

INSTRUCTION SHEET

Buell
AMERICAN MOTORCYCLES

-J01716

Kit Numbers 93925Y, 93929Y and 93930Y

REV. 6-23-99

CUSTOMER SHOCK ABSORBER ADJUSTMENT INSTRUCTIONS

General

These instructions explain how to adjust shock absorbers for the following Buell motorcycle kits:

Kit Number	Fitment
93925Y	S1, S1W, M2
93929Y	S2, S2T
93930Y	S3, S3T

Installation

- See Figure 1. Check and adjust rear shock preload.
 - With rider seated on motorcycle, the preload is determined by measuring the distance between the centers of the front and rear shock eye and adjusting until the measurement is within specification.
 - See below for optimum preload measurements:
S1/S1W/M2 Models: 17-17.4 in. (434-442 mm)
S2/S2T Models: 16.9-17.2 in. (430-438 mm)
S3/S3T Models: 16.9-17.2 in. (430-438 mm)

NOTE

All measurements must be taken with rider seated on motorcycle. Riders with passenger at or near GVWR may exceed optimum preload adjustment.

- See Figure 2. To adjust shock preload, loosen the locknut and turn the preload adjuster at the end of the shock to move canister towards front or rear of motorcycle. When finished, tighten locknut to 22-29 ft-lbs (30-40 Nm).
 - Turn adjuster counterclockwise (move canister towards rear of motorcycle) to **increase** preload.
 - Turn adjuster clockwise (move canister towards front of motorcycle) to **decrease** preload.

NOTE

• See Figures 2 and 3. To adjust rear shock to maximum damping setting, use screwdriver to turn slotted dial on appropriate adjuster clockwise until it stops. This is the maximum damping setting.

• See Figures 2 and 3. To adjust rear shock to factory recommended settings, turn dial counterclockwise from maximum damping the amounts shown in Steps 3 and 4 to align the reference marks. This is the factory recommended setting.

- See Figure 2. Set compression damping using the slotted dial on the shaft at the end of the shock. New factory setting is as listed below:

S1/S1W/M2 Models: full damping minus 1 turn.
S2/S2T Models: full damping minus 1/2 turn.
S3/S3T Models: full damping minus 1 turn.

- See Figure 3. Set rebound damping using the slotted dial on the remote reservoir at the front of the shock. New factory setting is as listed:

S1/S1W/M2 Models: full damping minus 1/2 turn.
S2/S2T Models: full damping minus 1/2 turn.
S3/S3T Models: full damping minus 1/2 turn.

NOTE

• When preload is increased, both compression and rebound damping should be increased. If preload is decreased, both compression and rebound damping should be decreased.

• Compression adjustment has an effect on the low speed rebound damping as well.

