



SUZUKI GSX-R1000R.

261-017-230-020

OWNER'S MANUAL

CONTENTS

Page 2	Settings
Page 3	Introduction
Page 4-7	Adjustment
Page 8-9	Fitting the Shock / Service
Page 10-11	Notes

RECOMMENDED SETTINGS

Shock Length	312 (+14/-4)mm
Shock Stroke	60mm
Spring Rate	110N/mm
Spring Preload	13 (+5/-5)mm
Comp Damping (Black)	18 Clicks Out
Reb Damping (Natural)	18 Clicks Out

K-Tech Suspension Ltd products are manufactured to fit specific brands and models. Under no circumstances should any K-Tech Suspension Ltd products be fitted to an application other than that for which it has been designed, tested and manufactured.

INTRODUCTION

The TRDS-R Rear Shock Absorber has been designed for use at the highest levels of racing and developed in major championships around the world. Like all other K-Tech products it has been designed and manufactured in the UK using the latest software and highest grade materials and processes available.

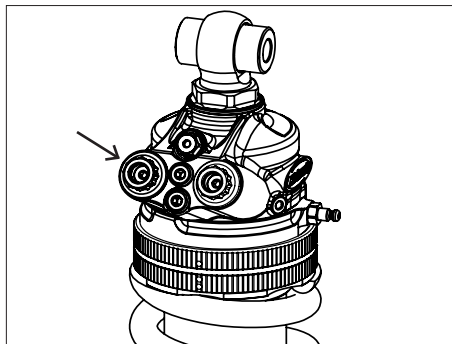
The championship winning Through Rod Damping System provides incredible performance and precise tuning for ultimate chassis control in the most demanding conditions of racing shock absorber. The TRDS-R comes with the following specifications listed as standard:

- Pneumatic Preload Adjustment
- Compression Adjustment
- Rebound Adjustment
- Length Adjustment

This product is not designed or intended for highway use.

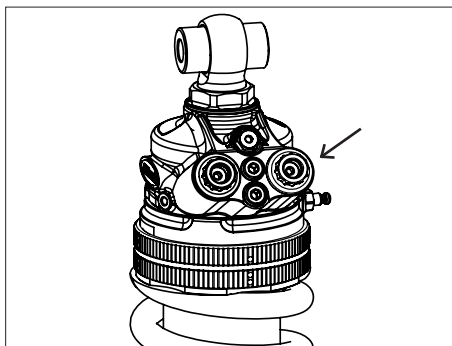
The procedures in this manual should only be carried out by a qualified motorcycle technician. K-Tech Suspension Ltd will not be liable for any damages caused in any way to/by the product and any injuries sustained if the product is fitted or adjusted by someone who is neither an authorised dealer of K-Tech Suspension Ltd or who does not have the relevant qualifications in motorcycle technology. K-Tech Suspension Ltd will also not be liable if the correct tools are not used throughout the process of fitting and adjustment of a K-Tech suspension Ltd product. Please refer to the manufacturer's workshop manual before attempting these procedures. These procedures will require two people, you will need to remove all relevant bodywork and any other parts that may restrict you from carrying out these tasks.

ADJUSTMENT



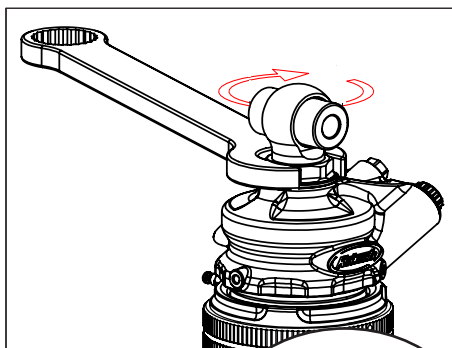
Compression Damping

- Black Allen Key Adjuster: 32 clicks adjustment range.
- All settings should be made from the fully closed (clockwise position).



Rebound Damping

- Natural Allen Key Adjuster: 32 clicks adjustment range.
- All settings should be made from the fully closed (clockwise position).

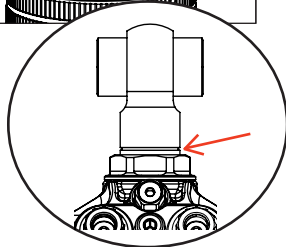


Shock Length - Upper adjustment

- To adjust the shock length using the top end eye, loosen the silver lock nut at the top of the shock with a 27mm open ended spanner. Adjust the shock length by rotating the end eye.

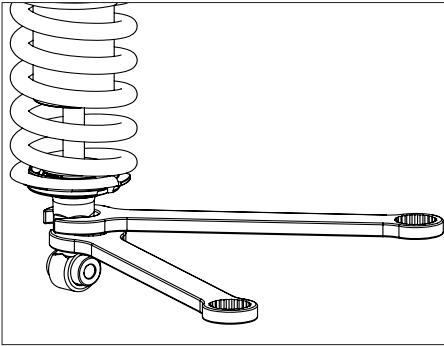
NB 1 full turn changes the shock length by 1mm.

When desired length is achieved, tighten silver lock nut to cylinder head and torque to 40Nm



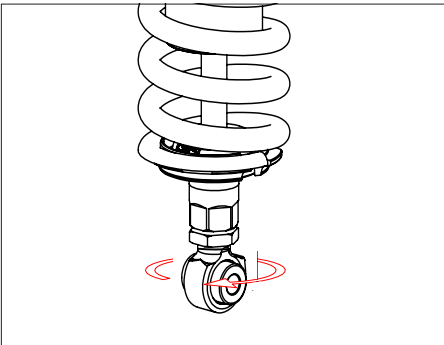
Do not extend the length of the shock to the point that the safety groove is visible above the locking nut.

ADJUSTMENT



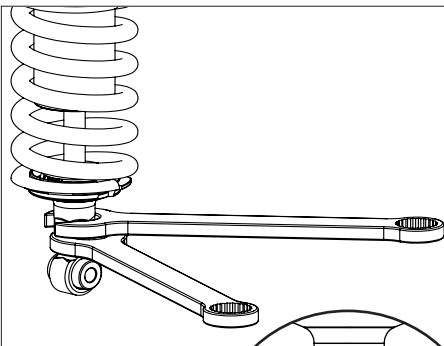
Spring Length - Lower Adjustment

- To adjust the shock length loosen the silver lock nut at the bottom of the shock with a 24mm open ended spanner whilst holding the piston rod joiner assembly (Black 24mm nut) with another spanner.



Shock Length

- Turn the rod using the 24mm spanner to get the desired shock length you require.
- NB 1 full turn changes the shock length by 1mm.



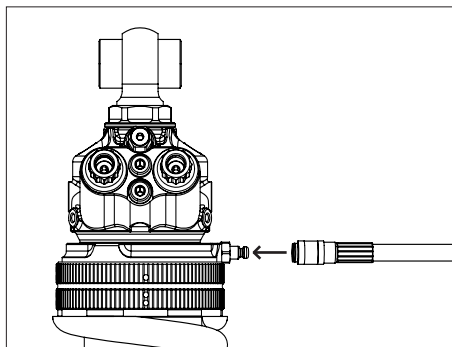
Shock Length

- When you have changed the shock length re-tighten the silver lock nut to the rod joiner using the two 24mm spanners and torque to 40N/m.



Do not extend the length of the shock to the point that the safety groove is visible below the locking nut. If you require this length of shock please contact your nearest K-Tech dealer.

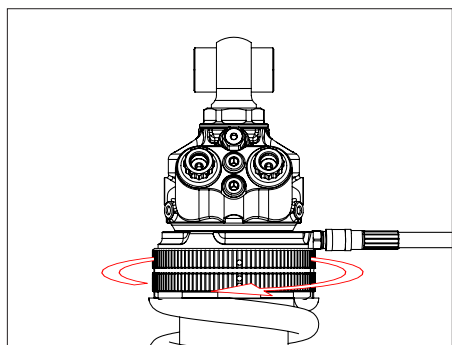
ADJUSTMENT



When compressing the spring with the inflation button, ensure hands are clear of the spring and preload collar.

Spring Preload

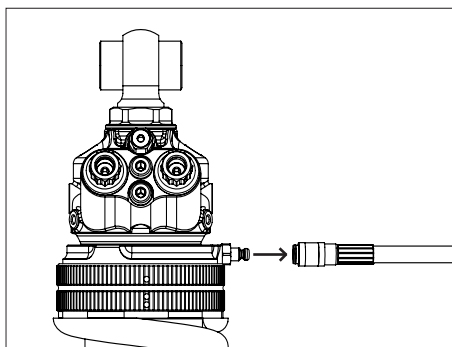
- Connect the Bimpair canister to the preload adjuster using the Schrader to Walther connector hose (supplied). Once hose is securely connected to the preload adjuster, press the inflation button (1) on the Bimpair canister to compress the spring.



Spring Preload

- Once the spring is compressed, the Bimpair cannister must remain connected. Rotate the preload collar as illustrated to adjust spring preload. Clockwise to increase preload, anti clockwise to reduce preload.

NB: 1 full rotation equals 1mm of preload. The preload adjuster has 10mm adjustment range.



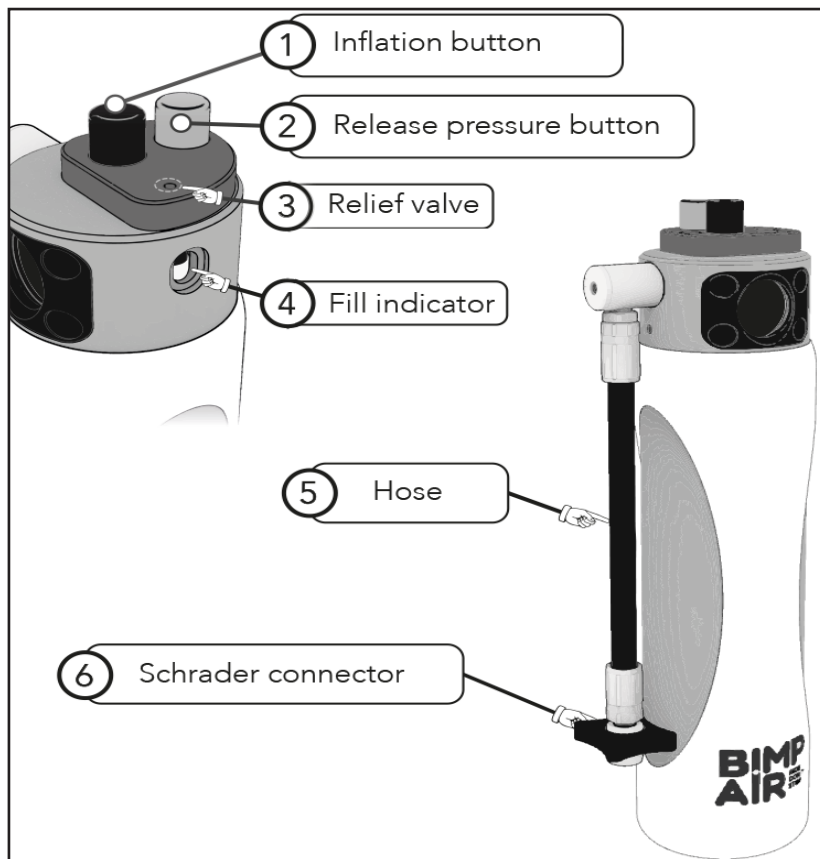
Spring Preload

- Once preload collar is set to the required position, decompress the spring using release pressure button (2) on the Bimpair canister. Disconnect hose from the preload adjuster. Preload is now set.



When releasing pressure from spring with pressure release button, ensure hands are clear of the spring and preload collar.

BIMPAIR



Bimpair cannister is sold separately to TRDS-R shock absorbers.
(Part No: 213-900-255).



Max pressure when filling Bimpair cannister is 70 Bar

FITTING THE SHOCK

This procedure should only be carried out by a qualified motorcycle technician. K-Tech Suspension Ltd will not be liable for any damages caused in any way to/ by the product and any injuries sustained if the product is fitted by someone who is neither an authorised dealer of K-Tech Suspension Ltd or have the relevant qualifications in motorcycle technology. K-Tech Suspension Ltd will also not be liable if the correct tools are not used throughout the process of fitting and adjustment of a K-Tech suspension Ltd product. Please refer to the manufacturer's workshop manual before attempting this procedure. This procedure will require two people, you will need to remove all relevant bodywork and any other parts that may restrict you from carrying out this task.

Place and secure the motorcycle on an appropriate stand so that the wheel is approximately 5cm off the ground. Loosen top and bottom mounting bolts using the correct spanners. With one person holding the rear wheel in a stationary position the second person can remove the top bolt, it may be necessary to slightly move the rear wheel up and down whilst removing the top bolt. Keeping the rear wheel in a stationary position the second person can now remove the bottom bolt, it will be necessary to hold the shock whilst doing this.

Remove the shock from the bike keeping the rear wheel stationary while doing so.

- You are now ready to fit the K-Tech rear shock.
- Place the shock into the bike fitting the bottom mounting bolt first, it may be necessary for the second person to slowly move the rear wheel up or down for you to insert the bolt through any linkages.
- Now fit the top mounting bolt and torque both top and bottom bolts to the manufacturer's recommendations.

Take a slow test drive to make sure that everything is correct.

SERVICE

K-Tech Suspension Ltd recommend that this product is serviced every 20 hours of use. It is very important that this product is serviced by an authorised dealer, as there are special tools required to guarantee correct performance of this product. K-Tech Suspension Ltd cannot be held responsible for any damage caused to/by the product if a service is overdue or was not conducted by an authorised dealer.



SPEAK TO K-TECH ABOUT SERVICING
KTECHSUSPENSION.COM/FIND-A-STOCKIST

NOTES

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

NOTES

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



Contact your local K-Tech Dealer for more details
KTECHSUSPENSION.COM/FIND-A-STOCKIST

 facebook.com/ktechsuspension

 @ktechsuspension