# FITTING AND ADJUSTMENT INSTRUCTIONS FOR IKON STEREODAMPERS TYPE 7610

## FITTING

A. When the coil spring of 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 approximately 1cm under the upper eye.
   4. Fit the spring (in the case of a progressively wound spring, the coils that are closest together should be placed at the bottom).
   5. Compress the spring and position the upper open spring retainer (e).

B. Align the top eye of the damper with the lower attachment.

C. Fit the shock absorber with the piston rod uppermost, and with the adjustment window (a) directed so that the adjustment disc (c) is most easily accessible — in most cases this will be towards the outside of the motorcycle (lift the rubber cover (b) to expose the adjustment window and disc).

D. If the bolt for the eye attachment on the bike has a smaller diameter than the hole in the eye of the shock absorber, then fit using the appropriate bushings (supplied).

E. After fitting the shock absorber, check that no part of the shock absorber or its mountings hits against anything that it shouldn't, especially any fitted luggage carriers, gear cases, etc. Fit spacers if necessary.

F. 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.lbs | Nm | ft.lbs |
| M8 | 18±3 | 13±2 | 25±3 | 18±2 | 20±3 | 15±2 |
| M10 | 30±5 | 22±4 | 50±5 | 37±4 | 40±5 | 30±4 |
| M12 | 50±9 | 37±7 | 80±9 | 59±7 | 65±9 | 48±7 |

## ADJUSTMENT

The damping force is adjustable by means of the adjustment disc in the upper eye. As circumstances and/or load may require, you may choose from the following 4 positions (clicks 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.

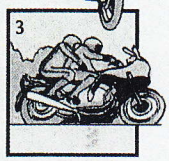
## ATTENTION

The left and right handed damper should always be adjusted to the same position, thus showing the same number on the adjustment disc. The adjustment disc must be snapped exactly into its adjustment position, and not left between positions. 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 hook 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.

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


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.