

ENDURO

Rider lbs.	(kg)	Air (psi)
90 - 100	(41 - 45)	75 - 80
100 - 110	(45 - 50)	80 - 85
110 - 120	(50 - 54)	85 - 90
120 - 130	(54 - 60)	90 - 95
130 - 140	(60 - 64)	95 - 100
140 - 150	(64 - 68)	100 - 105
150 - 160	(68 - 73)	105 - 110
160 - 170	(73 - 77)	110 - 115
170 - 180	(77 - 82)	115 - 120
180 - 190	(82 - 86)	120 - 125

Rider lbs.	(kg)	Air (psi)
190 - 200	(86 - 91)	125 - 130
200 - 210	(91 - 95)	130 - 135
210 - 220	(95 - 100)	135 - 140
220 - 230	(100 - 104)	140 - 145
230 - 240	(104 - 109)	145 - 150
240 - 250	(109 - 113)	150 - 155
250 - 265	(113 - 120)	155 - 160
265 - 280	(120 - 127)	160 - 165
280 - 295	(127 - 134)	165 - 170+

Enduros with Progressive 5th Element:

- Before the sag is set with the main air pressure, the IFP (internal floating piston) air pressure needs to be set at a starting point (located on the shaft of the shock close to the bikes suspension linkage). The IFP pressure affects sag, so we need to set a starting point and fine tune later. To establish a starting point, use 50% of the rider's weight in the IFP chamber.
- Setup sag to approx 25-30% of available travel by adjusting air pressure in the main air valve at the front of the shock. The rider can find a starting main air pressure from attached pressure chart. Note- the chart is only a starting point, actual sag needs to be checked and adjusted on the bike, while riding, and at regular intervals.
- You have already set the IFP air pressure to 50% 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 (50% of rider weight) to fine tune your desired ride quality. While fine tuning the IFP pressure, be sure to keep the range between 50psi and 125psi. If you adjusted the IFP pressure by 15psi or more, double check your sag with the main air pressure.
- 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.

** Max air in main chamber not to exceed 170 psi