

 **ARMYTRIX**



**TRV-1**  
**@Sport Series**

<https://www.armytrix.com/>

# REAR SHOCK ABSORBER ADJUSTMENT MANUAL



Please note:

1. Make sure the bike is stationary before making adjustment.
2. Clean up dust and dirt before making adjustment to avoid potential damage.
3. DO NOT over torque adjusters or the sealing may be damaged.

## LENGTH ADJUSTMENT

1. Hold upper nut with tool and loosen the lock nut.
2. Adjust the end eye to the desired length.
3. Adjustment range is 1-5mm for safety measures.
4. Make sure the lock nut is tightened.

Tightening torque: 40Nm



## PRELOAD ADJUSTMENT

**We advise to start from the factory setting, and adjust according to the passenger or any extra load.**

1. Use Allen wrench to loosen the set screw.
2. Use silicon based lubricant to protect the thread on the tube.  
Make sure to clean it all out after the adjustment.
3. Use ARMYTRIX spring seat adjuster to rotate the spring seat, clockwise to go stiffer and vice versa.
4. After adjustment, tighten the set screw (2-3 KGF-M)



# REBOUND ADJUSTMENT



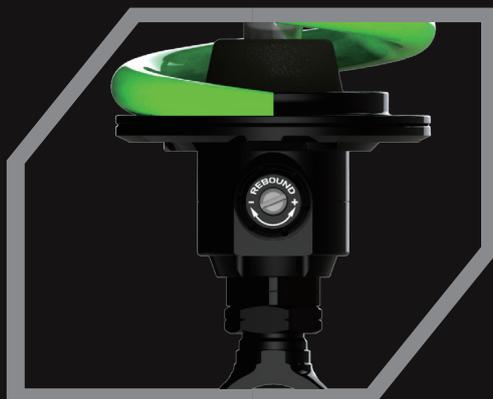
15 clicks available. 5 clicks from fully closed (+) recommended for public road use. Count clicks to make adjustment. We DO NOT recommend fully closed (+) or fully open (-) settings for public road use, as it might affect the durability of the shock or increase the chance of oil leakage. Keep the direction of rebound adjuster pointing at bottom left for convenient adjustment.

(+): Strengthen damping force (the extension speed becomes slower)

Adjust it when the suspension is too soft to stabilize or is moving too much when entering corners.

(-): Decrease damping force (the extension speed becomes faster)

Adjust it when the spring preload decreases, road response is too sensitive and uncomfortable.



# COMPRESSION ADJUSTMENT

10 clicks available. 5 clicks from fully open (-) recommended for public road use. Count clicks to make adjustment. We DO NOT recommend fully closer (+) or fully open (-) settings for public road use, as it may affect the durability of the shock or increase the chance of oil leakage.

(+): strengthen damping force (the descending speed becomes slower)

Adjust it when the stroke retracts too fast or when the ride feels unstable.

(-): decrease damping force (the descending speed becomes faster)

Adjust it when the stroke does not retract enough, or the road response is blurry.



## AFTER INSTALLATION

After installation, there may be some oil residue on shock. This is the o-ring protection grease that was applied during the assembly to protect the seals and metal parts. Grease is solid under room temperature, and liquifies after riding. It is normal to seep, just wipe it off with soft cloth or use soft cleaner to clean it.

## HOW TO IDENTIFY IF THE SHOCK ABSORBER IS LEAKING

1. Squeeze the shock and check if there is any damping oil flowing out
  2. Clean up the oil and squeeze again and check
- If there is still damping oil flowing out, then it is determined that the shock absorber is leaking. Please contact your authorized ARMYTRIX reseller to ask for assistance, warranty, or repair. Make sure to check the tightness of bolts and nuts regularly and tighten them at the suggested torque value.

ARMYTRIX Twin Piggyback Reservoir Rear Shock Absorbers are specially developed and designed for each motorcycle model and shall only be installed on the intended vehicle model. The product warranty shall only apply if the product has been operated and maintained in accordance with recommendations in this manual. We recommend sending the products to authorized dealer for maintenance every 1 to 2 years. ARMYTRIX is not responsible for any damage to the product, vehicle, other property or injuries to persons if the product is not maintained in accordance with the recommendations in this manual.



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