

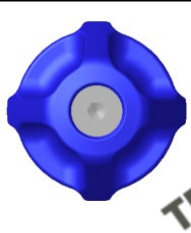
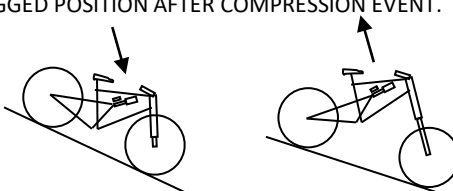
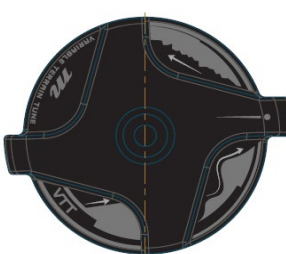
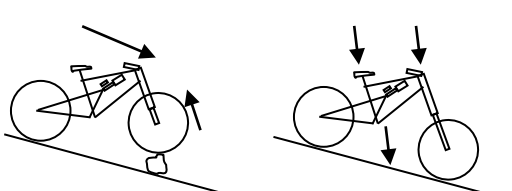


SPRING ADJUSTMENT		SET-UP NOTES
INFINITE RATE TUNE	<p>TOP OF FORK PRESSURIZE FIRST</p> 	<ul style="list-style-type: none"> FORK SHOULD BE UNWEIGHTED WHEN ADJUSTING AIR PRESSURE. RECOMMENDED PRESSURES SHOULD BE ADJUSTED UP OR DOWN TO MATCH RIDER WEIGHT AND SHOULD YIELD 25-30% SAG MEASUREMENT WITH RIDER IN STANDING POSITION (WEIGHT DISTRIBUTED 70% ON PEDALS 30% ON HANDLEBARS) SEE OWNERS MANUAL FOR SAG MEASUREMENT PROCEDURE. MAX PRESSURE NOT TO EXCEED: MAIN 120 PSI, IRT 150 PSI. MAIN PRESSURE: CONTROLS INITIAL RATE AND SAG. IRT PRESSURE: CONTROLS MID-STROKE SUPPORT AND BOTTOM OUT RESISTANCE. INCREASE IRT +10% FOR MORE MID-END STROKE SUPPORT. DECREASE IRT -10% FOR MORE LINEAR SPRING RATE. TURN ADJUSTMENT KNOB FULL CLOCKWISE (CW) TO SET MAXIMUM, "ZERO" POSITION. DAMPER SETTINGS ARE COUNTED COUNTERCLOCKWISE (CCW) FROM MAXIMUM.
MAIN AIR SPRING	<p>BOTTOM OF FORK PRESSURIZE SECOND</p> 	

RIDER WEIGHT		SPRING PRESSURE, psi														RECOMMENDED REBOUND SETTING (CCW FROM MAX)
		80mm		100mm		120mm		130mm		140mm		145/150mm		160mm		
lbs	Kg	MAIN	IRT	MAIN	IRT	MAIN	IRT	MAIN	IRT	MAIN	IRT	MAIN	IRT	MAIN	IRT	
40	18	8	10	5	6	3	4	4	5	2	3	2	3	1	1	14
60	27	19	24	15	19	12	16	13	17	11	14	11	14	10	12	12
80	36	30	39	26	33	22	28	23	29	20	26	20	26	18	23	10
100	45	43	56	36	48	32	43	32	43	29	39	29	39	27	35	8
120	54	54	73	43	56	42	56	42	56	38	51	38	51	35	47	6
140	64	67	91	59	81	51	70	52	72	48	65	48	65	44	60	4

DAMPING ADJUSTMENT		FUNCTIONAL DESCRIPTION	ADJUSTMENT RANGE
TPC REBOUND		<p>CONTROLS SPEED AT WHICH WHEEL RETURNS TO SAGGED POSITION AFTER COMPRESSION EVENT.</p> 	<p>FAST - SLOW</p> <p>MIN 20 - 0 MAX</p> <p>SEE TABLE ABOVE FOR RECOMMENDED SETTING BY RIDER WEIGHT</p>
<ul style="list-style-type: none"> REBOUND SPEED IS DEPENDENT ON AIR SPRING PRESSURE. REBOUND SETTING WILL VARY FOR DIFFERENT RIDER WEIGHTS, SPRING PRESSURES AND/OR RIDER PREFERENCES. FOR BEST PERFORMANCE REBOUND SPEED SHOULD BE EQUAL FOR FRONT AND REAR WHEELS. 			

VTT - 6 POSITION		<p>VTT CONTROLS DAMPING FORCE FOR UNSPRUNG WHEEL MOVEMENT; ROOTS, ROCKS, BRAKING BUMPS, ETC. AND SPRUNG CHASSIS MOVEMENT; PEDALING, PUMPING, BERMS, G-OUT ETC.</p> 	<p>SOFT - FIRM</p> <p>MIN 1 - 6 MAX</p> <p>MAXIMUM COMFORT 1-2</p> <p>INCREASED SUPPORT 3-4</p> <p>MAXIMUM SUPPORT 5-6</p>
<ul style="list-style-type: none"> VTT SIMULTANEOUSLY ADJUSTS THE HIGH SPEED AND LOW SPEED DAMPING CHARACTERISTICS. INCREASE VTT TO IMPROVE SUPPORT OFF LIPS OF JUMPS, PREVENT BOTTOMING ON LANDINGS, AND REDUCED PEDAL-BOB DURING CLIMBING. REDUCE VTT FOR INCREASED RIDER COMFORT AND IMPROVED TRACTION IN WET, ROOTY, ROCKY TERRAIN. ARM FATIGUE IS TYPICALLY A RESULT OF EXCESS DAMPING. REDUCE VTT FOR A MORE COMPLIANT RIDE. 			