

# INSTALLATION

## M1-A RESERVOIR iSHOCK

PLEASE FOLLOW THESE DIRECTIONS CAREFULLY. FAILURE TO DO SO MAY RESULT IN PERSONAL INJURY DAMAGE TO YOUR VEHICLE AND VOID ALL WARRANTY.

1

### STEP 1:

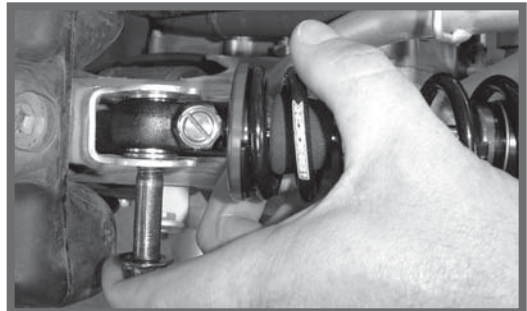
Remove body plastics and seat following the directions in your owner's manual.



2

### STEP 2:

Due to variations in shock hole location, it is necessary to make sure your bike has the correct amount of space between the shock mounting tabs on both upper and lower mounts. The space should be equal the eyelet widths on the shock

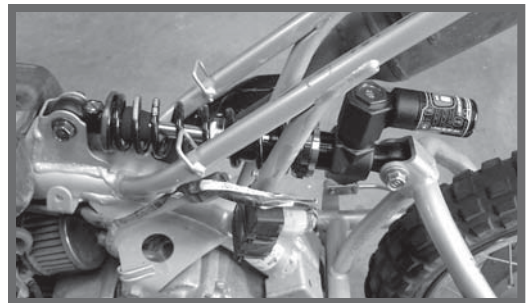


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### STEP 3:

Mount your new iShock using the stock hardware.

MOUNT THE SHOCK WITH THE REBOUND ADJUSTER AT THE FRAME END (CLOSEST TO THE GAS TANK) FACING UPWARDS TOWARDS THE SEAT BASE AS SHOWN. IF APPLICABLE, RESERVOIR FACES BACKWARDS TOWARDS THE TIRE.



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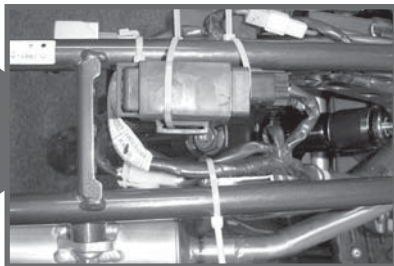
### STEP 4:

Reinstall seat and plastics following the directions in your owner's manual.

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PROPER INSTALLATION

PLEASE NOTE: WHEN INSTALLING THE M1-A4 OR M1-A6 (RESERVOIR STYLE SHOCKS) ON A YAMAHA TTR 50, IT IS NECESSARY TO REMOVE THE STOCK PLASTIC IGNITION TRAY TO ALLOW FOR RESERVOIR CLEARANCE. SIMPLY REMOVE THE 3 MOUNTING BOLTS, DISCARD THE PLASTIC TRAY, THEN USING PLASTIC TIES, SECURE THE IGNITION TO THE FRAME RAILS.



PLEASE NOTE: IF USING THIS PRODUCT ON A KLX 110 OR DRZ 110, IT IS NECESSARY TO TRIM THE REAR FENDER AS SHOWN FOR RESERVOIR CLEARANCE.

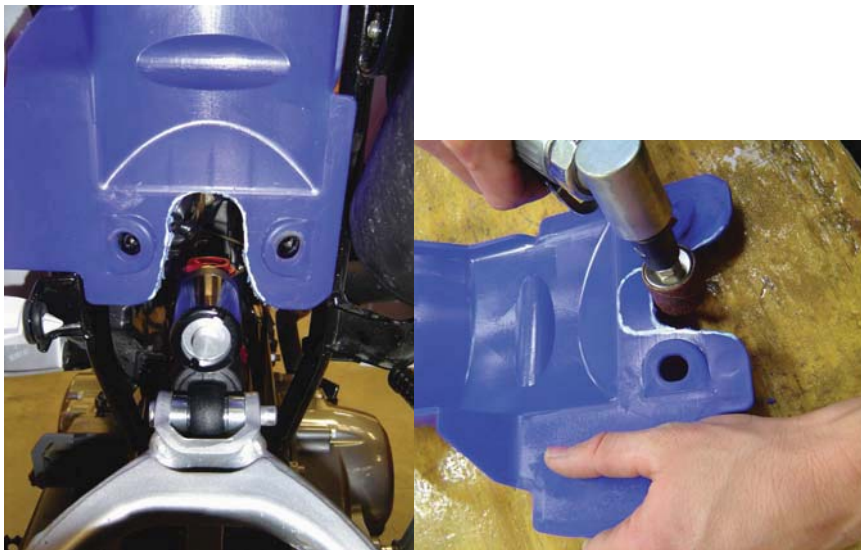
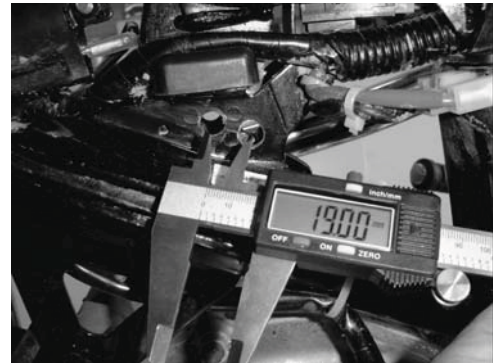




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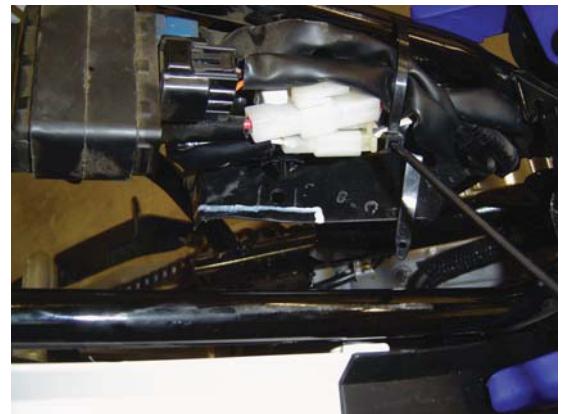
## Additional Instructions for the TTR 90/110

- 1** STEP 1: A 10mm hole must be drilled 19mm back from the stock location as shown with a 13/32" drill bit or comparable.



- 2** STEP 2: For reservoir model shock, the rear fender **MUST** be trimmed for reservoir clearance up to the crease in the material as shown.

- 3** STEP 3: Using a zip tie, secure the wiring harness securely to the side of the frame for clearance as shown.



- 4** STEP 4: Trim 1/4" off material from the inside edge of the wire tray as shown.



Failure to follow these steps will result in shock failure and void warranty.

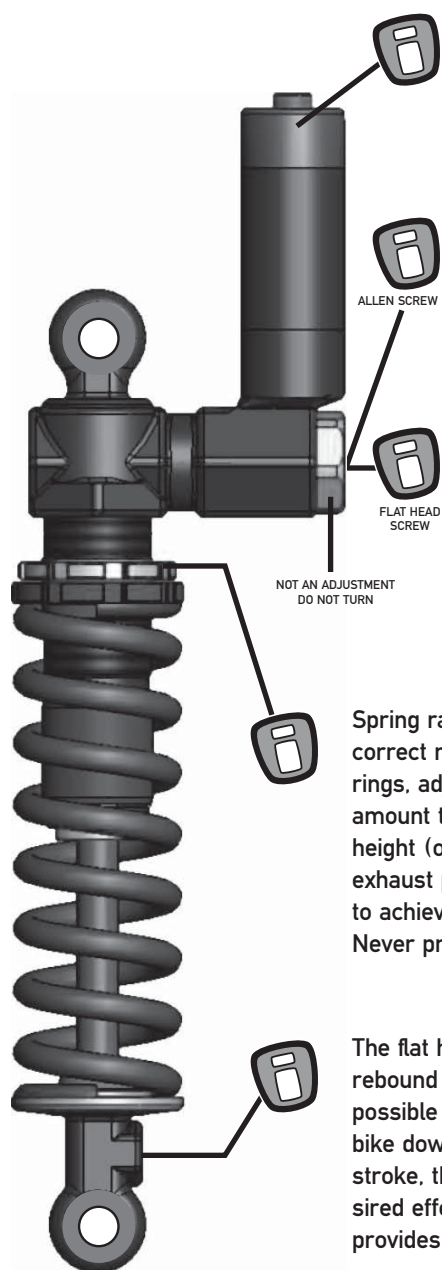




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## M1-A TUNING TIPS

As with any hi-performance product, proper set up and tuning is essential to maximize performance; a shock is especially critical. The below notations should give you enough of an understanding of your shock features to enable you to test and tune your shock; if you have further questions please don't hesitate to call an iShock technician at 1-866-GO-iSHOCK. Remember, when shock tuning, start with the spring adjustments first and only make one change at a time to truly understand the effects of the adjustment.



The ABT Device (M1-A6 only), or external reservoir volume adjuster, is used to tune bottoming resistance. If you are experiencing harder than desirable bottoms, using a 10mm deep socket, turn the adjuster clockwise. This adjustment will exponentially increase the nitrogen pressure which is most noticeable at full bottom and has literally no effect on the initial stroke - a truly "position sensitive" adjustment.

The Hi-Speed compression adjustment (M1-A6 only), is used to control the rate at which the shock compress when experiencing a "hi speed" hit such as a flat lander or in many cases, braking and acceleration bumps. If you experience bottoming in these situations, using a 8mm hex wrench, turn the clicker clockwise to increase the stiffness. Your shock will come stock with all of the clickers in the "softest" setting.

The Lo-Speed compression adjustment (M1-A4 & A6 only), will control the rate at which the shock compresses under low speed conditions such as G-outs. This adjustment will make the most noticeable change in the stiffness of your shock and will have a dramatic effect on your ride height and the "plushness" or "firmness" of the rear end. To stiffen the damping, turn the flat head screw clockwise. As with the Hi-Speed adjustment, only use as much dampening as required to eliminate harsh bottoming. Remember, if your not bottoming on occasion, your not using all your travel.

Spring rate and preload settings are the most critical of all shock settings; the spring must be the correct rate and set correctly before any other adjustments are made. Using the adjustment preload rings, adjust the preload so that the rider sag is approximately 25% of the travel. Rider sag is the amount the rear of the bike sags with the weight of rider, in gear, in comparison to the fully extended height (on the stand). A good place to take this measurement is typically from the axle bolt to the exhaust pipe. On most bikes using the M1-A, the rider sag will be approximately 2". If you are unable to achieve the optimum amount of sag, you may need to exchange your spring for a different rate. Never preload your spring more than 12mm or 1/2".

The flat head rebound adjustment screw controls the rate at which the shock extends. To slow the rebound damping, simply turn the screw counter clockwise. The shock should be set as fast as possible yet not so fast that the bike oscillates when hand tested. To hand test, push the rear of the bike down at the back of the seat and observe the rebound rate. As the shock reaches the top of the stroke, the bike should come to a stop with no oscillation. As with most shock adjustments, the desired effect is subject to opinion. You simply have to test the settings for yourself to determine what provides you with the best combination of traction and control.