www.racingbros.com

BAZOOKA
AIR SHOCK
USER MANUAL

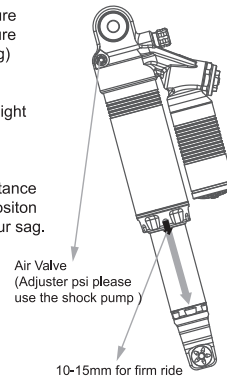
racingbros

BAZOOKA 1.0/3.0/4.0

1.Setting Sag

Once you have set your baseline pressure you need to measure the sag. To measure the sag slide the treavel indicator (O-ring) up against the shock body. With a friend supporting the scooter, sit on the saddle (do not bounce) and allow your body weight to compress the shock.

Once you have compressed the shock . Get off the scooter and measure the distance between the shock body and the new positon of the travel indicator(O-ring). This is your sag.



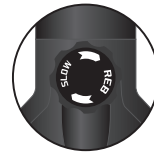
Recommended value

Rider weight(kg)	45	55	65	75	85	95	105	115	125	135	145	155	165
Mono shock(psi)		34		47		60		72		84		97	
Twin shock(psi)		17		23		29		36		42		49	

*This tCable is for refernce only, air pressure setting should be based on sag.
**We recommed using RB high pressure shock pump for more precise air pressure control.
***Shock sag do not over 30mm, insufficient air pressure might damage with bottom out.

2.REBOUND (for 1.0/3.0/4.0)

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.

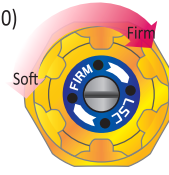


A rule of thumb is that rebound should be as fast as possible without kicking back or feeling bouncy.
For slower rebound, turn the rebound adjuster knob clockwise.
For faster rebound, turn the rebound adjuster knob counter-clockwise.

3.COMPRESSION (for 3.0/4.0)

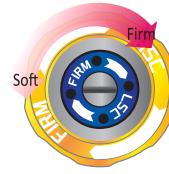
The Low Speed Compression (LSC) adjuster primarily affects compression damping during slow suspension movements. It also affects wheel traction and the harshness or plushness of the vehicle (note that low-speed has nothing to do with the speed of the vehicle).

3.0 Knob



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

4.0 Knob



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 :

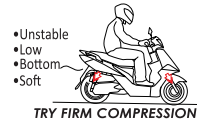
If the motorcycle feels unstable, loose and rather bouncy then the rebound damping should be increased. Begin by turning the adjusting knob 4steps (clicks) clockwise. Test run again and adjust two steps back if it felt too hard and bumpy. If the motorcycle is hard and bumpy, especially over a series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

TRY SLOWER REBOUND

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.



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

TRY SOFT COMPRESSION

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.

PASSION · INNOVATION · CRAFTSMANSHIP · QUALITY

racingbros

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