



USER MANUAL – TECH3R MX/SM

Dear Customer,

I would like to thank you for your preference towards our product.

The shock you have purchased is a summary of experience on race tracks in 35 years of development, passion and victories.

Our company owns a highly professional skilled staff who can offer you a complete and personalized service for the product you purchased.

For a total and safe use of the shock in your possession, we recommend to run the installation from professional staff; we also recommend a review every 20 hour to maintain the shock's high performance.

Please note that your damper has been designed and set according to the data you provided when ordering, but we specify that the proper setup must still be sought by the customer after careful testing and evaluation in order to customize as much as possible the response of the shock to their needs.

Sincerely,

Katia Persico
Amministratore unico



EXTREME
RACING SHOX

GENERAL INFORMATION

This Gas charged Mono-tube damper is designed primarily for the Race-Motocross industry and offers high performance with low friction and is manufactured to the highest standards. To operate at the design performance, all disassembly and assembly operations should be undertaken in a "clean" environment by skilled personnel.

At each stage, parts need to be checked for wear and abrasion and replaced if necessary. Some areas of wear can be detected externally; others can only be detected internally.

Before embarking upon an internal repair or alteration, read this manual and have ready the required special tools and soft fixtures for your vice jaws. Information on special tooling can be found at the rear of this manual.

Our technical department will always be happy to discuss and advise our customers; we offer a rebuild service to most specifications. Contact information can be found at the rear of this manual.

For spare parts – components – rebuild kit and tools consult Extreme Shox or our distributors.

If you require to change the characteristics of the damper by re-valving, we can supply the required parts but would suggest that returning the damper to Extreme Shox may be the most appropriate route.

GENERAL EXTERNAL MAINTENANCE

External threads:

Most Extreme Shox dampers utilise an adjustable spring platform, or perch, which seats on an external screw thread over the main tube. This enables the engineer to use different length springs and also the pre-loading of these springs. This thread must be kept clean and dry to function properly. If greases or lubricants are used, the ingress of dirt can lead to the grease acting similar to a grinding paste and eventually binding.

Reservoir Gas charge:

All Extreme Shox Mono-tube Dampers use a Gas charge in the reservoir to charge the hydraulic oil to prevent or limit cavitation. This concept was developed and called DeCarbon damper.

Reservoir pressure must be checked prior to each test or race. Some teams check the pressure each morning. For charging device see the rear of the manual.

Most dampers with remote reservoir function adequately at 6 to 8 Bar (116 PSI). If the damper has no remote reservoir the pressure should be 14 to 16 Bar (232 PSI).

Use Nitrogen only.

Should you suspect a leaking valve, submersing in water after charging the unit is normal practice. If replacing is required, remember to de-pressurise the damper before removing and refit using the appropriate torque and loctite.

Shaft inspection:

Monitoring the shaft during its normal life occasionally can be a good preventative maintenance inspection.

Check for wear, scratches, or highly polished zones. A small amount of oil on the shaft is not of great concern. Should the presence of oil on the shaft persist to leak from the damper, a new seal is required.

HOW TO ADJUST THE DAMPER

REBOUND ADJUSTEMENT

The adjuster is located in the bottom eye of the damper shaft.



To adjust the damper's rebound follow the instructions below:

1. Fully close the adjuster turning clockwise, as viewed from the top of the adjuster. Do not over tighten the adjuster, as this will damage the valve face.
2. With the adjuster now closed, this is maximum damping this adjustment offers in this configuration.
3. This fully closed position is termed as 0 (zero). Each hole position is termed a 'sweep' or 'click'. One full revolution usually incorporates 6 clicks; the maximum soft setting this adjustment gives is 28 clicks.



Do not open more than this as damping can dramatically decrease and eventually lead to leakage through the adjuster system.

4. We suggest a medium setting of 18 as an initial starting point. Each initial adjustment there after being ± 2 clicks.
5. Note: Adjustments have a greater effect as the adjustment system approaches full closed, compared to the softer of the positions.

HIGH/LOW SPEED BUMP ADJUSTEMENT

Tech3R's compression valve has 2 regulations, which control respectively Low Speed and High Speed flow.

Low Speed: use 5mm allen key.

High Speed: use 15 mm wrench.



Both adjustments work following the same orientation:

6. Fully close the adjuster turning clockwise, as viewed from the top of the adjuster. Do not over tighten the adjuster, as this will damage the valve face.
7. With the adjuster now closed, this is maximum damping this adjustment offers in this configuration.
8. This fully closed position is termed as 0 (zero). Each hole position is termed a 'sweep' or 'click'. One full revolution usually incorporates 6 clicks; the maximum soft setting this adjustment gives is 14 clicks at High Speed and 22 at Low Speed.

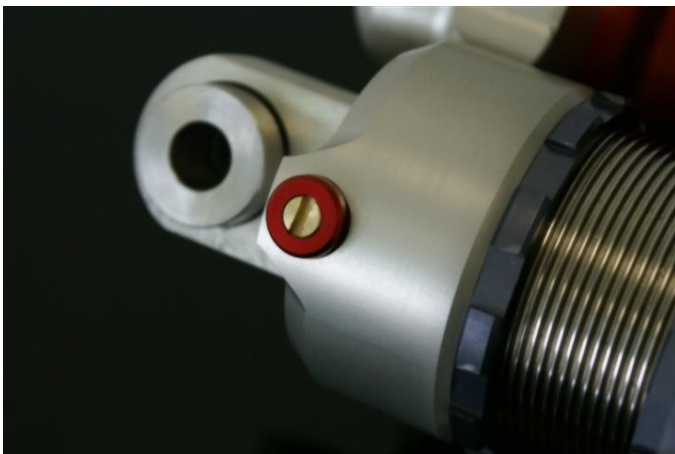


Do not open more than this as damping can dramatically decrease and eventually lead to leakage through the adjuster system.

We suggest a medium setting of 8 clicks as an initial starting point for High Speed and 12 clicks for Low Speed. Each initial adjustment there after being ± 2 clicks.

H.B.S. – HYDRAULIC BUMP STOP CONTROL

Tech3R has further compression damping: the Hydraulic Bump Stop. This adjustment is a hydraulic brake that works exclusively in the last part of the stroke. We suggest you to adjust when you have problems with bumping. This adjustment makes the compression stroke more gradual in its last phase. To adjust the HBS you screw fully clockwise the red adjustment on the back of the head of the shock (do not over tighten the adjuster). Now the control is in the fully closed position, called "0" zero. In this position you have the maximum damping. The actual maximum number of clicks is 18.



CERTIFICATE OF GUARANTEE

Date: ___/___/_____ Order N.: _____ Valve Cod.: _____

Dear Customer,

The following Certificate of Guarantee ensures for 2 years from date of purchase its product.

Are guaranteed all components not subject to wear, or damaged due to improper installation, careless handling and failure to comply with periodic maintenance.

The warranty is void completely when not used genuine parts.

To see all the clauses and exemptions to this certificate, please visit our website

www.extremeshox.com section GARANZIA

Extreme Shox

INFORMATION TO ALL OUR CUSTOMER

We would like to inform you, about some information reference dampers you send us for service:

All the material need to come with a delivery note

In the delivery note need to be written the code of each damper (number printed in the adjuster knob that is in the reservoir ex. AA9678) and all your reference

You need to let us know on time you need to receive parts back, keeping in mind we need minimum 2 week for servicing; for any particular request you need to call us in advance

All the dampers need to be clean, if not we will charge you euro 15.00 each damper

You need to take off the dampers springs and all other accessories that don't need servicing

We would like to inform all the costumers that during the service we will change damper adjustments so it is important that previous shipment you take care of the existing adjustments position

STORICO REVISIONI

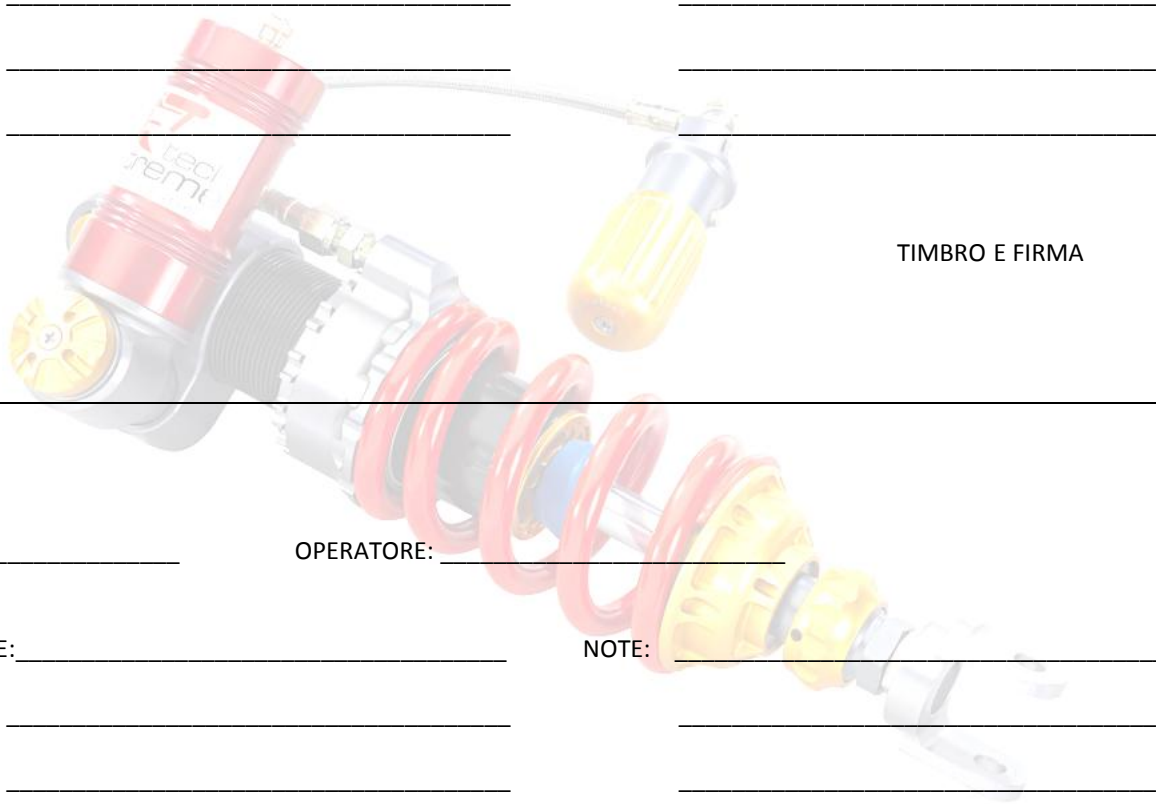
DATA DI ACQUISTO: _____

CODICE VALVOLA: _____ MOTO: _____

1° REVISIONE

DATA: _____ OPERATORE: _____

PARTI SOSTITUITE: _____ NOTE: _____



TIMBRO E FIRMA

2° REVISIONE

DATA: _____ OPERATORE: _____

PARTI SOSTITUITE: _____ NOTE: _____

TIMBRO E FIRMA

3° REVISIONE

DATA: _____

OPERATORE: _____

PARTI SOSTITUITE: _____

NOTE: _____

TIMBRO E FIRMA

4° REVISIONE

DATA: _____

OPERATORE: _____

PARTI SOSTITUITE: _____

NOTE: _____

TIMBRO E FIRMA

5° REVISIONE

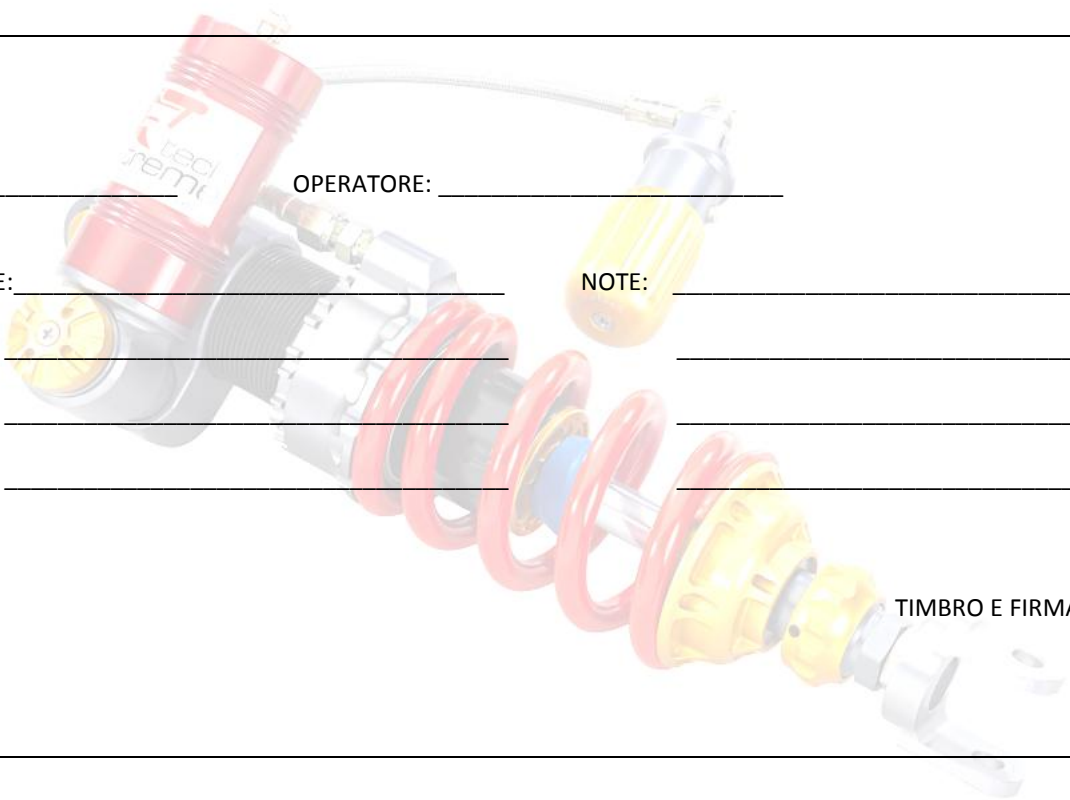
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OPERATORE: _____

PARTI SOSTITUITE: _____

NOTE: _____

TIMBRO E FIRMA



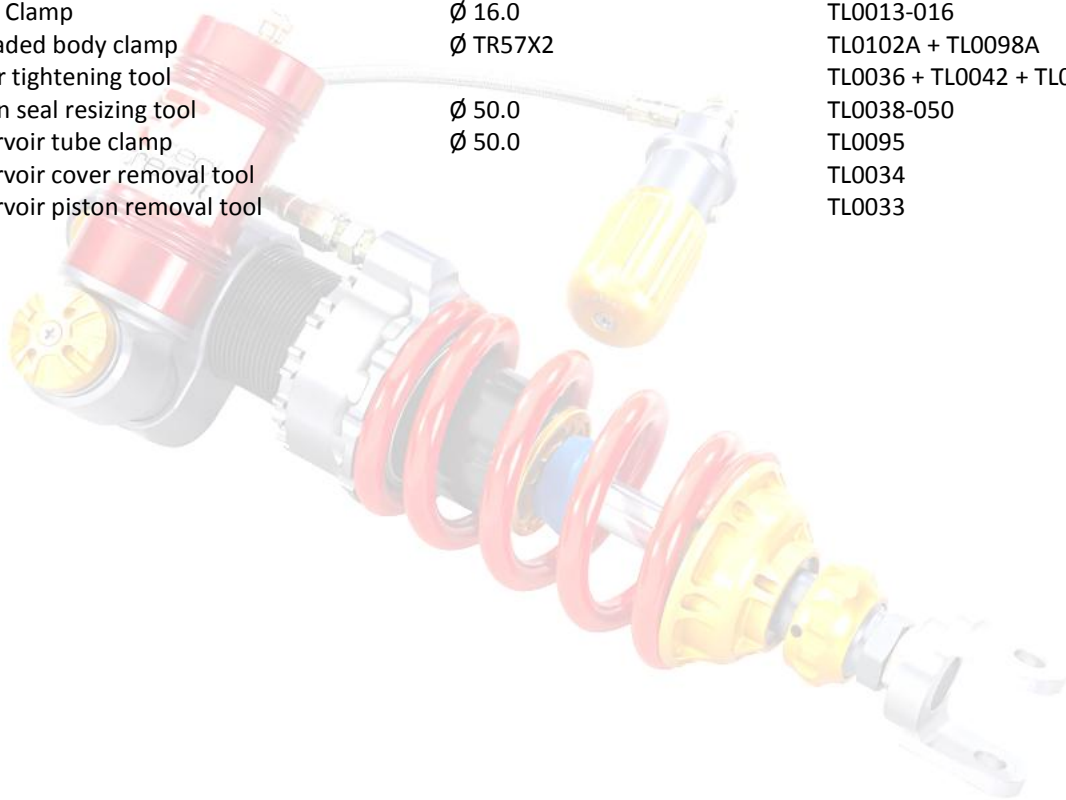
TECHNICAL SPECIFICATIONS

TORQUE FIGURES

ITEM	TORQUE N-M	LOCTITE
Shaft nut M12 x 1.25	41 (30 lbs-ft)	242
Cover	Manually	None

TOOLING SPECIFICATIONS

ITEM	SIZE	D.S. TOOL PART No.
3way cv removal tool		TL0120
Shaft Clamp	∅ 16.0	TL0013-016
Threaded body clamp	∅ TR57X2	TL0102A + TL0098A
Cover tightening tool		TL0036 + TL0042 + TL0043
Piston seal resizing tool	∅ 50.0	TL0038-050
Reservoir tube clamp	∅ 50.0	TL0095
Reservoir cover removal tool		TL0034
Reservoir piston removal tool		TL0033





EXTREME RACING SHOX

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