SAS-18 FITMENT INSTRUCTIONS

Before starting, make sure the motorcycle is securely tied into a bike hoist or lift.



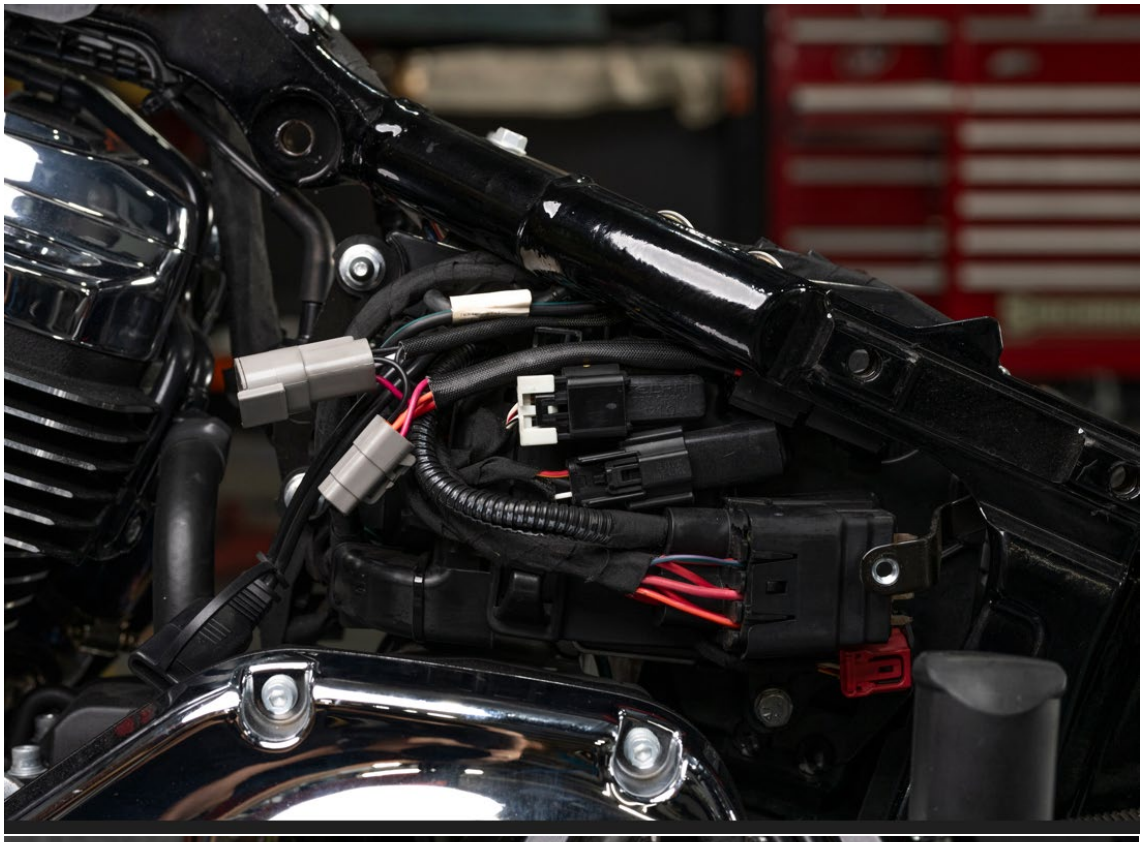
Step 1.

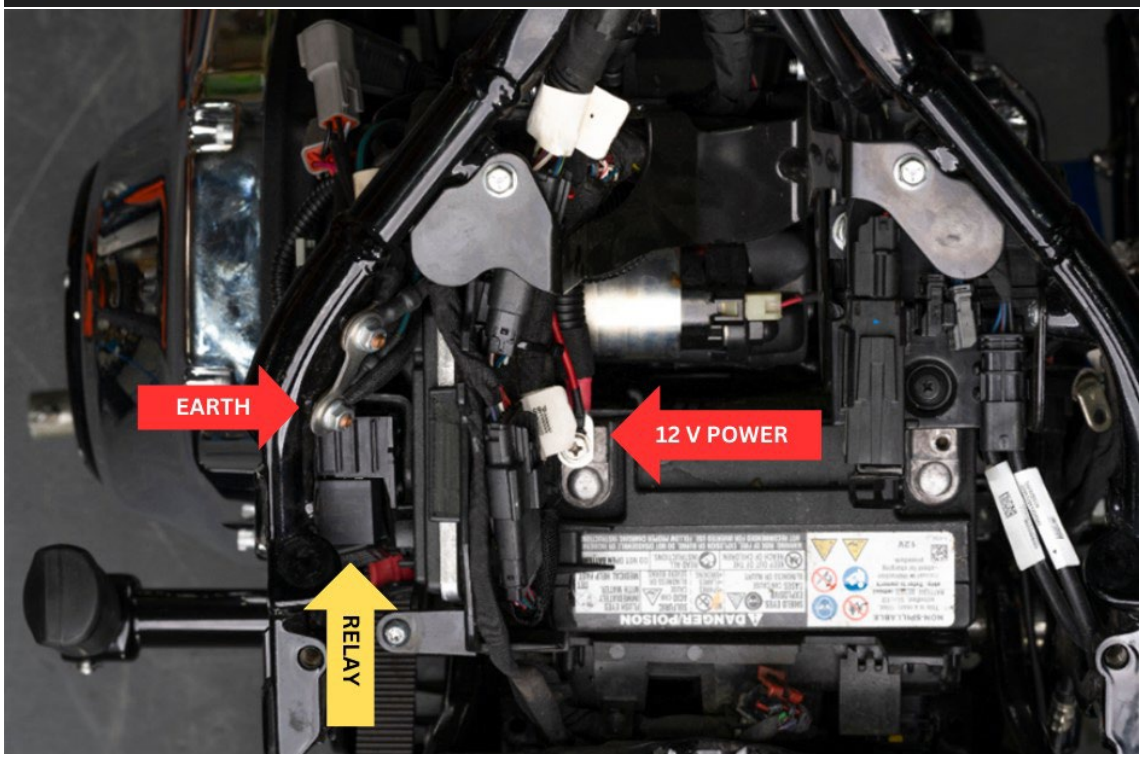
Remove seat, fuel tank, left & right-side covers, maxi fuse, rear fender, frame cross over bracket & rear shock.



Step 2. Fitting the Wire Harness

Route the wiring harness in from the left-hand side
Connect the red wire to the positive on the battery
Connect the black wire to the earth point on the left-hand frame rail
Please ensure the relay sits in the position shown in the photos below





Step 3. Pre shock installation

The SAS-18 Kit reuses the OE shock bushing from the bottom of the OE shock
Please remove this from the OE shock before fitting this to the new SAS-18 shock
Please ensure you pack the bottom bearing with high temperate bearing grease before fitting the bottom bushing & 2 x O-Rings supplied.
Please see pictures below





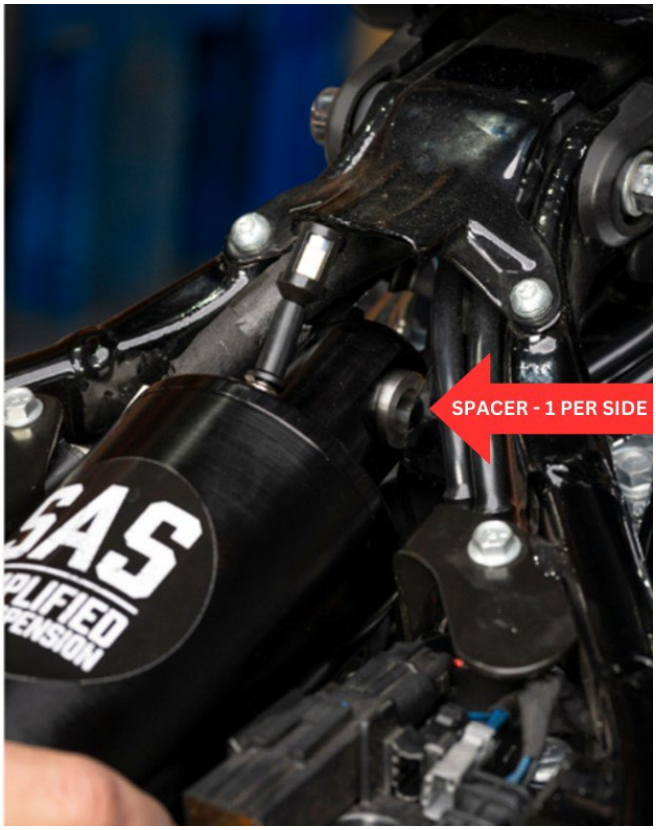




Step 4. Fitting the shock

The top shock bearing requires 2 spacers to be installed
Note: Tapered side must face in, flat side must face out
Fit the shock into position, route the wiring down towards the left side of the bike & connect to the wiring harness, ensuring it does not come close to the exhaust
Before fitting the top OE shock bolt, apply grease to the shaft of the bolt & medium strength Loctite to the threads, fit the top OE shock bolt & tighten to 55 ft pounds
Before fitting the bottom shock bolt, make sure the shock has vertical movement & horizontal roll on the top spherical bearing (ie. The shock moves freely on the bearing)
Before fitting the bottom OE shock bolt, apply grease to the shaft of the bolt & medium strength Loctite to the threads, fit the bottom shock bolt & tighten to 55 ft pounds, tighten the pinch bolt to 15 ft pounds (FXDR 10 ft pounds)






SAS
SIMPLIFIED
AIR SUSPENSION

Step 5. Fitting the Handle Bar Switch

Remove the old OE Clutch Clamp
Install your SAS Handle Bar Switch using OE Bolts as shown in the image below.

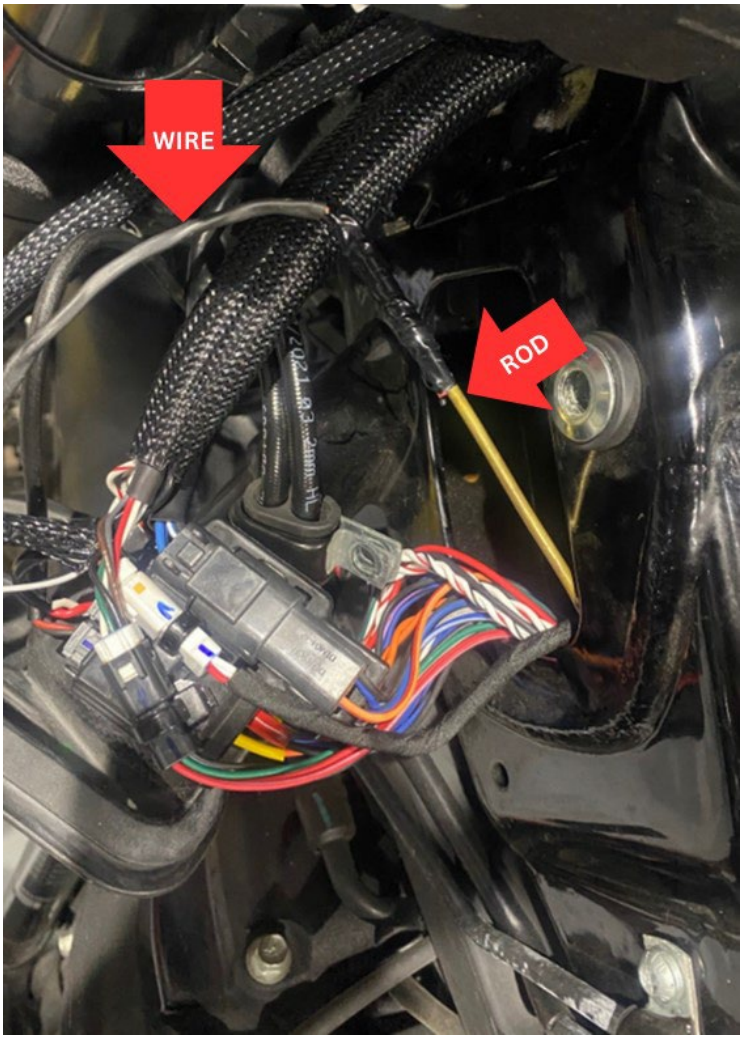
You can route the Wiring 1 of 2 ways;
Either down the inside of the Handle Bars with OE Wiring – if your Hand Control Wiring is already inside of the Bars (to do this you will need to unpick the Electrical Plug)
OR
You can run the Wiring down your Handle Bars & Cable Tie the Wiring to the Bars.

Route the rest of the Wiring down under the Gas/Petrol tank towards the left hand side cover.

Note: **Handle Bar wiring is long enough for up to 20inch Bars. Depending on your Bar size you may have excess Wiring. This Wiring can be secured safely behind the left-hand side cover**

Tech Tip: Running wire through frame
Using a thin rod gently slide the rod up the back bone of the frame until it sticks out of the wiring hole at the neck
Tape the Handle Bar Switch wiring to the rod & gently pull it back through the frame, route the wiring down to the left side cover & connect the handle bar wiring to the wiring harness.
To do this, the gray clutch connector will need to be removed & re-fitted.
Please see images on the next page




WIRE
ROD


ROD
ROD

Step 6.
Re-fit fuel tank, frame cross over bracket, rear fender, maxi fuse, left & right-hand side cover & seat.

Step 7. Fitting Side Stand Wedge Plate

Remove 2 x 5/16th Allen key head bolts from side stand & remove complete side stand
Fit the wedge plate to the back of the side stand & re-fit the side stand to frame using RED Loctite on the Allen key head bolts & tighten to 45 ft pounds.





Step 8. Clearance & Safety

Before riding the bike, please check that when the bike is either fully lowered or raised to maximum height that there is no clearance issues & nothing rubs anywhere ie. Wheel to Guard or Frame.

Step 9. Setting your Suspension & Riding

SAS Air Suspension is designed to be able to be ridden at any height at any time if installed correctly ie. You can ride completely aired out or at full height to maintain maximum ground clearance, this can also be adjusted while riding to suit the riding conditions.
Every rider will have their own set height they prefer, this is generally something you will find while riding.
We recommend when first getting use to Air Suspension to raise the bike to full height before riding, sit on the bike and the Suspension should sag down about ¾ - 1 inch with your weight on the bike, if it doesn't go down you have too much pressure in the Shocks. Simply press the bottom button to release some pressure to find your "sweet spot"
If the bike sags down too much, you simply don't have enough pressure – press & hold the top button for another 5-10 seconds until you find a pressure that's good for you.

Step 10. Time to Ride

Depending on the road conditions, adjust your suspension while riding to find your "sweet spot". Keep in mind the lower it is, the harder the Suspension may feel & the easier your Footpegs & Exhaust may scrape.
If you're riding through twisty roads & around the mountains raise your Suspension up to gain maximum clearance.
Note: Just make sure you don't over pressurize the kit – don't worry it will not hurt the Suspension in any way but it may feel a little rigid. We recommend raising the Suspension to full height & having a little bounce on the Seat to feel how the Suspension rebounds with your weight.

Enjoy!

Remember to take photos of your bike with your SAS Air Suspension fitted & tag us on Facebook & Instagram using:

#SASAirSuspension

@SASAirSuspension

We love to be able to share your bike!

For any further questions or concerns please call or email us:

info@sasairsuspension.com

02 4954 4436 (Australian Eastern Standard Time)

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