



KONI

KONI motor cycle shock absorber installation procedure

1. Remove the top spring retaining ring, or spring cover, and the spring from the original unit. These parts will be transferred to the KONI-damper.
2. Slide the lower spring support of the KONI onto the barrel in its lowest position.
3. Extend the KONI fully and fit the original spring over the barrel.
4. Place the top spring retaining ring, or spring cover, on top of the spring. Compress the spring and fit the two KONI retaining collars.
5. Using a suitable bar or screwdriver turn the KONI top eye clockwise to line up with the bottom eye. The KONI is now ready to install on the motor cycle.

KONI shock absorber adjusting procedure

KONIs are delivered pre-set to minimum damping force. Owners are advised to install them at this setting and increase the damping only if it is required. For road racing and scrambling, the range of damping adjustment is wide enough for use on both light and heavier machines and still provides for varying the force to the owner's personal preference or changes in spring rate. KONIs have the usual three-position cam on the lower spring ring to change spring height. In addition, the damping can be adjusted to six different settings from full soft to full hard as follows:

1. Extend the rod to full height and push the rubber bumper toward the shock body. Should the bumper stick to upper mount, a screw driver may be used to pry it loose. Be careful not to damage the chromed rod.
2. Undo the 3/4" locknut below the top eye, (hold the eye with a suitable bar).
3. Unscrew the upper eye mount and the nut and remove the rubber bumper.
4. Push the rod into the shock and rotate gently until a stud is felt to bottom into a socket. There are approximately 2 1/4 turns of adjustment. Each half turn is an adjustment, plus the full on position. To keep damping force in balance between KONIs always begin adjusting from the minimum counter-clockwise position, then make the desired number of turns in a clockwise direction.
5. After making the desired adjustment, extend the rod at least one inch **without rotating**. The rod may then be turned without affecting the adjustment.
6. Reassemble in reverse order. Be sure to install the rubber bumper and **do not shorten it**. The shock absorber would be permanently damaged if the rod is depressed too far when ridden.

Be sure to adjust both right and left hand dampers an equal number of half turns.

SCREW OUT TO LESSEN, IN TO INCREASE DAMPING.