



## Demo 9 & 8 Setup:

### Answer 4-way SPV

- Before the sag is set, the IFP (internal floating piston) air pressure needs to be set at a starting point. The IFP pressure affects sag, so we need to set a starting point and fine tune later. To establish a starting point, use 60% of the rider's weight in the IFP chamber.
  - Sag should be set approx 30-35% of shock travel. Sag is adjusted with preload on the spring to a certain extent and by changing spring rates. The rider should start with a minimum of 1mm of preload on the spring. Additional preload can be added (up to 8mm of preload) to reduce sag. If you cannot achieve the proper sag with preload on the stock spring, the spring will need to be changed. Higher spring rate for less sag and lower spring rate for more sag.
  - You have already set the IFP air pressure to 60% of your weight. This was a starting point. Now it is time to fine tune the IFP adjustment. IFP pressure is used to dial in the rider's preferred pedaling efficiency, riding "platform" and high speed blow-off. The IFP pressure is a rider preference. Riders looking for a more efficient, firmer feel while pedaling and firmer platform would run higher pressures. Lower air pressures are used by riders looking for a softer initial suspension feel, maximizing traction and control on small bumps. Adjust the IFP pressure in 5psi increments from your starting point to fine tune your desired ride quality. While fine tuning the IFP pressure, be sure to keep the range between 50psi and 175psi. If you adjusted the IFP pressure by 15psi or more, double check your sag and adjust spring rate if needed.
  - These shocks have a separate adjustment to control bottom out by changing the reservoirs volume. At the end of the shock reservoir is a 16mm nut that changes volume in the reservoir allowing the rider to control bottom out. Adjusting the nut in (into the reservoir) decreases volume in the reservoir requiring a bigger hit to bottom the suspension making the suspension more progressive. Adjusting the nut out, increases the reservoirs volume allowing the shock to move easier though it's full travel making the suspension less progressive. The 16mm nut can be adjusted using the 16/19mm Specialized tool that was included with your bike. The nut has approximately 6 turns of adjustment. Anytime the volume is adjusted, recheck and adjust the IFP pressure. In general, if you are doing a lot of drops and harsh, flatter landings you might need less volume in the reservoir to control bottoming. If you are staying mostly on the ground or landing smoothly you can run less volume allowing the shock to control bumps with more of its travel. Less volume might be best for DH racing where there are fewer drops to flat and harsh landings.
- The standard rebound damping adjuster should be set to rider preference. Typically a slower rebound for slow speed, bigger hits to eliminate kickback, or faster rebound for higher speeds and smaller hits, so the suspension does not dive and has time to rebound between bumps.