

OWNER'S MANUAL BMW S1000RR

245-012-030-020



INTRODUCTION

The DDS Lite Rear Shock Absorber has been designed for use at the highest levels of racing and developed in major championships around the world. Like all other K-Tech products it has been designed and manufactured in the UK using the latest software and highest grade materials and processes available.

The championship winning Direct Damping System provides incredible performance and precise tuning for ultimate chassis control in the most demanding conditions of racing shock absorber. The DDS Lite comes with the following specifications listed as standard:

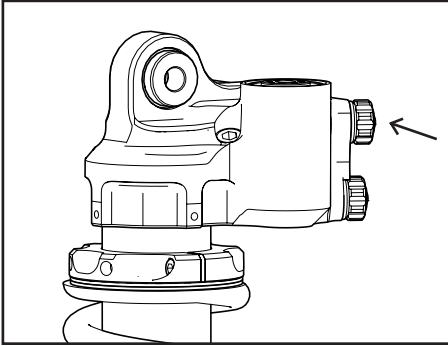
- Preload Adjustment
- Compression Adjustment
- Rebound Adjustment
- Length Adjustment

This product is not designed or intended for highway use

K-Tech Suspension Ltd products are manufactured to fit specific brands and models. Under no circumstances should any K-Tech Suspension Ltd products be fitted to an application other than that for which it has been designed, tested and manufactured.

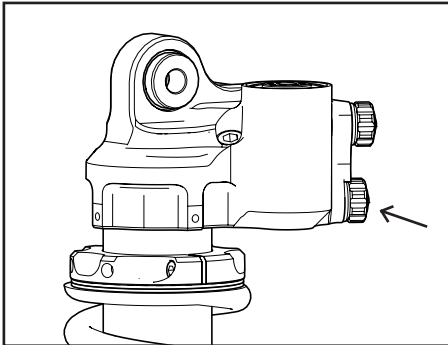
| RECOMMENDED SETTINGS | |
|-----------------------|---------------|
| Shock length | 305(-/+3mm) |
| Shock stroke | 62mm |
| Spring Rate | 95N/m |
| Spring Preload | 12mm |
| Comp damping (Black) | 8 Clicks Out |
| Reb damping (Natural) | 10 Clicks Out |

ADJUSTMENT



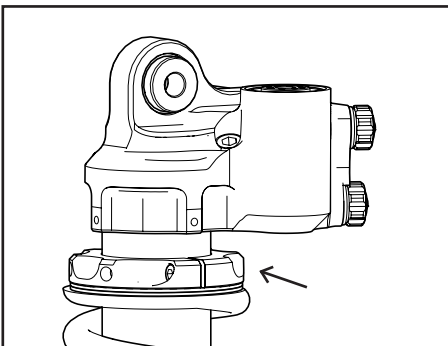
Compression damping:-

Black Adjuster Wheel:- 32 clicks adjustment range. All settings should be made from the fully closed (Clockwise Position).



Rebound damping:-

Natural Adjuster Wheel:- 32 clicks adjustment range. All settings should be made from the fully closed (Clockwise Position).



Spring preload:-

Remove securing screw before adjusting preload.

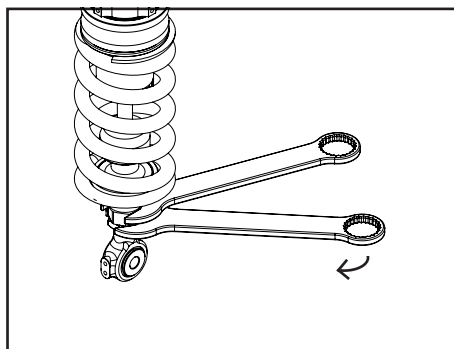
To add preload turn clockwise.

To remove preload turn anti-clockwise.

1 turn = 1.5mm

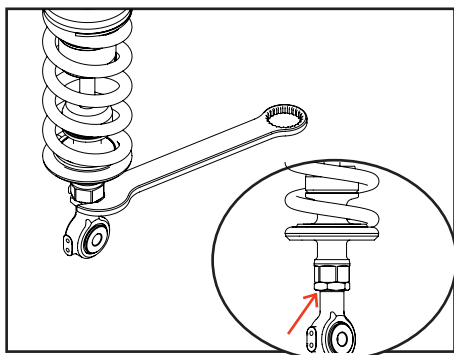
Always tighten the securing screw after preload has been modified.

ADJUSTMENT



Shock length:-

To adjust the shock length loose the silver lock nut at the bottom of the shock with a 24mm open ended spanner whilst holding the piston rod joiner assembly (Black 24mm nut) with another spanner.

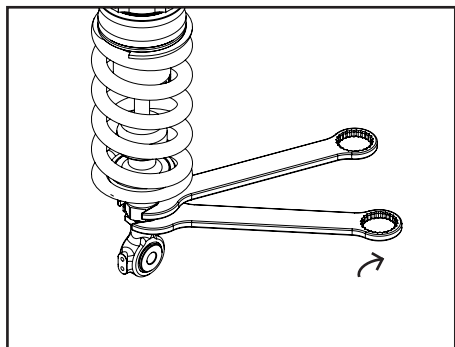


Shock length:-

Turn the rod using the 24mm spanner to get the desired shock length you require. **NB** 1 full turn changes the shock length by 1mm.



Do not extended the length of the shock to the point that the safety groove is visible below the locking nut.



Shock length:-



When you have changed the shock length re-tighten the silver lock nut to the rod joiner using the two 24mm spanners and torque to 30N/m.

FITTING THE SHOCK

This procedure should only be carried out by a qualified motorcycle technician. K-Tech Suspension Ltd will not be liable for any damages caused in any way to/ by the product and any injuries sustained if the product is fitted by someone who is neither an authorised dealer of K-Tech Suspension Ltd or who has the relevant qualifications in motorcycle technology. K-Tech Suspension Ltd will also not be liable if the correct tools are not used throughout the process of fitting and adjustment of a K-Tech suspension Ltd product. Please refer to the manufacturer's workshop manual before attempting this procedure. This procedure will require two people, you will need to remove all relevant bodywork and any other parts that may restrict you from carrying out this task.

Place and secure the motorcycle on an appropriate stand so that the wheel is approximately 5cm off the ground.

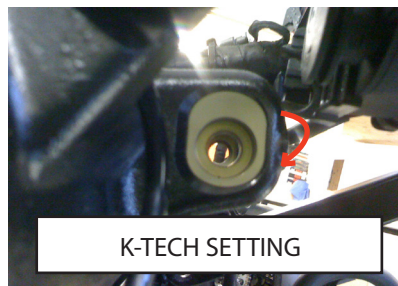
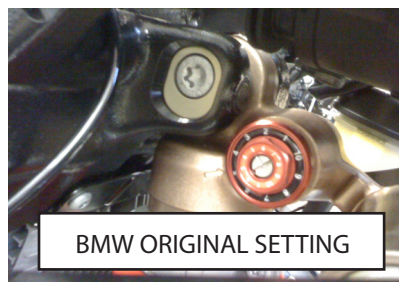
Loosen top and bottom mounting bolts using the correct spanners.

With one person holding the rear wheel in a stationary position the second person can remove the top bolt, it may be necessary to slightly move the rear wheel up and down whilst removing the top bolt.

Remove the shock from the bike keeping the rear wheel stationary while doing so. In order to fit the K-Tech shock, the two BMW anodized aluminium spacers need to be turned upside down, so the fixation bolt hole is on the bottom part of the slot as shown on the following pictures.

NB: the shock **CAN NOT** be fitted with the fixing-bolt hole on the top of the slot.

(Continued on next page)



FITTING THE SHOCK

Then replace the original brake fluid reservoir with the one provided. To do so, remove hose clip, drain excess fluid and remove the brake reservoir out of the hose. Afterward slide the new hose clip onto the hose and push the new reservoir back into place, then secure it with the hose clip provided. Screw the new reservoir back onto the bracket, as in the original position, then bleed the brake system in accordance with the manufacturer's owner manual.

You are now ready to fit the K-Tech rear shock.

Place the shock into the bike fitting the bottom mounting bolt first, it may be necessary for the second person to slowly move the rear wheel up or down for you to insert the bolt through any linkages.

Now fit the top mounting bolt and torque both top and bottom bolts to the manufacturer's recommendations.

Take a slow test drive to make sure that everything is correct.

SERVICE

K-Tech Suspension Ltd recommend that this product is serviced every 20 hours of use. It is very important that this product is serviced by an authorised dealer, as there are special tools required to guarantee correct performance of this product. K-Tech Suspension Ltd cannot be held responsible for any damage caused to/by the product if a service is overdue or was not conducted by an authorised dealer.

www.ktechsuspension.com/service-centres-and-partners

WARNING

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NOTES

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



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Contact your local K-Tech dealer for more details at
www.ktechsuspension.com/service-centres-and-partners