

Fitting the S1000RR shock to the Fazer1000

You will need

A 12mm HSS Drill

Two 2.65mm thick washers 25mm outside diameter and 12mm diameter centre hole.

A 12mm bolt with the shoulder 41.5mm long.

I made up the washers from aluminum as most standard washers are 2.5mm

Optional 10 mm spacer to fit under the spring

The Top Bolt can re-used and fitting the washers can be fiddly. (I used a little superglue and glued them to the shock just to hold them in place while I fitted the bolt)

I used an old shoulder linkage bolt tapped it back to 41.5mm, and cut it to clear the dog bones. Original bolt was the correct length but shoulder was too short. The fork of the s1000rr Shock is 2mm wider overall. Using the original bolt was not an option.

Grease up all the linkages and put it back together.

The max preload was giving me 20mm static sag. I removed the shock again and measured the thread space at the top of the shock and there is 12mm of space with the shock on max preload. I made 10 mm spacer to fit under the spring to allow me add more preload and see how it goes from there. It feels fine at the moment as the laden sag is less than the sag at max preload of the original shock.

Spacer for the spring



Difference in the Shocks from the different year BMW, but the 2012/2013 is the better shock



S1000RR 2012/2013 Shock
Silver coloured fork
Eye centres 309 mm apart



S1000RR 2010/2011 Shock
Bronze coloured fork
Eye centres 314 mm apart

I left all the Settings at 4 as a start and it suited me at 95kg in full leathers

