

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.

Continue

Suspension Tuning Guides

CRF1100L AFRICA TWIN



[Contents](#)

[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.

◀ Back

Contents ▶

Contents

▼ Setup recommendations

Standard ▶

Comfort ▶

Sport ▶

Off road ▶

With luggage ▶

With passenger ▶

Passenger + Luggage ▶

▼ General damper setting tips

Front compression ▶

Front rebound ▶

Rear compression ▶

Rear rebound ▶



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.



Contents



Setting value



Standard



Front

Spring preload

MT/DCT

+6 turns from MIN

Adventure MT/DCT

+10¹/₂ turns from MIN

Rebound damping

All types

-2¹/₂ turns from MAX

Compression damping

All types

-12 clicks from MAX

Rear

Spring preload

All types

+7 clicks from MIN

Rebound damping

All types

-15 clicks from MAX

Compression damping

All types

-9 clicks from MAX



Back



Contents

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.



Contents



Setting Value



Comfort



Front

Spring preload

MT/DCT

+4 turns from MIN

Adventure MT/DCT

+8¹/₂ turns from MIN

Rebound damping

All types

-3 turns from MAX

Compression damping

All types

-12 clicks from MAX

Rear

Spring preload

All types

+3 clicks from MIN

Rebound damping

All types

-20 clicks from MAX

Compression damping

All types

-14 clicks from MAX



Back



Contents

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.



Contents



Setting Value



Sport



Front

Spring preload

MT/DCT

+6 turns from MIN

Adventure MT/DCT

+10¹/₂ turns from MIN

Rebound damping

All types

-1¹/₂ turns from MAX

Compression damping

All types

-7 clicks from MAX

Rear

Spring preload

All types

+12 clicks from MIN

Rebound damping

All types

-11 clicks from MAX

Compression damping

All types

-5 clicks from MAX



Back



Contents

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.



Contents



Setting Value



Off road



Front

Spring preload

MT/DCT

+7 turns from MIN

Adventure MT/DCT

+11¹/₂ turns from MIN

Rebound damping

All types

-2¹/₂ turns from MAX

Compression damping

All types

-10 clicks from MAX

Rear

Spring preload

All types

+7 clicks from MIN

Rebound damping

All types

-13 clicks from MAX

Compression damping

All types

-9 clicks from MAX



Back



Contents

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.



Contents



Setting Value



With luggage



Front

Spring preload

MT/DCT

+6 turns from MIN

Adventure MT/DCT

+10¹/₂ turns from MIN

Rebound damping

All types

-2¹/₂ turns from MAX

Compression damping

All types

-10 clicks from MAX

Rear

Spring preload

All types

+13 clicks from MIN

Rebound damping

All types

-11 clicks from MAX

Compression damping

All types

-5 clicks from MAX



Back



Contents

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.



Contents



Setting Value

◀ With passenger ▶

Front

Spring preload

MT/DCT

+6 turns from MIN

Adventure MT/DCT

+10¹/₂ turns from MIN

Rebound damping

All types

-2¹/₂ turns from MAX

Compression damping

All types

-10 clicks from MAX

Rear

Spring preload

All types

+19 clicks from MIN

Rebound damping

All types

-11 clicks from MAX

Compression damping

All types

-5 clicks from MAX



Back



Contents

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.



Contents



Setting Value

◀ Passenger + Luggage ▶

Front

Spring preload

MT/DCT

+6 turns from MIN

Adventure MT/DCT

+10¹/₂ turns from MIN

Rebound damping

All types

-2¹/₂ turns from MAX

Compression damping

All types

-10 clicks from MAX

Rear

Spring preload

All types

+25 clicks from MIN

Rebound damping

All types

-11 clicks from MAX

Compression damping

All types

-5 clicks from MAX



Back



Contents

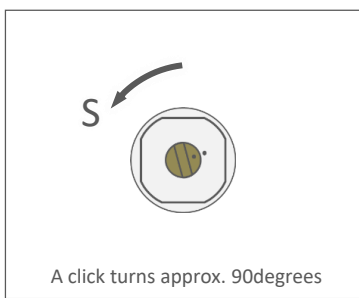
General damper setting tips

Front

Compression damping

| To improve shock absorption on gaps

Reduce damping by turning the adjuster to “S”.

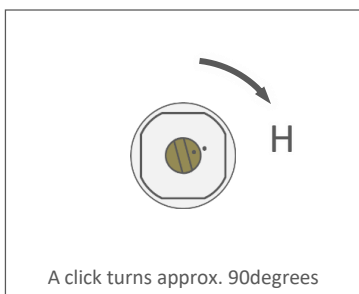


Recommended when

- 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

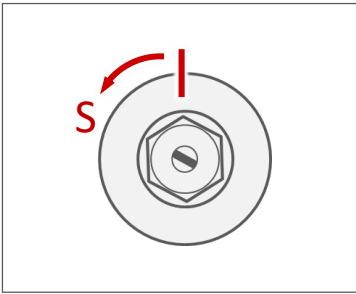
General damper setting tips

Front

Rebound damping

| For more “planted” front tire

Reduce damping by turning the adjuster to “S”.

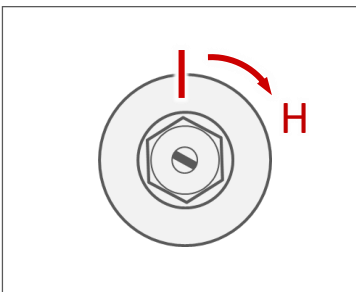


Recommended when

- 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

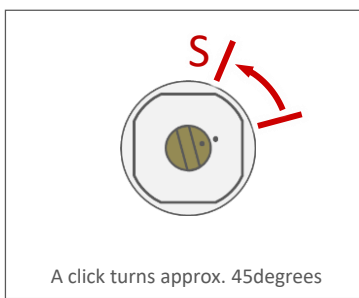
General damper setting tips

Rear

Compression damping

| To improve shock absorption on gaps

Reduce damping by turning the adjuster to “S”.

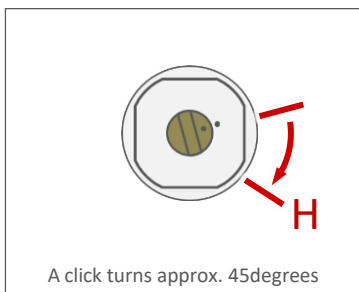


Recommended when

- 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

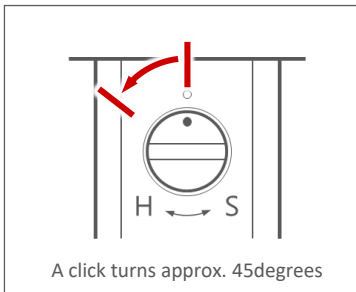
General damper setting tips

Rear

Rebound damping

| For easy leaning

Reduce damping by turning the adjuster to “S”.

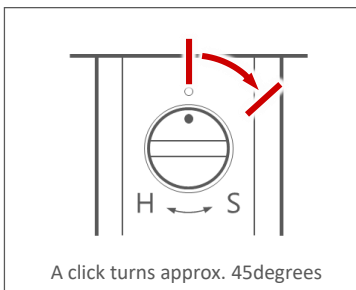


Recommended when

- 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