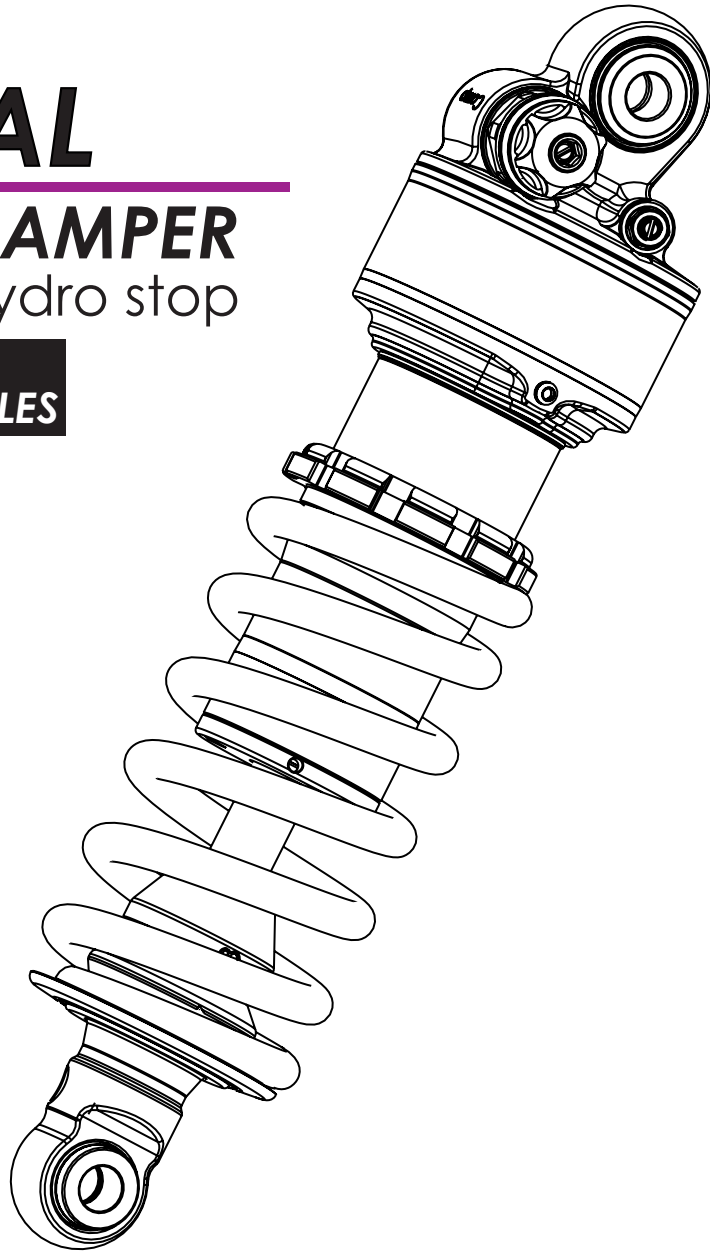




MANUAL

40MM TRIAL DAMPER
with adjustable Hydro stop

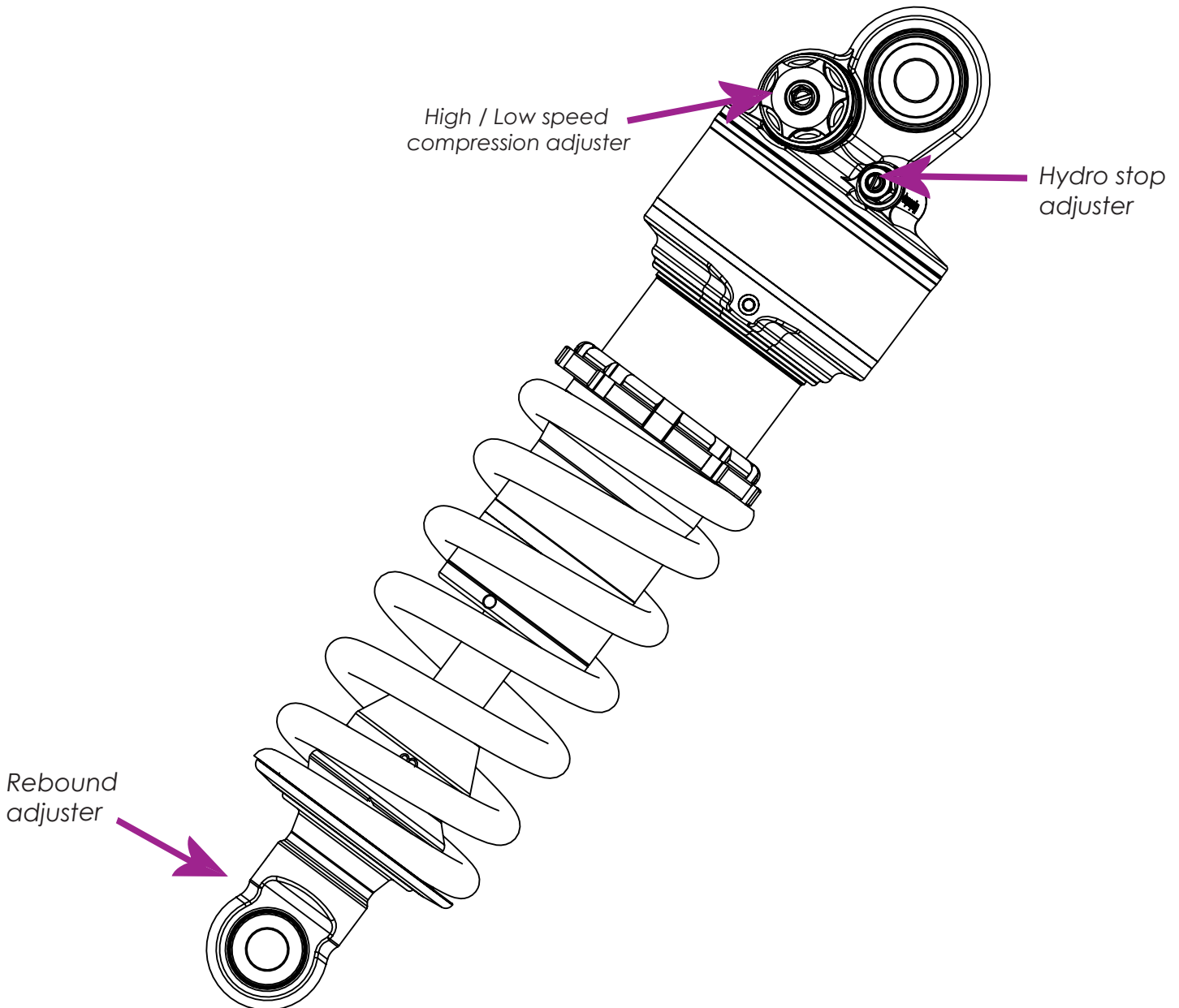
FOR
TRS MOTORCYCLES





This shock absorber is equipped with a High / Low speed compression adjustment, Rebound adjustment and adjustable Hydro stop (see picture).

The High speed compression adjustment is the **purple Knob** on the damper and the screw inside this Knob is Low speed compression adjustment. The Hydro stop adjuster is located next to it. And at the rod end you will find the rebound adjuster.



For all the adjustments is that when they are rotated clockwise the damping force increases. The maximum number of clicks varies by adjustment, the High speed adjustment has about 15 clicks, the Low speed adjustment about 20. The Hydro stop has about 10 clicks. And the rebound adjustment has a maximum number around 25 effective clicks.

Counting the clicks should always be done from a fully closed adjustment (= fully clockwise.)

Note that the maximum number of clicks is never exceeded, if this does happen then the adjustment mechanism will be damaged.

HIGH / LOW SPEED COMPRESSION ADJUSTMENT

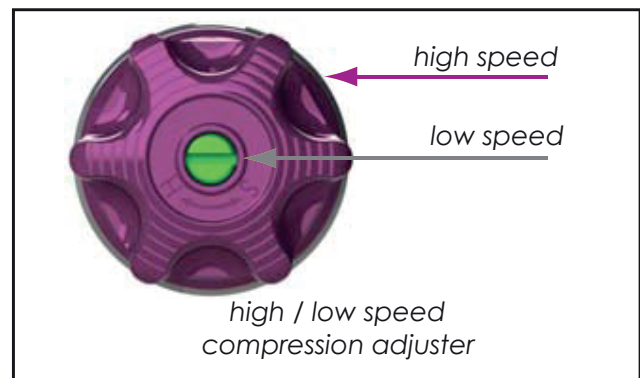
The basics of all adjusters is the same, turning them clockwise will increase the damping force. Counting clicks on all adjusters has to be started from or towards a fully closed adjuster (= fully clockwise).

The compression damping is adjustable with a high / low speed compression adjuster. The purple knob on the damper is the high speed compression adjuster and the little screw in the middle of this knob is the low speed compression adjuster.

The low speed compression adjustment allows you to modify the low speed compression damping. This has nothing to do with your driving speed but with the damper speed. This adjuster has about 20 clicks.

With a small screwdriver you can adjust the low speed damping by turning the little screw inside purple knob. Fully clockwise is always the starting point. At this point the adjuster is completely closed. With this adjustment you can make your bike more stable by closing the adjuster or gain some traction by opening it.

With a fully opened low speed adjuster your motor will feel smooth and it will absorb small bumps very nice but it will also be a bit less stable. If you like to do tricks like hopping on the rear wheel or so it is better to do this with a more closed adjuster. You will notice that these tricks go a lot easier with more low speed damping. The purple knob is the high speed compression adjustment. This adjustment has about 15 clicks and like all other adjusters fully clockwise is your start point and the stiffest setting. Turning it counter clockwise the damper will feel softer on landings and driving on stones and turning it counter clockwise the damper will feel softer on landings and driving on stones and holes will be smoother. If you open it to much there will be more movement.





REBOUND

The rebound damping is responsible for traction and stability. Counting starts from closed, which is when you rotate the adjustment all the way to the right.

A close rebound adjustment means a 'slow' rebound damping: great for stability, but a little slow if you have lots of small bumps. When you open the rebound adjustment (rotate to the left) the damper gets quicker which gives more traction.

REBOUND ADJUSTMENT

The rebound adjustment allows you to adjust the rebound force with around 50 clicks. A stiffer damper will give a more stable feeling but will have less traction, so if you want to gain traction you should open the rebound adjuster.

Another benefit of less rebound damping is that it is easier to pull up the rear wheel because the spring will help you to push up the chassis.

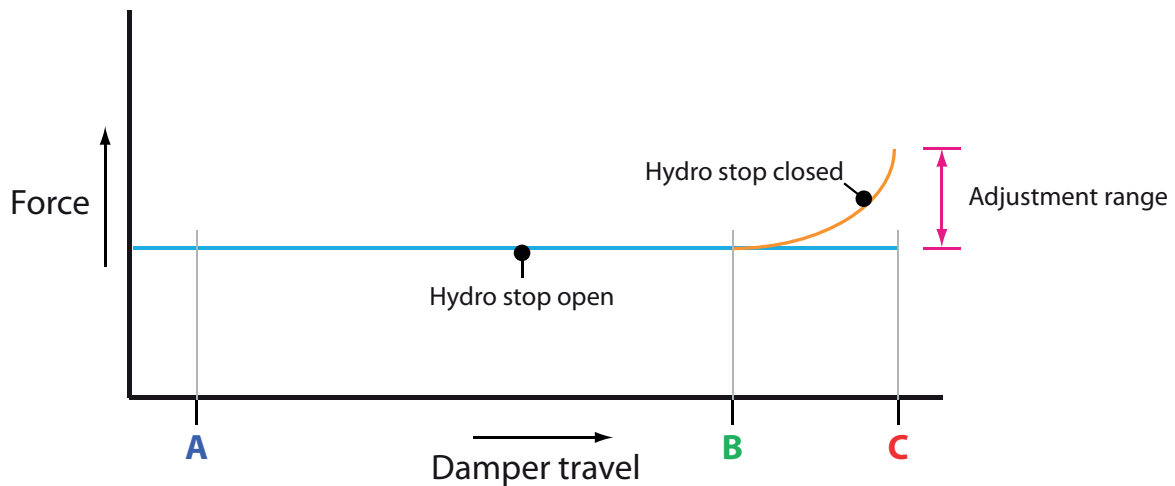
The adjuster is located at the bottom end of the damper and adjustable with a small screwdriver.

HYDRO STOP

To avoid the damper from bottoming on hard impacts, for instance after a big jump, this damper is equipped with a hydro stop. With this option the damping force increases on the last part of the compression stroke so you will have no hard stop at the end of the compression stroke.

The rate of extra damping force is adjustable with the little screw in the blank anodized bolt next to the compression adjuster. The hydro stop can be adjusted with 15 clicks. From hard (fully closed adjuster) to soft (open adjuster).

On the pictures below you can see when the hydro stop is active. On the graphic you can view what the adjustable range is, with the hydro stop adjustment open you will notice no difference in damping force. If you close the hydro stop adjustment you will notice an incensement of damping force with each click while closing the adjuster.



PARTS



C-spanner set Ø55 + Ø60

SPRINGS

| SPRING (N/mm) | RRS SPRING CODE |
|-------------------------|------------------------|
| 64 | RRS 47219 |
| 66 | RRS 47218 |
| 68 | RRS 47208 |
| 70 | RRS 47209 |
| 72 | RRS 47217 |

QUESTIONS?

We are more than happy to help you with any questions. Please contact us:

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