

Simple type of a construction the heat radiation is good, therefore, performance being especially good at low speed. Further, vibration stabilizes very quickly.

Air and oil mixture will not occur and function will not be deteriorated even when operated for extended period over adverse road condition.

The difference in pressure between the front and rear of the valve is small; since foam does not form, noise is minimized; deterioration of the damping force is prevented. (Fig. 5-61)

The rear cushion employs a dual pitch spring, the section with the larger pitch absorbs the large vibration while the section with the smaller pitch absorbs the smaller vibration. This provides for exceptionally smooth riding. Further, there are three ranges of adjustment incorporated in the rear cushion, making it possible to adjust the cushion to the different riding, loading and road conditions.

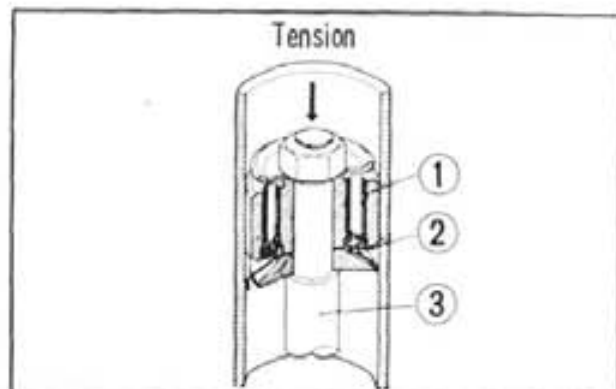


Fig. 12-1-1 ① Piston ② Valve ③ Rod

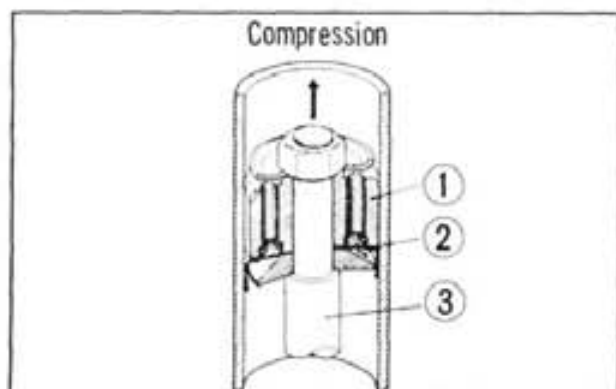


Fig. 12-1-2 ① Piston ② Valve ③ Rod

#### b. Disassembly

1. Unscrew the rear cushion cap nut and bolt, and remove the rear cushion from the frame. (Fig. 12-2)
2. Remove the rear cushion spring using the rear cushion disassembling tool (Tool No. 07959-3290000). (Fig. 12-3)

**Note:** The rear cushion contains nitrogen gas under high pressure, therefore, disassembly should not be attempted because possible injury may result.

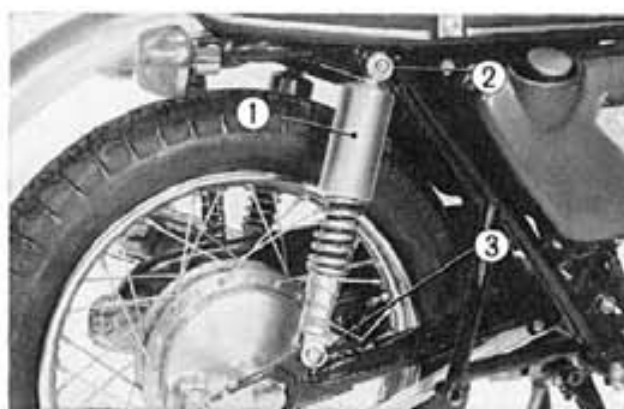


Fig. 12-2 ① Rear cushion ② Cap nut ③ Setting bolt

#### c. Inspection

1. Rear cushion spring free length  
Measure the free length of the rear cushion spring using a vernier caliper, if it is under 18.11 in. (460 mm), the spring should be replaced with a new part. (Fig. 12-4)

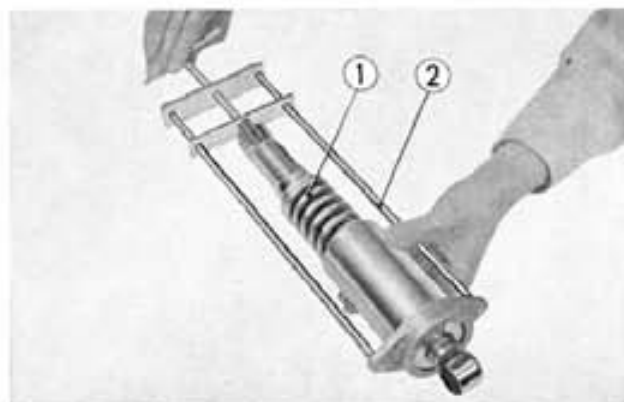


Fig. 12-3 ① Rear cushion spring ② Rear cushion disassembling tool