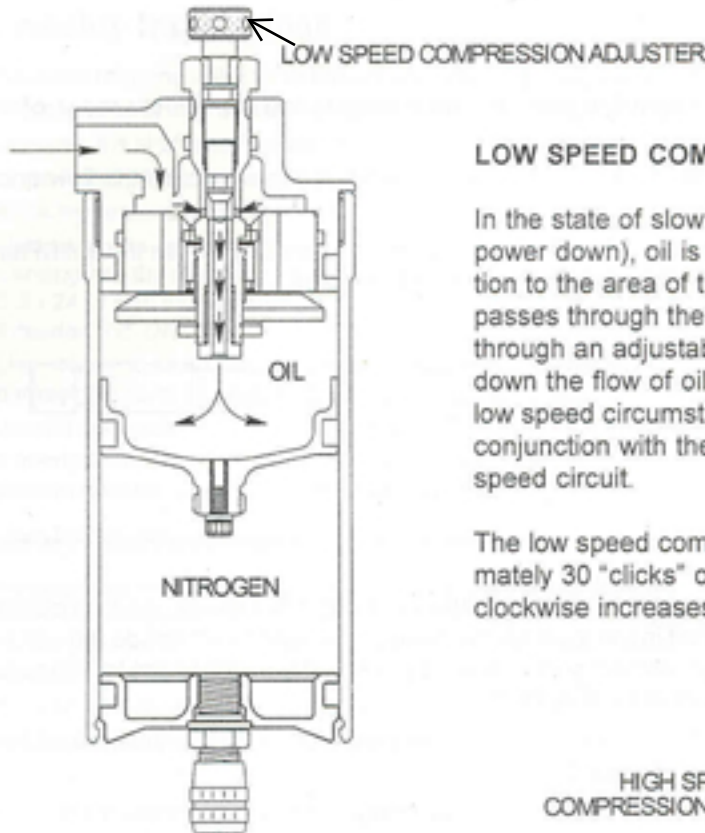


COMPRESSION ADJUSTMENT



LOW SPEED COMPRESSION ADJUSTMENT

In the state of slow shaft movement (i.e., corner entry, exit, and power down), oil is displaced into the reservoir in direct proportion to the area of the shaft entering the shock body. The oil passes through the compression adjuster where it is metered through an adjustable needle and jet assembly. By shutting down the flow of oil, the oil is restricted, causing a stiffer feel in low speed circumstances. The low speed adjuster works in conjunction with the high speed adjuster to delay the high speed circuit.

The low speed compression bleed bypass adjuster has approximately 30 "clicks" of adjustment. Turning the adjuster knob clockwise increases the low speed damping.

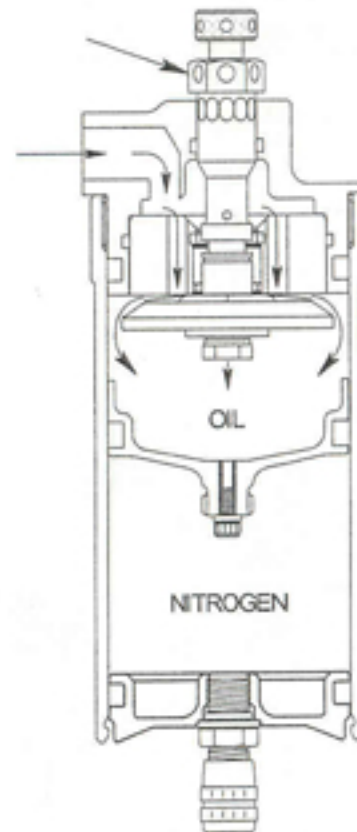
HIGH SPEED COMPRESSION ADJUSTER

HIGH SPEED COMPRESSION ADJUSTMENT

In fast shaft movement (i.e. bumps, track inconsistencies, etc.), oil is displaced into the reservoir, as in the low speed state, but at a much faster velocity. The oil is forced to bypass the low speed needle and jet due to the fact that the small orifice in the jet causes the oil to hydraulic. In turn, the oil is forced through another piston in which it's orifices are covered by another shim stack. This shim stack is preloaded with force from the CD cage and preload shims. By turning the high speed adjuster clockwise (stiffer), you are preloading the CD cage and shims, making it tougher for the oil to flex the shims.

The operation of the high speed adjuster assembly effect is timed by the adjustment of the low speed needle and shaft velocity. (i.e., if the low speed needle is full soft, at high speed a larger volume of oil will initially pass through the low speed jet slightly delaying the operation of the high speed bypass mode.

Turning the black hex adjuster clockwise increases the high speed damping. There are 24 +/- clicks of high speed adjustment counting from full soft.



NOTE: When making adjustments on the high speed adjuster, start at the full soft setting (adjuster wound all the way in against the reservoir body) counting the clicks toward full firm. When adjusting low speed, start at the full firm setting (adjuster wound all the way in against high speed adjuster) counting the clicks toward full soft. This makes your settings more precise and less confusing for your records.