

Rear Suspension Adjustments

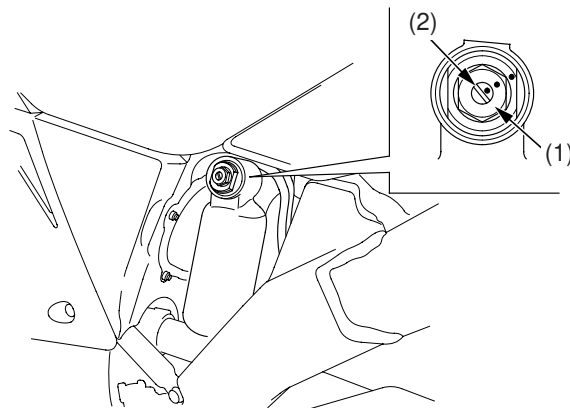
Rear Suspension Damping

Compression Damping

Compression damping may be adjusted in two stages with separate adjusters.

The high speed compression damping adjuster (1) is effective when compression damping adjustment is desired for high speed operation. The low speed compression damping adjuster (2) should be used when compression damping adjustment is desired at relatively low speeds.

- Both the high and low speed compression damping can be increased by turning the appropriate adjuster clockwise.
- Adjust the high speed compression damping adjuster in 1/12 turn increments.



(1) high speed compression damping adjuster
(2) low speed compression damping adjuster

High Speed Compression Damping:

The high speed damping can be adjusted by turning the hexagonal portion of the compression adjuster.

The high speed compression damping adjuster has 3-1/2 turns or more.

To adjust to the standard position:

1. Turn the adjuster clockwise until it will no longer turn (lightly seats). This is the full hard setting.
2. Turn the adjuster counterclockwise 3/4—1-1/4 turns and the punch marks are aligned.

Low Speed Compression Damping:

The low speed compression damping can be adjusted by turning the centre screw of the compression adjuster.

The low speed compression damping adjuster has 13 positions or more.

Turning the adjuster one full turn clockwise advances the adjuster 4 positions.

To adjust to the standard position:

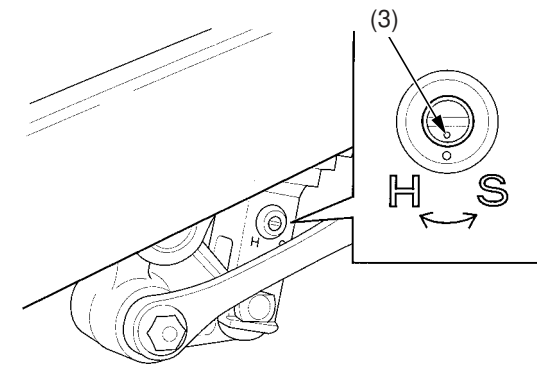
1. Turn the adjuster clockwise until it will no longer turn (lightly seat). This is the full hard setting.
2. Turn the adjuster counterclockwise 10 clicks and the punch marks are aligned.

Rebound Damping

The rebound damping adjuster (3) is located at the lower end of the shock absorber.

It has 17 positions or more. Turning the adjuster one full turn advances the adjuster 4 positions.

- Rebound damping can be increased by turning the adjuster clockwise.



(3) rebound damping adjuster

To adjust to the standard position:

1. Turn the adjuster clockwise until it will no longer turn (lightly seat). This is the full hard position.
2. Turn the adjuster counterclockwise 11—14 clicks with the punch marks on the adjuster and the shock absorber aligned.