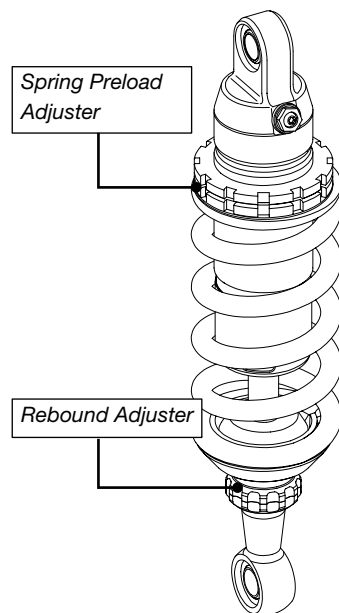


Adjustments

⚠ Warning!

Before riding, always make sure that the basic settings made by Öhlins are according to recommended Set-up Data. Read about adjustments and setting up in the Öhlins Owner's Manual before you make any adjustments. Contact an Öhlins dealer if you have any questions about setting up the shock absorber.



Set-up Data

Recommended setting

Rebound	14 clicks
Spring Preload	13 mm

Spring

Part No.	Rate
01092-69	170 N/mm
Free spring length	170 mm

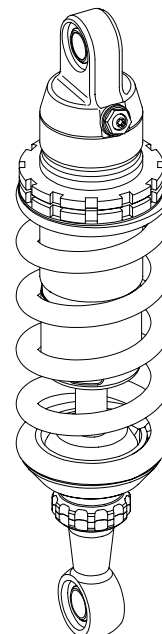
Shock Absorber facts:

Length	317.5 mm
Stroke	53.5

Recommended Sag and Ride Height

F1 - F2:	20 - 30 mm
F1 - F3:	30 - 40 mm
R1 - R2:	5 - 15 mm
R1 - R3:	40 - 50 mm

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



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

Kit Contents

	Part No.	Pcs.
Shock absorber	HO 043	1
Öhlins sticker	00191-06	1
Öhlins Sticker	00192-01	2
C-spanner	00710-02	1
Memo Notes Sticker	01180-01	1
Owner's Manual	07241-02	1

Please note that 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.

⚠ Warning!

Before installing this product, read the Öhlins Owner's Manual. The shock absorber is an important part of your vehicle and may affect the stability of your vehicle.

👁 Öhlins products are subject to continuous improvement and development, therefore, although these instructions include the most up-to-date information available at the time of printing, minor updates may occur.

To find the latest information contact your Öhlins distributor. Please consult your Öhlins dealer if you have any questions regarding the contents in this document.

Part no. HO 043_0
Issued 2010-11-05



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Shock Absorber for Honda VFR 800 F1 **HO 043**

Mounting Instructions



Warning!

It is advisable to have an Öhlins dealer install the shock absorber.

Note!

When installing, consult your Vehicle Service Manual.

Note!

Before installing the Öhlins shock absorber clean the vehicle thoroughly.

1

Put the motorcycle on a workstand so that the rear wheel barely touches the ground.

Warning!

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

2

Remove the lifting handle bars (4 screws), the seat, the rear fairing (4 screws), the license plate holder (6 screws), and the small side covers (2x3 snap fasteners).

Note!

Disconnect the electrical wires before removing the rear light.

3

Disconnect and remove the battery.

4

Loosen the bolts holding the silencers and the clamp of the rear pipe and remove the complete unit.

5

Loosen the plastic cover above the wheel.

6

Remove the original preload adjuster and its bracket as one unit. Part the bracket from the adjuster and remove the adjuster wheel from the adjuster.

Note!

When loosening the adjuster wheel a spring and a ball will be released.

7

Loosen the fuel tank and turn the rear of the fuel tank to the right so that the upper shock absorber mount is accessible from above.

8

Loosen the upper attachment nut of the shock absorber from above.

9

Loosen the lower shock absorber mount and the pulling rod from the triangle link, loosen the pulling rod from the frame and remove it.

10

Lift the rear end enough to remove the shock absorber out to the left side of the motorcycle.

Note!

The rear wheel must be raised 100-150mm to clear enough space to take out the shock absorber. It may be necessary to loosen the brake hose attachment behind the rear wheel. The plastic cover above the wheel must be lowered as far as possible.

11

Install the Öhlins shock absorber in reversed order.

Note!

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

12

Tighten all screws to the torque specified by your Honda service manual.

13

Make sure that all removed parts are reinstalled in the same way as they were before the installation.



Caution!

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 fully compressed or extended.