Tuning Guide MX-Tech 4CS Asymmetrical System.

The MXT Asymmetrical system was designed to maximize the damping characteristics of system by subdividing the work between the chambers creating a more tunable fork with a broader more flexible set-up.

The Asymmetrical system has the following standard adjustments:

Compression:

Low Speed: Red adjuster fork bottom (14 Clicks) Adjusted with a 4mm Allen wrench.
Mid Speed: Fork Cap marked compression. (24 Clicks) White knob.
High Speed: Black adjuster fork bottom (14 Clicks) Adjusted with a 4mm Allen wrench.

Rebound:

Low Speed: Red Fork Cap marked rebound. (24 clicks)

Oil height:

80-145mm (Recommended 145mm)

We understand that the prospect of tuning additional adjusters is potentially intimidating, so we wanted to create a quick reference which will make the process easier.

We recommend that you start by tuning the Mid-speed compression. The mid-speed is the most noticeable adjuster and makes big changes to the fork action and damping coefficient. Once the action is close you can use the high-speed to change how the forks respond to larger high-speed hits and square edge bumps. Hint: For every 3-4 clicks stiffer or softer on the mid-speed you will find that it's helpful to adjust the high-speed 1-2 clicks in the same direction. Example: Mid-Speed 12, High Speed 6, and the Mid-Speed is adjusted to 9. Adjust High Speed to 4. Doing adjustments in this manner creates a shift vertically up or down in the damping coefficient but does not change the shape of the force curve. Once the gross delivery is good you can fine tune either mid or high speed, to get the exact feel you're after.

Low-speed: This is most directly responsible for tuning the feel in neutral low-speed movements in (mid corner or sweepers). If you want less movement out of the fork or more movement out of the fork when you are not braking or accelerating then tuning the low-speed is you best option. Generally the stiffer you can run your low speed the more stable your bike will be, with traction being the biggest trade off.

Rebound: This adjustment is used to aid steering in sweepers and ruts. If your bike is pushing or going over the top of ruts in corners try adding a little rebound, if you are over steering and losing the rear end in ruts and sweepers try removing a click or two of rebound.

Oil Height: We don't recommend that you depart significantly from our settings. If you need more bottoming control you can raise the level 10mm or 15mm, but that will make the fork much harsher in braking bumps.

Thanks for reading this, please feel free to ask questions, as we want you to be happy with your MXT 4CS asymmetrical system.