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## **Terminator Instructions**

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

## **Adjustments:**

- 1. Air pressure is adjusted with the suspension air pump. The air pressure setting determines how much "sag" is in the bike.
- 2. Damping adjustment. Rotate the black colored knob to adjust the damping rates. There are six damping positions. The knobs are labeled 1 through 5 and one position with just a setscrew. The number on the knob indicates the oil orifice size. The setscrew is the stiffest setting, the smallest orifice. The larger the number the larger the orifice. For increased damping, (i.e., slower return rate) rotate to a smaller number. For lighter damping, faster return rates, rotate to a larger number. The right hand side (R), controls the rebound damping and the left side (C) controls the compression damping. The arrows on the blocks indicate the oil flow direction. For rebound damping, the oil flows from the middle of the damper body towards the end of the body (see diagram).

To begin, set the air pressure in your bike. Now, sit on the bike in your normal riding position with the weight distributed as if you were riding the bike. Now, measure the amount of sag in the damper. Sag is the amount the suspension compresses with the rider on the bike in their normal riding position. It is often helpful to have the help of a friend or significant other at this point. Downhill riding required more sag ( $\approx 20\%$ -30%) than cross-country riding ( $\approx 5\%$  - 15%).

With the air pressure set, you now need to adjust the damping knob to tune the damper. It is important that the damper is not over damped and extends to slowly. The front and rear suspension also 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. 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. Now adjust the air pressure and damping accordingly.

If you further questions, please feel free to call for technical assistance.

