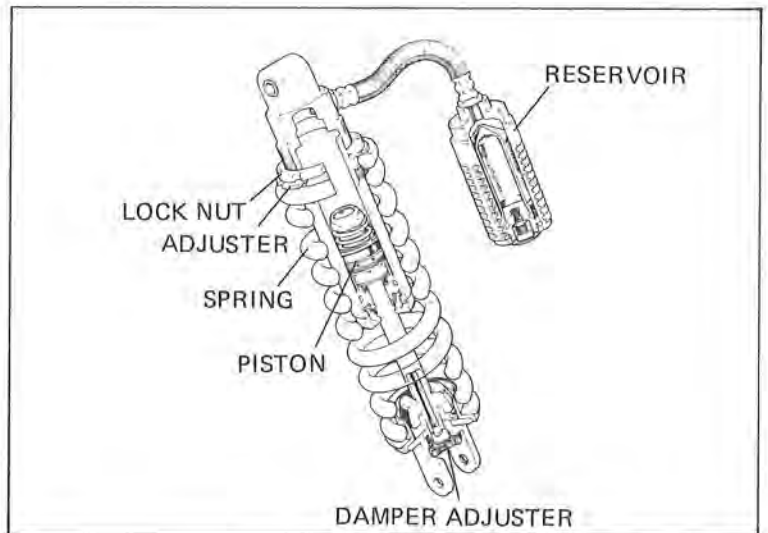




The shock absorber has a finned oil/nitrogen remote reservoir to cool the shock oil and prevent frothing. The nitrogen is separated from the oil with a rubber bladder.

There are four damping adjustment positions and the spring preload can be adjusted softer or stiffer.



OPERATION

As the wheel and swingarm are driven up by bumps, the shock absorber is compressed by the shock arm which is held in a precise arc by the shock link. As wheel travel increases the shock arm rises above the swingarm, proportionately increasing absorber compression.

This provides the required progressive rise rate; the shock absorber moves only about one-fourth of wheel travel at the beginning and moves about one-third of wheel travel near the end.

This graph shows the wheel travel/shock travel ratio through the entire stroke of a XR500R Pro-Link system.

