

Click Tool Dial Adjuster - Service Manual

Inspection and replacement of damper adjustment tool (Click Tool Dial for Street A, Touring A)



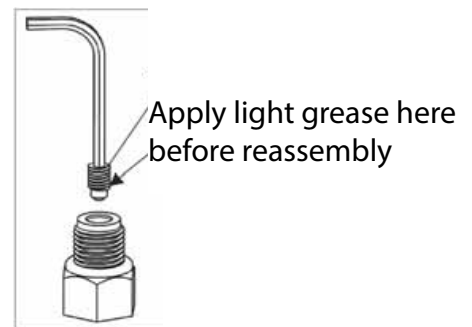
Note that the Click Tool Dial has a small 8mm hex base that is tightened against the top of the shock piston rod. By holding the shock piston with a spanner, use a thin/flat 8mm wrench to loosen the base gently, counter clockwise.

Be sure to NOT turn the dial itself together with the base. Also, be sure to NOT damage the threads of the shock piston top in the process.



Once the hex base is loose, it can be removed by hand till it is detached. Inside the hole where the click adjustment head was seated, is a small 3mm Allen key worm nut. Carefully insert a 3mm Allen key, and gently twist this counter clockwise until it is free.

In this step, inspect that the worm nut is free of debris, the 3mm head is sharp and not stripped or rounded.



Reassembly of the worm nut.

Important!!! Sink the worm nut gently clockwise until it bottoms at detent. **From this point, back out the worm nut exactly 8 complete turns to initialize.**

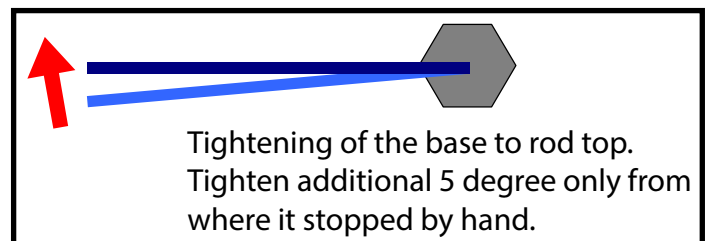
In the reverse order as disassembly, the Click Tool Dial should be inserted carefully, and turned into the shaft top by hand.

Be very careful not to turn the Dial when tightening the base.



The base should be tightened to 1.8 lbs/ft or 2.5n-m.

For ease of approximation, this is about 5 degree further than where it stopped while turning it by hand.



Finally use the Click Tool Dial by first turning it clockwise, till it stops. Then, counter-clockwise by 40 clicks for full range to be sure it operates smoothly.

Never turn this back more than the range of 40 clicks from the hard stop