

Info per YSS Type / Model

RD222-P Hydraulic

R = Twin shocks

D = Double tube

22 = 22mm Piston

2 = 12mm shaft

P = step preload (adjustable spring preload in stages)

YSS double tube hydraulic shock absorbers. Comes with a chrome housing and matt black springs. The mounting points and specifications are for the motorbike model you ordered them for

Adjustment Options:

* Step preload = adjustable spring preload in stages.

RE302-T Ecoline

R = Twin shocks

E = Ecoline Emulsion

30 = 30mm Piston

2 = 12mm shaft

The YSS RE302-T shocks are the Ecoline variant of the RZ362 Topline shocks. They are Nitro gas assisted Emulsion shocks. They come with a black body and anodized aluminium parts and matt black springs. The mounting points and specifications are for the motorbike model you are ordering them for.

Adjustment Options:

* Treaded preload, infinitely adjustable on spring preload with screw ring.

RZ362-TRL Topline

R = Twin shocks

Z = Topline Emulsion

36 = 36mm Piston

2 = 12mm shaft

The YSS RZ362-TRL Topline shock absorbers have a larger damping piston than the Ecoline versions (36mm instead of 30mm) and have an active damping system. They are Nitro gas assisted Emulsion shock absorbers.

Adjustment Options:

* Treaded preload, infinitely adjustable spring preload with screw ring.

* Rebound adjustable. The rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.

* Length adjustment. The length is adjustable to -5mm and +5mm.

RG362-TRCL Topline

R = Twin shocks

G = Fixed reservoir

36 = 36mm Piston

2 = 12mm shaft

The YSS RG362-TRCL Topline shock absorbers have fixed reservoirs that separate the Nitrous gas from the oil,

ensuring even better performance compared to the Emulsion RZ362-TRL versions. By using high-tech 36mm Pistons they have an active damping system.

Adjustment Options:

- * Treaded preload, infinitely adjustable on spring preload with screw ring.
 - * Rebound adjustable. The rebound damping is adjustable with the black knob at the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable. The compression damping is separately adjustable on the reservoirs.
 - * Length adjustment. The length is adjustable to -5mm and +5mm.
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RG362-TRWL Topline

R = Twin shocks
G = Fixed reservoir
36 = 36mm Piston
2 = 12mm shaft

The YSS RG362-TRWL Topline shock absorbers are truly the pinnacle of shock absorbers. They have CNC-machined heads with fixed reservoirs to separate the Nitro gas from the oil. The double separated Hi and Low speed compression adjustment guarantees, together with the application of the high-tech 36mm Pistons, a very active damping system.

Adjustment Options:

- * Treaded preload, infinitely adjustable spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable by means of the black knob at the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable separately. The compression damping is separately adjustable on the reservoirs on Hi and Low speed.
 - * Length adjustment. The length is adjustable to -5mm and +5mm.
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RZ366-TRL Topline

R = Twin shocks
Z = Topline Emulsion
36 = 36mm Piston
6 = 16mm shaft

The YSS RZ366-TRL Topline shock absorbers have a larger damping piston than the Ecoline versions (36mm instead of 30mm) and have an active damping system. They are Nitro gas assisted Emulsion shock absorbers.

Adjustment Options:

- * Treaded preload, infinitely adjustable spring preload with screw ring.
 - * Rebound adjustable. The rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Length adjustment. The length is adjustable to -5mm and +5mm.
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RG366-TRCL Topline

R = Twin shocks
G = Fixed reservoir
36 = 36mm Piston
6 = 16mm shaft

The YSS RG366-TRCL Topline shock absorbers have fixed reservoirs that separate the Nitrous gas from the oil,

ensuring even better performance compared to the Emulsion RZ362-TRL versions. By using high-tech 36mm Pistons they have an active damping system.

Adjustment Options:

- * Treaded preload, infinitely adjustable on spring preload with screw ring.
 - * Rebound adjustable. The rebound damping is adjustable with the black knob at the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable. The compression damping is separately adjustable on the reservoirs.
 - * Length adjustment. The length is adjustable to -5mm and +5mm.
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RG366-TRWL Topline

R = Twin shocks

G = Fixed reservoir

36 = 36mm Piston

6 = 16mm shaft

The YSS RG366-TRWL Topline shock absorbers are truly the pinnacle of shock absorbers. They have CNC-machined heads with fixed reservoirs to separate the Nitro gas from the oil. The double separated Hi and Low speed compression adjustment guarantees, together with the application of the high-tech 36mm Pistons, a very active damping system.

Adjustment Options:

- * Treaded preload, infinitely adjustable spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable by means of the black knob at the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable separately. The compression damping is separately adjustable on the reservoirs on Hi and Low speed.
 - * Length adjustment. The length is adjustable to -5mm and +5mm.
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MONOSHOCKS:

ME302-T Ecoline

M = Mono shock

E = Ecoline Emulsion

30 = 30mm Piston

2 = 12mm shaft

The YSS ME302-T shock, is the Ecoline variant of the MZ362 and MZ366 Topline shock absorbers. It is a Nitro gas assisted Emulsion shock absorber. Comes with a black body and anodised aluminium parts and red springs. (only BMW has matte black springs)

The mounting points and specifications are for the motorbike model you are ordering them for.

Adjustment Options:

- * Treaded preload, infinitely adjustable spring preload with screw ring.
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MZ362-TR(L) Topline

M = Mono shock

Z = Topline Emulsion

36 = 36mm Piston

2 = 12mm shaft

The YSS MZ362-TR(L) Topline shock absorber has a larger damping piston than the Ecoline version (36mm instead of 30mm) and has an active damping system. It is a Nitro gas assisted Emulsion shock absorber. Comes with a black body and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable on spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Length adjustment. When the L is in the article number, the length is adjustable to -5mm and +5mm.
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MG362-TRC(L) Topline

M = Mono shock
G = Fixed reservoir
36 = 36mm Piston
2 = 12mm shaft

The YSS MG362-TRC(L) Topline shock absorber has a fixed reservoir which separates the Nitro gas from the oil and guarantees an even better performance of the shock absorber compared to the Emulsion MZ362-TR(L) version. By using high-tech 36mm Piston, the shock has an active damping system. Comes with a black body and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable. The compression damping is separately adjustable on the reservoirs.
 - * Length adjustment. When the L is in the article number, the length is adjustable to -5mm and +5mm.
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MG362-TRW(L) Topline

M = Mono shock
G = Fixed reservoir
36 = 36mm Piston
2 = 12mm shaft

The YSS MG362-TRW(L) Topline shock absorber is truly the pinnacle of shock absorbers. The shock has a CNC-milled head with a fixed reservoir to separate the Nitro gas from the oil. The double separated Hi and Low speed compression adjustment guarantees, together with the application of the high-tech 36mm Piston, a very active damping system. Comes with a black housing and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable on spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable separately. The compression damping is separately adjustable on the reservoirs on Hi and Low speed.
 - * Length adjustment. When the L is in the article number, the length is adjustable to -5mm and +5mm.
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MX362-TRC(L) Topline

M = Mono shock
X = Reservoir with line
36 = 36mm Piston
2 = 12mm shaft

The YSS MX362-TRC(L) Topline shock absorber has a reservoir on a pipe which separates the Nitro gas from the oil and guarantees an even better functioning of the shock absorber compared to the emulsion MZ362-TR(L) version. By using a high-tech 36mm piston, the shock has an active damping system. Comes with a black body and anodised aluminium parts and red springs. (only BMW has matt black springs)

Adjustments

- * Treaded preload, steplessly adjustable spring preload with a screw ring.
 - * Rebound adjustable. The rebound damping is adjustable with the black knob at the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable. The compression damping is separately adjustable on the reservoirs.
 - * Length adjustment. When the L is in the part number, the length can be adjusted to -5 mm and +5 mm.)
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MX362-TRW(L) Topline

M = Mono shock

X = reservoir op leiding

36 = 36mm Piston

2 = 12mm shaft

The YSS MX362-TRW(L) Topline shock absorber is truly the pinnacle of shock absorbers. The shock has a reservoir on a pipe, which separates the Nitro gas from the oil.

The double, separated Hi and Low speed compression adjustment guarantees, together with the application of the high-tech 36mm Piston, a very active damping system.

Comes with a black housing and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable on spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable separately. The compression damping is separately adjustable on the reservoirs on Hi and Low speed.
 - * Length adjustment. If there is an L in the part number, the length can be adjusted to -5 mm and +5 mm.
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MZ366-TR(L) Topline

M = Mono shock

Z = Topline Emulsion

36 = 36mm Piston

6 = 16mm shaft

The YSS MZ366-TR(L) Topline shock absorber has a larger damping piston than the Ecoline version (36mm instead of 30mm) and has an active damping system. It is a Nitro gas assisted Emulsion shock absorber.

Comes with a black body and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable on spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Length adjustment. If there is an L in the part number, the length can be adjusted to -5 mm and +5 mm.
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MG366-TRC(L) Topline

M = Mono shock

G = Fixed reservoir

36 = 36mm Piston

6 = 16mm shaft

The YSS MG366-TRC(L) Topline shock absorber has a fixed reservoir which separates the Nitro gas from the oil and guarantees an even better performance of the shock absorber compared to the Emulsion MZ366-TR(L) version. By using high-tech 36mm Piston, the shock has an active damping system. Comes with a black body and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable. The compression damping is separately adjustable on the reservoirs.
 - * Length adjustment. If there is an L in the part number, the length can be adjusted to -5 mm and +5 mm.
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MG366-TRW(L) Topline

M = Mono shock
G = Fixed reservoir
36 = 36mm Piston
6 = 16mm shaft

The YSS MG366-TRW(L) Topline shock absorber is truly the pinnacle of shock absorbers. The shock has a CNC-milled head with a fixed reservoir to separate the Nitro gas from the oil. The double separated Hi and Low speed compression adjustment guarantees, together with the application of the high-tech 36mm Piston, a very active damping system. Comes with a black housing and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable on spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable separately. The compression damping is separately adjustable on the reservoirs on Hi and Low speed.
 - * Length adjustment. If there is an L in the part number, the length can be adjusted to -5 mm and +5 mm.
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MX366-TRC(L) Topline

M = Mono shock
X = reservoir separate on a line
36 = 36mm Piston
6 = 16mm shaft

The YSS MX366-TRC(L) Topline shock features a reservoir on a pipe which separates the Nitro gas from the oil ensuring an even better performance of the shock compared to the Emulsion MZ366-TR(L) version. By using high-tech 36mm Piston, the shock has an active damping system. Comes with a black body and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable. The compression damping is separately adjustable on the reservoirs.
 - * Length adjustment. If there is an L in the part number, the length can be adjusted to -5 mm and +5 mm.
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MX366-TRW(L) Topline

M = Mono shock

X = reservoir separate on a line

36 = 36mm Piston

6 = 16mm shaft

The YSS MX366-TRW(L) Topline shock absorber is truly the pinnacle of shock absorbers. The shock has a reservoir on a pipe, which separates the Nitro gas from the oil.

The double, separated Hi and Low speed compression adjustment guarantees, together with the application of the high-tech 36mm Piston, a very active damping system.

Comes with a black housing and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable on spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable separately. The compression damping is separately adjustable on the reservoirs on Hi and Low speed.
 - * Length adjustment. If there is an L in the part number, the length can be adjusted to -5 mm and +5 mm.
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MZ456-TR(L) Topline

M = Mono shock

Z = Topline Emulsion

45 = 45mm Piston

6 = 16mm shaft

The YSS MZ456-TR(L) Topline shock absorber has an active damping system by using the high-tech damping piston and is a Nitro gas assisted Emulsion shock absorber.

Comes with a black body and anodized aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable on spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Length adjustment. If there is an L in the part number, the length can be adjusted to -5 mm and +5 mm.
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MG456-TRC(L) Topline

M = Mono shock

G = Fixed reservoir

45 = 45mm Piston

6 = 16mm shaft

The YSS MG456-TRC(L) Topline shock absorber has a fixed reservoir which separates the Nitro gas from the oil and guarantees an even better performance of the shock absorber compared to the Emulsion MZ456-TR(L) version. By using high-tech 45mm Piston, the shock has an active damping system.

Comes with a black body and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable. The compression damping is separately adjustable on the reservoirs.
 - * Length adjustment. When the L is in the part number, the length can be adjusted to -5 mm and +5 mm.
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MG456-TRW(L) Topline

M = Mono shock
G = Fixed reservoir
45 = 45mm Piston
6 = 16mm shaft

The YSS MG456-TRW(L) Topline shock absorber is truly the pinnacle of shock absorbers. The shock has a CNC-milled head with a fixed reservoir to separate the Nitro gas from the oil. The double separated Hi and Low speed compression adjustment guarantees, together with the application of the high-tech 45mm Piston, a very active damping system. Comes with a black housing and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable on spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable separately. The compression damping is separately adjustable on the reservoirs on Hi and Low speed.
 - * Length adjustment. If there is an L in the part number, the length can be adjusted to -5 mm and +5 mm.
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MX456-TRC(L) Topline

M = Mono shock
X = reservoir on a separate line
45 = 45mm Piston
6 = 16mm shaft

The YSS MX456-TRC(L) Topline shock features a reservoir on a pipe which separates the Nitro gas from the oil, guaranteeing an even better performance of the shock compared to the Emulsion MZ456-TR(L) version. By using high-tech 45mm Piston, the shock has an active damping system. Comes with a black body and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable. The compression damping is separately adjustable on the reservoirs.
 - * Length adjustment. When the L is in the part number, the length can be adjusted to -5 mm and +5 mm.
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MX456-TRW(L) Topline

M = Mono shock
X = reservoir on a separate line
45 = 45mm Piston
6 = 16mm shaft

The YSS MX456-TRW(L) Topline shock absorber is truly the pinnacle of shock absorbers. The shock has a reservoir on a pipe, which separates the Nitro gas from the oil. The double, separated Hi and Low speed compression adjustment guarantees, together with the application of the high-tech 36mm Piston, a very active damping system. Comes with a black housing and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Treaded preload, infinitely adjustable on spring preload with screw ring.
 - * Rebound adjustable. Rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable separately. The compression damping is separately adjustable on the reservoirs on Hi and Low speed.
 - * Length adjustment. If the article number contains an L, the length can be adjusted to -5 mm and +5 mm.
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MZ456-HR(L) Topline

M = Mono shock
Z = Topline Emulsion
45 = 45mm Piston
6 = 16mm shaft

The YSS MZ456-HR(L) Topline shock absorber has an active damping system by application of the high-tech damping piston and is a Nitro gas assisted Emulsion shock absorber.

The spring preload can be adjusted hydraulically with a convenient rotary knob.

Comes with a black body and anodised aluminium parts and red springs. (only BMW has mat black springs)

Adjustment Options:

- * Hydraulically adjustable preload. Spring preload can be told by a fixed knob on the shock absorber.
 - * Rebound adjustable. The rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Length adjustment. When the L is in the article number, the length is adjustable to -5mm and +5mm.
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MG456-HRC(L) Topline

M = Mono shock
G = Fixed reservoir
45 = 45mm Piston
6 = 16mm shaft

The YSS MG456-HRC(L) Topline shock features a fixed reservoir which separates the Nitro gas from the oil, ensuring an even better performance of the shock compared to the Emulsion MZ456-TR(L) version. By using high-tech 45mm Piston, the shock has an active damping system.

The spring preload can be adjusted hydraulically by means of a convenient rotary knob.

Comes with a black housing and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Hydraulically adjustable preload. Spring preload can be told by a fixed knob on the shock absorber. *
 - Rebound adjustable. The rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable. The compression damping is separately adjustable on the reservoirs.
 - * Length adjustment. When the L is in the part number, the length can be adjusted to -5 mm and +5 mm.
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MG456-HRW(L) Topline

M = Mono shock
G = Fixed reservoir
45 = 45mm Piston
6 = 16mm shaft

The YSS MG456-HRW(L) Topline shock absorber is truly the pinnacle of shock absorbers. The shock has a CNC-milled head with a fixed reservoir to separate the Nitro gas from the oil.

The double, separated Hi and Low speed compression adjustment guarantees, together with the application of the high-tech 45mm Piston, a very active damping system.

The spring preload can be adjusted hydraulically by means of a convenient rotary knob.

Supplied with black body and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Hydraulically adjustable preload. Spring preload can be told by a fixed knob on the shock absorber.
 - * Rebound adjustable. The rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable separately. The compression damping is separately adjustable on the reservoirs on Hi and Low speed.
 - * Length adjustment. When the L is in the part number, the length can be adjusted to -5 mm and +5 mm.
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MX456-HRC(L) Topline

M = Mono shock

X = reservoir on a separate line

45 = 45mm Piston

6 = 16mm shaft

The YSS MX456-HRC(L) Topline shock features a reservoir on a pipe which separates the Nitro gas from the oil, guaranteeing an even better performance of the shock compared to the Emulsion MZ456-TR(L) version. By using high-tech 45mm Piston, the shock has an active damping system.

The spring preload can be adjusted hydraulically by means of a convenient rotary knob.

Comes with a black housing and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Hydraulically adjustable preload. Spring preload can be told by a fixed knob on the shock absorber.
 - * Rebound adjustable. The rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable. The compression damping is separately adjustable on the reservoirs.
 - * Length adjustment. When the L is in the part number, the length can be adjusted to -5 mm and +5 mm.
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MX456-HRW(L) Topline

M = Mono shock

X = reservoir on a separate line

45 = 45mm Piston

6 = 16mm shaft

The YSS MX456-HRW(L) Topline shock absorber is truly the pinnacle of shock absorbers. The shock has a reservoir on a pipe, which separates the Nitro gas from the oil.

The double, separated Hi and Low speed compression adjustment guarantees, together with the application of the high-tech 36mm Piston, a very active damping system.

The spring preload can be adjusted hydraulically by means of a convenient rotary knob.

Supplied with black body and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Hydraulically adjustable preload. Spring preload can be told by a fixed knob on the shock absorber.
 - * Rebound adjustable. The rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable separately. The compression damping is separately adjustable on the reservoirs on Hi and Low speed.
 - * Length adjustment. When the L is in the part number, the length can be adjusted to -5 mm and +5 mm.
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MZ456-H1R(L) Topline

M = Mono shock

Z = Topline Emulsion

45 = 45mm Piston

6 = 16mm shaft

The YSS MZ456-H1R(L) Topline shock absorber has an active damping system by application of the high-tech damping piston and is a Nitro gas assisted Emulsion shock absorber.

The spring preload can be adjusted hydraulically with a convenient rotary knob.

Comes with a black body and anodised aluminium parts and red springs. (only BMW has mat black springs)

Adjustment Options:

- * Hydraulically adjustable preload. The spring preload can be told by a knob on a pipe.
 - * Rebound adjustable. The rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Length adjustment. When the L is in the part number, the length can be adjusted to -5 mm and +5 mm.
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MG456-H1RC(L) Topline

M = Mono shock

G = Fixed reservoir

45 = 45mm Piston

6 = 16mm shaft

The YSS MG456-H1RC(L) Topline shock absorber has a fixed reservoir which separates the Nitro gas from the oil and guarantees an even better performance of the shock absorber compared to the Emulsion MZ456-TR(L) version. By using high-tech 45mm Piston, the shock has an active damping system.

The spring preload can be adjusted hydraulically by means of a convenient rotary knob.

Comes with a black housing and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Hydraulically adjustable preload. The spring preload can be told by a knob on a pipe.
 - * Rebound adjustable. The rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.
 - * Compression adjustable. The compression damping is separately adjustable on the reservoirs.
 - * Length adjustment. When the L is in the part number, the length can be adjusted to -5 mm and +5 mm.
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MG456-H1RW(L) Topline

M = Mono shock

G = fixed reservoir

45 = 45mm Piston

6 = 16mm shaft

The YSS MG456-H1RW(L) Topline shock absorber is truly the pinnacle of shock absorbers. The shock has a CNC-milled head with a fixed reservoir to separate the Nitro gas from the oil.

The double, separated Hi and Low speed compression adjustment guarantees, together with the application of the high-tech 45mm Piston, a very active damping system.

The spring preload can be adjusted hydraulically by means of a convenient rotary knob.

Supplied with black body and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

- * Hydraulically adjustable preload. The spring preload can be told by a knob on a pipe.
- * Rebound adjustable. The rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.

* Compression adjustable separately. The compression damping is separately adjustable on the reservoirs on Hi and Low speed.

* Length adjustment. When the L is in the part number, the length can be adjusted to -5 mm and +5 mm.

MX456-H1RC(L) Topline

M = Mono shock

X = reservoir on a separate line

45 = 45mm Piston

6 = 16mm shaft

The YSS MX456-H1RC(L) Topline shock features a reservoir on a pipe which separates the Nitro gas from the oil, guaranteeing an even better performance of the shock compared to the Emulsion MZ456-TR(L) version. By using high-tech 45mm Piston, the shock has an active damping system.

The spring preload can be adjusted hydraulically by means of a convenient rotary knob.

Comes with a black housing and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

* Hydraulically adjustable preload. The spring preload can be told by a knob on a pipe.

* Rebound adjustable. The rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.

* Compression adjustable. The compression damping is separately adjustable on the reservoirs.

* Length adjustment. When the L is in the part number, the length can be adjusted to -5 mm and +5 mm.

MX456-H1RW(L) Topline

M = Mono shock

X = reservoir on a separate line

45 = 45mm Piston

6 = 16mm shaft

The YSS MX456-H1RW(L) Topline shock absorber is truly the pinnacle of shock absorbers. The shock has a reservoir on a pipe, which separates the Nitro gas from the oil.

The double, separated Hi and Low speed compression adjustment guarantees, together with the application of the high-tech 36mm Piston, a very active damping system.

The spring preload can be adjusted hydraulically by means of a convenient rotary knob.

Supplied with black body and anodised aluminium parts and red springs. (only BMW has matte black springs)

Adjustment Options:

* Hydraulically adjustable preload. The spring preload can be told by a knob on a pipe.

* Rebound adjustable. The rebound damping is adjustable with the black knob on the bottom of the shock absorber. When adjusting the rebound damping, the compression damping is also adjusted.

* Compression adjustable separately. The compression damping is separately adjustable on the reservoirs on Hi and Low speed.

* Length adjustment. When the L is in the part number, the length can be adjusted to -5 mm and +5 mm.
