

465 Series Single Shock Supplement for BMW F650GS & Dakar (with Remote Adjustable Pre-Load)

Please read these instructions completely before starting!

Shouldered sleeves with O-rings should already be installed in the shock eye. If not, insert sleeves with O-rings in the top eye (see figure 1).

Check the orientation of the adjuster on the shock body - looking at the top of the shock, the hydraulic line port should be in line with the non-adjustable nitrogen port (see figure 2). If it is not properly oriented, you will need to reposition it. To do this, hold the upper shock eye securely in a vice and carefully rotate the Remote Adjustable Pre-Load adjuster the desired direction. This may be somewhat difficult due to spring tension, and may require slight loosening of the locking ring. Also, the spring, shaft, and lower mount may rotate while repositioning the adjuster. This is OK, just be sure to realign it with the upper mount (also be sure the rebound adjuster on the lower mount is properly oriented as noted below).

Mount the shock & adjuster as you would your stock shock & adjuster per your authorized shop manual (with the rebound adjustment at the bottom) noting the following:

- As you mount the shock, feed the Remote Adjustable Pre-Load adjuster through the same path as the stock line was routed to the same location.
- Do not loosen or attempt to rotate the line between the shock and the adjuster.
- Make sure the shock rebound adjustment is facing the right side of the motorcycle and the non-adjustable nitrogen port is facing forward.
- Tighten shock bolts to the proper torque specifications (refer to your manual).
- Mount the adjuster to the supplied mounting bracket using the supplied M6-1.0X8mm SHCS fasteners and torque them to 80-90 in/lbs (9-10 N-m) as in figure 3. Then mount the bracket and adjuster to the bike in the same location as the stock preload adjuster/bracket using the stock bolts as shown in figure 4. Check banjo-bolt to cylinder clearance and adjust if necessary via tolerances in mounting bracket holes.
- Using the supplied zip-ties, secure the hydraulic line away from any moving parts or heat sources.

To adjust the ride height, simply turn the adjuster knob clockwise to increase the height and counterclockwise to reduce it. See main instructions for procedure of achieving optimum ride height.

Caution: With the adjuster in the lightest/lowest setting (all the way counterclockwise) the installed spring length must never be set shorter than the following lengths, or damage will occur:

- 165mm (6.50") for the 465-5029 (Standard Dakar)
- 154mm (6.06") for the 465-5017 (Standard GS, 1" LOW Dakar)
- 142mm (5.59") for the 465-5018 (1" LOW Standard GS, 2" LOW Dakar)

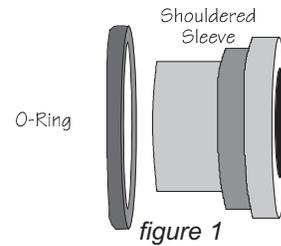


figure 1

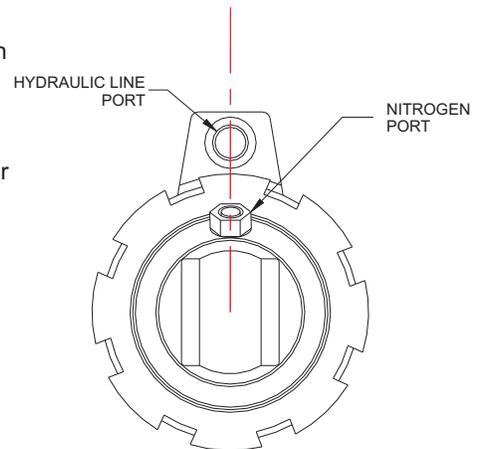


figure 2



figure 3



figure 4