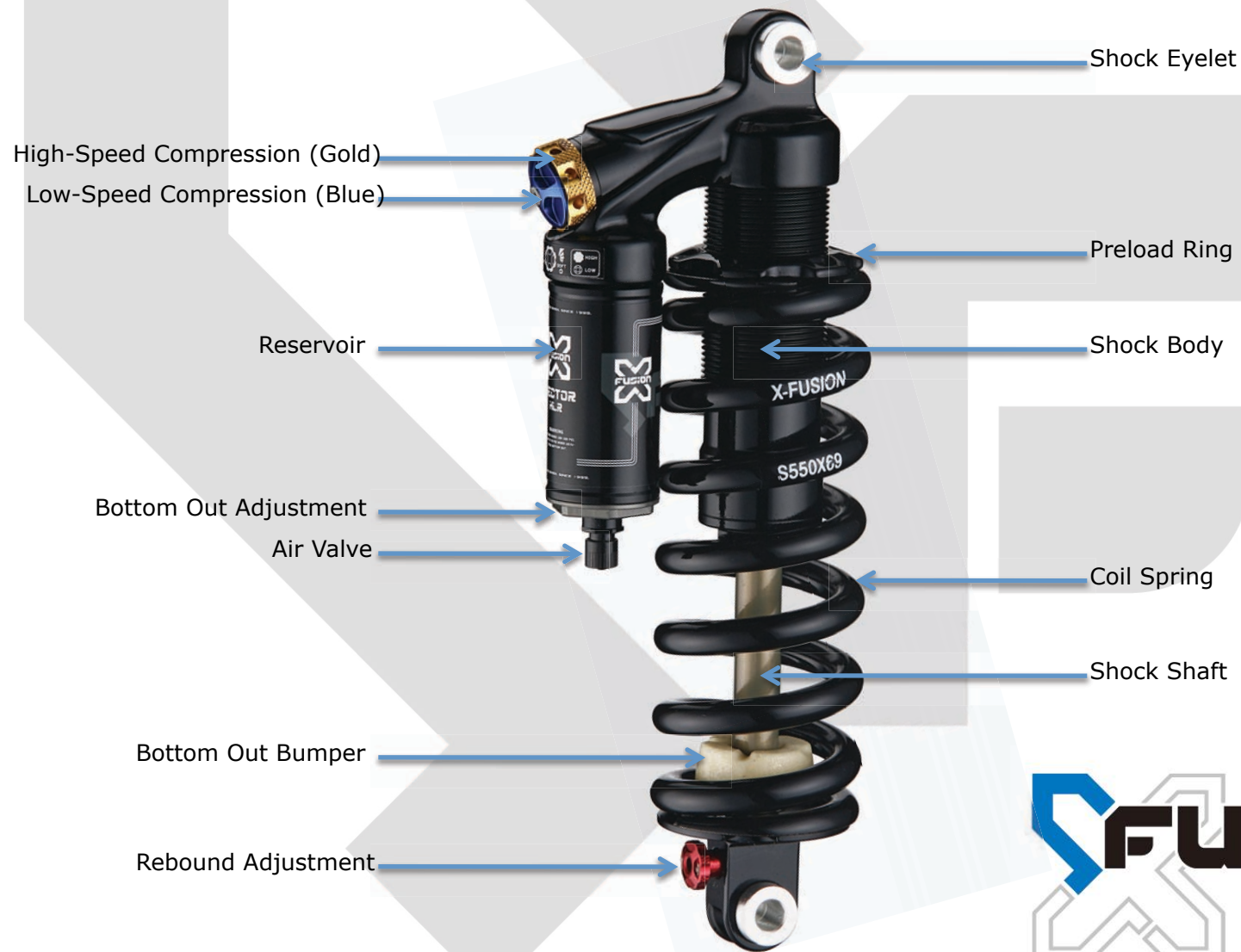


Vector Series

Set-Up Guide



Terminology



Basic Set-Up

Step 1: Installation

The first step to getting your shock dialed is correctly mounting it on your bike. Make sure the shock has been outfitted with the correct reducers for the specific frame it's being installed on. Reducers are the spacers that fit into the shock eyelets and fill the correct gap in your frame's shock mount. Once you have made sure that the reducers are correct follow these steps of installation.

Install the shock to the frame without the coil attached

Cycle the shock completely through its travel to ensure proper fitting and clearance on the frame. Different frames may require the shock to be mounted directionally different to accommodate frame clearance.

If there are no clearance issues remove the shock and reinstall the coil spring.

Mount the shock back on the bicycle and make sure the shock bolts are securely tightened before you continue on with your shock set-up



Basic Set-Up

Step 2: Preload and Sag

The first thing you will want to check is that your coil is properly preloaded. How to tell that you have preloaded your coil correctly starts with making sure the coil is sitting flush on the spring retainer at the bottom eyelet of the shock. Then you will need to spin the preload ring clockwise until it sits flush against the coil not allowing it to move freely. From this point you will need to give the preload ring 1 full turn. This is now your minimum preload setting. When adding preload to your shock you are increasing the force needed for initial compression of the coil spring. When at your minimum preload setting you can continue to adjust you preload 5 more revolutions. Adding more than 5 revolutions could result in coil bind so do not exceed this amount.



Sag is the amount of travel used by the shock when the dead weight of the rider mounts the bike. For XC and Trail use you want the shock to be sagged into its travel about 20-25%, for Enduro and All-Mountain use about 25-35% and for the longer travel shocks for DH and Freeride use about 30-40%. Before measuring sag make sure your compression adjustments are in the full open position (rotated counter clockwise) and the reservoir has been filled with at least the minimum 180PSI. Use the bottom out bumper to help accurately measure the sag. If you are not able to achieve proper sag with the coil spring you are using please contact your closest Service Center to acquire the correct spring weight coil.



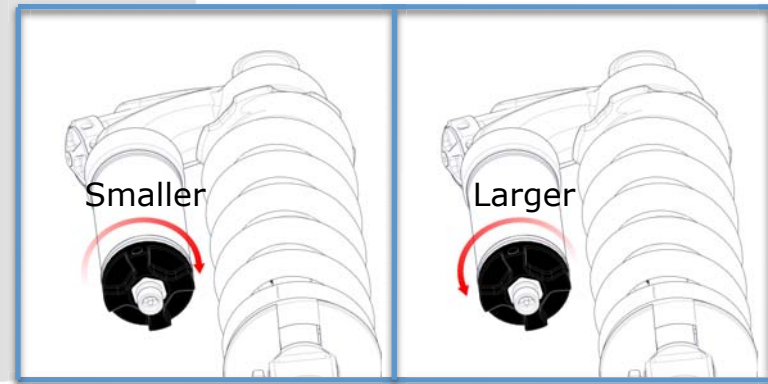
Basic Set-Up

Step 3: Air Pressure and Air Volume Adjustment

The reservoir of the shock has an air valve at the bottom. Using a suspension specific air pump add a minimum of 180psi to the reservoir. The maximum air pressure allowed in this chamber is 300 PSI.

By adding air pressure in the reservoir in conjunction with the air volume adjustment you are increasing the overall internal spring force of the damper. The air pressure controls the internal spring force of the entire stroke. The Air Volume adjustment only controls the internal spring force of the ending stroke.

You have already set up your air pressure, now it is time to set the air volume adjustment. This adjustment controls the internal spring force at the end of the stroke. To adjust the air volume make sure you know what your reservoir's PSI setting is and release the air pressure down to 50psi. You must lower the air pressure to relieve the pressure against the adjustment knob and allow it to turn. The adjustment knob is designed to take a 3mm hex wrench to provide additional leverage when turning the knob. The smaller you make the air chamber the more internal spring force the shock will have at the ending stroke. There are 3 turns of air volume adjustment. When you're done setting the air volume refill with air to the 180-300 PSI range you already established.

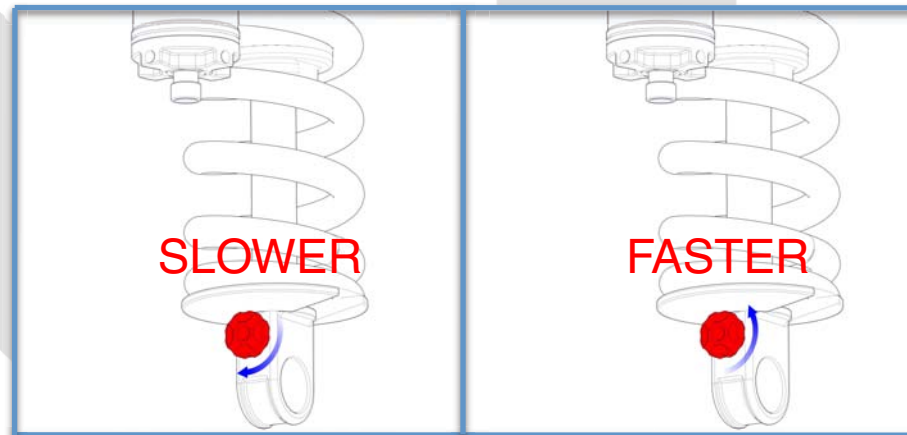


***Only HLR models have Air Pressure and Air Volume Adjustment**

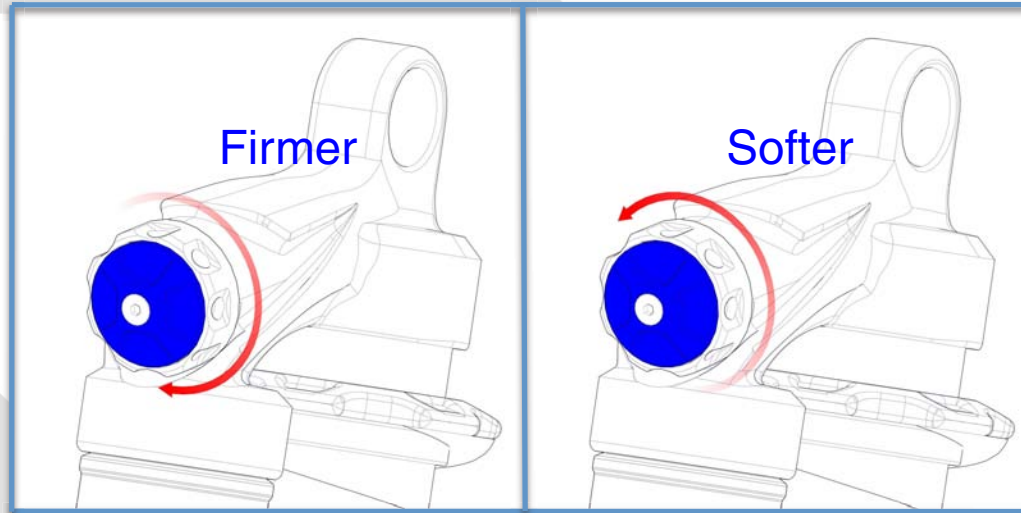
Basic Set-Up

Step 4: Rebound Adjustment

The rebound adjustment controls the speed your shock returns to full extension after a compression. To slow the rate your shock returns to extension turn the red rebound adjustment knob clockwise and to speed the rate up turn counter clockwise. Personal preference and terrain are factors in your rebound setup but you should still take a few things into account. You do not want your rebound so slow that the shock can't react to the next impact on trail. You also do not want the shock to rebound so fast it could unexpectedly send you off balance or over the handle bars. In set up you are looking for the setting that best reacts to the terrain you are riding.



Basic Set-Up



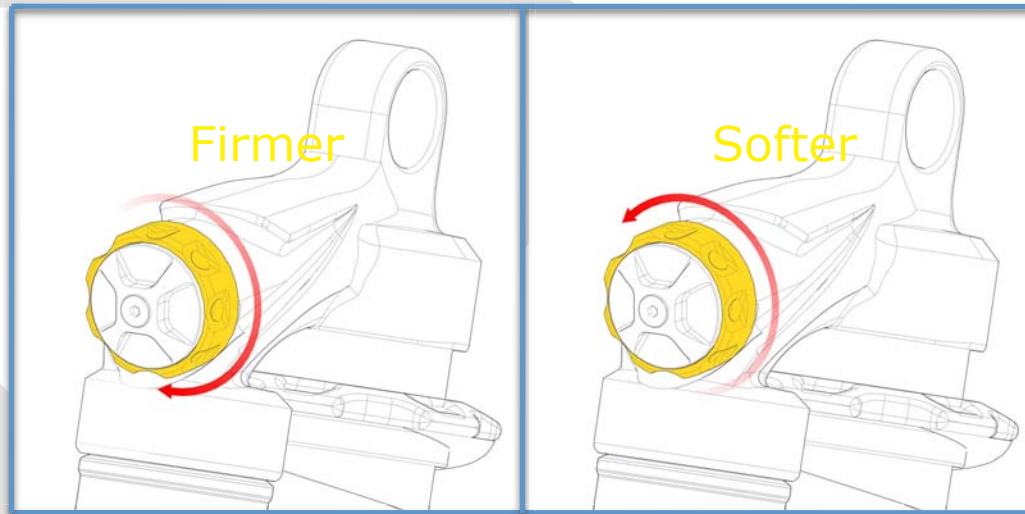
Step 5: Low-Speed Compression Adjustment

Low-Speed Compression controls the rate the shock compresses under slower shaft speeds. These types of impacts on the shock can be caused but not limited to, small bumps, cornering forces, jump take-offs, pedaling forces, and even braking forces. LSC affects your small bump sensitivity and initial stroke firmness. There are about 15-17 clicks of LSC adjustment.

***Only HLR and RC models have LSC**



Basic Set-Up



Step 6: High-Speed Compression Adjustment

High Speed Compression controls the rate the shock compresses under fast shaft speeds and big impacts. These type of impacts can be caused but not limited to, drops, big jumps, large bumps, and square edge hits. By setting your high-speed adjustment to a firmer setting you can slow down the rate the shock compresses during these forces. There are about 14-16 clicks of HSC adjustment. Just like the air volume adjust, the HSC adjustment knob also takes a 3mm hex wrench to provide addition leverage when turning.

***Only HLR models have HSC**



Important Info

Cleaning and Maintenance:

-It is normal for a slight grease ring to form around the shock shaft after every ride. The grease is used as lubrication to improve the longevity and smoothness of your shock's seals. It's best to wipe the grease ring away after every ride to avoid contaminants entering your shock under these seals. If excessive amounts of oil begins leaking from anywhere on your shock then please contact your local bike shop or X-Fusion Authorized Service Center immediately.

- Never use a high pressure washer when cleaning your shock!**
- Use a soft scrub brush and warm soapy water when cleaning your shock.**

Service:

- If you experience any issues with your product please contact your local Service Center. Service centers can be found on our website at WWW.XFUSIONSHOX.COM.
- We recommend your shock receives standard damper rebuild service every 80 hours of ride time or annually. This service should be performed only by experience suspension technician or one of our Authorized Service Centers.

