

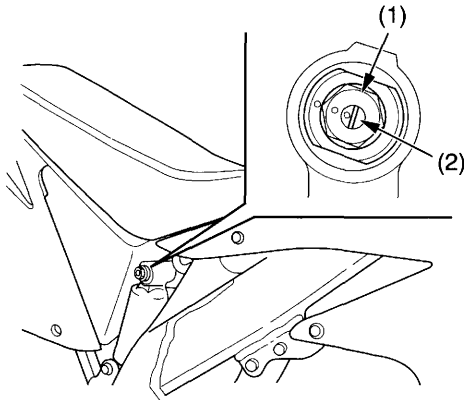
Rear Suspension Damping

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 compression damping can be increased by turning the appropriate adjuster clockwise.
- Adjust the high speed compression adjuster in 1/12 turn increments.
- Be sure the low speed compression adjuster is firmly located in a detent, and not between positions.



(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.

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 1/4 – 1 3/4 (ED, U, CM, IICM type), 1 5/12 – 1 11/12 (DE type) turns and the punch marks are aligned.

Low Speed Damping:

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

The low speed compression adjuster has 13 positions or more.

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

To adjust to the standard position:

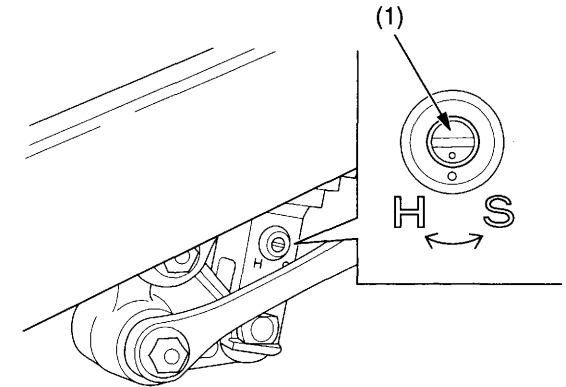
1. Turn the adjuster clockwise until it will no longer turn (lightly seat). This is the full hard setting.
2. Turn the adjuster counterclockwise 9 clicks and the punch marks are aligned.

Rebound Damping

The rebound damping adjuster (1) 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.
- Be sure that the rebound adjuster is firmly located in a detent, and not between positions.



(1) 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 6 – 9 (ED, U, CM, IICM type), 5 – 8 (DE type) clicks with the punch marks on the adjuster and the shock absorber aligned.