



ABS Breakout Kit



ABS/ Breakout/ Pro Street

Kit Includes:

- Shock Body with hardware
- Compressor with Bracket and hardware
- Diverter valve with Bracket
- In line filter
- Switch Harness
- Relay Harness
- ¼ DOT Air Line
- Zipties

Prepare:

- Raise bike with lift
- Support rear wheel with an adjustable jack so you can raise & lower spring arm
- Support front wheel



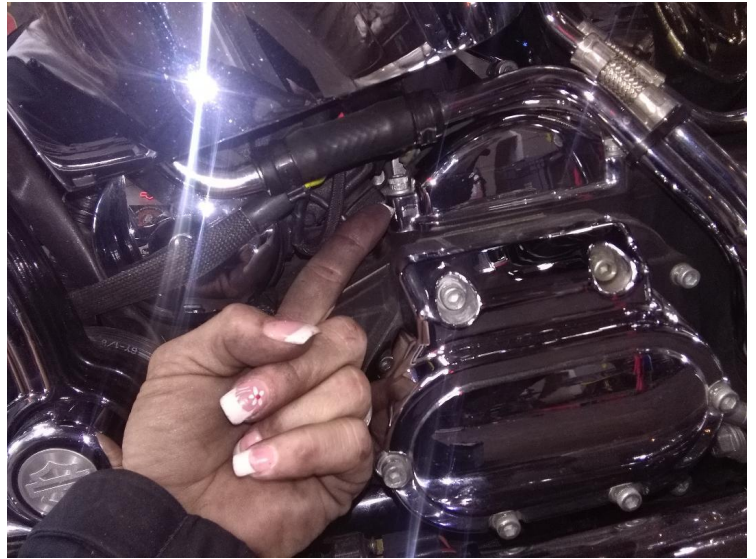
Remove: seat, battery, splash guard, & stock shocks (Breakouts and Rockers no need to remove splash guard)



If the stock shoulder bolts are difficult to break free, use a heat gun at the shock boss.

Install the relay harness

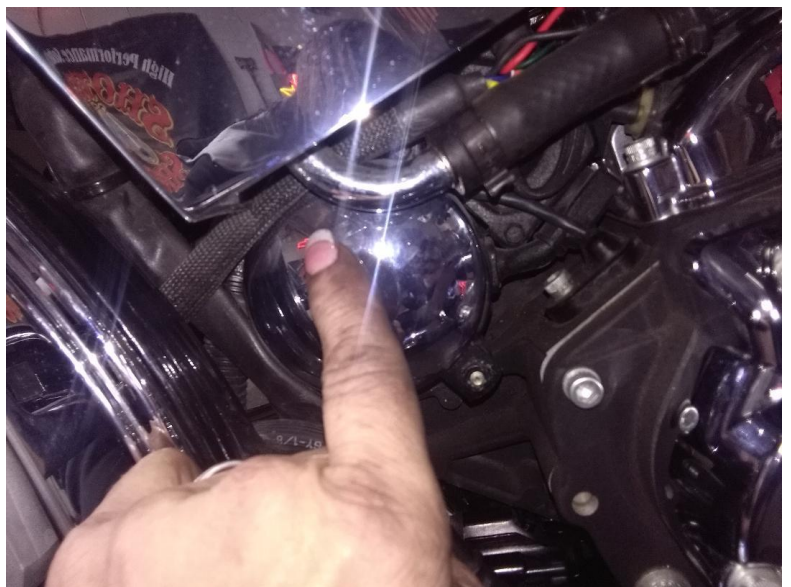
- by routing it up through the front hole of the battery box.
(the side of the harness with the red and black wires and single plug hooks up to the battery.)



-Once the harness is up through the battery box, you can tuck the relay up behind the oil tank.



-Route the harness over the starter cover and back toward the splash guard area.



-Bring the 3 plugs to the back of the splash guard area, where you will later plug in the components.

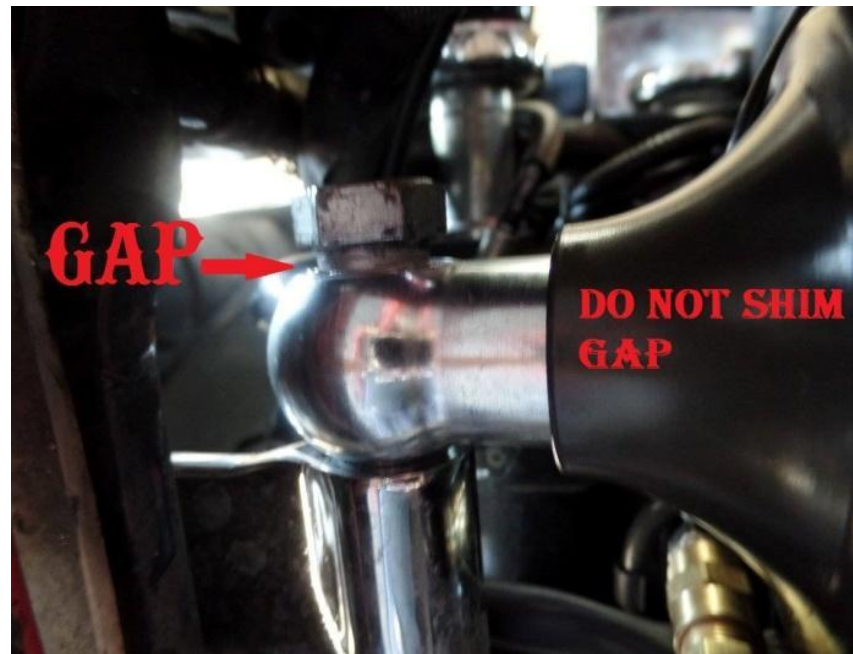
*Be mindful of the swingarm movement, don't put the harness in a place where it will get pinched when the swingarm moves up and down.



-You will re-use rear stock shoulder bolts, at the rear of the shocks, as well as stock grommet assemblies at the front of the shocks



-Put loc-tite on the threads of bolts, and never-seize on the shoulders of bolts. No need to use the stock washers on the rear bolts. There will be a gap between the head of the bolt and the shock eyelet, this is normal, you do not want “side load on the reciprocating shafts, the bolts act as an axle in the rear.



Install Shotgun Shock with the nameplate facing up ^ using stock shoulder bolts at the rear.

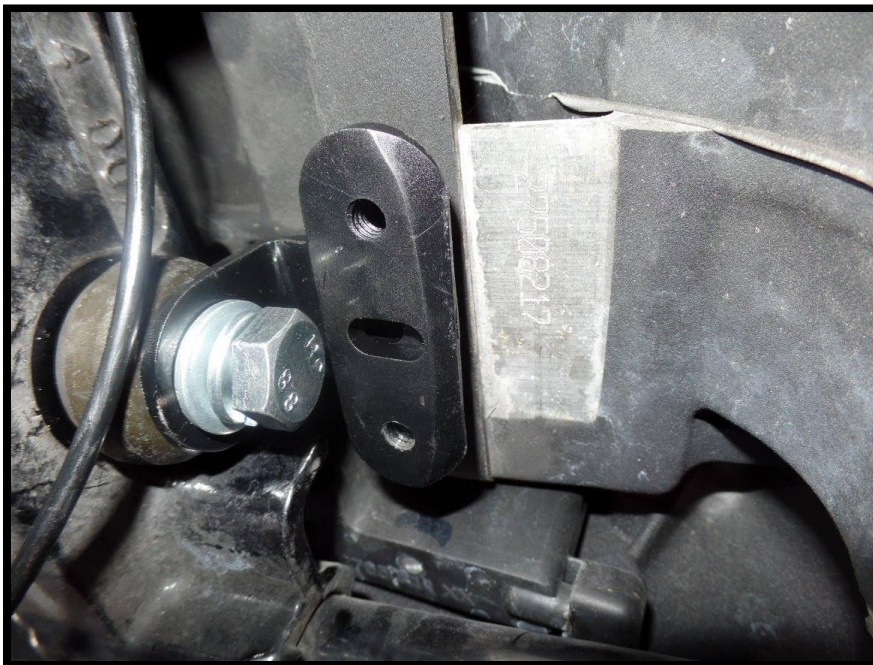


Raise the swingarm, so the shock clears the frame rail

Pivot Shock up, and start right side bolt (right side meaning if you were sitting on the bike)



Remove “L” bracket from compressor bracket and attach to Left side bolt



-Plug in airline to compressor (can cut to size)

-Attach Compressor to “L” Bracket (loc-tite on the threads of bracket bolts)

*DO NOT OVERTIGHTEN PINCH BOLT ON COMPRESSOR BRACKET

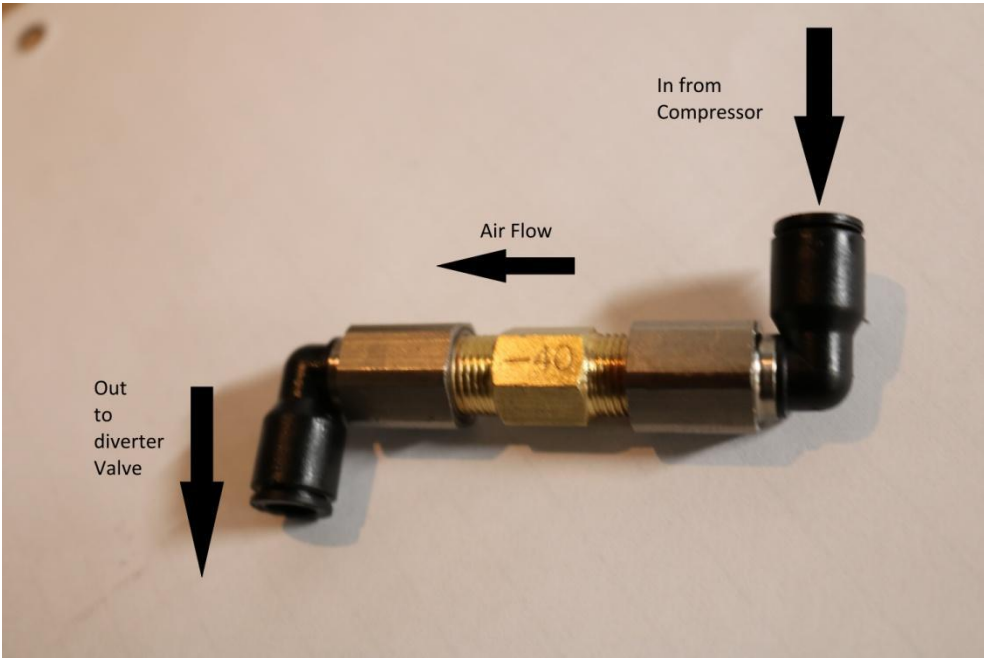


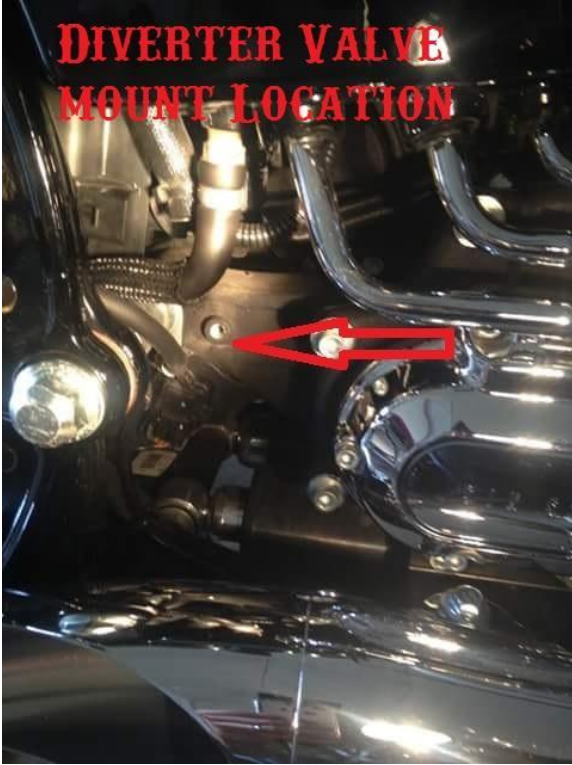
Splice



filter into 1/4

(larger) airline coming from compressor to diverter valve into a convenient location



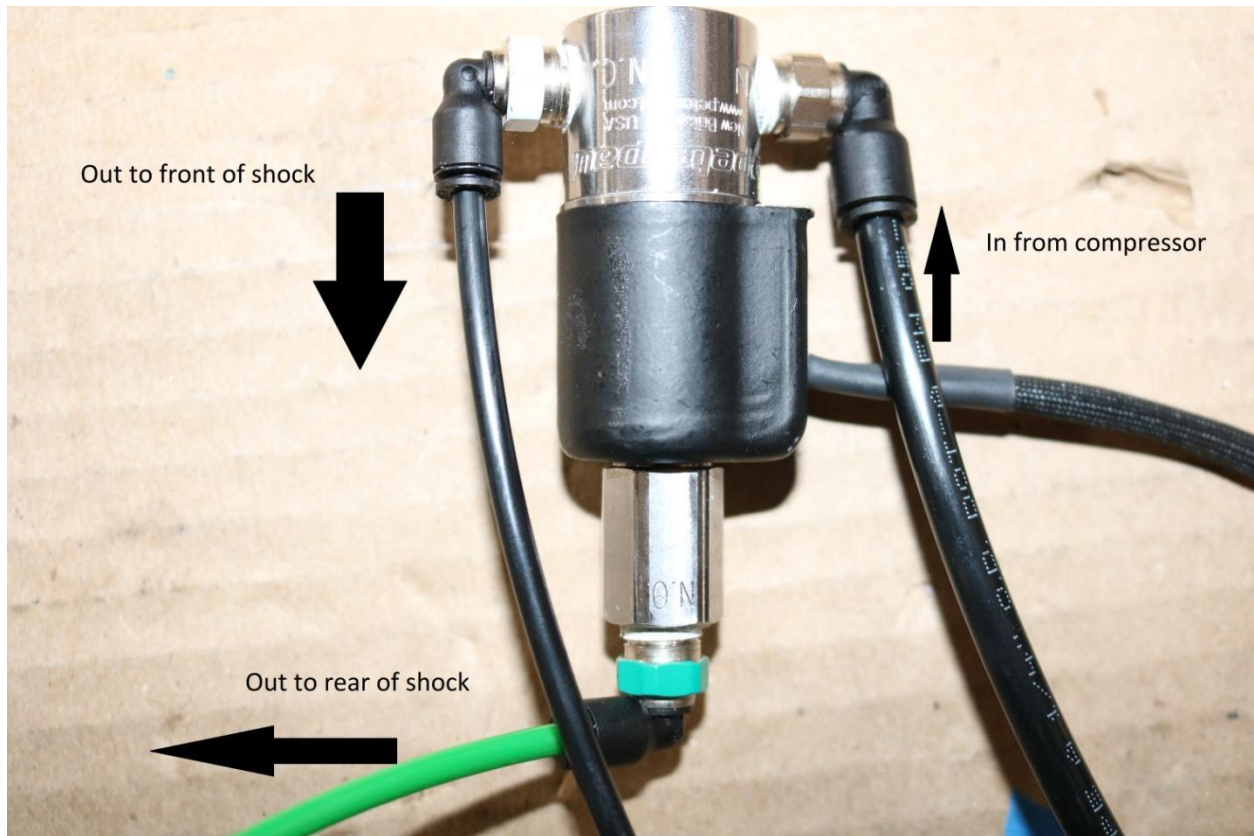


DIVERTER VALVE MOUNT LOCATION:

The diverter valve bracket mounts to the threaded hole in the right side of your transmission housing. The following is a diagram of how the airlines plug into the diverter valve. The airlines can be trimmed.

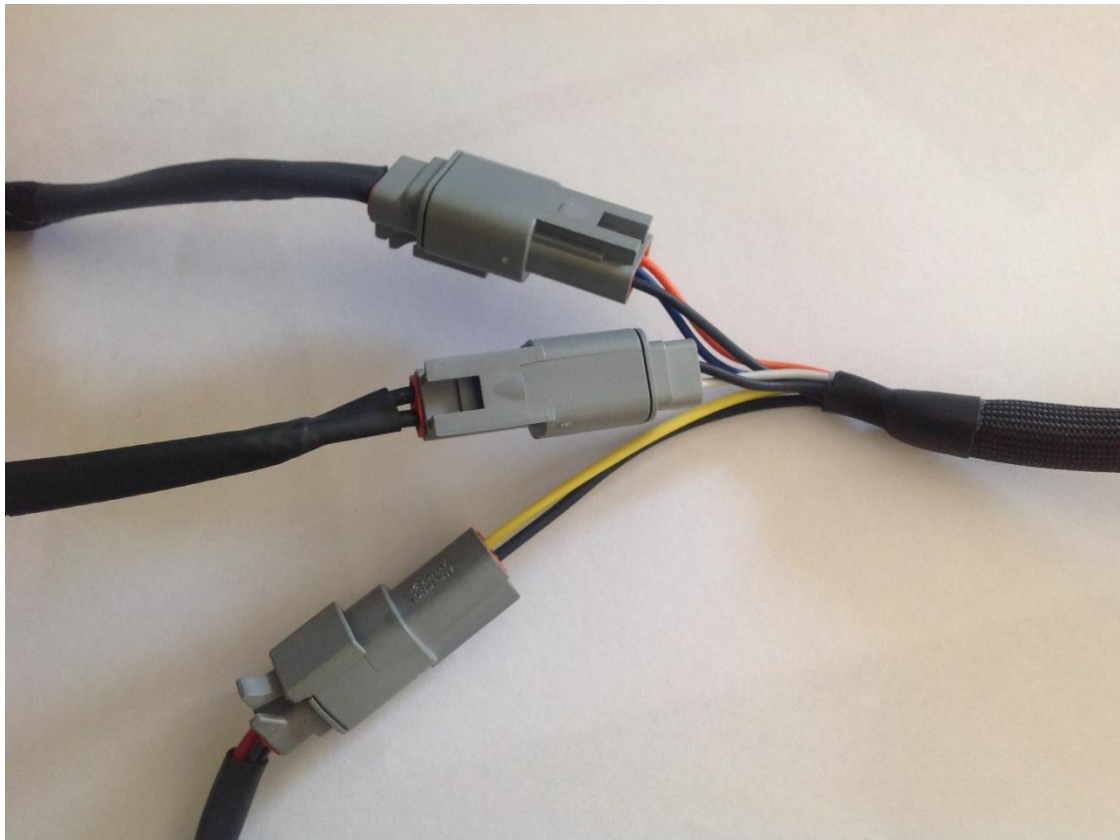
***BE SURE TO CUT THEM STRAIGHT, NOT AT AN ANGLE.**

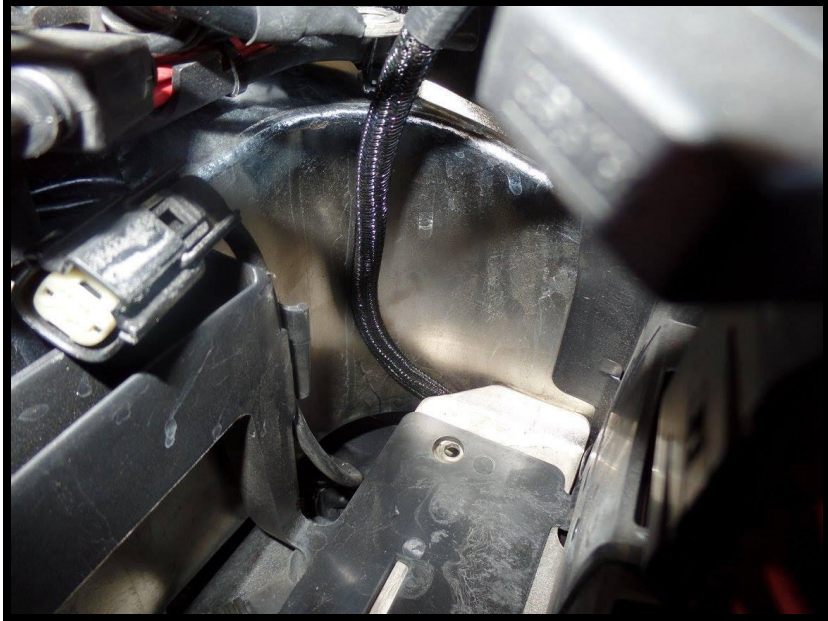
The front of the shock is the end toward the front of the bike, The rear of the shock is the eyelet/shaft end.



Next, you will plug in the relay harness to the shock, compressor and diverter valve. It is important to remember that the swingarm will be moving up and down, so you will need to take special care when routing the wiring and airlines, so that nothing gets pinched or kinked.

There is only ONE correct way to plug in the harness





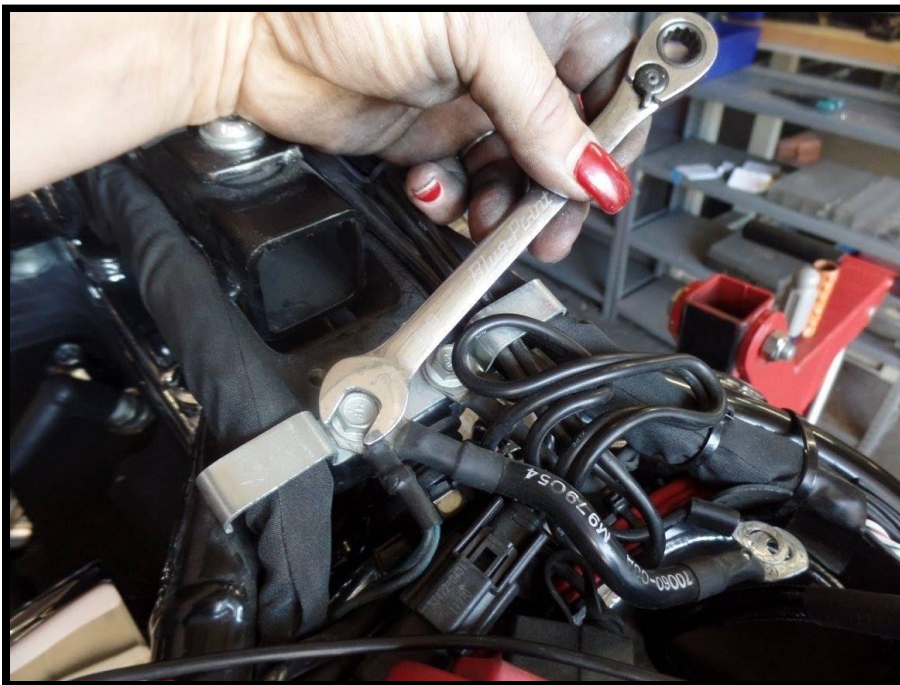
Replace battery and hook up wiring



Switches mount over your horn bracket



Route switch wiring under tank, and under the ground strap



To test system:

Put bike in neutral run both switches down, Tire will go up into fender,

Roll the tire to check for anything rubbing.

Run both switches up to pressurize system

AFTER TESTING SYSTEM, REPLACE SEAT, AND SPLASH GUARD

Lower bike to ground, you may need to run both switches up to pressurize the system more the first time.

To raise bike: both switches up

To lower bike: rear switch down

To firm suspension: front switch up **ONLY**

To soften suspension: TAP front switch down, then TAP rear switch up

Switch Instructions

USE BOTH SWITCHES UP TO RAISE BIKE, (the system has to pressurize the first time you operate it, so it may take a few moments to raise.)

HOLD BOTH SWITCHES UP UNTIL BIKE IS AT ITS FULLEST HEIGHT

USE REAR SWITCH DOWN TO LOWER BIKE WITH COMPRESSED AIR

TO FIRM SUSPENSION, USE FRONT SWITCH UP ONLY

TO SOFTEN SUSPENSION “TAP” FRONT SWITCH DOWN THEN, REAR SWITCH UP

WE SUGGEST YOU BECOME FAMILIAR WITH THE SWITCHES BEFORE ATTEMPTING TO ADJUST YOUR SUSPENSION WHILE RIDING

NEVER HIT THE FRONT SWITCH DOWN WHILE YOU ARE RIDING, THIS RELEASES THE AIR THAT IS HOLDING BIKE UP, AND BIKE LOWERS QUICKLY.

ANY QUESTIONS, PLEASE CALL 323-359-4914