



# General Fitting and Set Up Tips

## CM Series

Thank you for buying our RAM shock absorber products, we're confident that we have been able to supply you with a Superb Quality Shock Absorber at a very competitive price. Please take 10 minutes or so to read through the following to assist you with the fitting and set up of the shocker. Attention to these points will enable you to enjoy the benefits of your RAM shocker to the full.

**PLEASE NOTE** – these tips are intended as a starting point only – you will be able to fine tune the suspension to suit your style of riding and the changing loads that you will impose between fast solo riding and two up / fully loaded touring. Your RAM shocker has been designed to cope with all these widely differing requirements. We take no responsibility from the outcome of an improperly fitted shocker

**With all suspension the first task is to set the preload and then attend to the damping.** Your spring has been selected for general use to cover most conceivable loads – **HOWEVER**, please advise us if you feel that your loading is in excess of what we might consider normal ranges. That is to say, the combined weight of two 18 stone rider / passengers plus all their touring luggage will be considerably more than 2 x 10 stone riders with no luggage. You need to advise of this prior to placing your order, and we will ask at the point of purchase if there are any special requirements.

**General fitting** - With the spring fitted to the shock body, and the adjuster collar just snug against the spring, take your C Spanner and compress the spring by 20mm. **This is just a base setting.** Please see note about final pre-load setting before you start riding. Please refer to the section of your bike's manual on the removal and replacement of the stock shock absorber – however take special note of the following for your safety.

**Please Note – ENSURE that the machine is securely stabilised before commencing any work.** Most people will only have the use of the machine's main stand for this. The rear assembly of swing arm, wheel, brakes, driveshaft is VERY heavy, don't expect that you will be able to manoeuvre the rear wheel up and down single handed whilst trying to fit the shocker! A small block or jack placed under the rear tyre may assist, but this is one job where 4 hands are better than two. With the old shock removed, take your RAM shock and rotate the knurled dampening adjuster **FULLY ANTI – CLOCKWISE** [ Counter Clockwise ]. This knob is situated at the **BOTTOM** of the shock body. You are now ready to fit your new shock. Lubricate the bottom mounting and the top mounting bolt stud [ moly grease or similar ]. Please note, we have come across a small inconsistency with the width of the top mounting bracket on the bike – you may find that a shim washer has been placed between the top bush and the bracket. We have supplied a stainless steel shim washer with your kit should this be required. Use the new stainless steel fittings supplied and **tighten them to the specs for your model** [ usual range 35-39 ft.lbs. / 48-54 N.m ].

Fit the top mount first and then slide the lower eye over the stud and fit the bottom nut. This is where the second pair of hands will come in handy to assist in locating the fittings. After all is tightened up to specs, remove the bike from the stand and bounce the rear end up and down a dozen times or so. Recheck your torque settings on the nuts / bolts.

Now you can attend to the initial pre-load setting. With the dampening knob fully anti-clockwise **AND THE BIKE ON THE STAND** let the rear wheel suspend but not resting on the floor. Now put the bike on the floor and see how much the shock compresses. This is the "sag" – the difference between a totally unloaded shock and one with just the weight of the bike. You are looking for a "sag" of approximately 20mm - 30mm. Adjust the spring pre-load until this has been achieved. *This adjustment will alter considerably between fully and lightly loaded.*

The general idea is to use as little dampening as possible – we suggest that you commence with 4 clicks clockwise [ from zero ] as a base setting. **Don't forget to set the dampening before riding!**

That's it – quite simple, but as with all suspension, it's not called a "black art" for nothing – the above serves only as a base setting and the range of adjustment within your RAM shock is sufficient for you to fine tune to your own riding style and requirements. Please don't neglect to check the front suspension at this time.