

5. REAR SHOCK ABSORBER ASSEMBLIES

(K4 to K2 model)

The rear shock absorber assemblies feature the telescopic type oil dampers with bottom valve to give an optimum damping performance under all bumping and rebounditions. The damping performance on the extension side is well matched with that on the compression side, providing maximum damping.

Stroke of rear shock absorber: 86.3 mm (3.39 in.)

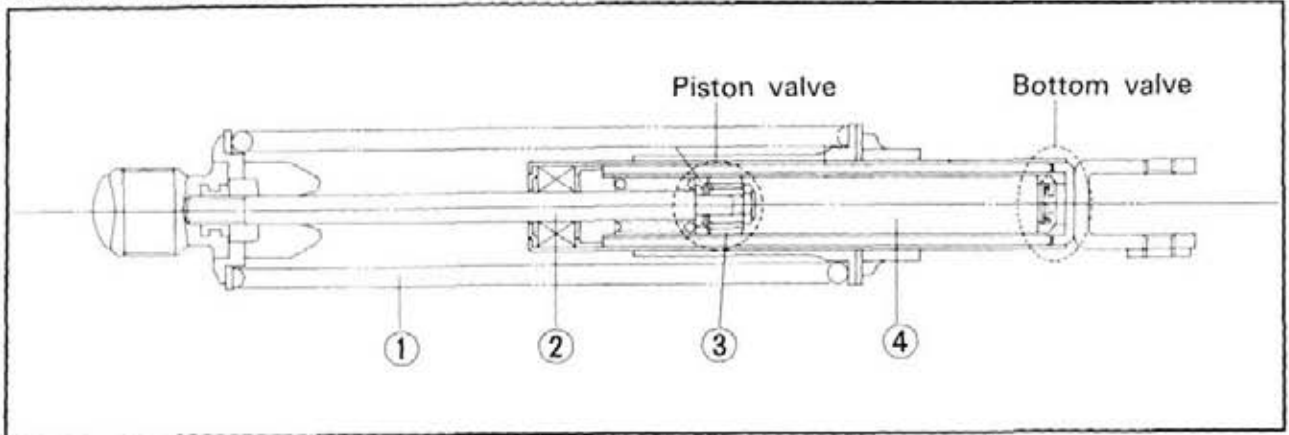


Fig. 20-86 ① Rear shock absorber spring ② Damper rod
③ Damper piston ④ Damper cylinder

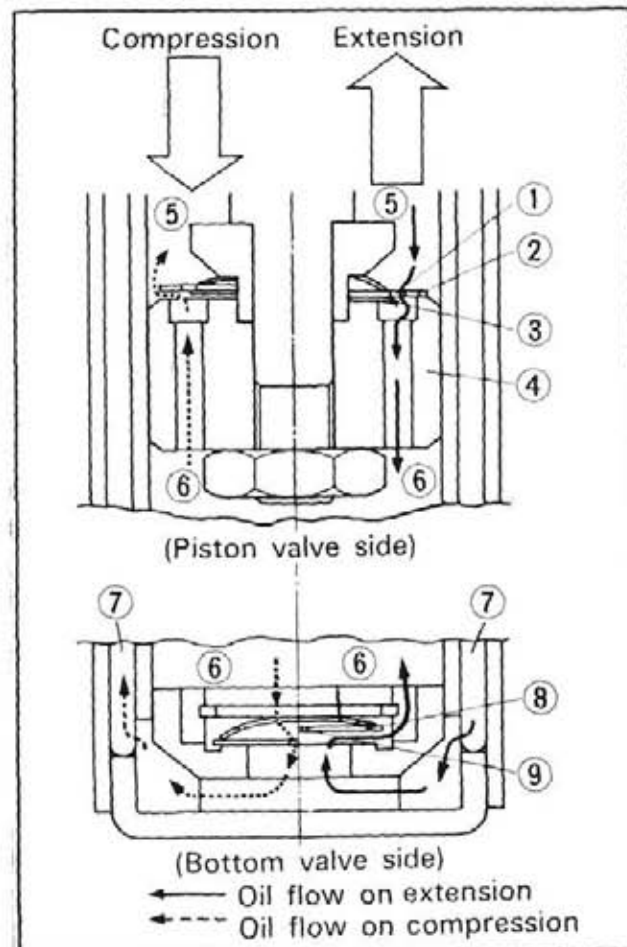


Fig. 20-87 ① Orifice (I) ② Valve "A"
③ Valve "B" ④ Piston
⑤ Chamber "a" ⑥ Chamber "b"
⑦ Chamber "c" ⑧ Bottom valve
⑨ Orifice (II)

Operation

Each oil damper is equipped with the piston valves A and B and bottom valve. On the extension side, the damping action is provided by means of the piston valves. While, on the compression side, the damping action is provided by means of the bottom valve.

On extension side:

The oil in the chamber [a] flows into the chamber [b] through the orifice (I) in the valve A (sheet metal). By the resisting force of this oil, the damping action is provided. The valve A is overlapped with the valve B (leaf spring) which covers the half of the orifice. The damping action is regulated by the deflection of the valve B. Under such a condition, the bottom valve is opened and the oil in the chamber [c] flows into the chamber [b] smoothly to prevent air bubbles from being produced.

On compression side:

The oil in the chamber [b] flows by amount of oil equivalent to the volume of damper rod into the chamber [c] through the orifice in the bottom valve. By the resisting force of this oil, the damping action is provided. At this time the piston valves are opened and the oil flows from the chamber [b] into the chamber [a] smoothly.