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BAZOOKA HD
RACING SHOCK

USER MANUAL



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BAZOOKA_HD RACING SHOCK
(For HLR twin shock)

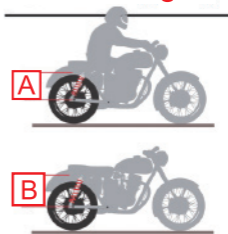


1. PRE-LOAD

Pre-load on the spring/springs is very important because it affects the height of the motorcycle and the fork angle. When the rider sits on the motorcycle, the weight will compress the suspension. Measure the length of the shock fully extended and again after the shock is compressed with rider weight. The difference is called "sag" which should be between 10~20mm.

The spring pre-load affects the ride height, it does not affect the spring stiffness, and we have 2 kinds of spring rates for different conditions available, Standard and Heavy Duty. Heavy Duty is intended mainly for two-up riding, Standard for those who ride solo most of the time.

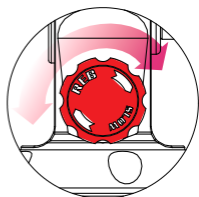
$B-A=Sag$



2. REBOUND

Rebound damping controls the rate at which the shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions.

A rule of thumb is that rebound should be as fast as possible without kicking back or feeling bouncy. For slower rebound, turn the rebound adjuster knob clockwise. For faster rebound, turn the rebound adjuster knob counter-clockwise.

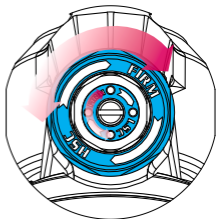


3. COMPRESSION

The Low Speed Compression (LSC) adjuster primarily affects compression damping during slow suspension movements. It also affects wheel traction and the harshness or plushness of the vehicle (note that low-speed has nothing to do with the speed of the vehicle).

Choose an LSC setting that gives you the most comfort and performance for your conditions and riding style.

The **High Speed Compression (HSC)** adjuster mainly affects compression damping during medium to fast suspension movements such as steep jump faces, harsh flat landings and aggressive whoops. The goal is to run as little high-speed compression damping as possible without bottoming.



Rebound damping :

If the motorcycle feels unstable, loose and rather bouncy then the rebound damping should be increased. Begin by turning the adjusting knob 4 steps (clicks) clockwise. Test run again and adjust two steps back if it felt too hard and bumpy. If the motorcycle is hard and bumpy, especially over a series of bumps, then the rebound damping should be reduced. Turn counter clockwise 4 steps, test run and make any necessary correction to 2 steps.

- Unstable
- Loose
- Bouncy



TRY SLOWER REBOUND

- Hard
- Bumpy



TRY FASTER REBOUND

Compression damping :

The low speed compression adjuster affects ride height, smoothness over small bumps and grip. The high speed compression adjuster affects stability, firmness in depressions and fast corners. If the motorcycle has a low riding position, the low speed compression should be increased. Turn clockwise 4 clicks and test run again. If this was too much then turn back 1 click.

- Unstable
- Low
- Bottom
- Soft



TRY FIRM COMPRESSION

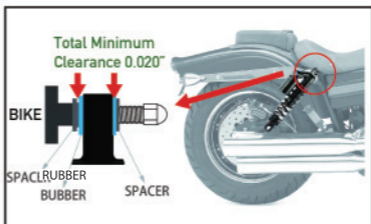
If it feels unsmooth over small continuous bumps or has bad grip, the low speed compression should be decreased. Turn counter clockwise four steps. Test run and make any necessary correction in 2 clicks at a time. If the motorcycle feels unstable in fast corners and has a tendency to bottom easily in depressions and chicanes, the high speed compression should be increased. Turn clockwise 6 clicks and test run again. If this was too much then turn back 3 clicks. If it feels harsh and too rigid or has a tendency to hop during braking, the high speed compression should be decreased. Turn counter clockwise six steps. Test run and make any necessary correction 3 clicks at a time. When you have sufficient feel of the motorcycle you can make further fine adjustments.

- Harsh
- Hard
- Bad grip



TRY SOFT COMPRESSION

For HLR twin shock



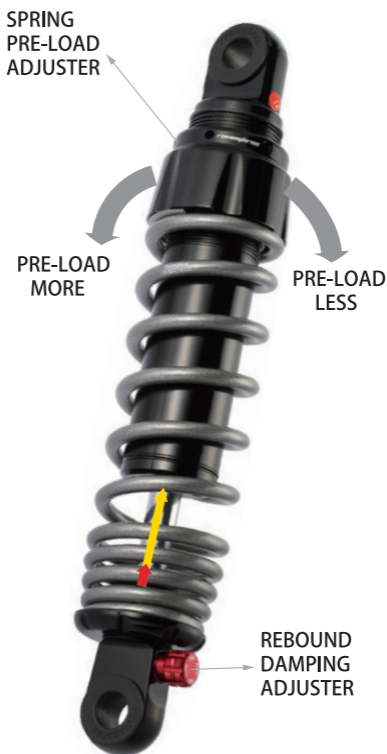
WARNING!

This shock absorber contains high pressure nitrogen gas. Do not try to disassemble. Mishandling can cause explosion resulting in serious injury or death.



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BAZOOKA_HD RACING SHOCK (For Mono twin and Mono_R twin shock)

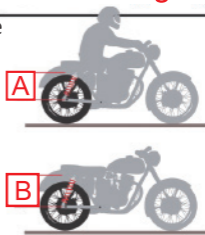


1. PRE-LOAD (For Mono twin and Mono_R twin shock)

Pre-load on the spring/springs is very important because it affects the height of the motorcycle and the fork angle. When Rider sits on the motorcycle, the weight will compress the suspension. Measure the distance from the full-extend and the shaft position after shock compressed with rider weight. It is called "sag" which should be between 10~20mm.

The spring pre-load affects the ride height, it does not affect the spring stiffness, and we prepare 2 kinds of spring rate for different conditions available. Therefore, on models with a linkage to the shock absorber, the suspension may actually feel different.

$$B-A=Sag$$



2. REBOUND (For Mono_R twin shock)

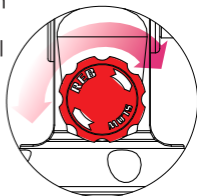
Rebound damping controls the rate at which the shock returns after it has been compressed.

The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions.

A rule of thumb is that rebound should be as fast as possible without kicking back or feeling bouncy.

For slower rebound, turn the rebound adjuster knob clockwise.

For faster rebound, turn the rebound adjuster knob counter-clockwise.



Rebound damping :

If the motorcycle feels unstable, loose and rather bouncy then the rebound damping should be increased. Begin by turning the adjusting knob 4 steps (clicks) clockwise. Test run again and adjust two steps back if it felt too hard and bumpy. If the motorcycle is hard and bumpy, especially over a series of bumps, then the rebound damping should be reduced. Turn counter clockwise 4 steps, test run and make any necessary correction to 2 steps.

- Unstable
- Loose
- Bouncy



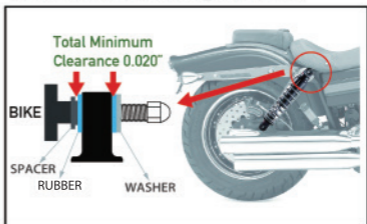
TRY SLOWER REBOUND

- Hard
- Bumpy



TRY FASTER REBOUND

For Mono twin and Mono_R twin shock



WARNING!

This shock absorber contains high pressure nitrogen gas. Do not try to disassemble. Mishandling can cause explosion resulting in serious injury or death.

Shock Absorber One Year Limited Warranty

RacingBros only responsibility shall be limited to repair or replacement of the defective product. RacingBros will not be responsible for any costs, losses or damages incurred as a result of loss of use of product. RacingBros reserves the right to change the design of any product without assuming any obligation to modify any product previously manufactured.

This warranty is subject to the following limitations in addition to any imposed by virtue of applicable law.

- *The warranty applies only to shock absorbers purchased from Authorized Dealers and is valid for the original purchaser only for a period of one (1) year from date of purchase.*

Excluded from coverage under this warranty are the following:

- *Damage caused by misuse, abuse or neglect*
- *Damage caused by improper installation, use in an improper application or use in conjunction with other devices such as lowering blocks*
- *Normal wear and tear*
- *Damage caused by anything other than defects in material or workmanship*
- *Damage caused by use in racing*
- *Any and all claims for consequential or incidental damages*

All coverage under this warranty is void if any modification, change or alteration has been made to the product that is not specifically authorized in writing by RacingBros.

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RacingBros International Inc.

No.201, Heshun Rd., Beitun Dist., Taichung
City 40642, Taiwan

Tel:+886 4 2435 0275

Fax:+886 4 2435 0276

www.racingbros.com