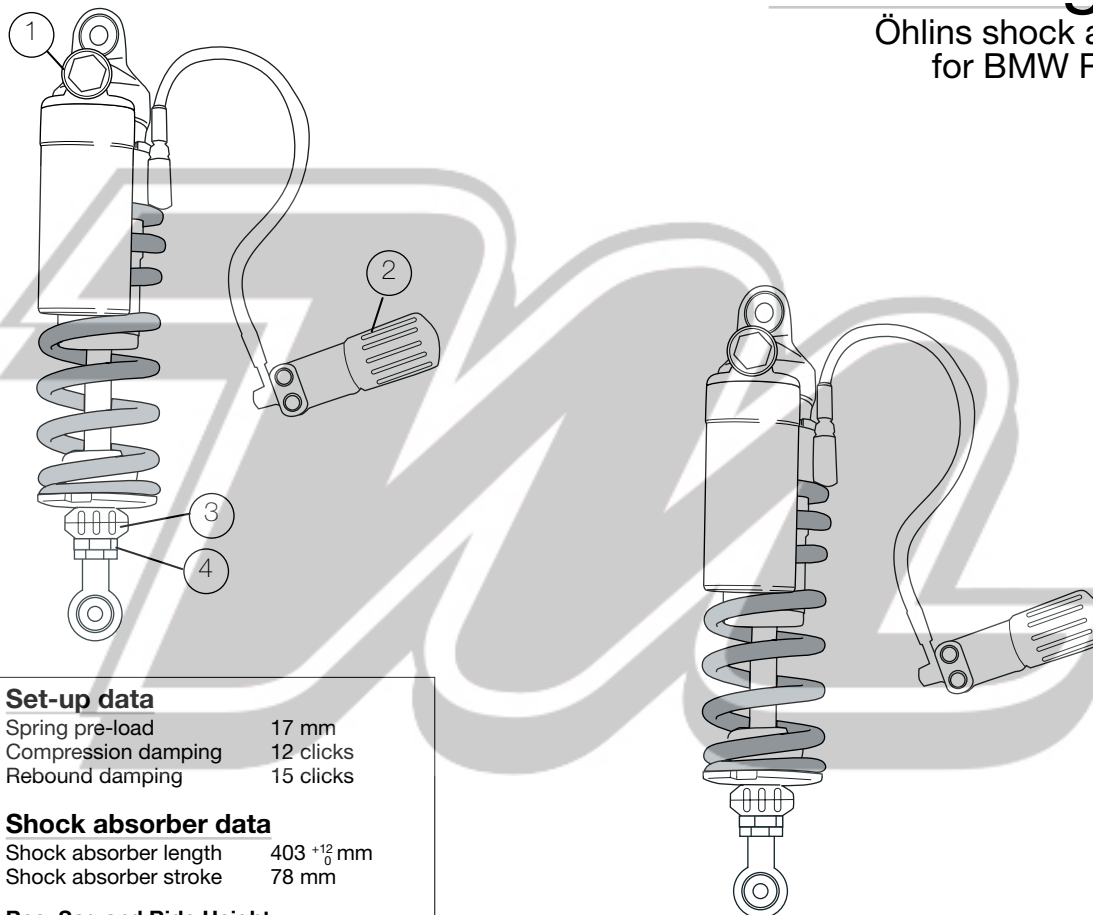
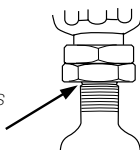


Adjustments

- 1 **Compression Damping Adjuster**
Adjust by turning the knob on top of the reservoir. Turn clockwise to increase damping, turn counter clockwise to decrease it.
- 2 **Spring Preload Adjuster**
Adjust by turning the knob on the hydraulic adjuster. Turn clockwise to set the spring preload. Turn counter clockwise to release it.
- 3 **Rebound Damping Adjuster**
Adjust by turning the adjuster wheel at the bottom of the piston rod. Turn clockwise to increase damping, turn counter clockwise to decrease it.
- 4 **Length Adjuster**
Adjust by turning the end bracket. Tighten the lock nut to lock the position.

Maximum length when the groove is visible.



Set-up data

Spring pre-load	17 mm
Compression damping	12 clicks
Rebound damping	15 clicks

Shock absorber data

Shock absorber length	403 ⁺¹² / ₀ mm
Shock absorber stroke	78 mm

Rec. Sag and Ride Height

F1 - F2:	40-50 mm
F1 - F3:	55-65 mm
R1 - R2:	5-15 mm
R1 - R3:	25-35 mm

☞ Read more about sag and ride height in the Öhlins Owner's Manual.

NOTE!

Read more about sag and ride height and different settings in your Öhlins Owner's manual.

BM 543_6, issued 20091103

Mounting Instruction

Öhlins shock absorber kit BM 543
for BMW R1200 GS - Rear

Kit Contents

Before installing the shock absorber, please check the contents of the kit. If anything is missing, please contact your Öhlins dealer.

Description	Article no.
Shock absorber 46PRCLQS	BM 543 (1)
Screw MC6S 6x16	01046-01 (2)
Screw MC6S 8x16	01046-22 (1)
Washer	00153-01 (1)
Bracket	02267-05 (1)
Bracket	02267-06 (1)
Öhlins Sticker	00192-01 (2)
Memo Notes Sticker	01180-01 (1)
Öhlins Owners Manual	07241-02 (1)

Before Installing

Öhlins Racing AB cannot be held responsible for any damage to shock absorber or vehicle, or injury to persons, if the instructions for fitting and maintenance are not followed exactly. Similarly, the warranty will become null and

Öhlins products are subject to continuous improvement and development. Consequently, although these instructions include the most up-to-date information available at the time of printing, there may be minor differences between your shock absorber and this manual. Please consult your Öhlins dealer if you have any questions regarding the contents of this manual.

WARNING!

The adjustable end eye/bracket must not be threaded out more than the groove is fully visible beneath the lock nut. After adjusting, make sure that the lock nut is tightened.

NOTE!

When delivered the Öhlins shock absorber is dialed to recommended settings for the specific brand and make of the motorcycle. If you have changed the setting, reset according to the following:

The adjuster has a normal right hand thread. Turn the damping adjuster clockwise to fully closed (pos. zero [0]). Turn counter clockwise to open and count the clicks until you reach the recommended number. See Set-up data above.

CAUTION!

Do not use force, delicate sealing surfaces can be damaged.



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Safety Signals

Important information concerning safety is distinguished in this manual by the following notations:



The Safety alert symbol means:
Attention! Your safety is involved.

WARNING!

Failure to follow these warning instructions could result in **severe or fatal injury** to anyone working with, inspecting or using the shock absorber, or to bystanders.

CAUTION!

Caution indicates that special precautions must be taken to avoid damage to the shock absorber.

NOTE!

Indicates information that is of importance regarding mounting procedures.

WARNING!

1. Installing a shock absorber, that is not approved by the vehicle manufacturer, may affect the stability of your vehicle. Öhlins Racing AB cannot be held responsible for any personal injury or damage that may occur after installing the shock absorber.

2. Please study and make certain that you fully understand all the mounting instructions and the owner's manual before handling this shock absorber kit. If you have any questions regarding proper installation procedures, contact an Öhlins dealer.

3. The vehicle service manual must be referred to when installing the Öhlins shock absorber

NOTE!

During storage and transportation, especially at high ambient temperature, the oil and grease used for assembling may leak inside the packing and damage the expanded polystyrene packing material. This is not unusual and is in no way detrimental to the shock absorber.

Mounting Instructions

WARNING!

1. It is advisable to have an Öhlins dealer install the shock absorber.
2. Follow the instructions in the vehicle service manual when changing the shock absorber.
3. When working on a raised vehicle, make sure that it is securely supported to prevent it from tipping over.

1

Put the motorcycle on a workstand so that the rear wheel is off the ground.

2

Remove the passenger's and the rider's seat.

3

Loosen the silencer, one bolt and a clamp, and remove it.

NOTE!

If the motorcycle has the ESA-shock absorber system: Disconnect the electrical connectors from the shock absorber, Make sure that the electrical connectors on the motorcycle are safe from contact with water.

4

Remove the lower and the upper bolt of the original shock absorber. Start with the lower.

5

Remove the original shock absorber from the left side of the vehicle.

6

Install the Öhlins shock absorber. Start with the upper attachment. **The reservoir should be at the top on the left side of the vehicle.**

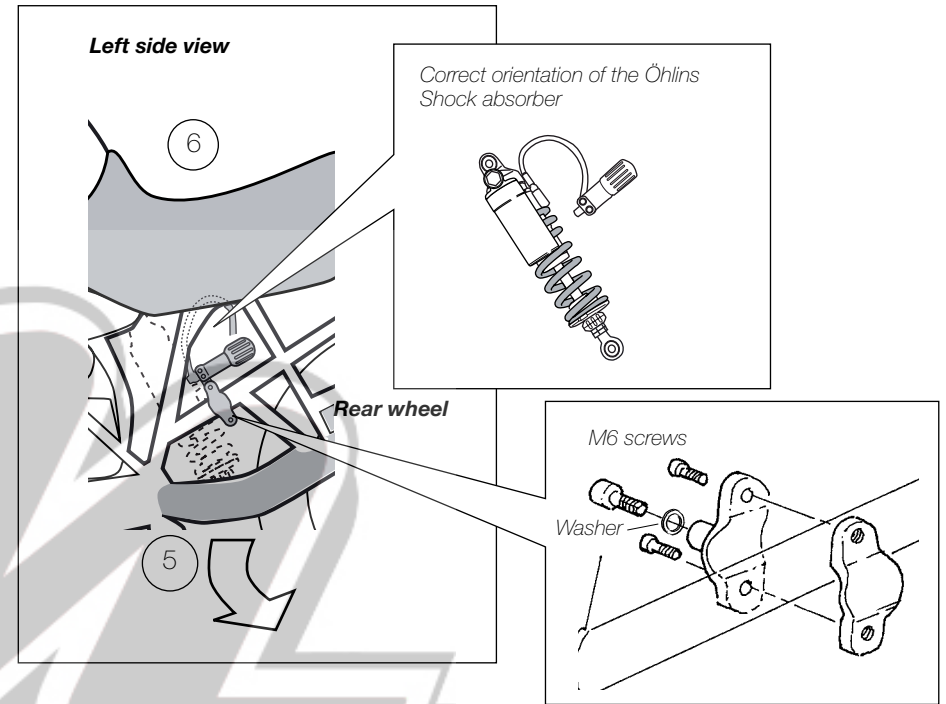
Install the hydraulic preload adjuster to the frame, on the left side of the vehicle, as indicated in the figure.

7

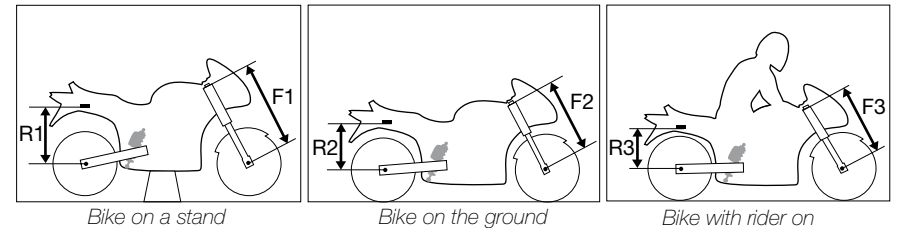
Reinstall the silencer and the seats.

NOTE!

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 being fully compressed or extended.



Check sag and ride height



Front suspension

- F1. Bike on a stand with the suspension fully extended =
- F2. Bike on the ground without rider =
- F3. Bike on the ground with rider =
- Free sag F1 - F2 =
- Ride height F1 - F3 =

Rear suspension

- R1. Bike on a stand with the suspension fully extended =
- R2. Bike on the ground without rider =
- R3. Bike on the ground with rider =
- Free sag R1 - R2 =
- Ride height R1 - R3 =