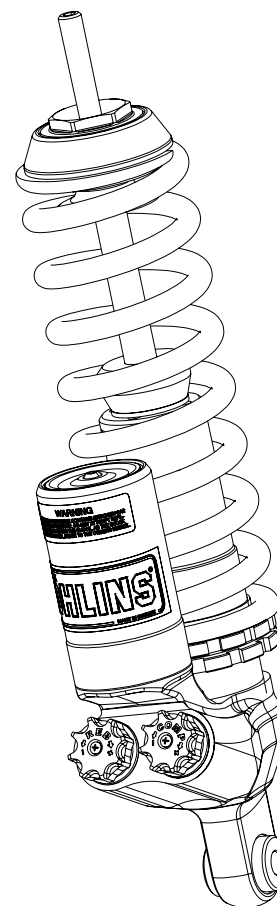
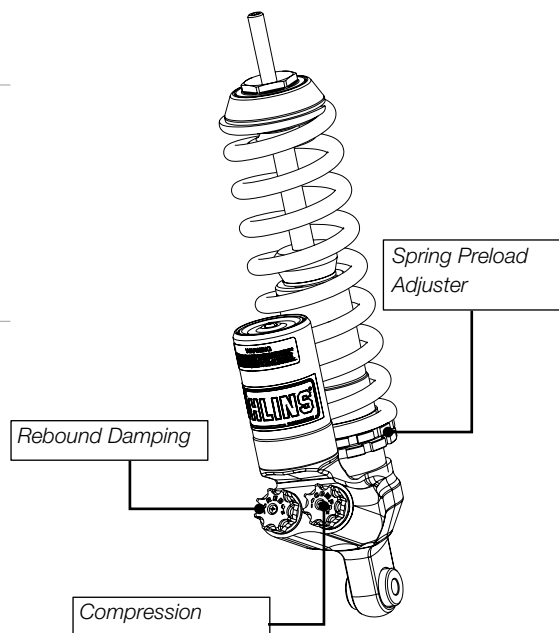


Adjustments

⚠ Warning!

Before riding, always make sure that the basic settings made by Öhlins are according to recommended Set-up Data. Read about adjustments and setting up in the Öhlins Owner's Manual before you make any adjustments. Contact an Öhlins dealer if you have any questions about setting up the shock absorber.



Before installing this product, check the contents of the kit. If anything is missing, please contact an Öhlins dealer.

Kit Contents

	Part No.	Pcs.
Shock Absorber	BM677	1
C-spanner	00710-05	1
Öhlins Sticker	00192-01	2
Memo Notes Sticker	01180-01	1
Owner's Manual	07242-01	1

Please note that during storage and transportation, especially at high ambient temperature, some of the oil and grease used for assembling may leak and stain the packaging. This is in no way detrimental to the product, wipe off the excessive oil/grease with a cloth.

⚠ Warning!

Before installing this product, read the Öhlins Owner's Manual. The shock absorber is an important part of your vehicle and will affect the stability.

Set-up Data

Recommended set-up

Compression	12 clicks
Rebound	12 clicks
Spring Preload	10 mm

Free sag and ride height

R1 - R2	20 mm
R1 - R3	55 mm
F1 - F2	42 mm
F1 - F3	51 mm

Shock absorber data

Length	340 mm
Stroke	90.5 mm

👁 Read about Free Sag and Ride height in the Öhlins Owner's Manual.

👁 Öhlins products are subject to continuous improvement and development, therefore, although these instructions include the most up-to-date information available at the time of printing, minor updates may occur.

To find the latest information contact your Öhlins distributor. Please consult your Öhlins dealer if you have any questions regarding the contents in this document.

Part no. BM677_0
Issued 2012-01-05



Shock Absorber for BMW R1200 GS, Front **BM 677**

Mounting Instructions

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Warning!

It is advisable to have an Öhlins dealer install the shock absorber. Especially if the motorcycle is equipped with ESA shock absorber system.

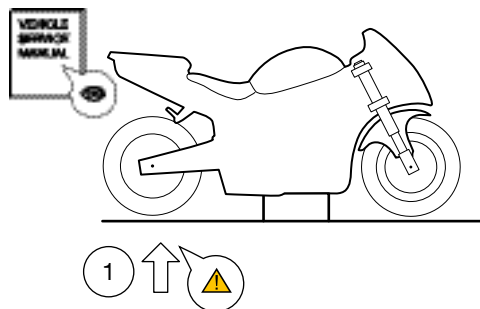
When installing, read the Vehicle Service Manual.

1

Put the motorcycle on a workstand so that the rear wheel barely touches the ground. The swing arm must be free so that the suspension is unloaded.

Warning!

Make sure the vehicle is securely supported so that it will not tip.



2

Remove the seats.

3

Loosen the side fairings and lift them off the bike so that the fuel tank can be reached.

Note!

The fairings have three quick mounts on each side. The mount towards the front is can be loosened from the inside.

4

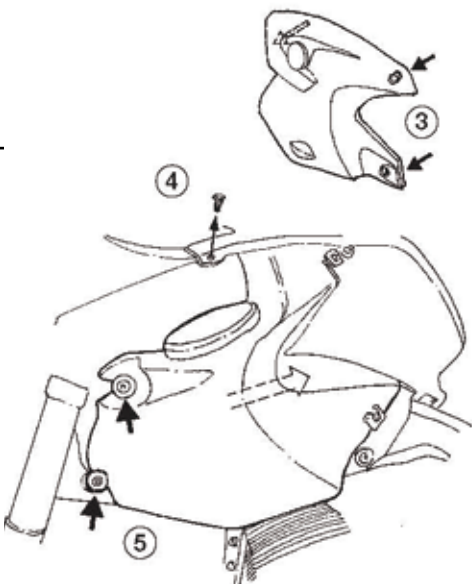
Remove the screws holding the front and tank fairings together.

5

Loosen the fuel tank (two screws on each side) and pull it towards the rear, so that the upper shock absorber attachment can be reached.

Note!

If the motorcycle has the ESA shock absorber system; Remove the five bolts that hold the ESA shock absorber system bracket. It may be necessary to loosen the main bolt to the lower suspension link so that the original shock absorber can be replaced. Disconnect the electrical connectors from the ESA shock absorber system and make them safe from contact with water.



6

Remove the plastic engine front cover (belt guard) to make the front shock removal and installation easier.

If there is a standard or adventure crash bar installed, the center, lower left, and right hand parts needs to be removed.

7

To remove the original shock absorber; first, loosen the lower bracket, then the upper one. The lower bracket can be reached from the front of the vehicle.

Note!

Before installing the Öhlins shock absorber clean the vehicle thoroughly.

8

Remove the original shock absorber.

Note!

Lower the motorcycle so that the shock absorber is slightly compressed, before tightening the screws.

9

Install the Öhlins shock absorber. First install the upper attachment, then the lower one. Use the original rubber mounts to the upper bracket.

10

Reinstall the fuel tank, sidefairings and seats.

Caution!

Make sure that all screws are tightened to the correct torque and that nothing fouls or restricts movement of the shock absorber when the suspension is fully compressed or extended.