

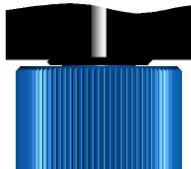
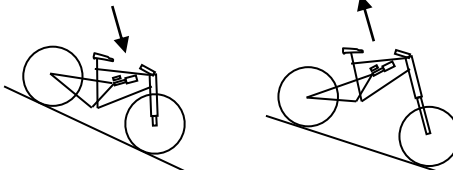



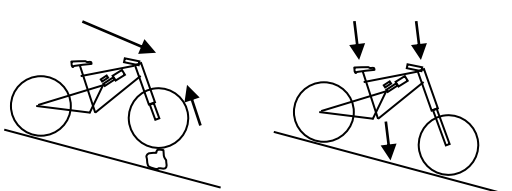


MASTODON COMP SET-UP GUIDE

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 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 150 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). RECOMMENDED REBOUND SETTING IS REFERENCED 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
		80mm		100mm		120mm		130mm		140mm		
lbs	Kg	MAIN	IVA	MAIN	IVA	MAIN	IVA	MAIN	IVA	MAIN	IVA	
120	54	79	5	70	4	59	3	59	2	54	2	MIN = 12 O'CLOCK
140	64	93	5	83	4	71	3	70	2	65	2	1 O'CLOCK
160	73	108	5	96	4	83	3	82	2	75	2	2 O'CLOCK
180	82	123	5	110	4	95	3	94	2	86	2	3 O'CLOCK
200	91	138	5	124	4	106	3	105	2	97	2	4 O'CLOCK
220	100	150	5	137	4	118	3	117	2	108	2	5 O'CLOCK
240	109	-	-	150	4	130	3	129	2	119	2	MAX = 6 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+		<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. 			