

# Shock Therapy

## Yamaha Viking Adjustable Spring Kit



Thank you for purchasing our adjustable spring

g kit for the Yamaha Viking. The parts in this kit are:

### LEVEL 1 SPRING KIT

1. Two rear coil springs
2. Two rear coil spring adjusters (two threaded black pcs, two clear collars)
3. Two clear spring adapters
4. Two spanner wrenches

LEVEL 2 SPRING KIT (additional parts to level 1) picture above

5. Two front coil springs
6. Two front coil spring adjusters (two threaded black pcs, two clear collars)

**WARNING! THE STOCK COIL SPRINGS ARE HARD TO REMOVE EVEN WITH A COIL SPRING COMPRESSOR.** As we mention on the web site, it is a good idea to send your shock to us or take them to a front end shop to have them remove and install your coil springs. The rear springs in particular, have very little space between the coils to grab the spring with a traditional spring compressor. Ratchet straps will not work. We do have a custom compressor that works perfect for this application that is sold on the site if you would like to go that direction.

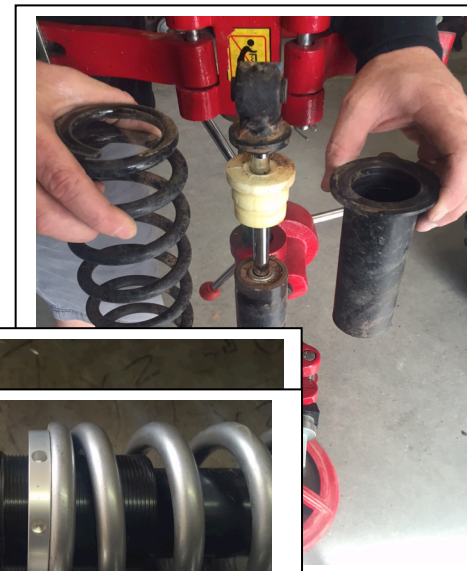
### LEVEL 1 KIT INSTRUCTIONS

1. Park your Viking on a flat surface and block the tires before jacking the rear of the car up. Raise it until the tires just leave the ground. Loosen the shock bolts with a 14mm wrench on the bolt side and a 17mm bolt on the nut side. Remove the shocks from the car and take them to a shop for the spring



swap, or place them in your vice and use a very good spring compressor.

2. Compress the stock spring until you can remove the spring retainer clip from the top of the shock. Remove the spring and the factory plastic spring guard and discard the plastic guard. You will NOT use this guard with the new system.



3. Grab

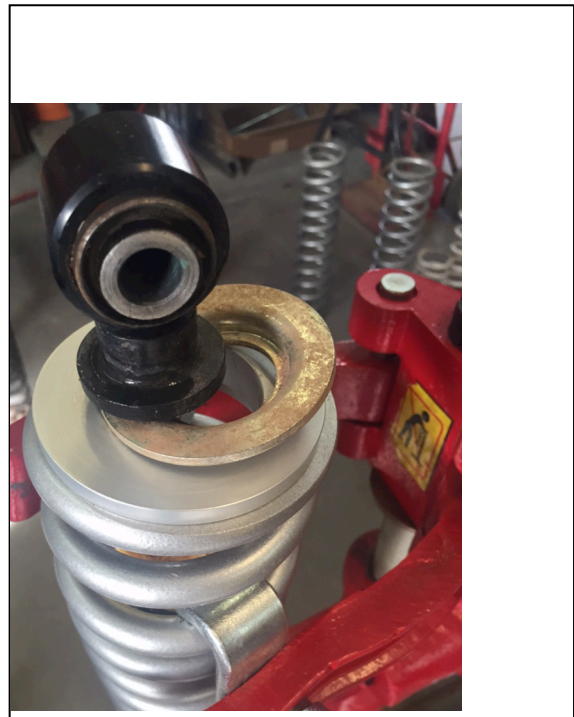
your spring adjuster supplied in the kit and set the clear ring at 1.25" down from the top of the black



threaded tube. This is a baseline adjustment for you to start with. You may adjust it up or down depending on your cars weight once the car is back on the ground. It is a good idea to use a little bit of lubrication on the threads like WD40 to make adjustments easier once the shocks are on the car.

4. Slide the adjuster on to the shock so the black threaded tube with holes in the top shoulder faces the bottom of the shock and touches the factory washer on the shock body. The threaded end of the black tube should be facing the shock shaft or the top of the shock.

5. Put the new spring on the shock and using your spring compressor, compress it until you can install the clear, spring adaptor ring supplied in the kit. The raised center of the ring should touch the spring and the flat side should face away from the spring. Now install the factory spring retainer clip that you removed earlier. Loosen the spring compressor until the spring clip sits centered and tight. You are done with the first shock. Now repeat these steps on the second rear shock.



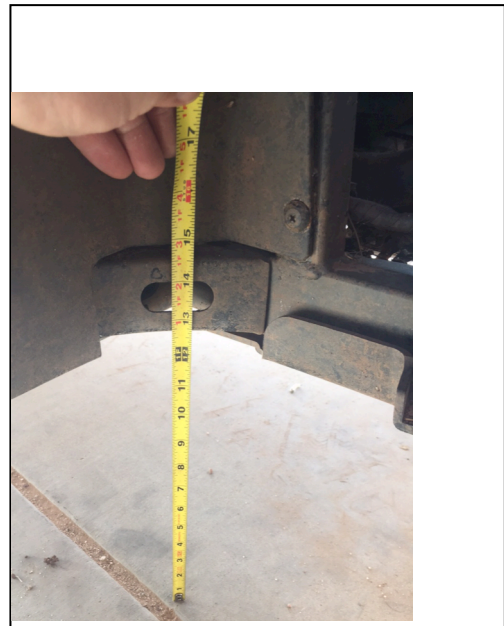
6. Install both rear shocks on the car and tighten the shock hardware. Lower the car back on the ground and drive it for at least 100 yards around the block. You want to settle the rear a bit so you can get an accurate ground clearance measurement. Bring your Viking to a stop slowly so you don't raise the rear up under braking. Measure your ground clearance at the rear of the car, in the center, from the bottom of the frame to the ground. We prefer to see



this set between 11.5" and 12.5". If you are too low then jack the car up to make the adjustment easier and using the supplied spanner wrenches, thread the clear spring collar up the black threaded adjuster to raise the car. Thread it down the black adjuster to lower the car.  $\frac{1}{4}$ " movement on the adjuster will move the car ride height about  $\frac{1}{2}$ ".  $\frac{1}{2}$ " on the adjuster will move the car about 1" of ride height. The lower the car sits the smoother the car will ride. The higher you sit the stiffer it will feel. If you carry a lot of weight occasionally but not always, you may want to set the rear  $\frac{1}{2}$  to 1" higher than normal to account for the extra weight you will put in the bed. This is all up to you. You may like it lower for the ride quality or you may like it higher for rock clearance or bed weight capacity. Everyone is different. Your new springs are brand new. Because of this they will settle about  $\frac{1}{4}$ " to  $\frac{1}{2}$ " over the first 100 miles of use. They won't settle any more the rest of their life. Once this happens, you can raise the car again with the spring adjusters and your all set.

## LEVEL 2 KIT INSTRUCTIONS

1. Repeat steps 1 through 6 on the front of your Viking. Your base line adjuster setting is the same 1.25" as well. Drive the car a bit to settle the front before you measure it and adjust your front ride height. Measure your ground clearance from the bottom of the frame where it transitions from the lower control arm mount to the fire wall area. If you carry a lot more weight than normal, slow plow, full cab, 700lbs in the bed, you should have purchased a heavy set of springs (option on the site) for your kit. Even with that you may have to add a lot more adjustment to your springs to get the ride height



you would like. That is ok. Just don't go past the 3" measurement on the adjuster. If you need more than that to raise the car, you actually are a candidate for a stiffer coil spring. Contact us for this spring change. Do not go farther than 3" on the adjuster.

Finally, we hope you love this kit. You will now have adjustability in your ride as well as your ground clearance back. Also, we hope it gives you a better ride as well. Thank you.