



Brock's Performance • 4064 E. Patterson Road • Dayton, OH 45430 • Phone: 937-912-0054 • Fax: 937-912-0062

DRAGSHOCK™ SETUP INSTRUCTIONS

Whether the bike has a stock or extended wheelbase, this shock is designed to help apply the most power possible to the racing surface. Internal valving is designed to help control wheel spin, chassis pogo, and wheelies during hard launches. The shock comes preset from Brock's Performance based on the information from the [shock setup form](#). These settings will vary and should be used as a baseline.

Check Package Contents:

The Package Contents Include:

1. One (1) Dragshock™
2. One (1) Pre-load Adjustment Tool (not shown)
3. One (1) Setup Instruction Page

If your package contents differ, please contact Brock's Performance at 937-912-0054.

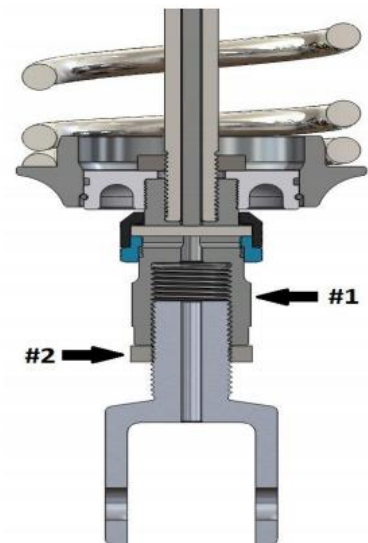
For additional installation support please refer to the OEM service manual.

Setup Instructions:

1. Follow the OEM service manual to remove the stock shock and install the Dragshock.
2. Adjust the shock length to raise or lower the bike as desired.
 - a. Loosen the jam nut (#2)
 - b. Adjust the eyelet length (#1)
 - c. Tighten the jam nut

Caution: DO NOT EXCEED more than 12mm of exposed thread.

3. Set the spring pre-load (rider sag)
4. Adjust the compression (red) knob on the reservoir.
 - a. #1 is the softest
 - b. #6 is the firmest
5. Adjust the rebound (blue/black) control knob.
 - a. Positive (+) slows the rebound
 - b. Negative (-) speeds the rebound



Setting Spring Pre-load (Rider SAG)

Note: The spring preload affects the motorcycle's ride height, it does not affect the spring stiffness.

1. Support the motorcycle vertically with **NO** weight or force being applied.
2. Place a piece of tape on the swingarm and motorcycle body. Mark the tape for reference.
3. Measure the distance between the two marks shown as R1. (Fig 1)
4. With the rider and gear on the motorcycle, while the motorcycle is still vertical take the same measurement shown as R2. (Fig 2)
5. Subtract the loaded measurement from the unloaded measurement ($R2 - R1$) This measurement should be between .50" to .56" (12.7mm to 14.3mm).
6. If rider sag is too high tighten the adjustable spring collar. If rider sag is to low, loosen the adjustable spring collar. (Fig 3)



Note: The spring collar uses a set screw to lock it in place. Loosen the set screw before making an adjustment and tighten after the adjustment is complete.

Troubleshooting Dragshock Performance

- Make only one adjustment at a time and record any changes for future records
- Follow the adjustment order as described
- If you find yourself lost on the adjustments return to the original shock setting.

Wheel spins on launch/corner exit:

1. Soften the compression adjustment
2. Slow the rebound
3. Reduce spring preload

Wallowing or pumping exiting corner:

1. Stiffen the compression adjustment
2. Slow the rebound
3. Increase spring preload

Harshness over bumps:

1. Soften the compression adjustment
2. Slow the rebound
3. Reduce spring preload

Slow turn-in:

1. Increase rear eyelet length
2. Soften front fork compression
3. Speed up the rebound

WARNING: Chassis adjustments can alter the handling characteristics of any machine, and a lowered vehicle is more likely to experience obstacle and/or cornering clearance contact problems.

ALL BROCK'S PERFORMANCE PRODUCTS ARE DESIGNED FOR CLOSED-COURSE RACETRACK USE ONLY!

For more information on Brock's Performance Warranty and Terms and Conditions:

BrocksPerformance.com > Brock's Support > Customer Service > Terms and Conditions

For Questions and Comments:

BrocksPerformance.com > Brock's Support > Customer Service > Contact us or call 937-912-0054