customer's sole risk, and any resulting accident or damage to public property or a third party is also the responsibility of the customer.



Kawasaki Motorcycles.

Fitting a new Shocktube to most Kawasaki motorcycles that are fitted with lower spring torsion bars or “dog bones”.

In addition to the standard instructions please make a note of the following.

Because of the limited space between the two torsion bars at the base of the spring, please follow the instructions below.

Offer up the Shocktube around the spring unit, with the hook and loop fastener opening facing the front of the bike.

Slide the Shocktube down the spring, until you get to the torsion bars.

Push the thickest part of the Shocktube’s rim, up and through the gap between the torsion bars, and the spring. **See picture.**

Gently pull the Shocktube down the spring, so that it is level with the bottom of the spring as described in the standard instructions.

Seal the hook and loop fastener along the Shocktubes length, and tighten the cables ties at the base, and the top of the spring as described in the standard instructions.



Pictures show a Kawasaki Z1000 Year 2000

ZZR1400 (ZX-14) & GTR1400

To facilitate fitting, please remove heel plates and the small rear belly pan before starting

BMW HP2 Sport

Please remove the standard BMW black plastic stone chip deflector (at the base of the shock absorber) before attempting to fit the Shocktube.

Ducati Multistrada 1200S

With Electronic remote adjustment cable entry point

Please remove the left hand side cover (shown by the Yellow arrow) to aid fitting the Shocktube. Now fit the Shocktube around the spring referring to the standard instructions.

When fitted in the correct position (Logo facing the rear of the bike), you will notice at the point at which the Shocktube passes in front of the Electronic remote adjustment cable entry point, the Shocktube's collar will tend to bulge out.

To gain a better fitting around the collar please modify the Shocktube in the following way.

At this point carefully mark either side of the adjustment cable with a white pen, or a fine line of "Tipex, Draw the lines down from the top of the Shocktube collar to a point just above the stitch line. Approx 5-10mm. (Do not cut through the stitch line)

Now remove the Shocktube, and carefully cut down the lines you have just made, removing the piece of neoprene.

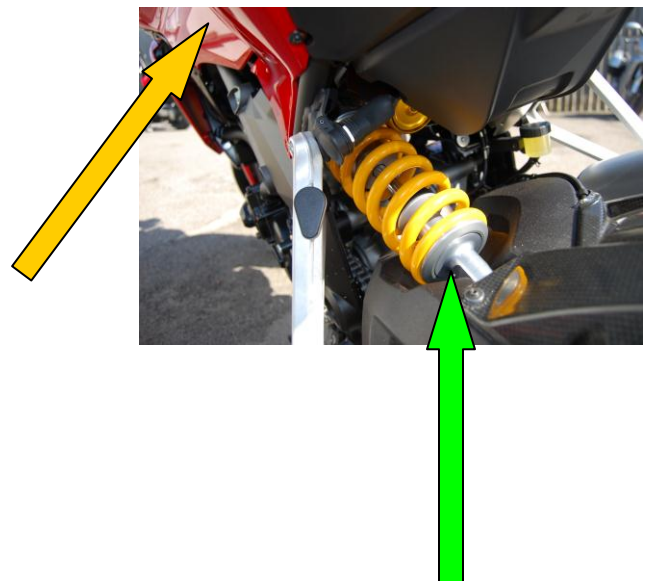
Re-attach the Shocktube, but this time insert the TOP cable tie into its channel and feed it through until the new cut out is reached.

Make sure it now passes **behind the remote entry point** and then back into its channel again.

Continue to close both cable ties and the hook and loop fastener until the Shocktube is installed as per the standard instructions.

The Shocktube should now be held neatly in position on the upper lip of the adjuster collar shown by the **BLUE** arrow and behind the Electronic remote adjustment cable entry point, shown by the **RED** arrow, and around the bottom of the spring shown by the **GREEN** arrow.

The above information may vary slightly with different types of remote adjustment shocks.



Honda CB 1000R.

In addition to the above please make a note of the following.

1. Remove the passengers and the riders seats.
2. Remove the two plastic side pods either side of the riders seat, to gain access to the top of the spring/shock.
3. Spray or wipe some LP type grease, (Not WD40) around the top 3 inches of the bikes shock, there is a rubber collar which must be coated in grease, to enable the tube to be turned around the shock easily.
4. Thread the top cable tie into the channel at the top of the “Shocktube” **See pictures** (don’t worry if it won’t fully follow the tube all the way round at this time) and make sure the other end of the cable tie doesn’t pull through the tube.
5. Wrap as much of the “Shocktube” around the shock as possible.
6. Pull the tube around the spring pushing the cable tie through as you go (Be patient)!
7. Thread the bottom cable tie into the tube (as above).
8. Close the hook and loop fastener tape as neat as possible, and then tighten the cable ties (But don’t over tighten them) and trim.
9. Spin the tube around the spring until the hook and loop fastener is now facing the front of the bike.
10. Check the tube is secure, you are now protected!

Note: If after you close the cable ties and hook and loop fastener and find you can’t turn the tube around the spring by hand, you will need to apply some extra grease around the inside of the top of the tube.

Please Note:

The ABS version will require slightly more time to fit, and may require the temporary removal of the rectifier under the riders seat unit to aid fitment.

