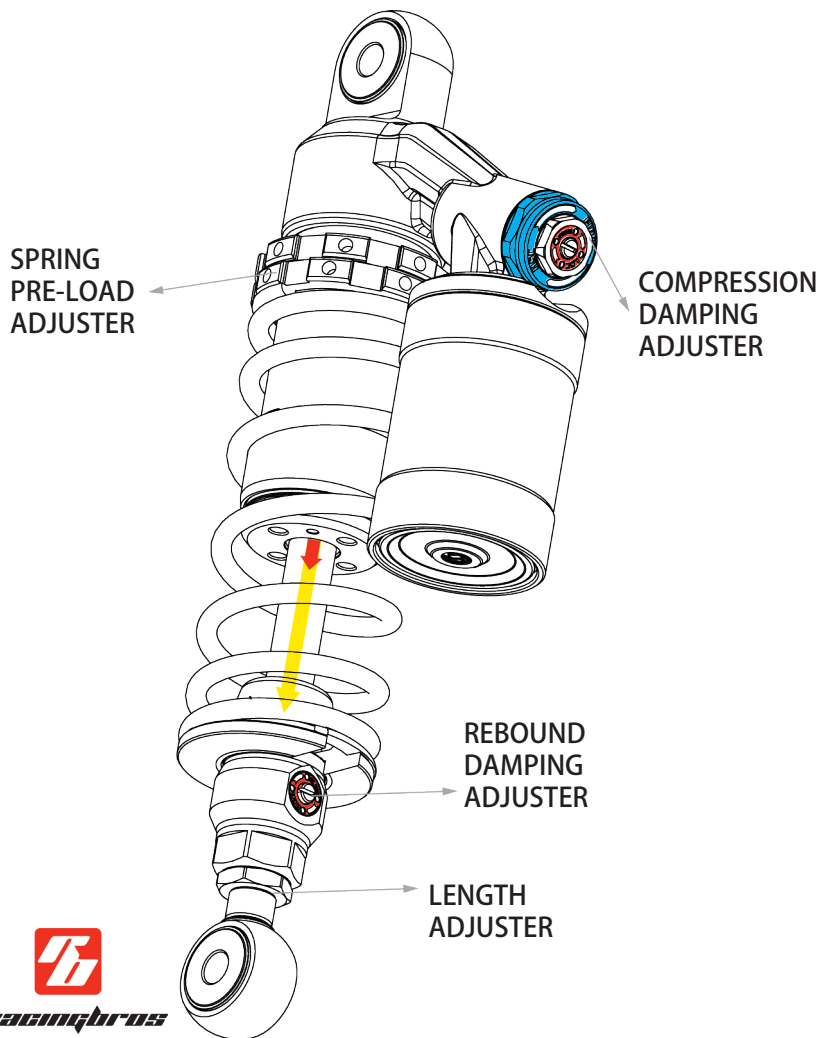




SHICANE RACING SHOX

USER MANUAL

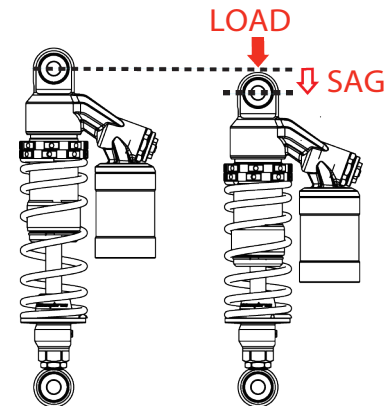


1.PRE-LOAD

Pre-load on the spring/springs is very important because it affects the height of the motorcycle and the fork angle. When 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.

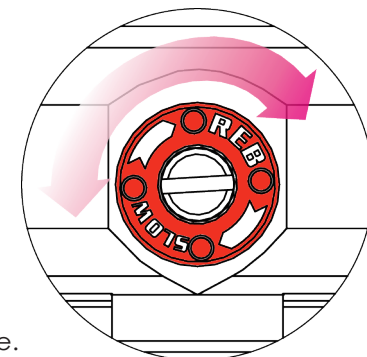
The spring pre-load affects the ride height, it does not affect the spring stiffness, and we prepare 2 kinds of spring rate for different condition. Therefore, on models with a linkage to the shock absorber, the suspension may actually feel different.



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.

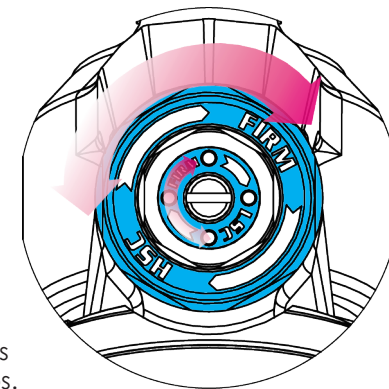


3.COMPRESSION

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.

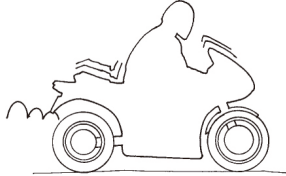


Rebound damping :

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.

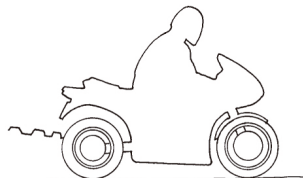
If the motorcycle is hard and bumpy, especially over a series of bumps, then the rebound damping should be reduced. Turn counter clockwise 4 steps, test run and make any necessary correction to 2 steps.

- Unstable
- Loose
- Bouncy



TRY SLOWER REBOUND

- Hard
- Bumpy



TRY FASTER REBOUND

Compression damping :

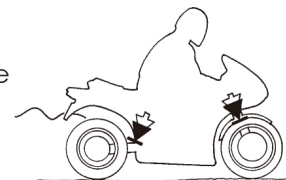
The low speed compression adjuster affects ride height, smoothness over small bumps and grip.

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 clicks.

- Unstable
- Low
- Bottom
- Soft

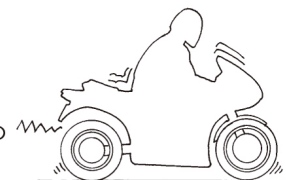


TRY FIRM COMPRESSION

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 the 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 in 3 clicks at the time. When you have sufficient feel of the motorcycle you can make further fine adjustments

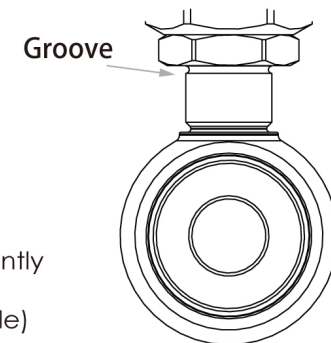
- Harsh
- Hard
- Bad grip



TRY FIRM COMPRESSION

4. SHOCK LENGTH

Sensitivity of the steering can be adjusted by altering the length of the shock absorber, without affecting other characteristics. The length is adjusted using two nuts down and the treaded clevis at the end of the piston rod. The shock absorber can be adjusted up to 10 mm.



Adjusting the shock absorber length
A long shock absorber results in steeper inclination of the front fork (steeper fork angle) and consequently sensitive, quicker steering. A short shock absorber gives a greater angle of the front fork (flat fork angle) and consequently slower and smoother steering. Each complete turn of the shock absorber gives one millimetre. The length may never be altered more than to where the groove that is cut in the thread becomes just visible under the lower nut of the level bracket. Make small steps and test run.

WARNING!

If the shock absorber has an adjustable end eye/bracket, this must not be threaded out more than that one groove is fully visible beneath the lock nut. Make sure that the lock nut is tightened after adjustment.

