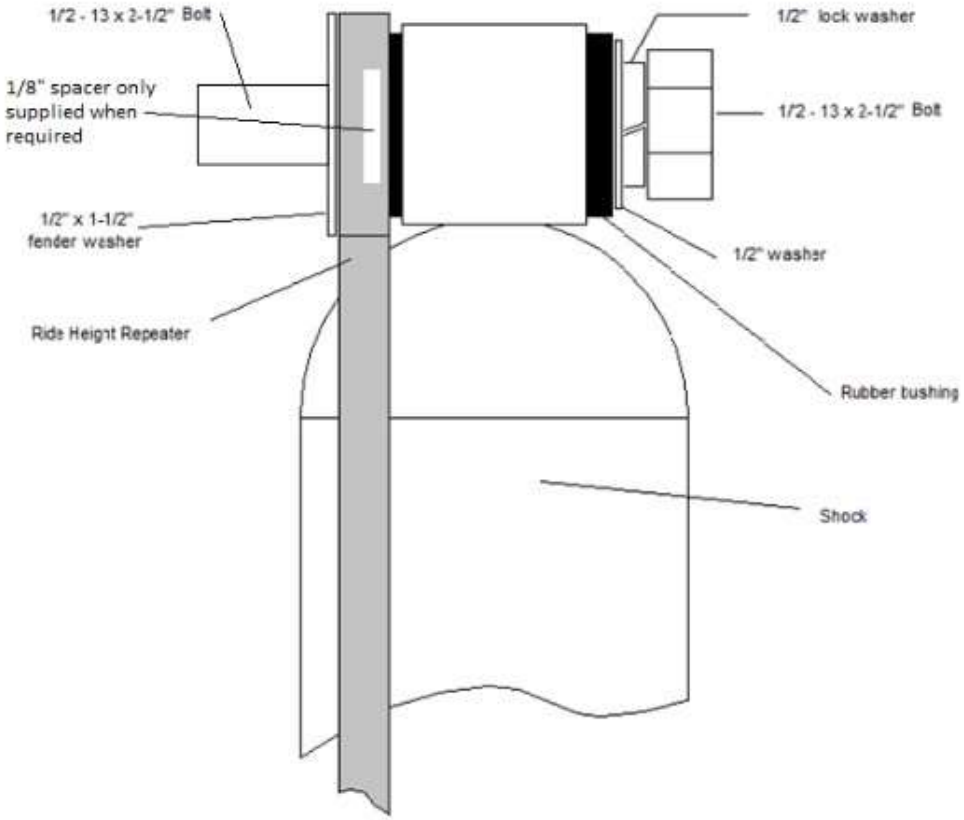
JDR Designed LLC

Ride Height Repeater (RHR) Installation

The RHR was designed to fit behind the right shock, and over the rubber or polyurethane portion of the shock bushings. This allows for secure, yet smooth, rattle free operating.

If this is being installed on an exsisting rear air ride, follow the same proceedures used when installing the shocks prevoiusly, and make sure all air pressure is evacuated from the system before removing anything.

If your compressor is mounted on the right side saddlebag support rail, loosen the clamps holding it enough to be able to move the compressor, then rotate it against the brake rotor to allow as much room as possible for installing the RHR . Remove the right side shock and place the components on the shock bolts as shown in the image below, thread both shock bolts into the bosses on bike a couple of threads, apply blue loctite to the exposed threads, then snug the bolts up while making sure the shock bushings are centered in the recesses of the RHR. Once you have ensured the RHR is properly aligned to the shock, torque the shock bolts to the factory specs of 40 ft lbs, align the compressor so it is centered between the RHR and brake rotor, and secure the compressor clamps. Raise and lower bike from top to bottom of it's travel to check for proper clearances on everything.



Installing air ride and/or air ride components requires the installer to check clearances of the tire to fender as well as all other components throughout the entire travel of the air shocks, failure do so could cause component failure or unwanted damage. Failures of this type are not covered under warranty. If you have a clearance issue call or email for a solution before you ride.

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Ride Height Repeater Wiring Diagram

(White wire is represented in Grey)

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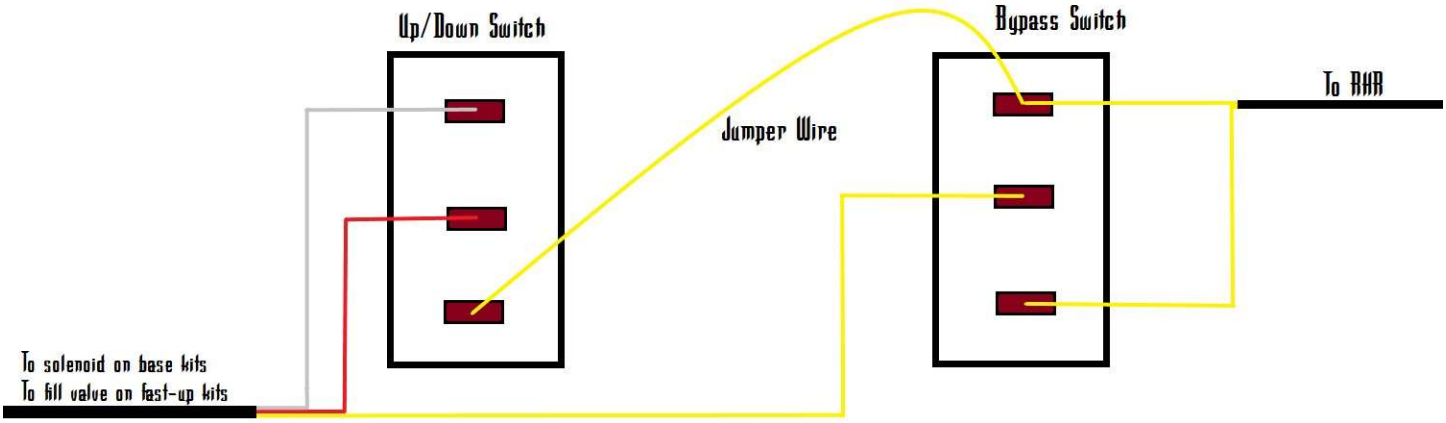

JNR Designed LLC

RHR (Ride Height Repeater) Operating and Adjusting Instructions

Thank you for your purchase of the original Ride Height Repeater by JNR Designed LLC!

These instructions will allow you to make the necessary adjustment to the RHR to get the most out of it. Once installed and properly operating you will want to fit the stop point or points to best fit your specific needs. All references are made as the RHR is installed.

ATTENTION: The limit switch/s have been installed so the mounting hardware applies enough pressure that they will never move on their own, yet they can still be adjusted without having to loosen the mounting hardware. If for any reason, you feel the limit switch mounting hardware needs adjusted, please call or email us before doing so!

IMPORTANT:

NOT for use on shocks that have a maximum extended length of more than 14 inches, or a minimum collapsed length of less than 9 inches.

If you have a system that does not use a relay for the compressor, a relay will have to be added or the limit switch will fail.

High Limit Adjusting

The Single Stage RHR works by limiting the travel of rise by cutting off the supply power to the compressor relay on a tank less system, or to the fill solenoid on a tank system. The bottom (with the yellow wires) limit switch's position is what achieves this. When the bottom limit switch is all the way down in it's mounting slot, the shock will then air up to it's full extension, or maximum ride height. Likewise, when the switch is raised to the top of it's mounting slot the shock will stop well below it's full extension on air up. The ideal ride height will vary from bike to bike and person to person, but typically is only as high as is needed to prevent bottoming out, and/or to prevent from dragging bags and/or rear fender etc.

Low Limit Adjusting

The Dual Stage RHR has the addition of a low end setting, that works on the drop, by cutting the power to the dump valve. The top (with the white wires) limit switch's position is what achieves this. When the top limit switch is all the way up to the top of it's mounting slot, the shock will compress completely, likewise when the limit switch is slid down to the bottom of it's mounting slot, it will stop the drop well short of being completely compressed. This stage was designed with shorter legs in mind, and the ideal low limit is a where the rider is sure footed for stop and go parade type traffic, yet can still ride at slower in town speeds without bottoming out.

When making your adjustments to the RHR's settings, always make them in small increments, and give yourself enough miles to assess the results. Keep in mind as the air bags on the shocks break in they become more flexible then when they are new, as this happens re-adjustments may become necessary. If you need further assistance, please check out the "contact" page on our website to find the best way for you to reach us. www.jnrdesigned.com