

# MAXTON

MAXTONSUSPENSION.CO.UK



GP10 OWNERS MANUAL

## ADJUSTING THE REBOUND DAMPING

The rebound damping in your shock absorber controls the extension or return of the back of the bike.

- The more rebound damping you have in a damper, the slower the rate of return.
- The less rebound damping you have in a damper, the quicker the rate of return.

The rebound damping adjuster on your GP10 damper unit is located at the bottom of the shock. It's the purple wheel and to adjust it you turn it with your fingers.

- If you turn the adjuster towards the ' + ' you are increasing the rebound damping and slowing the speed of return.
- If you turn the adjuster towards the ' - ' you are reducing the rebound damping and increasing the speed of return.

**N.B : The rebound damping is set from maximum. This means the base setting is always a minus figure e.g maximum minus 15 clicks.**



FIG 1

Helpful Tips :

If the back of the bike was very unstable under very hard braking, you could increase the rebound damping to help slow the rate of return down.

You need to be careful about increasing the rebound too much. The more rebound damping you adjust in to the damper, the longer it takes the back of the bike to recover. This means on longer sweeping corners where you are accelerating constantly, it will be more difficult to hold a line.

**THE REBOUND DAMPING HAS BEEN BASE SET TO MAXIMUM MINUS**

**CLICKS**

## ADJUSTING THE HIGH SPEED COMPRESSION DAMPING

On your Maxton GP10 unit is a High Speed Compression Damping Adjuster on the remote reservoir, to adjust the high speed compression damping, carry out either of the following:

1. Using your fingers turn black adjuster with "HIGH" on, when it turns you will feel the mechanism click. SEE FIG 2
  2. Using a screwdriver turn black adjuster with "HIGH" on, when it turns you will feel the mechanism click.
- If you want more compression damping, turn the adjuster clockwise towards the 'H', which stands for Hard.
  - If you want less compression damping, turn the adjuster anti-clockwise towards the 'S', which stands for Soft.
  - There are approximately 24 clicks of adjustment in the range, from minimum to maximum.



FIG 2

### Useful Tips :

The high speed compression damping helps to support the bike without make the ride too harsh. If you are on a particularly bumpy surface, it is recommended using high speed compression damping rather than low speed compression damping.

**THE HIGH SPEED COMPRESSION DAMPING HAS BEEN BASE SET TO MAXIMUM MINUS**

**CLICKS**

## ADJUSTING THE LOW SPEED COMPRESSION DAMPING

On your Maxton GP10 unit is a low speed compression damping adjuster on the remote reservoir. The low speed compression damping is the first part of the downward movement; it affects the ride over the smaller bumps in the road or track.

The low speed compression damping is adjusted from maximum back. This means the setting is always a minus setting, for example -10 clicks. The recommended base setting for the low speed compression damping is written in the box on the next page.

**AT ONE END OF THE REMOTE RESERVOIR IS AN M5 SOCKET SCREW. THIS IS THE GAS SCREW THAT HOLDS THE NITROGEN CHARGE IN THE SHOCK ABSORBER. IF UNSCREWED THE SHOCK ABSORBER WILL LOSE ITS GAS PRESSURE AND DAMPING.**

To adjust the low speed compression damping, carry out either of the following:

1. Using your fingers turn purple adjuster with "LOW" on, when it turns you will feel the mechanism click. SEE FIG 3
  2. Using a screwdriver turn purple adjuster with "LOW" on, when it turns you will feel the mechanism click.
- If you want more compression damping, turn the adjuster clockwise towards the 'H', which stands for Hard.
  - If you want less compression damping, turn the adjuster anti-clockwise towards the 'S', which stands for Soft.
  - There are approximately 24 clicks of adjustment in the range, from minimum to maximum.



FIG 3

CONT :

Useful Tips :

The low speed compression damping helps to support the bike. It is useful if you are looking to slide or drift the rear of the bike when exiting a corner. Drifting the rear of the bike increases the "feel" at the throttle and gives confidence when powering out of a corner. This will help reduce any unwanted movement from the rear under acceleration.

Like all low speed compression damping adjusters on all shock absorbers the range of adjustment is not linear. As you adjust the damping closer to maximum, each click of adjustment dials in more compression damping than the last click.

- If you are at a setting between minus 10 or 15 clicks, dial in 3 clicks of damping at a time.
- If you are at a setting between minus 5 or 9 clicks, dial in 2 clicks of damping at a time.
- If you are at a setting between 0 or minus 5 clicks, dial in 1 click of damping at a time

**THE LOW SPEED COMPRESSION DAMPING HAS BEEN BASE SET TO MAXIMUM MINUS      CLICKS**

NOTES

## ADJUSTING THE PRELOAD

Most shock absorbers adjust the preload via two threaded rings. One ring retains the spring; the other is a locking ring holding the retaining ring in place. To adjust the preload you need two C-Spanners to lock the rings together. This can be very awkward.

On Maxton shock absorbers we have designed a unique preload adjuster that is one large ring. To stop the preload adjuster rotating, there are four stainless steel grub screws. In between the grub screw and the thread of the shock absorber body, there is a hard plastic ball. When you tighten the grub screw, the plastic ball presses against the thread and prevents the grub screw from damaging the thread.

The preload adjuster has large holes drilled around it, these holes are drives to turn the ring and adjust the preload. We supply a Tommy Bar to insert in the holes and adjust the preload.

### IMPORTANT :

To adjust the preload you simply insert the Tommy Bar into the holes around the adjuster and drive the adjuster round. SEE FIG 8. You do not need to undo the grub screws as the plastic balls press against the thread not the grub screw. This in effect is very similar to a Nyloc nut. The adjuster feels quite stiff to turn, do not worry about this, you are not damaging the thread on the shock body. Every revolution on the preload adjuster changes the spring length by 2mm.



### TO RECAP :

When adjusting the preload you do NOT have to undo the grub screws. Simply drive the adjuster round using the Tommy Bar supplied

NOTES

## SETTING THE STATIC SAG AT THE REAR OF YOUR BIKE

**PLEASE NOTE THAT THE PRELOAD ON YOUR MAXTON REAR SHOCK HAS BEEN BASE SET, BUT YOU SHOULD ALWAYS CHECK THE STATIC SAG BEFORE RIDING THE BIKE.**

After you have fitted your Maxton unit to your bike, you need to check your static sag. The preload on the spring alters the static sag.

The Preload on the unit has been set approximately to give you the correct static sag. Every bikes weight is different, this is because people run different makes of exhaust, under tray, sub frames etc. It is important to check you static sag, even running a full tank of fuel can make difference. We recommend you set the static sag with a very low fuel tank.

To measure the static sag accurately you will need two people, one to hold the bike and one to take the ride height measurements.

1. Stand the bike on its wheels and get the first person to hold the bike from behind.
2. Push the back of the bike up and down (making the suspension work hard) 2 or 3 three times, let it return to find its own settling position.



FIG 5

3. The second person should now take a ride height figure with a tape measure. To do this measure from the centre of the rear wheel spindle to somewhere vertically above. See FIG 8. If it is difficult to find a reference point, stick a piece of masking tape on the seat unit above the wheel spindle and draw a line on the tape. See FIG 9.

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FOR ANY HELP OR INFORMATION ON SET UP OR ADJUSTING YOUR MAXTON DAMPER UNIT PLEASE  
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