


# Translation of the original German datasheet and installation instructions for lowering kits

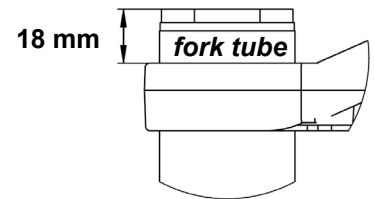
These installation instructions are part of the conversion and Vehicle Type Approval and, therefore, must be handed over to the owner of the vehicle

Manufacturer	Make	Type	Year	Specification	Lowered by
Honda	NT 1100	SC84	'22>	550-045-50	50 mm

**Scope of supply:** 1 spring strut retainer with the code:  4550  
1 spacer to limit spring travel  
(External diameter = 47 mm, internal diameter = 25 mm, disc height = 11 mm)  
1 Auxiliary tool for removing the strut spring  
1 datasheet with installation instructions  
1 German vehicle type approval

## Installation instructions:

The lowering kit should only be fitted by technically experienced persons.



### For the front area:

Push up the forke tubes.  
Turn back spring pre-load completely.

### For the rear area:

Jack up the motorcycle so that the rear wheel can be rotated freely. Next gently support the rear wheel or the swing arm so that the suspension strut linkage is not loaded. Dismantle the spring strut and remove the spring with the auxiliary tool as shown in the photo.

First mark the position of the grub screw of the anti-rotation device.

Next, unscrew the spring strut retainer.

**Unscrew the piston rod with the locknut out of the spring strut retainer. Do not force, otherwise the thread of the locknut can be damaged.**

When movement is stiff by too much screw sealant, warming up the spring strut retainer to 100°-150° makes it easier to disassembly.

Clean the thread of the piston rod thoroughly. Degrease both threads (piston rod and the spring strut retainer of the lowering kit). Provide the threads with threadlock.

Position the spacer for limiting spring travel under the shock absorber bump stop, so that the rounded corners of the slot are turned towards the bump stop (see photo).

Load the rear wheel before tightening. The tightening torques of the vehicle manufacturer are to be considered.

The stability on kickstand complies with VO (EU) 44/2014 appendix XVI.

Therefore, cutting the kickstand is not required by the German regulations.

To improve stability, we recommend cutting the kickstand by 30 mm right above its shoe. Chamfer both ends and reweld them.

Tacking the welding with kickstand installed makes it easier to determine the correct position of the kickstand shoe. (Disconnect battery!)

According to §19/3 of the StVZO cutting the kickstand requires an official expert opinion for approval (German regulations only).

Note: Aftermarket rear wheel fenders, that are not standard parts, cannot be used and need to be removed.



Due to a change in geometry as a result of the lowering, the handling of your bike can be slightly different, and the lean angle clearance can be reduced. Please adapt yourself to the new conditions by driving carefully on the first kilometres.