Ride Height Repeater

Note: Read entire instructions before beginning the install process.

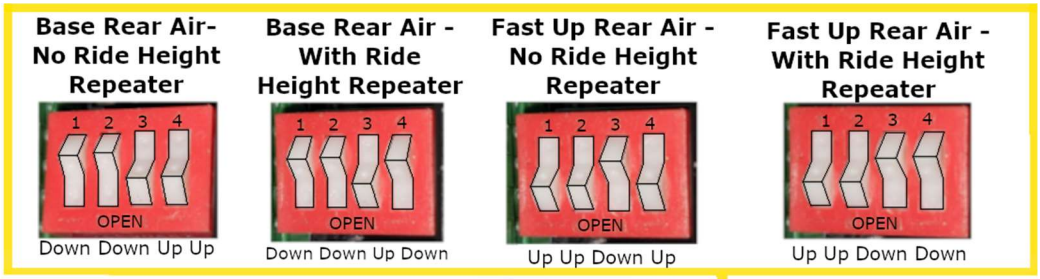
1. If installing the Ride Height Repeater (RHR) on an existing air ride, empty the air from the system, and remove the shock the RHR will be mounted to (right side, unless lowering links are installed).

   Place the RHR shock clamp over the top of the shock ensuring the RHR plates are opposite the shock air fitting.

2. Place the bottom ring of the RHR around the backside of the bottom shock bushing. Place the fender washer between the ring and the swingarm. Mount the shock to the bike, tightening the shock bolts to factory torque spec.

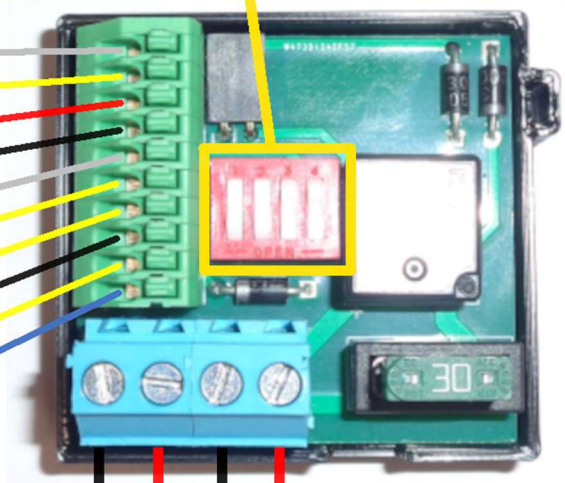
3. Once the shock is installed, ensure the entire RHR assembly clears its surroundings. Then tighten the clamp bolt to secure the top of the RHR to the shock.

4. Wire the limit switch and set the dip switches per the below wiring instructions, ensuring that there is enough slack for the adjustment knob's full range of adjustment.



Terminal	Component	Color
1	Rear Down Switch	White
2	Rear Up Switch	Yellow
3*	Rear Switch Power (+)	Red
4	Rear Dump Valve Ground (-)	Black
5	Rear Dump Valve Power (+)	White
6**	Ride Height Repeater	Yellow
7**	Ride Height Repeater	Yellow
8***	Rear Fill Valve Ground (-)	Black
9***	Rear Fill Valve Power (+)	Yellow
10***	Pressure Switch	Blue

* Empty if using keyed source.
** If equipped.
*** Fast-Up kit only.



Terminal	Component	Color
1	Battery Ground (-)	Black
2	Battery Power (+)	Red
3	Compressor Ground (-)	Black
4	Compressor Power (+)	Red

Ride Height Repeater

Operating and adjusting instructions

Note: Read entire instructions before riding.

Once installation is complete, these instructions will explain how to make the necessary adjustments the Ride Height Repeater's set point so it can be set to meet your specific needs.

The Ride Height Repeater (RHR) limits the shock travel by creating a set point using a limit switch that cuts power to the compressor (or fill valve on Fast-Up kits) while airing up the shocks.

The set point can be adjusted to your individual preference. This is done by loosening the adjustment knob (which has the limit switch mounted to it) and sliding the switch either up or down in the slot.

As shown on the engraved markings, sliding the switch all the way down will move the set point HIGHER, allowing full extension of the shocks (max ride height) when airing them up. Likewise, sliding the switch all the way up will move the set point LOWER, only allowing the minimum amount of air into the shocks.

The ideal ride height will vary from bike to bike and person to person, but typically is only as high as necessary to prevent bottoming out, and/or to prevent dragging the bags/rear fender, etc.