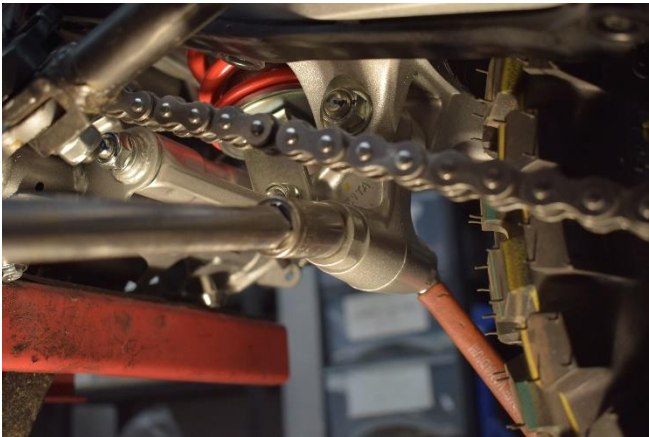


CRF300L& RALLY SHOCK FITMENT – LEVEL 1 & 2
CRF 250L & RALLY SHOCK FITMENT – LEVEL 1 & 2
RRP 758 / RRP 759

NOTE: BEFORE COMMENCING WORK ON THE CONVERSION, TAKE TIME TO READ THE INSTRUCTIONS FULLY BEFORE COMMENCING WORK. ALL WORK CAN BE CARRIED OUT BY A COMPETENT MECHANIC, BUT IF YOU ARE UNSURE, PLEASE CONTACT US OR A MECHANICAL PROFESSIONAL.

KEEP ALL PARTS THAT ARE REMOVED, AS IT IS POSSIBLE TO REMOVE OUR KITS AND RETURN THE BIKE TO STANDARD, IF REQUIRED

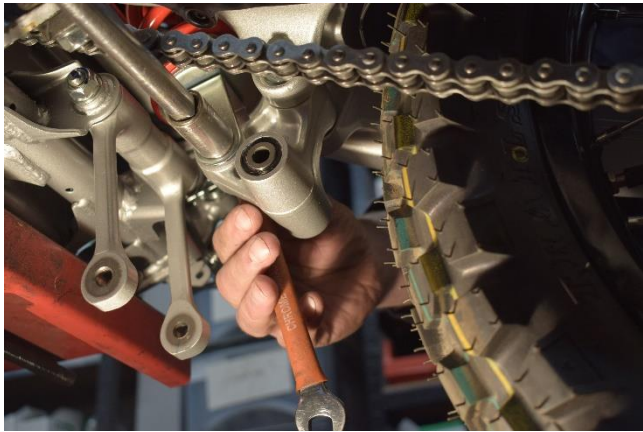
1. Put motorcycle on suitable centre stand, so that the rear wheel is slightly off the ground.



2. Using 17mm socket from left side, and 14mm spanner on head of bolt on right, undo the nut and remove the long bolt holding the dog bone link to the knuckle joint.



3. Lift the rear wheel up so that the swinging arm is horizontal, and secure with a strap or a block under the wheel. This will aid in removing and replacing the shock later.



4. Using 17mm socket from the left side, and 14mm spanner on the right, undo the nut and remove the lower shock bolt, discard both bolt and nut.



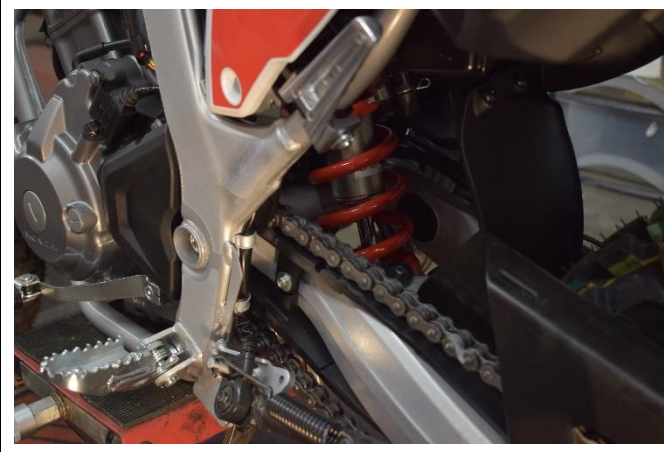
5. Using 17mm socket from left side, and 17mm spanner from the right undo the nut and remove washer. Then remove knuckle joint bolt and remove the knuckle joint from swinging arm.



6. For CRF300L & RALLY: Using 17mm socket from left side, and 14mm spanner on right undo the nut and remove washer.

For CRF250L & RALLY: Remove battery, and then using 17mm open ended spanner from left to hold the top shock mounting nut and undo the bolt from the right side with a 14mm socket.

NOTE: Take care when removing washer not to drop / lose it under the seat.

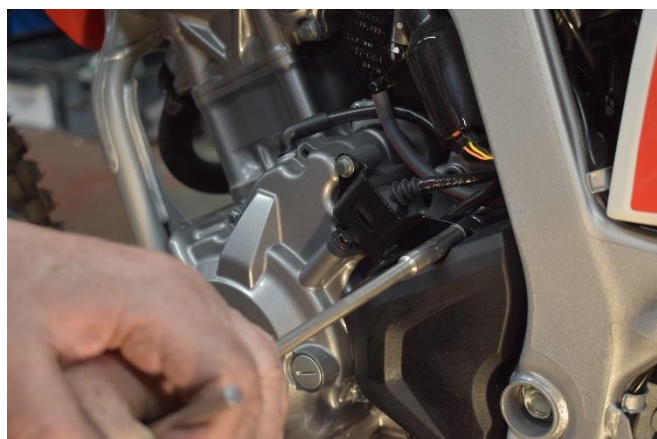


7. Remove top bolt and lower shock out and under the swinging arm.

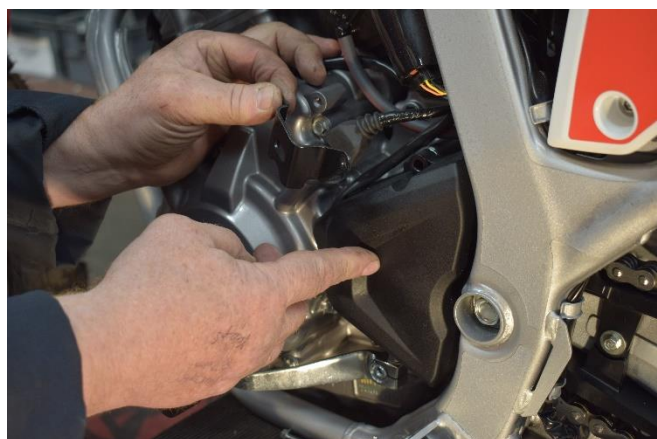
NOTE: It is now worth removing the 3 bushes from the knuckle joint and packing the needle roller bearings with grease. These are often dry from the factory, then replace 3 bushes and check for free movement.

For Hydraulic Preload Adjuster option shock: (EURO 5 MODELS ONLY) -European Countries

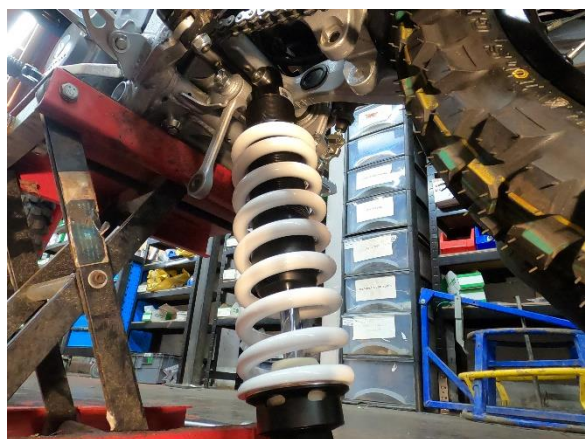
If not applicable to your shock, skip to instruction 17.



8. Remove both sprocket cover screws with 8mm socket, and the screw holding the black metal sensor cover to engine.

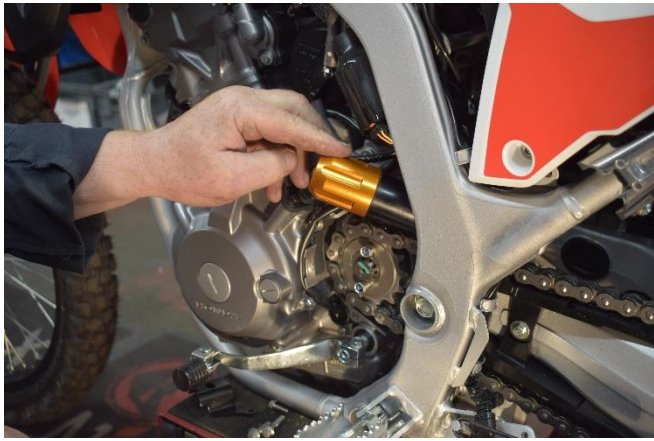


9. Remove the screw to the left of the sensor cover, and discard.



10. Insert new shock with HPA fitted into the swinging arm area of the bike, ensuring the flat face on the top preload nut is facing towards the front of the bike.

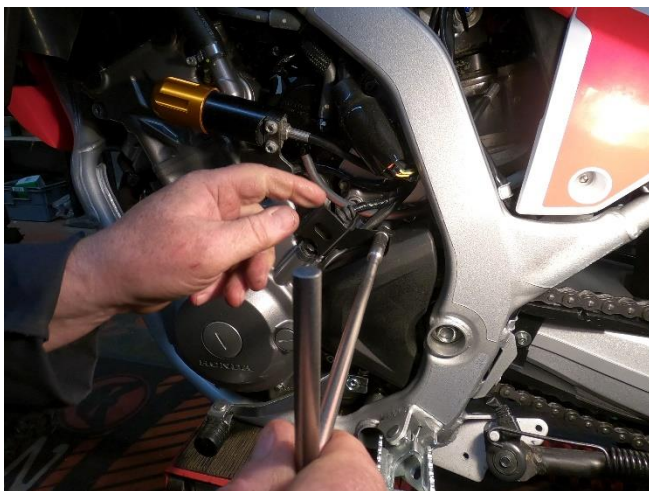
NOTE: It is vital that the flat face on the preload ring faces towards the front of the bike.



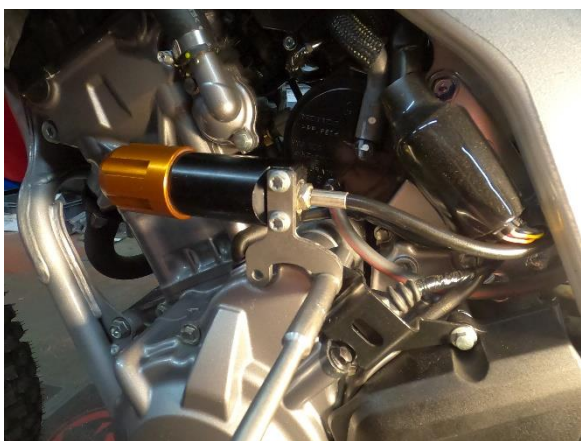
11. Feed the adjuster handle and mounting bracket through the space above the gearbox sprocket, and into the mounting position. At the same time lift and support the rear shock up into the bike.



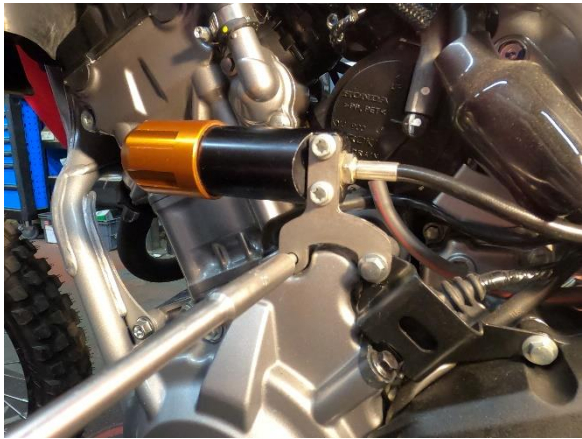
12. Once the adjuster handle is through, push the shock up and insert the top shock bolt from the right, with a small amount of grease applied.



13. Replace the plastic sprocket guard, fit lower screw then upper screw with black metal sensor cover, tighten loosely.



14. Fit handle adjuster to engine casing and insert rear adjuster bracket screw on top sensor cover with original screw.



15. Insert new M6 x 45 screw, with 10mm long spacer between underside of bracket and engine casing and tighten loosely.



16. Check routing of hose and position of adjuster handle, then tighten all M6 screws fully.

For Hydraulic Preload Adjuster option shock:)

Non-European Countries

If not applicable to your shock, skip to instruction 17.

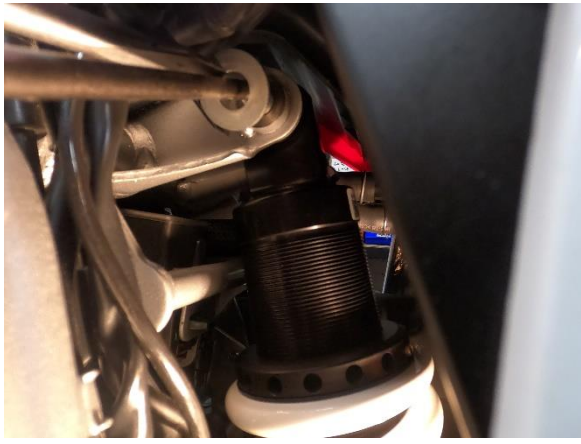
Shock fitting continued:



17. Place new shock into swinging arm area, with damping adjuster control facing the right side (away from the chain), this will make adjustment easier.



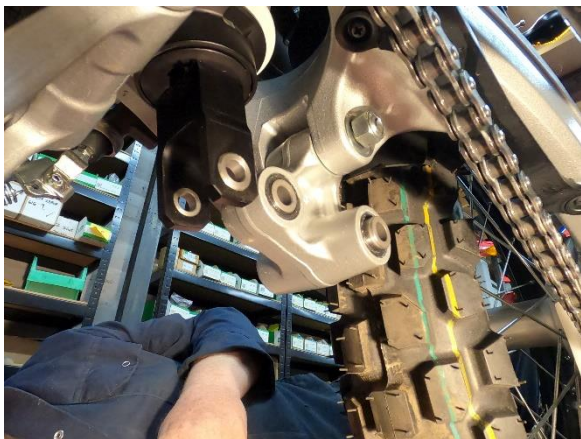
18. Push up shock into top mount, then insert bolt from right, with a small amount of grease applied. Hold with 14mm socket.



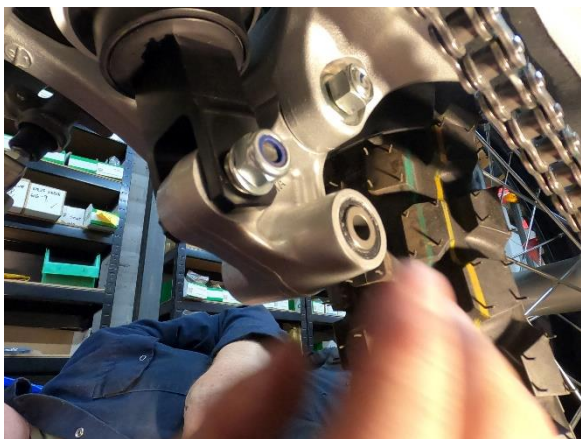
19. Place washer onto a long allen key or screw driver, then place the tip on the threaded end of the bolt, use another small tool to push the washer onto the bolt. Alternatively use a small telescopic magnet to secure the washer to the thread.



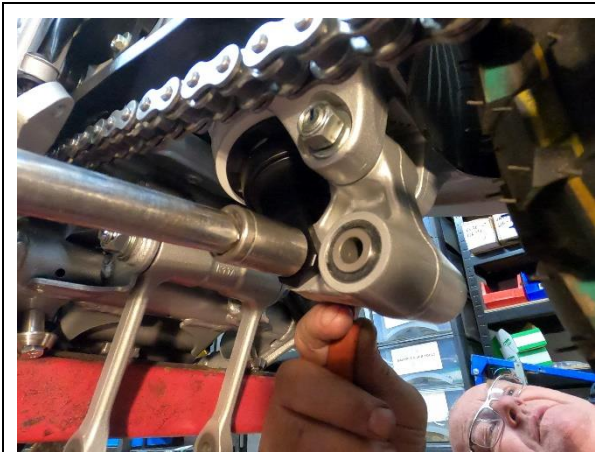
20. Use a 17mm socket to replace the nut on the top bolt, and tighten slightly.



21. Replace knuckle joint into the swinging arm, using the largest bolt from the left. Then place large washer onto bolt and replace large nut. Tighten slightly.



22. Fit new M10 bolt and single washer from left into the bottom of the shock fork, whilst aligning it the knuckle joint. Sometimes it is required to rotate the fork slightly to get the alignment correct. This can be done using a small bar or long allen key through the bushes of the shock fork.

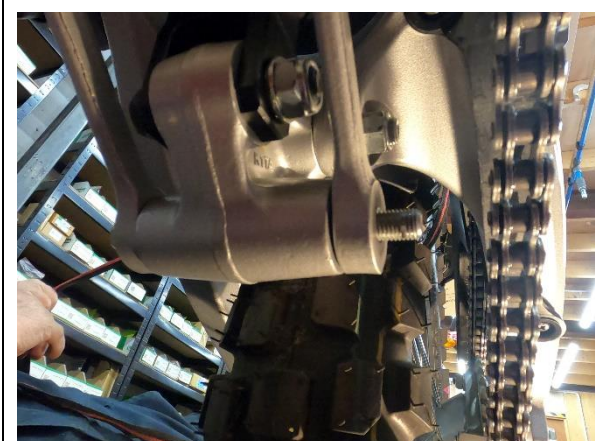


23. Push new M10 bolt (with washer) through, and fit remaining washer and nyloc nut from the left, tighten slightly.



24. Torque securely all 3 bolts.

Top & bottom shock bolts to 32ft/lb (44nm)
Swinging arm knuckle joint to 44 ft/lb (60nm)



25. Pivot dog bone linkage up to knuckle joint, you may need to raise or lower the swinging arm to get alignment. Then replace long bolt from right with a small amount of grease.

Fit nut from left then tighten and torque to 32 ft/lb (44nm)

26. FOR CRF300 RALLY: Replace side panels

FOR CRF2500L & RALLY : Replace battery and side panels.

27. Remove motorcycle from stand and push down on seat to check for free movement of new shock absorber.

