

Fitting Instructions for

Honda CB500X 2019 Level 1 Adventure
Shock RRP 740



NOTE: BEFORE COMMENCING WORK ON THE CONVERSION, TAKE TIME TO READ THE INSTRUCTIONS CAREFULLY. ALL WORK CAN BE CARRIED OUT BY A COMPETENT MECHANIC, BUT IF YOU ARE UNSURE PLEASE CONTACT US OR A MECHANICAL PROFESSIONAL.

KEEP ALL PARTS THAT ARE REMOVED, AS IT IS POSSIBLE TO REMOVE OUR KITS AND RETURN THE BIKE TO STANDARD, IF REQUIRED

Tools Required for this installation

5,6 and 8mm Allen Key
8,10,14 and 17 mm Spanner
17mm Deep Socket
Flat screwdriver
Cable ties
Grease
Torque Wrench up to 40Nm

1. If the bike has our Engine Guard RRP 437 fitted, then use a scissor stand or similar, to raise rear wheel off the floor. If not, then use some form of stand, not a rear paddock stand, to raise the bike, and take the weight off the rear wheel.

2. Remove rear wheel & seat. Remove both left & right black frame shrouds by removing both screws using 5mm Allen key and pulling frame guard away from tank, as it is attached by a Velcro pad.





3. Undo both of the 17mm nuts on the flat steel dog bones, and then remove both M10 bolts, one attaching the dog bones to the underside of the swinging arm and the other end attaching to the OEM billet linkage. Retain both steel dog bones.

For ABS bikes only

Support the free swinging arm with a strap or similar, to prevent it from dropping to the floor and stretching the rear brake hose and ABS wire.



4. Undo 17mm nut on shock lower mount and remove M10 bolt. Allow OEM billet suspension link to drop down and undo 17mm nut from M10x58mm bolt securing link to frame, use 8mm Allen key to hold head of bolt. Remove bolt and remove two steel bushes from the OEM link to re-use in new link, discard the third bush. Insert both OEM steel bushes into new link, with grease and insert the new shorter bush into the new billet link where the suspension attaches, at its narrowest point.

Discard billet OEM link.





5. Remove top shock bolt nut by holding the bolt (from left side) securely with an 8mm Allen key, it can be very difficult to see the top shock bolt with the 8mm allen head from the left side, it helps to use a torch and to gently lift the wiring harness, after loosening the two relays. then undo the 17mm nut and remove both nut and washer from the right side. It is best to use a 3/8" drive deep 17mm socket and extension bar through the rubber flap between the starter solenoid and frame. **DO NOT LOSE WASHER.**



6. Using a long drift, or screwdriver, push out M10x48mm top bolt, whilst supporting shock body. Gently lower shock out of frame.



7. Insert new shock up through gap between swinging arm brace and rear of engine,

8. Note: Ensure M4 grub screw in locking ring above spring is facing the left side of the bike, for easy preload adjustment later.

It is preferable to have the rebound adjuster on bottom of shock facing left also, for easy access. If it is facing the opposite way, then just hold top of shock in a vice and rotate bottom mount to correct position.

9. Insert top shock bolt, M10x48mm, from left side, through frame and top shock mount. Replace washer and M10 nut on right side, tighten to 40Nm.



10. Fit new lower link and insert front M10x58mm bolt, tighten M10 nut (no washer) to 40Nm, using 8mm Allen key and 17mm socket.



11. Attach lower shock mount to the new link (with new shorter bush fitted). Using the OEM M10 bolt and nut, but with the short spacers provided, one either side of the lower shock mount. Tighten to 40nm.

Re fit the OEM dog bones, in position shown, using M10 bolts, tighten both M10 nuts (no washers) to 40Nm. It may be necessary to “jiggle” the swinging arm up and down slightly to get both screws in position.



12. Replace both frame shrouds with M6 screws and replace seat.

13. Replace rear wheel.

14. Check rider sag as per our general instructions.