



WE BUILD RIDERS CONFIDENCE

**SUSPENSION
USER MANUAL**

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Meng Kah Auto Parts Trading Sdn. Bhd. incorporated in the year 1998, with the core business of importing and distributing motorcycle parts and accessories. With a successful venture, it has created a brand "Racing Boy" to meet the high demand and expectation of its customers. The services include in-house designing, testing, developing and manufacturing of high quality and stylish products.

In the year 2013, Racing Boy has again rebranded itself as "RCB" to further solidify as an international name. Today, RCB design and manufacture a full range of accessories that includes rims, absorbers, braking systems, engine parts and handling systems. RCB, a leading international brand.

SAFETY PRECAUTION

Safety Symbols

In this manual, mounting instructions and other technical documents, important information concerning safety is distinguished by the following symbols :



The Safety Alert Symbol: Warning! Your safety is involved.



Warning!

The Warning Symbol: Failure to follow warning instructions may result in severe or fatal injury to anyone working with, inspecting, or using the shock absorber, or to bystanders.



Caution!

The Caution Symbol: Special precautions must be taken to avoid damage to the shock absorber.



Note!

The Note Symbol indicates important information regarding procedures.

Note!

The shock absorber is an important part of the vehicle and will affect its stability.

- Read and make sure that you understand the information in this manual and the mounting instructions before you use this product. If you have any questions regarding installation or maintenance, please contact RCB.
- RCB cannot be held responsible for any damage to the shock absorber, vehicle, other property, or injury to persons if the instructions for installing and maintenance are not followed precisely.

Warning!

This product was developed and designed exclusively for the specified vehicle model and shall only be installed on the intended vehicle model in its original condition as delivered from the vehicle manufacturer.

- This product contains pressurized nitrogen gas (N₂). Do not open, service, or modify this product without proper education (authorized RCB dealer/distributor) and proper tools.
- After installing this product, take a test ride at low speed to make sure that your vehicle has maintained its stability.
- If the suspension makes an abnormal noise, or the function is irregular, or if you notice any leakage from the product, please stop the vehicle immediately and return the product to an RCB Service Centre.
- The product warranty shall only apply if this product has been operated and maintained in accordance with the recommendations in this manual. If you have any questions regarding usage, service, inspection, or maintenance, please contact RCB.

Note!

When working on this product, always read the Suspension User Manual first.

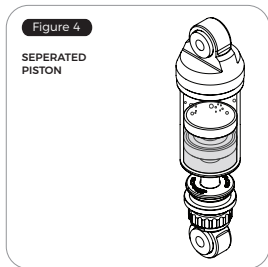
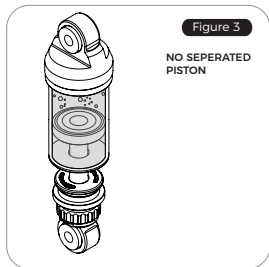
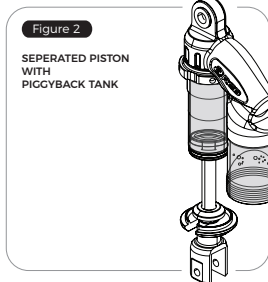
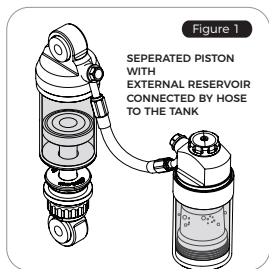
- This Manual shall be considered a part of the product and shall therefore accompany the product throughout its life cycle.

Many of RCB suspensions are high pressure monotube type shock absorbers. The fluid is put under gas pressure and the fluid are kept apart by a separating piston. The piston is usually fitted in an external reservoir, connected by a hose (Fig 1) or fixed directly on top of the shock absorber (Fig 2). In some models everything is fitted inside the main shock absorber (Fig 3).

A few shock absorbers are emulsion type, oil and gas mixed inside the shock absorber (Fig 4). The fluid is pressurized by nitrogen. The pressurisation prevents cavitation of the fluid and the fluid and the shock absorbing action is therefore more even. The external reservoir also contributes to better cooling of the fluid, giving longer service life for the fluid as well as the components.

RCB shock absorbers with external rebound adjustment have an integrated temperature compensation. As the temperature increases and the fluid flows more easily the flow is controlled accordingly. The shock absorbing effect is therefore independent of the temperature.

The more advanced models permit individual adjustment of compression and rebound damping. RCB shock absorbers provide the possibility of adjustment, making them adaptable to most vehicles, drivers and rangers of use. All of the shock absorbers with springs have adjustable preload of the spring action.



DESIGN & FUNCTION

Fluid is forced through needle valves at a low rate of flow (Fig 5) and through a number of orifices in the piston (Fig 6) at a high rate of flow. The flow through these orifices is regulated by shims (thin steel washers) that at high pressure are deflected to open for the fluid. On most models the needle valve can be adjusted from the outside.

By altering the size of the shim-stack (Fig 7) (i.e. number, thickness, diameter) the characteristic of the damping action can be changed. This should only be done by an authorized RCB Service Workshop.

Compression Damping

When movement of the motorcycle causes compression of the shock absorber, the fluid flows through the needle valve (combined compression and rebound valve) in the piston rod. If the velocity of the compression movement is high, i.e. in the case of rapid compression, this will not be sufficient and consequently the shims underneath the piston will open to allow for a greater rate of flow. The fluid that is displaced by volume of the piston rod is forced into the external reservoir via a separate compression valve. The separating piston is displaced, thus increasing the gas pressure.

Rebound Damping

When the spring forces the shock absorber to extend again, the fluid flows back through the needle valve, the fluid flows back through the needle valve. The fluid flowing into the chamber is forced by the pressure of the gas back into the shock absorber via a separate non-return valve. If the piston velocity is high, the shims on top of the piston will also open to allow the fluid to the flow through.

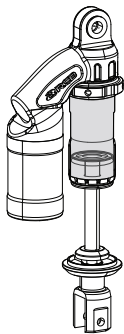


Figure 5

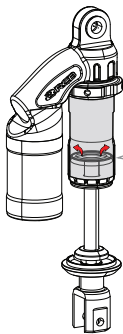


Figure 6

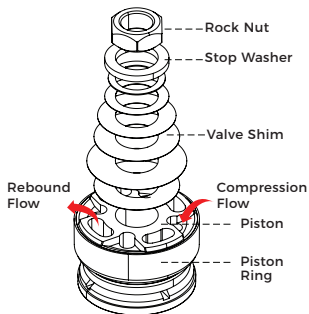


Figure 7

Before installing RCB suspension, make sure everything else on the motorcycles is in good working conditions. Handling problems do not only happen when the suspension is set up wrong. Setting up the suspension is useless when the rest of the bike is not in perfect condition!

Check The Tires

Wrong tire pressure are the main cause of handling problems; it should be checked regularly to insure good handling. The tire manufacturer can provide the correct information of recommended pressure for your tires. Check the tires for any uneven wear. If the tires are worn out or in bad condition, replace them.

Check The Front Suspension

Place the bike stable with the front wheel off the ground. Make sure there is no weight resting on the front suspension. Grab the forks near the front axle. Try to push them front and back, there should be no play between the steering head and the forks. Take notice if there is play in the forks, there should be very little play between the inner and outer tube. If there is play, it is likely the fork bushings are worn out; the fork should be rebuilt. The steering stem can be tightened to set the play. Too tight and the steering becomes heavy. If there is play with a tight steering stem, check the steering head bearings as they're probably worn out, replace them if necessary. Steer the bike. If the movement is not smooth and/or notches are felt, the steering head bearings should be checked and if worn out they should be replaced. Check the front suspension for sign of oil seal leak.

Check The Rear Suspension.

Place the bike stable with the rear wheel off the ground. Don't use a stand which supports the swing arm. Try to move the swing arm from side to side. There should be little play between the swing arm and the rest of the bike. If there is play, the swing arm bushing/bearings should be checked and if worn out they should be replaced. Try to move the swing arm up and down. Feel for play between the swing arm, the frame and the shock bearings. If there is play, the bearings of the swing arm and/or the shock are probably worn out.

Check The Chain

Make sure the free play is adjusted correctly. Clean and lubricate the chain if necessary. The lubricant penetrates best when the chain is warm, just after riding the bike. Tip: lubricate the chain after riding in the rain as the lubricant can be washed off by the rain. Make sure the wheel and sprockets are aligned properly. If any chain links are damaged, worn out, do not move smooth and/or the sprockets are worn out, the chain and sprockets should be replaced.

Check The Wheels

Make the wheels spin. If a wheel doesn't move smooth or has a lot of drag, check if the brake is dragging. If a wheel has play in the mounting (the wheel can move sideways while the axle is tightened) the bearings are probably worn out; replace them if necessary. If there still are a lot of vibrations during driving, check the balancing of the wheels.

Check The Wheel Alignment

If the wheels are not aligned properly the bike tends to steer to one side. This is also the case when the frame is not straight; if your bike has been in a crash it is possibly bent.

SETTING UP

⚠ Warning!

Before riding, always ensure that the basic settings made by RCB are intact. Takes notes, adjust in small steps and make only one adjustment at a time.

STEP 1

Spring Preload - Free Sag - Ride Height

Spring preload is a crucial part of setting your motorcycle since it affects the height of the motorcycle and the fork angle.

👁 Note!

Perform the following procedure on a flat surface.

1. Put the motorcycle on a workstand so that both wheels are off the ground and the suspension is unloaded.
2. Mark, e.g with a piece of tape, a point immediately above the rear wheel axle.
3. Measure the distance from the marked point to a fixed point, e.g the wheel axle.
4. Measure the distance from the bottom of the upper triple clamp to a fixed point, e.g the front wheel axle
5. Put the motorcycle on the ground so that the front and the rear suspensions are slightly compressed. Repeat the measuring procedure.

Recommended Measures

If no other recommendations are given in the Mounting Instructions follow the recommended measures below :

Free Sag (R1-R2), (F1-F2)

Rear 5-8 mm
Front 15-20 mm

Ride Height (R1-R3), (F1-F3)

Rear 20-25 mm
Front 25-30 mm

STEP 2

Adjust Spring Preload

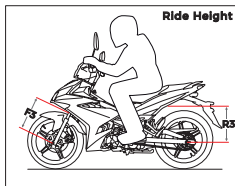
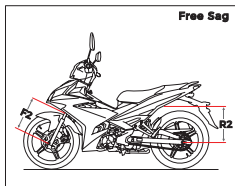
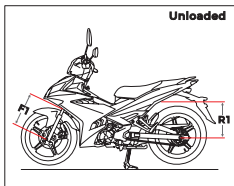
1. If your measures differ significantly from the recommendations in the Mounting Instructions or the table above, adjust the spring preload. (See chapter *Spring Preload* in this manual).
2. If the ride height still differs from the recommendations, you may need to change to softer / harder springs. Contact an RCB dealer for advice.

👁 Note!

Always check on the RCB website www.racingboy.com.my or visit your nearest dealer/distributor for the latest information about absorbers.

⚠ Warning!

Incorrect spring rate may result in a front geometry that is either too steep or too flat. This can result in a tendency of under or over steering, that could seriously affect the handling characteristic of the motorcycle.



Stability and Traction

All motorcycles are designed with a suspension geometry that includes height and fork angle. Changing components can affect this and it is therefore essential that both the front and the rear ends match each other. Changing to RCB suspension gives optimum performance only when both the front fork and the rear suspension interact properly. It is very important that the front and the rear loaded heights are within the specified values.

Adjustments

Most RCB shock absorbers for motorcycle are equipped with spring preload, rebound adjusters and compression adjuster. Due to limited space in some vehicles it is not possible to have all adjusters in certain models. The three adjusters mentioned above will be discussed in the following chapters. A deeper understanding for the different types of adjustments will give you a good knowledge of how you can get better performance from your RCB shock absorber. When you adjust the spring preload, you move the spring seat. This will lower or raise the ride height.

Compression damping controls the energy absorption when the shock absorber is being compressed, thus controls how easy the shock absorber compresses when you hit a bump.

Rebound damping controls the energy absorption when the shock absorber is being extended and, thus controls how fast the shock absorber returns to its normal position after being compressed.

Note!

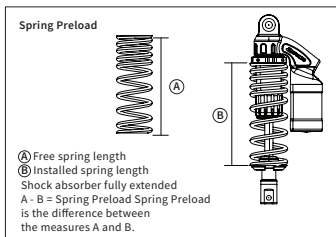
When riding with a passenger or changing the load, the spring preload must be adjusted for proper function and vehicle balance.

1. First, check the head light angle by placing the vehicle about 5m from a wall, with the rider in normal riding position.
2. Turn on the head light.
3. Mark the centre of the light on the wall with a piece of tape. When you have a passenger or when you put packing on the vehicle, the head light angle will be too high.
4. Adjust the spring preload until the head light angle is the same as before but with the passenger or extra load on the bike.

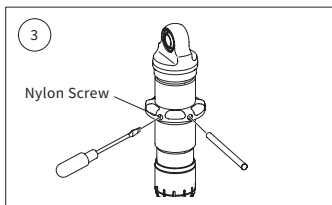
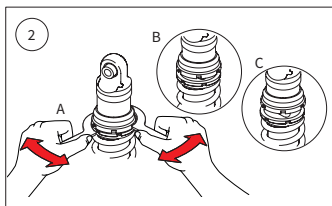
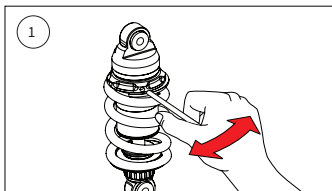
SPRING PRELOAD

When adjusting the spring preload you move the spring seat. This will decrease or increase the initial spring force, which will lower or raise the motorcycle rear ride height.

The spring preload is fundamental for the suspension function. If the preload is incorrectly set, any other adjustments will not help to get the intended performance from the suspension.



Set the Spring Preload



Mechanical Adjuster Type - 1

Unlock the double nuts on the spring adjuster with use of a provided tool and turn the spring adjuster clockwise to increase the preload turn counter clockwise to decrease it.

Mechanical 3-Step Adjuster

Use two C-spanners. Turn the adjustment rings. There are three adjustment positions (A, B and C).

Mechanical Adjuster Type - 2

Unlock the nylon screw on the spring adjuster with a screwdriver. Use tool and turn the spring adjuster clockwise to increase the preload, turn counter clockwise to decrease it.

Rebound damping controls the energy absorption the shock absorber is being extended and control how fast the shock absorber returns to its normal position after being compressed.

Rebound Damping Adjuster

With the compression adjuster completely open (counter clockwise, till the minimum is reached) Compress the suspension as much as possible and note how it comes back up.

Turn the wheel on the piston shaft above the end eye/bracket. Turn clockwise to increase damping, turn counter clockwise to decrease it.

Front

Increase the rebound damping until the suspension comes up with a smooth movement. It shouldn't move too fast (shoot up) and only bounce once and topping out, move back down to the static SAG height and stop.

Rear

Increase the rebound damping until the rear comes up in one smooth movement. It should move as fast upwards as possible, without shooting over the static sag level. Push the rear, the bike comes back up. It should move with your hands, you shouldn't be able to lift your hands from the bike and the bike shouldn't be able to push your hands upwards.

Reset The Adjuster

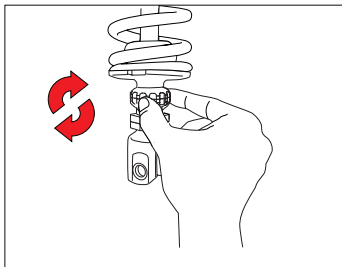
Turn the adjuster clockwise to fully closed position (position zero). Then, turn counter clockwise to open, and count the clicks until you reach the recommended number of clicks. See recommended set-up data in the Mounting Instructions for the shock absorber.



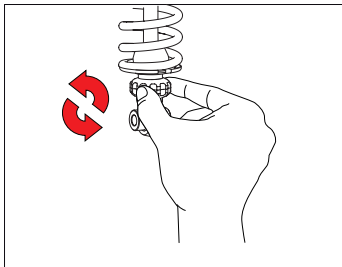
Caution!

Do not use force, delicate sealing surfaces can be damaged.

Clockwise



Counter Clockwise



GENERAL COMPRESSION SETUP

Compression damping controls energy absorption when the shock absorber is being compressed, thus controls how easy the shock absorber compresses when the rear wheel is being loaded or hits a bump.

FRONT

Too much compression damping can make the fork compress too slow, resulting in slow steering into fast corners. Much compression damping can feel good during hard braking although the front feels very harsh over bumps, sometimes even kicking up. The front can shake and most bumps are felt directly through the handlebars.

Too little compression damping can make the fork dive much too fast during braking. The bike does not feel controlled when braking hard and over bumps. The bike over steers (steers too fast) into corners. While braking hard the rear wheel can lose traction.

REAR

Too much compression damping can make the rear feel very hard. The rear of the bike can kick up over bumps and most bumps are felt directly through the chassis. With too much compression damping the rear wheel can lose traction and slide while accelerating hard; the rear tire will overheat.

Too little compression damping can make the rear compress too fast when accelerating. The bike squats, causing under steer, the bike runs wide when accelerating hard out of fast corners. Sometimes the rear compresses so fast it results in tank slapping due to loss of traction at the front tire.

FRONT AND REAR BALANCE

There must also be a balance between front and rear. Hold the bike when it is on both wheels. Push in the centre of the bike (seat or tank) and notice how it sags and comes back up. Front and rear should compress and rebound at roughly the same rate. The suspension travel should be about the same distance front and rear. The suspension can move a bit faster at the front, although the difference must not be too great as that would result in wobbling and unstable handling behaviour through corners.

Find an optimum setting that suits your driving style. Experiment by increasing or decreasing the damping to give the bike the desired handling behaviour. Use your own notes and experience to get a good feeling for the handling of your bike. Increase or decrease the damping with no more than a few clicks at a time; else there is too much difference in damping. For racing or duo riding there usually is some more damping needed than under normal conditions, in order to absorb the higher forces. Turn the adjustment screws a few clicks clockwise to increase the damping. Pillion riding and/or extra luggage affect the rear suspension more than the fork, as the weight rests more at the rear of the bike, so the damping increase for the rear suspension should usually be larger. Racing affects the front as much as the rear.

Turn the screw clockwise for more damping (slower) and turn counter clockwise for less damping (faster) Compression damping is also sometimes referred to as bump damping. Use as little compression damping as possible. The major part of the suspension force should be absorbed by the spring, with the damping as speed restriction. If the suspension compresses too fast increase the compression damping. Reduce the compression damping when the suspension compresses too slow, the bike feels harsh and bumps are directly passed through the frame to the rider.

Compression Damping Adjuster

Adjuster Type - 1

Adjust by turning the knob on top of the reservoir. Turn clockwise to increase damping, turn counter clockwise to decrease.

Adjuster Type - 2

Adjust by turning the knob on top of the reservoir. Turn clockwise to increase damping turn counterclockwise to decrease.

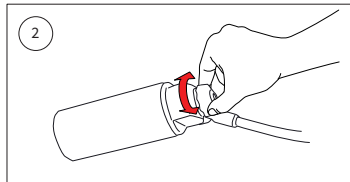
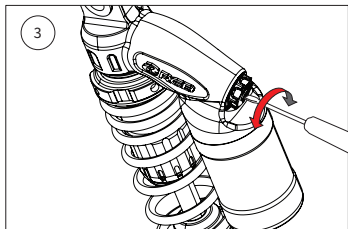
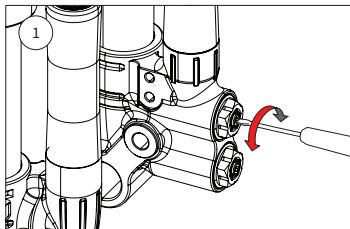
Adjuster Type - 3

Adjust on top of the reservoir. Turn the slotted screw clockwise to increase damping, turn counter clockwise to decrease.

Note!

When riding with a passenger or changing the load, the spring preload must be adjusted for proper function and vehicle balance.

1. First, check the head light angle by placing the vehicle about 5m from a wall, with the rider in normal riding position.
2. Turn on the head light.
3. Mark the centre of the light on the wall with a piece of tape. When you have a passenger or when you put packing on the vehicle, the head light angle will be too high.
4. Adjust the spring preload until the head light angle is the same as before but with the passenger or extra load on the bike.



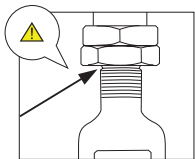
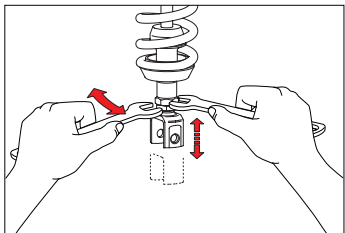
ADJUST LENGTH

By adjusting the length of the shock absorber the steering geometry as well as the chain force can be changed.

A shorter shock absorber will result in a lower motorcycle. The fork angle as well as the trail will increase, and normally the chain force will be reduced with less anti-squat as a result. A slight change of centre of gravity is another result of changing the length of the shock absorber. A longer shock absorber will result in a higher motorcycle. The fork angle and trail will decrease and normally the chain force will increase with more anti-squat as a result. A slight change of centre of gravity is another result of changing the length of the shock absorber.

Note!

On modern Hypersport and race bikes all length adjustment should be moderate. Also very small adjustments can make a big difference.



Adjust Length

We recommend to remove the shock absorber from the vehicle before adjusting the length. Use two 19 or 24 mm wrenches. Hold the upper nut with one hand and at the same time loosen the lock nut (lower nut). Turn the end eye/bracket to the desired length. One [1] turn is 1 mm of shock absorber length. Please make sure to measure the ride height before and after adjusting the length (see chapter Setting Up your Vehicle). Tightening torque: 19mm wrench 30 Nm. Tightening torque: 24mm wrench 40 Nm.

Warning!

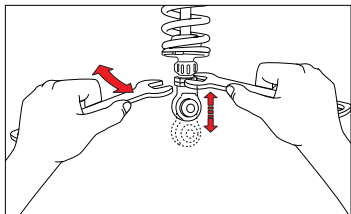
Remember to lock the lock nut after adjusting the length.

Warning!

The adjustable end eye/bracket must not be threaded out more than that the groove is fully visible beneath the lock nut. This is maximum length. After adjusting, make sure that the lock nut is tightened.

Note!

On modern Hypersport and race bikes all length adjustment should be moderate. Also very small adjustments can make a big difference.



Recommended Adjustment Range

Rebound and compression damping: ± 5 clicks from original (basic) setting. When you set up your bike, you need to do it together with the front fork and on all types of tracks that you want to optimize. No setup that will be 100% suitable for all tracks, and you will need to compromise.

Keep priority at:

- safe feeling
- stability
- comfort

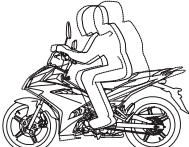

This will allow you to ride more safely and use less energy.

Rebound Damping

If you have got a good feeling for the bike with spring, preload, and the ride height feels good, but the bike runs low and packs down under acceleration bumps, with lost line and/or lost comfort and traction, open the rebound adjuster two [2] clicks.

If the bike is nervous and moving a lot, or has a high feeling entering corners, close the rebound adjuster two [2] clicks. Fine tune one [1] click at the time.

Make a test run and make the necessary adjustments. For original rebound settings, see the Mounting Instructions for your shock absorber.

 <p>If the vehicle feels</p> <ul style="list-style-type: none"> - hard - bumpy 	 <p>If the vehicle feels</p> <ul style="list-style-type: none"> - unstable - loose - bouncy
<p>Decrease Rebound Damping</p>	<p>Increase Rebound Damping</p>

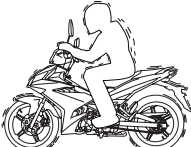
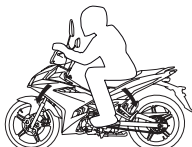
Compression Damping

If the bike feels soft, unstable, or is using too much wheel travel, you have the perfect spring for you. Close the compression adjuster 2 clicks. This will control the wheel during acceleration more, and will help ride height and falling through the stroke too quickly.

If the bike feels high, has bad grip at throttle opening, or feels unsmooth over small or medium bumps during acceleration, open the compression adjuster 2 clicks.

Make a test run and make necessary corrections. When you have sufficient feel of the motorcycle, you can make further fine adjustments. Here, feeling and experience are important.

When you feel that you have achieved an improvement, go back to where you started and check again. Note other relevant factors such as tires and temperature. Make a test run to ensure whether further fine adjustments should be made.

 <p>If the vehicle feels</p> <ul style="list-style-type: none"> - hard - harsh - has bad grip 	 <p>If the vehicle feels</p> <ul style="list-style-type: none"> - unstable - soft - low - bottoming
<p>Decrease Compression Damping</p>	<p>Increase Compression Damping</p>

Preventive maintenance and regular inspection reduces the risk of poor function. If there is any need for additional service, please contact an authorized RCB dealer. Cleaning: Clean the shock absorber externally with a soft detergent. Use compressed air. Take care that all dirt is removed. Lift the bump rubber and clean the area below. Keep the shock absorber clean and spray it with oil (WD40 or equivalent) after washing. Wipe off excessive oil with a dry cloth.



Caution!

Never spray water directly into the adjuster knobs and/or the ball joints.

Inspection

1. Check ball joints for possible excessive play or stiction. Also check grease or lubricant at the ball joint.
2. Check the piston rod for leakage and damage.
3. Check piston rod and perform cleaning
4. Check the shock absorber body for external damage
5. Check the tank reservoir for external damage that can restrict the floating piston from moving freely.
6. Check the mount points of the shock absorber to the vehicle.

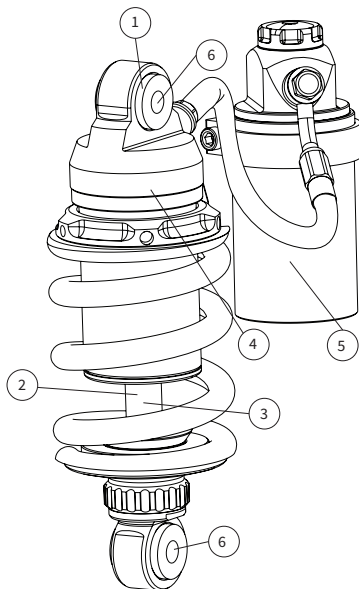
Recommended Service Intervals

Racing: Every 25 hours of operation.

Regular street use: Every 10000 km or every 1 years.

Disposal

Discarded RCB products should be handed over to an authorized RCB workshop or distributor for proper disposal.

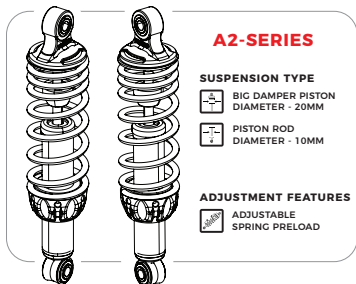


Suspension Model

Each model comes with different sizes, weights & colours. Improve comfort by tuning the shock, especially on rough roads. They adapt quickly to different types of roads and weights conditions.

A2-Series Model

A2-series is dual suspension, and has 4 different lengths: 335mm & 305mm & 275mm & 330mm. It can use for universal motorcycles.



A2-SERIES

SUSPENSION TYPE

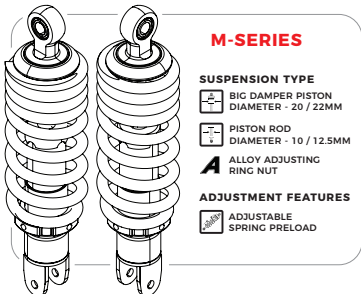
-  BIG DAMPER PISTON DIAMETER - 20MM
-  PISTON ROD DIAMETER - 10MM

ADJUSTMENT FEATURES

-  ADJUSTABLE SPRING PRELOAD


M-Series Model

M-series is dual suspension, and has 3 different lengths: 335mm & 290mm & 275mm. It can use for universal motorcycles.



M-SERIES

SUSPENSION TYPE

-  BIG DAMPER PISTON DIAMETER - 20 / 22MM
-  PISTON ROD DIAMETER - 10 / 12.5MM

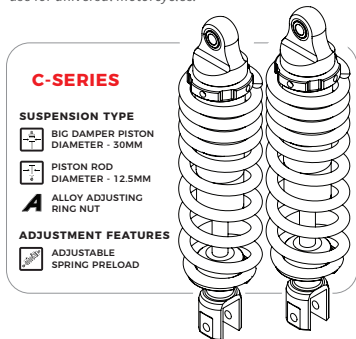
- A** ALLOY ADJUSTING RING NUT

ADJUSTMENT FEATURES

-  ADJUSTABLE SPRING PRELOAD

C-Series Model

C-series is dual suspension, and has 2 different lengths: 335mm & 275mm. It can use for universal motorcycles.




C-SERIES

SUSPENSION TYPE

-  BIG DAMPER PISTON DIAMETER - 30MM
-  PISTON ROD DIAMETER - 12.5MM

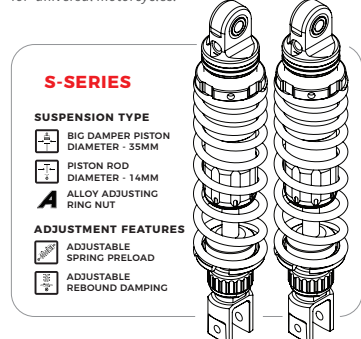
- A** ALLOY ADJUSTING RING NUT

ADJUSTMENT FEATURES

-  ADJUSTABLE SPRING PRELOAD

S-Series Model

S-series is dual suspension and has 2 different lengths: 335mm & 275mm. It can use for universal motorcycles.





S-SERIES

SUSPENSION TYPE

-  BIG DAMPER PISTON DIAMETER - 35MM
-  PISTON ROD DIAMETER - 14MM

- A** ALLOY ADJUSTING RING NUT

ADJUSTMENT FEATURES

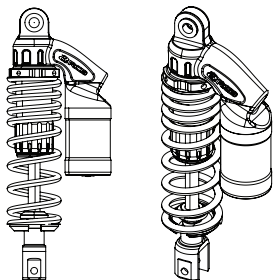
-  ADJUSTABLE SPRING PRELOAD
-  ADJUSTABLE REBOUND DAMPING

MODEL INFORMATION

V-Series Model

V-series is dual suspension and comes with an external nitrogen gas tank. This model includes 3 model: V-E, V-S, & V-D series. The BLACKGOLD Special Edition available for this series

V-E SERIES



SUSPENSION TYPE



BIG DAMPER
PISTON DIAMETER - 35MM



PISTON ROD
DIAMETER - 14MM



HIGH PREASURE
NITROGEN GAS TYPE



FORGED ALLOY
TOP MOUNT

ADJUSTMENT FEATURES

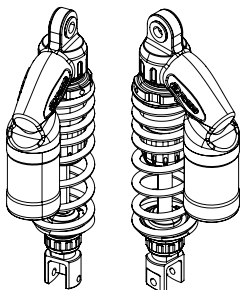


ADJUSTABLE
SPRING PRELOAD



ADJUSTABLE
LENGTH - MAX 5MM

V-S SERIES



SUSPENSION TYPE



BIG DAMPER
PISTON DIAMETER - 35MM



PISTON ROD
DIAMETER - 14MM



HIGH PREASURE
NITROGEN GAS TYPE



FORGED ALLOY
TOP MOUNT

ADJUSTMENT FEATURES



ADJUSTABLE
SPRING PRELOAD

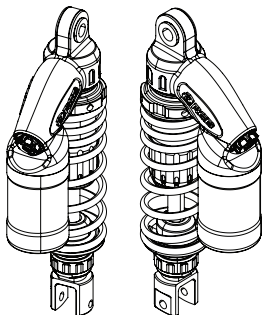


ADJUSTABLE
LENGTH - MAX 5MM



ADJUSTABLE
REBOUND DAMPING

V-D SERIES



SUSPENSION TYPE



BIG DAMPER
PISTON DIAMETER - 35MM



PISTON ROD
DIAMETER - 14MM



HIGH PREASURE
NITROGEN GAS TYPE



FORGED ALLOY
TOP MOUNT

ADJUSTMENT FEATURES



ADJUSTABLE
SPRING PRELOAD



ADJUSTABLE
LENGTH - MAX 5MM

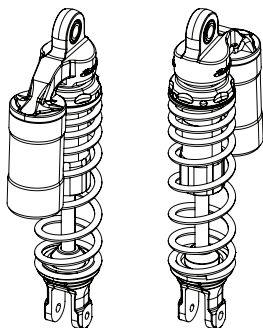


ADJUSTABLE
REBOUND DAMPING



ADJUSTABLE
COMPRESSION

MB-2 SERIES



SUSPENSION TYPE



BIG DAMPER
PISTON DIAMETER - 30MM



PISTON ROD
DIAMETER - 12.5MM

ADJUSTMENT FEATURES



ADJUSTABLE
SPRING PRELOAD

MODEL INFORMATION

Monoshock / Line Model

The Monoshock / Line is single absorber and some comes with an external nitrogen gas tank and wire hose. This model includes 4 series: M-2 Line, E-2 Line, S-2 Line, DB-2plus Line. The BLACKGOLD Special Edition available for DB-2plus Line.

M-2 LINE



SUSPENSION TYPE



BIG DAMPER
PISTON DIAMETER - 35/46MM



PISTON ROD
DIAMETER - 12.5MM



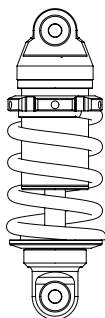
ALLOY ADJUSTING
RING NUT

ADJUSTMENT FEATURES



ADJUSTABLE
SPRING PRELOAD

E-2 LINE



SUSPENSION TYPE



BIG DAMPER
PISTON DIAMETER - 35/46MM



PISTON ROD
DIAMETER - 16MM



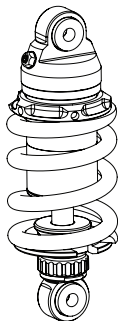
FULL ALLOY
BODY

ADJUSTMENT FEATURES



ADJUSTABLE
SPRING PRELOAD

S-2 LINE



SUSPENSION TYPE

 **BIG DAMPER**
PISTON DIAMETER - 35/46MM

 **PISTON ROD**
DIAMETER - 16MM

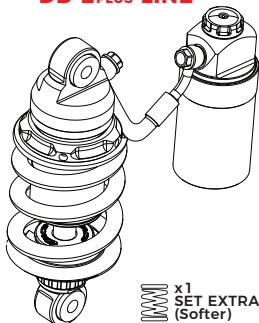
A **FULL ALLOY**
BODY

ADJUSTMENT FEATURES

 **ADJUSTABLE**
SPRING PRELOAD

 **ADJUSTABLE**
REBOUND DAMPING

DB-2_{PLUS} LINE



 **x1**
SET EXTRA
(Softer)

SUSPENSION TYPE

 **BIG DAMPER**
PISTON DIAMETER - 35/46MM

 **PISTON ROD HARDERED**
GOLD COATING
DIAMETER - 16MM

 **HIGH PREASURE**
NITROGEN GAS TYPE

A **FORGED ALLOY**
TOP MOUNT

ADJUSTMENT FEATURES

 **ADJUSTABLE**
SPRING PRELOAD

 **ADJUSTABLE**
REBOUND DAMPING

 **ADJUSTABLE**
COMPRESSION

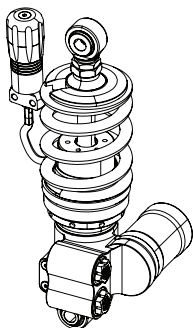
  **ROTATABLE**
HOSE

MODEL INFORMATION

DD Model

The DD Line is single absorber and comes with an external nitrogen gas tank and Hydraulic Preload Spring Adjuster. It can use for Yamaha R25.

DD LINE



SUSPENSION TYPE

 BIG DAMPER
PISTON DIAMETER - 35MM

 PISTON ROD HARDERED
GOLD COATING
DIAMETER - 16MM

 HIGH PREASURE
NITROGEN GAS TYPE

 FULL ALLOY
BODY

ADJUSTMENT FEATURES

 ADJUSTABLE HYDRAULIC
SPRING PRELOAD

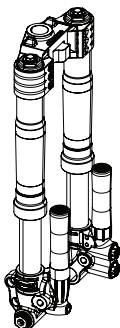
 ADJUSTABLE
REBOUND DAMPING

 ADJUSTABLE
COMPRESSION

FF Model

The FF model is upside down Front Fork and comes with an external nitrogen gas tank.

FF FRONT FORK



SUSPENSION TYPE

 BIG DAMPER
PISTON DIAMETER - 20MM

 PISTON ROD
DIAMETER - 35MM

 HIGH PREASURE
NITROGEN GAS TYPE

 FULL ALLOY
BODY

ADJUSTMENT FEATURES

 ADJUSTABLE
SPRING PRELOAD

 ADJUSTABLE
REBOUND DAMPING

 ADJUSTABLE
COMPRESSION



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MENG KAH AUTO PARTS TRADING SDN. BHD.

No.40, Jalan TPP5, Taman Perindustrian
Putra, 47130 Puchong, Selangor
Darul Ehsan, Malaysia.

Contact:

Tel: +603 5880 5533

Fax: 1700 81 3354

Email: enquiry@racingboy.com.my

Website: www.racingboy.com.my

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