

Getting started, shock:

Setting the rebound:

- 1.) Find a relatively fast straight with braking bumps leading into the entrance of a corner. Reduce (Turn clicker out) the rebound damping until the rear end begins to hop or feel loose. Finally, increase (Turn clicker in) the rebound damping until the sensation goes away.
- 2.) Find a jump that tends to launch the motorcycle out. The rear end should absorb and then smoothly lift the motorcycle into the air. If the rear end bounces up, add rebound. (Turn clicker in)
- 3.) Find some large whoops. The motorcycle should track straight through the whoops with the rear wheel extending to the ground before the next impact. If it does not perform as described as above, it is packing and the rebound damping should be reduced! (Turn clicker out) (Please note the guide for sand set-up, as these rules don't apply for sand.)

Setting the compression:

- 1.) Find a corner with acceleration bumps on the exit. The rear of the motorcycle should follow the ground. If the rear end "breaks up", soften the compression. (Turn clicker out) (If this fails soften the rebound two clicks.) (Turn clicker out)
- 2.) Find some rough sections, a large jump and a couple of "G-Outs". The shock should bottom on the roughest section but it should not be a slamming sensation. Add compression to fight bottoming. (Turn clicker in.) But avoid going to far as small bump ride will be sacrificed in the trade. Remember the adjusters have a primary effect on the low speed, so even a large change in setting may only affect bottoming resistance slightly. Remember bottoming your suspension is not necessarily a bad thing. You should strive to bottom off the biggest bottoming load obstacle on the track. If you don't you're not getting maximum plushness from your suspension.

Getting started, forks:

Setting the compression:

- 1.) The forks should react to all track variations. If the forks seem harsh on small bumps or holes, soften the compression. (Turn clicker out) If they aren't, stiffen (Turn clicker in.) until they do feel harsh and then turn back a click or two.
- 2.) Now find the rough part of the track again. The forks should bottom over the worst obstacle. If harsh bottoming occurs, add oil in 5 mm increments.

Setting the rebound:

The rebound damping is responsible for the stability and the cornering characteristics of the motorcycle.

- 1) Find a short sweeper. When the forks compress for the turn, the speed at which the forks return is the energy that pushes your front wheel into the ground. If the forks rebound too quickly, the energy will be used up and the bike will drift wide, or wash. If the rebound is too slow, the bike will tuck under and turn too soon to the inside. Find the appropriate balance for each track.
- 2). With the bike turning well, the wheel should return to the ground quickly yet not deflect off berms or bounce off jumps.

Going to different tracks: