

Bike-Quip: Installation guidelines – ST1300 Rear Shock Protector

IT IS IMPORTANT THAT YOU READ ALL OF THE FOLLOWING, BEFORE YOU COMMENCE FITTING YOUR REAR SHOCK PROTECTOR.

1. If necessary, refer to your Honda Owners Manual, to assist you in removing the rear wheel and silencers / mufflers. Thoroughly clean this area i.e. swinging arm, underside of rear mudguard / fender, rear shock absorber, lower fuel tank etc.
2. Familiarise yourself with why the Protector has been designed as it has and where each profile fits e.g. the top of each 'side wing' is to be positioned as high as possible but – keep the top of the Protector level.
3. When you have established where each 'side wing' is to be sited, hold the Protector in that position and draw a horizontal line across the top of the Protector (on the rear mudguard / fender). Also, draw a short single continuous vertical line – centrally on both the mudguard / fender and the Protector itself. The purpose of these two lines is to assist you in drilling the 2 required holes when fixing the Protector.
4. Remove the backing paper of the self adhesive tape on the rear of the Protector. Do NOT touch the adhesive. (The sole purpose of this double sided tape is to assist in the fixing of your Protector. It is not intended to make the Protector secure in its final position). Using the lines you drew earlier – locate the Protector in the required position and gently but firmly apply pressure on to the Protector – ensuring it sticks in the correct position. CHECK that you are happy with where you have the Protector – paying particular attention to the top of each 'side wing' and it being level overall.
5. Once you are satisfied with the position of the Protector, use the supplied 8mm (5/16") drill bit to drill through the rear mudguard / fender (through the 8.5mm holes in the Protector).
6. CAUTION: DRILL THROUGH THE 'PLASTIC' MUDGUARD / FENDER VERY CAREFULLY AS THE LOWER FUEL TANK & (ABS) PIPEWORK IS JUST BEHIND WHERE YOU ARE DRILLING! ONLY USE THE DRILL BIT SUPPLIED, OR YOU RISK DRILLING A HOLE OF THE INCORRECT SIZE!
7. Push a fixing in each of the 2 holes you have just drilled. If you have 1 short and 1 long fixing – FIT THE SHORT ONE ON THE LEFT.
8. Re-install the rear wheel etc.

Ride Safe!