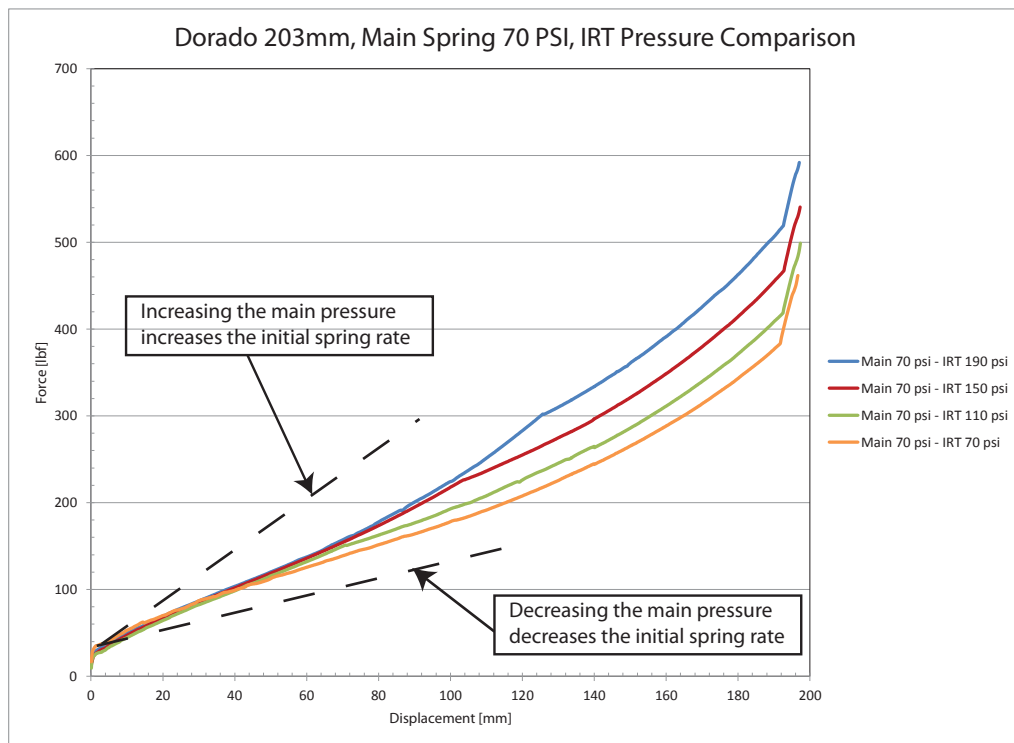


DORADO INFINITE RATE TUNE (IRT) FUNCTIONAL DESCRIPTION

Infinite Rate Tune (IRT) allows for advanced spring tuning by independently modifying air pressures in the beginning and end stroke. IRT technology creates a secondary air spring that effects only the middle-to-end stroke of the fork. This allows the main air spring to be set to lower pressures for improved small bump sensitivity while maintaining mid-stroke support and moderate to aggressive end-stroke ramp-up.



DORADO INFINITE RATE TUNE (IRT) INSTALLATION & SET-UP GUIDE

Tools:
 3mm, 4mm, 5mm, 6mm hex keys
 26mm socket
 M-prep Grease

NOTE: For ease of service it is recommended that the spring leg be removed from the fork crowns.

1. Remove air cap on top of spring leg and attach shock-pump to valve stem; note your current spring pressure. Depressurize air spring using shock pump relief valve, remove shock pump. Fully depress the air valve core with 3mm hex key to fully evacuate any remaining pressure.
2. Remove spring end-cap on non-drive side drop-out using 26mm socket.
3. Lubricate IRT piston seal with M-prep grease.
4. Insert IRT assembly into leg. Use 26mm socket, torque to 6.8-9.0 N-m [60-80 in-lb].
5. **IMPORTANT:** For correct function pressurize IRT before main air spring. Attach shock pump to IRT valve stem, pressurize IRT to recommended air pressure in chart, remove shock pump, replace valve cap.
6. Attach shock pump to main air spring, pressurize to recommended air pressure in chart. Replace valve cap.
7. IRT air pressure may be modified to desired spring characteristics. However, IRT should be pressurized a minimum of 10psi greater than the main air spring to ensure correct function.
8. Reassemble spring leg to crowns and wheel to fork using torque specifications:
 Crown Pinch Bolts: 10.7-12.4 N-m [95-110 in-lb]
 Axle Pinch Bolts and Axle Set Bolt : 3.4-4.5 N-m [30-40 in-lb]

Rider Weight		Spring Pressure, psi [Bar]					
lbs	Kg	Soft		Standard		Firm	
		Main	IRT	Main	IRT	Main	IRT
>220	>100	85 [5.8]	105 [7.2]	92 [6.3]	132 [9.1]	100 [6.9]	160 [11.0]
200-220	92-100	75 [5.2]	95 [6.6]	82 [5.7]	122 [8.4]	90 [6.2]	150 [10.3]
170-199	77-91	65 [4.5]	85 [5.9]	72 [5.0]	112 [7.7]	80 [5.5]	140 [9.7]
140-169	64-76	55 [3.8]	75 [5.2]	62 [4.3]	102 [7.0]	70 [4.8]	130 [9.0]
120-139	54-63	50 [3.4]	70 [4.8]	55 [3.8]	95 [6.5]	60 [4.1]	120 [8.3]



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DORADO IRT/TSR

DORADO TRAIL SIDE RELIEF (TSR) FUNCTIONAL DESCRIPTION

During normal riding, damper oil oxidizes and turns to vapor. Over time this vapor accumulates and begins to build pressure in the fork. This in turn will preload the fork losing its initial stroke suppleness. TSR top-caps allow the rider to quickly relieve the pressure build-up and prevent the preloaded condition.

TSR top-cap are equipped with either a button style relieve valve (Dorado Pro, **FIG 1**) or a screw type relief valve (Dorado Expert, **FIG 2**).

To relieve the pressure on the Pro top-caps, simply depress the red TSR button on the top-cap. It is recommended to perform pressure relief at the end of every riding day to prevent pressure build-up. Depending on the amount of pressure build up you may hear air passing through the valve, this is normal. To relieve the pressure on the Expert top-caps, unscrew the TSR screw using a 2.5mm hex key. Unscrew (counterclockwise) 2-3 full turns to unseat seal. It is not necessary to fully remove the screw to relieve the pressure. It is recommended to perform pressure relief at the end of every day to prevent pressure build-up. Depending on the amount of pressure build up you may hear air passing through the valve, this is normal.

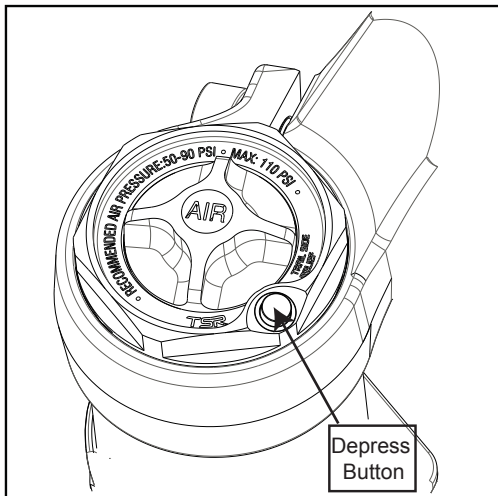


FIG 1

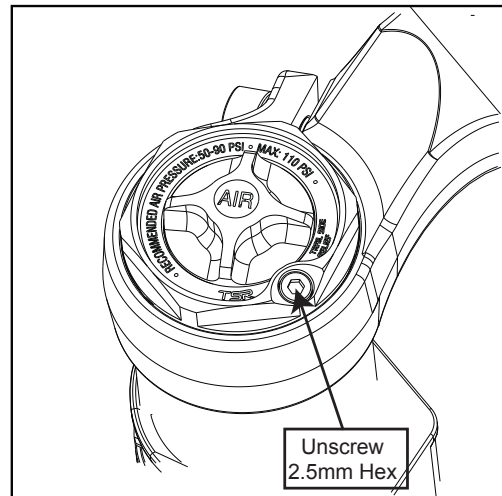


FIG 2

DORADO TRAIL SIDE RELIEF (TSR) INSTALLATION

Tools:

- 4mm, 5mm, 6mm hex keys
- 36mm socket or wrench
- 12mm open wrench
- 13mm open wrench

For ease of service it is recommended that the axle and wheel be removed from the fork.

Spring top-cap

1. Unthread air valve cap from valve stem on air spring top-cap.
2. Unthread spring top-cap from outer leg using 36mm wrench.
3. Push spring drop-out into fork to expose comp-rod adapter.
4. Holding comp-rod adapter using 13mm open wrench, unthread top-cap using 36mm socket or wrench.
5. Thread new TSR "AIR" top-cap onto comp-rod adapter. Holding comp-rod adapter using 13mm open wrench, torque top-cap using 36mm socket or wrench to 6,8-9,0 N-m [60-80 in-lb].
6. Pull spring drop-out down to engage top-cap thread into outer leg.
7. Thread top-cap into outer leg. Torque top-cap using 36mm socket or wrench to 6,8-9,0 N-m [60-80 in-lb].

Damper top-cap:

1. Unthread damper top-cap from outer leg using 36mm wrench.
2. Push damper drop-out into fork to expose rebound rod adapter.
3. Holding rebound rod adapter using 12mm open wrench, unthread top-cap using 36mm socket or wrench
4. Push rebound knob out from back side of top cap.
5. Thread new TSR "REBOUND" top-cap onto rebound rod adapter. Holding rebound rod adapter using 12mm open wrench, torque top-cap using 36mm socket or wrench to 6,8-9,0 N-m [60-80 in-lb].
6. Pull damper drop-out down to engage top-cap thread into outer leg.
7. Thread top-cap into outer leg. Torque top-cap using 36mm socket or wrench to 6,8-9,0 N-m [60-80 in-lb].
8. Reinstall Rebound knob by pressing it firmly into the top-cap.

Reassemble axle and wheel to fork using torque specifications:

Axle Pinch Bolts and Axle Set Bolt : 3.4-4.5 N-m [30-40 in-lb]