

Rear Suspension Adjustments

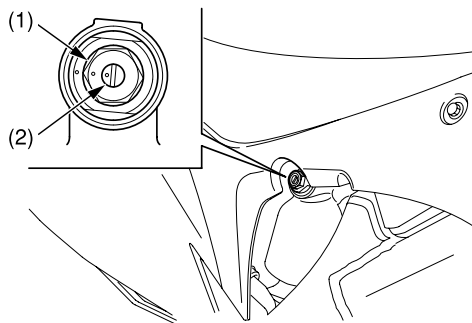
Rear Suspension Damping

Compression Damping

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

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

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



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

High Speed Damping:

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

The high speed damping adjuster has 3 1/2 turn 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 1 3/4 turns and the punch marks are aligned.

Low Speed Damping:

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

The low speed adjuster has 13 positions or more. Turning the adjuster one full turn clockwise advances the adjuster 4 positions.

To adjust to the standard position:

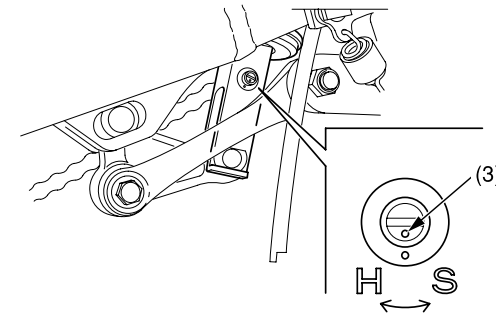
1. Turn the adjuster clockwise until it will no longer turn (lightly seat). This is the full hard setting.
2. Turn the adjuster counterclockwise 8 clicks, and make sure that the punch marks are aligned.

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 6 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 10 clicks, and make sure that the punch marks on the adjuster and the shock absorber are aligned.