

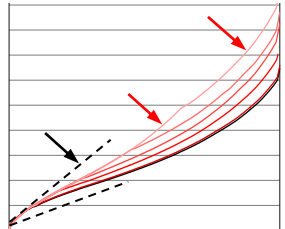



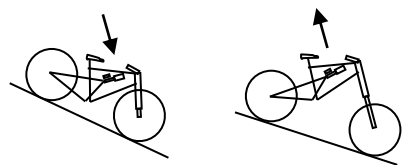
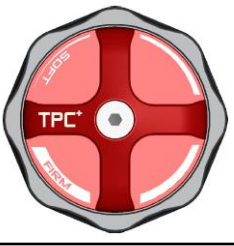
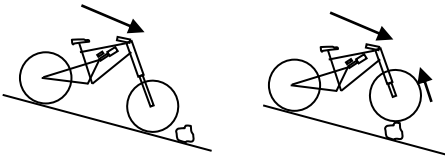

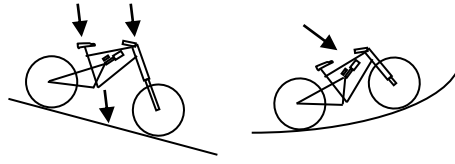
| SPRING ADJUSTMENT | | Rider Weight | | Dorado PRO Spring Pressure, psi [Bar] | | | | | | | | |
|----------------------------------|---|--|---|--|------|------|-----------------|----------|-----------------|-----------|-----------------|------------|
| DORADO AIR SPRING TOP OF FORK |  TSR — PRESSURE RELIEF BUTTON | INFINITE RATE TUNE (IRT) BOTTOM OF FORK |  ALWAYS FILL IRT BEFORE MAIN AIR SPRING |  ↑ MAIN PRESSURE INCREASES INITIAL RATE AND DECREASES SAG. ↑ IRT PRESSURE INCREASES MID-STROKE SUPPORT AND BOTTOM OUT RESISTANCE | lbs | Kg | Min-Progressive | | Mid-Progressive | | Max-Progressive | |
| | | | | | | | Main | IRT | Main | IRT | Main | IRT |
| | | | | | >220 | >100 | 70 [4.8] | 90 [6.2] | 75 [5.2] | 110 [7.6] | 80 [5.5] | 155 [10.7] |
| | | | | | 200 | 91 | 60 [4.1] | 79 [5.4] | 65 [4.5] | 98 [6.8] | 75 [5.2] | 140 [9.7] |
| | | | | | 180 | 82 | 55 [3.8] | 73 [5.0] | 60 [4.1] | 91 [6.3] | 65 [4.5] | 130 [9.0] |
| | | | | | 160 | 73 | 50 [3.4] | 67 [4.6] | 55 [3.8] | 84 [5.8] | 60 [4.1] | 120 [8.3] |
| | | | | | 140 | 64 | 51 [3.1] | 61 [4.2] | 50 [3.4] | 77 [5.3] | 55 [3.8] | 110 [7.6] |
| | | | | | 120 | 54 | 40 [2.8] | 55 [3.8] | 45 [3.1] | 70 [4.8] | 50 [3.4] | 100 [6.9] |

SET-UP NOTES

- 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], IRT 200PSI [13.8 BAR]
- FORK SHOULD BE UNWEIGHTED WHEN ADJUSTING AIR PRESSURE. PRESSURIZE IRT CHAMBER FIRST.
- TSR (TRAIL SIDE RELIEF) – WITH FORK FULLY EXTENDED DEPRESS BUTTON TO ALLOW INTERNAL PRESSURE FROM HEAT AND ELEVATION TO EQUALIZE.

DIAL IT IN! TUNING DEFINITIONS:

- 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

| DAMPING ADJUSTMENT | FUNCTIONAL DESCRIPTION | [OPEN-CLOSED] ADJUSTMENT RANGE | STANDARD TUNING | DH RACE TUNING | PARK TUNING |
|---|---|--------------------------------|-----------------|----------------|-------------|
| TPC REBOUND  TSR | CONTROLS SPEED AT WHICH WHEEL RETURNS TO SAGGED POSITION AFTER COMPRESSION EVENT  | — MIN 24 - 0 MAX + | 6-10 | 7-12 | 5-9 |
| HI-SPEED (OUTER)  | CONTROLS DAMPING FORCE FOR UNSPRUNG WHEEL MOVEMENT; ROOTS, ROCKS, BRAKING BUMPS, ETC.  | — MIN 15 - 0 MAX + | 10-15 | 6-12 | 4-7 |
| TPC+ (INNER)  | CONTROLS DAMPING FOR SPRUNG CHASSIS MOVEMENT; PEDALING, PUMPING, BERMS, G-OUTS, LANDINGS, ETC.  | — MIN 15 - 0 MAX + | 5-10 | 4-7 | 3-5 |

• 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 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.

• 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 (**HBO**) THAT INCREASES DAMPING IN THE FINAL 30MM OF TRAVEL. HBO PREVENTS HARD BOTTOMING EVENTS AND REDUCES OCCURRENCE OF FULL TRAVEL USE.