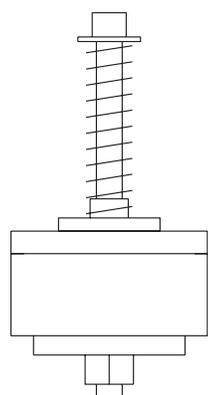


Instructions for the Compression Cartridges

The compression cartridges sit on top of the metering rods and are held in place by the fork spring. The cartridges must be installed as shown.

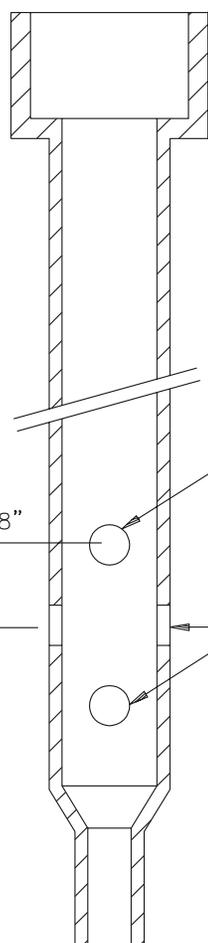
Drill the existing 4 compression holes in the metering rods out to 5/16" and add another pair of 5/16" holes for a total of 6 holes. Deburr all of the holes on the inside and outside and make sure that there are no bits of metal that could come off.

The cartridges are shipped set to a street setting which is 2 turns of the adjustment bolt after all slack has been removed from the spring. I recommend that you start there. If the compression damping seems too soft, you can increase it by loosening the locknut and tightening the adjustment bolt 1 turn at a time. I doubt that you will need more than 2 additional turns but some heavy riders may need to.



The rebound damping is set by the viscosity of the fluid. I recommend 7.5 to 10 weight as a starting place. Increasing viscosity increases rebound damping. It will have little effect on the cartridge but if the compression damping becomes too stiff with a higher viscosity fluid, back the adjustment bolt off 1/2 turn at a time until it reaches a satisfactory level.

CARTRIDGE SITS ON TOP OF METERING ROD AND IS HELD IN PLACE BY THE SPRING



Since the cartridge sits high in the fork, fluid level must be maintained at the proper level or damping will be severely impacted. If you notice the seals starting to leak, they should be repaired before the fluid level drops drastically.

For stock springs, use 14 ounces of fluid in each leg. For Progressive springs, use 13 ounces in each leg.

If you run stock springs, you may want to shorten the spring spacers by 5/8" to accommodate the length of the cartridges. If using Progressive springs, spacer length should be 2 - 2 3/4".

DRILL AN EXTRA SET OF 5/16" HOLES AND DEBURR INSIDE AND OUT

ENLARGE EXISTING 4 HOLES TO 5/16" AND DEBURR INSIDE AND OUT

NOT LESS THAN 3/8"

Start with a long spacer and shorten it in 1/4" increments if needed. The suspension should sack (drop) about 1" when you sit on the bike.

If you have any questions call me at 620-241-1515