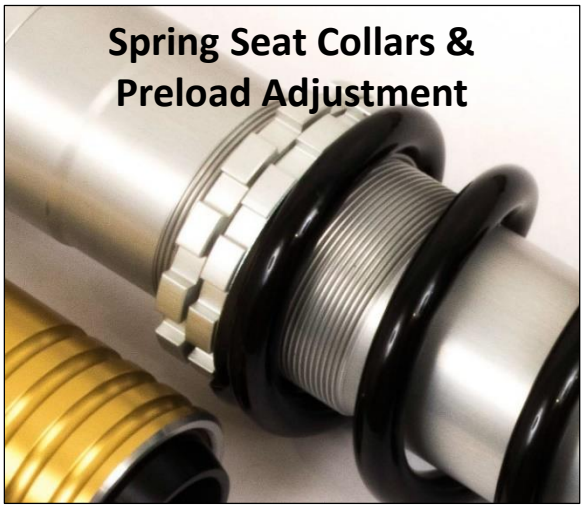
Factory RR/RR-S Sachs 50mm Shock

Factory Suspension Pkg. AB-40035

Pre-load, Compression & Rebound Settings

Fits: 2010+ Beta RR/RS/RR-S & Xtrainer (NOT 125 RR-S)



Spring Installation and Tuning Instructions:

Tools needed: Shock spring seat spanner wrench, or brass punch & ball peen hammer to loosen/tighten spring seat collars, standard blade screw driver for low-speed compression & rebound. A 14mm T-handle, wrench, or socket for high-speed compression adjustment.

The following set-up guidelines are used only as a baseline setting for fine tuning the Factory RR/RR-S/XTrainer Sachs 50mm Shock.

1. **Spring Seat Collars & Preload:** First measure the shock spring free length in millimeters.
2. Install the new shock spring. Tighten the lower spring seat clockwise against the shock spring to compress it. Measure "set" spring length. Once the set measurement is achieved, tighten the top spring seat against the lower seat using a brass punch & ball-peen hammer.
3. Suggested spring preload setting is when overall spring free length is reduced 8mm, achieving "set" spring length.
   Example: Free length 260mm – "Set" spring length 252mm = 8mm
4. Shock spring preload range is 5mm minimum to 15mm maximum. If you are under preload, or exceeding suggested preload amount, another shock spring rate is suggested.

5. **All suggested measurements are counted from full hard/stiff/closed off & suggested setting amount counted outward counter-clockwise.**

6. **Low-speed Compression** is the flat-blade brass screw, located inside the red anodized housing.
7. Suggested baseline setting is approximately "**18 clicks out"** (counter clockwise) from full hard/stiff. Adjusting the screw clockwise increases compression dampening & counter clockwise decreases dampening.
8. **High-speed Compression** is the "**14mm Larger Red Anodized Hex**," located outside of the low speed brass adjusting screw.
9. Suggested baseline setting is approximately "**3 Revolutions out"** (counter clockwise) from full hard/stiff. Adjusting the 14mm hex clockwise increases high speed compression dampening & counter clockwise decreases dampening **DON'T ADJUST THE RED 10MM HEX OR BLACK 23MM HEX AS THIS WILL CAUSE SHOCK FAILURE & POSSIBLE INJURY!!**
10. **Rebound damping** is the standard flat blade screw, located on the lower part of the shock, or shock clevis.
11. Suggested baseline setting is approximately "**16 clicks out"** (counter clockwise) from full hard/slow. Adjusting the screw clockwise increases rebound dampening & counter clockwise decreases dampening.

B.R. 7/2018