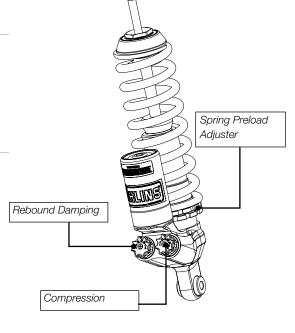
Adjustments

▲ 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.



Set-up Data

Recommended set-up

Comression 12 clicks R1 - R2 34 mm Rebound 12 clicks R1 - R3 Spring Preload 10 mm F1 - F2

Shock absorber data

Length 350 mm Stroke 100.5 mm Free sag and ride height

69 mm 41 mm F1 - F3 54 mm

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

Ohlins 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. BM679 0

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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 | BM679 | 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.

Marning!

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.

Shock Absorber for **BMW R1200 GS ADVENTURE, Front**

BM 679

Mounting Instructions



How to Install How to Install

▲ 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!

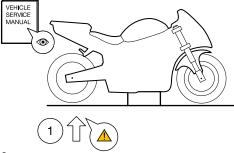
Make sure the vehicle is securely supported so that it will not tip.

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.



2

Remove the seats.

3

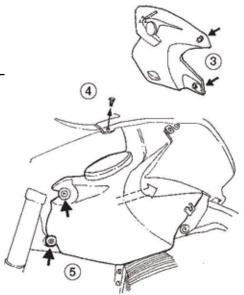
Loosen the side fairings and lift them off the bike so that the fuel tank can be reached.

O Note!

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

4

Remove the screws holding the front and tank fairings together.



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 sligthly 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.

2