



Suspension set-up

Every bike that has been subjected to the ministrations of the PB set-up tool kit

Bike	Front			Rear
	Compression	Rebound	Preload/sag	Compression
Aprilia RS250	½ turn out from fully in	¾ turn out from fully in	32mm of static sag	7 clicks off max
Aprilia Falco	1 turn out from fully in	¾ turn out from fully in	3 lines showing (track: 0 lines)	Not adjustable
Aprilia Tuono R	½ turn in from fully out	2 turns in from fully out	6 lines showing /25mm of static sag	1¾ turns in from fully out
Aprilia RSV1000 Mille	½ turn out from fully in	½ turn out from fully in	1 line showing	Turned fully in
Aprilia RSV-R 2003	12 clicks out from fully in (track: 8 clicks)	12 clicks out from fully in (track: 5 clicks)	8 turns out from fully in (track: 5 turns)	14 clicks out from fully in (track: 12 clicks)
Aprilia RSV-R 2004	½ turn out from fully in	1 turn out from fully in	6 lines showing	½ turn out from fully in
Ducati 748SP	11 clicks out from fully in	8 clicks out from fully in	4 lines showing	17 clicks out from fully in
Ducati 916/996	10 clicks out from fully in	8 clicks out from fully in	6 rings showing /22mm of static sag	3 turns out from fully in
Ducati 996S	15 clicks out from fully in	8 clicks out from fully in	7 rings showing	18 clicks out from fully in
Honda CBR600F/F-Sport	¾ turn out from fully in	½ turn out from fully in	1 line showing	½ turn out from fully in
Honda CBR600F-T	Not adjustable	Fully in	Fully in	Fully in
Honda CBR600F-X	1 turn out from fully in	¾ turn out from fully in	2 lines showing /35mm of static sag	½ turn out from fully in
Honda CBR600F-V/W	Not adjustable	½ turn out from fully in (track: ¼ turn out)	2 lines showing (track: 1 line)	½ turn out from fully in
Honda CBR600RR	1½ turns out from fully in	2 turns out from fully in	2 lines showing	5 clicks out from fully in
Honda VFR800	Not adjustable	Not adjustable	Fully in	Not adjustable
Honda Fireblade CBR900RR-T/V	½ turn out from fully in	1 turn out from fully in	1 line showing	½ turn out from fully in
Honda CBR900RR-W	1¼ turns out from fully in	1 turn out from fully in	3 lines showing (12mm of adjuster showing). Static sag: 31mm	¼ turn out from fully in
Honda CBR900RR 2000	¾ turn out from fully in	¾ turn out from fully in	2 lines showing (4mm from bottom of preload nut to top of fork cap)	Fully in
Honda CBR900RR 2002	3 turns out on punch dots from fully in (track: 1 turn out)	2 turns out on punch dots from fully in	11 turns out from fully in (track: 9 turns out from fully in)	1 turn out on punch dots from fully in
Honda CBR900RR 2004	2¼ turns out from fully in	2¼ turns out from fully in	Fully in /34mm of static sag	14 clicks out from fully in
Honda VTR1000F-V/W/X/Y	Not adjustable	¼ of a turn out from fully in	2 lines showing (track: 1 line showing)	Not adjustable
Honda VTR1000 SP-1	15 clicks out from fully in	5 clicks out from fully in	1 line showing	14 clicks out (15 if lighter than 14½ stone)
Kawasaki ZX-6R G1/G2	5 clicks out from fully in	1 click out from fully in	3 rings showing /23mm of static sag	7 clicks out from fully in
Kawasaki ZX-6R J1	6 clicks out from fully in	4 clicks out from fully in	4 lines showing	8 clicks out from fully in
Kawasaki ZX-6R A1 (636)	2 turns out from fully in	Fully in	11mm less adjuster nut showing	2½ turns out from fully in
Kawasaki ZX-636 B1H	4½ turns out from fully in for road (track: 4 turns out)	1¾ turns out from fully in	9 lines showing	6 turns out from fully in
Kawasaki ZX-7R P4	4 clicks out from fully in	4 clicks out from fully in	6 rings showing /45-50mm of static sag	12 clicks out from fully in
Kawasaki ZX-9R C models	3 clicks out from fully in	4 clicks out from fully in	2 lines showing /30mm of static sag	2 clicks out from fully in
Kawasaki ZX-9R E1	6 clicks out from fully in	Fully in	Fully in	2 clicks out from fully in
Kawasaki Z1000	Not adjustable	1 turn out from fully in	19mm of lined section of adjuster showing	Not adjustable
Kawasaki ZX-10R	7 clicks out from fully in	2 clicks out from fully in	8 rings showing	4 turns out from fully in
Kawasaki ZX-12R	2 turns out from fully in	½ turn out from fully in	5 lines showing (one more than stock)	2 turns out from fully in
Suzuki GSX-R600 K1	½ turn out from fully in	½ turn out from fully in	1 ring showing	Standard
Suzuki GSX-R600 W/X	½ turn out from fully in	½ turn out from fully in	3 lines showing	¾ of a turn out from fully in
Suzuki GSX-R600 2004	1 turn out from fully in (track: ½ turn out)	1 turn out from fully in (track: ½ turn out)	3 lines showing (track: 4 rings)	1 turn out from fully in
Suzuki SV650/SV650S K3/K4	Not adjustable	Not adjustable	5th line showing (fully out) /23mm of static sag	Not adjustable
Suzuki GSX-R750 W/X	1½ turns out from fully in	1¾ turns out from fully in	2 rings showing /25mm of static sag	2¼ turns out from fully in
Suzuki GSX-R750Y	¾ turn out from fully in	1½ turns out from fully in	2 lines showing (5mm from bottom of preload nut to top of fork cap)	1¼ turns out from fully in
Suzuki GSX-R750 K4	1 turn out from fully in	1 turn out from fully in	3 rings showing /28mm of static sag	¾ turn out from fully in
Suzuki GSX-R1000 K1 & K2	½ turn out from fully in	½ turn out from fully in	1 ring showing	Fully turned in
Suzuki GSX-R1000 K3	1½ turns out from fully in (track: 1 turn)	Fully in (track: ½ turn)	4 lines showing (track: 5 lines)	1½ turns out from fully in (track: 1 turn)
Suzuki TL1000R	8 clicks out from fully in	2 clicks out from fully in	8 lines showing	21 clicks out from fully in
Suzuki TL1000S	¾ turn out from fully in	1 turn out from fully in	2 lines showing	1 turn out from fully in (track: ½ turn out)
Suzuki SV1000S	½ turn out from fully in	½ turn out from fully in	4 lines showing	2 turns out from fully in
Suzuki GSX1300R Hayabusa	5 clicks out from fully in	2 clicks out from fully in	2 rings showing	17 clicks out from fully in
Triumph TT600	½ turn out from fully in	½ turn out from fully in (track: ¼ turn)	3 lines showing (track: 1 line)	½ turn out from fully in
Triumph Daytona 600	2 clicks out from fully in	1 click out from fully in	6 lines showing (track: 3 lines)	6 turns out from fully in
Triumph T595	1 turn out from fully in	1 turn out from fully in	2 lines showing /28mm of static sag	Fully in
Triumph Daytona 995i 99-00	1½ turns out from fully in	1½ turns out from fully in	3 lines showing	1¾ turns out from fully in
Triumph Daytona 955i 2002	½ turn out from fully in	¼ turn out from fully in	2 lines showing (track: fully wound in)	1½ turns out from fully in
Yamaha Fazer 600	Not adjustable	Not adjustable	1 line showing	Not adjustable
Yamaha Thundercat	1 turn out from fully in	¼ turn out from fully in	3 lines showing (track: 1 line)	1½ turns out from fully in
Yamaha YZF-R6	6 turns out from fully in	3 clicks out from fully in	4 rings showing /24mm of static sag	1½ turns out from fully in
Yamaha YZF-R6 2001	¾ turn out from fully in	1 turn out from fully in	2 lines showing	½ turn out from fully in
Yamaha YZF-R6 2003	5 clicks out from fully in	3 clicks out from fully in	5 lines showing	9 clicks out from fully in
Yamaha YZF750R	3 clicks out from fully in	2 clicks out from fully in	2½ lines showing (8mm from top of preload nut to top of fork cap)	5 clicks out from fully in
Yamaha Fazer 1000	4 clicks out from fully in	3 clicks out from fully in	Fully in (2 rings showing with tie bars fitted)	7 clicks out from fully in
Yamaha YZF1000R Thunderace	5 clicks out from fully in	7 clicks out from fully in	2 lines showing /30mm of static sag	2 clicks out from fully in
Yamaha YZF-R1 98-99	6 clicks out from fully in	4 clicks out from fully in	6-8 lines showing	1 click out from fully in
Yamaha YZF-R1 2000	1 click out from fully in	Fully in	Fully in	2 clicks out from fully in
Yamaha YZF-R1 2002	1 turn out from fully in	¾ turn out from fully in	4 lines showing (track: 2 lines)	Fully in
Yamaha YZF-R1 2004	5 clicks out from fully in	3 clicks out from fully in	4 lines showing	8 clicks out from fully in

A word about tyre pressures: We haven't listed tyre pressures for road and track as there are too many variables of tyre type, track surface and weather conditions. Be guided by manufacturers' recommendations for the road and be ready to drop around 5psi at the front and up to 10psi at the rear for the track.

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> Need to know more?

For full reprints of the original set-up guides for the bikes featured here, call Sal on 01733 468099. They cost £2.50 each. Or if you know which one you want, send a cheque or Postal Order for £2.50 payable to Performance Bikes to: PB, Media House, Lynch Wood, Peterborough, PE2 6EA. Remember to give us your address.

Rebound	Preload/sag	Additional notes
8 clicks off max	27mm of static sag	
¾ turn out from fully in	35mm of thread showing above top locking ring	
20 turns in from fully out	17mm of thread showing above locking ring/10mm of static sag	
Turned fully in	31mm of thread showing above locking ring	Ride height: 14mm
16 clicks out from fully in (track: 12 clicks)	8mm of thread showing above locking ring (track: 12mm)	
1 click out from fully in	9.5mm of thread showing above locking ring	
16 clicks out from fully in	25mm of thread showing above locking ring	
1½ turns out from fully in	10mm of static sag, 30mm of loaded sag	Ride height: 19mm of fork leg protruding through top yoke. Steering head angle: steep position
8 clicks out from fully in	13mm of thread showing above locking ring	Ride height: adjuster rod two turns clockwise
½ turn out from fully in	Position 6 of 7	
Fully in	Position 7 of 7	Ride height: 8mm of fork leg protruding through top yoke/6mm for road
1 turn out from fully in	Position 3/10mm of static sag	
¼ turn out from fully in	Position 3	
1¼ turns out from fully in	Position 4	
¾ turn out from fully in	15 clicks out from fully in (track: 10 clicks)	
½ turn out from fully in	Position 6 of 7	Ride height: 5mm of fork leg protruding through top yoke excluding fork cap/2mm for road
½ turn out from fully in	Position 4 of 7, position 3 with pillion or if more than 14 stone	
¾ turns out from fully in	Position 7 of 9	
2 turns out on punch dots from fully in	Position 6	
¾ turns out from fully in	Position 6 from maximum/8mm of static sag	
¼ of a turn out from fully in	Position 2 (track: position 3)	
2 turns out from fully in	Position 4	Ride height: forks pushed up through yokes an extra 8mm. Rear ride height: 4mm spacer in shock top mount
3 clicks out from fully in. 2 clicks two-up	11mm of static sag, 6mm two-up, 29mm of loaded sag, 25mm two-up	Ride height: 3mm of fork leg protruding through top yoke excluding fork cap. Rear ride height: 10mm over standard
7 clicks out from fully in	One full turn back if weighing less than 14 stone	Rear ride height: 8mm over standard
Fully in	180mm spring length	Ride height: raise the forks 6mm through the yokes, excluding valve cap
6 turns out from fully in	8mm of thread showing above locking ring	Ride height: top of fork flush with yoke for road. Track: 5mm of fork tube protruding through top yoke, excl fork cap
Position 3 or 4	18–23mm of thread showing/5mm of static sag	Ride height: 5mm of fork leg protruding through top yoke including fork cap. Rear ride height: +10mm from fully off
4 clicks out from fully in	5mm of static sag	
3 clicks out from fully in	178.5mm spring length (standard setting)	Rear ride height: increased by 10mm using threaded adjuster at shock top mount
½ turn out from fully in	12mm of thread showing above top locking ring	
1¼ turns out from fully in	178mm spring length	
1½ turns out from fully in	10mm of thread showing above top locking ring	
¼ turn out from fully in when cold, if shock gets too hot turn fully in	Standard	
1 turn out from fully in	24–25mm of thread showing above top locking ring	
1¼ turns out from fully in	7mm thread showing above locking ring	
Not adjustable	Position 3/static sag of 8mm	Front springs: Maxton 0.85kg/mm. Rear tie bars: Maxton 140mm, -4mm next to stock to raise ride height
1–1½ turns out from fully in	10mm of unused travel/6mm of static sag, 4mm two-up	Ride height: 3mm of fork leg protruding through top yoke including fork cap
¾ turn out from fully in	15mm of thread above locking ring	
1½ turns out from fully in	16mm thread showing to give 2mm of static sag (standard)	
½ turn out from fully in	21mm of thread showing (standard)	
½ turn out from fully in (track: 1 turn)	Preload 20mm of thread above locking ring	
21 clicks out from fully in	5mm from bottom of locking ring to shoulder of shock	Ride height: 11mm of fork showing above top yoke measured from the bottom of the fork cap to the top of the yoke
1 turn out from fully in (track: ½ turn out)	5mm of thread showing above locking ring	Ride height: 3mm of fork leg protruding through top yoke (excluding fork cap)
½ turn out from fully in	14mm of thread showing above locking ring	Ride height: 8mm of fork showing above top yoke (excluding fork cap)
15 clicks out from fully in	6mm of thread showing from top of locking ring to end of thread	
¾ turn out from fully in	44mm of thread showing above locking ring	
2 clicks out from fully in	32mm of thread showing above locking ring (track: 37mm)	
1¼ turns out from fully in	5mm of static sag	
1½ turns out from fully in	6mm of thread showing above locking ring	
2½ turns out from fully in	5mm of thread showing above locking ring	
Not adjustable	Position 8, 9 with a pillion	Ride height: drop yoke by 5mm (track only)
5 clicks out from fully in (track: 3 clicks out)	Position 3 out of 7 (track: position 4)	Ride height: 3mm of fork tube protruding through top yoke excluding fork cap (track only)
13 clicks out from fully in	2nd from maximum/5mm of static sag, 23mm of loaded sag	
8 clicks out from fully in	Position 7 of 9	Ride height: 5mm of fork tube protruding through top yoke (excluding fork cap)
8 clicks out from fully in	4th notch from maximum	
7 clicks out from fully in	16.5mm of thread showing above top of locking ring	
4 clicks out from fully in	Maximum	
3 clicks out from fully in	5mm of static sag	
3 clicks out from fully in	2 steps from maximum (track: maximum)	Ride height: 2.6mm of fork tube protruding above top of yoke
3 clicks out from fully in	Position 7 of 9	Ride height: 6mm of fork leg protruding through top yoke
¾ turn from fully in	Position 5 of 9 (track: position 7)	
10 clicks out from full in	Position 4 (track: position 7)	

Please note that these settings are for guidance only and are offered as a baseline. What suited our riders on particular roads or tracks on specific days may not be ideal for you. [Experiment to find your own optimum set-up.](#)