

# Be sure to read the following information

## Cautions on use of Suspension Tuning Guide

- Various types of recommended suspension setups are provided in this guidebook.
- **Read the owner's manual carefully, and follow the instructions and cautions contained in it before changing suspension setup.**
- The effect of a setup change is subjective. Even when the setup is the same, rider's perception may differ depending on the road conditions, riding conditions or conditions of the motorcycle. The instructions provided in this guide do not guarantee the best performance. Always keep in mind safe riding even after changing the set up.

### < Notes >

- The pictures contained in this guidebook include some pictures taken in different countries; the motorcycle in these pictures may not match your actual vehicle.
- Some models are equipped with accessories.
- Some accessories are exclusive to those countries.
- The setup information provided in this guidebook presumes an appropriately maintained motorcycle.

Enjoy riding your motorcycle, keeping in mind safety.

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# Suspension Tuning Guides

CRF1100L AFRICA TWIN



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Concept

Cautions on use of guides

This guide is intended for conventional suspension models. The vehicle equipped with an electric control suspension allows you to select the suspension setting on MID (Multi Information Display).



# Rediscover joy of riding



Your motorcycle riding will become more enjoyable even on the same road you always use if you make a minor change of suspension setup. This entry level “Suspension Tuning Guide” is prepared to help you properly set up the suspension for more enjoyable riding experiences.

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# Contents

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# Standard

The standard setup is most appropriate for the concept of this model in various situation and manners of use. Recommended for riders seeking all-around performance in a variety of conditions.



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Setting value



# Standard



## Front

<p>Spring preload</p> <p><b>MT</b></p> <p>+2 turns from MIN</p> <p><b>DCT</b></p> <p>+5 turns from MIN</p> <p><b>Adventure MT</b></p> <p>+5 turns from MIN</p> <p><b>Adventure DCT</b></p> <p>+8 turns from MIN</p>	<p>Rebound damping</p> <p><b>MT/DCT</b></p> <p>+2<sup>3</sup>/<sub>4</sub> turns from MAX</p> <p><b>Adventure MT/DCT</b></p> <p>-2<sup>1</sup>/<sub>4</sub> turns from MAX</p>	<p>Compression damping</p> <p><b>MT/DCT</b></p> <p>-9 clicks from MAX</p> <p><b>Adventure MT/DCT</b></p> <p>-7 clicks from MAX</p>
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## Rear

<p>Spring preload</p> <p><b>All types</b></p> <p>+7 clicks from MIN</p>	<p>Rebound damping</p> <p><b>All types</b></p> <p>-8 clicks from MAX</p>	<p>Compression damping</p> <p><b>All types</b></p> <p>-12 clicks from MAX</p>
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# Comfort

This setup softens the suspension for riding comfort. The cushion effect is lower than Standard to absorb shocks from road surfaces for improved riding comfort. Recommended if Standard is harsh for you or you prefer relaxed pace for comfort.



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Setting Value



# Comfort



## Front

<p>Spring preload</p> <p><b>MT</b></p> <p>+0 turns from MIN</p> <p><b>DCT</b></p> <p>+3 turns from MIN</p> <p><b>Adventure MT</b></p> <p>+3 turns from MIN</p> <p><b>Adventure DCT</b></p> <p>+6 turns from MIN</p>	<p>Rebound damping</p> <p><b>MT/DCT</b></p> <p>+3 turns from MAX</p> <p><b>Adventure MT/DCT</b></p> <p>-2<sup>1</sup>/<sub>2</sub> turns from MAX</p>	<p>Compression damping</p> <p><b>MT/DCT</b></p> <p>-12 clicks from MAX</p> <p><b>Adventure MT/DCT</b></p> <p>-10 clicks from MAX</p>
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## Rear

<p>Spring preload</p> <p><b>All types</b></p> <p>+3 clicks from MIN</p>	<p>Rebound damping</p> <p><b>All types</b></p> <p>-13 clicks from MAX</p>	<p>Compression damping</p> <p><b>All types</b></p> <p>-17 clicks from MAX</p>
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# Sport

This setup stiffens the suspension and reduces excessive motions of the motorcycle for sporty riding on paved surfaces. With the cushion effect increases from Standard, lifting or diving of the front end is reduced when acceleration or braking to allow the rider more positive control of the motorcycle. Recommended if Standard is too soft for you or you like sporty riding, or you want more stability at high speeds.



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Setting Value



# Sport



## Front

### Spring preload

MT

+2 turns from MIN

DCT

+5 turns from MIN

Adventure MT

+5 turns from MIN

Adventure DCT

+8 turns from MIN

### Rebound damping

MT/DCT

-1 1/2 turns from MAX

Adventure MT/DCT

-1 turns from MAX

### Compression damping

MT/DCT

-4 clicks from MAX

Adventure MT/DCT

-2 clicks from MAX

## Rear

### Spring preload

All types

+12 clicks from MIN

### Rebound damping

All types

-4 clicks from MAX

### Compression damping

All types

-8 clicks from MAX



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# Off road

This setup is for off road rides.

With the best-balanced shock absorption for big impacts from gaps and wavy surfaces on off roads, this setup allows the rider to positively control the motorcycle on rough surfaces.

Recommended for riders frequently enjoy off roads.



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Setting Value



# Off road



## Front

Spring preload	Rebound damping	Compression damping
<b>MT</b> +3 turns from MIN	<b>MT/DCT</b> -2 <sup>3</sup> / <sub>4</sub> turns from MAX	<b>MT/DCT</b> -7 clicks from MAX
<b>DCT</b> +6 turns from MIN	<b>Adventure MT/DCT</b> -2 <sup>1</sup> / <sub>4</sub> turns from MAX	<b>Adventure MT/DCT</b> -5 clicks from MAX
<b>Adventure MT</b> +6 turns from MIN		
<b>Adventure DCT</b> +9 turns from MIN		

## Rear

Spring preload	Rebound damping	Compression damping
<b>All types</b> +7 clicks from MIN	<b>All types</b> -6 clicks from MAX	<b>All types</b> -12 clicks from MAX



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# With luggage

This setup provides optimum damping effects to compensate for the increased loads from the luggage.  
Recommended for riders often carry luggage for an extended period of time.



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Setting Value

# ◀ With luggage ▶

## Front

<p>Spring preload</p> <p><b>MT</b></p> <p>+2 turns from MIN</p> <p><b>DCT</b></p> <p>+5 turns from MIN</p> <p><b>Adventure MT</b></p> <p>+5 turns from MIN</p> <p><b>Adventure DCT</b></p> <p>+8 turns from MIN</p>	<p>Rebound damping</p> <p><b>MT/DCT</b></p> <p>-2<sup>3</sup>/<sub>4</sub> turns from MAX</p> <p><b>Adventure MT/DCT</b></p> <p>-2<sup>1</sup>/<sub>4</sub> turns from MAX</p>	<p>Compression damping</p> <p><b>MT/DCT</b></p> <p>-9 clicks from MAX</p> <p><b>Adventure MT/DCT</b></p> <p>-7 clicks from MAX</p>
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## Rear

<p>Spring preload</p> <p><b>All types</b></p> <p>+13 clicks from MIN</p>	<p>Rebound damping</p> <p><b>All types</b></p> <p>-4 clicks from MAX</p>	<p>Compression damping</p> <p><b>All types</b></p> <p>-8 clicks from MAX</p>
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# With passenger

This setup provides optimum damping effects to compensate for the increased loads from the passenger.  
Recommended for riders often carry passenger for extended period of time.



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Setting Value

# ◀ With passenger ▶

## Front

<p>Spring preload</p> <p><b>MT</b></p> <p>+2 turns from MIN</p> <p><b>DCT</b></p> <p>+5 turns from MIN</p> <p><b>Adventure MT</b></p> <p>+5 turns from MIN</p> <p><b>Adventure DCT</b></p> <p>+8 turns from MIN</p>	<p>Rebound damping</p> <p><b>MT/DCT</b></p> <p>-2<sup>3</sup>/<sub>4</sub> turns from MAX</p> <p><b>Adventure MT/DCT</b></p> <p>-2<sup>1</sup>/<sub>4</sub> turns from MAX</p>	<p>Compression damping</p> <p><b>MT/DCT</b></p> <p>-9 clicks from MAX</p> <p><b>Adventure MT/DCT</b></p> <p>-7 clicks from MAX</p>
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## Rear

<p>Spring preload</p> <p><b>All types</b></p> <p>+19 clicks from MIN</p>	<p>Rebound damping</p> <p><b>All types</b></p> <p>-4 clicks from MAX</p>	<p>Compression damping</p> <p><b>All types</b></p> <p>-8 clicks from MAX</p>
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# Passenger + Luggage

This setup provides optimum damping effects to compensate for the increased loads from the luggage and the passenger. Recommended for riders often carry luggage or passenger for extended period of time.



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Setting Value

# ◀ Passenger + Luggage ▶

## Front

<p>Spring preload</p> <p><b>MT</b></p> <p>+2 turns from MIN</p> <p><b>DCT</b></p> <p>+5 turns from MIN</p> <p><b>Adventure MT</b></p> <p>+5 turns from MIN</p> <p><b>Adventure DCT</b></p> <p>+8 turns from MIN</p>	<p>Rebound damping</p> <p><b>MT/DCT</b></p> <p>-2<sup>3</sup>/<sub>4</sub> turns from MAX</p> <p><b>Adventure MT/DCT</b></p> <p>-2<sup>1</sup>/<sub>4</sub> turns from MAX</p>	<p>Compression damping</p> <p><b>MT/DCT</b></p> <p>-9 clicks from MAX</p> <p><b>Adventure MT/DCT</b></p> <p>-7 clicks from MAX</p>
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## Rear

<p>Spring preload</p> <p><b>All types</b></p> <p>+25 clicks from MIN</p>	<p>Rebound damping</p> <p><b>All types</b></p> <p>-4 clicks from MAX</p>	<p>Compression damping</p> <p><b>All types</b></p> <p>-8 clicks from MAX</p>
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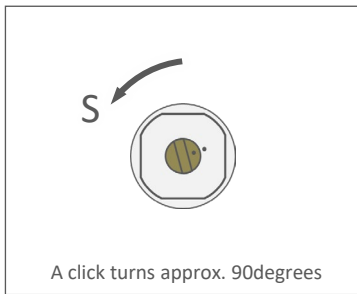
# General damper setting tips

## Front

### Compression damping

#### | To improve shock absorption on gaps

Reduce damping by turning the adjuster to “S”.

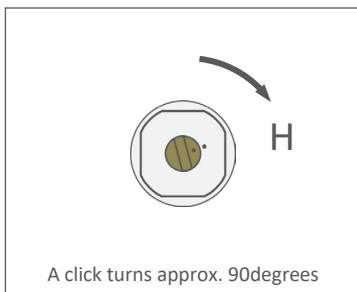


#### Recommended when

- gaps are large on the surface
- you want comfort
- you ride at moderate speeds
- weight is low

#### | To reduce nose dive at deceleration

Increase damping by turning the adjuster to “H”.



#### Recommended when

- on surfaces with small gaps
- you want agility
- speeds are high
- weight is high

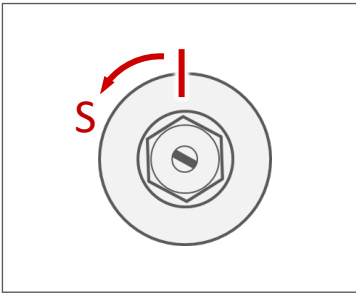
# General damper setting tips

## Front

### Rebound damping

#### | For more “planted” front tire

Reduce damping by turning the adjuster to “S”.

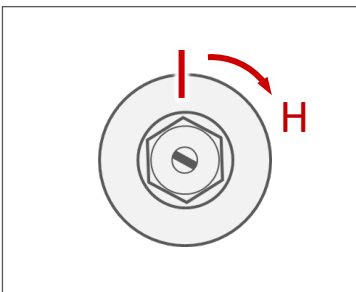


#### Recommended when

- you want agility
- you feel heavy when starting to lean
- you travel twisty roads

#### | To improve stability

Increase damping by turning the adjuster to “H”.



#### Recommended when

- you want more straight stability
- you mostly travel straight roads

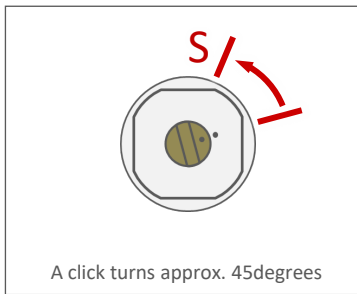
# General damper setting tips

## Rear

### Compression damping

#### | To improve shock absorption on gaps

Reduce damping by turning the adjuster to “S”.

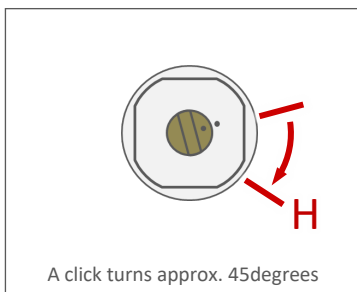


#### Recommended when

- gaps are large on the surface
- you want comfort
- you ride at moderate speeds
- weight is low

#### | To prevent bottoming

Increase damping by turning the adjuster to “H”.



#### Recommended when

- on surfaces with small gaps
- you want agility
- speeds are high
- weight is high

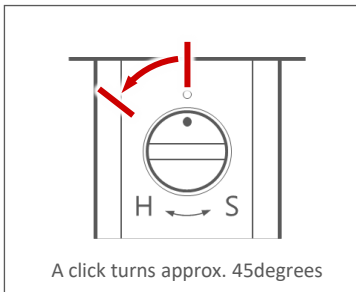
# General damper setting tips

## Rear

### Rebound damping

#### | For easy leaning

Reduce damping by turning the adjuster to “S”.

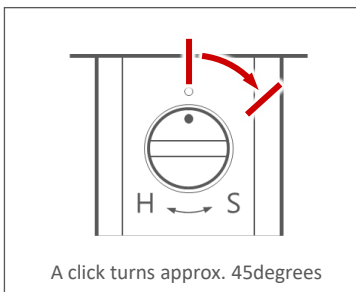


#### Recommended when

- you want agility
- you feel heavy when starting to lean
- you travel twisty roads

#### | To improve stability

Increase damping by turning the adjuster to “H”.



#### Recommended when

- you want more straight stability
- you mostly travel straight roads