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Jupiter-5 Instructions

Thank you for purchasing the Jupiter-5 double adjustable damper. The following instructions will help you understand how to set up the damper on your suspension bike.

Preload:

The preload setting determines how much “sag” the bike has. Sag is the amount the suspension compresses with the rider on the bike in their normal riding position versus the suspension when it is fully unloaded. To set the preload, sit on the bike in a normal riding position with the weight distributed as if you were riding the bike. Now measure the amount of sag at the rear axle. You may want the help of a friend at this point. Downhill riding requires more sag ($\approx 20\%$ - 30% of total travel) than cross-country riding ($\approx 5\%$ - 15% of total travel). Adjust your preload by turning the spanner on top of the spring so that the spring is more compressed. If you have to turn the spanner more than ten turns in from full soft then you will need a different spring rate.

Damping adjustments:

There are two damping adjusters on this shock. The red colored knob adjusts the rebound damping and the blue colored knob adjusts the compression damping.

Rebound:

After you have set the preload you are ready to adjust the rebound damping. Start by turning the red knob all the way inward in a clockwise direction, this is your base setting. You will make all adjustments from this point in a counter clockwise direction by counting the number of clicks out. Set it at about 10 clicks out, this will be a good to start. Now bounce on your bike and ride it around a bit. Note how quickly the shock returns. If it seems rather slow then turn the adjuster out a few more clicks and try it again. It is important that the damper is not over damped and extending too slowly. The front and rear suspension needs to be balanced. This means that when the bike goes over a bump, the front and rear suspensions compress and return at the same speed. This is very important in order to maintain the correct geometry and predictable handling of your bike. An easy way to check this is to have a friend watch you ride the bike across a parking lot or offroad area. Compress the suspensions by bouncing up and down on the bike and allowing the suspensions to move. The observer will notice if the front or rear of the bike moves at different speeds.

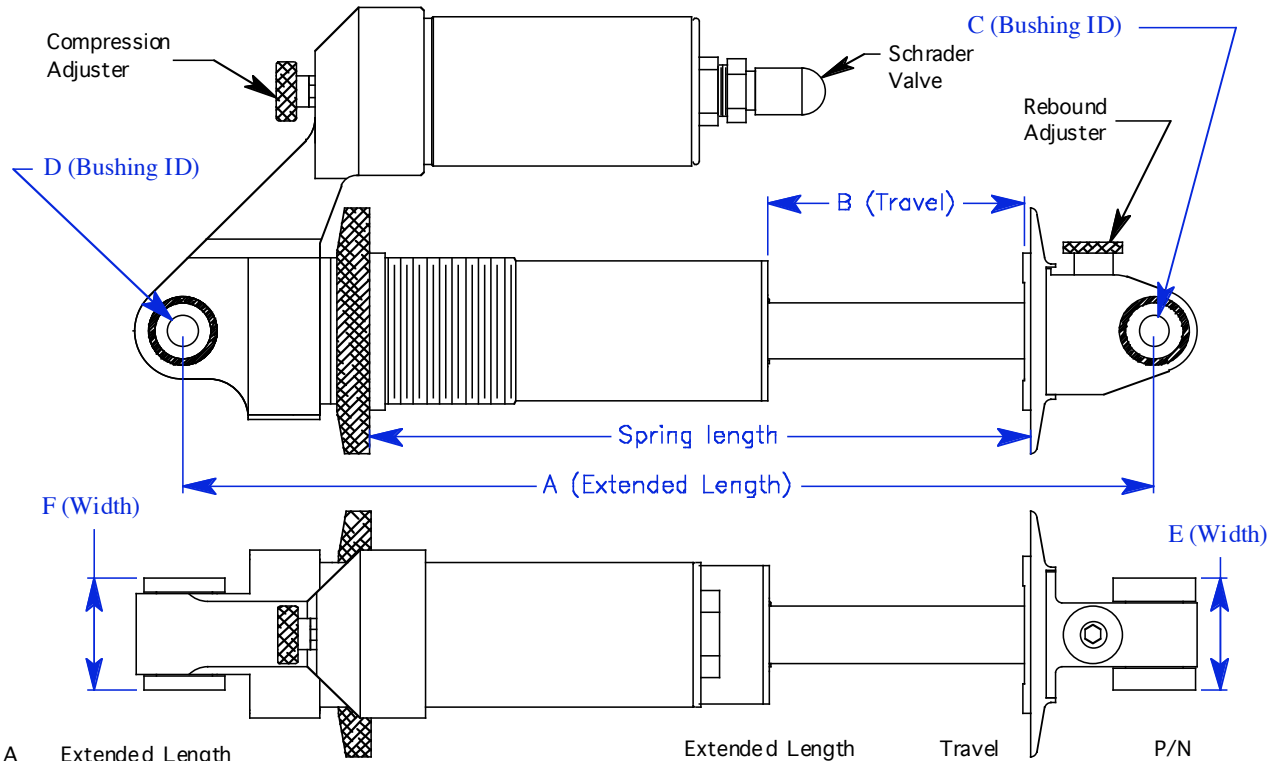
Compression:

After you have set preload and rebound you are ready to adjust the compression damping. It is used to add bottoming resistance. To begin, turn the blue knob inward all the way in a clockwise direction. This is your base setting. You will make all adjustments from this point in a counter clockwise direction by counting the number of clicks out. Set it at about five clicks out. Now jump off a curb, jump, or ramp and note how the shock works. If it bottoms out then turn it in a few clicks and try it again.

Your suspension should now be tuned. We recommend that you now take your bike for a ride on your favorite trail for any additional fine tuning.

Reservoir Pressure

The Jupiter-5 shock is pressurized with Nitrogen. The stock pressure is 150 psi. The pressure can be adjusted from 75 psi up to 250 psi. Increasing the pressure will increase the progressiveness of the shock. The pressure also affects the preload. To reduce preload, reduce the pressure. To increase the preload, increase the pressure. Note, the pressure adjustment is for very fine tuning, approximately 5%. If the spring rate is too soft or too stiff, you should use a different spring rate. Also, the shock must have at least 75 psi for it to function correctly.



- A Extended Length
- B Travel
- C Eyelet Bushing ID
- D Body Bushing ID
- E Eyelet Bushing Width
- F Body Bushing Width

Extended Length	Travel	P/N
6.0" (152mm)	1.500" (38mm)	50348
6.5" (165mm)	1.750" (44mm)	50349
7.0" (178mm)	2.000" (51mm)	50350
7.25" (184mm)	2.000" (51mm)	50351
7.5" (190mm)	2.250" (54mm)	50352
8.0" (203mm)	2.500" (64mm)	50366
8.5" (216mm)	2.750" (70mm)	50382
9.0" (229mm)	3.000" (76mm)	50383

Risse Racing Technology, Inc.
Jupiter-5 Coil Spring Damper