S5000 TECHNICAL BULLETIN 3

Date	5/1/2021
Topic	Shock Setup and Adjustment
Priority	Information

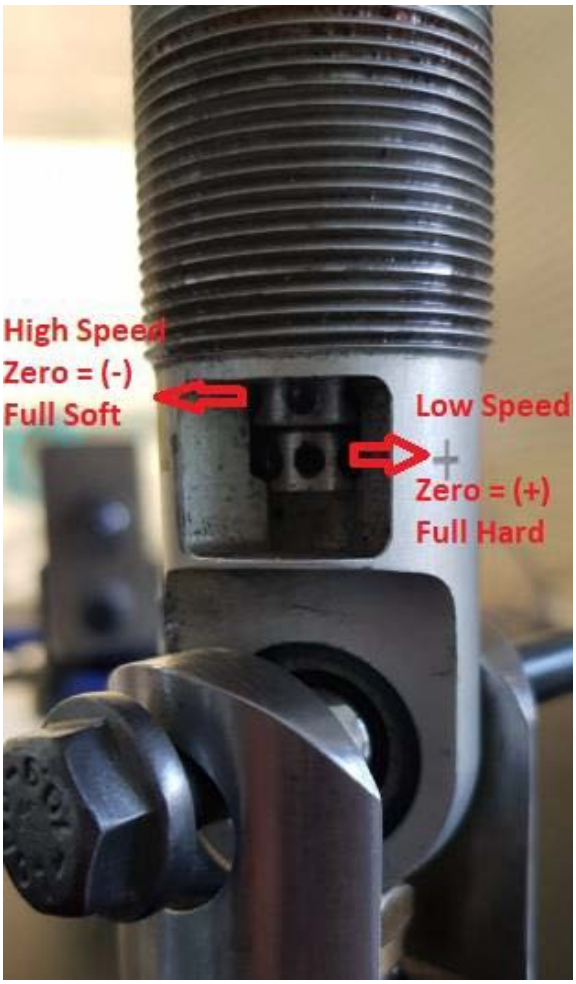
PROBLEM:

1. If excessive force is used on the shock rebound adjusters they jam, requiring servicing.
2. Update on general procedures on adjuster settings and gas pressure

SOLUTION:

Adjusters

The JRi shock comes with two adjustments for rebound. The larger adjuster is for high speed rebound, the smaller for low speed rebound.



When setting these adjusters, please use the JRi pin tool (GRM-CI0002-00) to not overtighten & jam the adjuster. These are designed to snap if forced too hard. The tool can be ground flat & re-used if the dowel pin remains with sufficient length. New pin tools are available to purchase.

High speed zero = full soft (adjuster all the way to the negative sign on the threaded eyelet. This is your zero setting).

High speed +10 = full hard (+10 sweeps from zero). **Do not start from full hard as zero as you will not get matching damping forces left to right. Do not try to force the adjuster any further than 10 sweeps or it will jam.**

Low speed zero = full hard (adjuster all the way to the positive sign on the threaded eyelet. If at this point the adjuster is not in a detent position, then rotate the adjuster back until it falls into the closest detent. This is your zero setting). **THE HSR ADJUSTER MUST NOT TURN WHEN YOU ADJUST THE LSR ADJUSTER. IF IT STARTS THEN YOU HAVE REACHED THE LSR ZERO POINT.**

Low speed -30 = full soft (-30 sweeps from zero). **Do not start from full soft as zero as you will not get matching damping forces left to right.**

Occasionally due to manufacturing tolerances, not all shocks supplied will have equal shock settings for the same forces. Please confirm with GRM if your set has unequal settings.

For example – one shock may be set at LSR-15/HSR+5. The matching shock from the same set may be set at LSR-15/HSR+7 for the same damping. Most shock manufacturers will have a tolerance of +/-2 sweeps from the baseline setting to match various sets. The offset is typically seen more on the high speed rebound adjuster with the JRi brand.

If your shocks do have an offset setting, then the shocks must always have the same offset from zero. In the example above, the shock with the lower rebound "number" must always be the base shock for settings & will be equal to zero at full soft. The shock with the higher base setting must be no more than 10 for full hard. This limits the adjustment range to only 8 sweeps on this set of shocks on the high speed adjuster. The table below is an example of setting changes for the two shocks.

	LSR	HSR	Position
LR	-15	5	JRi Base
RR	-15	7	JRi Base
LR	-15	0	Full Soft
RR	-15	2	Full soft
LR	-15	8	Full hard
RR	-15	10	Full hard

Any offsets will be reviewed in the future when the shocks are due for servicing to be improved. Until then please utilize the baseline settings & move the adjusters equally from there.

Setting the gas pressure

The shocks are delivered with 150psi of nitrogen gas pressure in the remote canister when cold.

This value rarely changes unless a problem with the shock exists. With regular checking with a gauge only, a small amount of pressure may be lost over time.

Before checking the gas pressure ensure the shock is cold & is at its full extended length. Failure to do this will cause damage to the internal parts of the shock as the gas pressure sets the displacement height of the oil/gas separating piston. The gas pressure should never be checked hot. Leave it to cool for a few hours before proceeding. The damper settings will not affect the gas pressure in the shock.

Occasional you will see some oil sweating around the shock shaft. This is normal & does not affect the operation of the shock.

Any questions please contact s5000@grmotorsport.com.au or Racing Shocks Australia (JRi Shocks Service Dealer for Australia)