

Start Setting The Shock

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".

To change the pre-load and air spring pressure, please use the shock pump to pump up the shock.



Front Suspension Set Up

Recommended SAG=A-B=10 mm

Rider weight(kg) 50 60 70 80 90 100 110 120

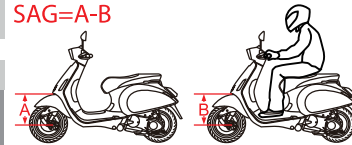
For Macpherson-strut Air Pressure / Psi

LX/LT/S/LXV/ET8/Sprint/Primavera	30	40	50	60
GTS 250/300 (psi)	50	60	70	

For Roller Mount

LX/LT/S/LXV/ET8/Sprint/Primavera	30	40	50	60
GTS 250/300	50	60	70	

SAG=A-B



*For reference only, spring ratio varies bike and geometry.

*Please note that release brake lever when you are measuring SAG.

*For Macpherson-strut type, SAG would not as much as expect, please follow recommend value.

*We recommend using RB "Cyclone" & "Hurricane" high pressure shock pump for precise setting.

*Front Sag do not over 20mm, insufficient air pressure might damage with bottom out.

Rear Suspension Set Up

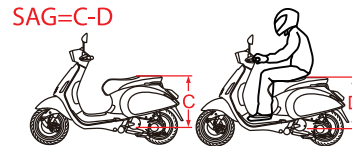
Recommended SAG=C-D=20 mm

Rider weight(kg) 50 60 70 80 90 100 110 120

Mono Shock Air Pressure / Psi

LX/LT/S/LXV/ET8/Sprint/Primavera	60	70	80	100
Twin Shocks				
GTS 250/300 (psi)	30	40	50	

SAG=C-D



*For reference only, spring ratio varies bike and geometry.

*Please note that release brake lever when you are measuring SAG.

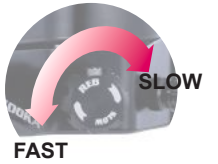
*We recommend using RB "Cyclone" & "Hurricane" high pressure shock pump for precise setting.

*Front Sag do not over 20mm, insufficient air pressure might damage with bottom out.

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.

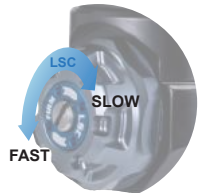


LOW SPEED COMPRESSION (For Bazooka 3.0-4.0)

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.

For Bazooka 3.0 Model



HIGH SPEED COMPRESSION (For Bazooka 4.0)

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.

For Bazooka 4.0 Model

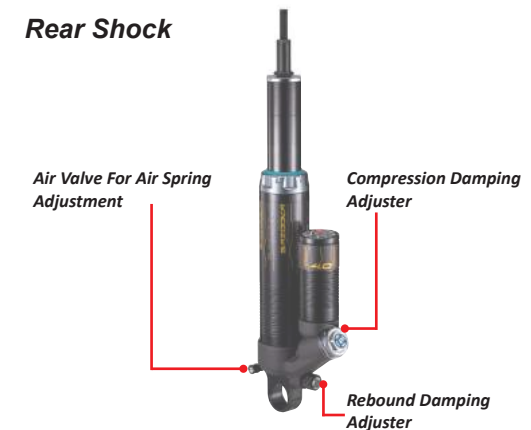


ADJUSTMENT

Front Shock



Rear 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.



BAZOOKA V AIR SHOCK

USER MANUAL



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