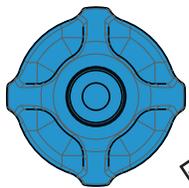
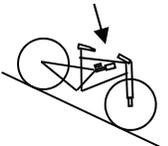
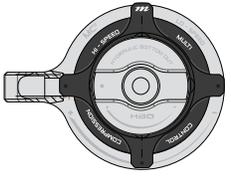
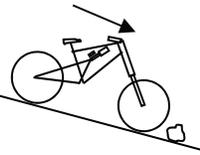
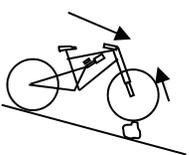
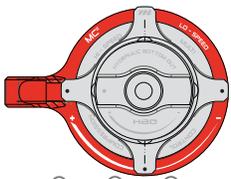
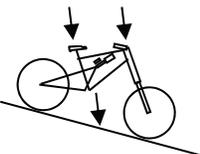
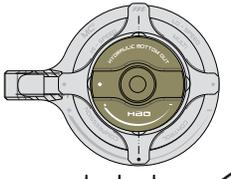
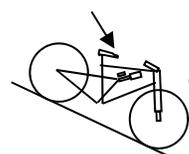




MATTOC PRO / MATTOC EXPERT SET-UP GUIDE



Spring Adjustment		Rider Weight		Spring Pressure, PSI [BAR]				Set-up notes		
		LBS	KG	140mm	150mm	160mm	170mm			
AIR SPRING  	>220	>100	94-102 [6.5-7.0]	84-92 [5.8-6.3]	76-84 [5.2-5.8]	69-76 [4.8-5.2]	<ul style="list-style-type: none"> Max pressure not to exceed 120 PSI [8.3BAR] Fork should be unweighted when adjusting air pressure Static sag should be 20-30%. See Owner's Manual for sag measurement procedure Dial it in! Tuning definitions: <u>All -Mountain:</u> Pedal up, pedal down (EPIC!) <u>Enduro:</u> Emphasis on gravity (GNARLY!) <u>Flow Trail:</u> Hips, berms, & doubles (YEAH, BRO!) 			
	200-220	91-100	80-94 [5.5-6.5]	72-84 [5.0-5.8]	65-76 [4.5-5.2]	58-69 [4.0-4.8]				
	170-200	77-91	68-80 [4.7-5.5]	60-72 [4.1-5.0]	53-65 [2.9-3.7]	48-58 [3.3-4.0]				
	140-170	64-77	54-68 [3.7-4.7]	48-60 [3.3-4.1]	42-53 [2.9-3.7]	37-48 [2.6-3.3]				
	120-140	55-64	46-54 [3.2-3.7]	39-48 [2.7-3.3]	34-42 [2.3-2.9]	30-37 [2.1-2.6]				
Damping Adjustment		Functional Description		Adjustment Clicks [Open-Closed]		All Mountain Tuning	Enduro Tuning	Flow Trail Tuning		
TPC Rebound  	Controls speed at which wheel returns to sagged position after compression event		 		PRO MIN 9 - 0 MAX	8-5	9-7	6-3		
					EXP MIN 4 - 0 MAX	4-2	4-3	3-1		
				<ul style="list-style-type: none"> Rebound speed is dependent on air spring pressure. Recommended setting are for an average rider (170 LBS [77 KG]). Rebound setting will vary for different rider weights and/or spring pressures. 						
High Speed (HS)  	Controls damping force for short travel unsprung wheel movement; roots, rocks, braking bumps, etc.		 		MIN 5 - 0 MAX	3-0	5-3	2-1		
					<ul style="list-style-type: none"> Pedaling platform is achieved by maxing out the Low-Speed compression adjuster and increasing the High-Speed adjuster. For AM riding, the High-Speed adjuster should be set with the Low-Speed adjuster maxed out and then increase the High-Speed adjuster until desired pedaling platform is reached. HS is a "set-and-forget" adjustment. 					
Low Speed (LS)  	Controls damping for sprung chassis movement; pedaling, pumping, berms, G-Out, etc.		 		MIN 4 - 0 MAX	0 (MAX)-Climb 4 (MIN)-Descend	4-3	2-0		
					<ul style="list-style-type: none"> The Low-Speed adjuster is ¼ turn "on-the-fly"; when the HS adjuster is appropriately set the LS adjuster may be used actively during different trail segments (climb, flat, descend). For Enduro riding it may be desirable to decrease the HS adjustment further to increase small bump sensitivity. 					
HBO  	Controls damping force for deep travel sprung chassis movement; jumps, drops, etc.		 		MIN 5 - 0 MAX	Initially set at MIN(5) Increase incrementally until bottom-less				
					<ul style="list-style-type: none"> HBO controls the damping during final 30mm of travel. Adjustments may not clearly be felt without fully compressing the fork. HBO should be initially set at MIN(5) then increased incrementally until there is no noticeable bottom-out. When set properly the fork will use 99% of the travel without noticeable bottom-out. 					