MATTOC PRO SET-UP GUIDE

SPRING ADJUSTMENT

INFINITE RATE TUNE

TOP OF FORK PRESSURIZE FIRST

MAIN AIR SPRING

BOTTOM OF FORK PRESSURIZE SECOND

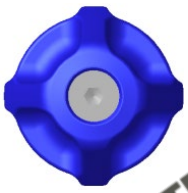
SET-UP NOTES

- FORK SHOULD BE UNWEIGHTED WHEN ADJUSTING AIR PRESSURE.
- 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.
- 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.

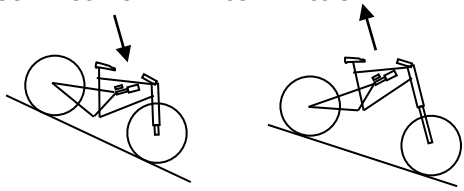
RIDER WEIGHT		SPRING PRESSURE, psi										RECOMMENDED REBOUND SETTING (CCW FROM MAX)
		110mm		120mm		130mm		140mm		150mm		
lbs	Kg	MAIN	IRT	MAIN	IRT	MAIN	IRT	MAIN	IRT	MAIN	IRT	
120	54	44	59	42	56	42	56	38	51	38	51	14
140	64	54	74	51	70	52	72	48	65	48	65	12
160	73	65	90	61	85	62	86	56	78	56	78	10
180	82	75	101	70	95	71	96	66	88	66	88	8
200	91	86	124	80	116	81	117	74	107	74	107	6
220	100	96	141	89	132	91	134	84	123	84	123	4
240	109	112	150	104	148	106	150	97	138	97	138	2

DAMPING ADJUSTMENT

TPC REBOUND



FUNCTIONAL DESCRIPTION: CONTROLS SPEED AT WHICH WHEEL RETURNS TO SAGGED POSITION AFTER COMPRESSION EVENT.



ADJUSTMENT RANGE: FAST - SLOW

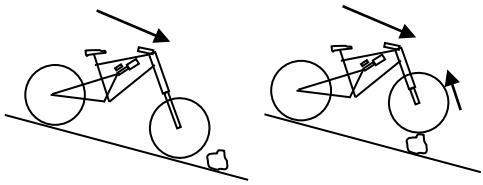
− MIN 20 - 0 + MAX

SEE TABLE ABOVE FOR RECOMMENDED SETTING BY RIDER WEIGHT

- 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.

HI- SPEED OUTER KNOB

FUNCTIONAL DESCRIPTION: CONTROLS DAMPING FORCE FOR UNSPRUNG WHEEL MOVEMENT; ROOTS, ROCKS, BRAKING BUMPS, ETC.



ADJUSTMENT RANGE: SOFT - FIRM

− MIN 4 - 0 + MAX

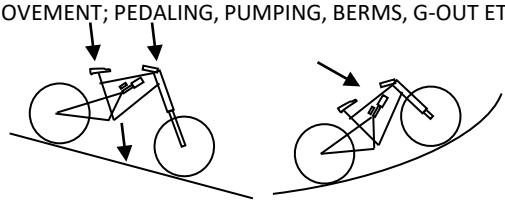
AGGRESSIVE TUNE 1-2

COMPLIANT TUNE 4-5

- HI-SPEED AND LO-SPEED ADJUSTERS ARE INTERDEPENDENT; TO ACHIEVE MORE SUPPORT OR MORE COMPLIANCE BOTH HI-SPEED AND LO-SPEED MAY NEED ADJUSTMENT.
- ARM FATIGUE IS TYPICALLY A RESULT OF EXCESS HI-SPEED. REDUCE HI-SPEED FOR A MORE COMPLIANT RIDE.

LO- SPEED INNER KNOB

FUNCTIONAL DESCRIPTION: CONTROLS DAMPING FOR SPRUNG CHASSIS MOVEMENT; PEDALING, PUMPING, BERMS, G-OUT ETC.



ADJUSTMENT RANGE: SOFT - FIRM

− MIN 10 - 0 + MAX

AGGRESSIVE TUNE 0-5

COMPLIANT TUNE 6-10

- LO-SPEED ADJUSTER CONTROLS THE CHASSIS MOVEMENT. INCREASE LO-SPEED TO IMPROVE SUPPORT OFF LIPS OF JUMPS AND PREVENT BOTTOMING ON LANDINGS.
- MATTOC PRO MC² DAMPER CONTAINS AN INDEPENDENT HYDRAULIC BOTTOM-OUT CIRCUIT (**HBO**) THAT INCREASES DAMPING IN THE FINAL 30MM OF TRAVEL. HBO PREVENTS HARD BOTTOMING EVENTS AND REDUCES OCCURRENCE OF FULL TRAVEL USE.