

Modification of rear-shock adjustment VN800B

The accessibility of the adjustment-ring on the rear shock on Kawasaki VN800B, among others, is a joke. It's cumbersome and the best way to do it is to remove the rear wheel and fender, the plastic cover and there you are. This takes like an hour of work! Oh yeah you can also smack the ring around with an iron-bar and a sledge-hammer! Brilliant way to mess something up! OK. Let's put the irony aside and solve the problem.



The adjuster-cam is moved by torque and since there is no room for spanners or hook-spanners let us transfer the torque by a short arm from a ratchet-handle with a one foot extension.

I have removed the cam and welded a 5 mm steel-plate with a hole for a 17 mm head cut from an unthreaded part of a bolt. The direction and position is visible in the picture and distance of bolt from center is just so a 17 mm socket can get around the bolt.



WARNING! Do not under any circumstances try to weld with the cam still on the chock! The rear shock-spring has to be removed using a spring-tensioner! There are some serious forces here! So let a bike-mechanic help you if you are not sure what you are doing!

WARNING!

The plate is welded on both top and bottom. In the second picture you can see the 17 mm bolt-head welded, top and bottom, to the plate.

Make a nice finish to the welds, paint and assemble. Grease the lower steel-disks well, since it's here most of the spring rotation and sliding during tensioning is made. Compress the spring and Locktite the nut and U-shaped yoke at the bottom.



(Two tips: If you want to lower your rear a little screw the nut and yoke to the bottom on the damper-rod. Also take the chance and overhaul the rear swing-bearings when you have the access.)

In Pict. 3 and 4 the whole rear shock is back in place. Ratchet with one-foot-extension and 17 mm socket slides easily in from the bottom, click-click and a new setting is adjusted!! The adjustment takes like 15 seconds including taking the tools out.

Enjoy

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