

OWNERS MANUAL

LINK & PDS Trax shock absorber



Introduction:

Congratulations on your purchase of the WP Trax Off-road shock absorber.

The WP Trax shock absorber has a unique system, which provides better handling and traction on the track.

Due to the nature of the system, a correct setting of the sag is very important.

If you have any questions about your shock absorber, please contact your WP dealer. He will assist you in any way he can.

For addresses see: www.wp-group.com

WP Suspension wishes you lots of success and riding pleasure with your shock absorber.

General notice:

Pay attention to the following notes, when you are working with WP suspension products as described in this owners manual.

Regularly you will need the special tools of WP Suspension additionally to the general equipment. These tools, marked with a unique "T" number (available at your local WP dealer), will protect you from damaging the parts.

- Always use aluminium protector-plates, when clamping our products or parts in the vice
- Always replace damaged or worn parts
- Clean all parts before assembling
- Always use clean and professional tools
- Always check your shock absorber before riding
- Check the shock absorber for irregularities before each session
- Consult your local WP suspension dealer for service or in case of any doubt

Warning: shock pressurized!
Improper use can lead to serious injuries.

Adjusting the clickers.

Adjusting high and low speed:

The adjuster on the left side (in normal mounting position) is the one for the low speed compression damping, and the one on the right side for high speed compression damping. On most models they are marked as L (low speed) and H (high speed).

Turning it clockwise will add damping.

Turning it counter clockwise will decrease the damping.

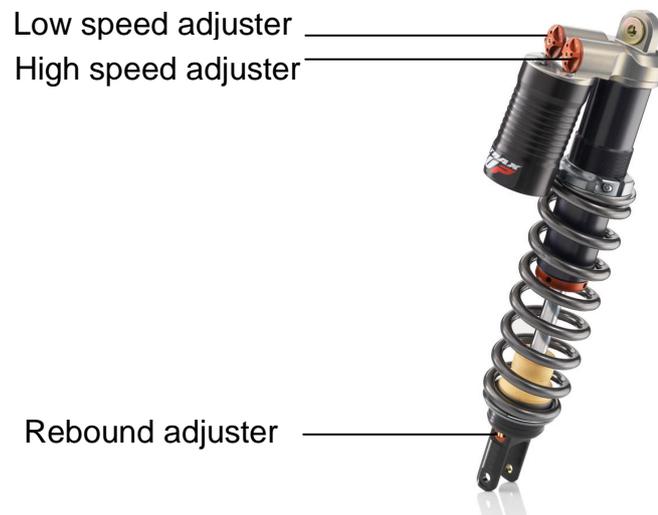
Always count from fully closed (turned clockwise as far as possible)!

Rebound adjuster:

The rebound adjuster is for the expanding stroke of the shock absorber. With the rebound adjuster you can adjust how fast or how slow the shock absorber will expand. Turn the adjuster gently clockwise to add rebound and counter clockwise to decrease the rebound.

Recommendation from the pro:

- Note your setting before applying changes
- Check your setup sheet for your base setup



Advised start settings LINK & PDS shock absorber*			
	Low speed adjuster	High speed adjuster	Rebound adjuster
LINK	12	34	18
PDS	12	24	15

* Settings depended on ride style, rider, bike type and riders weight. These settings are meant for a base setup which suites most riders. Most shock absorbers are delivered with a custom made setup based on the rider's weight, his riding style and for what purpose he wants to use the shock absorber.

Determine the shock sag.

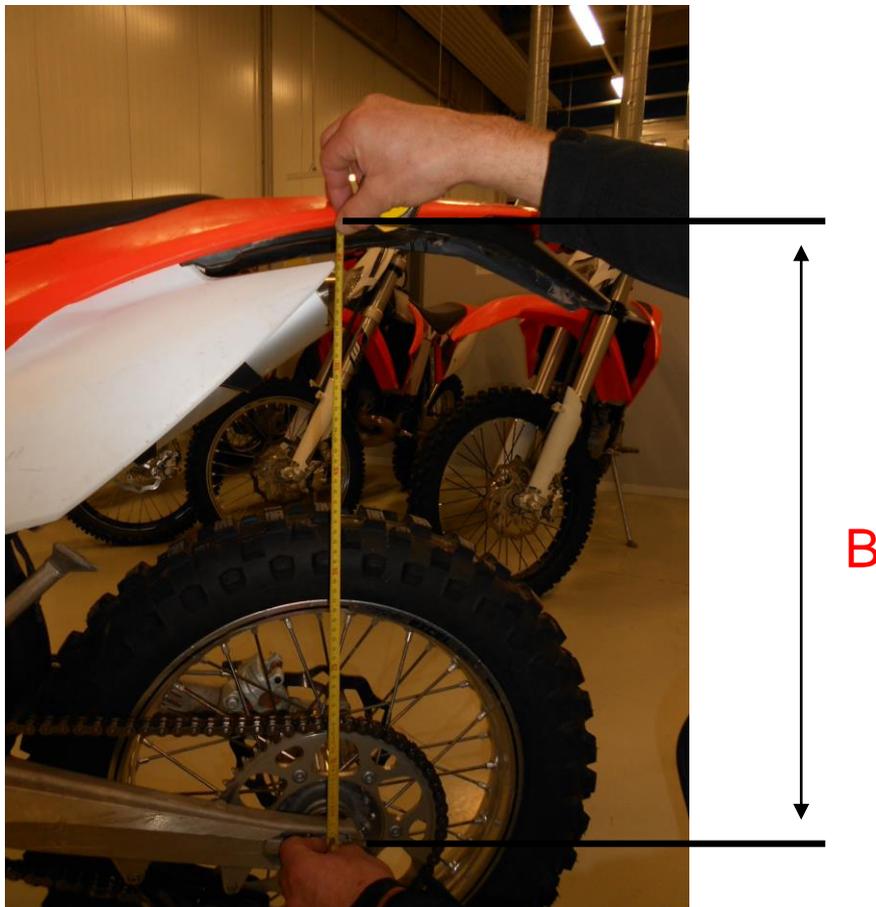
Basic suspension setup for the weight of the driver:

- Jack up the motorcycle until the rear wheel no longer touches the ground
- Measure the distance between the rear wheel axle and a fixed point and write it down as dimension **A**



Determining the static sag of the shock absorber:

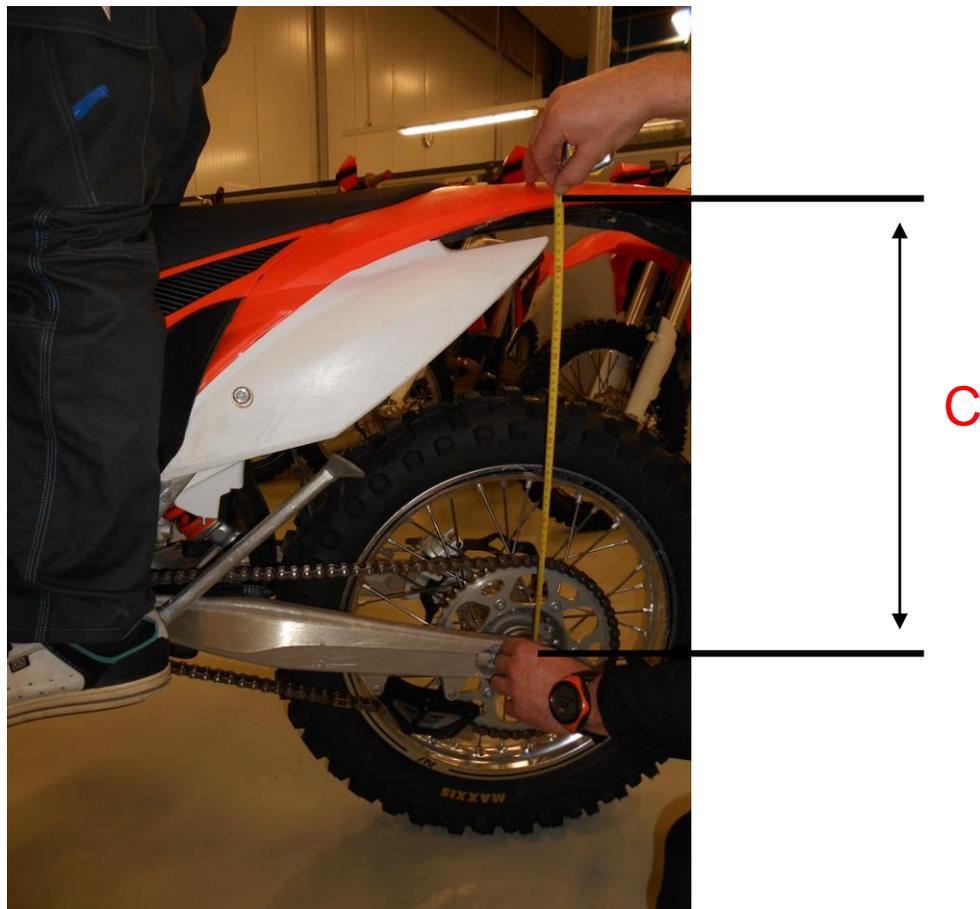
- Place the motorcycle on a flat piece of ground
- Ask a helper to hold the motorcycle
- Pull up the motorcycle a few times to get the shock absorber in the ideal rest position
- Measure the distance between the rear wheel axle and the fixed point and write it down as dimension **B**



The static sag is the difference between dimension **A** and **B**. The static sag should be as close as possible to **35mm**. If the sag is lower than 35mm the spring preload must be reduced and if the static sag is too high the spring preload must be increased.

Determining the riding sag of the shock absorber:

- Ask a helper to hold the motorcycle (loosely balanced)
- Stand on the foot pegs in riding position with your riding gear on
- Bounce up and down a few times to allow the rear wheels suspension to become levelled
- Stay on the bike with your feet on the foot pegs and have another person measure the distance between the rear wheel axle and the fixed point and write it down as dimension **C**



The riding sag is the difference between the dimension **A** and **C**. The riding sag must lie **between 100mm and 110mm**. If the riding sag is less than 100mm, the spring is too hard. If the riding sag is higher than 110mm, the spring is too soft. In these cases the spring must be changed to get the maximum performance of the shock absorber.

Please contact your dealer for additional settings/springs.