

Fitting Instructions for

Honda CB500X/F Level 1 Shock RRP 431

NOTE: BEFORE COMMENCING WORK ON THE CONVERSION, TAKE TIME TO READ THE INSTRUCTIONS CAREFULLY. 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. If the bike has our Engine Guard RRP 437 fitted, then use a scissor stand or similar, to raise rear wheel off the floor. If not, then use some form of stand, not a rear paddock stand, to raise the bike, and take the weight off the rear wheel.

2. Remove rear wheel & seat. Remove both left & right black frame shrouds by removing both screws using 5mm Allen key and pulling frame guard away from tank, as it is attached by a Velcro pad.





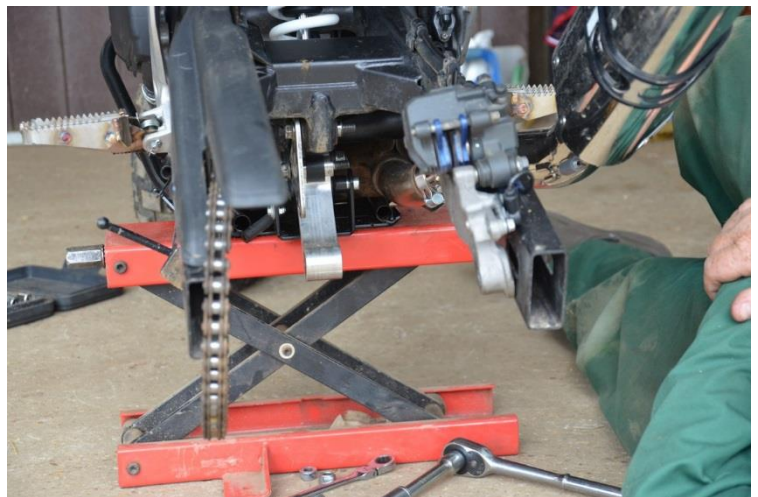
3. Remove both M6 screws securing rectifier to frame, using a 10mm socket, and let rectifier hang down, in order to access top shock bolt.



4. Undo the 17mm nuts and remove all 3 of the M10 bolts from triangular linkage plates, it is best to mark these before removing, as they are easy to be replaced incorrectly when putting back to standard spec (they are not symmetrical, so be careful).

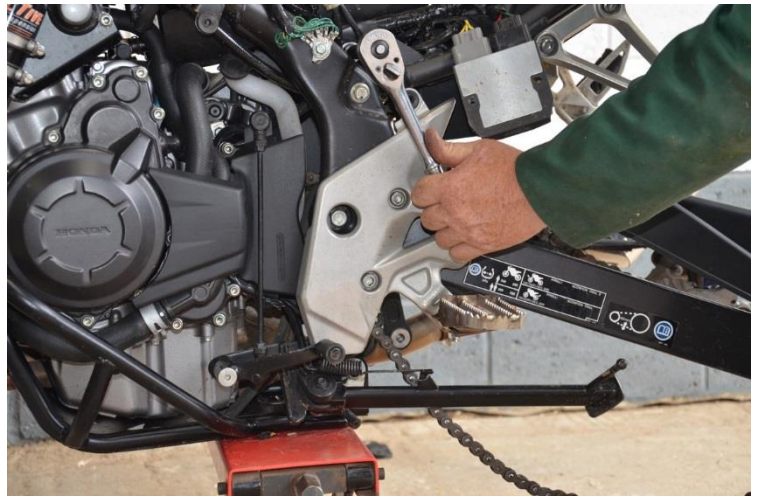
For ABS bikes only

Support the free swinging arm with a strap or similar, to prevent it from dropping to the floor and stretching the rear brake hose and ABS wire.





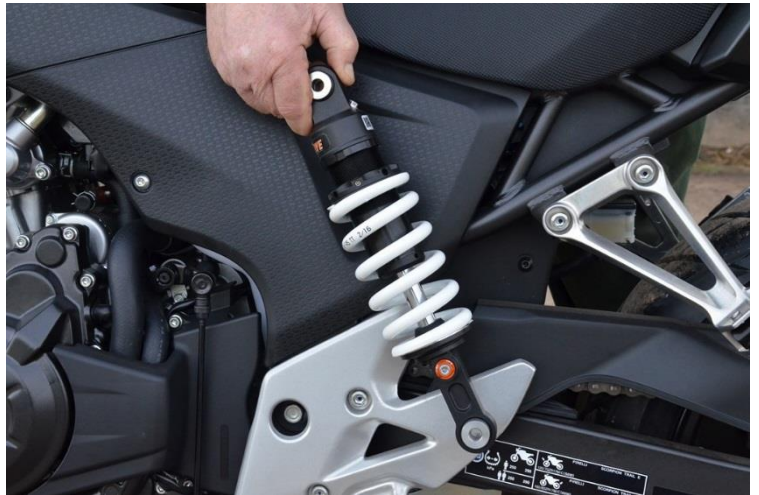
5. Remove top shock bolt nut by holding the bolt (from left side) securely with an 8mm Allen key, then undo the 17mm nut and remove both nut and washer from the right side. It is best to use a 3/8" drive deep 17mm socket and extension bar through the rubber flap between the starter solenoid and frame. DO NOT LOSE WASHER.



6. Using a long drift, or screwdriver, push out M10x48mm top bolt, whilst supporting shock body. Gently lower shock out of frame.



7. Insert new shock up through gap between swinging arm brace and rear of engine, with the shock positioned as shown.
Note: Ensure M4 grub screw in locking ring above spring is facing the left side of the bike, for easy preload adjustment later.
It is preferable to have the comp/rebound adjuster on bottom of shock facing left also, for easy access. If it is facing the opposite way then just hold top of shock in a vice and rotate bottom mount to correct position.



8. Insert top shock bolt, M10x48mm, from left side, through frame and top shock mount. Replace washer and M10 nut on right side, tighten to 40Nm.



9. Fit both side plates, LEFT and RIGHT, as marked, insert all 3 M10 bolts, tighten all 3 M10 nuts(no washers) to 40Nm. It may be necessary to "jiggle" the swinging arm up and down slightly to get all 3 screws in position.



10. Replace rectifier, use Loctite, or similar, on both M6 screws.



11. Replace both frame shrouds with M6 screws, and replace seat.

12. Replace rear wheel.

13. Check rider sag as per our general instructions.