



Setup Tips

TROUBLE SHOOTING

Various tracks or trail systems may require slightly different settings. Changes made in settings should be done 1-2 clicks (LS Comp./Rebound) or 1/4 – 1/2 turn at a time (HS Comp.).

COMPRESSION

Compression damping controls how soft/hard the fork or shock is when compressed. Some machines have only a Low Speed Compression adjuster on the shock. The Low Speed Compression damping is “usually” adjusted by clicks. Other shocks today also have a High Speed Compression adjuster in which the damping is adjusted by turns. Many of the 85’s are adjusted by turns.

Low Speed & High Speed Compression are terms that relate to how fast the fork or shock is being compressed. High Shaft Speed creates more damping and is not necessarily relative to motorcycle speed. High Shaft

Speeds can be created at low motorcycle speed. Examples of High Shaft Speed obstacles: square edged bumps, slap down landings, lipped out jump faces, logs. Examples of Low Shaft Speed obstacles: rolling bumps/whoops, steep jump faces.

REBOUND

Rebound damping controls how quickly the fork or shock comes

back up after being compressed. The Rebound damping is usually adjusted by clicks.

BOTTOMING

FORK – Bottoming is caused by lack of compression damping or too soft of a spring rate. Correct by adjusting the compression damping stiffer until bottoming is under control. If you run out of adjustment and bottoming still exists consistently, a stiffer spring rate may be necessary. If the spring rate is correct, running the compression adjusters too stiff can cause harshness in the forks. The oil level can be raised to increase bottoming resistance. Generally 10cc/10mm increments (consult a N2Dirt Technician).

SHOCK – Bottoming is caused by lack of compression damping or too soft of a spring rate. Correct by adjusting the compression damping stiffer until bottoming is under control. Note: If the components have a lot of time on them, bottoming or a soft, springy feeling can be an indication that a service or rebuild is necessary.

HEADSHAKE / HARSHNESS

FORK – Generally caused by too much compression damping in the forks. Soften compression 1-2 clicks. Lighter riders for the size bike you are riding may find it necessary to change to softer fork springs. Too much rebound damping can also cause a “packing” situation in which the damping holds the forks down in a stiffer area of the travel than is needed. Soften rebound damping 1-2 clicks. Other causes can be:

1. Improper fork installation or binding of the fork.
2. Improper shock set up which causes the fork to ride too far into the stroke.

BACK END KICKS SIDE TO SIDE

SHOCK – Generally caused by too much compression damping on most types of terrain. Too much compression damping on square edge terrain can cause the back end to kick side to side and/or lose traction. Also, too much rebound damping will cause this because the back end is held down in a stiffer area of the travel which in turn makes it too stiff for the bumps it's hitting (packing).

BACK END KICKS STRAIGHT UP

SHOCK – Generally caused by too little or not enough rebound damping. Slow rebound damping 1-2 clicks. Note: In some applications rebound affects compression damping. Adding too much rebound stiffens the shock damping, decreasing rebound too much softens the shock damping.

TECHNICAL SUPPORT

Knowledge is power. We strive to always educate and mentor our customers. If you cannot fix your issue by using the tips above please do not hesitate to contact us.

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