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#TL1000S - 07/24/2006

SPECIAL MOUNTING TIPS FOR SUZUKI TL1000S (ROTARY DAMPER)

NOTE: These mounting tips are for the Works Shock that replaces the rotary damper on the 1998 and later Suzuki TL1000S. It is important to inspect the mounting tabs on the swingarm (shown in the accompanying photos) for cracks or other damage. The bulk of the forces encountered in the suspension are still in the standard spring carrier unit that remains with this installation. However, cracks have been found in the aluminum arms on these models. For damping and preload adjustments and measurements, please see the adjustable shock set up sheets #UAADJ.

The Works Performance shock replaces the rotary damper and supplements the rate of the the stock spring carrier. The stock spring is inadequate for aggressive, heavy, or track riding. An additional 100-400 lb./in is required depending on the application.

INSTALLATION

Follow the factory instructions for replacing the rotary damper. Do not remove the spring unit or any part of the linkage from the right side of the motorcycle only the 2 long bolts, 1 short bolt and the rotary damper.

Slip one of the Works Performance plates in the chassis. As you try to line up the bolt holes you will notice a metal plate interferes with the upper shock bolt portion of the bracket. This bracket must be either relocated or bent back out of the way. Approximately a 90 degree bend will clear the aluminum shock plate.

Refer to the pictures for the placement of the spacers and the plates. Install the plates but do not tighten up all the way.



Fig. 1: Mounting hardware includes four bolts and nuts, two mounting plates, two spacers and a flat washer (not shown). The shock is equipped with a spring rate that supplements the stock spring rate. The stock spring carrier complete with linkage must remain in use with this shock.

Continued on next page.

Next, place the upper shock bushing between the plates. Note the offset to the left also, you may have to remove surrounding brackets to get the shock bolt in. Again, do not completely tighten the shock bolt until all the bolts are in place. Install the lower shock bolt. You may need to raise the swingarm compressing the stock spring slightly to line up the bolt holes.

Note: the width on the lower mount is very critical. It should be a slip fit. If this bushing is not exactly correct, call us at 818-701-1010 and ask for engineering. The bushing should measure 1.146-1.149-inches.

Place a washer on the lower bolt before installing it. This is to prevent the end of the bolt from hanging out too far and hitting the drive chain. Tighten all the 10 mm bolts to 40 ft/lbs. dry. Note: the shock is at a slight angle installed. This is as intended for clearance, there are spherical bearing which allow for this slight misalignment.

Re-assemble your vehicle per factory instruction.

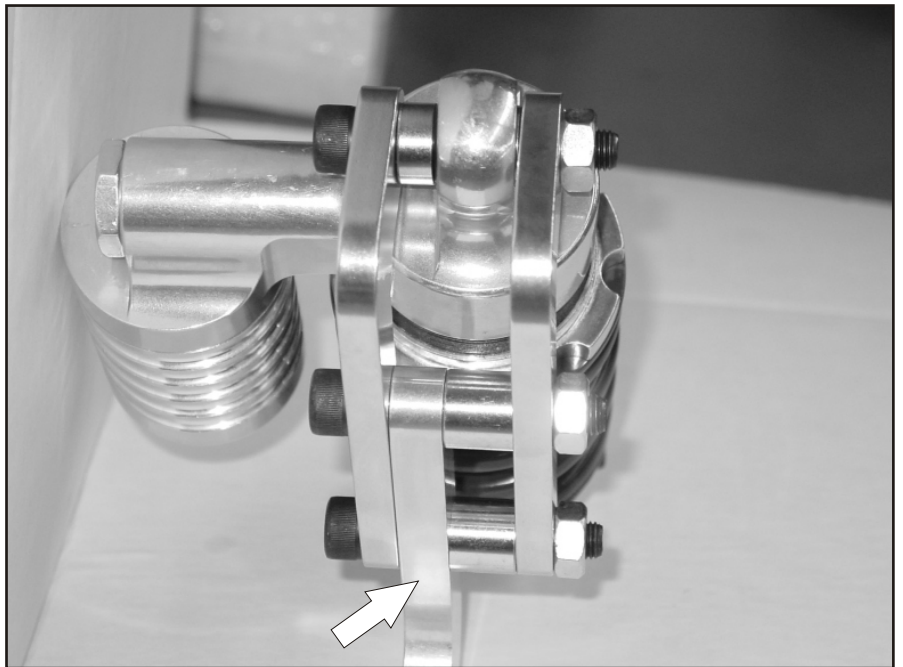


Fig. 2: Spacer orientation as seen from above and facing to the rear of the bike. The arrow indicates a simulation of the structure on the swingarm to which the shock mounting brackets and spacers are fitted. This also shows the offset of the shock bushings at the top of the shock.

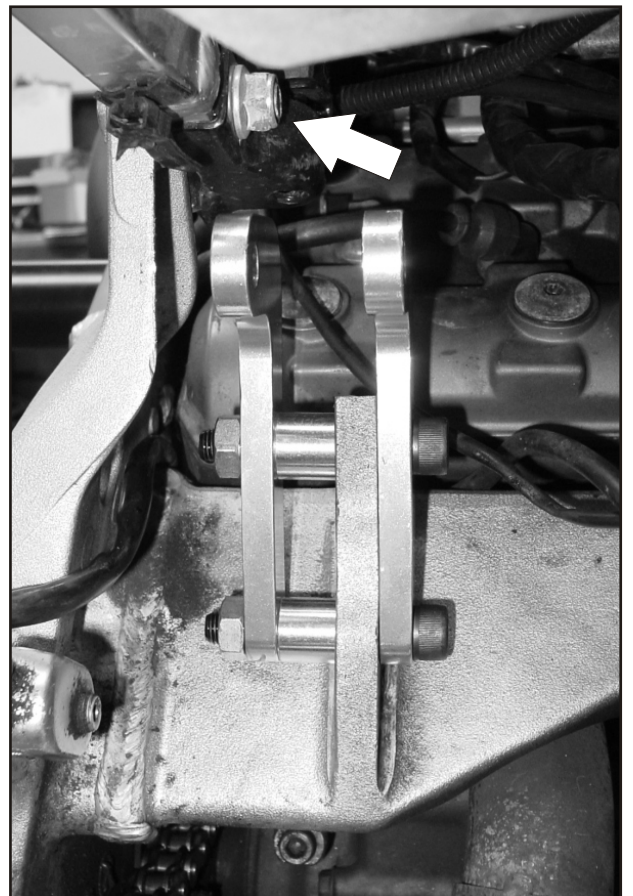


Fig. 3: Spacer and bracket installation as seen from the rear. The arrow indicates an electrical element that is bracket-mounted to the frame. This bracket should be bent up to clear the shock brackets.

SETTINGS

Set the pre-load for 1" to 1-1/4 " total sag from full extension to loaded for sport or race, 1-1/4 - 1-1/2 for general street usage. Compression initially set at full soft for street and 1-1/2 turns in from soft for sport or race. Rebound set at 3 clicks out from full stiff - adjust from here. Refer to guide # UAADJ for additional tips on measurements and adjustments.



Fig. 5: Shock installation complete as seen from the left side of the motorcycle. After the initial ride, check all the bolts and nuts for proper torque. Refer to the information in this guide and the set-up information on adjustable shocks in guide # UAADJ.

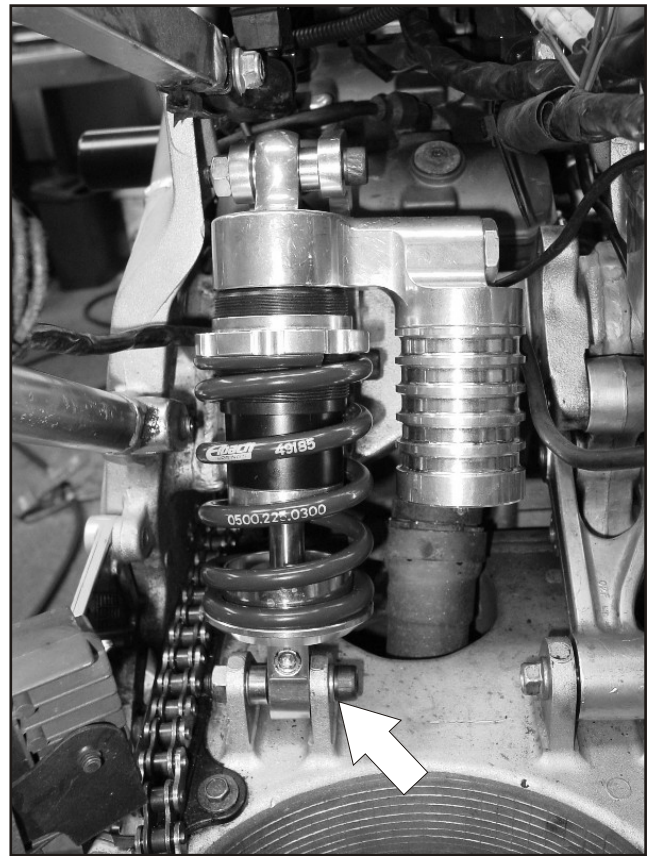


Fig. 4: Shock installation as shown from rear. The arrow indicates the location of the washer that should be installed to gain clearance between the bolt threads and the chain. Note the bushing offset at each end of the shock.