



M109R Lowering Bones Installation

Special thanks to **Delmustator** and **CanadianM109R** from the M109Riders forums for the pictures and instructions.

- [Link](#) to forum post
- [Link](#) to the M019Riders.com/forums

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NOTE: Read the forum discussion at link above. There are some that say the shock doesn't have to be removed. Also, there are a couple other methods of re-assembly, etc. that might prove helpful.



Figure 1

Optional Step: Start by removing the skid plate under the bike before jacking.

NOTE: This is not necessary, but some believe the bike sits more securely on the jack.



Figure 2



1. The side cover comes off first. It has 2 push in connectors on back and a third that the upper trim attaches to. Pull gently until the bottom two release and then push in to release the top one.



Figure 3 (back of the side cover)



(The mounting points for the side cover. Note the trim bolt was removed in preparation to remove the upper side trim.)

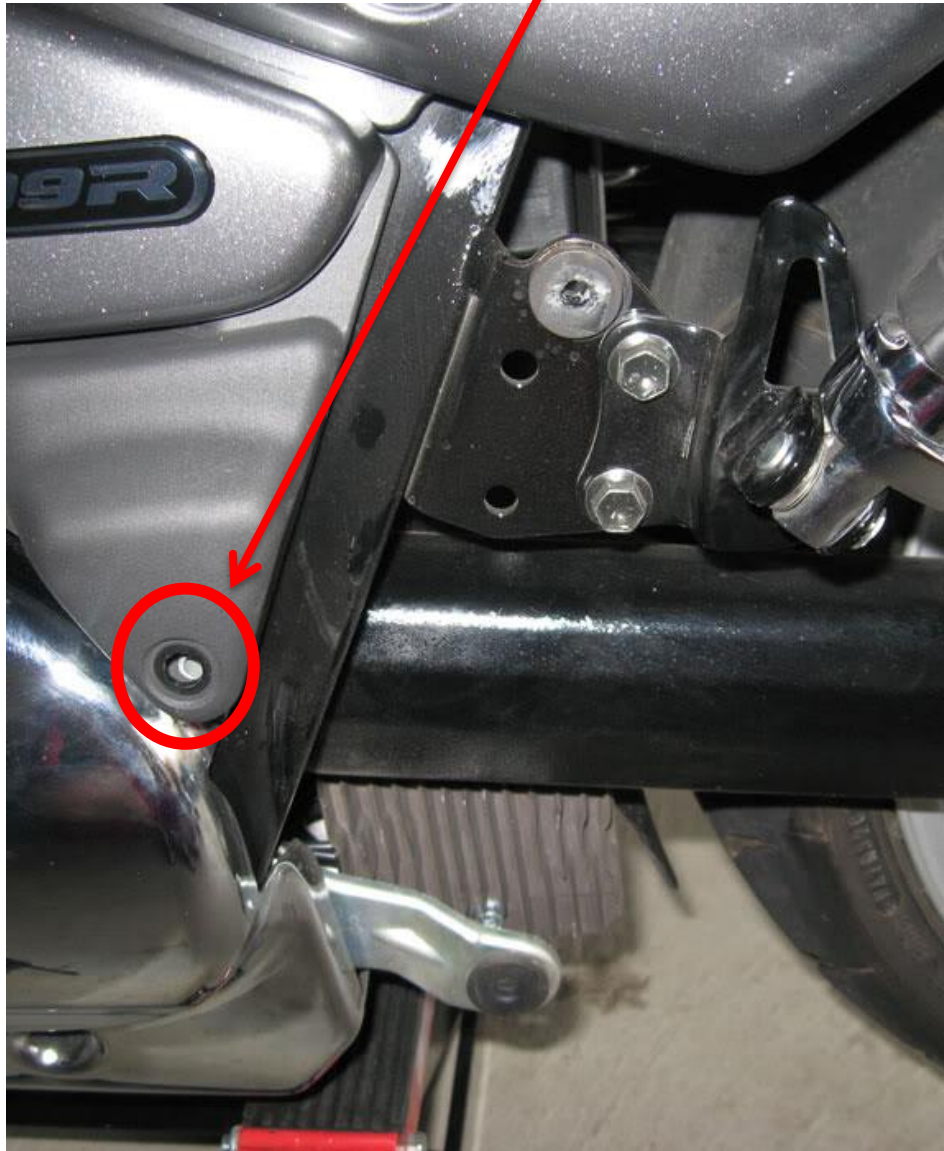


Figure 4



2. Take a small screwdriver, etc. and push the center portion down and this connector will come apart. Here is a pic of the special connector beside the hole it was in.

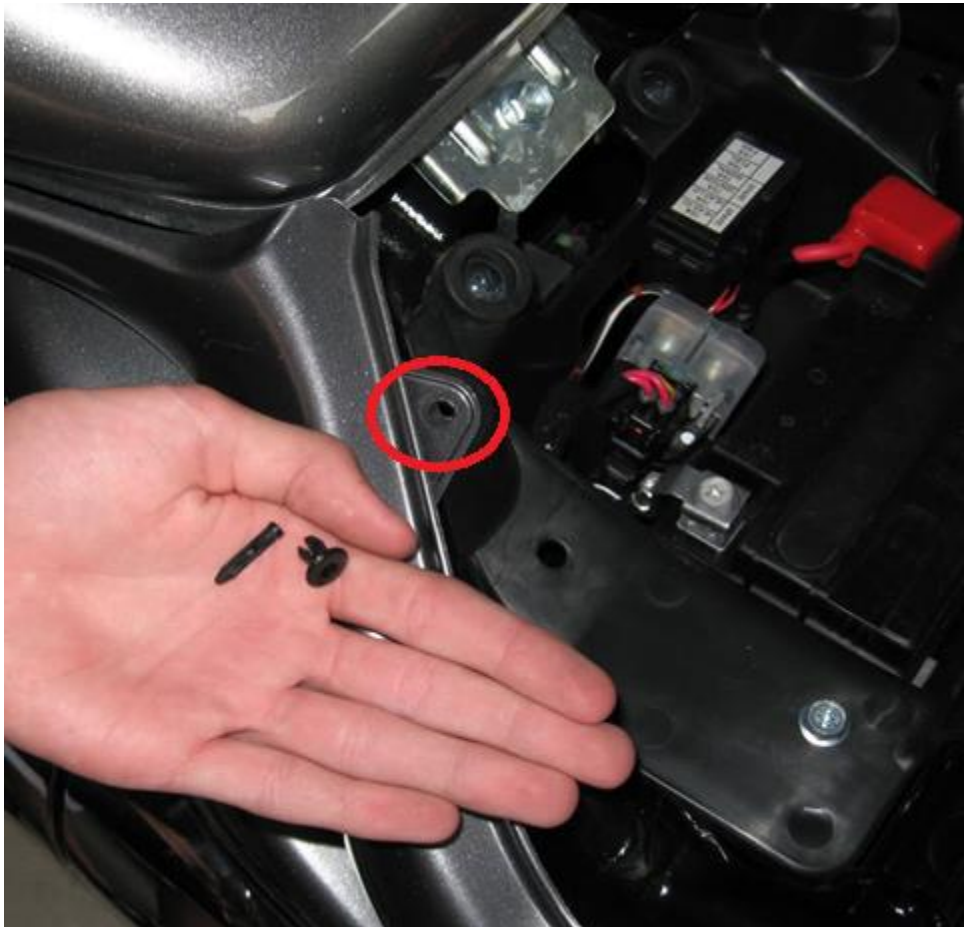


Figure 5



3. Set the side trim on top so you don't have to disconnect the seat release cable.



Figure 6



4. The chrome drive cover needs to come off. It's held on by 2 remaining allen bolts. Remove and set aside. (The other trim bolt was already removed in the previous step (Figure 4))



Figure 7



5. The side cover bracket needs to come off. 2 bolts and set aside.

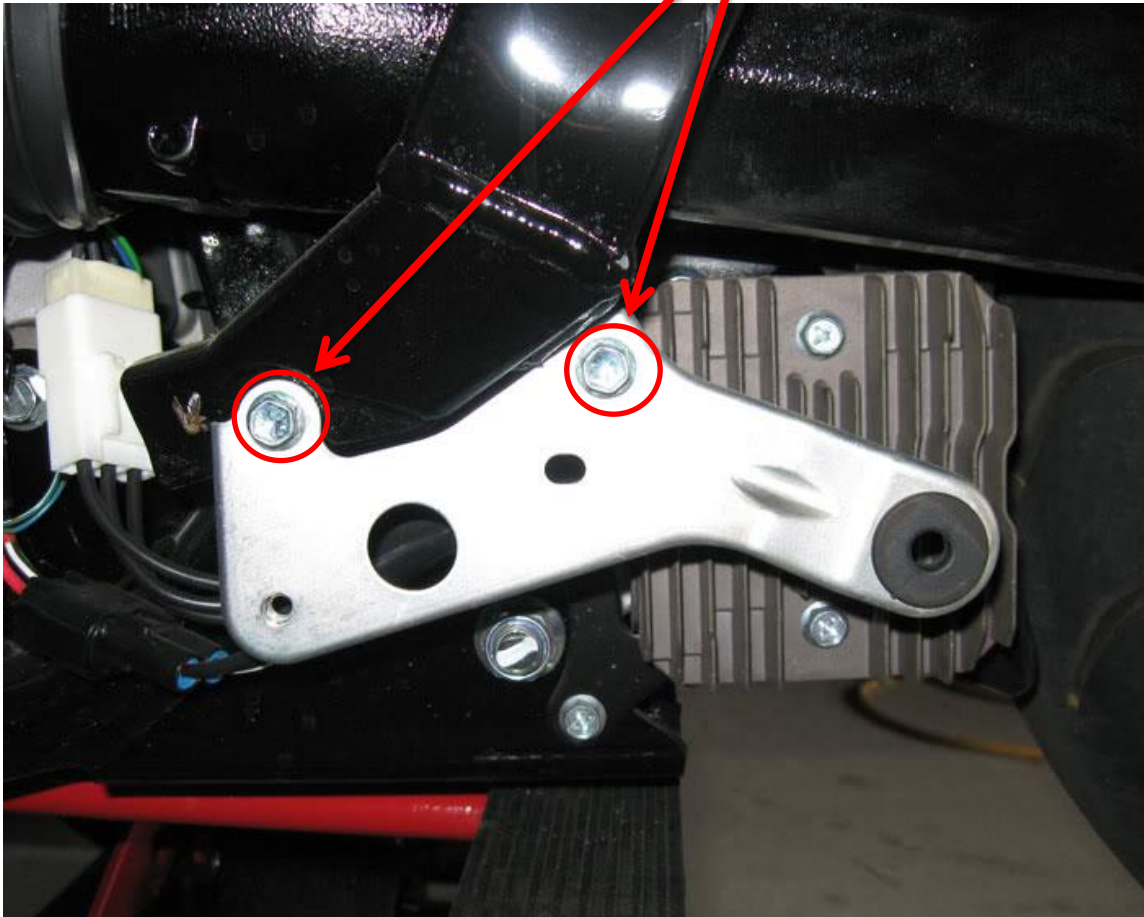


Figure 8



6. Next, you have to take off the "resistor thingie". (Note the 2 connectors which have push in tabs to separate them.)

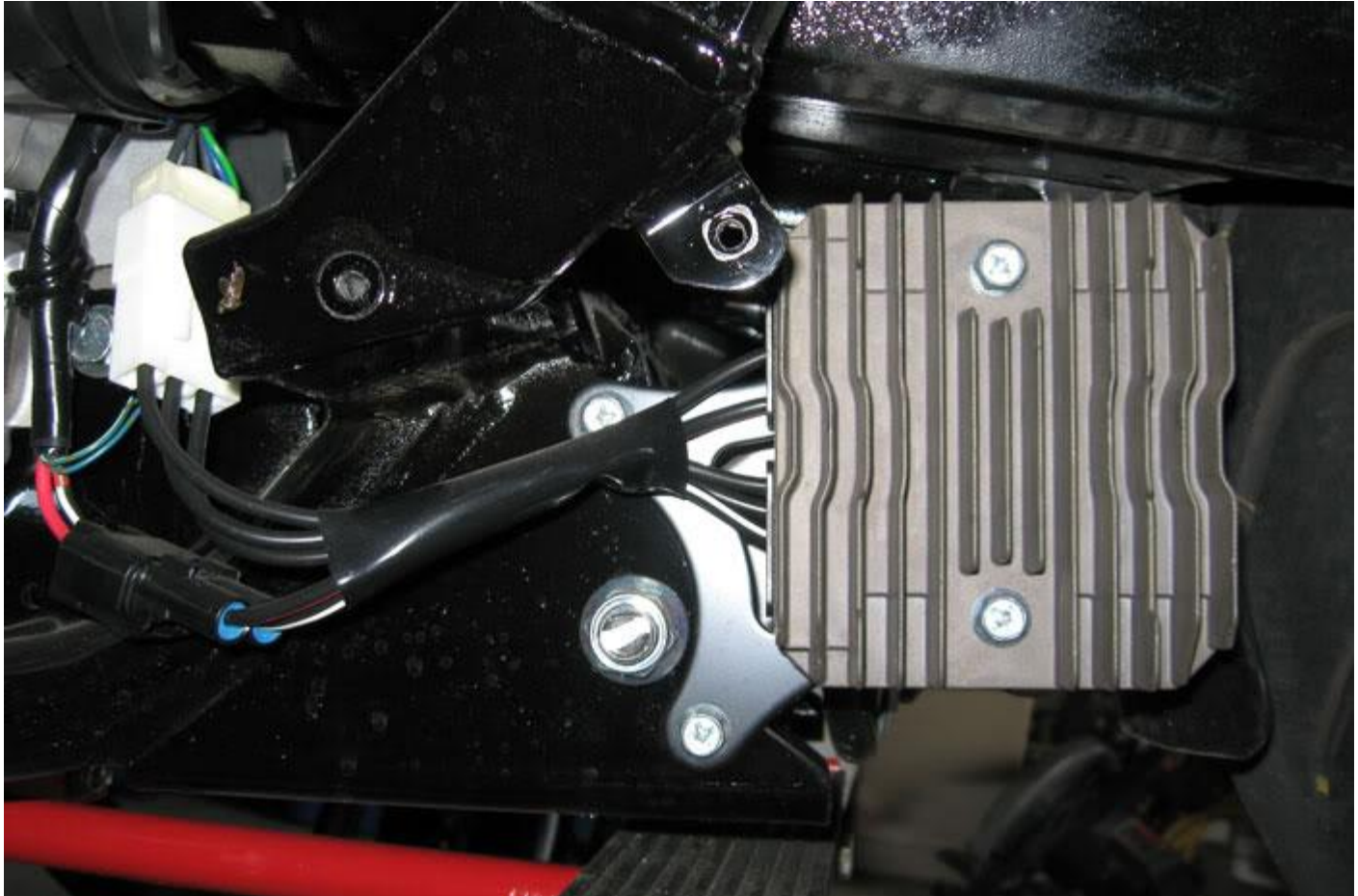


Figure 9



7. Need to remove the "resistor thingie" bracket.



Figure 10



Here are the exposed bones. Remove in the following order.

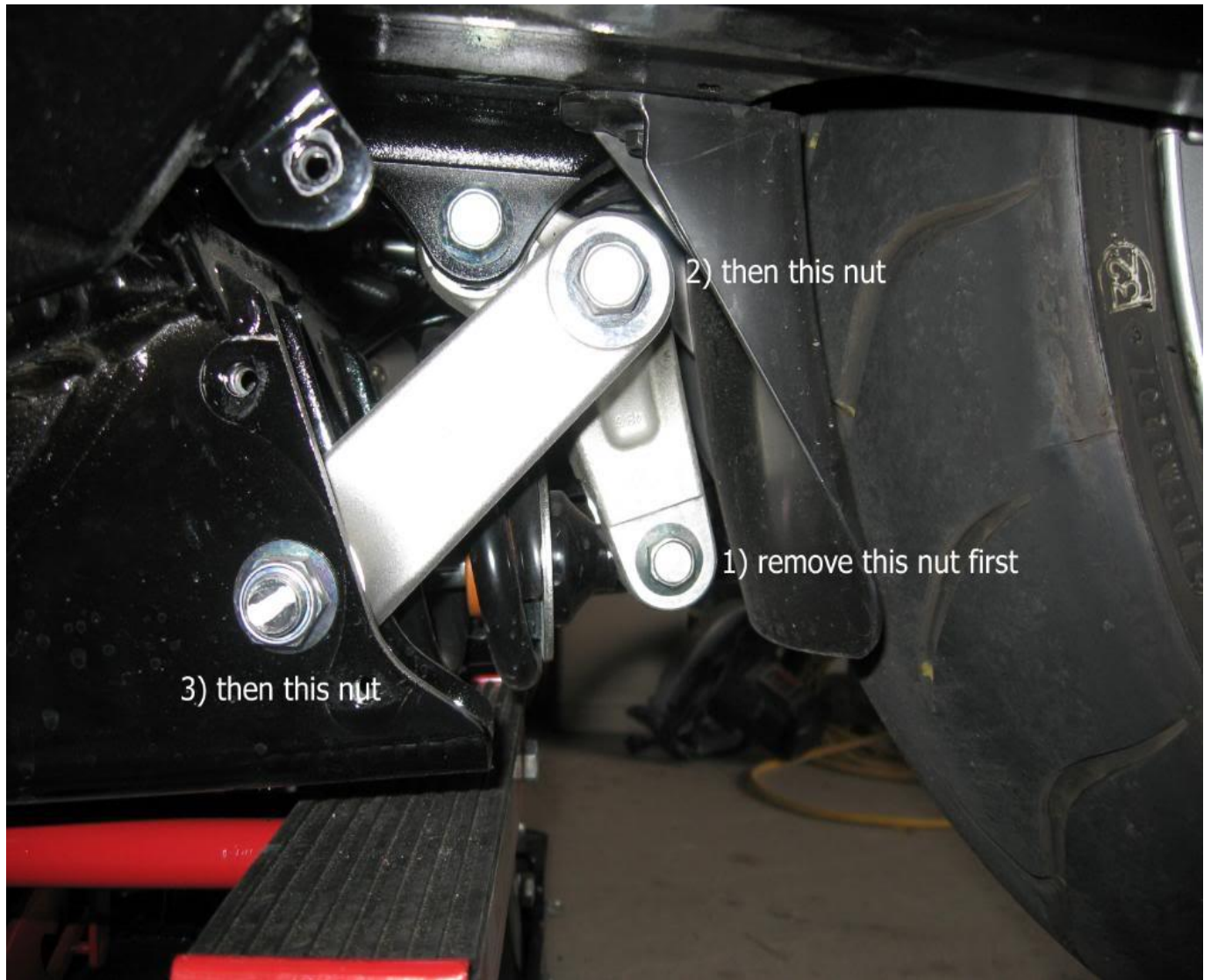


Figure 11



NOTE: You may have trouble with removing the bolt on the right side bone. You can use a ratchet on the far side, a box wrench on the near side and a hammer to give the ratchet a few whacks to unseize this bolt. Be careful not to round off the bolt!!!

Also, note the direction of the remaining bolts. If the shock blocks their removal, try moving the jack farther forward. It will be tight, but they should come out.



Figure 12



The stock bones beside the 2¼" (5.71cm) ones. Don't be alarmed if they are almost the same length.



Figure 13



A picture of the bones installed. Be sure to use high quality grease before installing the original metal sleeve that should slide out of the old bones easily.



Figure 14



Here are the bones installed. Now reverse the disassembly to get everything back together.

NOTE: I also used a trolley/floor jack under the rear wheel to raise/lower the wheel which will align the shock with the bolt hole and allow for easy bolt reinstallation.



Figure 15



Before and After Shot

