

## REAR SHOCK LOCKNUT TIGHTENING PROCEDURE

### GENERAL

The purpose of this bulletin is to provide a revised torque specification and additional instructions required for proper tightening of rear shock adjusting locknuts. This bulletin also announces the release of two **new** tools to support this procedure. The **new** tools (Part No. B-45110) are scheduled to be available on or before December 11, 2000 and will be shipped to your dealership free of charge. Dimensions for the preload adjusting nut and locknut have been provided should tool fabrication be required.

To ensure the proper clamp load on the locknut that secures the spring adjusting nut of the rear shock, the following procedure must be performed now, and each time the locknut is loosened to adjust preload. Shocks that have had this procedure performed will have a BLUE or GREEN paint mark next to the compression adjuster.

Please mark these changes to Bulletin Numbers B-024A and B-035 as well as the Pre-Delivery and Set-up Manual until updated versions are released.

### AFFECTED SHOCK ABSORBERS

The following shock absorbers and shock service and recall kits must have this tightening procedure performed if no paint mark is present or if preload adjustment is necessary for setup:

- 0817 Recall Kit Part Nos. 93925YA, 93929YA and 93930YA (covered in Service Bulletin B-024A).
- Service Kits Part Nos. K1400.C, K1400.8 and Part No. K1400.E (covered in Service Bulletin B-035).
- All 2001 Buell X1, M2/M2L, S3/S3T model motorcycles.

### TIGHTENING PROCEDURE

#### NOTE

*No removal of parts is required to perform this procedure.*

1. See Figure 2. Inspect shock absorber compression adjuster screw area for BLUE or GREEN paint mark. If no paint mark is found, continue with Step 2.
2. Back locknut off a few turns from its tightened position.
3. See Figure 1. Apply wheel bearing grease halfway around the shock (180 degrees) to the mating faces of the locknut and adjuster nut and the first few threads on the aluminum body leading to the adjuster nut.
4. Thread locknut back into place.

#### NOTE

*Torque wrench and locknut crow's foot must be set at 90 degrees to prevent torque multiplication by wrench.*

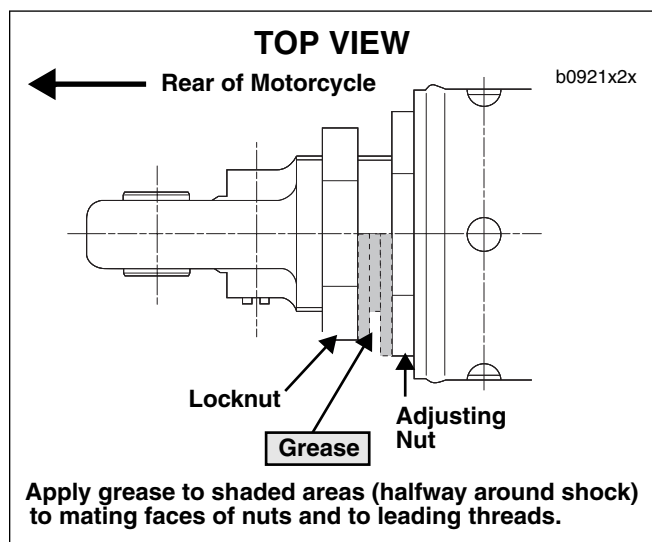


Figure 1. Locknut Tightening Procedure

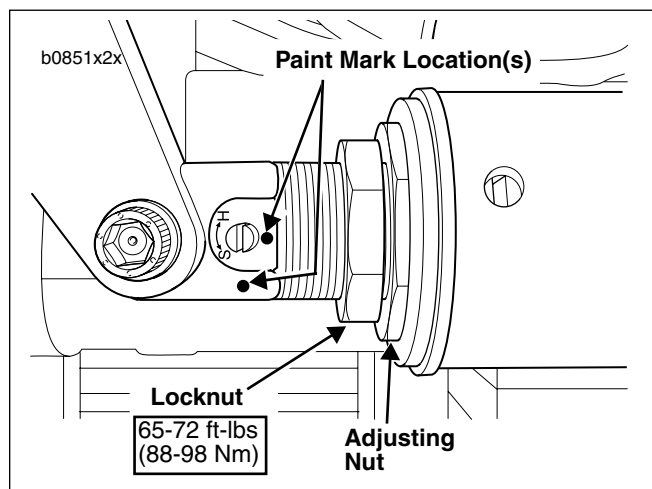


Figure 2. Paint Mark Location(s)/Final Tightening

5. Using SHOCK PRELOAD ADJUSTING TOOLS (Part No. B-45110), hold adjusting nut in place with 60 mm ADJUSTING NUT WRENCH and tighten locknut to 65-72 ft-lbs (88-98 Nm) with 52 mm LOCKNUT CROW'S FOOT set at 90 degrees to the torque wrench.
6. Wipe excess grease off of shock absorber.
7. See Figure 2. With a BLUE paint marker, mark shock on aluminum neck, next to the compression adjuster screw. This will identify the shock as having had this procedure performed.

| ROUTING      | SERVICE MANAGER | SALES MANAGER | PARTS MANAGER | LEAD TECHNICIAN | TECHNICIAN NO. 1 | TECHNICIAN NO. 2 | TECHNICIAN NO. 3 | TECHNICIAN NO. 4 | RETURN THIS TO: |
|--------------|-----------------|---------------|---------------|-----------------|------------------|------------------|------------------|------------------|-----------------|
| INITIAL HERE |                 |               |               |                 |                  |                  |                  |                  |                 |