

MXZ RH-T

User manual

YASUSU SUSPENSION



CONGRATULATION

Your specialized motorcycle is outfitted with YASUSU shock in suspension system. YASUSU shock absorbers are designed, tested and manufactured by the professional engineers in Taiwan.

It is our intent with this manual to help you set up your shock so you can achieve your best ride performance as possible. We believe the better you understand how your shock adjustments can impact and improve your ride, the more you will want to ride and have fun!

This manual provides step-by-step instructions with how to setup and maintain your shock absorbers. So please read and learn carefully about your shock absorbers. In addition, this manual contains important information about the safe operation and maintenance. To ensure that your shock absorber performs properly, we recommend you have a qualified motorcycle mechanic service for your shock. We also urge you to follow our recommendations to help make your riding experience more enjoyable and trouble-free.

This manual only involves the usage of rear shock absorber to your bike. About the motorcycle functions, please consult your vehicle owner's manual for any of issues.



IMPORTANT SAFETY INSTRUCTION READ BEFORE OPERATING SHOCK ABSORBER

This product was designed and manufactured to meet strict quality and safety standards. There are, however, some installation and operation precautions which you should be particularly aware of.

1. Read these instructions - All the safety and operating instructions should be read before the product is operated.
2. Keep these instructions - The safety and operating instructions should be kept for future reference.
3. Heed all warnings - All warnings on the product and in the operating instructions should be adhered to.
4. Follow all instructions - All operating and use instructions should be followed.
5. Do not attempt to DISASSEMBLE shocks by yourself(it is prohibition) if it is compressed or has not returned (will not return) to its original neutral length (with no load on the shock). This can result in serious or fatal injuries.
6. If the shock ever loses oil or makes abnormal noises, stop riding and have the shock inspected by qualified technician. A broken or malfunctioning shocks can result in loss of control and possible serious or fatal injuries.
7. Follow the correct maintenance recommendations listed on the inside cover of this manual.
8. Do not modify your bike frame or shock. Use only genuine YASUSU shock parts. Modification, improper service or use of aftermarket replacement parts violate the warranty and could cause the shock to malfunction, and can cause loss of control resulting in serious injury or death.
9. YASUSU shocks contain a high pressure nitrogen gas. Do not pry out the shock body or remote reservoir(piggyback). The charged portion of the shock should only be opened by a professional technician. Opening a nitrogen pressurized shock can be dangerous and result in serious injury or death.
10. Please follow safety instructions in this manual.

GENERAL MAINTENANCE

YASUSU provides high quality and performance shocks. To ensure products for further working and extend lifetime. Some maintenances you should be particularly known.

- If you ride in extreme conditions, take care of your shock more frequently.
- Inspect all shocks bolts and tighten if necessary to required torque settings.
- Wash your shock with soft soap(detergent) and water only.
- Do not use a high pressure washer to clean your shocks.

BASIC TERMS

TERMS

Bottom-Out: When a rear shock is compressed completely and all the shock travel has been used.

Compression Stroke(Travel): The motion of the shock in response to an impact.

Damping: Internal mechanism to control the speed of compression or rebound.

Rebound: The extension or return stroke of the shock.

Sag: Compression of the shock caused by the only one rider's static weight.

Spring Rate: The amount of force required to compress the spring.

Topped Out: When the shock rebounds quickly enough to cause a "clunk" at the very top of its upstroke.



MXZ RH-T SHOCK ABSORBER DESCRIPTION

YASUSU shock model MXZ RH-T as shown below:



TERMS

- #1: Bushing
- #2: Spring preload ring
- #3: Coil spring
- #4: Bottom- out bumper
- #5: Spring retainer
- #6: Rebound adjuster
- #7: Round joint
- #8: Coarse compression adjuster
- #9: Fine tune compression adjuster
- #10: Reservoir(piggyback)
- #11: Shock length(eye to eye)

SET UP & SAG

SETUP

Please refer to the shock absorber manual for specific information on how to adjust correctly the shock on your motorcycle. The shock on your motorcycle can be adjusted to meet your riding style and weight.

This manual is intended as a quick-start guide to help you get started.

It may take a few rides to find your preferred settings.

Sag

All motorcycles rely on sag for its shock to work efficiently. Please take a few moments to read through this guide to understand sag as it applies to your bike.

Setting your shock's sag will greatly enhance your riding experience and the performance of your motorcycle.

SAG MEASUREMENT

Sag measurement:

Use this procedure to measure the sag on your YASUSU shocks: (it will be much easier if done by two persons)

STEP 1

1. Before sitting on the motorcycle, measure and record the distance from the center of one to the center of the other (eye to eye length).

STEP 2

2. Sit on the motorcycle in a normal riding position. Your weight should be distributed on the motorcycle. It may be necessary to hold yourself up against a wall or post to steady yourself. Do not bounce on the seat.
3. Have an assistant measure and record the eye to eye distance after weighted.
4. Subtract step 2 from step 1. The difference between the two is static sag.



SETTING SAG

Setting sag is necessary to obtain the best performance on your shock. To set sag:

1. Measure sag as described on page 6, and compare it to the recommended sag setting shown in the coil spring settings table below.

2. Adjust the preload ring accordingly:

If sag is lower, adjust the preload ring clockwise. Always ensure that the spring is secure and does not freely move.

NOTE: AFTER THE PRELOAD RING ENGAGES THE SPRING, TUNE THE PRELOAD RING CLOCKWISE . IF THE PRELOAD RING NEEDS TO TUNE CLOCKWISE FROM THIS POINT TO ACHIEVE PROPER SAG, YOU WILL NEED TO OBTAIN A LOWER RATE SPRING.

If sag is higher, adjust the preload ring counter-clockwise no more than full two turns after the preload ring engages the spring.

NOTE: IF AFTER THE PRELOAD RING ENGAGES THE SPRING, MORE THAN 2 FULL COUNTER-CLOCKWISE TURNS ARE REQUIRED TO ACHIEVE THE PROPER SAG SETTING, YOU WILL NEED TO OBTAIN A HIGHER RATE SPRING.

3. If necessary, contact YASUSU to obtain a higher- or lower- spring rate.

Please use wrench to adjust the spring to be softer or stiffer.



Spring Setting	
Shock Travel Inches/mm	Recommended Sag Inches/mm
1.57/40	0.24/6
1.77/45	0.27/6.75
1.97/50	0.30/7.5
2.17/55	0.32/8.25
2.36/60	0.35/9
2.56/65	0.38/9.75
2.76/70	0.41/10.5
2.95/75	0.44/11.25
3.15/80	0.47/12

NOTE: RECOMMENDED SAG IS ABOUT 15% OF SHOCK TRAVEL.

REBOUND DAMPING ADJUSTMENT

Rebound damping controls the speed at which the shock returns to its full travel position after compression. The YASUSU shock features a rebound damping adjuster (see page 5 #6 item) to dial in your rebound setting. Rebound is quickest when the adjustment is in the S level(counter-clockwise direction) and slowest when the adjust is in the H level(clockwise direction).



Setting rebound

Starting for your rebound damping setting can be accomplished by suggestion.

Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions.

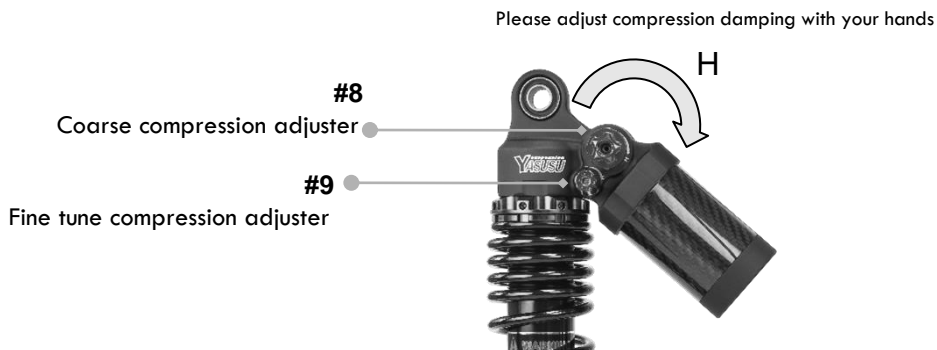
Suggestion:

- A. According to rider styles or conditions, the default setting is S level
- B. If riders feel rebound slower, please adjust S level(counter-clockwise)
 - ✘Fit condition : Hard or Bumpy
- C. If riders feel rebound faster, please adjust to H level(clockwise)
 - ✘Fit condition : Unstable, Loose or Bouncy

**NOTE: BE SURE THIS SETTING IS PERFORMED AFTER YOU HAVE SET UP YOUR SAG.
IMPORTANT: BE SURE THIS SETTING IS PERFORMED IN A STATIC CONDITION!**

COMPRESSION DAMPING ADJUSTMENT

Compression damping controls the speed at which the shock sags. The YASUSU shock features a compression damping adjust (see page 5 #8 and #9 items) to dial in your compression setting. Compression is quickest when the adjust is in the full counter-clockwise position and slowest when the adjust is in the full clockwise position.



Setting compression

There are two ways to adjust compression damping. One is coarse tuning (#8) for major adjustment. The other is fine tuning (#9) for minor adjustment.

Bottom-out resistance affects the final part of the compression stroke. The knob can be adjusted by hand to S-side or H-side. Do not use any other tool to tune the knob.

Suggestion:

- According to rider styles or conditions, the default setting is S level.
- If riders feel compression faster, Unstable, Soft, Low or Bottom, please tune to H level.
- If rider feel compression slower, Harsh, Hard or Bad grip please tune to S level.

NOTE: BE SURE THIS TEST IS PERFORMED AFTER YOU HAVE SET UP YOUR SAG.

IMPORTANT: BE SURE THIS TEST IS PERFORMED IN A SAFE REGION!

WARNINGS

- Ⓢ ADJUST METHODS BASE ON RIDER REQUIREMENTS.
- Ⓢ CLEAN SHOCK BODY WITH SOFT DETERGENT AND KEEP DRY FOR LONGER USE.
- Ⓢ DON'T MODIFY YOUR SHOCK. MODIFICATION, IMPROPER SERVICE OR USE OF AFTERMARKET REPLACEMENT PARTS VOIDS THE WARRANTY AND COULD CAUSE THE SHOCK TO MALFUNCTION, AND CAN CAUSE LOSS OF CONTROL RESULTING IN SERIOUS INJURY OR DEATH.

SHOCK ADJUSTMENT TABLE

The table shows easy method to adjust you shock. Please follow steps in the table.

Status	Rider feeling	Adjustment recommended	Compression Damping	Rebound Damping	Spring rate
Stiffer	Bump	Tune compression to L	↓	●	●
		Still stiff tune compression to L	↓	●	●
	Action stiffly	Both tune compression and rebound to L	↓	↓	●
		Prefer change smaller spring if all adjustments are not improved	↓	↓	↓
Softer	Action softly	Tune compression to H	↑	●	●
		Prefer change larger spring if all adjustments are not improved.	↑	↑	↑
	Tail unstable	Both tune compression and rebound to H	↑	↑	●

WARRANTY

YASUSU warrants all shocks supplied by YASUSU. It's free from malfunction for 12 months from date of shipment . During the warranty period, YASUSU will repair or replace the shocks for free.

Limitations

This warranty does not apply to malfunction or oil leakage caused by abuse, modification, or to use of the product for which it was not intended.

If a problem occurs, please contact YASUSU service or local dealers with the shock model, and thoroughly describe the nature of the problem.

Claims for Shipping Damage

When you receive the products, inspect it immediately for any damage or oil leakage. If the product is damaged, file a claim with the carrier. The factory will supply you with a quotation for estimated costs of repair. You must negotiate and settle with the carrier for the amount of damage.

NOTES

YASUSU SUSPENSION

Series of horizontal lines for writing notes.

For more information on using the YASUSU series products with application, please contact our Technical Support Team directly by email to service@yasusu.com



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