



## **X100 Rear Shock for Honda XR100/CRF100/XR80**

### **WARNING**

Changing the suspension on your vehicle can drastically change the handling characteristics. Always use extreme caution when riding after a change is made and take time to get accustomed to any handling change.

### **NOTE: Please read the following instructions completely before starting installation!**

Follow instructions in a factory authorized shop manual or take the vehicle to a competent dealer. The vehicle must be securely blocked to prevent it from tipping over when the shock is removed. Failure to do so can cause serious damage and/or injury.

The use of lowering blocks on Vonkat shocks is not recommended. Use of a lowering kit may void the warranty or damage the shock/vehicle.

Vonkat shocks are designed to work on the OEM (Original Equipment) frame and chassis. Use of this shock on a frame or chassis other than OEM may produce an unsatisfactory ride and void the warranty.

### **CAUTION!**

The internal gas pressure has been set from the factory - DO NOT attempt to adjust the gas pressure or remove the red gas plug. Failure to heed this warning void your warranty and may result in damage to the shocks and/or vehicle.

Vonkat LLC (Vonkat) shall not be held liable for any consequential or incidental damages resulting from the failure of a Vonkat part. Vonkat shall have no obligation if a part becomes defective as a result of improper installation or abuse.

### **INSTALLATION**

Remove the side number plates, seat, mudflap (attached to the airbox), and the airbox. Remove the original shock and replace it with the X100. Temporarily install the seat, sit on the bike and check the feel. If it requires preload adjustment, we suggest removing the shock, and placing the eyelet end into a soft-clamp vise.



Turn the preload ring a half revolution, then snug up the lock ring. Temporarily re-install the shock and seat, and test how the adjustment feels. Repeat this process as necessary to achieve the correct feel for you, but do NOT exceed more than 10mm of exposed thread beneath the lock ring. This is the best way to set your preload: once you have it set to your liking, it's unlikely you will adjust it further in the future.



It's possible to adjust the preload after the shock is installed, but access is limited, and you need to use the correct tool. We recommend the brass-tipped preload punch from Motion Pro (model 08-0483): the brass tip is softer than the aluminum preload/lock rings, which prevents damage. We strongly advise against using a standard punch or screwdriver to do this adjustment. Before doing any adjustment, be sure to loosen the lock ring. After adjusting, don't forget to snug the lock ring back up.