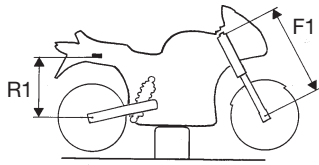
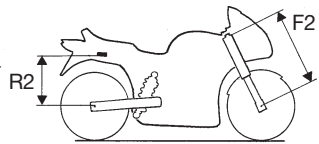


# Owners Manual

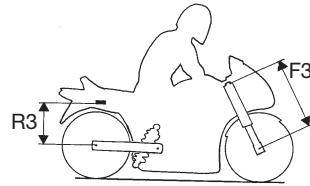
## Mounting instructions Öhlins shock absorber kit SU 807 for Suzuki TL 1000 S



Bike on a stand.



Bike on the ground.



Bike with rider on.

### Setup data

Shock absorber length	280 mm
Shock absorber stroke	50 mm
Rebound damping adjuster	15 clicks
Compression damping adj.	10 clicks

### Checking 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 = .....



### Öhlins shock absorber 46 PRCW

Your Öhlins shock absorber type 46 PRCW features the following adjusters:

#### Compression damping adjuster

Adjustments are made on top of the reservoir. Low speed adjustments: Slotted centre screw. High speed adjustments: Hexagon screw.

#### Rebound damping adjuster

Adjuster wheel on the piston shaft above the end bracket.

### 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 check like this:

The adjusters have a normal right hand thread. Turn the damping adjusters clockwise to fully closed (pos. zero [0]). Turn counter clockwise to open and count the clicks until you reach the recommended number of clicks. See Setup data at last page.

### CAUTION!

Do not use too much 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:  
**Caution! Your safety is involved.**

### WARNING!

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

### CAUTION!

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

### NOTE!

This indicates information that is of importance with regard to procedures.

## Before installation

Öhlins Racing AB can not be held responsible for any damage whatsoever 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 void if the instructions are not adhered to.

### 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 whatsoever that may occur after fitting the shock absorber. Contact an Öhlins dealer or other qualified person for advice.

2. Please study and make certain that you fully understand all the mounting instructions and the owners manuals before handling this shock absorber kit. If you have any questions regarding proper installation procedures, contact an Öhlins dealer or other qualified person.

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

Öhlins products are subject to continual 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 suspension and this manual. Please consult your Öhlins dealer if you have any questions with regard to the contents of the manual.

### NOTE!

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

## Kit contents

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

Description	Pcs.	Part No.
Shock absorber 46 PRCW	1	SU 807
Tie-rap	2	00231-01
Bolt M10x40	2	00439-01
Bolt M10x90	1	00439-03
Lock nut	3	00440-01
Bracket	1	03106-04
Spacer	1	03107-02
Sticker memo notes	1	01180-01
Sticker Öhlins	2	00192-01
Owners manual	1	

## Mounting instructions

1

Put the motorcycle on a stand so the rear wheel is clear of the ground. Make sure it's steadily fixed so it will not fall over.

### WARNING!

1. It's advisable to have an Öhlins dealer or other qualified person to fit your shock absorber.
2. Instructions in the vehicle service manual are to be followed when changing the shock absorber.
3. When working on a lifted vehicle it must be securely supported to prevent it from falling.

2

Remove the standard rotary damper. The standard spring shall NOT be removed. The Öhlins shock just replaces the rotary damper.

3

Loosen the relay under the gas tank bracket on the right side and move it to the left side. Mount it together with the relay on the right side with the tie-raps 00231-01. Be careful so that the cables not are damaged ore squeezed.

4

Mount the bracket 3106-04 at the frame bracket for the standard damper according to the sketch with bolts 439-01 and nuts 440-01. Do not tighten the bolts yet.

5

Loosen the upper mounting bolt to the rear frame and start to mount the supplied bolt 00439-03. Put the shock in place and go on screwing the bolt in. Mount the spacer 03107-02 according to the sketch and screw the bolt 00439-03 the whole way and tighten it with the nut 00440-01. Tighten all screws to the mounting bracket and upper shock mounting.

### NOTE!

It can be necessary to grind on the gas tank bracket to get enough clearance.

6

Mount the lower mounting bolt (standard bolt) by pushing the shock upwards carefully with some suitable tool to compress the shock to be able to fit the bolt.

7

Mount the side covers and seat. Check that all bolts are tightened and that there are no clearance problems when the rear wheel is moving.

### NOTE!

Make sure that all bolts 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.

