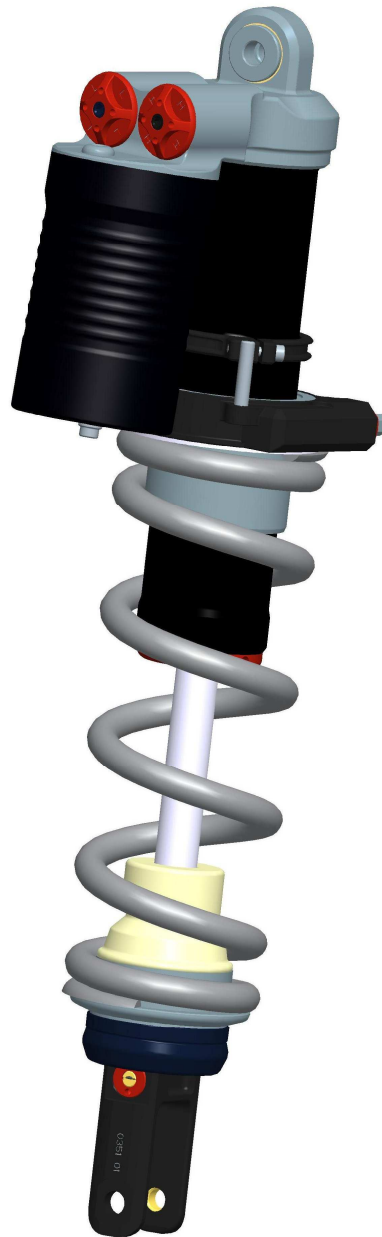




Owners manual

Link Trax shock absorber





Introduction:

Congratulations with 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.wpsuspension.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 need the special tools of WP Suspension next to the general equipment. These tools, with a unique "T" number (available at your local WP suspension importer), 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 the 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 for high speed compression damping. On most models you can recognize them with a L(low speed) and H(high speed)

Turning it clockwise will add damping.

Turning it counter clockwise will decrease the damping.

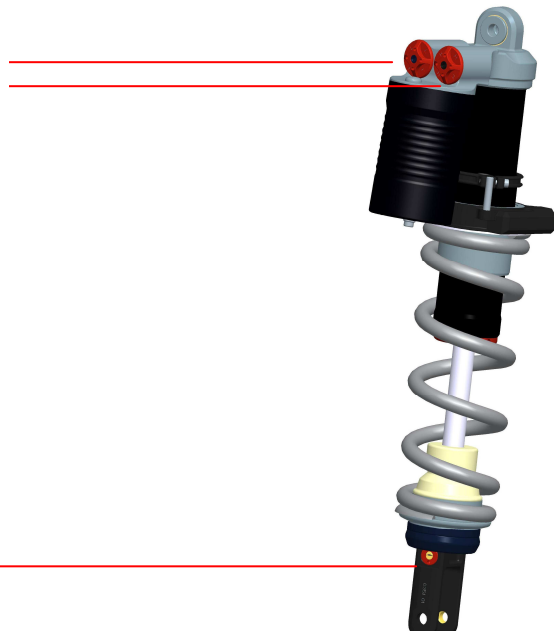
Always count from fully closed!(turned completely clockwise)

Rebound adjuster:

The rebound adjuster is for the outgoing stroke of the shock absorber. With the rebound adjuster you can adjust how fast or how slow the shock absorber is going out. Turn gently the adjuster clockwise to add rebound or counter clockwise to decrease the rebound.

**Tip : note your setting before applying changes
: check your setup sheet for your base setup**

Low speed adjuster
High speed adjuster



Rebound adjuster



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 the fixed point and write it down 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:

- Stand on the foot pegs in riding position. With your riding gear on.
- Ask a helper to hold the motorcycle.(loosely balanced)
- Bounce up and down a few times to allow the rear wheel 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 dimension A en 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 maximum performance of the shock absorber.

You can always contact your dealer for additional settings/springs.