



Kraftfahrt-Bundesamt

DE-24932 Flensburg

ALLGEMEINE BETRIEBSERLAUBNIS (ABE)

nach § 22 in Verbindung mit § 20 Straßenverkehrs-Zulassungs-Ordnung (StVZO) in der Fassung der Bekanntmachung vom 26.04.2012 (BGBl I S.679)

Nummer der ABE: 91113*01

Gerät: Federbeine für Krafträder

Typ: 220

Inhaber der ABE
und Hersteller: Y.S.S. (Europe) Limited
NL-5482 VR Schijndel

Für die obenbezeichneten reihenweise zu fertigenden oder gefertigten Geräte wird dieser Nachtrag mit folgender Maßgabe erteilt:

Die sich aus der Allgemeinen Betriebserlaubnis ergebenden Pflichten gelten sinngemäß auch für den Nachtrag.

In den bisherigen Genehmigungsunterlagen treten die aus diesem Nachtrag ersichtlichen Änderungen bzw. Ergänzungen ein.



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Nummer der ABE: 91113*01

Die Federbeine für Krafträder, Typ 220, dürfen in den in den beiliegenden Prüfunterlagen beschriebenen weiteren Ausführungen auch zum Anbau an den dort aufgeführten Krafträdern unter den angegebenen Bedingungen feilgeboten werden.

Bei Verwendung der Geräte an den in den beiliegenden Prüfunterlagen beschriebenen Krafträdern, die mit Einzelbetriebserlaubnis (EBE) nach §21 StVZO in den Verkehr gelangt sind, ist eine unverzügliche Überprüfung des Ein- oder Anbaus der Fahrzeugteile durch einen amtlich anerkannten Sachverständigen oder Prüfer für den Kraftfahrzeugverkehr oder durch einen Kraftfahrzeugsachverständigen oder einen Angestellten nach Nummer 4 der Anlage VIIIb zur StVZO durchzuführen.

Der ordnungsgemäße Ein- oder Anbau ist gemäß §22 Absatz 1 Satz 5 bei der Überprüfung mit positivem Ergebnis zu bestätigen. Nach durchgeführter Abnahme ist die ausgestellte Bestätigung mit dieser ABE und den Fahrzeugpapieren mitzuführen und den zuständigen Personen auf Verlangen auszuhändigen. Letzteres entfällt nach Berichtigung der Fahrzeugpapiere.

Im übrigen gelten die im beiliegenden Nachtragsgutachten der Typprüfstelle Fahrzeuge/Fahrzeugteile der TÜV Rheinland Kraftfahrt GmbH, Köln, vom 15.10.2012 festgehaltenen Angaben.

Flensburg, 19.12.2012
Im Auftrag

Mario Quade



Anlagen:

Nebenbestimmungen und Rechtsbehelfsbelehrung
1 Nachtragsgutachten Nr. 74KA0010-01, zur Genehmigung vorgelegt am 23.11.2012



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Nummer der ABE: 91113*01

- Anlage -

Nebenbestimmungen und Rechtsbehelfsbelehrung

Nebenbestimmungen

Die in der bisherigen Genehmigung enthaltenen Auflagen gelten auch für diesen Nachtrag.

Rechtsbehelfsbelehrung

Gegen diese Genehmigung kann innerhalb eines Monats nach Bekanntgabe Widerspruch erhoben werden. Der Widerspruch ist beim **Kraftfahrt-Bundesamt, Fördestraße 16, 24944 Flensburg**, schriftlich oder zur Niederschrift einzulegen.

Fahrzeugteil : Austausch-Federbein
Typ : 220
Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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0 Erläuterungen zum Nachtrag

Es wird berichtigt : -

Es wird geändert : Nummerierung des Gutachtens

Es wird hinzugefügt : Erweiterung des Verwendungsbereiches um weitere Austausch-Federbein-Ausführungen
Erweiterung des Verwendungsbereiches um Fahrzeugtypen, für welche die Austausch-Federbeine geprüft wurden

Es entfällt : Austausch-Federbein Ausführung/Bauart C, E, J

Bemerkungen : Der Verwendungsbereich dieses Gutachtens umfaßt neben der aktuellen Erweiterung auch alle bisher in der Allgemeinen Betriebserlaubnis Nr. 91113 genehmigten Fahrzeuge.

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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0 Allgemeines

- 0.1 Antragsteller : Y.S.S. Europe Limited
Duinweg 8
NL-5482 VR Schijndel
Niederlande
- 0.2 Hersteller : Y.S.S Thailand Co., LTD.

1 Beschreibung der Umrüstung und Angaben zum Fahrzeugteil

- 1.1 Umrüstung : Austausch-Federbein
- 1.2 Typ : 220
- 1.3 Angaben zur Umrüstung
- 1.3.1 technische Beschreibung Schwingungsdämpfer : Schwingungsdämpfer, bestehend aus
- Dämpfergehäuse (wahlweise Stahl oder Stahl verchromt oder Leichtmetall),
- integrierte Dämpfungseinheit incl. Kolben und Kolbenstange,
- wahlweise Auge oder Gewindestange zur oberen Federbeinbefestigung,
- wahlweise Auge oder Gabel zur unteren Federbeinbefestigung,
- wahlweise mit unterem Federteller zur Einstellung der Federvorspannung (5-fach, ca. 10 mm) über Rasten verdrehbar,
- wahlweise mit 2 Nutmuttern als unterer Federteller und Konterung zur stufenlosen Einstellung der Federvorspannung (ca. 45 mm) über ein Gewinde am Dämpfergehäuse
- 1.3.2 technische Beschreibung Feder : progressiv gewickelte Stahlschraubenfeder,
- schwarz lackiert,
- wahlweise weiß oder rot lackiert,
- wahlweise verchromt,
- wahlweise Feder gekapselt durch Leichtmetall-Rohr
- 1.3.3 Ausführungen : fahrzeugspezifische Abmessungen/Dämpfer- und Federraten, Zuordnung erfolgt durch Federbein-Code (ABKKK-LLLZ-YY) und Feder-Code (DD-R1-R2-LLL), wahlweise Feder-Code (DDmin1-DD-R1-R2-LLL), wahlweise Feder-Code (DDmin1-DD-DDmin2-R1-R2-LLL)

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Federbein-Ausführungs-Code

- | | | | | |
|-----|---|---|--------------------------------|--|
| A | = Anordnung | : | V | = Front Mono Shock |
| | | : | O | = Rear Mono Shock |
| | | : | R, T | = Rear Twin Shock |
| B | = Bauart | : | D | = Zweirohr-Hydraulik-Dämpfer |
| KKK | = Kolben und Kolbenstange | : | 220 | = Kolben 22 mm; Kolbenstange 10 mm |
| | | : | 222 | = Kolben 22 mm; Kolbenstange 12 mm |
| LLL | = Federbeinlänge [mm] | : | siehe Anlage 1 | |
| Z | = wahlweise bzw. zusätzliche Ausrüstung | : | P | = Einstellung der Federvorspannung durch Federteller |
| | | : | T | = Einstellung der Federvorspannung durch Nutmuttern |
| YY | | : | = fahrzeugspezifische Kenn-Nr. | |

Feder-Ausführungs-Code

- | | | | | |
|--------------------------------|---------------------------------------|---|--|--|
| DD | = Windungsdurchmesser (konstant) [mm] | : | siehe Anlage 1 | |
| DD _{min1} | = Windungsdurchmesser (variabel) [mm] | : | siehe Anlage 1 | |
| DD _{min2} | = Windungsdurchmesser (variabel) [mm] | : | siehe Anlage 1 | |
| R1-R2 | = Federrate 1 + 2 [N/mm] | : | siehe Anlage 1 | |
| LLL | = Federlänge [mm] | : | siehe Anlage 1 | |
| Angabe des Federratenbereiches | | : | In Anlage 4 wird die jeweilige min./max. zulässige Federrate für jedes Federbein angegeben | |
| Beispiel: 30-38-30-50-140 | | : | 30 = minimaler Innendurchmesser 1 Feder
38 = maximaler Innendurchmesser Feder
30 = minimale Federate
50 = maximale Federate
140 = Federlänge | |
| Beispiel: 38-42-38-8-12-240 | | : | 38 = minimaler Innendurchmesser 1 Feder
42 = maximaler Innendurchmesser Feder
38 = minimaler Innendurchmesser 2 Feder
8 = minimale Federate
12 = maximale Federate
240 = Federlänge | |
| Beispiel: 46-12-22-200 | | : | 46 = Innendurchmesser Feder
12 = minimale Federate
22 = maximale Federate
200 = Federlänge | |
| Abmessungen | | : | siehe Anlage 1 | |

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- 1.4 Art und Ort der Kennzeichnung : Dämpfer:
 Herstellerzeichen (YSS) am Federbeinauge,
 wahlweise am Ausgleichsbehälter eingepreßt,
 wahlweise erhaben eingegossen,
 Typ (220), Dämpferausführung (gem. 1.3.3) und
 KBA-Genehmigungsnummer (KBA 91113)
 auf dem Dämpfergehäuse eingraviert, wahlweise
 als manipulationssicheres Klebeschild aufgeklebt
 Feder:
 Herstellerzeichen (YSS) und Federausführung
 (gem. 1.3.3) durch aufgedruckte Farbmarkierung
 auf der Feder

- 1.5 Angaben zum Anbau/Einstellung
 Der Anbau und die Einstellung der Austausch-Federbeine erfolgt gemäß den Angaben
 des Antragstellers. (Eine entsprechende Anweisung liegt jedem Federbein-Satz bei.)

2 Verwendungsbereich

Die Verwendung des unter Pkt. 1.1 beschriebenen Austausch-Federbeines ist
 grundsätzlich an allen Kraffradtypen mit Typgenehmigung (ABE gem. § 20 StVZO oder
 EG-BE gem. RREG 92/61/EWG bzw. 2002/24/EG) zulässig.

Für Fahrzeugtypen mit Zulassung gemäß § 21 StVZO ist eine Abnahme gem. § 19 (3)
 StVZO durch einen amtl. anerkannten Sachverständigen oder Prüflingenieur erforderl.

2.1 Auflagen und Hinweise

Auflagen für den Fahrzeughalter

- 2.1.1 Es ist gemäß der Anbauanleitung und den Hinweisen des Antragstellers bezüglich der
 Einstellung der Federbeine zu verfahren.
- 2.1.2 Die Verwendung der unter Pkt. 1.1 beschriebenen Umrüstung an den in Anlage 4
 aufgeführten Fahrzeugtypen mit Zulassung gem. § 21 StVZO, welche bzgl. der
 Umrüstung baugleich mit entsprechend im Verwendungsbereich genannten Fahrzeug-
 typen sind, ist möglich.
 Die Zulässigkeit der Verwendung für diese Fahrzeugtypen muß unverzüglich im
 Rahmen einer Änderungsabnahme gemäß StVZO § 19 Abs. 3 durch einen amtlich
 anerkannten Sachverständigen oder Prüfer einer Technischen Prüfstelle oder einem
 Prüflingenieur einer amtlich anerkannten Überwachungsorganisation geprüft und
 bestätigt werden.
 Nach der durchgeführten Abnahme ist der Nachweis mit der Bestätigung über die
 Änderungsabnahme mit den Fahrzeugpapieren mitzuführen und zuständigen
 Personen auf Verlangen vorzuzeigen; dies entfällt nach erfolgter Berichtigung der
 Fahrzeugpapiere.

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3 Prüfgrundlagen, durchgeführte Prüfungen und Prüfbedingungen

3.0 Prüfgrundlagen

Die durchgeführten Prüfungen erfolgten gemäß VdTÜV-Merkblatt "Prüfung von Zubehörfedern und Austauschfederbeinen für Kraftfahrzeuge nach § 30a Absatz 3 StVZO; Fahrzeug 762 vom Januar 2011"

3.1 Allgemeine Anforderungen

Die ausgewählten Prüffahrzeuge wurden bzgl. den allgemeinen Anforderungen (gemäß Pkt. 3.11 – 3.1.7) überprüft.

3.1.1 Die Anforderungen der weiteren Vorschriften (z. B. § 30c Abs. 3 StVZO hinsichtlich der äußeren Kanten, § 10 FZV hinsichtlich der Neigung des amtl. Kennzeichens, § 49a StVZO bzw. 93/92/EWG hinsichtlich des Anbaus der Beleuchtung, 93/31/EWG hinsichtlich des Ständers) wurden geprüft.

3.1.2 Die Ausstattung/Eigenschaften der Austauschfederbeine bzgl. Federwegbegrenzern, Blocklänge, Betriebsfestigkeit, Druckanschläge, ausreichendem Ausfederweg sowie Freigängigkeit wurden geprüft.

3.1.3 Federkennlinie

Von den Austauschfedern wurden stichprobenartig Kraft-Weg-Kennlinien im Bereich zwischen L0 und Lb aufgenommen und mit den Angaben des Teileherstellers verglichen.

3.1.4 Dämpferkennlinie

Die Ermittlung der Dämpferkennlinie des Federbeins (Kraft-Geschwindigkeit-Kennlinie) wurde mit den vom Hersteller vorgegebenen Grundeinstellungen für Druck- und Zugstufe durchgeführt.

3.1.5 Betriebsfestigkeit und Korrosionsfestigkeit der Federbeine und Federn

Die Austauschfederbeine wurden einer Betriebsfestigkeitsprüfung sowie der Prüfung der Korrosionsfestigkeit unterzogen.

Die Betriebsfestigkeit wurde durch Prüfstandläufe und Dauererprobung in Fahrversuchen gem. o.a. Prüfgrundlage zusätzlich geprüft.

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3.1.6 Anbauprüfung

Die Anbauprüfungen wurden mit exemplarisch ausgewählten Prüffahrzeugen durchgeführt.

Bei der Anbauprüfung wurden nachfolgende Kriterien geprüft:

- korrekte Montierbarkeit der Federbeine
- ausreichende Freigängigkeit des Federbeines sowie des Hinterrades unter allen Belastungs- und Einfederzuständen zu allen anderen Fahrzeugteilen
- korrekte Einstellbarkeit der Federbeine (Federvorspannung und Dämpfung)
- Bestimmung des hinterachsbezogenen Kraft-Weg-Diagramm (Hinterachslast/Federweg an der Hinterachse gemessen in Achsmitte) bis min. zum 1,4 fachen der zul. Achslast des Fahrzeugs zur Bestimmung der Grenzfederrate.
- Die Federvorspannung wurde entsprechend der vom Hersteller vorgegebenen Grundeinstellung bzgl. des Fahrergewichtes eingestellt.

$$\text{Grenzfederrate der Achsfederung (kg/mm)} \leq \frac{\text{Zul. Achslast (kg)}}{37 \text{ mm}}$$

Toleranz: + 2 kg/mm

In der Regel weisen die Austauschfederbeine eine im Vergleich zur Serie höhere Federrate auf.

3.1.7 Fahrdynamikprüfung

Es wurden Fahrversuche mit exemplarisch ausgewählten Prüffahrzeugen unter betriebsüblichen Bedingungen durchgeführt.

Bei den Fahrdynamikprüfungen wurden nachfolgende Kriterien geprüft:

- Fahrverhalten in allen Geschwindigkeitsbereichen bis zur jeweiligen bauartbedingten Höchstgeschwindigkeit bzgl. Längsrillenempfindlichkeit und Pendelverhalten um die Fahrzeug-Längsachse auf Bundesautobahn in Geradeausfahrt sowie in langgezogenen Kurven,
- Fahrverhalten in langsamen bis mittleren Geschwindigkeitsbereichen bzgl. des Lenkerflatter-Verhaltens (Shimmy-Effekt),
- Fahrverhalten in langsamen bis mittleren Geschwindigkeitsbereichen bzgl. des Lenkerschlag-Verhaltens (Kick-back-Effekt),
- Fahrverhalten beim spitzwinkligen Überqueren von Längsrillen,
- Fahrverhalten auf Schlechtwegstrecken

3.2 Prüfungbedingungen

3.2.1 Prüfstrecken

- Bundesautobahn : ebener, trockener Asphalt mit Längsrillen
- Bundesstraßen : ebener, trockener Asphalt mit Längs- und Querrillen
- Landstraßen : ebener und unebener, trockener Asphalt, Schlechtwegstrecke

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4 Prüfergebnisse

4.1 Allgemeine Anforderungen

4.1.1 Die ausgewählten Prüffahrzeuge erfüllen die allgemeinen Anforderungen (gemäß Pkt. 3.1.1 – 3.1.7) der Prüfgrundlage.

Die Anforderungen hinsichtlich der äußeren Kanten, der Neigung des amtl. Kennzeichens, des Anbaus der Beleuchtung sowie des Ständers wurden erfüllt.

4.1.2 Die Anforderungen bzgl. Federwegbegrenzer, Blocklänge, Betriebsfestigkeit, Druckanschläge, ausreichendem Ausfederweg sowie Freigängigkeit wurden erfüllt.

Die Anbauprüfung führte zu keinen negativen Auswirkungen bzw. Einflüssen bezüglich den unter Pkt. 3.1.6 genannten Kriterien.

Das Befestigungssystem des Austauschfederbeins entspricht dem serienmäßig am Kraftradtyp verwendeten System.

Der Federwegbegrenzer des Schwingungsdämpfers wird wirksam, bevor die Feder auf Block geht.

Die Federvorspannung kann so eingestellt werden, daß bei allen Beladungszuständen bis zur zulässigen Radlast ein Einfederweg von mindestens 30 % des Gesamtfederweges verbleibt.

4.1.3 Kennlinien

Die stichprobenartig aufgenommenen Federkennlinien sind im Rahmen des Verstellbereiches mit den Serienfedern vergleichbar.

Die stichprobenartig aufgenommenen Dämpferkennlinien sind bzgl. Zug- und Druckstufe zu den (i.d.Regel) nicht einstellbaren Serienfederbeinen aufgrund der Einstellmöglichkeiten als mindestens gleichwertig zu bewerten

4.1.5 Die Betriebsfestigkeitsprüfung (Prüfstandslauf) wurde positiv abgeschlossen.

Die Korrosionsfestigkeit entspricht aufgrund der verwendeten (höherwertigeren) Werkstoffe mindestens der des Serienteils.

4.1.6 Anbauprüfung

Die Anbauprüfung führte zu keinen negativen Auswirkungen bzw. Einflüssen bezüglich den gemäß Prüfgrundlage genannten Kriterien.

Das Befestigungssystem des Austauschfederbeins entspricht dem serienmäßig am Kraftradtyp verwendeten System.

Die Federvorspannungen können so eingestellt werden, daß bei allen Beladungszuständen bis zur zulässigen Achslast ein Einfederweg von mindestens 30 % des Gesamtfederweges verbleibt; in dem Bereich zwischen der zulässigen Achslast und deren 1,4 fachen wird die Grenzfederate eingehalten.

Der Dämpfer kann so eingestellt werden, daß er bei allen Betriebszuständen die eigenschaften des Serien dämpfer übertrifft.

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4.1.7 Fahrdynamikprüfung

Bei den durchgeführten Fahrdynamik-Prüfungen wurden keine negativen Auswirkungen oder Einflüsse bezüglich den unter Pkt. 3.1.7 genannten Kriterien durch die Umrüstung bei ansonsten serienmäßiger Ausrüstung des Prüffahrzeugs festgestellt.

5 Anlagen

- Anlage 1 (11 Seiten) : Prinzipzeichnung/Abmessungen der Federbeine, Federn + Federkennlinien
- Anlage 2 (1 Seite) : Dämpferkennlinien
- Anlage 3 (14 Seiten) : Anbauanweisung
- Anlage 4 (38 Seiten) : Verwendungsbereich / Ausführungen

6 Zusammenfassung

Die im Verwendungsbereich beschriebenen und mit dem Austausch-Federbein, Typ 220 ausgerüsteten Fahrzeuge genügen in soweit den Anforderungen der Prüfgrundlage gemäß Pkt. 3.0 und entsprechen den Bestimmungen der StVZO und den hierzu ergangenen Richtlinien und Anweisungen in der heute gültigen Fassung. Die Bezieher der Umrüstung werden durch eine vom Antragsteller mitzuliefernde Anbauanweisung auf die Auflagen und Hinweise zur Handhabung und Montage hingewiesen.

Gegen die Erteilung einer Allgemeinen Betriebserlaubnis bestehen keine technischen Bedenken.

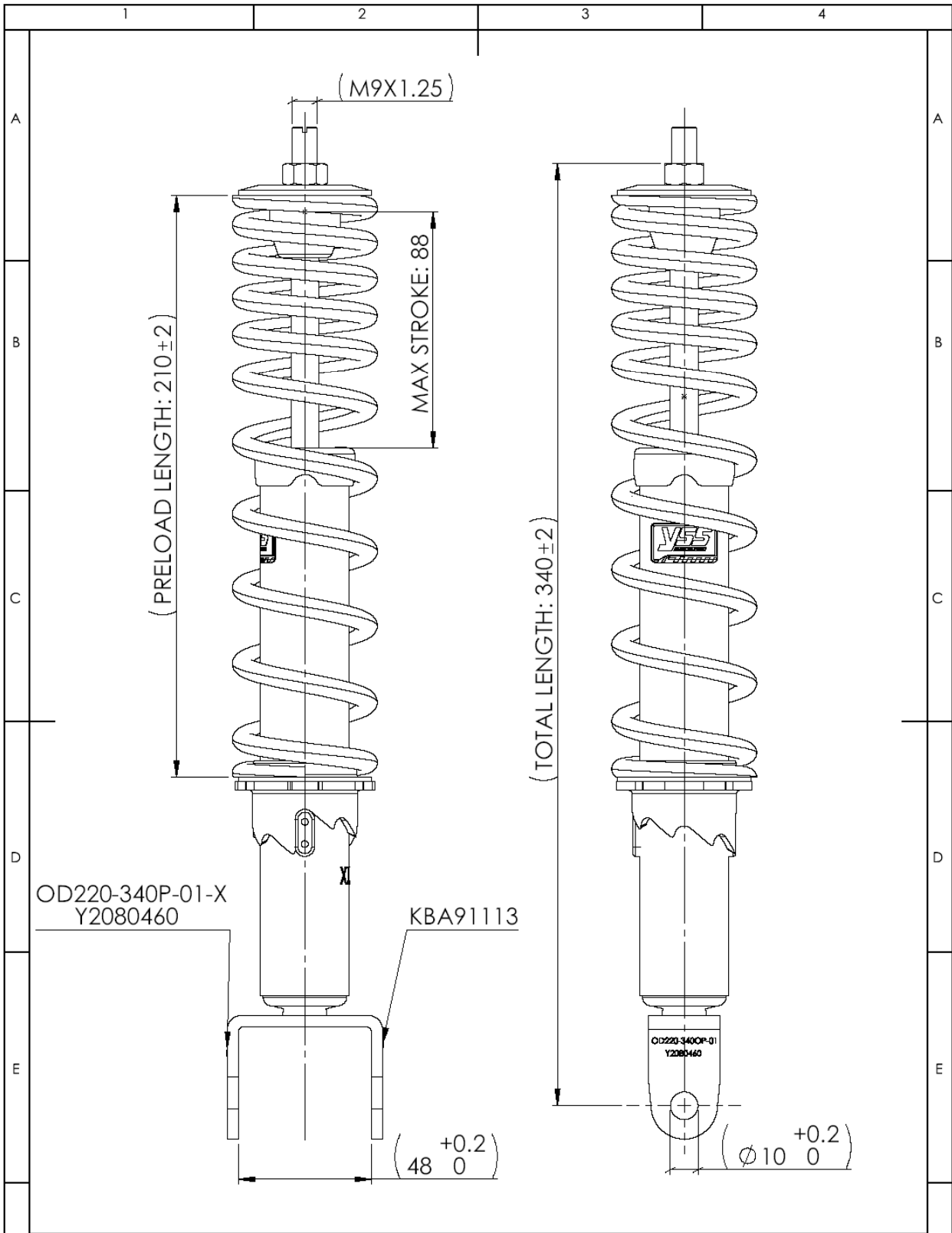
Eine Abnahme gem. § 19 (3) StVZO durch einen amtl. Anerkannten Sachverständigen oder Prüflingenieur wird nicht für erforderlich gehalten, wenn die Auflagen gemäß Pkt. 2.1 beachtet werden.


Der Technische Dienst ist für die angewendeten Prüfverfahren vom Kraftfahrt-Bundesamt entsprechend EG-FGV für das Typgenehmigungsverfahren des KBA anerkannt.¹⁾

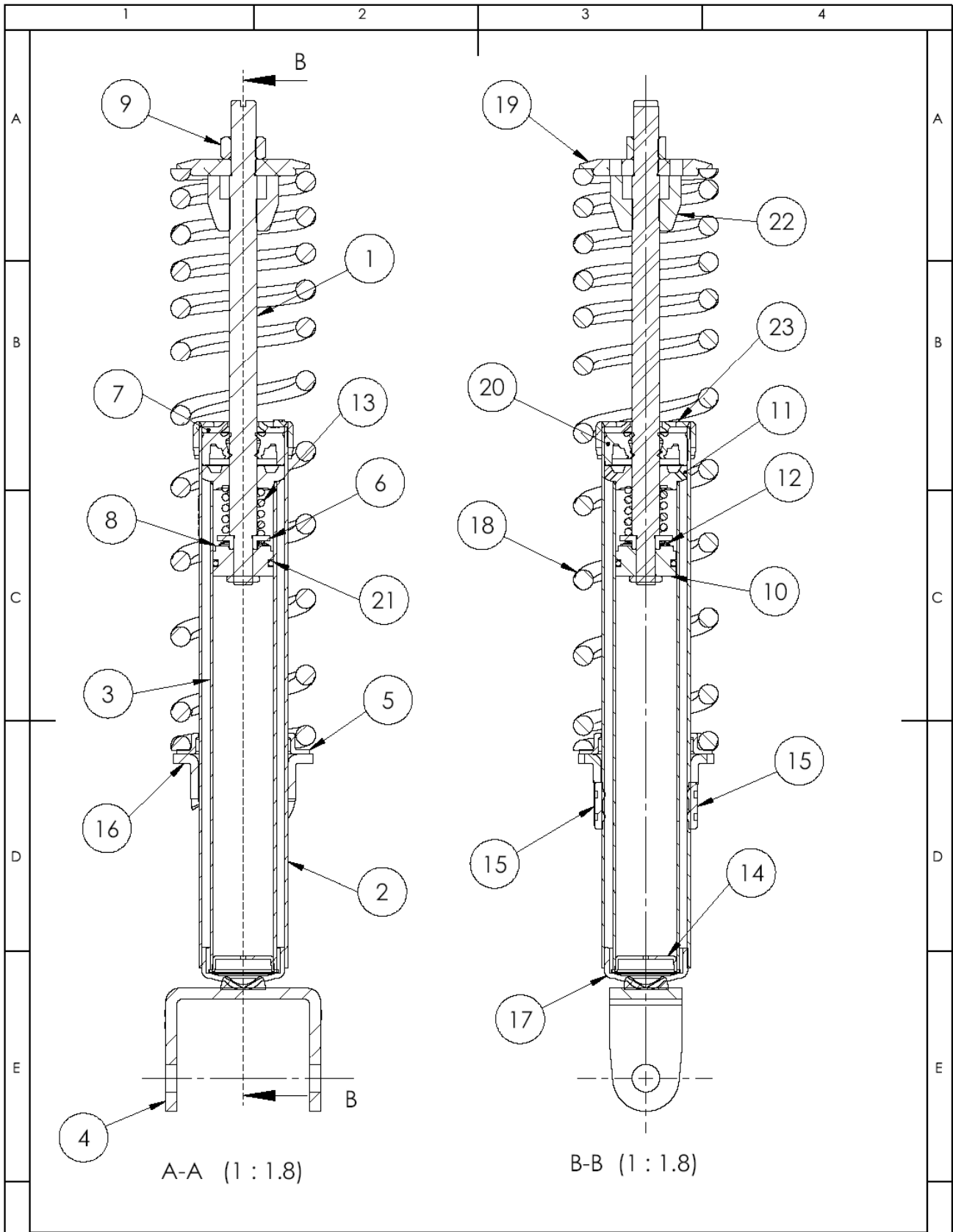
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 Köln, den 15.10.2012




Dipl.-Ing. Harald Rüttgers




Responsible dept. R&D	Technical reference Harrie Essens	Created by Assawin Kurdsak	Approved by Harrie Essens	
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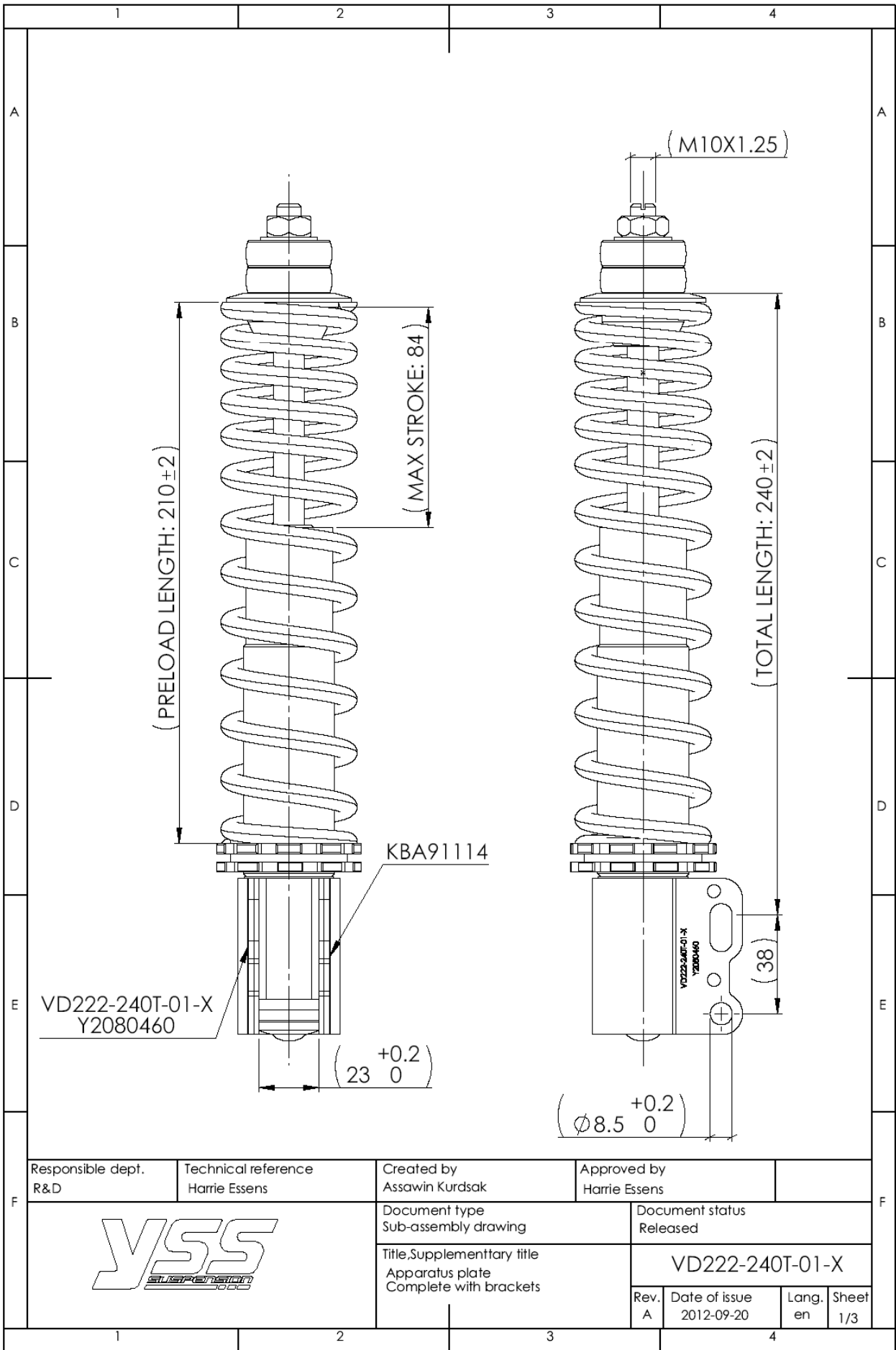
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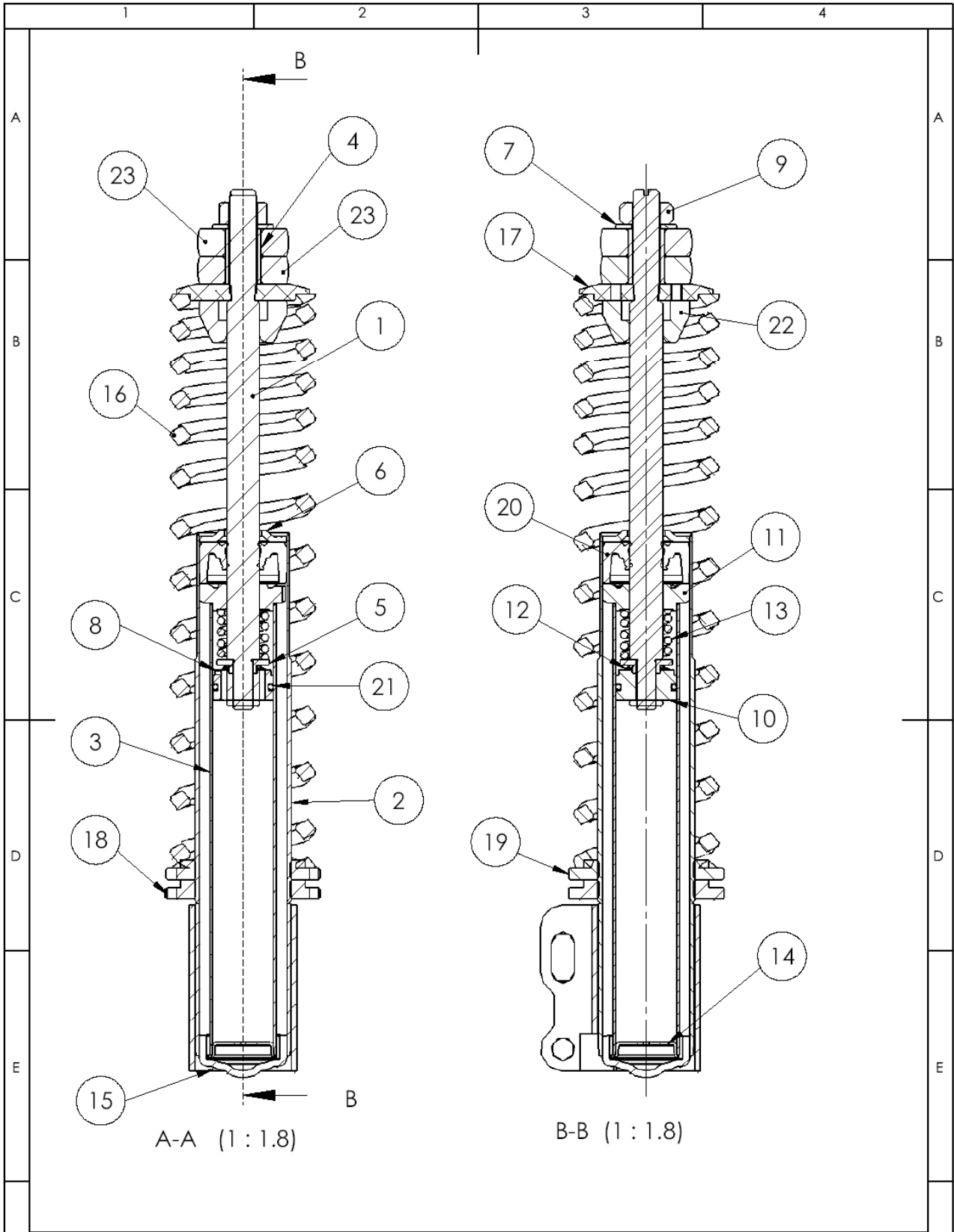
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Shock dimensions for YSS 220/222 shocks

Shock No.	Shock Length Lo	Shock- Ø	Stroke	upper Eye or Fork width + Ø	Bottom Eye or Fork width + Ø	Spring	Preload
OD220-230P-01	230	22	42	10 x 20	20 x 8	30-38-30-50-140	10
OD220-250P-01	250	22	47	10 x 20	20 x 8	30-38-30-50-140	10
OD220-260P-01	260	22	47	10 x 20	20 x 8	30-38-30-50-140	10
OD220-270P-01	270	22	57	10 x 20	20 x 8	38-25-35-170	10
OD220-270P-02	270	22	57	10 x 20	10 x 20	38-25-35-170	10
OD220-280P-01	280	22	57	10 x 20	20 x 8	38-25-35-170	10
OD220-285P-01	285	22	80	STUD	10 x 30	38-25-35-200	10
OD220-285P-02	285	22	80	STUD	33 x 10	38-25-35-200	10
OD220-290P-01	290	22	67	10 x 20	20 x 8	38-25-35-170	10
OD220-290P-02	290	22	67	10 x 20	33 x 10	38-25-35-170	10
OD220-300P-01	300	22	67	10 x 20	20 x 8	38-25-35-170	10
OD220-300P-03	300	22	90	STUD	33 x 10	38-25-35-200	10
OD220-300P-04	300	22	67	10 x 20	33 x 10	38-25-35-170	10
OD220-300P-08	300	22	90	STUD	10 x 30	38-25-35-220	10
OD220-310P-01	310	22	67	10 x 20	20 x 8	38-25-35-170	10
OD220-310P-02	310	22	90	STUD	33 x 10	38-25-35-200	10
OD220-315P-01	315	22	67	10 x 20	20 x 10	30-38-25-35-200	10
OD220-320P-01	320	22	82	10 x 20	20 x 8	38-25-35-200	10
OD220-330P-02	330	22	105	STUD	48 x 10	38-25-35-220	10
OD220-335P-01	335	22	105	10 x 20	33 x 10	38-25-35-200	10
OD220-340P-01	340	22	90	STUD M9	48 x 10	38-25-35-220	10
OD220-365P-01	365	22	105	STUD	36 x 10	38-25-35-220	10
OD220-390P-01	390	22	82	10 x 20	33 x 10	38-25-35-220	10
OD220-395P-01	395	22	82	10 x 20	26 x 10	38-25-35-220	10
OD220-410P-01	410	22	105	STUD	48 x 10	38-25-35-220	10
TD220-260P-01	260	22	49	10 x 20	20 x 8	38-17-25-140	10
TD220-270P-01	270	22	59	10 x 20	20 x 8	38-17-25-170	10
TD220-280P-01	280	22	59	10 x 20	20 x 8	38-17-25-170	10
TD220-280P-03-8	280	22	80	STUD	L=10 x 24 R=14 x 24	38-17-25-200	10
TD220-290P-01	290	22	67	10 x 20	20 x 8	38-17-25-200	10
TD220-290P-03	290	22	88	STUD	L=10 x 24 R=14 x 24	38-17-25-200	10
TD220-300P-01	300	22	67	10 x 20	20 x 8	38-17-25-170	10
TD220-300P-01	300	22	67	10 x 20	20 x 8	38-17-25-170	10
TD220-300P-02	300	22	67	10 x 20	20 x 8	38-13-18-170	10
TD220-300P-03	300	22	88	STUD	L=10 x 24 R=14 x 24	38-17-25-200	10
TD220-300P-04	300	22	67	10 x 20	20 x 8 S	38-17-25-170	10
TD220-310P-05	310	22	67	10 x 20	20 x 8	46-12-22-200	10
TD220-310P-06	310	22	67	10 x 20	20 x 8	46-14-25-200	10
TD220-310P-07	310	22	67	10 x 20	20 x 8	46-16-31-200	10
TD220-315P-01	315	22	67	10 x 20	22 x 10	38-13-18-170	10
TD220-320P-03	320	22	82	10 x 20	20 x 8	38-13-18-200	10
TD220-330P-02	330	22	82	10 x 20	20 x 8	38-17-25-200	10
TD220-330P-03	330	22	82	10 x 20	20 x 8	38-13-18-200	10
TD220-340P-02	340	22	105	STUD	14 x 20	38-13-18-220	10
TD220-340P-03	340	22	82	10 x 20	20 x 8	38-13-18-220	10
TD220-340P-04	340	22	82	10 x 20	20 x 8	38-42-38-8-12-240	10
TD220-340P-06-8	340	22	82	10 x 30	14 x 24	38-13-18-220	10
TD220-350P-03	350	22	82	8 x 20	26 x 8	38-13-18-220	10
TD220-350P-04	350	22	82	8 x 20	14 x 24	38-13-18-220	10
TD220-360P-02	360	22	82	10 x 30	10 x 30	38-13-18-220	10
TD220-360P-02	360	22	82	10 x 30	10 x 30	38-13-18-220	10
TD220-360P-03	360	22	82	10 x 20	20 x 8	38-13-18-220	10
TD220-370P-01	370	22	82	10 x 20	20 x 10	46-13-18-240	10
TD220-370P-02	370	22	82	10 x 20	20 x 10	46-17-25-240	10

Shock dimensions for YSS 220/222 shocks

Shock No.	Shock Length Lo	Shock- Ø	Stroke	upper Eye or Fork width + Ø	Bottom Eye or Fork width + Ø	Spring	Preload
TD220-370P-03	370	22	82	10 x 20	20 x 10	46-20-30-240	10
TD220-390P-01	390	22	82	10 x 20	22 x 10	38-13-18-220	10
TD220-390P-02	390	22	82	10 x 20	22 x 10	38-13-18-220	10
TD220-395P-01	395	22	82	10 x 20	20 x 8	38-13-18-220	10
TD220-400P-03	400	22	82	10 x 20	26 x 10	38-10-15-240	10
TD220-415P-01	415	22	82	20 x 10	20 x 8	38-10-15-240	10
RD222-270P-01	270	22	51	14 x 20	10 x 20	46-25-45-160	10
RD222-270P-02	270	22	51	14 x 20	14 x 20	46-30-50-160	10
RD222-270P-03	270	22	51	14 x 20	10 x 20	46-20-30-140	10
RD222-280P-16	280	22	51	10 x 24	10 x 24	46-30-50-180	10
RD222-290P-01	290	22	61	16 x 20	16 x 20	46-45-60-160	10
RD222-290P-03	290	22	61	16 x 20	10 x 20	46-45-60-160	10
RD222-290P-04	11.5"	22	61	12.9 x 28	12.9 x 28	46-25-35-180	10
RD222-290P-07S	11.5"	22	61	12.9 x 28	12.9 x 28	46-25-35-180	10
RD222-300P-02	300	22	61	14 x 20	14 x 20	46-17-25-180	10
RD222-300P-03	300	22	61	14 x 20	14 x 20	46-30-50-180	10
RD222-300P-04	300	22	61	14 x 20	14 x 20	46-20-30-180	10
RD222-300P-07	300	22	61	12 x 20	12 x 20	46-25-35-180	10
RD222-300P-08	300	22	61	10 x 24	10 x 24	46-25-35-180	10
RD222-300P-09	300	22	61	14 x 20	14 x 20	46-45-60-160	10
RD222-300P-10	300	22	61	16 x 20	10 x 20	46-25-35-200	10
RD222-300P-14	300	22	61	14 x 20	10 x 20	46-17-25-180	10
RD222-300P-17	300	22	61	14 x 20	14 x 20	46-25-35-180	10
RD222-300P-18	300	22	61	14 x 20	10 x 20	46-20-30-180	10
RD222-300P-19	300	22	61	16 x 24	10 x 20	46-20-30-180	10
RD222-310P-01	310	22	71	12 x 20	12 x 20	46-17-25-200	10
RD222-310P-02	310	22	71	12 x 24	12 x 24	46-17-25-200	10
RD222-310P-05	310	22	71	14 x 20	14 x 20	46-25-35-200	10
RD222-310P-06	310	22	71	14 x 22	14 x 22	46-17-25-200	10
RD222-310P-07	310	22	71	12 x 20	12 x 20	46-10-15-200	10
RD222-310P-08	310	22	71	14 x 20	14 x 20	46-25-45-200	10
RD222-310P-09	310	22	71	10 x 22	10 x 22	46-13-18-200	10
RD222-310P-11	310	22	71	10 x 22	10 x 22	46-17-25-200	10
RD222-310P-12	310	22	71	12 x 20	12 x 20	46-13-18-200	10
RD222-310P-13	310	22	71	12 x 24	12 x 24	46-13-18-200	10
RD222-310P-14	310	22	61	12 x 20	20 x M10	46-17-25-180	10
RD222-310P-15	310	22	71	14 x 24	14 x 24 +10 x 20	46-20-30-200	10
RD222-310P-16	310	22	61	16 x 24	20 x M10	46-17-25-180	10
RD222-310P-17	310	22	71	16 x 24	10 x 20	46-10-15-200	10
RD222-310P-18	310	22	71	14 x 20	14 x 20	46-20-30-200	10
RD222-310P-22	310	22	71	14 x 22	14 x 22	46-45-60-180	10
RD222-310P-25	310	22	71	14 x 20	14 x 20	46-17-25-200	10
RD222-310P-27S	12"	22	71	12.9 x 28	12.9 x 28	46-20-30-200	10
RD222-310P-28S	12"	22	71	12.9 x 28	12.9 x 28	46-25-35-200	10
RD222-320P-01	320	22	71	12 x 20	12 x 20	46-20-30-200	10
RD222-320P-03	320	22	71	12 x 24	12 x 24	46-17-25-200	10
RD222-320P-04	320	22	71	12 x 24	12 x 24	46-20-30-200	10
RD222-320P-05	320	22	71	10 x 22	10 x 22	46-20-30-200	10
RD222-320P-08	320	22	71	10 x 20	14 x 24	46-13-18-200	10
RD222-320P-09	320	22	71	14 x 20	10 x 20	46-17-25-200	10
RD222-320P-10	320	22	71	14 x 20	14 x 20	46-20-30-200	10
RD222-320P-11	320	22	71	14 x 20	14 x 20	46-25-45-200	10
RD222-320P-12	320	22	71	14 x 22	14 x 22	46-30-50-200	10
RD222-320P-13	320	22	71	14 x 20	14 x 20	46-25-35-200	10
RD222-320P-14	320	22	71	14 x 24	10 x 20	46-13-18-200	10
RD222-320P-15	320	22	71	16 x 24	10 x 20	46-17-25-200	10

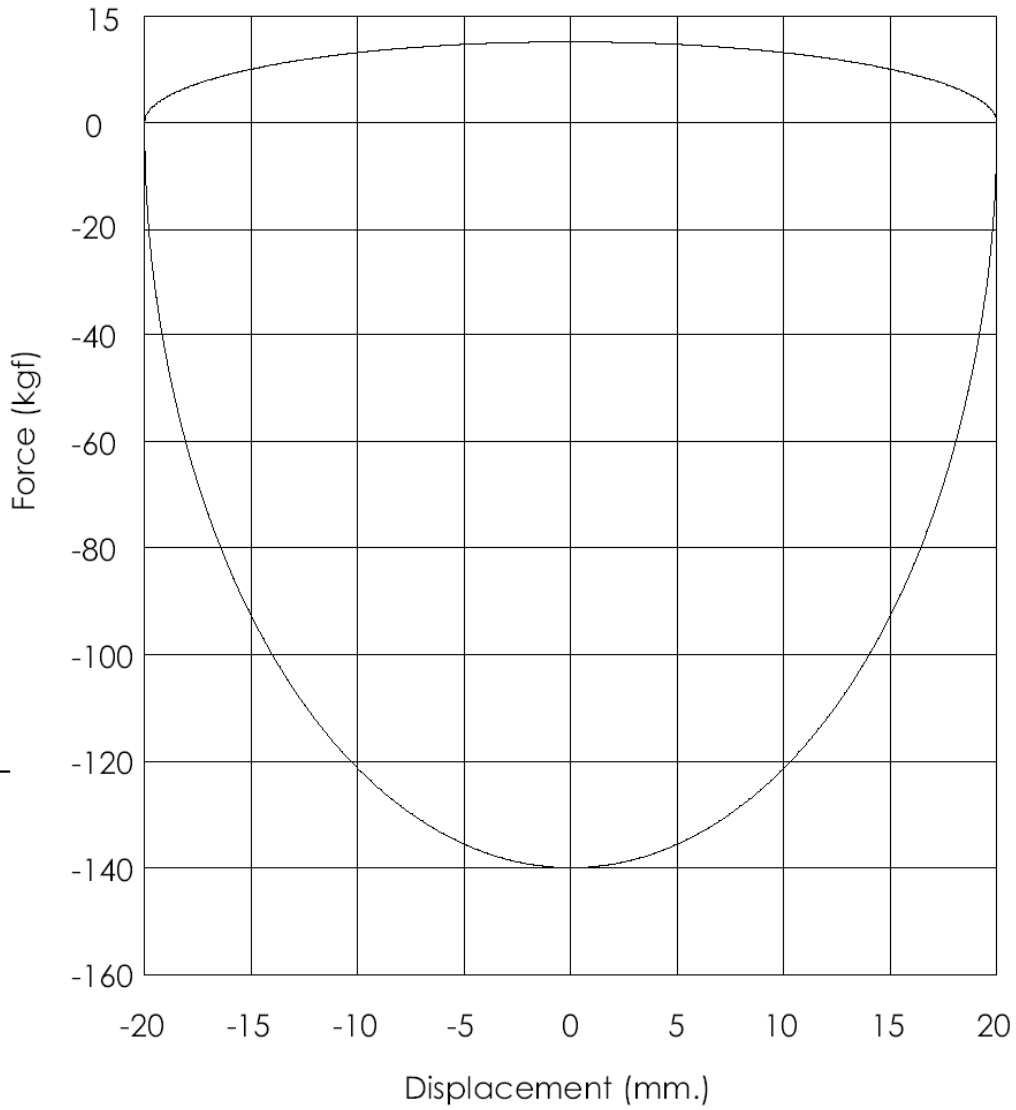
Shock dimensions for YSS 220/222 shocks


Shock No.	Shock Length Lo	Shock- Ø	Stroke	upper Eye or Fork width + Ø	Bottom Eye or Fork width + Ø	Spring	Preload
RD222-320P-16	320	22	71	16 x 24	16 x 24 +10 x 20	46-30-50-200	10
RD222-320P-18	320	22	71	16 x 20	10 x 20	46-20-30-200	10
RD222-320P-19	320	22	71	12 x 20	12 x 20	46-13-18-200	10
RD222-320P-20	320	22	71	14 x 22	14 x 22	46-20-30-200	10
RD222-320P-21	320	22	71	12 x 24	12 x 24	46-13-18-200	10
RD222-320P-27S	12.5"	22	71	12.9 x 28	12.9 x 28	46-20-30-200	10
RD222-320P-28	320	22	66	16 x 24	20 x M10	46-17-25-200	10
RD222-320P-29	320	22	66	16 x 26	20 x M10	46-17-25-200	10
RD222-320P-30	320	22	71	10 x 20	14 x 24	46-17-25-200	10
RD222-320P-31	320	22	71	10 x 22	10 x 22	46-17-25-200	10
RD222-320P-32	320	22	71	14 x 24	10 x 20	46-17-25-200	10
RD222-320P-33	320	22	71	14 x 24	10 x 20 +14 x 24	46-17-25-200	10
RD222-320P-34	320	22	71	14 x 24	14 x 24 +10 x 20	46-17-25-200	10
RD222-320P-35	320	22	71	14 x 24	14 x 24 +10 x 20	46-25-35-200	10
RD222-320P-36	320	22	71	16 x 24	10 x 20	46-13-18-200	10
RD222-320P-47	320	22	71	14 x 20	14 x 20	46-17-25-200	10
RD222-320P-48	320	22	71	10 x 22	10 x 21	46-17-25-200	10
RD222-320P-49	320	22	71	14 x 20	10 x 20	46-25-35-200	10
RD222-320P-50	320	22	71	16 x 20	16 x 20	46-45-60-180	10
RD222-320P-53	320	22	71	16 x 22	14 x 22	46-45-60-180	10
RD222-320P-54	320	22	71	16 x 22	14 x 22	46-45-60-200	10
RD222-330P-01	330	22	81	12 x 20	12 x 20	46-20-30-200	10
RD222-330P-03	330	22	81	10 x 24	10 x 24	46-20-30-200	10
RD222-330P-04	330	22	81	10 x 22	10 x 22	46-20-30-200	10
RD222-330P-06	13"	22	81	12 x 32	12 x 32	46-30-50-200	10
RD222-330P-07	330	22	81	14 x 20	14 x 20	46-17-25-200	10
RD222-330P-08	330	22	81	14 x 20	14 x 20	46-20-30-200	10
RD222-330P-09	330	22	81	16 x 20	16 x 20	46-17-25-200	10
RD222-330P-10	330	22	81	12 x 24	12 x 24	46-17-25-200	10
RD222-330P-11	330	22	81	16 x 20	10 x 20	46-17-25-200	10
RD222-330P-12	330	22	81	10 x 20	10 x 20	46-17-25-200	10
RD222-330P-13	330	22	81	14 x 22	14 x 22	46-20-30-200	10
RD222-330P-14	330	22	81	16 x 26	10 x 26	46-17-25-200	10
RD222-330P-22	330	22	81	10 x 22	10 x 22	46-20-30-200	10
RD222-330P-24	330	22	81	14 x 24	10 x 20	46-13-18-200	10
RD222-330P-25	330	22	81	14 x 24	10 x 20	46-17-25-200	10
RD222-330P-26	330	22	81	14 x 24	10 x 20	46-20-30-200	10
RD222-330P-28	330	22	81	16 x 24	16 x 24 +10 x 24	46-17-25-200	10
RD222-330P-37	330	22	81	14 x 20	10 x 20	46-20-30-200	10
RD222-330P-38	330	22	81	14 x 20	14 x 20	46-25-35-200	10
RD222-330P-41	330	22	81	14 x 24	14 x 24	46-20-30-200	10
RD222-330P-43	330	22	81	10 x 22	10 x 20	46-20-30-200	10
RD222-330P-47S	13"	22	81	12.9 x 28	12.9 x 32	46-20-30-200	10
RD222-330P-50	330	22	81	14 x 20	10 x 20	46-17-25-200	10
RD222-330P-51	330	22	71	16 x 24	20 x M10	46-20-30-200	10
RD222-330P-52	330	22	81	14 x 22	14 x 22	46-17-25-200	10
RD222-330P-57	330	22	81	14 x 20	10 x 20	46-17-25-200	10
RD222-335P-01	335	22	71	12 x 20	22 x 10	46-20-30-200	10
RD222-335P-02	335	22	71	16 x 24	20 x M10	46-20-30-200	10
RD222-335P-06	335	22	71	12 x 30	22 x 10	46-20-30-200	10
RD222-340P-01	340	22	81	16 x 20	10 x 20	46-25-35-200	10

Shock dimensions for YSS 220/222 shocks

Shock No.	Shock Length Lo	Shock- Ø	Stroke	upper Eye or Fork width + Ø	Bottom Eye or Fork width + Ø	Spring	Preload
RD222-340P-02	340	22	81	12 x 24	12 x 24	46-17-25-200	10
RD222-340P-05	340	22	81	14 x 20	14 x 20	46-17-25-200	10
RD222-340P-06	340	22	81	14 x 20	14 x 20	46-20-30-200	10
RD222-340P-07	340	22	81	12 x 22	12 x 22	46-17-25-200	10
RD222-340P-08S	13"	22	81	12.9 x 32	12.9 x 32	46-20-30-200	10
RD222-340P-09	340	22	81	14 x 22	14 x 22	46-25-45-200	10
RD222-340P-10	340	22	81	14 x 20	14 x 20	46-45-60-200	10
RD222-340P-16	340	22	81	10 x 20	10 x 20	46-13-18-200	10
RD222-340P-17	340	22	81	14 x 24	10 x 20	46-17-25-200	10
RD222-340P-18	340	22	81	16 x 24	20 x M10	46-20-30-200	10
RD222-340P-22	340	22	81	14 x 20	10 x 20	46-20-30-200	10
RD222-340P-25	340	22	81	14 x 20	10 x 20	46-17-25-200	10
RD222-340P-32	340	22	81	14 x 22	14 x 22	46-17-25-200	10
RD222-350P-01	350	22	91	12 x 24	12 x 24	46-20-30-220	10
RD222-350P-02S	13.75"	22	91	12.9 x 32	12.9 x 32	46-20-30-220	10
RD222-350P-04	350	22	91	14 x 20	14 x 20	46-17-25-220	10
RD222-350P-05	350	22	91	14 x 20	10 x 20	46-20-30-220	10
RD222-350P-06	350	22	91	16 x 20	16 x 20	46-25-35-220	10
RD222-350P-07	350	22	91	10 x 20	10 x 20	46-20-30-220	10
RD222-350P-11	350	22	91	14 x 24	10 x 20	46-17-25-220	10
RD222-350P-19	350	22	91	14 x 20	10 x 20 +10	46-20-30-220	10
RD222-350P-20	350	22	91	10 x 20	16 x 20	46-17-25-220	10
RD222-350P-21	350	22	91	16 x 20	10 x 20	46-20-30-220	10
RD222-350P-25	350	22	91	14 x 20	10 x 20 +20	46-20-30-220	10
RD222-350P-27	350	22	91	14 x 20	10 x 20	46-17-25-220	10
RD222-350P-28	350	22	91	14 x 20	10 x 20	46-20-30-220	10
RD222-360P-01	360	22	91	12 x 24	12 x 24	46-20-30-220	10
RD222-360P-02	360	22	91	14 x 20	14 x 20	46-17-25-220	10
RD222-360P-05	360	22	91	10 x 20	10 x 20	46-25-45-220	10
RD222-360P-10	360	22	91	10 x 22	10 x 22	46-20-30-220	10
RD222-360P-16	360	22	91	14 x 20	10 x 20	46-20-30-220	10
RD222-360P-20	360	22	91	16 x 24	20 x 10	46-20-30-200	10
RD222-360P-21	360	22	91	14 x 20	10 x 20	46-25-45-220	10
RD222-360P-22	360	22	91	14 x 22	14 x 22	46-20-30-220	10
RD222-360P-23	360	22	91	14 x 20	L 15 x 20 R 10 x 20	46-17-25-220	10
RD222-360P-26	360	22	91	14 x 20	14 x 20	46-25-35-220	10
RD222-365P-03	360	22	91	14 x 20	14 x 20	46-20-30-240	10
RD222-365P-09	360	22	91	16 x 24	20 x M10	46-20-30-220	10
RD222-370P-01	370	22	91	12 x 20	12 x 20	46-17-25-220	10
RD222-370P-03	370	22	91	14 x 20	10 x 20	46-20-30-220	10
RD222-370P-05	375	22	91	16 x 20	10 x 20	46-20-30-220	10
RD222-370P-14	370	22	91	14 x 20	10 x 20	46-17-25-220	10
VD220-200P-01	205	22	70	STUD	14 / 20	38-30-50-140	10
VD220-245P-02	245	22	47	10 x 20	10 x 20	38-25-35-160	10
VD220-260P-02	260	22	57	10 x 20	8 x 20	38-25-35-180	18
VD220-270P-02	270	22	57	10 x 20	8 x 20	38-25-35-180	10
VD222-185T-01	185	22	65	STUD	SB 35	38-25-35-160	10
VD222-200T-02	200	22	65	STUD	SB 35 / 38	38-25-35-180	10
VD222-210T-01	210	22	65	STUD	SB 35	38-25-35-180	10
VD222-240T-02	240	22	75	STUD	SB 35	38-25-35-220	10
VD222-240T-01	240	22	75	STUD	SB 35	38-25-35-220	10
VD222-255T-01	255	22	75	STUD	SB 35 / 38	38-25-35-220	10
VD222-265T-01	265	22	75	STUD	SB 38	38-25-35-220	10

Force Vs. Displacement



Responsible dept. R&D	Technical reference Harrie Essens	Created by Assawin Kurdsak	Approved by Harrie Essens		
		Document type Sub-assembly drawing	Document status Released		
		Title, Supplementary title Apparatus plate Complete with brackets	OD220-340P-01-X		
		Rev. A	Date of issue 2012-09-20	Lang. en	Sheet 3/3

YSS Manual Contents

Shock absorber type/adjustment



G-series (gas shock with reservoir / piggy back) 302-362-366-506 2



X-series (gas shock with reservoir on hose) 302-362-366-506 3



Z-series (gas shock without reservoir / Emulsion) 302-362-366-506 4



E-series (gas shock ecoline) 302 4



Bravo / Pro-X series (hydraulic shock) 220-222 5



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SHORT COMPANY PROFILE

Quality Policy: "Discipline, responsiveness and team spirit ensure quality products and customer satisfaction for World Class Suspension."

Started in 1983 we are not only produce and supply suspension all over the world but we also serve our customer with after sales service by YSS Service Centre in Asia, Australia, New Zealand, USA and Europe which having well trained mechanics and special toolings to repair and modify our products. In 2005 YSS started a jointed Venture with Mr.Harrie Essens from Holland to research and develop high performance shock absorbers. In 2006 we achieved ISO/TS 16949 Certification from TÜV Rheinland Germany. In 2008 YSS (Thailand) Co.Ltd had celebrated the 25th anniversary. In the same way we achieved the first Allgemeine Betriebs-Erlaubnis (ABE) from KBA based on test reports of TÜV Rheinland, Germany.



Introduction

Y.S.S. (Thailand) Co.,Ltd. is thankful to our customer. We welcome you selection of YSS Suspension to be a part of your riding experiences. With our commitment to produce quality products to our customer, you will experience the excellence from YSS world-class shock absorber.

ABE = Allgemeine Betriebs-Erlaubnis = general component approval for vehicle parts KBA = Kraftfahrt-Bundesamt = approval authority

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Shock absorber type

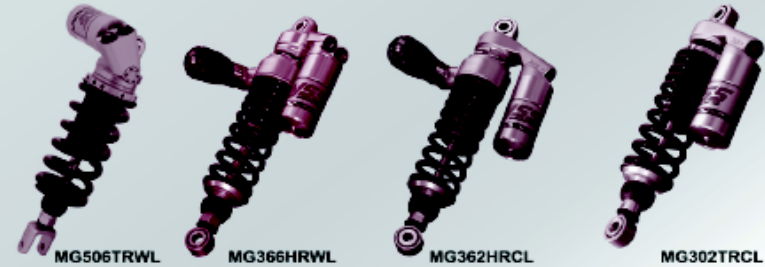
G-Type / Gas Top Line shock with reservoir Piggy-back style

Available in following series:

Mono (MG506-366-362-302) Twin (TG366-362-302)

- These YSS shock absorbers are mostly fully adjustable:
- Preload (thread/spanner or Hydraulic)
- Rebound (60 clicks or with 10 step adjustment)
- Compression (one way, 3-Step or with high-low speed)

G-Type (Mono)



G-Type (Twin)



This is a short general description about its adjustable features. (Depends on the motorcycle / scooter model, see our recommendation list) in chapter "Motorcycle set up" there will be more explained about the influences of these adjustable features on the handling of your motorcycle

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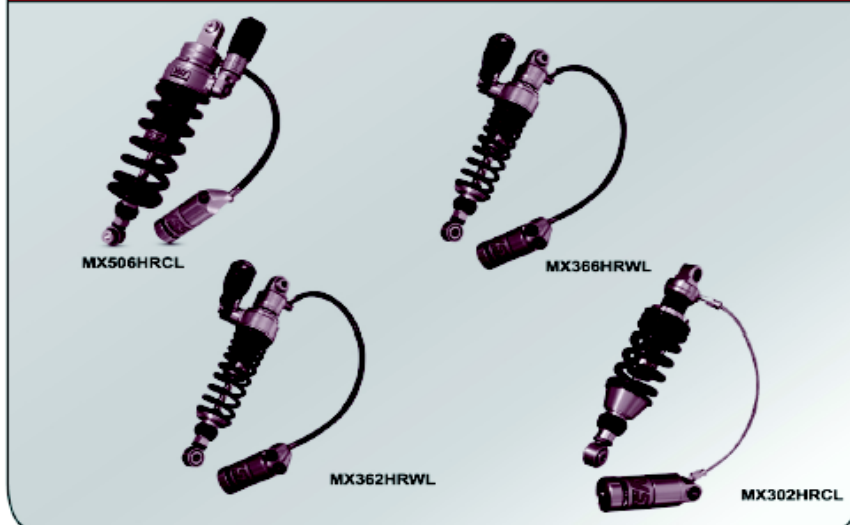
X-Type / Gas Top Line shock with reservoir on hose

Available in following series: Mono (MX506-366-362-302)

These YSS shock absorbers are mostly fully adjustable:

- Preload (thread/spanner or Hydraulic)
- Rebound (60 clicks or with 10 step adjustment)
- Compression (one way, 3-Step or with high-low speed)
- Adjustable Length (when technical possible)

X-Type (Mono)



*This is a short general description about its adjustable features. (Depends on the motorcycle / scooter model, see our recommendation list)
In chapter "Motorcycle set up" there will be more explained about the influences of these adjustable features on the handling of your motorcycle.*

Z-Type / Gas Top Line shock without reservoir / Emulsion

Available in following series: Mono (MZ506-366-362-302) Twin (RZ366-362-302)

These YSS shock absorbers are mostly adjustable in:

- Preload (thread/spanner or Hydraulic)
- Rebound (60 clicks or with 10 step adjustment)
- Adjustable Length (when technical possible)

Z-Type (Mono/Twin)



E-Type / Gas Eco Line shock without reservoir / Emulsion

E-Type (Mono-Twin)



These shocks have the performance of a self adjusting gas shock but not the adjustments in rebound and compression.

Available in following series: Mono (ME302) Twin (TE302)

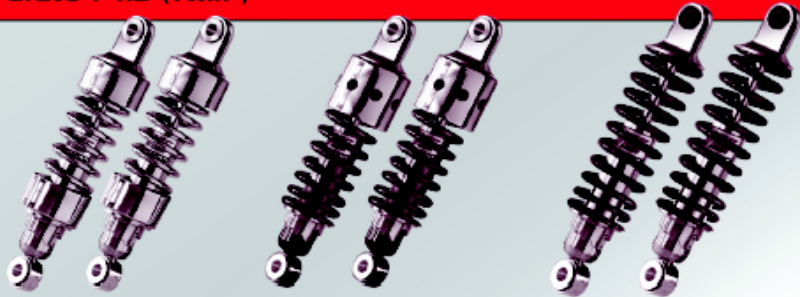
These YSS shock absorbers are adjustable in:

- Preload (step or thread with spanner)

*This is a short general description about its adjustable features. (Depends on the motorcycle / scooter model, see our recommendation list)
In chapter "Motorcycle set up" there will be more explained about the influences of these adjustable features on the handling of your motorcycle.*

Bravo and Pro-X Type / Hydraulic Eco Line shock

Bravo / RD (Twin)



Pro X (Mono / Twin)



This YSS Serie has current hydraulic shock technology with OEM look and improved technology by a double hydraulic system.

Available for scooter and motorcycle in Mono and twin shock:

This is a short general description about its adjustable features. (Depends on the motorcycle / scooter model, see our recommendation list) in chapter "Motorcycle set up" there will be more explained about the influences of these adjustable features on the handling of your motorcycle.

Accessories

PD Fork Valve



Spring

Mono Shock



Twin Shock



Hydraulic Preload



Bearing



Fork oil

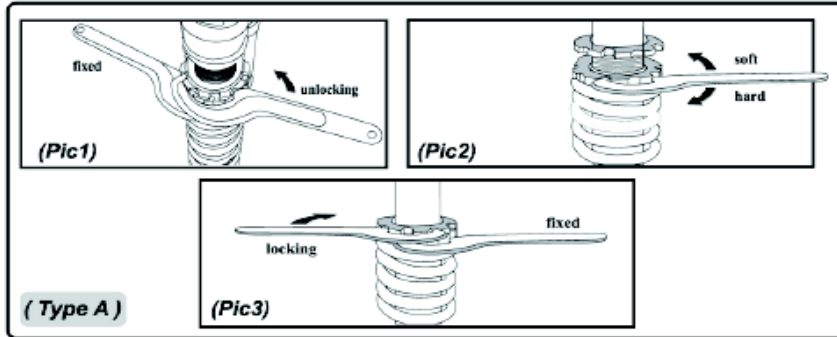


Fork spring



Spring Preload adjustment

Pre-load on the spring is adjusted on the basis information of average weight



1. Spring Preload Adjustment by thread for C-Spanner: (Type A)

(2 C-Spanner are needed in this step.)

- Tightly hold the lower ring in place with our C-Spanner while turning upper lock ring to the left with another C-Spanner to release lock (pic. 1)
- Turn the lower ring (spring preload) to the left (counter clockwise) to "soften" YSS shock for more SAG. If you need more pre-load for the YSS shock to be "harder" for less SAG, turn the spring preload to the right (clockwise) (pic. 2)
- Tightly hold the lower ring in the adjusted position, while turning the upper lock ring to the right (clockwise) to lock spring preload (pic. 3)

2. Spring Preload Adjustment by thread for P-Spanner: (Type B)

(1 P-Spanner and one imbus-key are needed in this step.)



- Turn worm screw to the left to release lock of the spring preload before adjusting (pic. 4)
- Use spanner to turn the preload to the right for "softer" (more SAG) or to the left for "harder" (less SAG) (pic. 5)



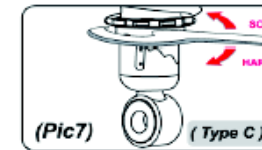
- Turn worm screw to the right to lock spring preload (pic. 6)

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3. Spring Preload Adjustment by X-Step adjustment for C-Spanner: (Type C)

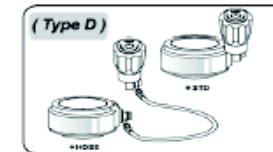
(1 C-Spanner is needed in this step.)



- Turn the ring (spring preload) to the left (counter clockwise) to "soften" YSS shock for more SAG. If you need more pre-load for the YSS shock to be "harder" for less SAG, turn the spring preload to the right (clockwise). (Pic 7)

4. Spring Preload Adjustment by Hydraulic Preload Adjuster (optional) (Type D)

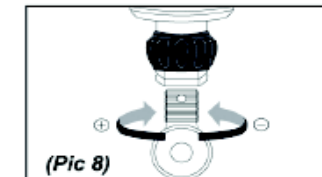
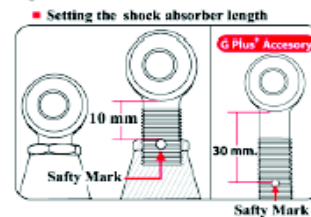
- With the knob the spring preload can be increased/ decreased Turn clockwise to increase the spring preload, turn counter clockwise to decrease the spring preload.



NOTE! • The YSS shock comes with the correct spring and basic pre-set preload

Length Adjustment

The YSS shock can be length adjusted. (Depending upon model and length of the shock chosen and if it is technical possible) The shock length can be adjusted to find the suitable ride height and to change the handling characteristics of the front end. The adjustment range usually is +10 mm on the shock.



Adjustment of eye (or fork) of shock absorber:(pic. 8)

Use a 21mm and 24mm wrench for the 302 and 362 model shocks and 2 x 24mm wrench for the 366 and 506 model shocks to do the length adjusting as demonstrated.

- Each complete turn of the adjuster is 1 mm in change
- Release lock nut, turn the lock nut to the left with a 24-wrench

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- Turning an end eyelet or fork to the left to increase shock's length
- Turning an end eyelet or fork to the right to decrease shock's length
- Tighten lock nut, turn the lock nut to the right with a 24-wrench

WARNING!

Make sure that after every adjustment the lock nut is tightened!!!!

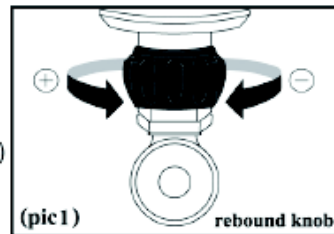
The adjustable end eyelet (or fork) must not be threaded out more than 10 mm.

A drillend marker hole will become visible. Do not extend the eyelet (or fork) any further than that!

Rebound damping adjustment

The rebound setting adjusts the speed with which the suspension extends to the normal ride height after going over a bump or when releasing the brake.

There is a rebound knob (Rubber black bottom ring or adjuster with 10 marks) at the base of the YSS shock(Pic 1) You can adjust rebound to the maximum of 10 or 60 clicks. (Depends of the selected shock)



- Turning the knob to the right (clockwise) to increase rebound damping (slower rebound speed)
- Turning the knob to the left (counter clockwise) to reduce rebound damping (faster rebound speed)

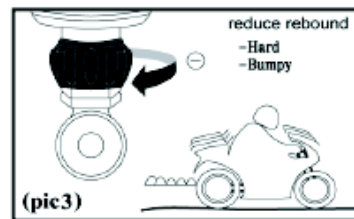
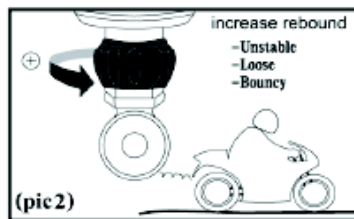
When you turn the knob, you can hear and feel noticeable "click". It is easy to repeat settings.

Note!

- Steps of 5-10 clicks are recommended to get into the ball-park before making small adjustments-always take notes.
- Test run on your familiar road to learn how the new setting affected your bike before adjusting the next step.

Adjustment of Rebound Damping:

- If the bike feels unstable, loose and rather bouncy then the rebound damping should be increased(Pic2)
- If the bike is hard and bumpy then the rebound damping should be decreased (Pic3)



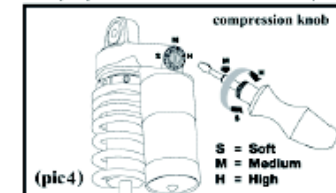
Compression damping adjustment

The compression setting adjusts the speed with which the suspension is pushed together when hitting a bump or braking hard. There is a knob to adjust compression at the end of external reservoir.

You can adjust compression damping to the maximum of 3 or 20 clicks. (Depends of the selected shock)

1) 3-Step compression adjustment (Pic4)

- S (Soft) for smooth
- M (Medium) Standard
- H (Hard) for 2-person drive and load carry

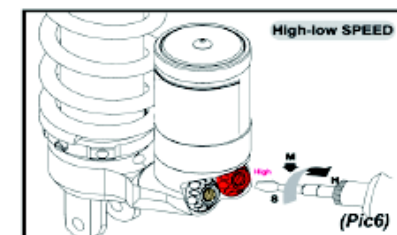
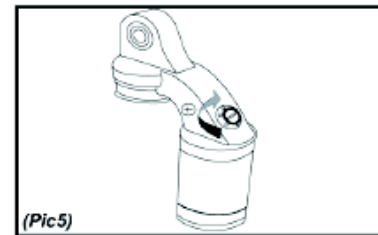


2) 20-Click compression adjustment.(Pic5)

- Turning the knob to the right to increase compression damping (harder)
- Turning the knob to the left to reduce compression damping (softer)

3) 20-Click High/Low-Speed Compression Adjustment (Pic6)

High speed and low speed indicate the speed of suspension movement, not the driving speed of the motorcycle. High speed damping damps out high speed suspension movements. Low speed damping damps out low speed suspension movements.



- High Speed Compression Adjuster, Red knob, 20 clicks.

With this you can adjust High Speed Compression speed of the shock absorber. Clockwise is more damping, counter clockwise is less damping.

- Low Speed Compression Adjuster, black knob, 20 clicks.

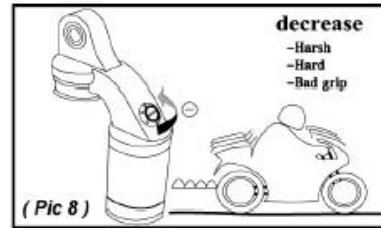
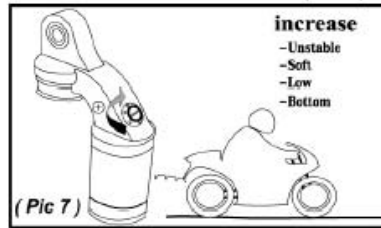
With this you can adjust Low Speed Compression speed of the shock absorber. Clockwise is more damping, counter clockwise is less damping.

Note!

- Steps of 3-5 clicks are recommended to adjust into the ball-park before fine tuning it more - always take notes.
- The difference between High Speed and Low Speed adjusters of the shock must not be more than 10 clicks.
- Test run on your familiar road to learn how the new setting affected your bike before adjusting the next step.

Reasons for compression damping adjustments:

- If the bike feels soft and has a tendency to bottom out easily in long dips then the compression damping should be increased to make it harder. (Pic 7)
- If the bike feels hard and has resilience, over changes in the road, then the compression damping should be reduced to make it softer. (Pic 8)



Warning / before installation

Before Installation of your new shock, please check that you have done all of these:

- Proper workspace, even ground and solid stand to lift the rear wheel off the ground
- All necessary tools are prepared and laid out.
- Read the instruction manual.

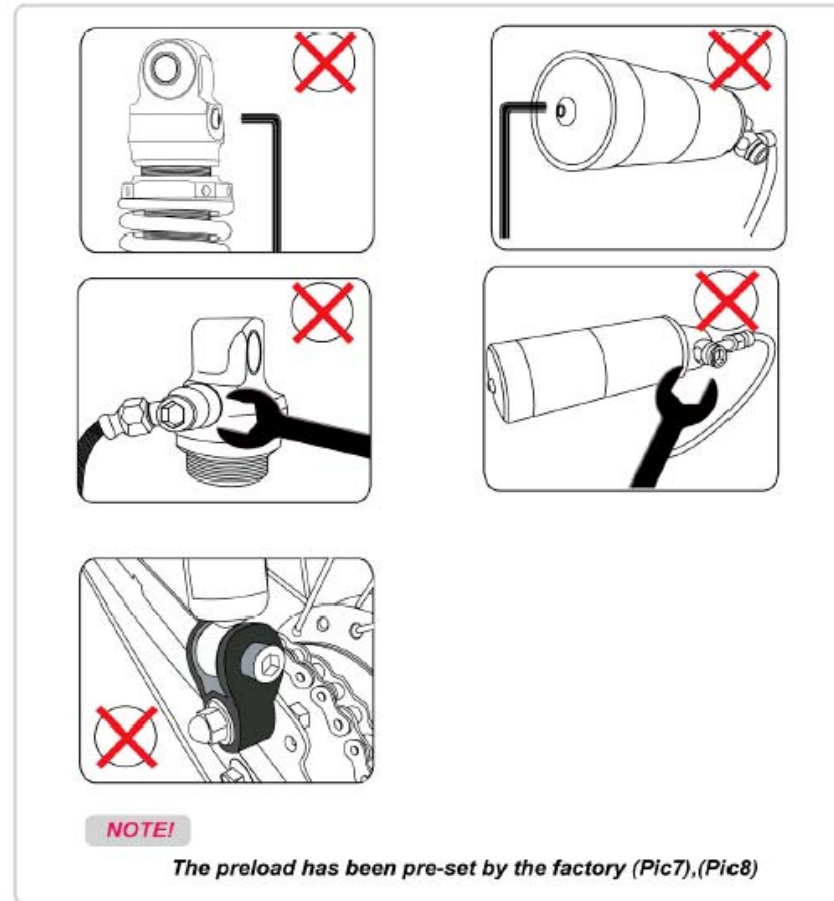
Safety Remarks

Important safety information is highlighted by the following notations.

WARNING!

Failure to follow warning instructions could result in severe or fatal injury. Installing a shock absorber that is not correct for your bike can affect the stability of your bike. YSS cannot be held responsible for any form of damage to the shock, motorcycle, or injury to persons when there is improper installation of the shock absorber and if the instructions for mounting and maintenance are not followed exactly. Similarly, the warranty will become void if the instructions are not followed too.

Please study this owner's manual and make certain that you fully understand the mounting instructions. If you have any questions regarding proper installations contact an YSS-dealer or service center.



NOTE!

The preload has been pre-set by the factory (Pic7),(Pic8)

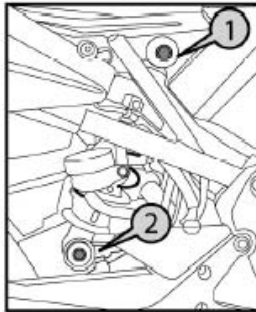
Beware: these pictures in the manual are used as an example for the way of installation.

Your situation can be different of the situation on the picture.

Installation for Mono Shock

1. Firmly place the bike stable on a smooth surface. Lift the motorcycle on the center stand or use a jack, so that the rear wheels off the ground and the shock absorber is not under pressure.
 Don't use a stand which supports the swing arm.

Remark: this procedure can also be used for motorcycles equipped with "Telelever" front-end.



2. Remove all necessary parts as seat, fairing and body panels to gain access to the rear shock absorber. On some bikes it may be necessary to remove the rear wheel.

3. Remove the nuts from the OEM shock absorber retaining bolts at the top and bottom. (1 & 2).

Shock absorbers with hydraulic preload sometimes have a remote adjustment. Don't detach it, remove the shock with the adjuster, otherwise there is a change of leaking. Remove the remote preload adjuster from the bike.

If the shock has a remote reservoir with a hose, the shock has to be removed together with the reservoir. It must not be detached from the shock. Remove the bolt(s) or clamps of the remote reservoir, so the reservoir is loose.

4. Hold the rear wheel in place to take out the shock bolts. Now remove the OEM-shock from the bike.
5. Check the movement of the swing arm to ensure smooth and correct operation.
6. Install the bushings to the eyelets of the YSS shock if they are not installed already. Place a small amount of grease on the outside of a bush and slide the bush into the rubber eyelet of the shock. Do the same for all remaining eyelets. If your shock comes with bearings, it is not necessary because bushing is
7. Carefully place the YSS shock in the bike, the same way you removed the OEM shock.
8. Place the top bolt (1). Lift the rear wheel up in order to place the bottom bolt (2) hard tightens the nuts.
 Take the bike off the center stand to remove any slack in the bushings and tighten the bolts and nuts to spec.

(See standard torque-sheet page 28)

9. For shocks with reservoir on a hose: mount the reservoir as instructed and use the cushion Rubbers, clamps and brackets as provided with the shock.
10. For shocks with an optional hydraulic preload. Mount the adjuster knob together with the provided bracket or Clamps, following the instructions.
11. Recheck again to make sure that the hose is free, not touching anything and that it is not twisted. Nothing on your bike should touch the shock absorber at any time.
12. YSS sticker should always be facing out of the bike with a side mounted mono shock, or to the rear with a center mounted mono shock.

Link system

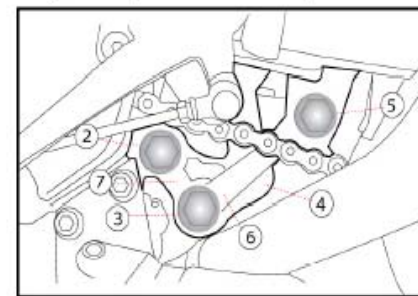
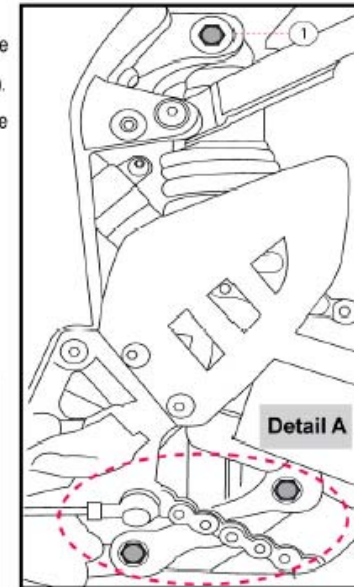
Link systems with straight link plates (Detail A):

Unscrew bolts 3 & 5 to remove link plate (6). If this does not create enough space to remove the shock absorber, also remove link (7). Remove the bolts of the shock (1 & 4). Hold the rear wheel in place while you do this.

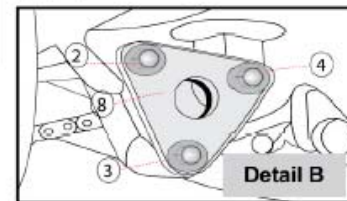
Remind the positions of the linkage; link plate (6) and the shock (4), they must be mounted in the correct place.

See also the owner's manual of the bike.

Note! : Wrong assembly influences the handling of the bike!



Detail A



Detail B

Link systems with triangular link plates (Detail B):

The easiest way is to remove link plate (8) Unscrew bolts 2, 3 & 4. Sometimes it is enough to unscrew the shock bolt (4) and one of the link bolts (2 or 3) to remove the shock absorber. Take out the top bolt of the shock absorber (1) Keep the rear wheel in place in order to remove the bolts.

Remind the position of the plates (8) There are sometimes markings i.e. arrows, pointing in the riding directions, or make your own markings.

NOTE:

Wrong positioning of the link plates upset the handling of the bike!

Check the condition of the linkage parts. Degrease the bearing parts if necessary.
 Check the bearing for damage and excessive play. If necessary replace them.

Mounting the YSS shock and the link system:

- Move the YSS shock into its place and place the upper bolt (1) to secure the shock absorber.

Mounting Link systems with straight link plates (Detail A):

Place the link (7) back in the bike with bolt 2. Move the shock and link so that the lower shock bolt (4) can be placed in the hole. Bolt the link plates (6) in place with one the bolts (3 or 5) Lift the rear wheel up or down in order to make the link and linkage arm to align. Put the remaining bolt on its place.

Mounting Link systems with triangular plates (Detail B):

Place the plates (8) back in the bike with two of the three bolts (2, 3 or 4) Lift the rear wheel up or down to make the link plate align. Place the bolts in the correct place.

Tighten all the nuts and bolts to the correct torque setting. (See standard torque-sheet page 28)

Make sure the linkage is assembled properly. Bolt on the remote reservoir and/or the preload adjuster knob.

Remount the fairing and seat.

Installation for Twin Shock

1.) Firmly place the bike stable on a smooth surface. Lift the motorcycle on the centerstand or use a jack, so that the rear wheel is off the ground and the shock absorber is not under pressure.

Don't use a stand which supports the swing arm.

2.) Remove the nuts from the shock absorber retaining bolts (1 & 2).

3.) Hold the rear wheel in place to take out the shock bolts.

Now remove the shock from the bike.

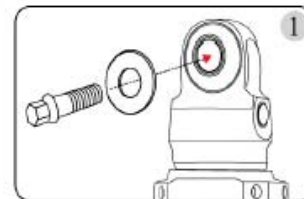
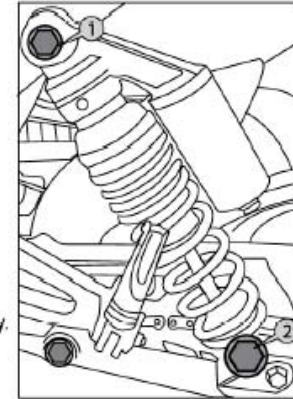
4.) Install the bushings to the eyelets of the YSS shock.

Place a small amount of grease on the outside of a bush and slide the bush into the rubber eyelet of the shock. Do the same for all remaining eyelets. If your shock comes with bearings, it is not necessary because bushings are pre-installed by the factory.

5.) Carefully place the YSS shock in the bike, the same way you removed the OEM shock.

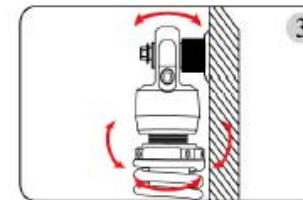
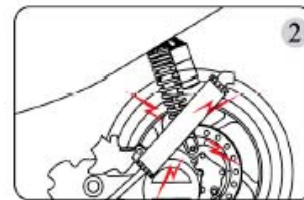
6.) Place the top bolt (1). Lift the rear wheel up in order to place the bottom bolt (2) hard tightens the nuts.

Take the bike off the center stand to remove any slack in the bushings and tighten the bolts and nuts to spec.



NOTE!

This indicates information that is of importance with regard to procedures.

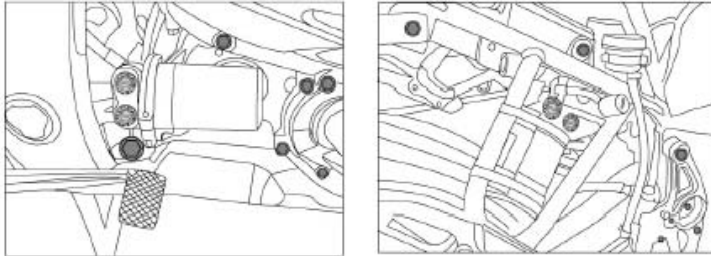


Beware: these pictures in the manual are used as an example for the way of installation. Your situation can be different of the situation on the picture.

Reservoir mounting instructions

If the shock absorber is equipped with a remote reservoir, then the reservoir need to be mounted on the motorcycle. Therefore there are mounting parts included. The mounting can be done with a special clamp, which hold the reservoir and mounts both parts on the motorcycle. When necessary; new bolts are included.

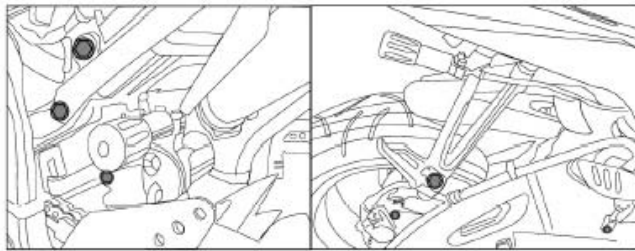
The picture underneath shows a situation.



Another way to mount the reservoir is with hose clamps and rubber blocks. The reservoir is then attached to one of the frame tubes. The picture underneath shows a situation.

Hydraulic Pre Load Adjuster mounting instructions

If the shock absorber has the optional hydraulic preload adjuster, in some cases the preload adjuster knob is mounted on the reservoir. See picture below to the left.



If the hydraulic preload adjuster knob is remote on a hose, then the knob has to be mounted on the motorcycle frame. For this there are mounting brackets included. See picture above to the right.

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Motorcycle Setup and fine tuning**Maintenance / things to check first**

Before there are any adjustments made to the suspension settings, be sure everything else is in a good working order using the following steps. Look up the details and settings in your motorcycle manual. Handling problems do not only occur when the suspension is set up wrong. Setting up the suspension is useless when the rest of the bike is bad!

- **Check or left the tires.** Wrong tire pressure can causes various handling problems; it should be checked regularly to insure good handling. The tire manufacturer can provide the correct information for your tires. Check the tires for any unusual wear, damage, leaks and correct thread depth. If the tires are worn out or otherwise bad, replace them.
- **Check the front suspension.** Place the bike stable with the front wheel off the ground. Make sure there is no weight resting on the front suspension. Grab the forks near the front axle. Try to push them front and back, there should be virtually no play between the steering head and the forks. Also notice if there is play in the forks, there should be very little play between the inner and outer tube. If there is play, it is likely the fork bushings are worn out; the fork should be rebuilt. The steering stem can be tightened to set the play. Too tight and the steering becomes heavy. If there is play with a tight steering stem, check the steering head bearings as they're probably worn out, replace them if necessary. Steer the bike. If the movement is not smooth and/or notches are felt, the steering head bearings should be checked and if worn out they should be replaced. Check the front suspension for leaking seals.
- **Check the rear suspension.** Place the bike stable with the rear wheel off the ground. Don't use a stand which supports the swing arm. Try to move the swing arm from side to side. There should be little play between the swing arm and the rest of the bike. If there is play the swing arm bearings should be checked and if worn out they should be replaced. Try to move the swing arm up and down. Feel for play between the swing arm, the frame and the shock bearings. If there is play, the bearings of the swing arm and/or the shock are probably worn out.

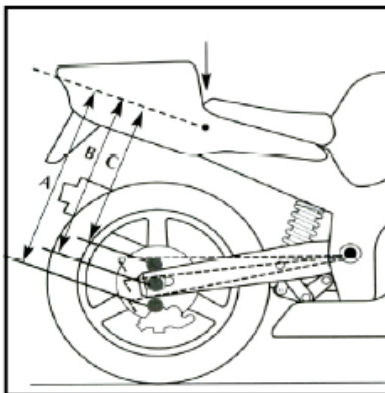
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- **Check the chain.** Make sure the free play is adjusted correctly. Clean and lubricate the chain if necessary. The lubricant penetrates best when the chain is warm, just after riding the bike.
 Tip: lubricate the chain after driving in the rain as the lubricant can be washed off by the rain. Make sure the wheel and sprockets are aligned properly. There are usually measurement stripes on the swing arm, for the alignment of the rear wheel when the chain free play is adjusted. If any chain links are damaged, worn out, do not move smooth and/or the sprockets are worn out, the chain and sprockets should be replaced.
- **Check the wheels.** Make the wheels spin. If a wheel doesn't move smooth or has a lot of drag, check if the brake is dragging. If a wheel has play in the mounting (the wheel can move sideways while the axle is tightened) the bearings are probably worn out; repwise) with a 24mlace them if necessary. If there still are a lot of vibrations during driving, check the balancing of the wheels.
- **Check the wheel alignment:** if the wheels are not aligned properly the bike tends to steer to one side. This is also the case when the frame is not straight; if your bike has been in a crash it is possibly bent.
- If your bike is technical not in a good working order, visit a qualified dealer for service.

SAG measurements and adjustments

Rear suspension:



The starting point when setting up a bike is to adjust the amount of sag the front and rear suspension has, as this controls ride height and steering geometry.

The static sag can be adjusted with the preload adjuster (if available). For less static sag, apply more spring preload. For more static sag apply less spring preload. Adjust the preload if needed to create the STATIC SAG At the rear suspension special tools are usually needed for adjusting the spring preload.

A:	A:
-/- B:	-/- C:
= S1: without driver = Static Sag	= S2: with driver = Dynamic Sag

(Column to fill in your measured data :)

How to measure the Static Sag S1 and S2:

- 1) Lift the bike completely out of the spring, so that the rear wheel hangs freely over the floor. No weight rests on the rear suspension Measure this distance between the axle and a fixed point on the rear bodywork (tailpiece), a sticker or use a piece of tape to mark a point. This distance is "A" A = 100% or fully extended suspension.
- 2) Place the motorcycle on both wheels, on a flat surface without rider. Push the rear of the bike down and let it come up slowly, don't let it bounce! Then measure to the same points. This distance is "B" and will be subtracted from A, to get the Static Sag (S1).

Front(S1)		Rear(S1)	
Street setup	Race setup	Street setup	Race setup
ca. 25 - 30 mm	ca. 20 - 25 mm	ca. 10 - 15 mm	ca. 5 - 10 mm
For Enduro bike the values are about 5 mm more			

- 3) Sit on your bike in the normal riding position, that is hands on the handlebars and foots on the pegs (like normal driving) while another person is holding the bike. This person also has to push the rear suspension through the bike a few times, and balance it out vertically. Now another assistant has to measure between the same points to get the "C" measurement. Subtract "C" again from "A", to get the Dynamic Sag (S2).

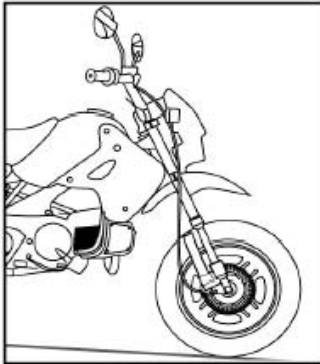
he sag S2 should be approximately one third of the total wheel travel.

(example: for a travel stroke of 120 mm) the dynamic sag S2 incl. rider should be approx. 40mm.

For the racetrack, the values are approximately one quarter (25%) of maximum travel.

Due to different weights of the bike model and due to accessories (titanium exhaust, suitcase, buddy seat, etc.) the Preload value is an indicator (variable) for the important final result of the static SAG. The static SAG is an important Factor for the handling of the bike.

Front suspension:



Front Sag measurement:

Put a zip-tie around one of the fork tubes, with the front brake applied push down on the forks a couple of times to settle them, then slide the zip-tie up against the fork seal.

Now lift the bike by the bars until the front wheel is off of the ground then, measure the distance between the seal and the zip tie.

This measurement is the static sag and it is the result of the spring preload. More spring pre-load = less sag.

Tuning the suspension

- **First check the overall condition** of the bike and make sure the static sag is adjusted properly before setting up the damping.
- **How to test:** Test drive the bike according to your normal driving conditions and driving style. Always drive safely and don't take unnecessary risks! If you change the suspension settings, the bike feels and handles different. Write down all the changes you make, and only change one thing at a time. Try to learn what effect each of the changes you make has on the bike and how it handles the road.
- **The damping** only adjusts the speed of the suspension movement, not the spring force.
- **Check the current setting** and write it down. Turn the adjuster to the maximum (clockwise) counting the number of clicks or turns while doing so. Clicks or turns are always counted from the maximum setting backwards (counter clockwise)
- **A lot of damping** makes the bike feel very hard/firm and it feels reasonably controlled on smooth roads, especially with much rebound damping. The bike feels harsh and uncomfortable and it skips or kicks up over bumps in bad roads.
- **Little damping** makes the bike feel vague, with little feel of traction and control. The bike is very soft and comfortable over bumps, though it wallows around and can feel unstable when damping is too little.

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- **Damping settings** (rebound & compression) can affect each other slightly in some forks and shocks. I.e. a big increase in fork compression damping can also give an increase in fork rebound damping.
- **The rebound adjustment:** Rebound adjusters adjust the speed with which the suspension extends to the normal ride height after going over a bump or when releasing the brake. Rebound damping is also sometimes referred to as tension damping ("ten") they are adjusted the same way as the compression.
- **Rear Rebound :** Too much rebound can cause the rear to jump on the bumps instead of following the surface - the bike jitters under braking, can make the rear pack down; the bike sits low at the rear and runs wide going out of long corners. The rear feels locked up and harsh. The bike sometimes kicks over bumps. The rear tire has bad traction, because the suspension doesn't allow the rear wheel to follow the road surface properly. The rear wheel bounces or hops uncomfortably over the ground during hard braking; it has some road contact and it's easy to hold a straight line. It holds the rear down, resulting the bike wheel to under steer. This can cause the hydraulic system in the shock absorber to overheat, making it to lose all important dampening when hot. Not enough rebound can cause it to top out too fast under braking, making the rear wheel jump and the bike feels unstable. Can make the bike wallow in a corner and over bumps. The rear can feel less controlled; it acts like a pogo stick. During hard braking the rear wheel has little traction and feels like it slides over the ground; it feels like the bike wants to pivot around the front. It's difficult to hold the bike in a straight line during braking.
- **Front Rebound:** Too much rebound at the front can cause the bike to over steer and giving the front tire poor grip. It feels like the front wheel will tuck under in corners. Not enough rebound will cause under steer and the front can feel unstable. can make the fork pack down (the front feel locked up and harsh, feel of control is lost); the bike does not return fast enough to the standard ride height after being compressed and gets lower and lower over a series of bumps. The front sits low and the bike tends to over steer (drives towards the inside) in long fast corners and it sits up in slow corners. While accelerating, the front can tank slap because the front wheel loses traction. Not enough rebound at the front makes the fork shoot up when the brake is released. The suspension extends too fast when entering a corner, causing under steer in fast corners and falling down to the inside in slow corners. The front feels vague and gives little feedback.
- **General rebound -setup:** With the compression adjuster completely open (counter clockwise, till the minimum is reached) Compress the suspension as much as possible and note how it comes back up.
 - Front:** Increase the rebound damping until the suspension comes up with a smooth movement. It shouldn't move too fast (shoot up) and only bounce once and topping out, move back down to the static SAG height and stop.
 - Rear:** Increase the rebound damping until the rear comes up in one smooth movement. It should move as fast upwards as possible, without shooting over the static sag level. Push the rear, the bike comes back up. It should move with your hands, you shouldn't be able to lift your hands from the bike and the bike shouldn't be able to push your hands upwards.

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- **Compression Adjustment:** This controls how fast the suspension moves downwards. Check in the owner's manual where to find the adjusters (normally on forks at the bottom and on the rear shock reservoir). Adjustment is made by turning the screws all the way in, then counting number of click out. First count and note down the number of click in. Screwing the adjusters all the way in gives maximum dampening.
- **Rear Compression:** Too much rear compression can make the rear feel very hard. The rear of the bike can kick up over bumps and most bumps are felt directly through the chassis. With too much compression damping the rear wheel can lose traction and slide while accelerating hard; the rear tire will overheat. Not enough rear compression can cause the rear wheel to judder sideways under acceleration out of a corner - the bike will squat (rear is too low) and may cause the front to lose grip. Can make the rear compress too fast when accelerating. The bike squats, causing under steer, the bike runs wide when accelerating hard out of fast corners. Sometimes the rear compresses so fast it results in tank slapping due to loss of traction at the front tire.
- **Front Compression:** Too much front compression can make the bike feel harsh over bumps but gives good results during braking. Not enough front compression will cause the bike to dive and under braking. Can make the fork compress too slow, resulting in slow steering into fast corners., sometimes even kicking up. The front can shake and most bumps are felt directly through the handlebars. Not enough front compression can make the fork dive much too fast during braking. The bike does not feel controlled when braking hard and over bumps. The bike over steers (steers too fast) into corners. While braking hard the rear wheel can lose traction.
- **General compression setup:** Use as little compression damping as possible. The major part of the suspension force should be absorbed by the spring, with the damping as speed restriction. If the suspension compresses too fast increase the compression damping. Reduce the compression damping when the suspension compresses too slow, the bike feels harsh and bumps are directly passed through the frame to the rider.
- **High speed & low speed:** Sometimes there are high speed and low speed damping adjusters (usually compression damping) High speed and low speed indicate the speed of suspension movement, not the driving speed of the motorcycle.
- **High speed damping** damps out high speed suspension movements; i.e. hitting a big bump in the road. On a bump the suspension has to move very fast to absorb it. Don't use a lot of damping as this causes harshness, the wheel must be able to follow the road surface in order to maintain traction.

- **Low speed damping** damps out low speed suspension movements; i.e. front compression during braking or rear compression during accelerating. Normally there is more low speed damping necessary than high speed damping. Low speed adjustments usually also affect the high speed adjustment; if the low speed damping is increased, the high speed damping is also increased. The shape of the bump and the speed with which the bump is taken are the biggest influence for the speed with which the suspension must compress in order to make the tire follow the road surface. A sharp edged bump creates a higher suspension compressing speed than a rounded bump of the same height. If the bike is harsh over bumps: decrease the high speed compression damping. If the bike dives too fast under braking: increase front low speed compression. If the rear squats too fast under acceleration: increase rear low speed compression. Rebound usually has one adjuster (no high or low speed) because the bike rebounds under the force of the spring; this isn't dependent on road conditions.
- **Front and rear balance:** There must also be a balance between front and rear. Hold the bike when it is on both wheels. Push in the centre of the bike (seat or tank) and notice how it sags and comes back up. Front and rear should compress and rebound at roughly the same rate. The suspension travel should be about the same distance front and rear. The suspension can move a bit faster at the front, although the difference must not be too great as that would result in wallowing (weave/wobble) and unstable handling behavior through corners.
- **Find an optimum setting that suits your driving style.** Experiment by increasing or decreasing the damping to give the bike the desired handling behavior. Use your own notes and experience to get a good feeling for the handling of your bike. Increase or decrease the damping with no more than a few clicks at a time; else there is too much difference in damping.
- **For racing or duo riding** there usually is some more damping needed than under normal conditions, in order to absorb the higher forces. Turn the adjustment screws a few clicks clockwise to increase the damping. Duo riding and/or holiday luggage affect the shock more than the fork, as the weight rests more at the rear of the bike, so the damping increase for the shock should usually be larger. Racing affects the front as much as the rear.
- **Suspension Travel:** This is easy to check and gives you important information for ironing out problems. Put a zip tie around one of the front fork tubes and the other around the rear shock shaft, and then slide them against the seals. Now go for a ride, but please no wheelies or stoppies - this will give you wrong measurement. Upon return, check the amount of travel used. The general guideline is 20mm. of unused travel on the forks and 5mm. on the rear shock. If there is more, reduce compression, if there is less, the reverse applies. If you can't get this in the ball park, then the spring weight or dampening may be wrong for your weight and riding style.

- Spring Ratio:** The result of a too hard rear spring ratio is that the bike gives easy turning into corners but creates traction problems. Too soft rear spring ratio gives good traction in acceleration, but tends to under steer in the entry of a corner and will give the front a light feel. The result of a too hard fork spring ratio shows in the bike with good under braking, but creates under steer and feels harsh in corners. A too soft spring ratio gives easy turning into corners, but creates over steer and can cause the front to tuck-under or dive under braking.
- Fork Height:** This is the position of the forks in the yokes and it's measured with a ruler from the top of the yoke to the top of the fork. When making these changes check for clearance between the front tyre and the radiator at full compression. One disadvantage of moving the forks through the clamps is that it reduces ground clearance and if the pegs and exhaust are already scraping, this will make it worse. Raising the rear end has the same effect on the steering and increases ground clearance - if possible, this is a better option.
- Rear Height Adjustment:** If your shock has a ride height adjustment and you wish to use it, you must measure the ride height (as for Rear Sag). We are recommending to make adjustments of only 5 to 10mm, increments at a time. Larger changes will cause the bike to steer considerably quicker, and if you're not ready for it, you may find yourself in trouble! Raising the rear ride height will put more load on the front and may make it necessary to tighten up the front to compensate.

FAQ / Road handling problems with possible solutions

Suspension parameter / Handling problem	Front preload	Front rebound	Front compression	Rear preload	Rear rebound	Rear compression	Ride height / geometry	Notes
Long fast corners: Bike runs wide (understeer) Bike sits up	Decrease	Increase	Decrease	Increase	Decrease	Increase	Lower front / raise rear	Front end rides high through the corner (multiple possible causes)
Long fast corners: Bike runs narrow (oversteer) Bike falls down	Increase	Decrease	Increase	Decrease	Increase	Decrease	Raise front / lower rear	Front end rides low through the corner (multiple possible causes)
Short slow corners: Bike falls down to the inside (oversteer)	Decrease	Increase	Decrease	Increase	Decrease	Increase	Lower front / raise rear	Front end rides high through the corner (multiple possible causes)
Short slow corners: Bike falls down to the inside (understeer)	Increase	Decrease	Increase	Decrease	Increase	Decrease	Raise front / lower rear	Front end rides low through the corner (multiple possible causes)
Front dives too fast when braking hard, doesn't bottom out		Increase	Increase					Bike usually also over steers in fast corners, steers into corners too easily (falls in)
Front shoots up too fast after braking, turning into corners is difficult								Bike usually also under steers in fast corners!
Rear squats fast under acceleration				2 Slightly increase		1 Increase		Bike usually under steers when accelerating out of long corners
Rear wheel loses road contact (traction) under hard braking	3 Increase		2 Increase	4 Decrease	1 Increase			It feels like the rear pivots around the front wheel, also a lot of dive during braking
Tank slapping / front end shake at high speeds and fast acceleration (wobble)		2 Decrease			3 Increase	1 Increase	4 Lower front / raise	Loss of front tyre traction. A steering damper can reduce the unstable feel
Wallowing / weave in mid corner (long, fast corners)		2 Increase	4 Increase		1 Increase	3 Increase		A steering damper can reduce the unstable feel
Over a series of bumps or ripples the bike packs down, there is no more travel to absorb bumps		If the front packs down, decrease (over steered in fast corners)			If the rear packs down, decrease (under steered in fast corners)			There is too much damping for the suspension to return fast enough to the normal ride height, ride is harsh
Bike feels too harsh over bumps, suspension feels "locked up" over bumps, the jumps are felt directly through the frame		If the front is harsh, decrease	If the front is harsh, decrease			If the rear is harsh, decrease		Harshness is felt when the bike locks up or skips over bumps. Locked up and harsh feel can also be caused by packing down!

The numbers resemble the likelihood of the solution (1 is most likely)

Make sure the bike is in a good state of maintenance using setup chapter one as many handling problems are caused by bad maintenance.

Make sure the static sag is adjusted properly

Ride height/geometry is adjusted with: ride height adjuster on shock, link plate dimensions and fork distance from the top of the tubes to the fork clamp, not the spring preload.

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller						
Aprilia (I)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE	Bauj.	Dämpfer Ausführung		Feder Ausführung
Amico 50	MK	H 355	'90 - '93	OD220-	270 P- 01	38-25-35-170
Amico 50	HV	G 798	'94 - '97	VD222-	265 T- 01	38-25-35-220
Amico 50 GL	HV	G 798	'94 - '99			
Amico 50 Sport	GC	G 799	'94 - '97			
Amico 50 Sport LX	GC	G 799	'92 - '93			
Gulliver 50 AC	LH 02	H 126	'95 - '99	OD220-	290 P- 01	38-25-35-170
Gulliver 50 LC	LH 02	H 126	'96 - '99			
Leonardo 125	MB00	H287	'96 - '01	TD220-	350 P- 03	38-13-18-220
Leonardo 150	MBA00	H287	'96 - '01			
Rally 50 AC	MD 01	H 062	'95 - '03	OD220-	290 P- 01	38-25-35-170
Rally 50 LC	MD	H 062	'96 - '99			
Scarabeo 50	PF	G 795	'93 - '99			
Sport City 125	VB	e11*0118	'04 - '10	TD220-	350 P- 04	38-13-18-220
SR 50	MR	G 793	'94 - '00	OD220-	290 P- 01	38-25-35-170
SR 50 AC	LY	H 639	'93 - '96	OD220-	310 P- 01	38-25-35-200
SR 50 LC	LC	H 638	'94 - '99			
SR 50 LC	MZ	H 638	'94 - '99			
SR 50 Replica	LC	H 410	'94 - '01			
SR 50 Replica	RL	e3*0012	'99 - '01			
SR 50 Racing	MR	G 793	'94 - '00			
SR 50 Racing	MZ	H 638	'94 - '00			
SR 50 Racing	LY	H 639	'94 - '00			
SR 50 Ditech Racing	RL	e3*0012	'01 - '02			
SR 50 Ditech Sport	RL	e3*0012	'02 - '03			
SR 50 Viper	LB	G 792	'94 - '01			
SR 50 R Factory	TE	e11*0090	'04 - '06	OD220-	300 P- 04	38-25-35-170
SR 50 R LC	VF	e11*0126	'04 - '06			
SR 50 Street	RL	e3*0012	'04 - '06			

Fahrzeughersteller						
Atala (I)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
Hacker 50 AC	AT 12	-	'96 - '99	OD220-	270 P- 01	38-25-35-170
Hacker 50 LC	AT 14	-	'97 - '99			

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller						
Benelli (I)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
491	BA 01	K 262	'96 - '00	OD220-	290 P- 01	38-25-35-170
491 GT 50	BA 01	K 262	'97 - '00			
491 RR 50	BA 01	-	'96 - '00			
491 RR 50	BA 01	e5*0002	'01 - '03			
491 RR 50	BA 01	e5*0002	'03			
491 SP 50 Sport	BA 01	-	'98 - '99			
491 ST 50	BA 01	e5*0002	'00 - '01			
491 ST 50	BA 01	e5*0002	'02 - '03			

Fahrzeughersteller						
Betamotor (I)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
Ark 50 AC	BS	K 529	'96 - '03	OD220-	310 P- 01	38-25-35-200
Ark 50 AC	BS 4	e1*00114	'01 - '02			
Ark 50 Air	BS 4	e1*00114	'03 - '05			
Ark Aqua 50	BS 4	e1*00114	'01 - '03			
Ark 50 LC	BS	K 529	'97 - '00			
Ark Liquid 50	BS 4	e1*00114	'03 - '08			

Fahrzeughersteller						
BMW (D)			Federbein Typ 220			
Handelsbezeichnung	Amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
R 45	BMW 248	A 682	'78 - '86	RD222-	320 P- 05	46-17-25-200
R 50/5	BMW R 50/5	6898	'69 - '72			
R 50/5	BMW R 50/5	6898	'72 - '73			
R 60/5	BMW R 60/5	6899	'69 - '72			
R 60/5	BMW R 60/5	6899	'72 - '73			
R 60/6	BMW R 60/6	8931	'73 - '76			
R 60/7	BMW R 60/7	8931	'76 - '78			
R 60/7	BMW 247	A 339	'77 - '78			
R 65	BMW 248	A 682	'78 - '81			
R 65 LS	BMW 248	A 682	'81 - '82			
R 75/5	BMW R 75/5	6882	'69 - '72			
R 75/5	BMW R 75/5	6882	'72 - '73			
R 75/6	BMW R 75/6	8932	'73 - '76			
R 75/7	BMW R 75/7	8932	'76 - '77			

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller							
BMW (D) Federbein Typ 220							
Handelsbezeichnung	Amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung	
R 80/7	BMW 247	A 339	'77 - '78	RD222-	330 P- 04	46-17-25-200	
R 80 RS	BMW 247	A 339	'84 - '89			46-20-30-200	
R 80 RT	BMW 247	A 339	'82 - '89			46-25-35-200	
R 90/6	BMW R 90/6	8930	'73 - '76				
R 90/S	BMW R 90/S	8925	'73 - '76				
R 100/7	BMW R 100	A 103	'76 - '80				
R 100/7	BMW 247	A 339	'77 - '81				
R 100 S	BMW 247	A 339	'77 - '80				
R 100 CS	BMW 247	A 339	'81 - '89				
R 100 RS	BMW 247	A 339	'81 - '93				
R 100 RT	BMW 247	A 339	'81				

Fahrzeughersteller						
Cagiva (I) Federbein Typ 220						
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
350 TL Ala Verde	2 M	-	'84 - '85	RD222-	310 P- 01	46-13-18-200
350 TL Alazzurra	2 M	-	'85 - '88			46-17-25-200
650 TL Alazzurra	3 M	E 026	'85 - '88			46-20-30-200

Fahrzeughersteller						
CPI Motor Company (ROC) Federbein Typ 220						
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
Aragon 50	JR-M	e4*1018	'06 - '08	OD220-	280 T- 01	38-25-35-170
Aragon GP 50	JR-M	e4*1018	'06 - '08			
Oliver City 50	JR-M	e4*1018	'05 - '08			
Oliver Sport 50	JR-M	e4*1018	'05 - '08			
Hussar 50	JR	e4*0064	'00 - '07			
Hussar 50 FL	JR	e4*0036	'02			
Popcorn 50	JP	e4*0036	'00 - '07			
Popcorn 50 FL	JP	e4*0036	'02			

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller**Ducati (I)****Federbein Typ 220**

Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung			Feder Ausführung			
250 Desmo	DM 250 D	-	'72 - '77	RD222-	310	P- 13	46-10-15-200			
350 Desmo	DM 350 D	-	'72 - '77				46-13-18-200			
450 Desmo	DM 450 D	-	'72 - '77				46-17-25-200			
500 GTL	DM 500 GT	-	'78 - '85	RD222-	310	P- 09	46-10-15-200			
500 SL Pantah	DM 500 SL	-	'83 - '85				46-13-18-200			
600 GTL	DM 600 GT	-	'83 - '85				46-17-25-200			
600 SL Pantah	DM 600 SL	-	'83 - '85							
650 SL Pantah	DM 650 SL	-	'85 - '87							
750 GT	DM 750 GT	-	'71 - '74				RD222-	310	P- 11	46-13-18-200
										46-17-25-200
							46-20-30-200			
750 Indiana	ZDM 748 PI	-	'86 - '88	RD222-	360	P- 10	46-17-25-220			
							46-20-30-220			
							46-25-35-220			
750 Super Sport	DM 750 SS	-	'73 - '77	RD222-	320	P- 31	46-13-18-200			
							46-17-25-200			
							46-20-30-200			
860 GT	DM 860 GT	-	'75 - '76	RD222-	330	P- 22	46-17-25-200			
860 GTS	DM 860 GT	-	'75 - '76				46-20-30-200			
900 GT	DM 900 GT	-	'77 - '79				46-25-35-200			
900 GTS	DM 900 GT	-	'77 - '79							
900 S 2 Desmo	DM 900 SS	-	'83 - '85	RD222-	330	P- 01	46-17-25-200			
900 SD Darmah	DM 900 SD	-	'76 - '82				46-20-30-200			
							46-25-35-200			
900 Super Sport Hailwood Replica	DM 900 SS	-	'84 - '85	RD222-	320	P- 04	46-17-25-200			
900 Super Sport HR Mille	DM 900 SS	-	'85 - '86				46-20-30-200			
							46-25-35-200			
1000 S 2 Desmo	DM 900 SS	-	'83 - '85	RD222-	330	P- 01	46-17-25-200			
							46-20-30-200			
							46-25-35-200			

Fahrzeughersteller**Guangzhou Panyu Hunan Motors (PRC)****Federbein Typ 220**

Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung			Feder Ausführung
Sachs 49er 50 (10")	FY 50 QT	e4*0336	'05 - '08	OD220-	300	P- 01	38-25-35-170
Sachs 49er 50 (12")	FY 50 QT-5	e4*1216	'06 - '08				
Sachs Eagle 50	FY 50 QT-18	e4*1578	'07 -	OD220-	280	P- 01	
Sachs Eagle 125	FY 125 T-18	e4*1001	'07 - '08				

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller							
Harley Davidson (USA)				Federbein Typ 220			
XL 53 C	XL 2	e4*0208	'04 - '06	RD222	310	P- 27S	46-17-25-200
XL 883 C Sportster Custom	XL 2	e4*0208	'04 - '09				46-20-30-200
XL 883 R	XL 2	e4*0208	'05 - '09				46-25-35-200
XL 883 R	XL 1	e4*0028	'00 - '03	RD222	330	P- 47S	46-20-30-200
XL 1200 C	XL 2	e4*0208	'05 - '09	RD222	290	P- 04	46-17-25-180
							46-20-30-180
				RD222	310	P- 27S	46-25-35-180
				RD222	310	P- 27S	46-20-30-200
XL 1200 C	XL 1	e4*0028	'00 - '03	RD222	340	P- 08S	46-20-30-220
XL 1200 R Sportster	XL 2	e4*0208	'04 - '09	RD222	320	P- 27S	46-17-25-200
				RD222	330	P- 47S	46-20-30-200
XL 1200 S Sport	XL 1	e4*0028	'00 - '03	RD222	350	P- 02S	46-17-25-220
							46-20-30-220
							46-25-35-200
				RD222	310	P- 28S	46-17-25-200
							46-20-30-200
							46-25-35-200
XLH 883 Hugger				RD222	290	P- 07S	46-17-25-180
XLH 883 Sportster				RD222	320	P- 39S	46-20-30-180
XLH 1200 Sportster				RD222	310	P- 28S	46-17-25-200
							46-20-30-200
							46-25-35-200
XR 1200	XR 1	e4*1789	'08 -	RD222	350	P- 33S	46-17-25-220
							46-20-30-220
							46-25-35-220

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller						
Honda Italia (I)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
CB 500	PC 32	H 418	'96 - '03	RD222-	350 P- 20	46-13-18-220
CB 500 S						46-17-25-220 46-20-30-220
FES 250 Foresight	MF 05	e3*0011	'01 - '06	OD220-	395 P- 01	38-25-35-220
NH 50 Lead	AF 01	D 716	'90 - '95	OD220-	280 P- 01	38-25-35-170
SES 125 (Dylan 125)	JF 10	e3*0122	'01 - '08	TD220-	300 P- 01	38-25-35-170 38-17-25-170
SES 150 (Dylan 150)	KF 05	e3*0123	'02 - '08			
SH 125 i	JF 14	e3*0298	'05 - '10			
SH 125 Scooby	JF 09	e3*0073	'01 - '05			
SH 150 i	KF 08	e3*0297	'06 - '10			
SH 150 Scooby	KF 04	e3*0074	'00 - '05			
SH 300 i	NF 02	e3*0447	'07 -			
SH 300 i ABS						
SK 50 Dio SR	AF 28	e4*0281	'06 - '08	OD220-	270 P- 01	38-25-35-170
SK 50 Dio XR	AF 28	e4*0281	'06 - '08			
SK 50 Dio ZX	AF 28	e4*0281	'06 - '08			
SZX 50 S	AF 49	K 093	'98 - '02			
SZX 50 X	AF 49	K 093	'98 - '02	OD220-	310 P- 01	38-25-35-170
Vision 50	AF 29	F 974	'92 - '95	OD220-	270 P- 01	38-25-35-170
	AF 22		'96 - '00			

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller						
Honda (J)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
CA 125 Rebel	JC 26	H 701	'97 - '98	RD222-	270 P- 01	46-25-35-160 46-25-45-160 46-30-50-160
CB 100 Super Sports	CB 100	7627	'71 - '79	RD222	310 P- 07	46-10-15-200
CB 125 Super Sports	CB 125	7410	'71 - '77			
CB 125 Disc K1	CB 125 K	-	'72 - '76			
CB 125 Disc K2-K5	CB 125 K	9323	'74 - '79			
CB 125 J	CB 125 J	9665	'75 - '81			
CB 125 T	CB 125 T	A 223	'76 - '82			
CB 125 T	JC 06	-	'83 - '89			
CG 125	JC 27	H 932	'98 - '03	RD222	310 P- 12	46-13-18-200
CM 250 C	MC 06	C 472	'81 - '00	RD222	310 P- 14	46-17-25-180
CB 250 Disc K0	CB 250	6367	'68 - '77	RD222	310 P- 16	46-13-18-200
CB 250 G	CB 250 G	9125	'74 - '79	RD222	320 P- 29	46-17-25-200
CB 250 RS	MC 02	B 769	'80 - '89	RD222-	340 P- 06	46-17-25-200 46-20-30-200 46-25-35-200
CB 350 disc K0	CB 350	7296	'70 - '77	RD222	320 P- 29	46-17-25-200
CB 350 four	CB 350 F	8730	'73 - '79			
CB 360 G	CB 360	9126	'74 - '79			
CB 400 four	CB 400 F	9465	'75 - '80			
CB 400 SF Super Four	NC 36	-	'92 - '97	RD222-	330 P- 11	46-13-18-200
CB 400 SF Super Four	NC 39	-	'98 - '01	RD222-	330 P- 07	46-17-25-200
CB 400 SS Super Four	NC 41	-	'01 - '03			46-20-30-200
CB 450 S	PC 17	E 139	'85 - '91	RD222-	330 P- 09	46-17-25-200
CB 500	PC 26	G 555	'93 - '95	RD222-	350 P- 20	46-13-18-220 46-17-25-220 46-20-30-220
CB 500 four	CB 500 F	-	'70	RD222	320 P- 29	46-17-25-200
CB 500 four	CB 500 F	7943	'71 - '77			
CB 550 four in one	CB 550 F	9666	'75 - '81			
CB 750 four K0	CB 750	7275	'69	RD222-	330 P- 51	46-17-25-200
CB 750 four K1-K7	CB 750	7275	'70 - '77			46-20-30-200
CB 750 F I four in one	CB 750 F	9667	'75 - '78			46-25-35-200
CB 750 F II four in one	CB 750 G	A 401	'77 - '81			46-25-45-200
CB 750 F Bol'd Or	RC 04	B 770	'80 - '83	RD222-	340 P- 09	
CB 750 F 2 Bol'd Or	RC 04	B 770	'81 - '82			
CB 750 K	CB 750 K	A 287	'77 - '81	RD222-	360 P- 09	
CB 750 KB	RC 01	A 968	'83	RD222-	365 P- 09	
CB 750 KZ	RC 01	A 968	'79 - '83			

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller							
Honda (J)				Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung			Feder Ausführung
CB 750 SC Nighthawk	RC 38	-	'91 - '95	RD222-	330	P- 12	46-13-18-200 46-17-25-200 46-20-30-200
CB 750 Seven Fifty	RC 42	G 035	'92 - '03	RD222-	350	P- 21	46-17-25-220
CB 900 F Bol'd Or	SC 01	B 012	'78 - '82	RD222-	360	P- 09	46-20-30-220
CB 900 FB Bol'd Or	SC 01	B 012	'81 - '82	RD222-	365	P- 09	46-25-35-220
CB 900 F Bol'd Or	SC 09	C 593	'82				
CB 900 F 2 Bol'd Or	SC 09	C 593	'82				
CB 1000 F Big	SC 30	G 341	'93 - '95	RD222-	355	P- 01	46-20-30-220 46-25-35-220 46-30-50-220
				RD222-	350	P- 25	46-17-25-220 46-20-30-220 46-25-35-220
CB 1100 F Bol'd Or	SC 11	C 798	'80 - '85	RD222-	360	P- 20	46-17-25-220
CB 1100 F 2 Bol'd Or	SC 11	C 798	'81 - '85	RD222-	365	P- 20	46-20-30-220
CB 1100 R Bol'd Or	SC 08	C 473	'81 - '85				46-25-35-220
CB 1300 X 4	SC 38	-	'97 - '02	RD222-	300	P- 10	46-20-30-180 46-25-35-180 46-30-50-180
				RD222-	305	P- 09	46-30-50-200 46-45-60-200
CB 1300 SF Big	SC 40	-	'99 - '02	RD222-	320	P- 38	46-25-45-200 46-45-60-200 46-30-50-200
CB 1300 F	SC 54	e4*0187	'03 - '11	RD222-	360	P- 21	46-35-45-220
CB 1300 S	SC 54	e4*0187	'05 - '11				46-45-60-220
CBX 650 E	RC 13	C 917	'83 - '87	RD222-	340	P- 01	46-20-30-200 46-25-35-200 46-30-50-200
CM 200 T	CM 185 T	A 648	'79 - '86	RD222	310	P- 17	46-10-15-200
CM 200 T	CM 185 T	E 456	'86 - '90				
CM 200 T	MC 01	-	'80 - '81				
CX 500	CX 500	9666	'77 - '81	RD222	330	P- 28	46-17-25-200
FES 250 Foresight	MF 04	H 836	'97 - '02	OD220-	395	P- 01	38-25-35-220
FT 500	PC 07	C 612	'82 - '83	RD222-	320	P- 15	46-13-18-200
GB 400 Clubman	NC 20	-	'85 - '89				46-17-25-200 46-20-30-200
				RD222-	300	P- 19	46-17-25-180 46-20-30-180 46-25-35-180

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller							
Honda (J)			Federbein Typ 220				
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung	
GB 500 Clubman	PC 16	-	'87 - '89	RD222-	320	P- 15	46-13-18-200 46-17-25-200 46-20-30-200
				RD222-	320	P- 28	46-17-25-200 46-20-30-200
				RD222-	300	P- 19	46-17-25-180 46-20-30-180 46-25-35-180
GL 1000 Gold Wing K1	GL 1	9612	'74 - '75	RD222-	335	P- 02	46-17-25-200
GL 1000 Gold Wing K2	GL 1	9612	'75 - '77				46-20-30-200
GL 1000 Gold Wing K3	GL 2	9612	'77 - '80				46-25-35-200
FJS 400 Silver Wing	NF 01	e4*0734	'06 - '07	TD220-	420	P- 01	46-13-18-260
FJS 400 Silver Wing	NF 03	e4*2045	'08				
FJS 600 Silver Wing	PF 01	e4*0114	'01 - '07				
SFX 50	AF 37	-	'94 - '00	OD220-	270	P- 01	38-25-35-170
VF 700 C	RC 21	-	'84 - '89	RD222-	320	P- 18	46-17-25-200 46-20-30-200
VF 750 C	RC 09	C 667	'82 - '88				
VF 750 C	RC 43	G 412	'93 - '97	RD222-	320	P- 13	46-25-35-200
VF 1100 C	SC 12	C 948	'83 - '86	RD222-	360	P- 05	46-20-30-220
							46-25-45-220
							46-30-50-220
VT 500 C	PC 08	C 938	'83 - '86	RD222-	350	P- 06	46-25-35-220
VT 500 E	PC 11	D 064	'83 - '86	RD222-	320	P- 13	46-20-30-200 46-25-35-200 46-30-50-200
VT 750 C	RC 14	-	'84 - '87				
VT 750 C ACE	RC 44	H 714	'97 - '99				
VT 750 C ACE	RC 44	e4*0102	'00 - '03				
XBR 500	PC 15	D 861	'85 - '88				
XBR 500 S	PC 15	D 861	'87 - '88	RD222-	320	P- 09	46-13-18-200
				RD222-	330	P- 50	46-17-25-200 46-20-30-200

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller							
Honda (USA)				Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung			Feder Ausführung
CBX 1000	CB 1	A 828	'79 - '83	RD222-	360	P- 09	46-17-25-220 46-20-30-220 46-25-35-220 46-25-45-220
GL 1100 DX	SC 02	B 648	'80 - '87	RD222-	320	P- 16	46-25-45-200 46-30-50-200 46-45-60-200
GL 1200 DX	SC 14	D 342	'83 - '86	RD222-	355	P- 02	46-25-45-220 46-45-60-220 46-30-50-220
GL 1500/6 Gold Wing	SC 22	E 931	'88 - '00	RD222-	335	P- 08	46-50-220 46-60-220 46-70-220
F 6 C Valkyrie	SC 34	H 582	'96 - '02	RD222-	320	P- 53	46-25-45-200 46-45-60-200 46-30-50-200
PC 800 Pacific Coast	RC 34	-	'89 - '97	RD222-	370	P- 03	46-17-25-220
VF 750 C Magna V45	RC 28	-	'83 - '88	RD222-	350	P- 07	46-20-30-220 46-25-35-220
VF 1100 C Magna V65	SC 12	-	'83 - '88	RD222-	360	P- 05	46-20-30-220 46-25-45-220 46-30-50-220
VT 1100 C	SC 18	-	'85 - '88	RD222-	320	P- 13	46-20-30-200
VT 1100 C	SC 23	E 778	'85 - '93				46-25-35-200
VT 1100 C	SC 23	G 600	'93 - '96				46-30-50-200
VT 1100 C 2 ACE	SC 32	H 027	'95 - '98	RD222-	290	P- 03	46-25-45-180
VT 1100 C 3 ACE Aero	SC 39	K 012	'98 - '00				46-45-60-180
VTX 1300	SC 52	e4*0152	'02 - '11				46-30-50-180
VTX 1800	SC 46	e4*0113	'01 - '11	RD222-	290	P- 01	

Fahrzeughersteller							
Hyosung (ROK)				Federbein Typ 220			
GV 650 Aquila	GV 650	e9*0050	'05 - '11	RD222-	300	P- 07	46-20-30-180 46-25-35-180 46-30-50-180

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller

Italjet (I) Federbein Typ 220

Dragster 50 LC	DRG	-	'98 - '00	VD220-	245	P- 02	38-25-35-160
Dragster 50	DRG	K317	'01 - '07	OD220-	270	P- 02	38-25-35-170
Dragster 125	DR 5010	-	'97 - '98				
		K 515	'99 - '02				
Dragster 180	DR 5810	-	'97 - '02	OD220-	300	P- 04	38-25-35-170
	DR 5810	K 516	'03 -	VD220-	245	P- 02	38-25-35-160
Formula 50 AC	FR 50	H 008	'03-	OD220-	270	P- 01	38-25-35-170
Formula 50 Air	FRU GTO	K 315	'99 - '00	VD220-	245	P- 02	38-25-35-160
Formula 50 Air	FRH 1 BS	K 316	'99 - '02				
Formula 50 LC	FR 50	H 088	'97 - '99				
Formula 50 LC	FRH	K 318	'00 - '03				
Formula 50 Race AC	FR	H 088	'96 - '96				
Formula 125	FR 2	H 942	'97 - '03				
Formula 150	FR 2	H 942	'97 - '03				
Velocifero 50	900	H 089	'95 - '02				

Fahrzeughersteller

Kawasaki (J) Federbein Typ 220

Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung			Feder Ausführung
EN 500	EN 500 A	F 380	'89 - '95	RD222-	300	P- 02	46-15-18-180 46-17-25-180 46-20-30-180
				RD222-	270	P- 05	46-25-45-160 46-45-60-160 46-30-50-160
EN 500 Classic	EN 500 C	H 303	'97 - '03	RD222-	310	P- 05	46-20-30-200 46-25-35-200 46-30-50-200
EL 250	EL 250 B	E 864	'88 - '90	RD222-	300	P- 02	46-15-18-180 46-17-25-180 46-20-30-180
EL 250 E Eliminator			'91 - '95				
EL 252 E Eliminator	EL 250 B	E 864 e1*00075	'95 - '01	RD222-	320	P- 09	46-13-18-200 46-17-25-200 46-20-30-200
			'01 - '06				
ER-5	ER 500 A	H 570 e1*00039	'96 - '99	RD222-	300	P- 18	46-17-25-180 46-20-30-180 46-25-35-180
			'99 - '00				
			'01 - '05				
Estrella	BJ 250 A	G 696	'94 - '99	RD222-	300	P- 02	46-15-18-180 46-17-25-180 46-20-30-180
Estrella RS Custom		-	'99 - '03				

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller						
Kawasaki (J)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
GPZ 550	KZ 550 B	B 634	'80 - '83	RD222-	350 P- 11	46-13-18-220
GPZ 750	KZ 750 E	B 635	'80 - '84	RD222-	350 P- 27	46-17-25-220 46-20-30-220
KH 250 S 1	KH 250 B	A 015	'77 - '83	RD222-	320 P- 14	46-10-15-200
KH 350 S 2	S 2 F	-	'76 - '83			46-13-18-200
KH 400 S 3	S 3 F	A 016				46-17-25-200
KH 500 H 1	H 1	-	'72 - '74	RD222-	320 P- 32	46-13-18-200 46-17-25-200 46-20-30-200
KH 750 H 2	H 2	-	'72 - '74	RD222-	360 P- 16	46-17-25-220 46-20-30-220 46-25-35-220
				RD222-	320 P- 32	46-13-18-200 46-17-25-200 46-20-30-200
LTD 450	EN 450 A	D 690	'84 - '90	RD222-	330 P- 41	46-17-25-200 46-20-30-200 46-25-35-200
Suzuki VZ 1600 Intruder M 1600	VNT 60 B	e4*0215	'03 - '06	RD222-	340 P- 10	46-25-45-200
				RD222-	320 P- 54	46-45-60-200 46-30-50-200
VN 750 Twin	VN 750 A	E 097	'88 - '92	RD222-	320 P- 13	46-20-30-200 46-25-35-200 46-30-50-200
VN 15 SE	VNT 50 A	E 794	'88 - '92	RD222-	300 P- 03	46-25-45-180 46-30-50-180 46-45-60-180
				RD222-	320 P- 13	46-20-30-200 46-25-35-200 46-30-50-200
VN 1500 Classic	VNT 50 D	H 366	'96 - '99	RD222-	320 P- 17	46-25-45-200
	VNT 50 N	e4*0063	'00			46-45-60-200
VN 1500 Classic FI			'01 - '04			46-30-50-200
VN 1500 Classic Tourer	VNT 50 G	H 975	'97 - '99			
		e1*00055	'99 - '04			
VN 1500 FI	VNT 50 G	e1*00055	'00 - '03			46-13-18-200
W 650	EJ 650 A	e4*0010	'98 - '09	RD222-	330 P- 57	46-17-25-200
W 800	EJ 800 A	e1*0497	'10 -	RD222-	330 P- 37	46-20-30-200 46-25-35-200

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller							
Kawasaki (J)			Federbein Typ 220				
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung	
Z 250	KZ 250 A	-	'78	RD222-	330	P- 24	46-10-15-200
		B 039	'79 - '83				46-13-18-200
					'83 - '85	RD222-	340
Z 250 LTD	KZ 250 C	B 633	'81 - '82	RD222-	340	P- 05	46-13-18-200
Z 250 LTD Belt drive			'83 - '84				RD222-
							46-10-15-200
							46-13-18-200
							46-17-25-200
Z 400 D	K 4	A 014	'76 - '80	RD222-	330	P- 08	46-20-30-200
							46-25-35-200
Z 400 J	KZ 400 J	B 718	'80 - '85	RD222-	350	P- 11	46-13-18-220
							46-17-25-220
							46-20-30-220
Z 440	KZ 440 A	B 636	'80 - '83	RD222-	340	P- 17	46-13-18-200
Z 440 LTD			'80 - '86	RD222-	330	P- 25	46-17-25-200
							46-20-30-200
Z 500	KZ 500 B	B 250	'80	RD222-	350	P- 11	46-13-18-220
Z 550	KZ 550 B	B 634	'80 - '83				46-17-25-220
							46-20-30-220
Z 550 GT	KZ 550 B	B 634	'83 - '89	RD222-	330	P- 41	46-13-18-200
							46-17-25-200
							46-20-30-200
							46-25-35-200
Z 550 LTD	KZ 550 B	B 634	'80 - '84	RD222-	340	P- 05	46-13-18-200
							46-17-25-200
							46-20-30-200
Z 650	KZ 650 B	A 206	'76 - '81	RD222-	330	P- 08	46-17-25-200
							46-20-30-200
							46-25-35-200
Z 650 F	KZ 650 B	A 206	'81 - '83	RD222-	340	P- 17	46-13-18-200
Z 650 LTD			'82				
Z 650 SR	KZ 650 D	B 234	'78 - '80				46-20-30-200
Z 750 L	KZ 750 E	B 635	'81 - '84	RD222-	340	P- 25	
Z 750 L 4			'85 - '87	RD222-	350	P- 28	46-17-25-220
							46-20-30-220
							46-25-35-220
Z 750 LTD			'80 - '86	RD222-	340	P- 22	46-17-25-200
Z 750 GT			'83 - '96	RD222-	330	P- 26	46-20-30-200
							46-25-35-200
Z 750 GP			'82 - '88	RD222-	350	P- 11	46-13-18-220
							46-17-25-220
							46-20-30-220

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller						
Kawasaki (J)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
Z 750 Spectre	KZ 750 N	-	'82 - '83	RD222-	330 P- 08	46-17-25-200
Z 750 Twin	KZ 750 B	9972	'76 - '80	RD222-	330 P- 37	46-20-30-200 46-25-35-200
Z 900	Z 1 F	-	'73 - '74	RD222-	350 P- 19	46-17-25-220
Z 900		9898	'74 - '75			46-20-30-220
Z 900 A			'76 - '77	RD222-	330 P- 37	46-25-35-220
Z 1000	KZT 00 A	B 233	'77			
Z 1100 R		C 077	'80 - '86	RD222-	350 P- 19	
Z 1100 ST	KZT 10 A	C 077	'82 - '87	RD222-	340 P- 06	46-17-25-200 46-20-30-200 46-25-35-200
Zephyr 400	ZR 400 B	-	'91 - '99	RD222-	350 P- 04	46-13-18-220 46-17-25-220 46-20-30-220
Zephyr 550	ZR 550 B	F 540	'90 - '99	RD222-	350 P- 19	46-17-25-220
Zephyr 750	ZR 750 C	F 541	'90 - '99			46-20-30-220
Zephyr 1100	ZRT 10 A	F 989	'92 - '01			46-25-35-220
ZL 250 Eliminator	ZL 250 A	-	'87 - '98	RD222-	320 P- 09	46-13-18-200
ZL 600 Eliminator	ZL 600 A	E 169	'86 - '89	RD222-	340 P- 05	46-17-25-200 46-20-30-200
	ZL 600 B	G 987	'95 - '97			
				RD222-	330 P- 08	46-17-25-200 46-20-30-200 46-25-35-200
				RD222-	300 P- 03	46-25-45-180 46-30-50-180 46-45-60-180
ZL 900 Eliminator	ZL 900 A	-	'87 - '88	RD222-	340 P- 17	46-13-18-200 46-17-25-200 46-20-30-200
	ZL 2 A		'85 - '88	RD222-	340 P- 06	46-17-25-200
	ZL 900 A					46-20-30-200
ZL 1000 Eliminator	ZLT 00 A		'85			46-25-35-200
ZRX 400	ZR 400 E		'98 - '03	RD222-	370 P- 14	46-13-18-240 46-17-25-240
ZRX 1100	ZRT 10 C	H 619	'96 - '98	RD222-	360 P- 21	46-20-30-240 46-25-45-220
		e4*0011	'98 - '00			
ZRX 1200	ZRT 20 A	e4*0106	'00 - '05			46-30-50-220
ZRX 1200 R						
ZRX 1200 S						

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller								
Kawasaki (J)				Federbein Typ 220				
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung			Feder Ausführung	
Z 1300	KZT 30 AG	B 249	'79	RD222-	365	P- 03	46-20-30-220	
				RD222-	370	P- 03	46-25-35-220	
								46-30-50-220
			'80 - '83	RD222-	370	P- 05	46-17-25-220	
						46-20-30-220		
						46-25-35-220		
						46-17-25-240		
						46-20-30-240		
						46-25-35-240		

Fahrzeughersteller							
Kwang Yang (ROC)				Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung			Feder Ausführung
Kymco Cobra Cross 50	SF-10	H 938	'97 - '02	OD220-	290	P- 01	38-25-35-170
Kymco Cobra Cross 50	SF-10	e4*0103	'02 - '06				
Kymco Cobra Racer 50	SF-10	H 938	'97 - '02				
Kymco Cobra Racer 50	SF-10	e4*0103	'02 - '06				
Kymco DJ 50 X	GR 1	H 112	'00 - '03	OD220-	270	P- 01	
Kymco DJ 50 Y	SA-10	e4*0219	'03 - '06				
Kymco Dntown 125	V 2	e4*2136	'09 -	TD220-	400	P- 03	38-10-15-240
Kymco Dntown 300							38-13-18-240
Kymco Grand Dink 50	S 9	e4*0339	'05 - '07	OD220-	290	P- 01	38-25-35-170
Kymco Grand Dink 125	S 4	e4*0125	'06 - '08				
Kymco Grand Dink 150				TD220-	340	P- 03	38-13-18-220
Kymco Grand Dink 250							
Kymco KB 50	KB	K 059	'98 - '00	OD220-	290	P- 01	38-25-35-170
Kymco People 50	B 1	K 527	'98 - '03	TD220-	310	P- 01	38-13-18-170
Kymco People 50		e4*0013	'04 -				
Kymco People 125	B 2	e4*0038	'00 - '03	TD220-	300	P- 02	38-13-18-170
Kymco People 150							38-13-18-200
Kymco People 250	B 5	e4*0197	'01 - '02	TD220-	330	P- 03	38-13-18-200
Kymco People 250	U 2	e4*0205	'03 - '04				
Kymco People S 50	B 9	e4*0432	'05 -	OD220-	300	P- 01	38-25-35-170
Kymco People S 125	D 1	e4*0411	'02 - '06				
Kymco People S 150				TD220-	330	P- 03	38-13-18-220
Kymco People S 250	D 2	e4*0907	'06 -				
Kymco People S 250							
Kymco Scout 50	K 12	H 452	'96 - '99	OD220-	290	P- 01	38-25-35-170
Kymco Top Boy 50	SF-10	e4*0103	'99 - '06				
Kymco Top Boy 100	SF-20	K 076	'99 - '06				

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller						
Kwang Yang (ROC)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
Kymco Xciting 250	T 7	e4*0363	'05 - '09	TD220-	400 P- 03	38-10-15-240
Kymco Xciting 250 i	T 7	e4*0363	'06 - '07			38-13-18-240
Kymco Xciting 300 i	T 7	e4*0363	'08 -	TD220-	390 P- 03	
Kymco Xciting 300 i R	T 7	e4*0363	'08 - '09			
Kymco Xciting 500	T 7	e4*0363	'04 - '09			
Kymco Xciting 500 i	T 7	e4*0363	'06 - '08			
Kymco Xciting 500 i R	T 7	e4*0363	'07 - '08			
Kymco Xciting 500 R	T 7	e4*0363	'09 -			

Fahrzeughersteller									
Malaguti (I)			Federbein Typ 220						
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung			
Centro 50 SL 4T	ZJM 87	e3*0519	'09 -	OD220-	335 P- 01	38-25-35-200			
F-10 Jet Line 50	ZJM 35	-	'92 - '93			OD220-	250 P- 01	30-38-30-50-140	
	ZJM 39/D	-	'94 - '97						
	H 970	-	'98 - '99						
	48	e3*0038	'99 - '06						
F-10 AC	ZJM 88	-	'08 - '09	OD220-	320 P- 01	38-25-35-200			
F-12 Phantom 50 AC	ZJM 40/D	-	'94 - '97				OD220-	330 P- 01	38-25-35-220
		H 875	'98						
F-12 Phantom 50 LC	46	e3*0025	'99 - '06						
	ZJM 62	e3*0071	'02 - '09						
	ZJM 41	-	'94 - '97						
	H 876	'98							
	ZJM 47	e3*0026	'99 - '02						
F-15 Firefox 50 AC	ZJM 44	-	'96				OD220-	320 P- 01	38-25-35-200
		H 817	'97 - '99						
		'00 - '01							
F-15 Firefox 50 LC	73	e3*0037	'02 - '05						
		e3*0276	'05 - '09						
Madison 125	53	e1*00042	'99 - '02	TD220-	340 P- 03	38-10-15-220			
Madison 150	55	e1*00058	'99 - '03			38-13-18-220			
Madison 250	54	e1*00043	'99 - '03						

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller											
MBK (F)			Federbein Typ 220								
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung					
CW 50 Booster	SA 14	e13*0036	'04 - '06	OD220-	250	P- 01	30-38-30-50-140				
CW 50 Booster New Generation	4 SB	e13*0029	'95 - '98								
CW 50 Booster Spirit	3 WW	F 967	'90 - '93								
CW 50 Booster Spirit	4 VA	H 268	'94 - '98								
CW 50 Booster Spirit	SA 05	K 417	'99 - '00								
CW 50 Booster Spirit		e13*0029	'01 - '03								
CW 50 RSP Booster Rocket	4 VA	H 268	'96 - '98								
CW 50 RSX Booster Track	SA 14	e13*0036	'05 - '06								
BW 100 Booster 100	SB 02	K 129	'99 - '00					OD220-	280	P- 01	38-25-35-170
		e13*0006	'01 - '02								
	4 VP	K 477	'99 - '02								
Ovetto 100	SB 04	e9*0016	'97 - '03								
Yamaha BW's 50 New Generation	SA 05	e13*0029	'00 - '06					OD220-	250	P- 01	30-38-30-50-140
Yamaha YH 50 Why	SA 03	K 423	'99 - '06	OD220-	280	P- 01	38-25-35-170				
Yamaha YQ 50 Aerox	5 BR	H 949	'97 - '99								
Yamaha YQ 50 Aerox	SA 14	e13*0036	'01 - '12								
Yamaha YQ 100 Aerox R	SA 14	e13*0036	'01 - '12								
YE 50 Evolis	4 FWM	G 405	'92 - '97					OD220-	250	P- 01	30-38-30-50-140
YH 50 Flipper	SA 03	K 423	'99 - '03	OD220-	290	P- 01	38-25-35-170				
		e9*0037	'04 -								
YN 50 Mach-G	SA 22	e9*0079	'03 - '06	OD220-	280	P- 01					
YN 50 Ovetto	5 AD	H 744	'97 - '00								
YN 50 Ovetto	SA 15	e9*0042	'01 - '03								
YQ 50 Aerox	SA 21	e9*0097	'02 - '06								
YQ 50 Nitro	5 BR	H 949	'97 - '99								
YQ 50 Nitro	SA 14	e13*0036	'02 - '05								
YQ 50 Stunt	SA 09	e13*0017	'99 - '03					OD220-	310	P- 01	38-25-35-170
YQ 100 Aerox	SB 05	e13*0016	'01 - '04					OD220-	280	P- 01	

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller						
Montesa-Honda (E)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
CA 125 Rebel	JC 26	H 701	'98 - '00	RD222-	270 P- 01	46-25-35-160 46-25-45-160 46-30-50-160
CB 250 two fifty	MC 26	H 226	'95 - '03	RD222-	320 P- 36	46-10-15-200 46-13-18-200 46-17-25-200
SFX Sport 50	AF 37	-	'96 - '99	OD220-	270 P- 01	38-25-35-170

Fahrzeughersteller						
Motive Power Ind. (ROC)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
PGO Big Max 50	PM	e12*0005	'99 - '06	OD220-	270 P- 01	38-25-35-170
PGO Big Max 90	PM	-	'98 - '00	OD220-	270 P- 01	

Fahrzeughersteller						
Moto Laverda (I)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
350	350	-	'77 - '80	RD222-	330 P- 10	46-13-18-200
500	500	B 430	'79 - '80			46-17-25-200 46-20-30-200
750 SF	750 F	-	'75 - '83	RD222-	350 P- 01	46-17-25-220
750 SF	750 SF	-	'70 - '76			46-20-30-220
750 SF 2	750 2SF	-	'70 - '76			46-25-35-220
750 SFC	750 2SF	-	'70 - '76			
1000 3 C	1000 3CL	-	'75 - '80	RD222-	360 P- 01	
1000 Jota	1000 3CL	-	'80 - '86			
1000 RGS	1000 3RG	-	'85 - '86			
1000 RGS Corsa	1000 3RG	-	'85 - '89			
1000 SFC	1000 3SF	-	'85 - '89			
1200	1200	B 431	'79 - '80			

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller						
Moto Guzzi (I)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
California III i.e.	VY	G 074	'92 - '94	RD222-	340 P- 06	46-17-25-200
California EV 75 Limited Edition	KD	H 651	'97 - '98	RD222-	340 P- 07	46-20-30-200
California Jackal		e11*00033	'99 - '01	RD222-	340 P- 06	46-25-35-200
California 1100 i	KC	G 547	'93 - '96	RD222-	340 P- 07	
		H 650	'96 - '98			
Le Mans 1000	VV	D 772	'85 - '89	RD222-	340 P- 06	
Le Mans	VV	F 428	'90 - '94			
Mille GT	VH	E 172	'87 - '89			
		F 427	'90 - '94			
NTX 650	LB	-	'87 - '88	RD222-	370 P- 02	46-17-25-240 46-20-30-240 46-25-35-240
V 35	PA	A 459	'77 - '88	RD222-	310 P- 06	46-13-18-200
V 35 II			'80 - '88			46-17-25-200
V 35 III	PY	E 283	'86 - '88			46-20-30-200
V 35 Florida	PY	-	'82 - '89	RD222-	330 P- 13	46-17-25-200 46-20-30-200 46-25-35-200
V 35 Imola	PC	B 759	'80 - '85	RD222-	310 P- 06	46-13-18-200
V 35 Imola II			'84 - '88			
			'84 - '85	RD222-	340 P- 05	46-13-18-200 46-17-25-200 46-20-30-200
			'85 - '89	RD222-	340 P- 32	46-13-18-180
				RD222-	330 P- 52	46-13-18-200 46-17-25-200
V 35 TT	PY	-	'86 - '87	RD222-	310 P- 06	46-20-30-200
V 50 II	PB	A 460	'77 - '80			
V 50 III			'81 - '86			
V 50 Chopper	PM	C 739	'82 - '86	RD222-	330 P- 08	46-17-25-200 46-20-30-200
				RD222-	340 P- 06	46-25-35-200
V 50 Monza	PE	C 276	'81 - '85	RD222-	310 P- 06	46-20-30-200
V 50 Monza II			'84 - '85	RD222-	340 P- 32	46-13-18-200
				RD222-	330 P- 52	46-17-25-200 46-20-30-200
V 65	PG	C 738	'82 - '88	RD222-	320 P- 20	46-17-25-200
V 65 II						46-20-30-200 46-25-35-200

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller						
Moto Guzzi (I)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
V 65 Lario	PT	D 689	'84 - '87	RD222- 330	P- 08	46-17-25-200
				RD222- 340	P- 06	46-20-30-200
V 65 Florida	PW	-	'82 - '86	RD222- 330	P- 13	46-25-35-200
				RD222- 340	P- 06	
V 65 SP	PG	C 738	'82 - '88	RD222- 320	P- 20	46-17-25-200
						46-20-30-200
						46-25-35-200
V 7 700	VK	-	'72 - '76	RD222- 320	P- 10	46-17-25-200
V 7 750 Sport						46-20-30-200
V 7 750 Special						46-25-35-200
850 Le Mans	VE	-	'76 - '82	RD222- 320	P- 20	
850 Le Mans II						
850 Le Mans III	VF	C 321	'81 - '86	RD222- 340	P- 06	
850 T	VC	9348	'75 - '80	RD222- 320	P- 10	
850 T3						
850 T3 California						
850 T4						
850 T5	VR	D 397	'84 - '89	RD222- 340	P- 06	
1000 California II	VT	C 609	'82 - '88			
1000 California III	VW	E 710	'87 - '89			
		F 429	'92 - '03			
1000 S	VV	-	'89	RD222- 340	P- 06	
		F 428	'90 - '94			
1000 SP	VG-SP	A 884	'78 - '86	RD222- 320	P- 20	
1000 SP II	VH	E 172	'86 - '89	RD222- 340	P- 06	
1000 SP III	VN	F 211	'89 - '90	RD222- 320	P- 20	
				RD222- 340	P- 06	46-17-25-200

Fahrzeughersteller						
Nacional Motors (E)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
Derbi Vamos 50	VAMOS-G	G 356	'93 - '95	OD220- 270	T- 01	38-25-35-170
Derbi Vamos 50	VAMOS-G	G 356	'96 - '02	OD220- 270	T- 01	
Derbi Vamos 50 R	VAMOS-G	G 356	'94			

Fahrzeughersteller						
Ningbo Longjia Motorcycle (PRC)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
Sachs Speedforce 50	LJ 50 QT-K	e4*1375	'07 - '08	OD220- 280	P- 01	38-25-35-170

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller					
Norton (GB)			Federbein Typ 220		
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung	Feder Ausführung
Commander	P 53	-	'88 - '94	RD222- 340 P- 02	46-13-18-200
Rotary	P 53	-	'88 - '90		46-17-25-200

Fahrzeughersteller					
Peugeot (F)			Federbein Typ 220		
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung	Feder Ausführung
Buxy 50	FE 053 DE	G 886	'94 - '99	OD220- 280 P- 01	38-25-35-170
Buxy 50 RS					
New Vivacity 50	V 1	e2*0036	'08 -		
Speedake 50	FE 053 DE	G 886	'94 - '99		
Speedfight 50 Air	S 1 BDE	H 645	'97 - '99	VD220- 270 P- 02	38-25-35-170
Speedfight 50 H2o	S 1 BDE	H 645	'97 - '99	OD220- 270 P- 01 OD220- 280 P- 01	
Speedfight 50 II	S 1 BAC	e2*0006	'00 - '02	VD220- 260 P- 02	38-25-35-170
	S 1 BAD	e2*0027	'03 - '08	VD220- 270 P- 02	
	S 1 BBA		'02 - '08	OD220- 270 P- 01	
	S 1 BAD		'03 - '08	OD220- 280 P- 01	
Speedfight 50 III	F 1	e2*0037	'08 -		
Speedfight 100	S 2 A	H 874	'97 - '00	VD220- 270 P- 02 OD220- 270 P- 01	38-25-35-180 38-25-35-170
Speedfight 100 II Furious	S 2 C	e2*0010	'03 - '08		
Squab 50	S 1 ADE	H 439	'94 - '01	OD220- 280 P- 01	38-25-35-170
SV 50 DE	F 052-DE	G 282	'92 - '99	OD220- 290 P- 01	
SV 50 Junior					
SV 100 Geo	F 121	-	'96- '00		
SV 125 Geo	F 121	G 479			
Trekker 50	S 1 AAC	e2*0008	'00 - '03	OD220- 280 P- 01	38-25-35-170
Trekker 50	S 1 AAD	e2*0027	'03 - '08		
Trekker 100	S 2 A	H 874	'97 - '98		
Tweed 50	LW 1	e4*2405	'10 -		
V-Clic 50	AG	e4*2158	'06 -	OD220- 300 P- 01	38-25-35-170
Vivacity 50	S 1 C	K 377	'99 - '01	OD220- 280 P- 01	38-25-35-170
Vivacity 50	S 1 CAC	e2*0009	'00 - '02		
Vivacity 50	S 1 AAC	e2*0027	'02 - '03		
Vivacity 50	S 1 CAD	e2*0027	'03 - '07		
Vivacity 100	S 2 A	H 874	'99 - '01		

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller							
Piaggio (I)				Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung			Feder Ausführung
Aprilia Sport City 125	VB	e11*0118	'06 - '08	TD220-	350	P- 04	38-13-18-220
Aprilia Sport City 125 Cube		e11*0667	'08 - '10				
Aprilia Sport City 250		e11*0118	'06 - '08				
Aprilia Sport City 250 Cube		e11*0667	'08 - '10				
Aprilia SR 50 R LC	VF	e11*0126	'07 -	OD220-	300	P- 04	38-25-35-170
Gilera Runner 50	C 14	H 704	'97 - '01	OD220-	285	P- 02	38-25-35-200
Gilera Runner Cat 50							
Gilera Runner Pure Jet 50	C 36	e3*0104	'01 - '08				
Gilera Runner RST 50	C 46	e3*0339	'06 -				
Gilera Runner SP 50	C 36	e3*0104	'06 - '08				
Gilera Runner FXR 125	M 08	H 881	'97 - '03				
Gilera Runner FXR 180							
Gilera Stalker 50	C 13	H 675	'97 - '01				
Gilera Stalker 50	C 40	e11*00076	'02 - '10				
Gilera Stalker 50 DD	C 13	H 675	'97 - '01				
Gilera Stalker 50 DD	C 40	e11*00076	'02 - '10				
Gilera Storm 50	TEC	G 501	'94 - '95				
Gilera Typhoon 50			'94 - '97				
Gilera Typhoon X 50	C 19	-	'98 - '99				
Gilera Typhoon XR 50			'00 - '02				
Gilera Runner VX 125	M 46	e3*0338	'06 - '08	TD220-	280	P- 03	38-17-25-170 46-17-25-200
Gilera Runner VX 125 ST			'08 -				
Gilera Runner VX 200			'05 - '07				
Gilera Runner VX 200 ST			'08 - '10	TD220-	290	P- 03	
Gilera Runner VXR 125	M 24	e3*0043	'00 - '06	TD220-	300	P- 03	
Gilera Runner VXR 180			'01 - '06				
Gilera Runner VXR 200			'02 - '04				
Gilera X 7 125	M 62	e3*0294	'07 - '12	TD220-	360	T- 02	38-13-18-220
Gilera X 7 250	M 62	e3*0294	'07 - '12				38-10-15-220
Beverly 125	M 28	e3*0396	'01 - '03	TD220-	340	P- 06	38-13-18-220 38-25-35-220
Beverly 125 RST			'04 - '07				
Beverly 125 Tourer			'08 - '10				
Beverly 300 Tourer			'09 - '10				
Diesis 50	C 34	e9*0067	'01 - '08	OD220-	260	P- 01	38-25-35-120
Fly 50	C 44	e11*0128	'04 - '06	OD220-	270	P- 01	38-25-35-170
Free 50	FCS	G 431	'93 - '99	OD220-	310	P- 02	
Hexagon 125	EXS	H 510	'94 - '97	VD222-	240	P- 02	38-25-35-200
Hexagon 125 LX4	M 05	H 896	'98 - '99	OD220-	365	P- 01	38-25-45-220
Hexagon 150	EXV	G 845	'94 - '97				
Hexagon 150	M 20	e3*0013	'98 - '03				
Hexagon 180 LX4	M 06	H 897	'98 - '99				
Hexagon 250 GTX	M 14	K 117	'00 - '03				

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller									
Piaggio (I)			Federbein Typ 220						
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung			
Liberty LE 50 4T	C 28	e9*0045	'00 - '02	OD220-	310 P-02	38-25-35-200			
Liberty LE 50	C 15	H 743	'98 - '99						
Liberty LE 50	C 42	e11*0107	'04 - '08						
Liberty LE 50 RST									
Liberty LE 125	M 22	e3*0015	'00 - '03						
Liberty LE 150	M 22	e3*0015	'00 - '06						
Liberty 50 Sport	C 42	e11*00107	'06 - '08						
Liberty 50 MC	C 49	e11*0835	'09 -						
Liberty 125	M 38	e3*0239	'03 - '10						
Liberty 150			'08						
Liberty 150			'09 -						
Liberty 200			'06 - '08						
NRG 50 DT	SAL	H 123	'94 - '96	OD220-	285 P-02	38-25-35-180 38-25-35-200			
NRG 50 mc2			'96 - '98						
NRG 50 mc2	C 18	K 068	'98 - '02						
NRG 50 mc2 DD	SAL	H 123	'97 - '98						
NRG 50 extreme	C 22	K 452	'99 - '02						
NRG 50 extreme AC	C 21	K 438	'99 - '02						
NRG 50 mc3 AC							e3*0051	'00 - '05	
NRG 50 mc3 DD LC	C 32	e11*00039	'01 - '05						
NRG 50 Power DD	C 45	e3*0288	'05 - '07						
NRG 50 Power DT			'05 - '06						
NRG 50 Power Pure Jet			'05 - '11						
NRG 50 Pure Jet	C 32	e11*00039	'03 - '11						
Quartz 50	NSP	G 110	'92 - '97	VD222-	210 T-01	38-25-35-140 38-25-35-180			
Scarabeo 125							PG	-	'98 - '00
Scarabeo 125	PF	G 795	'99 - '00						
Scarabeo 125	TD	e11*0080	'01 - '03						
Scarabeo 125	SD	e11*00034	'03 - '06						
Scarabeo 125	PC	K 387	'99 - '00						
Scarabeo 150	PC	K 386	'99 - '00						
Scarabeo 175	SD	e11*00034	'02 - '11						
Scarabeo 200	SD	e11*00034	'00 - '02						
Scarabeo 200	TD	e11*0080	'02 - '06						
SKR 125	CSM	G 500	'95 - '97	OD220-	285 P-02	38-25-35-200			
SKR 125							CVM	H 517	'92 - '03
SKR 150							CVM	H 517	'92 - '03
Storm 50							TEC	G 501	'94 - '96

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller						
Piaggio (I)			Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
Sfera 50	NSL	F 675c	'91 - '97	VD222-	210 T-01	38-25-35-140 38-25-35-180
Sfera 50 RST	C 01	H 127	'91 - '97	OD220-	310 P-02	38-25-35-200
Sfera 80	NSL 80	F 809	'91 - '94	VD222-	210 T-01	38-25-35-140 38-25-35-180
Sfera 80			'94 - '95	OD220-	285 P-02	38-25-35-200
Sfera 125 4T	M 01	H 148	'95 - '01	OD220-	310 P-02	
TPH 50	TEC	G 501	'93 - '99	OD220-	285 P-02	
TPH 50	C 48	e1*0422	'09 -			
TPH 50 Thyphoon	C 29	e3*0054	'01 - '08			
TPH 50 X	TEC	G 501	'99 - '00			
TPH 50 XR	C 19	G 501	'00 - '03			
TPH 80 Thyphoon	TEC 80	G 858	'94 - '98			
TPH 125 Thyphoon	M 02	H 147	'95 - '99			
Vespa 50 N	Vespa 50 N	3970	'63 - '78	VD220-	200 P-01	38-30-50-140
Vespa 50 S	Vespa 50 S	3948	'63 - '72	OD220-	330 P-02	38-30-60-140
Vespa 50 SR	Vespa 50 SR	9091	'74 - '79			38-20-30-140
Vespa 50 Sprint	Vespa 50	9091	'71 - '79			38-25-35-220
Vespa 50 Super Sprint		3970	'65 - '71			38-25-45-220
Vespa 50 Special Elestart		9091	'72 - '76			38-13-18-220
Vespa 90	Vespa 90	3913	'63 - '78			
Vespa 90 Racer		5084	'71 - '74			
Vespa 90 Super Sprint		4146	'64 - '65			
Vespa 90 Super Sprint		5084	'66 - '72			
Vespa 100 Sport	Vespa 100	-	'63 - '84			
Vespa 125 GT	Vespa 125	2411	'61 - '73			
Vespa 125 GTR		3970	'68 - '78			
Vespa 125 Primavera			'67 - '83			
Vespa 125 Super			'65 - '69			
Vespa 125 TS		9091	'75 - '78			
Vespa 150	Vespa 150	2411	'60 - '67			
Vespa 150 GL	Vespa GL	4127	'63			
Vespa 150 GL		4167	'64 - '65			
Vespa 150 Sprint			'69 - '79			
Vespa 150 Super	Vespa 150	3970	'65 - '79			
Vespa 150 Super Veloce			'65 - '79			
Vespa 150 S		9091	'78 - '90			
Vespa 160 GS	Vespa 160	-	'62 - '64			
Vespa 180 Super Sport	Vespa 180 SS	5083	'65 - '67			
Vespa 180 Super Sport	Vespa Rally	5083	'68 - '68			
Vespa Cosa 125	Vespa Cosa	E 927	'88 - '91	VD222-	265 T-01	38-25-35-200
Vespa Cosa 150		-		OD220-	410 P-01	38-25-35-220
Vespa Cosa 200		E 927				38-25-35-240
Vespa Cosa 200 E-Start				OD220-	270 P-01	38-25-35-170

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller

Piaggio (I) Federbein Typ 220

Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung	Feder Ausführung
Vespa ET 2 50	C 16	H 767	'97 - '99	VD222- 210 T- 01	38-25-35-140 38-25-35-180
Vespa ET 2 50	C 38	e3*0125	'01 - '02	OD220- 285 P- 02	38-25-35-200
Vespa ET 2 iniezione	C 12	H 767	'98 - '00		
Vespa ET 4 50	C 26	e3*0125	'00 - '06		
Vespa ET 4 125	M 04	H 540	'96 - '99		
Vespa ET 4 125	M 19	e11*00002	'99 - '06		
Vespa ET 4 150					
Vespa GT 125	M 31	e3*0432	'03 - '06	VD222- 240 T- 01	38-20-30-180 38-25-35-220
Vespa GTS 125			'07 - '09	TD220- 340 P- 02	38-13-18-220
Vespa GTV 125 4T			'07 - '08		
Vespa GT 200			'03 - '07		
Vespa GT 250	M 45	e3*0306	'05 - '10		
Vespa GTS 250 i.e.			'05 - '10		
Vespa GTV 250 i.e.			'06 - '09		
Vespa GTS 300 Super			'08 - '10		
Vespa GTS 300 Montenap.			'10 -		
Vespa GTV Super 300					
Vespa LX 50 4T	C 38	e3*0125	'04 - '08	VD222- 210 T- 01	38-25-35-140 38-25-35-180
Vespa LX 50 2T	C 38	e3*0125	'05 - '10	OD220- 300 P- 03	38-25-35-200
Vespa LX 50 4T	C 38	e3*0565	'09 - '10		
Vespa LX 125	M 44	e11*0146	'04 - '09	VD222- 210 T- 01	38-25-35-140 38-25-35-180
Vespa LX 150			'05 - '06	OD220- 285 P- 01	38-25-35-180 38-25-35-200
Vespa LX 150			'06 - '09		
Vespa LX 150 i.e.	M 68	e3*0547	'09 - '10		
Vespa LXV 50 2T	C 38	e3*0125	'06 - '07		
Vespa LXV 125 4T	M 44	e11*0146	'06 - '09		
Vespa LXV 125 I.E.	M 68	e3*0547	'10 -		
Vespa LXV 125 Touring	M 68	e3*0547	'10 -		
Vespa P 80 X	Vespa P 80 X	C 018	'81 - '83	VD222- 255 T- 01	38-25-35-220
Vespa P 80 X E Lusso		D 727	'85 - '89	OD220- 340 P- 01	38-25-45-220
Vespa P 125 X	Vespa P 125 X	A 868	'78 - '85		
Vespa P 125 X E Lusso		D 730	'85 - '89		
Vespa P 150 X	Vespa P 150 X	A 892	'79 - '85		
Vespa P 150 X E Lusso		D 731	'85 - '89		
Vespa P 200 E	Vespa P 200 E	A 752	'78 - '85		
Vespa P 200 X E Lusso	Vespa P 200 X	D 732	'85 - '89		

Fahrzeugteil : Austausch-Federbein
 Typ : 220
 Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller							
Piaggio (I)				Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung			Feder Ausführung
Vespa PK 50	Vespa PK 50	D 036	'82 - '85	VD222-	200	T- 02	38-25-35-180
				VD220-	200	P- 01	38-25-35-140
Vespa PK 50 Elestart		C 882	'82 - '85	OD220-	330	P- 02	38-25-35-200
Vespa PK 50 S		D 036	'82 - '88				38-25-35-220
Vespa PK 50 S Automatic		D 724	'85 - '88				38-13-18-220
Vespa PK 50 SS		C 882	'82 - '85				
Vespa PK 50 Rush		C 882	'88 - '89				
Vespa PK 50 XL		E 149	'86 - '89				
Vespa PK 50 XL Automatic							
Vespa PK 50 XL Elestart							
Vespa PK 50 XL 2				'90 - '97			
Vespa PK 50 XL 2 Elestart							
Vespa PK 50 XL 2 Elestart Auto							
Vespa PK 80 S		Vespa PK 80	C 882	'83 - '88	VD222-	200	T- 02
				VD220-	200	P- 01	38-25-35-140
Vespa PK 80 S	D 726		'85 - '88	OD220-	330	P- 02	38-25-35-200
Vespa PK 80 S Automatic						38-25-35-220	
Vespa PK 80 S Lusso							
Vespa PK 125 Elestart	Vespa PK 125	D 162	'84 - '88				
Vespa PK 125 S							
Vespa PK 125 S Automatic		D 729	'85 - '88				
Vespa PK 125 S Elestart		D 162	'83 - '88				
Vespa PX 80 E	Vespa P 80 X	D 727	'80 - '86	VD222-	255	T- 01	38-25-35-220
Vespa PX 100 E	Vespa PX 100	-	'83 - '84	OD220-	340	P- 01	38-25-45-220
Vespa PX 125	Vespa PX 125	e3*0397	'98 - '01				
Vespa PX 125	M 09	e3*0162	'00 - '08				
Vespa PX 125 E	Vespa P 125 X	D 730	'83 - '01				
Vespa PX 125 30th Anniversary	M 09	e3*0162	'07 - '08				
Vespa PX 125 E `98 /Millenium	VNX	e3*0397	'98 - '01				
Vespa PX 150							
Vespa PX 150	M 50	e3*0397	'00 - '08				
Vespa PX 150 E	PX 150 E	-	'81 - '97				
Vespa PX 150 E Elestart							
Vespa PX 150 E `98 /Millenium	VNX	e3*0397	'98 - '01				
Vespa PX 200	Vespa PX 200	-	'78 - '91				
Vespa PX 200 E	Vespa P 200 X	D 731	'95 - '01				
Vespa PX 200 E Arcobaleno	Vespa P 200 X	-	'81 - '89				
Vespa PX 200 E `98 /Millenium	VNX	e3*0397	'98 - '01				
Vespa PX 200 GS	Vespa P 200	-	'93 - '96				

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller							
Piaggio (I)			Federbein Typ 220				
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung	
X 8 125	M 36	e3*0227	'05 - '07	TD220-	360	T- 02	38-13-18-220
X 8 200	M 36	e3*0441	'05 - '07				38-10-15-220
X 8 400	M 52	e11*0423	'06 - '08				
X 8 125 evo	M 36	e3*0227	'07 - '10				
X 8 400 evo	M 52	e11*0423	'07 - 11				
Zip 25	SSL	G 357	'93 - '95	VD222-	185	T- 01	38-25-35-120
Zip 25 RST Base	C 06	G 724	'96 - '00	VD222-	210	T- 01	38-25-35-140
Zip 50	SSL	G 357	'96 - '99	OD220-	285	P- 02	38-25-35-160
Zip 50	C 25	e3*0020	'03 - '07				38-25-35-180
Zip 50 fast rider	SSL	G 357	'96 - '99				38-25-35-200
Zip 50 RST Base	C 06	G 724	'96 - '00				
Zip 50 Base DT Pigmentato	C 06	G 724	'99 - '01				
Zip 50 Fast Rider	SSL	G 357	'95 - '99				
Zip 50 SP	C 11	-	'96 - '00				

Fahrzeughersteller							
Piaggio Foshan (PRC)			Federbein Typ 220				
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung	
Piaggio Zip 125	M 25	e4*0781	'06 - '08	OD220-	285	P- 02	38-25-35-180 38-25-35-200

Fahrzeughersteller							
Suzuki (J)			Federbein Typ 220				
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung	
AH 50 Address	CA 1 GA	G 094	'92 - '99	OD220-	270	P- 01	38-25-35-170
AH 100 Address	CE 12 A	G 707	'93 - '99	OD220-	290	P- 01	
AN 650 Burgman	WVBU	e4*0151	'03 - '10	TD220-	370	P- 01	46-13-18-220
				TD220-	370	P- 02	46-17-25-220
				TD220-	370	P- 03	46-20-30-220
AP 50	CA 1 JA	H 013	'94 - '97	OD220-	270	P- 01	38-25-35-170
AP 50 R							
GN 250	NJ 42 A	D 766	'84 - '99	RD222-	310	P- 02	46-13-18-200
GN 400 TD	GN 400	C 240	'80 - '82	RD222-	330	P- 10	46-17-25-200
GNX 250 E	NJ 42 A	C 647	'82 - '85	RD222-	320	P- 03	46-20-30-200

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller							
Suzuki (J)			Federbein Typ 220				
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung	
GS 400 T	GS 400	A 444	'81 - '85	RD222-	330	P- 10	
GS 425	GS 425	-	'78 - '80				
GS 450 E	GL 51 F	E 774	'87 - '89				
GS 450 L	GL 51 D	D 869	'85 - '87				
GS 450 S	GS 450	B 875	'80 - '85				
GS 450 T	GS 450	B 875	'81				
GS 550	GS 550	-	'77 - '79	RD222-	320	P- 03	
GS 500 E	GS 500 E	-	'79 - '81	RD222-	330	P- 10	
GS 550 L	GS 550 E	A 976	'80 - '83				
GS 550 L	GN 72 L	-	'83				
GS 550 EM Katana	GS 550 M	C 434	'81 - '82	RD222-	370	P- 01	46-13-18-220 46-17-25-220 46-20-30-220
GS 650 G Katana	GS 650 G	C 239	'81 - '83				
GS 750 E	GS 750 E	A 977	'78 - '83	RD222-	335	P- 01	46-17-25-200 46-20-30-200
GS 750 L	GS 750 E	-	'79				
GS 850 G	GS 72 A	D 257	'83 - '84	RD222-	330	P- 01	46-25-35-200
GS 850 GL	GS 850	B 568	'80 - '82				
GS 1000 E	GS 1000	B 569	'80 - '81	RD222-	335	P- 01	
GS 1000 L	GS 1000	-	'79				
GS 1000 S	GS 1000	B 569	'80 - '81				
GS 1100 L	GS 110 L	-	'81 - '84	RD222-	330	P- 01	
GS 1100 G	GU 71 A	-	'84 - '86	RD222-	335	P- 01	
GSX 250	GJ 53 B	-	'79 - '81	RD222-	330	P- 10	46-13-18-200 46-17-25-200 46-20-30-200 46-25-35-200
GSX 250	GJ 53 B	C 634	'82 - '86				
GSX 400	GS 40 X	C 037	'80 - '83	RD222-	330	P- 07	46-13-18-200 46-17-25-200 46-20-30-200
GSX 400 E	GK 53 C	C 635	'82 - '86				
GSX 400 L	GS 40 X	C 037	'81 - '83				
GSX 400 S	GS 40 X	C 037	'81 - '83				
GSX 400 S	GK 51 C	-	'82 - '87				
GSX 400 S	GK 53 C	C 635	'82 - '84				
GSX 400 S	GK 53 C	D 747	'85 - '89				
GSX 400 XS Impulse	GK 79 A	-	'94 - '96				

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller							
Suzuki (J)				Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung			Feder Ausführung
GSX 400 S Katana	GK 77 A	-	'92 - '94	RD222-	360	P- 02	46-13-18-220 46-17-25-220 46-20-30-220
GSX 750	AE	H 927	'97 - '03	RD222-	320	P- 13	46-20-30-200 46-25-35-200 46-30-50-200
GSX 750 E	GS 75 X	B 895	'80 - '82	RD222-	335	P- 06	46-17-25-200
GSX 750 ES	GR 72 A	D 037	'83 - '84				46-20-30-200
GSX 750 S Katana	GR 71 A	C 475	'82 - '85				46-25-35-200
GSX 1100 E	GS 110 X	B 795	'80 - '82	RD222-	335	P- 01	
GSX 1100 E	GU 71 B	C 633	'82 - '84				
GSX 1100 ES	GU 71 B	C 633	'83 - '84				
GSX 1100 S Katana	GS 110 XS	C 486	'81 - '85				
GSX 1200 Inazuma	A 3	K 426	'99 - '01	RD222-	330	P- 43	
GSX 1400	WVBN	e4*0116	'01 - '06	RD222-	335	P- 07	
GT 185	GT 185	-	'73 - '77	RD222-	300	P- 02	46-13-18-180
GT 185 E	GT 185	A 564	'77 - '79				46-17-25-180
GT 200 E X5	GT 200	B 597	'79				46-20-30-180
GT 250 E X7	GT 250 2	B 630	'79 - '81				
GT 380	GT 380	A 579	'73 - '77				
GT 500	GT 500	-	'76 - '77				
GT 550	GT 550	-	'73 - '77				
GT 750	GT 750	A 443	'73 - '77				
GZ 125 Marauder	AP	e9*0102	'02 - '05	RD222-	320	P- 19	46-10-15-200
GZ 250 Marauder	AR	e9*0101	'02 - '08	RD222-	320	P- 01	46-13-18-200 46-17-25-200 46-20-30-200
LS 650 F Savage	NP 41 B	E 164	'86 - '95	RD222-	270	P- 02	46-25-45-160 46-30-50-160 46-45-60-160
VS 600 GL Intruder	VN 51 A	-	'94 - '99	RD222-	320	P- 10	46-17-25-200
VS 600 GL Intruder	VN 51 B	G 973	'94 - '99				46-20-30-200 46-25-35-200
				RD222-	300	P- 09	46-25-45-180 46-45-60-180 46-30-50-180
VS 700 GL Intruder	VP 51 A	-	'91 - '92	RD222-	320	P- 10	46-17-25-200
				RD222-	300	P- 03	46-20-30-180 46-25-35-180 46-30-50-180

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller							
Suzuki (J)			Federbein Typ 220				
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung			Feder Ausführung
VS 750 GL Intruder	VR 51 B	E 116	'90 - '92	RD222-	320	P- 10	46-17-25-200
VS 750 GLP Intruder	VR 51 B	E 116	'87 - '92				46-20-30-200 46-25-35-200
				RD222-	300	P- 09	46-25-45-180 46-45-60-180 46-30-50-180
VS 800 GL Intruder	VS 52 B	F 948	'00 - '99	RD222-	320	P- 10	46-17-25-200 46-20-30-200 46-25-35-200
				RD222-	300	P- 09	46-25-45-180 46-45-60-180 46-30-50-180
VS 1400 GLP Intruder	VX 51 L	E 565	'87 - '03	RD222-	340	P- 10	46-50-200 46-45-60-200 46-60-200 46-90-200
VX 800	VS 51 B	F 399	'89 - '97	RD222-	360	P- 23	46-13-18-220 46-17-25-220 46-20-30-220
VZ 800 Marauder	AF	H 584	'96 - '03	RD222-	280	P- 02	46-25-45-180 46-45-60-180 46-30-50-180

Fahrzeughersteller							
Thai-Honda (TH)			Federbein Typ 220				
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung			Feder Ausführung
WW 125 EX2 (PCX 125)	JF 28	e13*0373	'10	TD220-	310	P- 05	46-12-22-200
				TD220-	310	P- 06	46-14-25-200
				TD220-	310	P- 07	46-16-31-200

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller							
Triumph (GB)				Federbein Typ 220			
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung			Feder Ausführung
Bonneville	908 MD	e11*00030	'00 - '06	RD222-	340	P- 09	46-20-30-200
Bonneville	986 MF	e11*0123	'06 - '07				46-25-45-200
							46-30-50-200
Bonneville	908 MD	e11*00030	'02 - '04	RD222-	310	P- 22	46-25-45-200
Bonneville	986 MF	e11*0123	'04 - '07				46-30-50-200
							46-45-60-200
Bonneville T 100	908 MD	e11*00030	'02 - '04	RD222-	340	P- 09	46-20-30-200
Bonneville T 100	986 MF	e11*0123	'04 - '07				46-25-45-200
							46-30-50-200
Bonneville America	908 MK	e11*00042	'01 - '05	RD222-	320	P- 12	46-25-45-200
Rocket III	C 23 XB	e11*0108	'03 - '11	RD222-	320	P- 50	46-30-50-200
							46-45-60-200
Scrambler	986 MG	e11*0254	'05 - '07	RD222-	360	P- 22	46-17-25-220
							46-20-30-220
							46-25-35-220
Speedmaster 800	908 ML	e11*00075	'02 - '07	RD222-	320	P- 12	46-25-45-200
							46-30-50-200
							46-45-60-200
T 100 Daytona (500 cm³)	T 100	-	'69 - '79				46-17-25-200
T 100 Daytona R (500 cm³)						46-20-30-200	
T 100 Trophy (500 cm³)						46-25-35-200	
T 120 Bonneville (650 cm³)				T 120			
T 140 Bonneville (750 cm³)	T 140	H 046		RD222-	280	P- 16	46-20-30-180
				RD222-	300	P- 08	46-25-35-180
							46-30-50-180
T 150 Trident (750 cm³)	T 150	-		RD222-	330	P- 03	46-17-25-200
T 150 V Trident (750 cm³)	T 150	-					46-20-30-200
T 160 V Trident (750 cm³)	T 160	-					46-25-35-200
Thruxton	986 ME	e11*0109	'04 - '07	RD222-	360	P- 22	46-17-25-220
							46-20-30-220
							46-25-35-220
Thunderbird 650 T-110	TR 6	-	'69 - '79	RD222-	330	P- 03	46-17-25-200
Thunderbird TR 6 C (650 cm³)	TR 6 C						46-20-30-200
Thunderbird TR 6 R (650 cm³)	TR 6 R						46-25-35-200

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller						
Yamaha (E) Federbein Typ 220						
Handelsbezeichnung	Amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
CS 50 Jog RR WC	SA 22	e9*0079	'05 - '06	OD220-	280 P- 01	38-25-35-170
MBK YN 50 Ovetto	SA 21	e9*0097	'02 - '08			
MBK Skyliner 150	SG 05	e9*0133	'01 - '02	TD220-	340 P- 03	38-10-15-220
MBK Skyliner 250	SG 16	e9*0039	'00 - '03			38-13-18-220
YA 50 Axis	3 UG	H 277	'95 - '02	OD220-	250 P- 01	30-38-30-50-140
YA 50 Axis R						
YN 50 Neo's	5 AD	H 744	'97 - '99	OD220-	280 P- 01	38-25-35-170
YN 50 Neo's	SA 15	e9*0042	'01 - '08			
YN 50 Neo's	SA 21	e13*0097	'07 - '08			
YN 50 Neo's 4T	SA 40	e9*0278	'09 -			
YN 50 Ovetto	SA 34	e9*0170	'04 -	OD220-	280 P- 01	38-25-35-170
YN 100 Neo's	SB 04	e9*0016	'00 - '02	OD220-	250 P- 01	30-38-30-50-140
YP 125 Majesty	SE 02	K 429	'98 - '10	TD220-	260 P- 01	46-17-25-140
	SE 06	e9*0046	'00 - '02	TD220-	270 P- 01	46-17-25-160
	SE 08	e13*0083	'03 - '06	TD220-	280 P- 01	46-17-25-180
				TD220-	290 P- 01	46-17-25-200
				TD220-	300 P- 01	46-17-25-220
				TD220-	325 P- 01	46-17-25-240
				TD220-	330 P- 02	46-13-18-220
YP 125 R Xmax	SE 32	e9*0052	'06 - '09	TD220-	340 P- 04	38-42-38-08-12-240 38-10-15-220
YP 150 Majesty	SG 05	e9*0133	'00 - '02	TD220-	260 P- 01	38-17-25-140
YP 250 R Xmax	SG 16	e9*0039	'05 - '09	TD220-	320 P- 03	38-13-18-200
				TD220-	330 P- 01	38-10-15-220
	SG 22	e9*0362	'09 -	TD220-	340 P- 04	38-13-18-200

Fahrzeughersteller						
Yamaha (J) Federbein Typ 220						
Handelsbezeichnung	Amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
FZX 750 Fazer	2 JE	E 487	'86 - '90	RD222-	320 P- 11	46-20-30-200 46-25-45-200 46-30-50-200
SR 250 SE	3 Y 8	-	'77 - '85	RD222-	300 P- 02	46-13-18-180 46-17-25-180 46-20-30-180
SR 400	1 J 4	-	'77 - '96	RD222-	320 P- 47	46-13-18-200 46-17-25-200 46-20-30-200
				RD222-	300 P- 04	46-17-25-180 46-20-30-180 46-25-35-180

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller						
Yamaha (J)			Federbein Typ 220			
Handelsbezeichnung	Amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
SR 500	2 J 4	A 653	'78 - '83	RD222-	320 P- 47	46-13-18-200
SR 500	48 T	D 392	'84 - '96			46-17-25-200
SRX 400	1 JL	-	'85 - '89	RD222-	300 P- 14	46-20-30-200
SRX 600	1 XL	E 125	'86 - '89			
SRX 600	1 XM	E 120	'86 - '89			
VMX 1200 Vmax	2 EN	-	'96 - '02	RD222-	300 P- 17	46-25-35-180
VMX 1200 Vmax	2 LT	-	'86 - '89			46-30-50-180 46-45-60-180
VMX 1200 Vmax	2 WE	-	'86 - '89	RD222-	330 P- 38	46-20-30-200 46-25-35-200 46-30-50-200
				RD222-	360 P- 26	46-13-18-220 46-20-30-220 46-25-35-220
XC 125 T	4 NB	H 020	'95 - '97	TD220-	320 P- 03	46-13-18-200
XJ 400	4 V 7	C 143	'81 - '85	RD222-	330 P- 07	46-13-18-200
XJ 550	4 V 8	C 102	'81 - '85			46-17-25-200
XJ 650	4 K 0	B736	'80 - '84	RD222-	320 P- 33	46-20-30-200
XJ 650 Turbo	11 T	C 608	'82			
XJ 750 Seca	11 M	C 496	'81 - '82	RD222-	320 P- 10	46-17-25-200
XJ 750 F	41 Y	D 319	'83 - '87	RD222-	310 P- 18	46-20-30-200
XJ 900 F	31 A	C 971	'83 - '86			46-25-35-200
XJ 900 F	58 L	D 771	'85 - '91			
XJ 900 F	4 BB	F 609	'90 - '95			
XJR 400	4 HM	-	'93 - '00	RD222-	320 P- 09	46-13-18-200 46-17-25-200 46-20-30-200
				RD222-	330 P- 37	46-17-25-200
XJR 1200	4 PU	G 978	'95 - '99			46-20-30-200
XJR 1200 SP Christian Sarron	4 PU	G 978	'97 - '98			46-25-35-200
XJR 1200 SP King Kenny	4 PU	G 978	'96 - '98			
XJR 1300	RP 02	K 266	'98 - '01	RD222-	320 P- 49	46-20-30-200
XJR 1300	RP 06	e1*00134	'01 - '03			46-25-35-200
XJR 1300	RP 10	e1*0204	'03 - '06			46-30-50-200
XJR 1300	RP 19	e13*0168	'06 - '11			
XJR 1200	4 PU	G 978	'95 - '99			
XJR 1200 SP Christian Sarron	4 PU	G 978	'97 - '98			
XJR 1200 SP King Kenny	4 PU	G 978	'96 - '98			
XJR 1300	RP 02	K 266	'98 - '01			
XJR 1300	RP 06	e1*00134	'01 - '03			
XJR 1300	RP 10	e1*0204	'03 - '06			
XJR 1300	RP 19	e13*0168	'06 - '11			

Fahrzeugteil : Austausch-Federbein
 Typ : 220
 Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller						
Yamaha (J)			Federbein Typ 220			
Handelsbezeichnung	Amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
XS 250	1 U 5	A 261	'78 - '81	RD222-	320 P- 30	46-13-18-200
XS 360	1 U 4	A 262	'77 - '78			46-17-25-200
XS 400	2 A 2	A 519	'77 - '80			46-20-30-200
XS 500	1 H 2	9955	'76 - '79			
XS 650	447	9623	'75 - '76	RD222-	320 P- 09	
XS 750	1 T 5	A 260	'77 - '80	RD222-	320 P- 10	46-17-25-200
XS 750 SE	3 L 3	-	'77 - '80			46-20-30-200
XS 850	4 E 2	B 602	'79 - '81	RD222-	320 P- 34	46-25-35-200
XS 1100	2 H 9	A 704	'78 - '81	RD222-	320 P- 35	
XS 1100 S	5 K 7	C 146	'80 - '83			
XT 500	1 U 6	A 263	'77 - '89	RD222-	370 P- 04	46-17-25-220 46-20-30-220 46-25-35-220
XV 125 Virago	5 AJ	H 628	'96 - '03	RD222-	300 P- 02	46-13-18-180
XV 250 Virago	3 LS	F 051	'88 - '94			46-17-25-180
XV 250 Virago	3 LW	F 052	'88 - '96			46-20-30-180
XV 535 Virago	2 YL	E 744	'87 - '98	RD222-	270 P- 02	46-25-40-160
XV 535 Virago	3 BR	E 743	'87 - '98			46-30-50-160 46-45-60-160
XV 700 SE	56 E	-	'85 - '88	RD222-	310 P- 08	46-20-30-200 46-25-45-200 46-30-50-200
XV 700 SE	56 E	-	'85 - '88	RD222-	270 P- 02	46-25-40-160
XV 750 SE	5 G 5	C 144	'81 - '85			46-30-50-160 46-45-60-160
XV 750 Virago	4 FY	G 058	'92 - '94	RD222-	310 P- 08	46-20-30-200
XV 750 Virago	4 PW	G 848	'94 - '96			46-25-45-200 46-30-50-200
XV 1000 SE	2 AE	E 163	'86 - '90	RD222-	270 P- 02	46-25-40-160 46-30-50-160 46-45-60-160
				RD222-	310 P- 15	46-17-25-200 46-20-30-200 46-25-35-200
XV 1100 Virago	3 LP	F 053	'88 - '96	RD222-	270 P- 02	46-25-40-160 46-30-50-160 46-45-60-160
				RD222-	310 P- 08	46-20-30-200 46-25-45-200 46-30-50-200

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Anlage 4

Fahrzeughersteller						
Yamaha (J) Federbein Typ 220						
Handelsbezeichnung	Amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
XVS 125 Drag Star	VE 01	e13*0022	'99 - '06	RD222-	300 P- 02	46-13-18-180
XVS 250 Drag Star	VG 03	e13*0035	'01 - '06			46-17-25-180 46-20-30-180
YP 250 Majesty	4 UC	H 407	'96 - '97	TD220-	270 P- 01	38-17-25-160
YP 250 Majesty	SG 04	e1*00062	'99 - '05	TD220-	280 P- 01	38-17-25-180
YP 250 D Majesty	SG 02	H 939	'97 - '99	TD220-	290 P- 01	38-17-25-200
				TD220-	300 P- 01	38-17-25-220
YP 400 Majesty	SH 02	e13*0082	'03 - '06	TD220	415 P- 01	38-10-15-240
YP 400 Majesty	SH 05	e13*0143	'06 - '10			
YX 600 Radian	1 UK	-	'84 - '88	RD222-	320 P- 10	46-17-25-200 46-20-30-200 46-25-35-200

Fahrzeughersteller						
Yamaha Motor Taiwan (RC) Federbein Typ 220						
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
XC 125 Cygnus	SE 08	e13*0083	'04 - '06	TD220-	320 P- 03	38-13-18-200
XC 125 Cygnus-X	SE 41	e13*0122	'06 - '11			

Fahrzeughersteller						
Zheliang (ROC) Federbein Typ 220						
Handelsbezeichnung	amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
Generic Cracker 50 (ATU)	B 05	e4*0430	'06 - '09	OD220-	280 P- 01	38-25-35-170
Generic Explorer Spin GE 50 (ATU)				VD222-	265 T- 01	38-25-35-220
Generic Ideo 50	B 93	e4*1106	'06 - '07	OD220-	280 P- 01	38-25-35-170
Generic Ideo 50	B 93	e4*1106	'08 -			
Generic XOR 50	BN 0 T	e11*0166	'06 -			
Generic XOR Competition 50	BN 0 T	e11*0166	'06 -			
Generic XOR Stroke 50	B 30	e4*1511	'07 -			

Fahrzeugteil : Austausch-Federbein

Typ : 220

Antragsteller : Y.S.S. Europe Limited, NL-5482 VR Schijndel

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Fahrzeughersteller						
Zheliang (ROC)				Federbein Typ 220		
Handelsbezeichnung	Amtl. Typ	ABE/EG-BE	Bauj.	Dämpfer Ausführung		Feder Ausführung
Keeway Explorer Race GT 50 <small>(ATU)</small>	B 92	e9*0105	'08 - '09	OD220- 280	P- 01	38-25-35-170
				VD222- 265	T- 01	38-25-35-220
Keeway F-Act 25	TABM	e3*0274*	'07 -	OD220- 280	P- 01	38-25-35-170
Keeway F-Act 50	B 94	e4*1759	'06 - '07			
Keeway Focus 25	TABM	e3*0274*	'05 -			
Keeway Focus 50	TABM	e3*0274*	'05 -			
Keeway Matrix 25	TABM	e3*0274*	'05 -	OD220- 300	P- 01	
Keeway Matrix 50	B 94	e4*1759	'05 - '06			
Keeway Matrix 50	TABM	e3*0274*	'07 -			
Keeway Matrix 125	T 10	e4*1374	'05 - '06			
Keeway Matrix 125	TEJ 5	e3*0351	'07 -			