

# RACE TECH

1501 Pomona Rd, Corona, CA 92880 • 951.279.6655 • fax 951.279.7171 • [www.racetech.com](http://www.racetech.com)

## G3-S SHOCKS ROAD RACE

<IP G3S SHOCKS RR.doc> ©P.Thede 5-26-10

Thank you for choosing a Race Tech G3-S Shock. This guide is designed to provide general information about your shock.

### INSTALLATION

In most cases the installation is very simple and needs no special instructions. For models that have special issues see [www.racetech.com](http://www.racetech.com) Product Search for your particular bike. If there are no special instructions the installation is as outlined in your workshop manual.

Make sure you are able to safely lift and hold the motorcycle by the main chassis to allow the shock to be installed.

### TUNING

G3-S Shocks are custom valved for your specific application and conditions and you should be able to bolt it on and ride or race. If you require a different feeling please contact Tech Support 951.279.6655. In addition please refer to [www.racetech.com](http://www.racetech.com) Tuning Tips for guidelines.

### SHOCK COMPONENTS

**Hi-Speed Compression Adjuster**—Larger 8mm hex and screwdriver slot. Counted in turns counterclockwise from all the way in.

**Lo-Speed Adjuster**—Small screwdriver slot. Counted in turns counterclockwise from all the way in.

**Nitrogen Charging Port**—This is used for shock assembly—do not loosen.

**Spring Preload Adjuster**—Measure Static Sag and adjust with these. Changes geometry affecting handling.

**Spring**—Rate changes affect handling, traction and pitch changes.

**Rebound Adjuster**—Large Knob. Counted in clicks out (counterclockwise viewed from shaft end) from all the way in. Note—when clicking all the way in to zero please be gentle as you can damage the adjuster needle.

**Ride Height Adjuster**—The bottom nut is a locking (jam) nut. The top nut changes shock length and therefore ride height. This affects chassis geometry and handling.

**Note**—the total range of adjustment is 8mm (.31"). There is a limit groove machined in the thread. At the longest position the groove will just be exposed by the jam nut when the jam nut is locked down. Do not extend the shock further than the groove or damage may result.

**Bleeding Port**—(Flat head Allen) This is used for shock assembly—do not loosen.

