



**BajaRon's Custom Performance
Shock Adjuster Kit
2013 RT Installation Manual**

For 2013 Can-Am Spyder RT, RTS, RTL – All Models – Only

These Instructions **Will Not** work for any -

RS, ST, F3, Any 2008 – 2012 Models, or Models with Adjustable Shock Capabilities

As with any performance modification, go slowly and take your time to learn what differences this Shock Adjuster Kit has made in how your Spyder handles. **It is your responsibility to ride responsibly.**

Important : 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 by the outside **only.**

Take Your Time: Don't get in a hurry. Maintain equal tension on each Compressor. Apply WD-40, Chain Lube or similar lubricant to the Spring Compressor threads.

Be careful not to get any lubricant on the Coil Spring. You can clamp the shock in a vice or lay the shock horizontally on the floor or other sturdy, flat working surface.

Important : Be sure that your Spyder is secure and stable before beginning your work.

Front Shock Removal :

1.) Before continuing, make note of the height from floor to the Front/Bottom/Center of the Frunk. You will need this for future reference.
2.) Remove the Nut from the Lower Shock Mounting Bolt on both Shocks. Leaving the bolt in.
3.) Lift the front of the Spyder with an appropriate jack so that both front wheels are off the ground, and stabilize with jack stands on the metal frame (**Not the A-Arms**)
4.) Remove the Nut from the Top Shock Mounting Bolt on both Shocks. Leave the bolt in.

5.) Remove the Lower Shock Mount Bolt. This is easier to do when there is no tension on the Shock. You can lift up and down on the tire while pulling the Bolt in order to get it free. Do this for both sides.

6.) Remove the Upper Shock Mounting Bolt. Do this for both sides.

7.) Remove both Shocks.

Coil Spring Removal :

8.) 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, being sure that at least 75% of the Lower Nut has thread engagement with the Bolt.

Note : Do Not use an Air Impact, or Power Tool on the Spring Compressors Tool. This is very Dangerous.

9.) Using a Ratchet and Socket, turn one Spring Compressor Nut until it is snug against the Spring being sure that the 'Hooks' on each end of the Compressor Tool fully engage the Coil Spring. Repeat with the other Spring Compressor.

Important : Make sure that both Spring Compressors are vertically aligned with the Shock Body. The Spring Compressors must be exactly opposite each other on either side of the Shock. Be sure to maintain this orientation as you proceed. The Spring Compressors will want to shift around the Spring if tension is uneven. Take your time.

10.) Turn each Spring Compressor Bolt a few turns at a time alternating back and forth. Do not let the Compressor Hooks shift as you tighten. Keep the Coil Spring straight.

Note : Equal number of turns does not necessarily mean equal tension. One Spring Compressor will grab more coils than the other. The Spring Compressor that spans more Coils will require a few more turns to maintain equal tension. **Do Not** compress the Coil Spring any more than necessary.

11.) When you have enough clearance at the top of the Shock Body, remove the Coil Spring retainer, then 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.

12.) Remove the Lower Coil Spring Retaining Ring from the Shock Body. You may need to tap with a Deadblow or a Soft Hammer it a few times to loosen it. Slide it off the Shock. This will not be reused.

Installing the BajaRon Custom Performance Shock Adjuster :

13.) Slide one Adjuster down over the top of the Shock Body with the threaded end down. Position the notches in the Adjuster over the 3 extrusions in the Shock Body. Push the Adjuster as far as possible down onto the Shock Body. Turn the Adjuster by hand until it is fully collapsed (Inner portion is all the way up into the Outer portion).

14.) Place one Nylon Scuff Protector onto the top of the Adjuster where the Coil Spring will rest.

Note : Be sure that the Upper and Lower Shock Mounting Eyes are correctly aligned for re-installation onto your Spyder. This will be more difficult once the Coil Spring is mounted.

Re-installing the Spring Coil :

15.) Replace the Coil Spring assembly onto the Shock Body with the Compressor Bolt Heads at the Top of the Shock.

16.) Replace the two Silver Coil Spring Retainers at the top of the Shock. The Small retainer mounts inside the Large Retainer.

Note : Be sure to misalign the slots in these Retainers at least 90 degrees. Check this misalignment as you go.

17.) Recheck the Upper Spring Retainer Assembly to be sure it is seated properly at the top of the Shock and that the slots in the 2 Retainer pieces have at least 90 degrees of misalignment. Check this several times throughout this process.

18.) Release the Spring Compressors Evenly until they can be removed from the Spring. Keep the top of the Coil Spring and Retainers properly positioned on the Shock. Keep Retainers properly seated into the top of the Shock.

Important : Equal number of turns does not mean equal tension release. If the Coil Spring starts to bend to one side, the Spring Compressor on that side is too tight. Do not let the Compressor Hooks get cocked on the Spring.

19.) Repeat **Steps # 13** through **# 18** for the other Shock.

Re-installing the Shock :

20.) Insert the Upper Shock Mounting Bolt all the way into the Upper Shock Mount from the rear of the bracket. This is opposite of the factory orientation, and makes installation much easier, and makes no difference on your Spyder.

21.) Return the Shock to its General Mounting Position in the same manner as it was removed.

22.) Align the Top Shock Mount Eye with the Frame Bracket, while holding the Shock so there is no tension on the Mounting Bolt as you gently push it through.

23.) Tighten the Upper and Lower Mounting Nut/Bolt assembly. It needs only to be snug as the Nylock Nut will prevent any loosening. Leave the Lower Shock Mount unattached for now. Repeat for the other side.

Adjusting Shocks :

Important : Be sure that the Spanner Wrench is fully seated into the Adjuster Hole before attempting to turn the Adjuster. The curved portion of the Spanner will lay flush against the Adjuster when the Pin is inserted correctly.

24.) 'Zeroing Process' - With both wheels off the ground, set the shock adjuster to the lowest setting. Do this by inserting the Spanner Wrench into a hole of the Adjuster, and turn the Adjuster from Right to Left. Do this until the Shock Adjuster will not turn any further.

Note : To be sure that both adjusters are set exactly the same on both sides, you will need to identify a 'Zero' Spanner Wrench Hole on each Shock Adjuster. I have provided BajaRon Decals to accomplish this.

25.) After setting both Shock Adjuster to their lowest setting (**Step # 24**), select a BajaRon Decal and center it below the Spanner Wrench Hole that is most directly facing outward. (**See Picture #1**)

Note : The Red/Blue Decal centers with the peak of the middle 'A' at the Spanner Hole. The Chrome/Black Decal Centers between the middle 'A' and the 'R'.

Important : Both Shock Adjusters must be set exactly the same. This is easily done by simply counting the number of full turns that you have made on one Adjuster, then making the same number of full turns, in the same direction to the other Shock Adjuster. The BajaRon Decals are used as reference marks.

26.) With both Shocks mounted and secured and the 'Zeroing' process completed, remove the jack stands and lower your Spyder.

Setting the Suspension :

Note : Before making any changes from your 'Zero' setting, it is highly recommended that you ride your Spyder a few miles. This will seat the Adjusters onto the Shock Body and there should be no further settling.

27.) After riding the Spyder to settle the Adjusters, make note of the height of the front of your Spyder at the same point used at the beginning of this installation process.

Note : Your Spyder's suspension will not settle to the exact same height every time so up to a 1/4" variance is not uncommon even if you make no changes to the Adjusters.

Important : Right to Left rotation (L) <---- (R) - Lowers Spring Tension and Lowers Spyder Height. Left to Right rotation (L) ----> (R) - Increases Spring Tension and Raises Spyder Height. This is true for both sides of your Spyder

Note : The Adjusters will take some effort to turn but should always turn smoothly and without binding. If an Adjuster binds or gets extremely difficult to turn, please contact your supplier. You will find the Adjusters turn more easily if you lift the front of your Spyder until the wheels are off the ground. This is not, however, required.

Maximum Adjustment is 8 Full Turns. Do Not Exceed 8 Full Turns

Note : To date, no one has kept a setting higher than 5 full turns. Most are very happy with 2-3 full turns. It is best to experiment to find your best setting. What works for you will depend on loading, road conditions, speed and riding style. It is not necessary to adjust your Spyder for every ride. Generally speaking, you should increase spring tension when heavily loaded and decrease spring tension when lightly loaded.

The purpose of these Adjusters is not primarily to Raise your Spyder, but to maintain correct (Unloaded) ride height. This will add stability, improve handling, and increased road clearance. Use the original 'Floor to Spyder' measurement as your target ride height.

Recommended Ride Height Setting Based on Loading :

Lightly Loaded Spyder - No more than to 1/2" above Stock Ride Height.

Heavily Loaded Spyder - No more than 3/4" above Stock Ride Height.

Experiment with these settings to find what works best for you.

You're Ready to Ride!

If you have any questions, feel free to call or email us, and we would love to help!



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Hours :
Monday – Friday
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Picture # 1

