



# **MANUAL**

Gas Gas Racing damper



**GAS GAS**

## General information

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The 'Racing' damper is equipped with rebound adjustment and adjustable spring preload.

In the text and pictures below we will explain how the rebound adjuster works and in what situations you may have to change it.

In this manual we will use the words 'compression' and 'rebound' in the picture on the right side you will see what is meant in both situations.



## Compression

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The 'Racing' damper has no option to adjust the damping force in the compression stroke.

## Rebound

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The rebound adjustment allows you to adjust the rebound force in about 50 clicks. A stiffer damper will give a more stable feeling but will have less traction so if you want to gain traction you will have to open the rebound adjuster. Another benefit of less rebound damping is that it is easier to pull up the rear wheel because the spring will help you to push up the chassis.

The adjuster is located at the bottom end of the damper and adjustable with a small screwdriver.



## Parts

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### Spanners & tools



C-spanner set Ø46 + Ø55  
RRS70.9944 RRS70.9945

### Springs

DRIVER WEIGHT (kg)		SPRING (N/mm)	RRS SPRING CODE
50		60	RRS 4102 - 60
50	→	60	RRS 4108 - 62,5
60	→	65	RRS 4103 - 65
65	→	75	RRS 4109 - 67,5
75	→	80	RRS 4104 - 70
80	→	85	RRS 4114 - 72,5
85	→	95	RRS 4105 - 75
95	→	100	RRS 4106 - 80

The above mentioned spring rates are for the 2011-2012 Racing bikes for club level drivers. We advise more technical drivers to use one step softer spring and less technical drivers to use one step harder spring then quoted in the list.

Because the 2010 or older bikes have a different link systems do we advise to use a 5 N/mm stiffer spring on these models.

## Questions?

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If you have any questions left please do not hesitate to contact us.

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