

## Fitting Instructions for

Honda CB500X/F Adventure Shock RRP 433



(Level 2 and 3)

*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. Because the extra 2" (50mm) length Adventure shock is being fitted, then you will need approx. 2 ½" (60mm) clearance under the rear wheel before commencing work in order for the new, longer shock to fit in.

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.

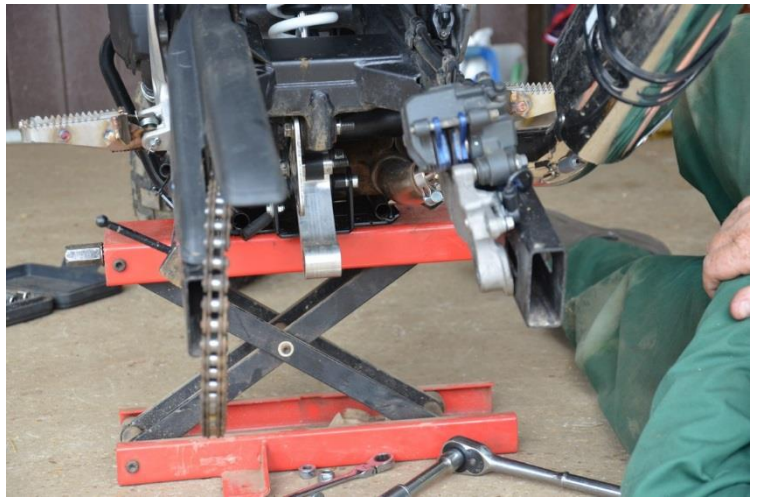


4. Undo the 17mm nuts and remove all 3 of the M10 bolts from triangular linkage plates and discard linkage plates, it is best to mark these before removing, as they are easy to be replaced incorrectly when putting back to standard spec(they are not symmetrical, so be careful).

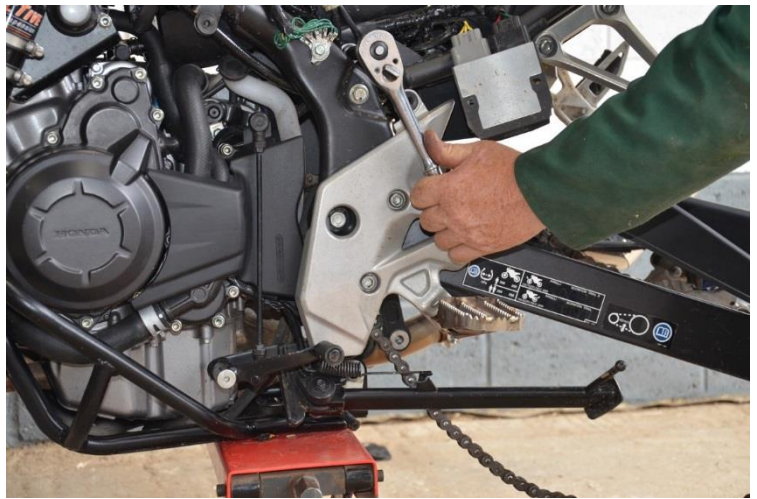




5. Allow alloy suspension link to drop down and undo 17mm nut from M10x58mm bolt securing link to frame, use 8mm Allen key to hold head of bolt. Remove bolt and remove steel bush from either end of OEM link to re-use in new link. Insert both OEM steel bushes into new link, with grease.



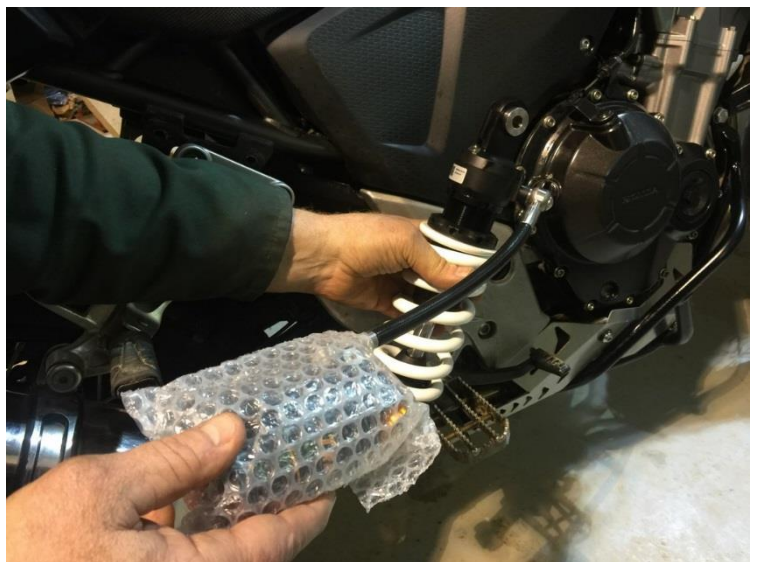
6. Remove top shock bolt nut by holding the bolt (from left side) securely with an 8mm Allen key, then undo the 17mm nut and remove both nut and washer from the right side. It is best to use a 3/8" drive deep 17mm socket and extension bar through the rubber flap between the starter solenoid and frame.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



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



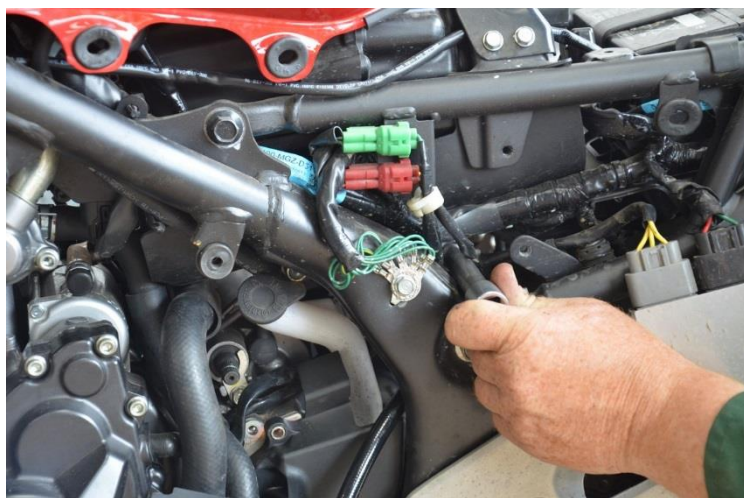
8. Insert new shock up through gap between swinging arm brace and rear of engine, with the shock positioned as shown, with the hose outlet at the 2 'O' Clock position (when viewed from rear of bike facing forward)  
Note: Ensure M4 grub screw in locking ring above spring is facing the left side of the bike, for easy preload adjustment later.  
It is preferable to have the 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.



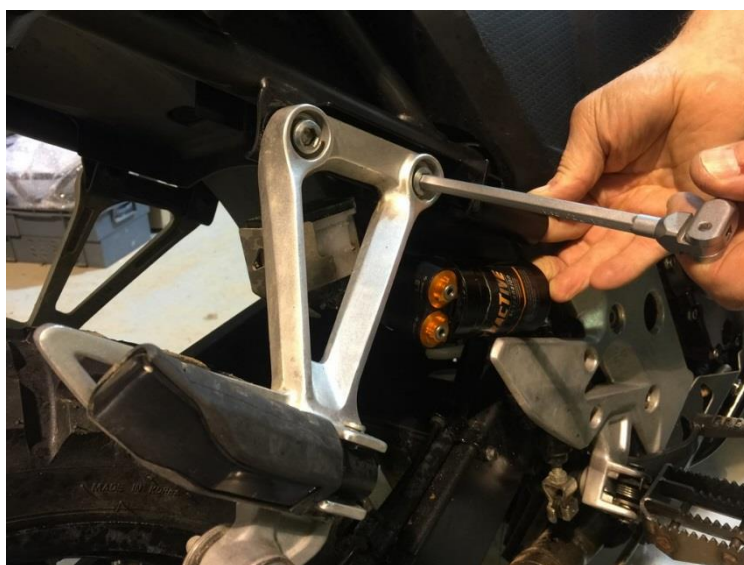
9. The shock reservoir needs to be fed through the right side, below the frame and behind the footrest hanger. It needs to pass above the rear brake hose that is attached to the swinging arm and in front of the low pressure hose that feeds the master cylinder.



10. 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.



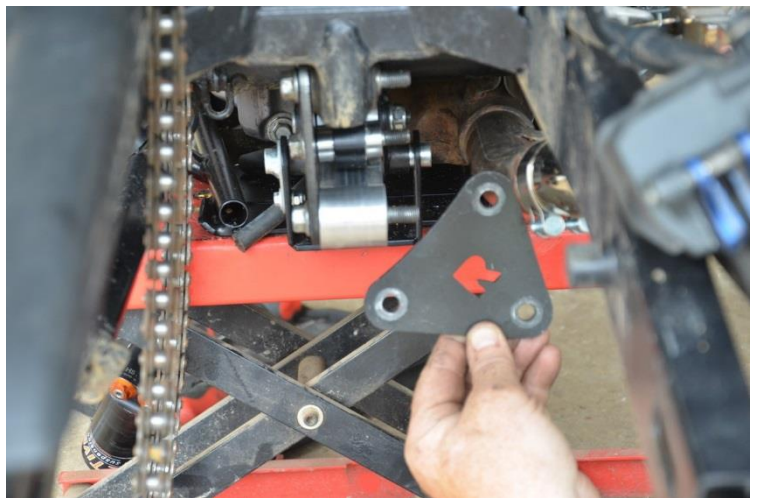
11. Remove both M8 screws holding right hand passenger footrest hanger, using 8mm Allen key. Slide in new reservoir mount between footrest hanger and frame and re-insert both M8 screws. (using Loctite or similar) Tighten to 26Nm.



12. Fit new lower link and insert front M10x58mm bolt, tighten M10 nut (no washer) to 40Nm, using 8mm Allen key and 17mm socket.



13. Fit both new 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.



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



15. Slide both rubber clamps onto remote canister(it is easier if the canister is sprayed with some light oil first) and fit small, split end of rubber straps around tube on the mounting plate, then fit hose clamps around rubber straps and tighten loosely.



16. Position reservoir as shown and tighten hose clamp. Check reservoir body does not foul footrest hanger or brake hoses.



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

18. Replace rear wheel.

19. Check rider sag as per our general instructions.