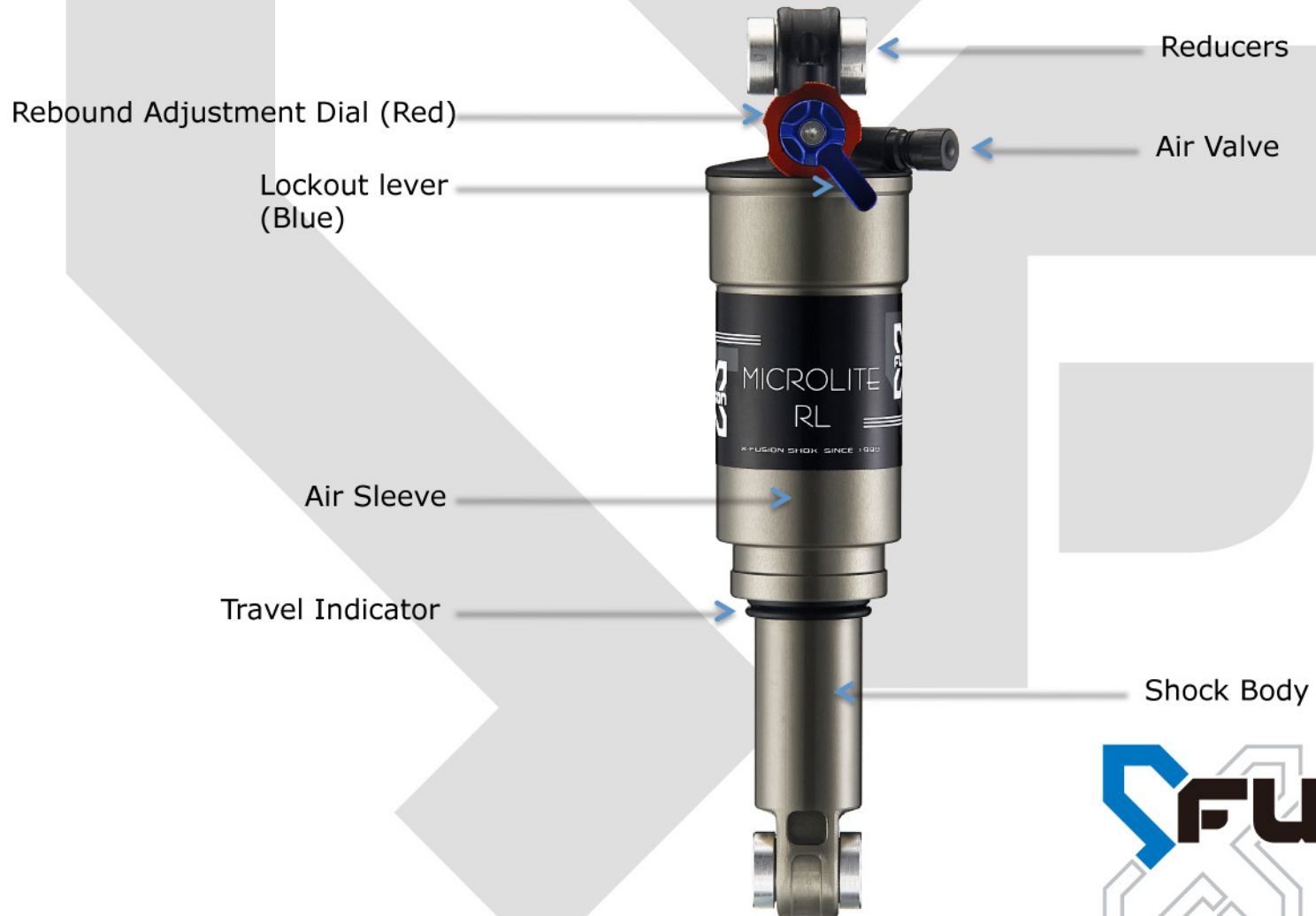


Microlite Series

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

Please remove the air from the main chamber once mounted to the frame.

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 continue on and pressurize your shock to the recommended air setting.

Make sure the shock bolts are securely tightened before you continue on with your shock set-up



Basic Set-Up

Step 2: Air Pressure and Sag



Remove Air Valve cap and attach a suspension specific air pump

Travel Indicator rubber O-Ring that will slide down the body of the shock to show how much travel the shock is using.

Now that the shock is properly installed onto your bike, you will need to refill the shock with your correct air pressure. To start, remove the air valve cap and attach a suspension specific pump. All frames have different leverage ratios so the amount of air required to achieve proper sag may differ vastly for two identically sized individuals on two different types of frames.

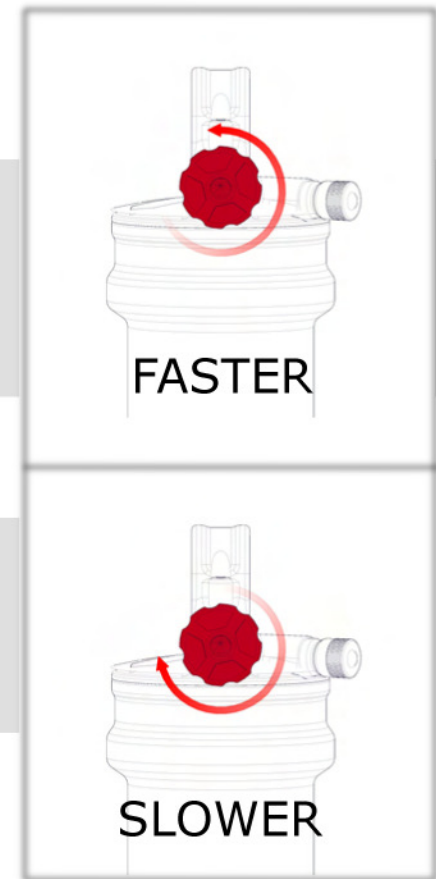
Sag is the amount of travel used by the shock with the rider on the bike. For XC and XC racing, you want the shock to be sagged into its travel about 20-30%. Before measuring sag make sure your lockout lever is in the full open position and use the travel indicator to help accurately measure the sag.



Basic Set-Up

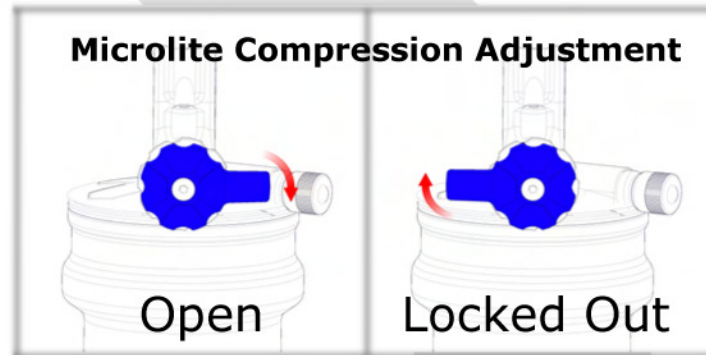
Step 3: Rebound Adjustment

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 dial 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 4: Compression Adjustment



On Microlite shocks, move the blue compression lever away from the air valve to lock the shock out. Push the lever the opposite directly to allow the shock to compress.

Important Info

Cleaning and Maintenance:

-It is normal for a slight grease ring to form around the shock body 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.
- Air Sleeve Maintenance and Seal Service should be performed every 40 hours of ride time. In extreme conditions every 25 hours.
- 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.

