Fitting Instructions for

Honda CB500X 2019 Level 2 Adventure Shock RRP 743

NOTE: BEFORE COMMENCING WORK ON THE CONVERSION, TAKE TIME TO READ THE INSTRUCTIONS CAREFULLY. ALL WORK CAN BE CARRIED OUT BY A COMPETENT MECHANIC, BUT IF YOU ARE UNSURE PLEASE CONTACT US OR A MECHANICAL PROFESSIONAL.

KEEP ALL PARTS THAT ARE REMOVED, AS IT IS POSSIBLE TO REMOVE OUR KITS AND RETURN THE BIKE TO STANDARD, IF REQUIRED

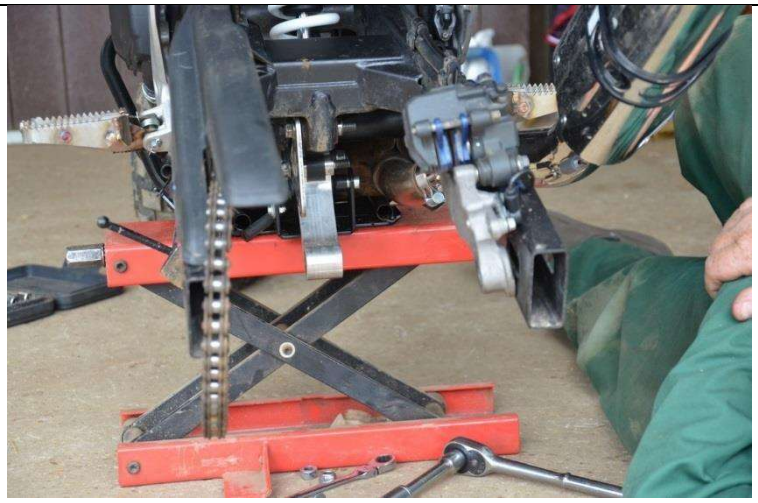
Tools Required for this installation

5,6 and 8mm Allen Key
8,10,14 and 17 mm Spanner
17mm Deep Socket
Flat screwdriver
Cable ties
Grease
Spring Puller
Torque Wrench up to 40Nm

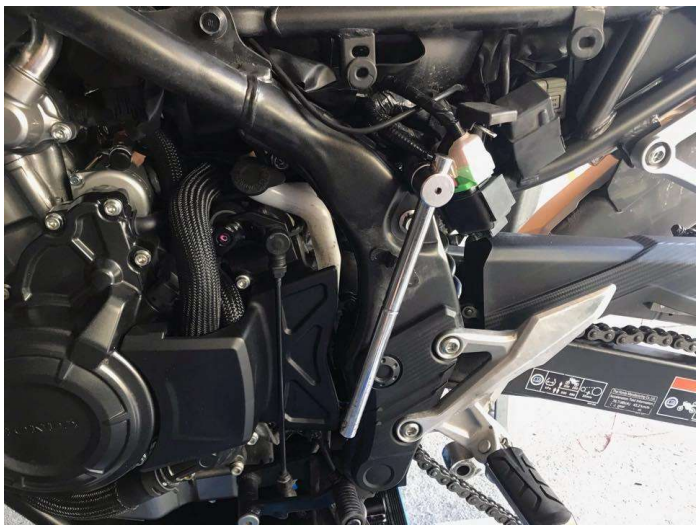
1. If the bike has our Engine Guard RRP 437 fitted, then use a scissor stand or similar, to raise rear wheel off the floor. If not, then use some form of stand, not a rear paddock stand, to raise the bike, and take the weight off the rear wheel. Because the extra 2" (50mm) length Adventure shock is being fitted, then you will need approx. 2 ½" (60mm) clearance under the rear wheel before commencing work for the new, longer shock to fit in.

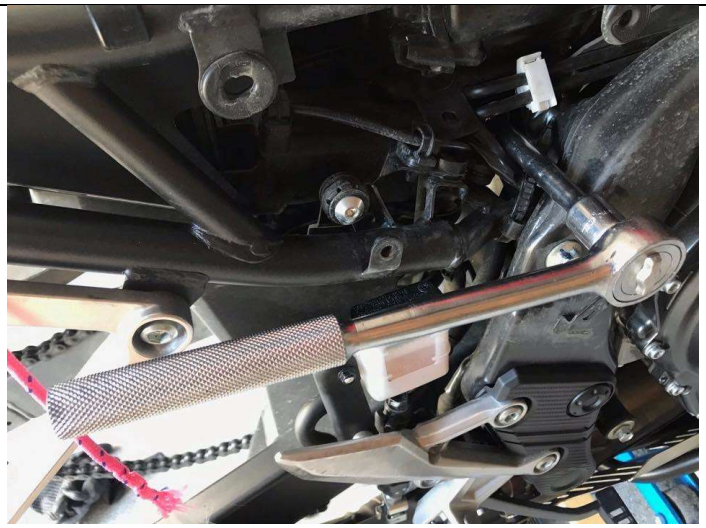
2. Remove rear wheel & seat. Remove both left & right black frame shrouds by removing both screws using 5mm Allen key and pulling frame guard away from tank, as it is attached by a Velcro pad.	
	
3. Undo both of the 17mm nuts on the flat steel dog bones, and then remove both M10 bolts, one attaching the dog bones to the underside of the swinging arm and the other end attaching to the OEM billet linkage. Discard both steel dog bones. **For ABS bikes only** Support the free swinging arm with a strap or similar, to prevent it from dropping to the floor and stretching the rear brake hose and ABS wire.	

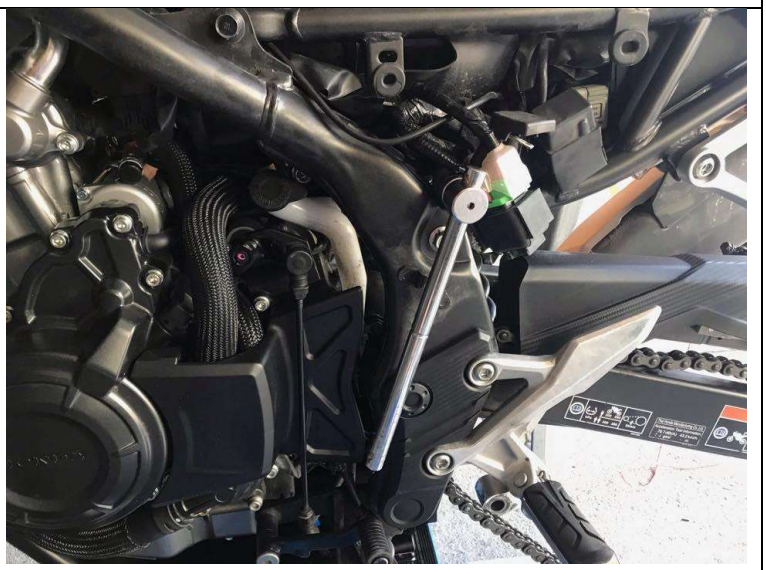
4. Undo 17mm nut on shock lower mount and remove M10 bolt. Allow OEM billet suspension link to drop down and undo 17mm nut from M10x58mm bolt securing link to frame, use 8mm Allen key to hold head of bolt. Remove bolt and remove two steel bushes from the OEM link to re-use in new link, discard the third bush. Insert both OEM steel bushes into new link, with grease and insert the new shorter bush into the new billet link where the suspension attaches, at its narrowest point.
   Discard billet OEM link.

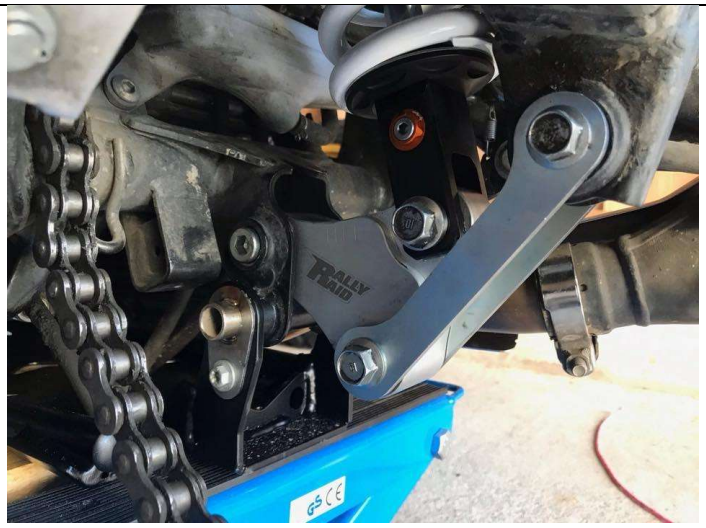


5. Remove top shock bolt nut by holding the bolt (from left side) securely with an 8mm Allen key, it can be very difficult to see the top shock bolt with the 8mm allen head from the left side, it helps to use a torch and to gently lift the wiring harness, after loosening the two relays. then undo the 17mm nut and remove both nut and washer from the right side. It is best to use a 3/8” drive deep 17mm socket and extension bar through the rubber flap between the starter solenoid and frame.
   DO NOT LOSE WASHER.



	
6. Using a long drift, or screwdriver, push out M10x48mm top bolt, whilst supporting shock body. Gently lower shock out of frame.	
7. Insert new shock up through gap between swinging arm brace and rear of engine, with the shock positioned as shown, with the hose outlet at the 2 'O' Clock position (when viewed from rear of bike facing forward) Note: Ensure M4 grub screw in locking ring above spring is facing the left side of the bike, for easy preload adjustment later. It is preferable to have the rebound adjuster on bottom of shock facing left also, for easy access. If it is facing the opposite way, then just hold top of shock in a vice and rotate bottom mount to correct position. NOTE; It is easier to feed the reservoir and hose up through the	

swinging arm first, ahead of the shock, and spray the reservoir and hose with WD40 or similar to aid insertion through the frame and brake hoses.	
8. Remove M6 bolt holding rear brake reservoir to frame and move reservoir out of the way. (This will help feed the shock reservoir through the frame.) The shock reservoir needs to be fed through the right side, below the frame and behind the footrest hanger. The reservoir hose should fall between the rear brake hose and the shock. Once the reservoir has been fed through then it can be rotated through 90 degrees on the swivel joint so that the gold adjusters are facing to the rear.	
9. Insert top shock bolt, M10x48mm, from left side, through frame and top shock mount. Replace washer and M10 nut on right side, tighten to 40Nm.	

10. Remove both M8 screws holding right hand passenger footrest hanger, using 8mm Allen key. Slide in new reservoir mount between footrest hanger and frame and re-insert both M8 screws. (using Loctite or similar) Tighten to 26Nm.	
11. Fit new lower link and insert front M10x58mm bolt, tighten M10 nut (no washer) to 40Nm, using 8mm Allen key and 17mm socket.	
12. Attach lower shock mount to the new link (with new shorter bush fitted). Using the OEM M10 bolt and nut, but with the short spacers provided, one either side of the lower shock mount. Tighten to 40nm. Fit the new dog bones, in position shown, using M10 bolts, tighten both M10 nuts (no washers) to 40Nm. It may be necessary to "jiggle" the swinging arm up and down slightly to get both screws in position.	
13. Slide both rubber clamps onto remote canister (it is easier if the canister is sprayed with some light oil first) and fit small, split end of	

rubber straps around tube on the mounting plate, then fit hose clamps around rubber straps and tighten loosely.	
14. Position reservoir as shown and tighten hose clamp. Check reservoir body does not foul footrest hanger or brake hoses. Replace rear brake reservoir into position with original M6 bolt.	
15. Replace both frame shrouds with M6 screws and replace seat.	
16. Use a spring puller to detach the sidestand spring from the OEM sidestand leg, then remove spring from the pin on the frame. Undo the M6 screw holding the sidestand switch and detach the switch housing from the sidestand. Undo and remove the nut from the back of the sidestand. then remove the sidestand pivot bolt.	
17. Offer up the new sidestand on to the pivot plate and then place new 2mm plate on the outside of the sidestand before re inserting the	

OEM pivot bolt and tighten. Ensure that the sidestand pivot and bolt are well greased before fitting. Whilst holding the head of the pivot bolt tighten the M10 nut from the underside. Check for free movement of sidestand , up and down. **SIDESTAND SWITCH FITMENT** **It is very important that when the sidestand switch is re positioned that the metal tab on the underside of the switch engages with the 4mm hole in the sidestand itself. It may be necessary to move the sidestand up or down to achieve this alignment before inserting and tightening the M6 screw.** Re attach the spring to the pin on the frame and then using a spring puller stretch the spring to fit over the tag on the sidestand	
18. Replace rear wheel.	
19. Check rider sag as per our general instructions.	