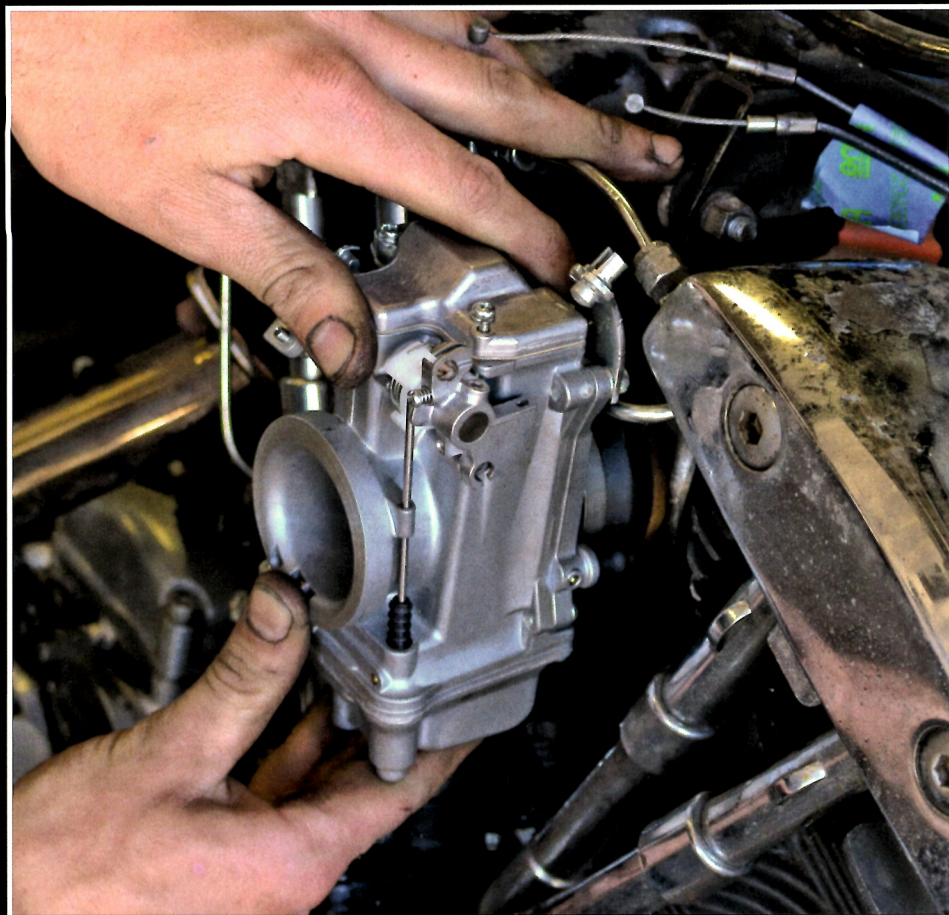
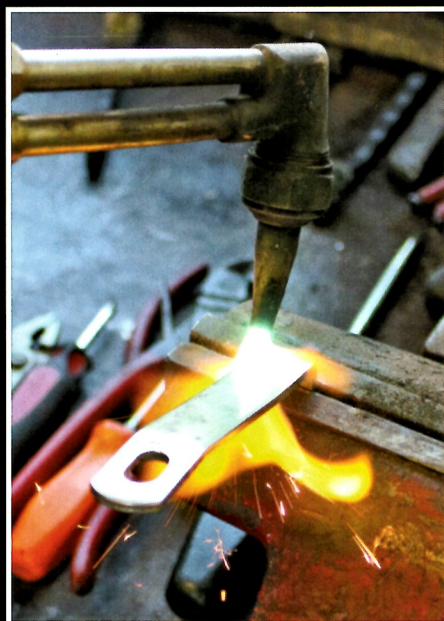


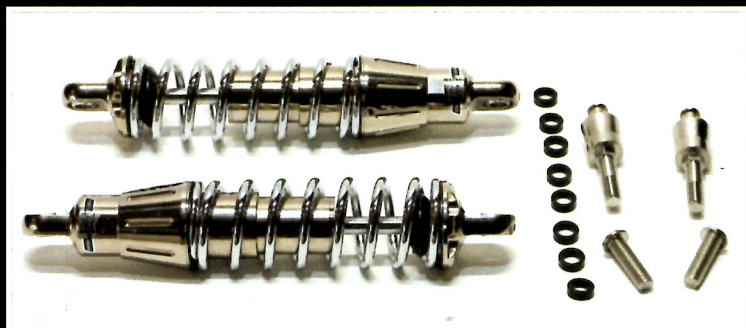
# How To Wrench Your Harley & Indian

# American Iron Garage

## Do It Yourself Tech & Home Builds



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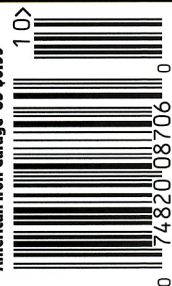


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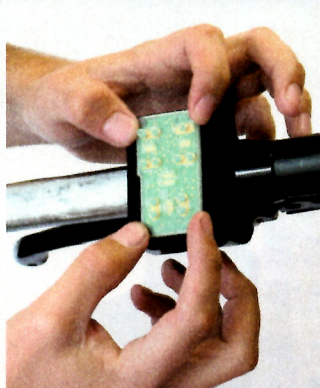
Do It Yourself Tech & Home Builds

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# Super Shox & Patriot Suspension

*Adding comfort, performance, and great looks in an easy, cost-effective installation*



EVERYONE WANTS HIS MOTORCYCLE TO RIDE better, especially Harley owners who also happen to ride Dynas. While extended piggyback shocks and inverted front end packages appeal to the more extreme riders, in both looks and function, it's just a little overkill for the average, everyday rider.

So we set out to find what we thought would be the ultimate setup for the rider looking for performance, comfort, looks, and an easy, cost-effective installation. Starting in the rear of Ron's 2011 Super Glide, we opted for a set of gorgeous chrome SR1 shocks from Super Shox (#SR1-2125-25-15-1). Super Shox uses a fully CNC-machined body that can be chromed and customized with any color you'd like, including black. Spherical bearings mount the shock to the bike and minimize friction when riding. Springs are tailored to suit each individual based on weight, and the Super

For the front shocks, we wanted to go with a simple drop-in spring system, since the bike only has a few thousand miles on it and doesn't need a full rebuild. But at the same time, performance was an important part of the equation, so we went with a set of stock-height Genesis springs (#GS-4420) from Patriot Suspension. The Genesis kit uses a dual-spring system, which features a progressive-wound spring inside of another progressive-wound spring. This ingenious setup greatly reduces brake dive, but it also greatly improves road manners. Right off the bat, the springs are way longer than stock ones, which means more bumps get soaked up, equaling a nice, cushy ride.

Thanks to the entirely new suspension package on this Super Glide, the ride is simply incredible. Actually, it handles the way a Dyna is supposed to handle! Right off the bat, the bike sags about 1/2" on both ends when the rider is seated, just like a performance motorcycle is supposed to.

## TOOLS NEEDED

- 3/4" socket
- 3/4" wrench
- 1-3/8" socket
- Bandsaw
- Bike jack
- Hook tool (long)
- T50 Torx
- Torque wrench (ft.-lbs.)

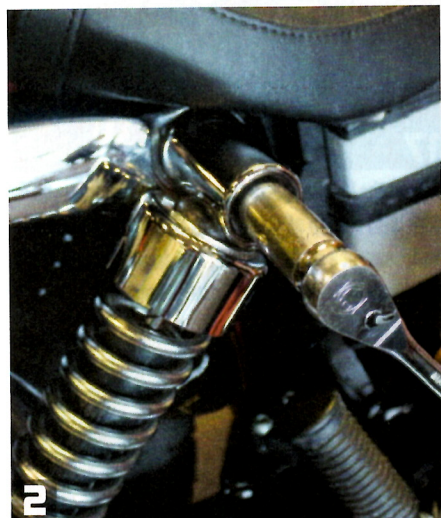
Shox adjustment system couldn't be easier to use! Just use the supplied graph to match your weight with the corresponding number on the preload adjustment nut. Unlike other shocks that require specialty wrenches, the SR1 can be adjusted at any time by hand.



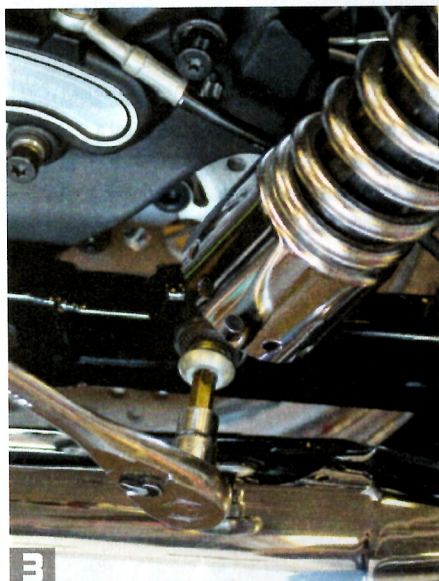




**1** Ron's 2011 Super Glide is jacked up so that the rear wheel is just barely touching the ground.



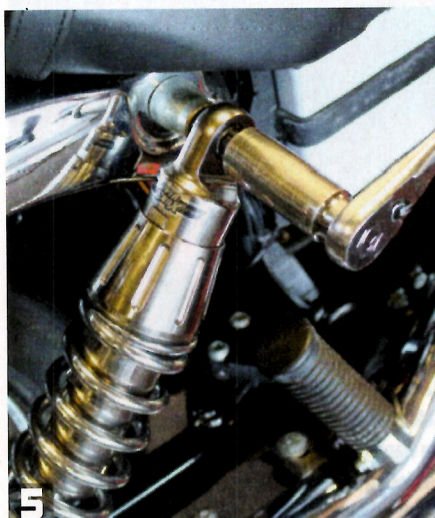
**2** Remove the upper shock mounting bolt using a 3/4" socket.



**3** Remove the lower shock mounting bolt using a T50 Torx on the right side and also a 3/4" wrench on the left side.



**4** Install the new Super Shox top mount with a supplied black spacer on either side of the bracket and a washer on the stock washer on the outside.



**5** Torque the upper shock mounts to 30-40 ft-lbs. with a 3/4" socket and the stock nut.



**6** Install the new Super Shox bottom mounts with a supplied black spacer on either side of the bracket. Use a T50 Torx on the right side and torque to 30-40 ft-lbs.; use a 3/4" wrench and a T50 Torx on the left side.



**7** Adjust preload based on the supplied scale from Super Shox. Ron's setting it at level 1. When his daughter, Olivia, hops on, he'll readjust as necessary.



**8** Now on to the front suspension. Ron already has his handlebar clamp removed and the handlebar sitting on the covered gas tank.



**9** Using a 1-3/8" socket, remove the fork cap. Be careful as the spring is under pressure and will pop up. Press down as you twist to keep it in place.





10

Remove the stock spacer tube.



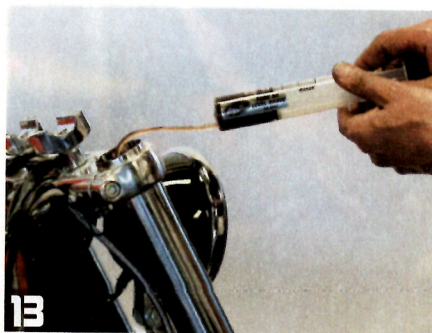
11

Using a long hook tool pull out the stock washer between the spacer and the spring.



12

Use the long hook tool to pull out the stock spring. Hold a rag up against it so that it doesn't drip.



13

Using a fork oil tool, like this one from Motion Pro, pull 60 mL (2 ounces) out of the fork tubes.



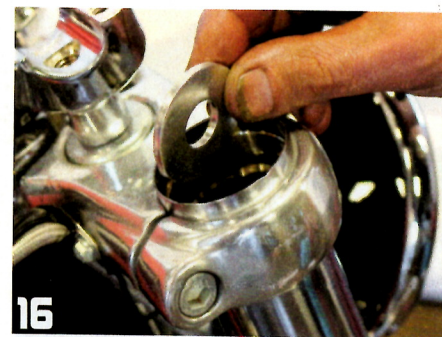
14

Before we drop in the Patriot Suspension system, we wanted to compare it to the stock parts. The Patriot spring is much longer than the stock spring, which means this Dyna is going to have a way more comfortable ride!



15

Drop in the Patriot Springs with the tightly wound coils on the bottom.



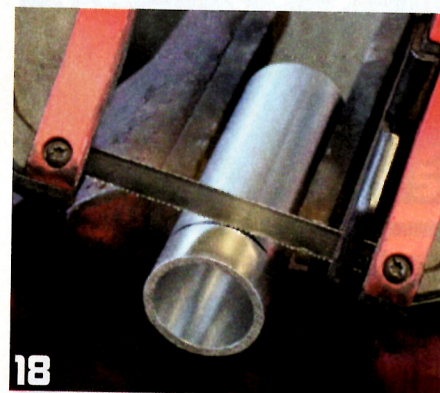
16

Drop in the Patriot washer on top of the spring.



17

Drop in the Patriot spacer tube and mark where it sits flush with the top of the fork. For more aggressive riders who want a stiffer preload, add an additional 1/2", which is about how much gets cut off anyway.



18

Use a handsaw or similar cutting tool to cut a straight line across the spacer tube. Clean it off with a file so no shavings are present, and drop it back into the fork tube.



19

Reinstall the fork cap. Start the threads by hand first to avoid cross threading; use the 1-3/8" socket to torque it to 16-43 ft-lbs.





20

The new Super Shox rear shocks not only add an attractive dose of chrome to this classic Super Glide, but they'll make the ride smoother, too!



21

The Patriot Suspension front springs will add stability and confidence going into corners and will work in tandem with the new rear shocks to provide a comfortable ride. AIG

#### SOURCES

**Patriot Suspension**  
909/373-1973  
PatriotSuspension.com

**Super Shox**  
847/548-SHOX  
SuperShox.com

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