


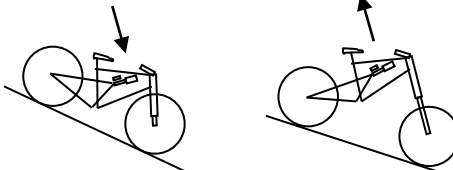

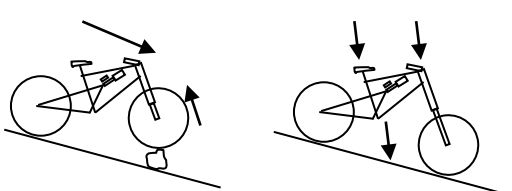


SPRING ADJUSTMENT		SET-UP NOTES
INCREMENTAL VOLUME ADJUST	<p>TOP OF FORK</p>  <p>! ALWAYS DEPRESSURIZE ! AIR SPRING BEFORE ADJUSTING IVA SEE USER MANUAL FOR IVA ADJUSTMENT PROCEDURE</p>	<ul style="list-style-type: none"> FORK SHOULD BE UNWEIGHTED WHEN ADJUSTING AIR PRESSURE. RECOMMENDED PRESSURES SHOULD 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. 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.
MAIN AIR SPRING	<p>BOTTOM OF FORK</p> 	<ul style="list-style-type: none"> TURN REBOUND ADJUSTMENT KNOB FULL CLOCKWISE (CW) TO SET MAXIMUM POSITION. REBOUND DAMPER MINIMUM SETTING IS ½ TURN COUNTERCLOCKWISE (CCW) FROM MAX (NOT DETENED). RECCOMENDED REBOUND SETTING IS REFERENCE AS A CLOCKFACE. TURN ABSOLUTE+ ADJUSTMENT KNOB FULL CLOCKWISE (CW) TO SET MAXIMUM, "ZERO" POSITION. ABSOLUTE+ DAMPER SETTING IS COUNTED COUNTERCLOCKWISE (CCW) FROM MAXIMUM.

RIDER WEIGHT		SPRING PRESSURE, psi												RECOMMENDED REBOUND SETTING		
lbs	Kg	100mm		110mm		120mm		130mm		140mm		150mm		160mm		MIN = 12 O'CLOCK MAX = 6 O'CLOCK
		MAIN	IVA	MAIN	IVA	MAIN	IVA	MAIN	IVA	MAIN	IVA	MAIN	IVA	MAIN	IVA	
60	27	16	4	14	3	13	3	14	2	12	2	12	1	10	1	1 O'CLOCK
80	36	27	4	25	3	23	3	24	2	21	2	21	1	19	1	2 O'CLOCK
100	45	38	4	35	3	34	3	34	2	31	2	31	1	28	1	3 O'CLOCK
120	54	51	4	46	3	44	3	44	2	40	2	40	1	37	1	4 O'CLOCK
140	64	62	4	57	3	54	3	55	2	50	2	50	1	46	1	5 O'CLOCK

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>— ½ TURN + MIN 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. 			

ABSOLUTE+		FUNCTIONAL DESCRIPTION	ADJUSTMENT RANGE
ABSOLUTE+		<p>ABSOLUTE+ 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>— 9 - 0 + MIN MAX</p> <p>MAXIMUM COMFORT 6-9</p> <p>INCREASED SUPPORT 3-5</p> <p>MAXIMUM SUPPORT 2-0</p>
<ul style="list-style-type: none"> THE ABSOLUTE+ ADJUSTMENT KNOB METERS THE AMOUNT OF OIL BYPASSING THE COMPRESSION SHIM STACK. INCREASE ABSOLUTE+ TO IMPROVE SUPPORT OFF LIPS OF JUMPS, PREVENT BOTTOMING ON LANDINGS, AND REDUCED PEDAL-BOB DURING CLIMBING. REDUCE ABSOLUTE+ FOR INCREASED RIDER COMFORT AND IMPROVED TRACTION IN WET, ROOTY, ROCKY TERRAIN ARM FATIGUE IS TYPICALLY A RESULT OF EXCESS DAMPING. REDUCE ABSOLUTE+ FOR A MORE COMPLIANT RIDE. 			