



Ryker Rear Shock Spacer Ryker 600 / 900 - All Models

Our BajaRon Custom Performance Rear Shock Spacers is the equivalent of having your rear shock fully adjusted, allowing you to add full adjustment on top of our Shock Spacer. This will help to prevent bottoming out when riding two up.

Removing The Rear Shock

Step # 1 : Remove Spring Clip, Wheel Nut, and Spacer from rear tire.
Photo # 1 and **Photo # 2**

Step # 2 : Use a Jack to raise the Swing Arm just high enough to remove the Rear Tire. **IMPORTANT** Avoid placing the Jack on the Brake Line. **Example Photos # 1 & # 2 on Page # 4**

Step # 3 : Remove the two (2) Bolts shown in **Photo # 3**. These Bolts hold on the Rear Caliper and the Tupperware that connects the Tail Light Assembly and License Plate. **Be Careful** not to drop the before mentioned components when removing these Bolts. **DO NOT** leave the Caliper hanging by the Brake Line.

Step # 4 : Remove both Top and Bottom Shock Bolts shown in **Photo # 4** and **# 5**. Continue by removing the Rear Shock.

Compressing The Shock Spring

When compressed, both the Spring Compressor Tool and the Coil Spring are under a tremendous amount of stress. Done correctly this is a safe operation, but please remember to observe the following :

DO NOT put your fingers between the end of the Spring and the Shock, handle the Coil Spring around the **Outside ONLY**.

DO NOT rush this process. Maintain equal tension on each compressor.

Step # 5: Spray or apply lubricant to the Spring Compressor threads. WD – 40, Chain Lube, or similar will work. **DO NOT** get any lubricant on the Coil Spring. You can clamp the Shock in a vice or lay the Shock on the floor or other sturdy, flat working surface.

Step # 6: Place the Spring Compressors exactly opposite each other with both Bolt Heads at the top of the Shock. Extend them to capture as many Coils as possible. Be sure that at least **75 %** of the lower Nut has thread engagement with the Bolt.

Step # 7: **DO NOT** use an air impact on the Spring Compressor. Using a ratchet and socket, turn one Spring Compressor Nut until snug against the Spring. Be sure that the “Hooks” on each end of the Compressor Tool are fully engaged with the Coil Spring. Make sure the both Spring Compressors are vertically aligned with the Shock Body. Spring Compressors **MUST** be **EXACTLY** opposite each other on either side of the Shock. Be sure to maintain this orientation as you proceed. The Compressors will want to move around on the Spring if tension is uneven. Take your time.

Step # 8: Turn each Compressor Bolt a few turns alternating back and forth. Keep an eye on the Spring Hooks. **DO NOT** let them get cocked on the Spring. Keep the Coil Straight (not curved to one side or the other). You can use Vise Grips, or an Adjustable or Open End Wrench on the Threaded Nut at the bottom of the Spring Compressor to stabilize it.

Step # 10: **DO NOT** Compress the Coil Spring any more than necessary to remove the retainers at the top of the Shock.

Step # 11: When you have enough clearance at the top of the Shock, remove the Coil Spring / Spring Compressor assembly. Take reasonable care of the Coil Spring and Compressor Assembly as it is under a great deal of tension. Place it in a safe place where it will not be disturbed, or fall.

Installing Rear Shock Spacer

Step # 12 : Install the Rear Shock Spacer by first placing one (**1**) of the White Protection Ring (provided) on the Adjuster, then place our Custom Performance Shock Spacer (**Collar Taper Facing UP**), finish by placing another White Protection Ring on top of the Shock Spacer.
Shown in **Photo # 8**

Reinstalling Rear Shock

Step # 13 : Reverse **Steps # 1 - # 11**. Starting with replacing the Spring, **carefully** removing the Spring Compressor Tools, and replacing both Top and Bottom Shock Bolts. Finish by replacing both Bolts in the Rear Caliper and the Tupperware that connects the Tail Light Assembly and License Plate, and reinstalling the Rear Tire, Spacer, Wheel Nut, and Spring Clip.

You're Ready to Ride!

If you have any questions, please feel free to call or email and we would be happy to help!

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