

# How to Lower Your V-Star “the J- Slam”

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Photo's by **timlilje**

If you would like to lower the rear of your V-Star here is how to do it yourself.

Tools Needed:

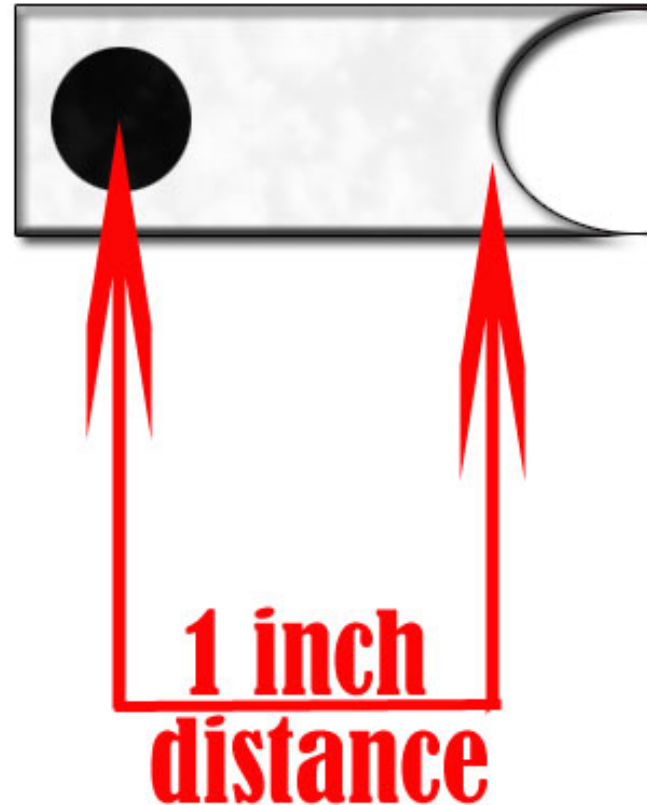
- Electric Drill (1/2" drive)
- Small drill bit (for pilot hole)
- 1/2" Drill bit
- Yamaha V-Star tool kit (Shock Adjustment Tool)
- Towels or blanket to cover tank and fender while working.
- Floor Jack
- Ratcheting Tie Down Strap
- Scissors
- Metric wrenches or sockets
- Centering Hole Punch
- Hammer
- 2 plastic Zip Ties



## Getting Started:

- Remove both side covers and the seat.
- Cover fender and tank to keep from being scratched during the work.
- Set the shock to 3 or 4 depending on weight to be carried. The slam will add tension – increasing pre-load
- Locate the front bolt that holds the mono shock.
- Place a floor jack under the tip of the rear fender and take most of the weight off the rear fender – or – take the weight off of the rear tire with a lift
- Remove the front monoshock bolt

- Cut out a template out of milk jug plastic ----



- Measure one inch forward from the edge of the factory hole to the center of the new hole. Or use the Template you just cut out of plastic (makes it easier)
- Keep the center of the hole about the same distance from the top of the frame as the original hole.



- With a center punch mark the center of the new hole, this will allow you to start drilling here and keep the bit from moving out of position.



Drill with a smaller size bit and then move to ½ inch one to make a hole a half inch in diameter-(take care while drilling make sure you don't drill into the wire bundle).

- Move around the bike and repeat on the other side



- Cut a piece of plastic milk jug approx. 6-8 inches to act as a wire harness protector



- Place milk jug piece over wire harness and zip tie in place – **assure it protects the wire bundle from the Shock spring collar**





- Remove the floor jack from under the tip of the rear fender
- Place a towel over fender and run a ratcheting tie-down strap over the rear fender to the swing arms

- Ratchet the tie-down strap until the head of the shock aligns with the new holes drilled -



- Replace the bolt back through the new hole, since the new hole has no shoulders the bolt will be longer now. If you want you can put washers on each side to compensate, but as long as the shock is snug and tight it is Ok.
- Bolt it all back together and remove the tie down strap– **consider yourself slammed**

