

WUYI ZUMA INDUSTRY & TRADE CO., LTD.

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AJS4055SCR



Owner's Manual: AJS4055SCR Shock Absorber

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This owner manual accompanies your purchase of an AJS4055SCR shock absorber. This manual is to familiarize you with the many adjustments you can make to your AJS4055SCR shock absorber.

You are advised to read this manual carefully so that you can make the most of the flexibility which is offered by the AJS4055SCR shock absorber.

Your AJS4055SCR shock absorber is set in the Zuumav factory to a general setting which is suitable for your motorcycle. You are advised to note the basic settings for compression and rebound in the back of this booklet.

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Zuumav cannot be held in any way responsible or liable for any damage caused by assembly or adjustments not carried out by an authorized dealer and/or service center. All the information in this manual is correct at the time of printing. Zuumav reserves the right to make changes, improvements and/or modifications to the specifications without giving prior notice or being subject to other obligations.

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.

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

Rebound Damping Adjustment

- Check the position of the rebound damping adjuster at the bottom of the shock absorber.
- To adjust the rear shock absorber rebound damping, turn the damping adjuster at the bottom of the rear shock absorber with a flat head screwdriver.
- Turn clockwise to increase damping.
- Turn counter-clockwise to decrease damping.
- DO NOT turn the outer nut. (non-adjustable)

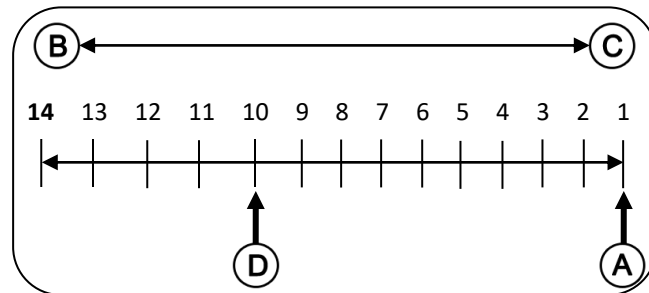


Rebound Adjuster

NOTICE

Do not force to turn the rebound damping adjuster from the fully seated position or the adjusting mechanism may be damaged.

Rebound Damping Settings



- A. Seated Position (Adjuster turned fully clockwise)
- B. Softer (Counter-clockwise)
- C. Harder (Clockwise)
- D. Standard Setting

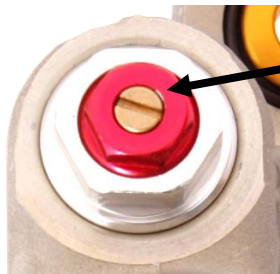
Number of turns counter-clockwise usable range – **14 clicks**

NOTICE

Do not force to turn the rebound damping adjuster from the fully seated position or the adjusting mechanism may be damaged.

Compression Damping Adjustment

- Check the position of the compression damping adjuster on the gas reservoir at the upper part of the shock absorber.
- To adjust the compression damping, turn the compression damping adjuster with a flat head screwdriver.
- Turn clockwise to increase damping.
- Turn counter-clockwise to decrease damping.

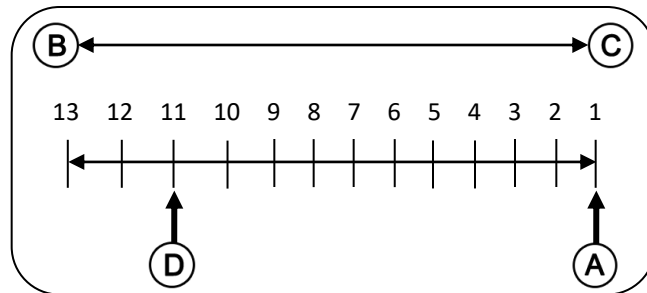


Compression Adjuster

NOTICE

Do not force to turn the rebound damping adjuster from the fully seated position or the adjusting mechanism may be damaged.

Compression Damping Settings



- A. Seated Position (Adjuster turned fully clockwise)
- B. Softer (Counter-clockwise)
- C. Harder (Clockwise)
- D. Standard Setting

Number of turns counter-clockwise usable range – **13 clicks.**

NOTICE

Do not force to turn the rebound damping adjuster from the fully seated position or the adjusting mechanism may be damaged.

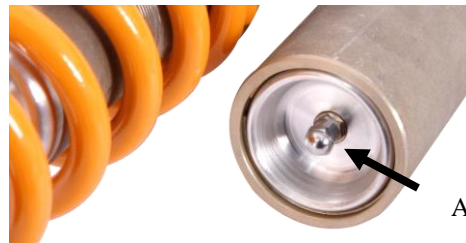
Spring Preload Adjustment (Mechanical Adjuster)

- Using a C-spanner, loosen the lock nut.
- Move the lower spring adjuster nut to the desired position.
- Turn clockwise to increase the preload.
- Turn counter-clockwise to decrease the preload



Air Pressure Regulator

- The air pressure in the shock absorber is set to 125 psi (25bar – 220kPa) from the factory.
- The pressure needs to be checked as follows to make sure the shock absorber will function correctly:
Every 25 hours during normal use.
Every time before a race.
- If it is not checked and there is not enough air pressure in the system, the shock can/may be damaged.



Air Pressure Valve

CAUTION

Do not pressurize above
125 psi (25bar – 220 kPa)

Inspection and Maintenance

Inspection Points

- A. Check the ball joints for possible excessive play or stickiness.
- B. Check the piston shaft for leakage and damage.
- C. Check the shock absorber body for damage.
- D. Check the reservoir for damage that can restrict the piston from moving freely.
- E. Check excessive wear of the rubber parts.
- F. Check the attachment points of the shock absorber to the motorcycle.

NOTICE

If you are not able to perform any of the adjustments listed above, consult your Zuumav motorcycle dealer.

Inspection and Maintenance

Preventative maintenance and regular inspection reduces the risk of functional disturbance. If there is any need for additional service, please contact an authorized Zuumav dealer and/or service center.

Cleaning: Clean the forks externally with a soft detergent. Use compressed air. Be careful that all dirt and debris is removed. Lift the rubber bump and clean the area below it. Keep the shock absorber clean and always spray it with oil (WD40 or CRC5-56 or equivalent) after washing the motorcycle. Wipe off excessive oil with a cloth.

Recommended Inspection and Maintenance Intervals:

Normal Use: Once every year (100 Hours)

Race Track: Every ten (10) hours.

CAUTION

NEVER SPRAY WATER DIRECTLY INTO THE ADJUSTER KNOBS.

