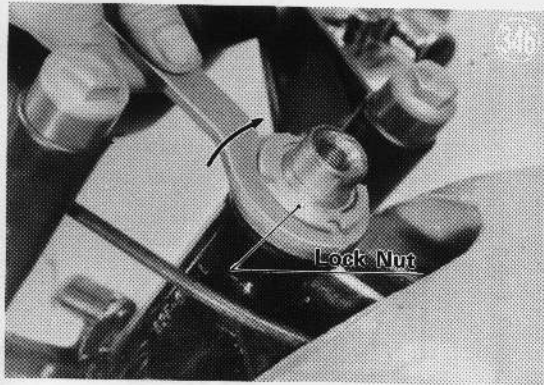


If the preceding inspection revealed play in the steering stem, the lock nut is not tightened sufficiently; if the steering was stiff, the lock nut is too tight and must be loosened.



7. REAR SHOCK ABSORBERS

1) Construction

The shock absorbers constitute the rear suspension, protecting the rider and vehicle from road shock and vibration, and thereby increasing riding comfort and lengthening vehicle life. To further absorb vibration from small irregularities in the road surface, the shock absorbers are mounted with rubber bushings at the top and bottom.

The shock absorber consists of springs, an inner cover, outer shell, cylinder, piston rod, piston, and shock absorbing oil. The basic tension of the spring (the initial load) is adjustable in three steps to conform with road and loading conditions, and rider comfort.

2) Operation

a. Compression

When the rear shock absorber receives a load, the outer spring is compressed, and at the same time the cylinder rising in the outer shell causes pressure on the oil underneath the piston. The oil flows through the piston orifice, pushes up the non-return valve held down by valve spring C, and enters the space above the piston. A small amount of oil also flows through the opening of base valve A, pushes down base valve B and enters the oil chamber between the cylinder and the outershell. The resistance to this oil flow, in addition to spring tension, constitutes buffering action. The compression stroke is terminated when the cylinder strikes the rubber at the top end of the piston rod.

Rear Shock Absorber

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