



## Setting up your Gazi Suspension

### **1. Setting the Spring Preload (Sag)**

- Place motorcycle on a level surface.
- Check swing arm and wheel bearings/bushes to ensure there is no wear.
- Lift rear of motorcycle until suspension is completely extended.
- Take a measurement from the axle to a point directly above on the rear sub frame (A)
- Let the motorcycle down to apply it's own weight on the suspension, measure again (B)
- Have the rider, including all riding gear, sit on the motorcycle in the usual riding position. Take another measurement (C)
- With out rider the difference should be (A -B) 6 – 12 mm.
- With rider the difference should be (A-C) 35 – 50 mm.
- To adjust the sag, winding the spring collar down will reduce the amount of sag and winding the spring collar up will increase the amount of sag.

### **2. Adjusting the Rebound**

- Depending of the model you have, there may be adjustments for rebound and compression.
- Rebound adjustment affects the handling of the motorcycle the most.
- To start with, wind the adjustment knob below the spring, all the way in (clockwise) and then wind back 10 clicks.
- Depending on the type of motorcycle and your riding style adjust as follows –  
If the motorcycle feels loose or bouncy, wind in (clock wise) 4 clicks and test ride.  
If this feels too harsh wind back 2 clicks and check again.  
If it still feels loose wind in 2 more clicks
- Test ride and adjust either way to suit.

### **3. Adjusting the Compression**

- If your shock has compression adjustment (knob on reservoir), adjust as follows.
- Wind in clockwise until it stops and then wind out 5 clicks. This is the base setting.
- If he motorcycle feels soft or bottoms out easily, increase the compression adjustment by winding in 2 clicks.
- If it feels hard over bumps, or the rear wheel tends to hop under braking then wind the adjustment out 2 clicks.
- Test ride and adjust either way to suit.

### **4. Setting the Ride Height**

- Your shock absorber will have an adjustable eye/clevis at the bottom.
- First undo the locking nut and then it can be wound in or out.
- Make sure that there is a minimum of 12mm of thread screwed in at all times.
- Adjusting the length of a shock can alter the handling characteristics of a motorcycle.
- By making a shock longer this can reduce the steering angle resulting in quicker steering and making the motorcycle more sensitive (faster) to turning and less stable.
- Shortening the length can increase the steering angle which tends to slow the steering but increases stability.
- Ensure locking nut is tight before riding.