

465 Series Single Shock Supplement for BMW F650GS / F800GS (with Remote Adjustable Pre-Load)

Please read these instructions completely before starting!

Shouldered sleeves with O-rings should already be installed in both the upper & lower shock eyes. If not, insert sleeves with O-rings in the eye(s) (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 at a 180 degree angle from 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 to the desired position. 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 as you would your stock shock per your authorized shop manual (with the rebound adjustment at the bottom) noting the following:

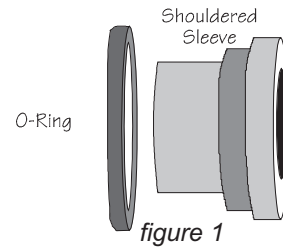


figure 1

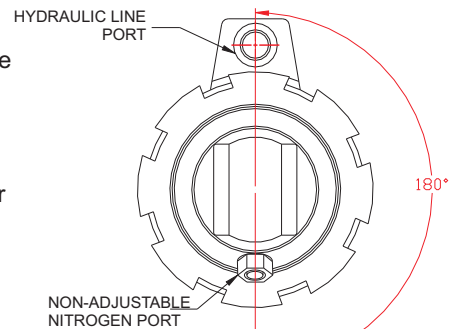


figure 2

- You will need to remove the knob on the RAP adjuster. To do this simply remove the center screw and pull the knob straight off (figure 3).



figure 3

- Remove the two torx screws securing the regulator (right side) and cut the wire-ties that retain the wires to it so you'll be able to route the adjuster line behind it (figure 5).

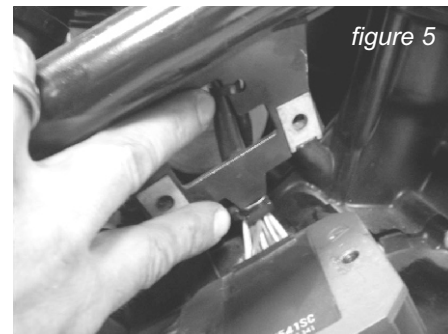


figure 5

- Remove the nut cover on the right-hand inside of the frame (figure 4).



figure 4

- As you mount the shock, feed the RAP adjuster forward and to the right coming out behind the cylinders near the voltage regulator (figure 6).

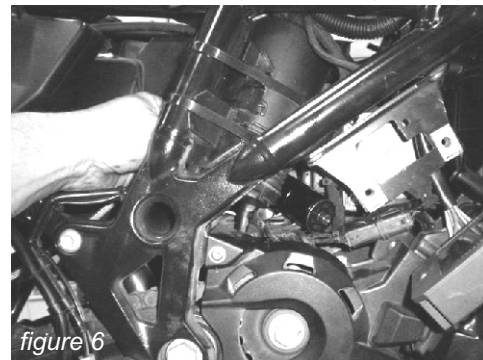
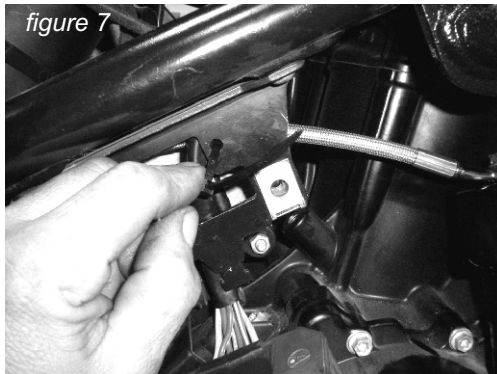
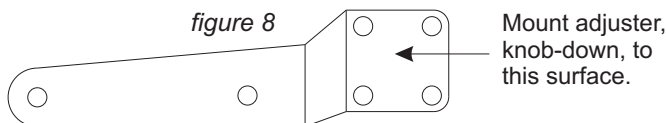


figure 6

- Do not loosen or attempt to rotate the line between the shock and the adjuster.
- Finish mounting the shock as noted in your factory authorized service manual making sure the shock rebound adjustment and the non-adjustable Nitrogen Port are both facing the rear of the motorcycle.
- Tighten shock bolts to the proper torque specifications (refer to your manual).
- Once you've routed the adjuster forward and out near the regulator, running the line behind the regulator wires, use a wire-tie to re-secure the regulator wiring (*figure 7*).
- Reusing the two stock torx screws, mount the supplied bracket and RAP adjuster to the bike sandwiching it between the voltage regulator and the voltage regulator mounting bracket as shown in *figure 10*.



- Orient the supplied mounting bracket with the four hole pattern on the right and angling slightly upward as illustrated below (*figure 8*). Mount the adjuster (knob down) to that face on the mounting bracket using the supplied M6-1.0X8mm SHCS fasteners and torque them to 80-90 in/lbs (9-10 N-m). Also reinstall the adjuster knob, apply a drop of thread-locking agent to the center screw, and torque it to 50 in/lbs (5.65 N-m).



- 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:

F650GS:
182mm (7.17") for the 465-5032 (Standard)
172mm (6.79") for the 465-5033 (1" LOW)

F800GS:
204mm (8.03") for the 465-5021 (Standard)
197mm (7.76") for the 465-5022 (1" LOW)

- As you mount the adjuster bracket, be sure the line is routed behind the regulator wiring as shown (*figure 9*).

