

# KIETH'S TOURING SPECIALTIES

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Motorcycling Accessories and Ideas, for Touring Performance, Durability, Safety, and Comfort

*where this, Konis units conflict, USE THIS.*

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Now that you have Konis, here's what you need to know, to install them, and to get the most benefit from them, for a long, long time:

For initial installation, leave them at minimum damping: Externally adjustable: #1; internally adjustable: fully counterclockwise (CCW), the factory settings. It also may take them 200-300 miles to free off (break in), so if the ride seems hard initially, just wait and see how it is in 2-300 miles.

Install one at a time, so you can use the "other" side's preload adjuster to make the shock eye holes line up with the frame holes. On BMW two shock twins, the upper bolts will thread the frame, because you can't easily maintain perfect alignment. Just keep turning; it doesn't hurt anything, and once you have it tightened up, it will no longer be threading the frame. If the washer under the nut, on the bottom of the right shock (1970-84 BMW twins, except G/S & ST), is **not** big enough to retain the shock, if the rubber were to get loose, say from ozone damage or other airborne pollutants, put on a washer that is big enough to keep the shock in place, long enough for you to notice it! You'll have the Konis a long time, and it is possible for the rubber to deteriorate enough to shrink a little, depending on your air's degree of pollution, and your weather.

TO LATER ADJUST DAMPING on any non monoshock units:

If there is a thumbwheel just under the upper eye of the shock (covered by a rubber boot), turn the thumbwheel to position 1, 2, 3, or 4. There are no midpositions, and both shocks must be set the same. As the number increases, so does the extension damping. There is no adjustment for compression damping, which is hydraulic, and will remain constant over the life of the extension damping, barring a malfunction, such as an oil leak. You can expect to increase the the damping one number about every 30,000 miles, just to compensate for normal wear. For the touring riding I do, which is on a rather heavy bike, and I push it some, I don't need any additional damping, even two up. I just leave it on 1 for 30,000, on 2 for the next 30,000, etc.

If there is no thumbwheel on the upper eye, here's what you do: Remove the the complete shock/spring unit (one side at a time!). Compress the spring enough to allow removal of the "C" shaped keeper at the top; older keepers are two pieces. Remove keeper & spring. Fully extend shock and remove the upper eye, after loosening the lock nut under it. Then, also remove the lock nut, the rubber bumper, and the two phenolic disks, one above, and one below, the bumper. Now fully compress the shock. While continuing a small pressure toward compression, rotate the rod CCW, with regard to the shock body, until the rod goes in about another 1/8". That engages the adjuster. If CCW movement stops immediately, upon engagement, the unit was set to minimum damping. If not at minimum, turn it CCW to minimum, noting the number of revolutions, for comparison and analysis.

Internally adjustable Konis (any with no external thumbwheel, including car units) have about 2 & 1/4 turns of adjustment, from fully CCW (minimum), to fully clockwise (CW), which gives the maximum extension damp-