

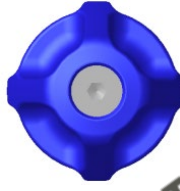
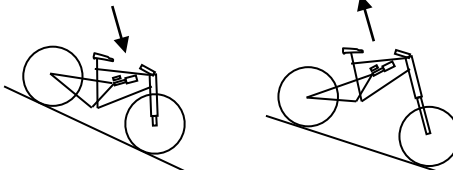
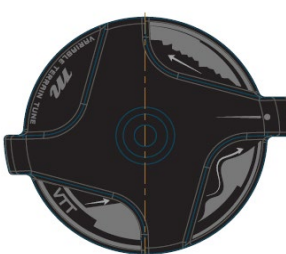



SPRING ADJUSTMENT		SET-UP NOTES
INCREMENTAL VOLUME ADJUST	<p>TOP OF FORK</p>  <p>! ALWAYS DEPRESSURIZE ! AIR SPRING BEFORE ADJUSTING IVA SEE USER MANUAL FOR IVA ADJUSTMENT PROCEDURE</p>	<ul style="list-style-type: none"> <li>FORK SHOULD BE UNWEIGHTED WHEN ADJUSTING AIR PRESSURE.</li> <li>RECOMMENDED PRESSURES SHOULD BE ADJUSTED UP OR DOWN TO MATCH RIDER WEIGHT AND SHOULD YIELD 20-25% SAG MEASUREMENT WITH RIDER IN STANDING POSITION (WEIGHT DISTRIBUTED 70% ON PEDALS 30% ON HANDLEBARS) SEE OWNERS MANUAL FOR SAG MEASUREMENT PROCEDURE.</li> <li>MAX PRESSURE NOT TO EXCEED: MAIN 120 PSI.</li> <li>ADJUST IVA PISTON POSITION TO CHANGE END OF STROKE RAMP. POSITION 1 IS LARGEST AIR VOLUME WITH PISTON CLOSEST TO THE TOP CAP. LARGER AIR VOLUME RESULTS IN A MORE LINEAR SPRING CURVE. SMALLER AIR VOLUME RESULTS IN A MORE PROGRESSIVE SPRING CURVE.</li> </ul>
MAIN AIR SPRING	<p>BOTTOM OF FORK</p> 	

RIDER WEIGHT		SPRING PRESSURE, psi										RECOMMENDED REBOUND SETTING (CCW FROM MAX)
		110mm		120mm		130mm		140mm		150mm		
lbs	Kg	MAIN	IVA	MAIN	IVA	MAIN	IVA	MAIN	IVA	MAIN	IVA	
120	54	46	3	44	3	44	2	40	2	40	1	14
140	64	57	3	54	3	55	2	50	2	50	1	12
160	73	68	3	64	3	65	2	59	2	59	1	10
180	82	79	3	74	3	75	2	69	2	69	1	8
200	91	90	3	84	3	85	2	78	2	78	1	6
220	100	101	3	94	3	96	2	88	2	88	1	4
240	109	112	3	104	3	106	2	97	2	97	1	2

DAMPING ADJUSTMENT		FUNCTIONAL DESCRIPTION	ADJUSTMENT RANGE
TPC REBOUND	 <p>TPC</p>	<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"> <li>REBOUND SPEED IS DEPENDENT ON AIR SPRING PRESSURE. REBOUND SETTING WILL VARY FOR DIFFERENT RIDER WEIGHTS, SPRING PRESSURES AND/OR RIDER PREFERENCES.</li> <li>FOR BEST PERFORMANCE REBOUND SPEED SHOULD BE EQUAL FOR FRONT AND REAR WHEELS.</li> </ul>			

VTT - 6 POSITION		<p>VTT CONTROLS DAMPING FORCE FOR UNSPRUNG WHEEL MOVEMENT; ROOTS, ROCKS, BRAKING BUMPS, ETC. <b>AND</b> 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"> <li>VTT SIMULTANEOUSLY ADJUSTS THE HIGH SPEED AND LOW SPEED DAMPING CHARACTERISTICS.</li> <li>INCREASE VTT TO IMPROVE SUPPORT OFF LIPS OF JUMPS, PREVENT BOTTOMING ON LANDINGS, AND REDUCED PEDAL-BOB DURING CLIMBING.</li> <li>REDUCE VTT FOR INCREASED RIDER COMFORT AND IMPROVED TRACTION IN WET, ROOTY, ROCKY TERRAIN.</li> <li>ARM FATIGUE IS TYPICALLY A RESULT OF EXCESS DAMPING. REDUCE VTT FOR A MORE COMPLIANT RIDE.</li> </ul>			