

- 1** Before putting any weight on the bicycle, inflate the main shock (a) to 90% psi rating of rider's weight in pounds (ex. 180psi for 200lb rider), then inflate the auxiliary shock (b) to 150psi.
- 2** Drop the saddle/seatpost to the point where the rider can place both feet flat on the ground while seated in saddle.
- 3** On a flat surface, with riding gear on (or riding weight equivalent), straddle the bicycle saddle and gently lift feet just above the ground so that body weight is on the saddle/handlebars without interference. Be sure neither brake is engaged. It is OK to "bounce" or make some body movements that allow the suspension to settle in before observing sag levels for either shock.
- 4** Ideal sag for main shock (a) should be in the 25-33% of total shaft travel range depending on rider preference. Add or relieve air pressure (psi) until desired sag is achieved. Less sag equals stiffer shock performance, and vice versa.
- 5** After some settling, the auxiliary shock (b) should compress 1 to 2mm (from full forward) when the rider applies body weight as suggested in #3. It should seem like the Magic Link (c) just breaks from being locked forward when sitting in the saddle. Add or relieve air pressure (psi) from the auxiliary shock (b) until this is achieved. A minimum air pressure of 100psi is needed for the auxiliary shock (b) to function properly. Maximum pressure is 200psi. Failure to adhere to this range could result in shock failure.
- 6** Check sag levels after 1 minute of riding, 2 hours of riding, and periodically to assure proper settings are maintained. This will allow for optimum performance and rider enjoyment.

