



WORKS PERFORMANCE PRODUCTS, INC.
21045 Osborne St., Canoga Park, CA 91304
818.701.1010 fax 818.701.9043
www.worksperformance.com

#XR50 -- 04/14/2004

XR50 SHOCK MOUNTING SUPPLEMENT

Basic Shock--Figure 1

The shock for the Honda XR50 models varies from the typical Works Performance mounting for a non-reservoir shock. Because of the clearance problems to the rear frame up-rights, this shock is intended to be mounted body down, shaft up. The shock is constructed with an internal floating piston that separates the nitrogen from the oil. As a result it can be mounted with the gas pocket at the bottom. Care should be taken when installing the shock so that the fitting is not hit. If the fitting on the shock is cracked, gas will leak out of the system.

Note: The position of the threaded pre-load ring on the shock is limited by these same two frame members. If you find that you need to reduce the spring pre-load to obtain the correct ride sag, and the ring hits the frame members, the shock may be too stiff for your weight. You should consider returning the shock to Works for a lighter spring and valving.

Please refer to the General Shock mounting instructions for other tips on setting up your Works Performance shocks.

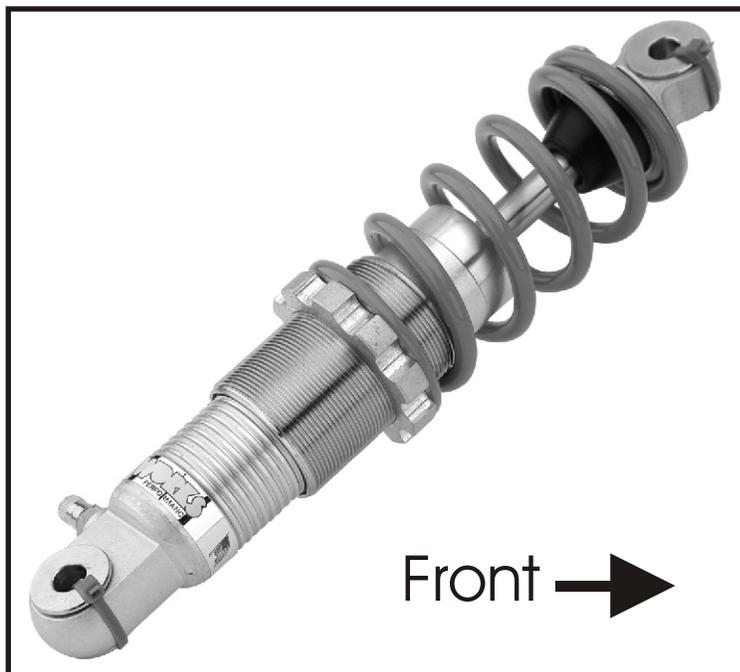


Fig.1--Shock for XR50R is designed with a floating piston to separate the nitrogen from the oil. This allows the shock to be mounted with the body-down and shaft-up as shown. Remove the zip ties before installation.

Piggyback Shock--Figure 2

In order to clear the frame, the piggyback pro series shock made for the XR50 is designed to run with the reservoir on the top at the rear as shown in Figure 2. Access to the compression adjuster is from the top. The rebound adjuster can be accessed from the top or bottom. The shaft and eye can be turned 180 degrees to best access the adjuster screw.

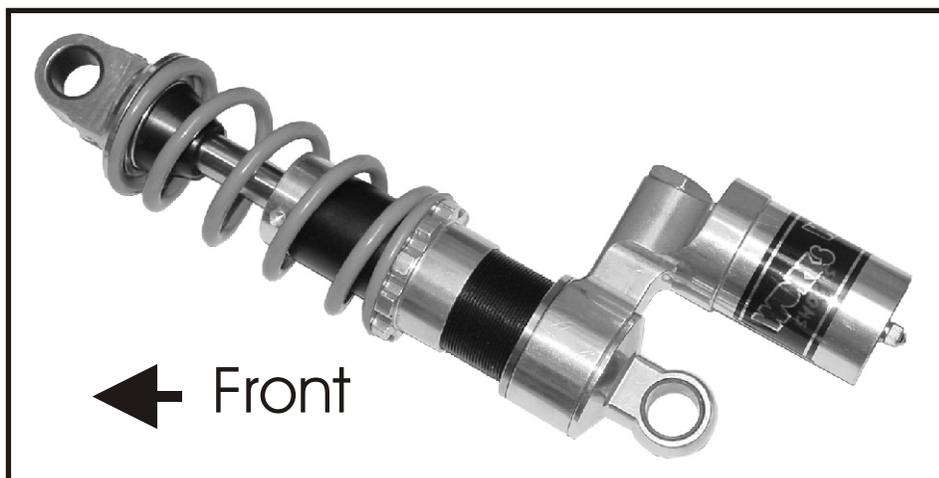


Fig.2--Pro Series Piggyback Shock for XR50R is designed to be mounted with the body-down, reservoir on top and shaft-up as shown. If this shock is being used on a non-stock swingarm or frame, make sure that there is appropriate clearance, when the shock is extended and compressed.