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HONCRF150/230-08/10/06

HONDA CRF150/230 SHOCK MOUNTING TIPS

CAUTION: These shocks are pressurized to 250 psi nitrogen. This pressure is not an adjustable feature of the shock. Unless there is a leak, the shock should not normally lose pressure. If the shock damping becomes soft or mushy (after an extended period of time or number of miles) the shock may need to be serviced, which includes shock oil and a nitrogen charge. In this situation, re-pressurizing the shock alone may not improve the action of the shock. The shock should be returned to Works Performance Products, Inc., or to a qualified shop that has the appropriate tools, training and nitrogen handling equipment.

Until the 2006 models were released there had been different reservoir mounting locations for the CRF150 and CRF230 bikes. With the addition of the battery and revised air-box, both models became closer in design. As a result of the changes, the shocks now share a common design and are interchangeable from one model to the other.

Following are tips on installation and hose routing for the remote reservoirs.

1. The shocks are mounted with the hose exiting the shock body at the rear of the motorcycle. The hose angles up slightly to the left. Figure 1

2. Route the hose along the top of the reservoir. The wiring loom clips can be used to keep the hose tidy across the top. The non-adjustable reservoir (shown) has a 90 in the top. The hose for the adjustable compression reservoir goes into the back, but the mounting location is the same. Figure 2.

Fig. 1. Arrow indicates position of hose as it angles toward the airbox. The hose then arcs over the top of the air box along side the wiring loom.

Fig. 2. View of the hose routing over the airbox. The hose then arcs over the top of the air box along side the wiring loom. The non-adjustable reservoir (shown) has a 90 in the top. The hose for the adjustable compression reservoir goes into the back, but the mounting location is the same.

Continued on next page.

3. Rear view of the non-adjustable reservoir. Reservoir should be rotated out towards the number plate to reduce the chances of being hit by rocks coming off the tire. Figure 3.

4. Rear view of the adjustable compression reservoir, with the adjuster pointing to the rear. The reservoir should be towards the outside of the tube to reduce damage from something coming off the tire. Figure 4.

CAUTION: Do not over-tighten the hose clamps. When the shock gets up to operating temperature, the clamps will get tighter. Having them too tight can cause them to break.

NITROGEN PRESSURES

CAUTION: The pressure in these shocks cannot successfully be checked. Concerns with the gauge volume and the gas volume in the shock body create a situation where you cannot accurately determine what pressure was in the shock. In addition, the gas is in a column on top of the oil, and when the pressure is lowered (i.e. checking the pressure) the gas will emulsify into the oil. This will cause the gas and some of the shock oil to escape into the gauge. It is possible to lose a large percentage of the shock oil by depressing the core of a charged shock to the atmosphere.

Please note that in order to check the pressure, some of the gas must escape and fill the gauge assembly. The volume of the gas pocket is about the size of your thumb, so a very small volume change results in a large pressure drop. Because the gauges' volumes vary, it is not possible to deduce the actual pressure in the shock prior to attaching the gauge. Therefore it is imperative that any attempt to check pressure be accompanied by the capability of refilling the shock. In other words: If you don't have a nitrogen source handy, don't check the pressure!

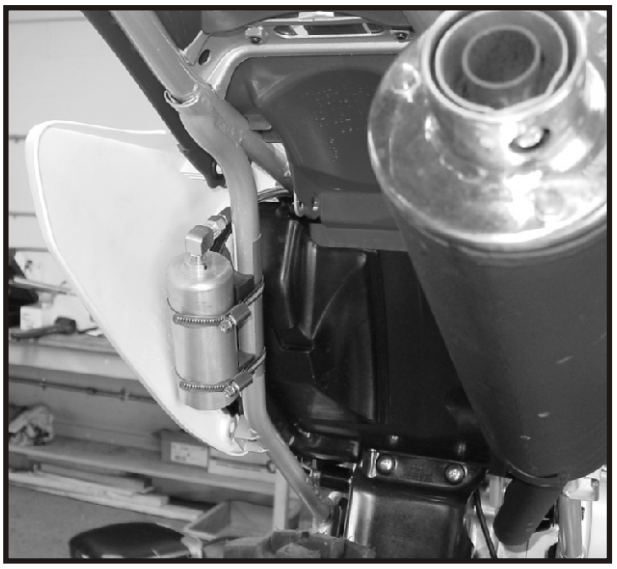

Fig. 3. Non-adjustable reservoir position on the rear down tube. It should be towards the outside to give additional clearance to the tire. Do not over-tighten the hose clamps.

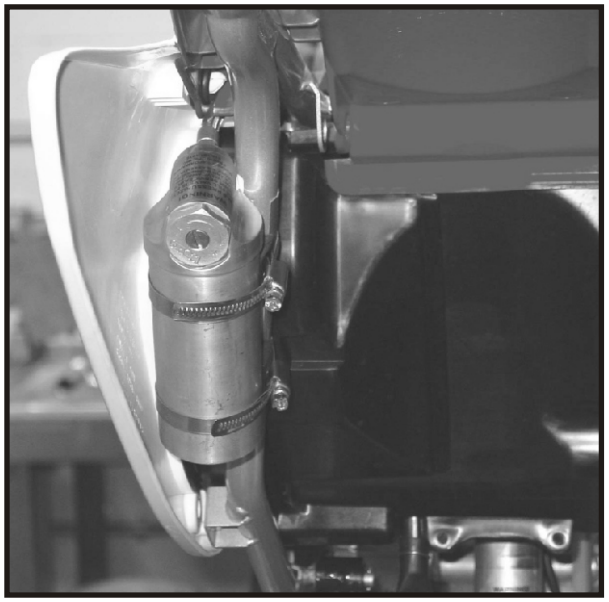

Fig. 4. Adjustable compression reservoir position on the rear down tube. It should be to the outside of the tube to allow clearance to the tire. Do not over-tighten the hose clamps as they may break when the reservoir gets up to operating temperatures.

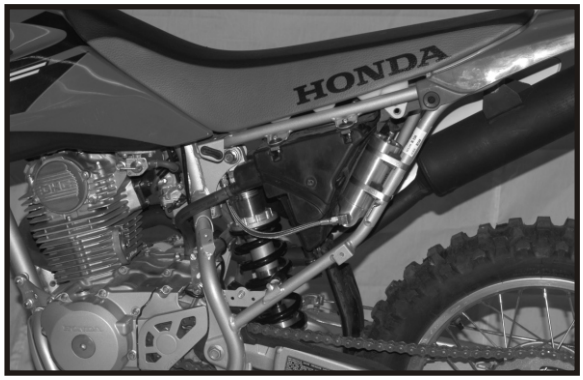

Fig. 5. Original reservoir position on the CRF150 03-05. If your shock has the hose exiting to the right and angled down slightly (as you face the shock), then you have the older style configuration. It will not fit on a 2006 or later model CRF150.

NOTE: This is a supplement to the adjustment and set-up shock information sheets. Please refer to the instruction pamphlet #UAADJ for tips on adjusting the shocks and for suspension set-up.