

INSTRUCTION MANUAL

INTRODUCTION

Y.S.S. (Thailand) Co., Ltd. is thankful to our customer. We welcome your selection of YSS Suspension to be a part of your riding experiences. With our commitment to produce quality products to our customer, you will experience the excellence from YSS WORLD CLASS SHOCK ABSORBER.

BEFORE INSTALLATION

Before installation of your new shock, please check that you have done all of these;

- Proper workspace, even ground and solid stand to lift the rear wheel off the ground.
- All necessary tools are prepared such as C-Spanner and wrench.
- Read the instruction manual.

YSS can not be held responsible for any damage to the shock absorber, vehicle or any injury to persons, if the instructions are not followed exactly. The warranty will not be applied either

INSTALLATION

1. Lift the motorcycle on the center stand or jack, so that the rear wheel is off the ground, and the shock absorber is not under pressure.

2. Remove all necessary parts as seat and body panels to gain access to the rear shock absorber. On some bikes it may be necessary to remove the rear wheel.

3. Remove the OEM shock by loosening the bolts at the top and bottom. Check the movement of the swing arm to ensure smooth and correct operation.

4. Install the bushings to the eyelets of the YSS shock. Place a small amount of grease on the outside of a bush and slide the bush into the rubber eyelet of the shock. Do the same for all remaining eyelets. If your shock comes with bearings, it is not necessary because bushing are pre-installed by the factory.

5. Carefully place the YSS shock in the bike, the same way you removed the OEM shock.

6. Hand tighten the bolts when YSS shock is in place. Take the bike off the center stand to remove any slack in the bushings and tighten the bolts and nuts to spec.

7. For shocks with reservoir on a hose: mount the reservoir in the standard fitting system or use the cushion rubbers and clamps to fix the reservoir in place.

8. Recheck again to make sure that the hose is free, not touching anything and that is not twisted. Nothing on your bike should touch the shock absorber at any time.

9. Make sure that all the bolts are tightened. YSS sticker should always be facing out of the bike with twin-shocks and side mounted mono shock; or to the rear with a center mounted mono shock.

ADJUSTMENT

Depending on the YSS Shock Absorber Model you have Selected, you may have additional adjustments. The Adjustment Codes, T, R, C, W, L Indicate Your Shock Absorber Adjustment Features.

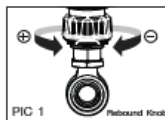
- T = Thread Spring Preload Adjustable
- R = Rebound Adjustable
- C = Compression Adjustable
- W = High-Low Speed Compression Adjustable
- L = Length Adjustable

REBOUND DAMPING

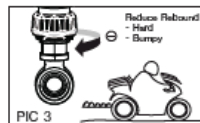
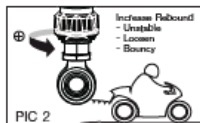
REBOUND ADJUSTABLE

There is a rebound knob at the base of the YSS shock (pic 1). You can adjust rebound to the maximum 30 clicks.

- Turning the knob to the right (clockwise) to increase rebound damping
- Turning the knob to the left (counter clockwise) to reduce rebound damping When you turn the knob, you can hear and feel noticeable "CLICK". It is easy to repeat settings.



- If the bike feels unstable, loose and bouncy then the rebound damping should be increased (pic 2)
- If the bike is hard and bumpy then the rebound damping should be decreased (pic 3).



NOTE!

- Steps of 5-10 clicks are recommended to get into the ball-park before making small adjustments-always take notes.
- Test run on your familiar road to learn how the new setting affected your bike before adjusting the next step.

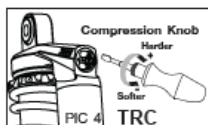
COMPRESSION DAMPING

COMPRESSION ADJUSTABLE

HIGH-LOW SPEED COMPRESSION ADJUSTABLE

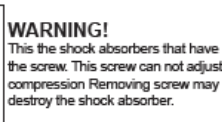
There is a knob to adjust compression damping on the external reservoir. You can adjust compression damping to the maximum 30 clicks as (pic 4)

- Turning the knob to the right to increase Compression damping
- Turning the knob to the left to reduce Compression damping



NOTE!

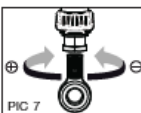
Test run on your familiar road to learn how the new setting affected your bike before adjusting to afford the next step.



ADJUSTMENT OF COMPRESSION DAMPING

- If the bike feels soft and has a tendency to bottom out easily then the compression damping should be increased (pic 5).
- If the bike feels harsh and has hard resilience, over changes in the road, then the compression damping should be reduced (pic 6).

- Shock absorber gives one millimeter (pic7).
- Release lock nut; turn the lock nut to the left with a 24 wrench.
- Turning an end eyelet (O-eye) to the left to increase shock's length.
- Turning an end eyelet to the right to decrease shock's length.
- Tighten lock nut; turn the lock nut to the right with a 24mm. wrench.



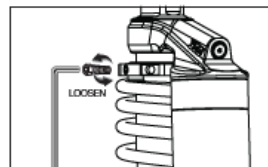
WARNING!

The adjustable end eyelet must not be threaded out more than 10 mm. A drilled marker hole will become visible. Do not extend the eyelet any further than this.

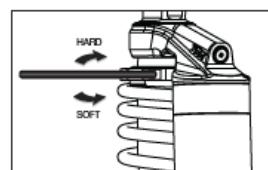
THREADED SPRING PRELOAD ADJUSTER

Pre-load on the spring is adjusted on the basis information of average weight

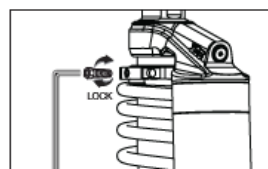
- Using small screw to lock or unlock the spring preload
- Turn worm screw to the left to release lock of the spring preload before adjusting



- Use spanner to turn the to preload to the right for softer or to the left for harder



- Turn worm screw to the right to lock the spring preload



NOTE!

The YSS shock comes with the correct spring and pre-set pre-load