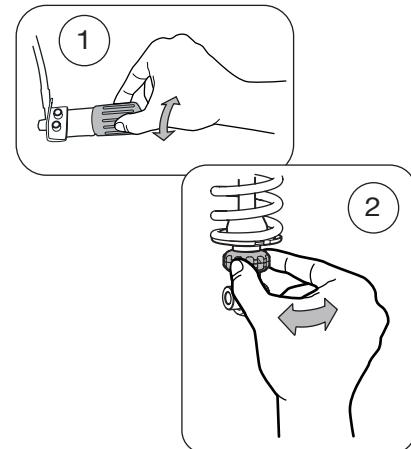


## ADJUSTMENTS

Before riding -always ensure that the basic settings made by Öhlins are intact.

### 1 Spring Preload

Turn the knob on the hydraulic preload adjuster to set the spring preload. Turn clockwise to increase the preload, turn counter clockwise to decrease it.



### 2 Rebound

Turn the wheel on the piston shaft above the end eye/bracket. Turn clockwise to increase damping, turn counter clockwise to decrease.

#### NOTE!

When delivered the Öhlins shock absorber is dialed to the recommended settings for the specific vehicle model. If you have changed the setting, reset according to the following:

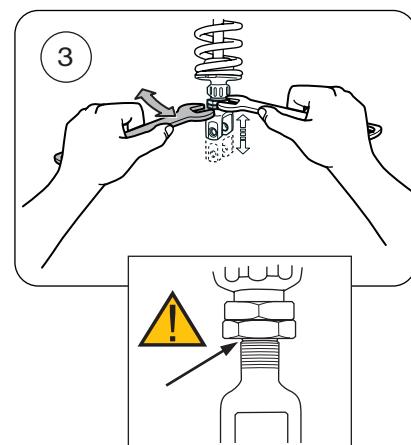
The adjuster has a right hand thread. Turn the adjuster clockwise to fully closed (pos. zero [0]). Turn counter clockwise to open and count the clicks until you reach the recommended number (see Set-up Data).

#### CAUTION!

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

### 3 Length

We recommend you to adjust the length before installing the shock absorber to the vehicle. Use two wrenches. Hold the upper nut with one hand and at the same time loosen the lock nut (lower nut). Turn the end eye/ bracket to the desired length. Lock the lock nut. Tightening torque: 40 Nm.



#### WARNING!

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

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These instructions and other documents can be downloaded from [www.ohlins.com](http://www.ohlins.com)

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# Mounting Instruction

WITH SET-UP DATA

Shock absorber for BM 708  
BMW R1200R

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

#### Kit Contents:

	Art. No.	Pcs
Shock absorber	BM 708	1
Tie-rap	00231-01	1
Sticker Öhlins	00192-01	2
Memo sticker	01180-01	1
Owners manual	07241-02	1



#### Set-up data:

Shock absorber length	380 <sup>+12</sup> <sub>0</sub> mm
Stroke	54 mm
Spring preload	8 mm
Spring free length	170mm, 190N/mm
Rebound adjustment	12 clicks
Compr. adjustment	14 clicks

During storage and transportation, especially at high ambient temperature, some of the oil and grease used for assembling may leak and stain the packaging. This is in no way detrimental to the product, wipe off the excessive oil/grease with a cloth.

Before installing this product, read the Öhlins Owner's Manual!



## HOW TO INSTALL

### WARNING!

It is advisable to have an Öhlins dealer to install the shock absorber. Refer to your vehicle service manual when installing this product.

1. Put the motorcycle on a workstand and raise it so that the rear wheel barely touches the ground. The swing arm must be free, so that the suspension is unloaded.

### WARNING!

Make sure the vehicle is securely supported so that it will not tip.

2. Remove the seat and the silencer.

3. Remove the original shock absorber:

Remove the spring preload adjuster with bracket, and loosen the lower and upper attachments of the shock absorber.

### NOTE!

Before installing the Öhlins shock absorber:

- Clean the vehicle thoroughly
- Adjust the length of the shock absorber (check the headlight angle after adjusting the length!)

4. Install the ÖHLINS shock absorber:

Attach the upper and lower screws of the ÖHLINS shock absorber (do not tighten yet) with the reservoir at the left side.

- 5.

Install the ÖHLINS spring preload adjuster with bracket, at the same position as the original bracket  
- use the original screws.

### WARNING!

Make sure that the hydraulic preload adjuster hose runs in soft bends. Also check that it does not come in contact with the exhaust pipe or any sharp edges.

### NOTE!

Lower the motorcycle so that the shock absorber is slightly compressed, before tightening the screws.

6. Tighten the screws of the upper and lower attachments.

7. Reinstall all removed parts in the same way as they were before installation of the Öhlins shock absorber.

### 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.

## HOW TO INSTALL

