

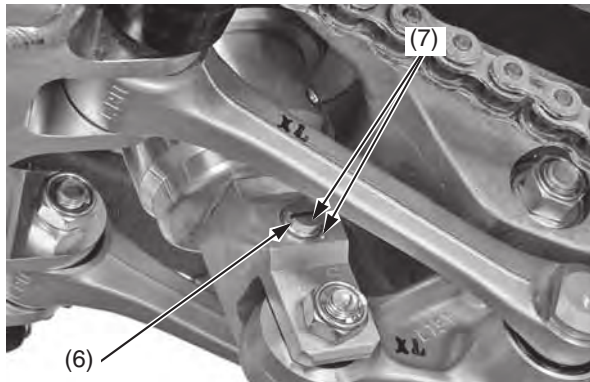
Rear Suspension Adjustments

Rebound Damping

The rebound damping adjuster (6) is located at the lower end of the rear shock absorber.

It has 17 clicks or more. Turning the adjuster one full turn changes the adjuster 8 clicks.

- When adjusting the rebound damping adjuster, make sure to use the proper size tool to avoid damage.
- 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.



(6) rebound damping adjuster (7) punch marks

To adjust to the standard position:

1. Turn the adjuster clockwise (harder) until it will no longer turn (lightly seat). Turn the adjuster counterclockwise (softer) until it clicks. This click is position 1.
2. Set the adjuster 7 to 10 clicks and adjust it until the punch marks (7) on the adjuster and the rear shock absorber are aligned.

Rear Suspension Race Sag (Off-Road Use Only)

Setting the proper race sag (ride height) is very important for off-road use.

Race sag refers to the amount of rear wheel travel used by your motorcycle at rest, ready to ride, with you on the seat. As a general rule of thumb, the race sag dimension should be about one-third of the maximum travel.

On your motorcycle, ride height is changed by adjusting the rear suspension spring pre-load.

Spring Pre-load & Race Sag Adjustment

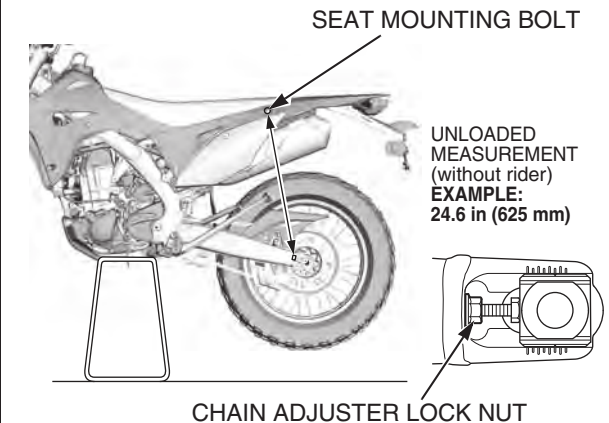
The following adjustment procedure establishes the correct starting point for any suspension tuning — the proper rear suspension spring preload adjustment for your specific needs.

Your motorcycle should be at normal racing weight, including fuel, oil and coolant. You should be wearing all your normal protective apparel. You will need two helpers.

To calculate the proper adjustment, it is necessary to measure between two fixed points — from the center of the seat mounting bolt to the center of the chain adjuster lock nut as illustrated here — for two different situations:

unloaded: motorcycle on an optional workstand with rear suspension fully extended, no rider.
loaded with rider: motorcycle on ground, with rider.

1. Support your motorcycle on an optional workstand with the rear wheel off the ground.
2. Measure the *unloaded* dimension.



3. Measure the *loaded with rider* dimension. Remove the workstand. With two helpers available, sit as far forward as possible on your motorcycle's seat, wearing your riding apparel. Ask one helper to steady your motorcycle perfectly upright so you can put both feet on the pegs. Bounce your weight on the seat a couple of times to help the suspension overcome any situation and settle to a good reference point.