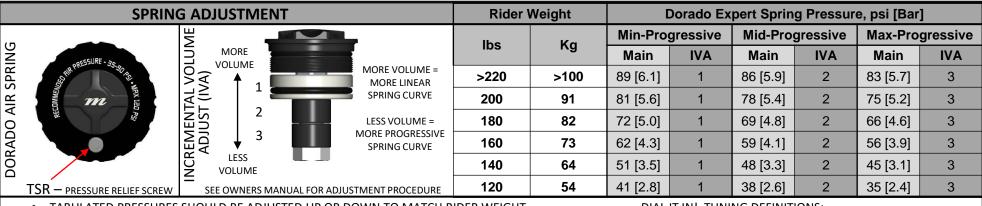
THE SURASS EXPERT

SET-UP GUIDE



- TABULATED PRESSURES SHOULD BE ADJUSTED UP OR DOWN TO MATCH RIDER WEIGHT.
- PRESSURE RECCOMENDATIONS SHOULD YIELD 20-30% 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 120 PSI [8.3 BAR]
- FORK SHOULD BE UNWEIGHTED WHEN ADJUSTING AIR PRESSURE.

SET-UP NOTES

7

 TSR (TRAIL SIDE RELIEF) – WITH FORK FULLY EXTENDED UNTHREAD SCREWS 2-3 TURNS TO ALLOW INTERNAL PRESSURE FROM HEAT AND ELEVATION TO EQUALIZE. RETIGHTEN SCREW BEFORE RIDING. DIAL IT IN! TUNING DEFINITIONS:

CTANDADD | DH DACE

(HBO) THAT INCREASES DAMPING IN THE FINAL 30MM OF TRAVEL. HBO PREVENTS HARD

BOTTOMING EVENTS AND REDUCES OCCURRENCE OF FULL TRAVEL USE.

- STANDARD: SOFTER DAMPING FOR REDUCED FATIGUE **DURING LONG LIFT OR SHUTTLE DAYS**
- DH RACE: INCREASED LO-SPEED SUPPORT PAIRED WITH SUPPLE HI-SPEED FOR FAST ROOTY/ROCKY TERRAIN
- PARK: INCREASED LO-SPEED SUPPORT FOR PUMPING THROUGH BERMS AND JUMPS

DVDK

DAMPING ADJUSTMENT		FUNCTIONAL DESCRIPTION	ADJUSTMENT RANGE	TUNING	TUNING	TUNING
ΔN	FEBOURD +	CONTROLS SPEED AT WHICH WHEEL RETURNS TO SAGGED POSITION AFTER COMPRESSION EVENT		6-10	7-12	5-9
TPC REBOUND			 REBOUND SPEED IS DEPENDENT ON AIR SPRING PRESSURE. RECOMMENDED SETTINGS ARE FOR AN AVERAGE RIDER (170 LBS [77 KG]). REBOUND SETTING WILL VARY FOR DIFFERENT RIDER WEIGHTS AND /OR SPRING PRESSURES. FOR BEST PERFORMANCE REBOUND SPEED SHOULD BE EQUAL FOR FRONT AND REAR WHEELS. 			
HI- SPEED (OUTER)	TPC' O	CONTROLS DAMPING FORCE FOR UNSPRUNG WHEEL MOVEMENT; ROOTS, ROCKS, BRAKING BUMPS, ETC.	15 - 0 +	10-15	6-12	4-7
			 HI-SPEED AND TPC+ ADJUSTERS ARE INTERDEPENDENT; TO ACHIEVE MORE SUPPORT OR MORE COMPLIANCE BOTH HI-SPEED AND TPC+ MAY NEED ADJUSTMENT. ARM FATIGUE IS TYPICALLY A RESULT OF EXCESS HI-SPEED. REDUCE HI-SPEED FOR A MORE COMPLIANT RIDE. 			
C+ (INNER)	TPC' O	CONTROLS DAMPING FOR SPRUNG CHASSIS MOVEMENT; PEDALING, PUMPING, BERMS, G-OUTS, LANDINGS, ETC.	— 15 - 0 + MAX	5-10	4-7	3-5
			 TPC+ ADJUSTER CONTROLS THE CHASSIS MOVEMENT. INCREASE TPC+ TO IMPROVE SUPPORT OFF LIPS OF JUMPS AND PREVENT BOTTOMING ON LANDINGS. DORADO TPC+ DAMPER CONTAINS AN INDEPENDENT HYDRAULIC BOTTOM-OUT CIRCUIT 			

[OPENI-CLOSED]

HBG PART NO. 46-39219 REV 1 [11/2/2020]