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# International Standard



# 7118

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INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

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## Road vehicles — Motorcycles — Mounting of rear shock absorbers

*Véhicules routiers — Motorcycles — Montage d'amortisseurs arrière*

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**Descriptors** : road vehicles, motorcycles, shock absorbers, shape, dimensions.

## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 7118 was developed by Technical Committee ISO/TC 22, *Road vehicles*, and was circulated to the member bodies in June 1980.

It has been approved by the member bodies of the following countries :

Australia	Iran	South Africa, Rep. of
Austria	Italy	Spain
Belgium	Japan	Sweden
Chile	Korea, Dem. P. Rep. of	Switzerland
China	Korea, Rep. of	United Kingdom
Czechoslovakia	Netherlands	USA
Egypt, Arab Rep. of	New Zealand	USSR
France	Poland	
Germany, F. R.	Romania	

No member body expressed disapproval of the document.

# Road vehicles — Motorcycles — Mounting of rear shock absorbers

## 1 Scope and field of application

This International Standard specifies the shapes and dimensions of end fittings of rear shock absorbers for motorcycles.

NOTE — Since the performance and specifications of shock absorbers contribute to the stability of motorcycles, consideration shall be paid to their adaptability with other motorcycles in case of their exchange.

However, those for special motorcycles such as road racers, motorcross racers and trial racers, etc. and for three wheeled vehicles, and of single suspension type, shall be excluded.

## 2 References

ISO 261, *ISO general purpose metric screw threads — General plan.*

ISO 965/1, *ISO general purpose metric screw threads — Tolerances — Part 1 : Principles and basic data.*

ISO 965/3, *ISO general purpose metric screw threads — Tolerances — Part 3 : Deviations for constructional threads.*

## 3 Required characteristics

### 3.1 Types

The two types to be used are shown in figures 1 and 2.

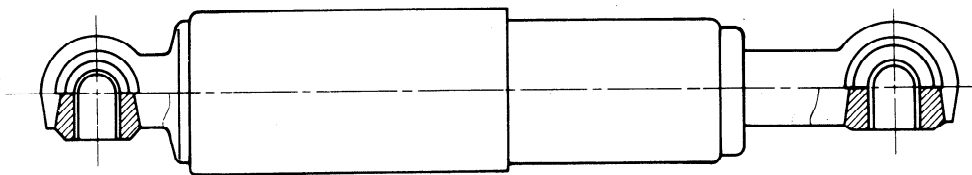


Figure 1 — Shock absorber with eye-type fitting

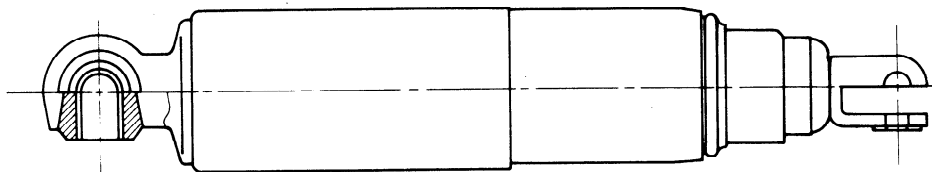


Figure 2 — Shock absorber with U-type fitting

3.2 Dimensions

3.2.1 The dimensions of eye-type fittings shall be the ones shown in figure 3.

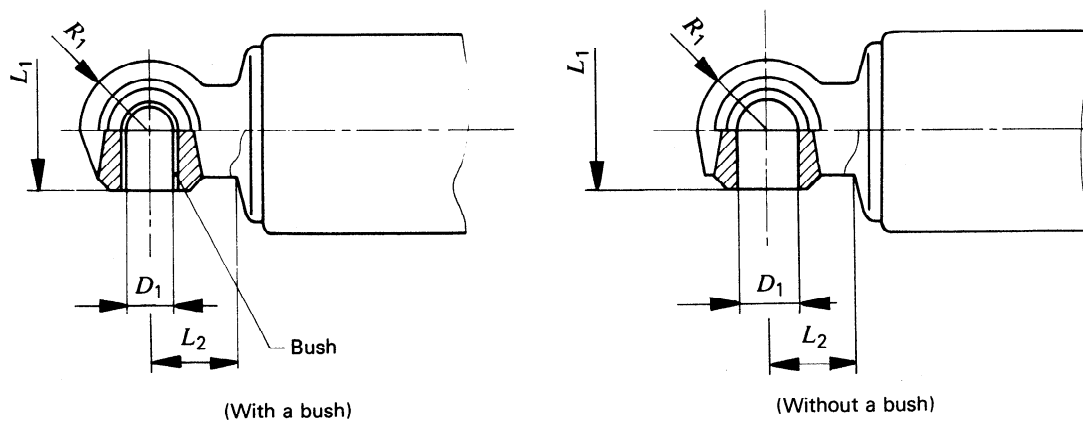


Figure 3 — Dimensions of eye-type fittings  
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	$D_1$	$L_1$	$R_1$	$L_2$
With bush	$10,1 \begin{smallmatrix} + 0,2 \\ 0 \end{smallmatrix}$	$20 \pm 0,2$ $22 \pm 0,2$	18 max.	17 min.
	$12,1 \begin{smallmatrix} + 0,2 \\ 0 \end{smallmatrix}$	$24 \pm 0,2$		
Without bush	$12 \pm 0,2$	$20 \pm 0,3$		
	$14 \pm 0,2$	$22 \pm 0,3$		
	$16 \pm 0,2$	$24 \pm 0,3$		

NOTE — The dimension  $L_1$  for those fittings without a bush shall apply to an assembled fitting.

3.2.2 The dimensions of U-type fittings shall be the ones shown in figure 4.

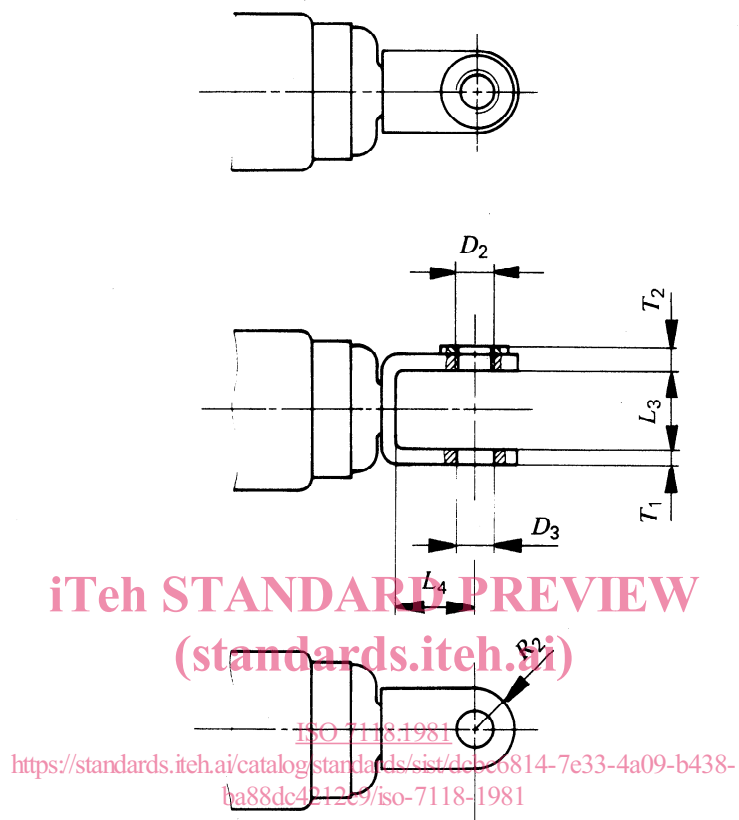


Figure 4 – Dimensions of U-type fittings

Dimensions in millimetres

$D_2$	$D_3$	$L_3$	$L_4$	$R_2$	$T_1$		$T_2$
					Steel	Light alloy	
M 8 × 1,25 – 6H	$8,2 \begin{smallmatrix} + 0,2 \\ 0 \end{smallmatrix}$	$20 \begin{smallmatrix} + 0,5 \\ + 0,1 \end{smallmatrix}$	22	12	3,2 4,0	6,0	9,0 max.
M10 × 1,25 – 6H	$10,2 \begin{smallmatrix} + 0,2 \\ 0 \end{smallmatrix}$				4,5		

NOTE – In case of steel, the value of  $T_1$  shall be selected from three thicknesses of 3,2, 4,0 and 4,5.

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