



**SETUP
MANUAL**

**CoilAir
CoilAir Deluxe
CoilAir Supreme**

1 INITIAL SETUP

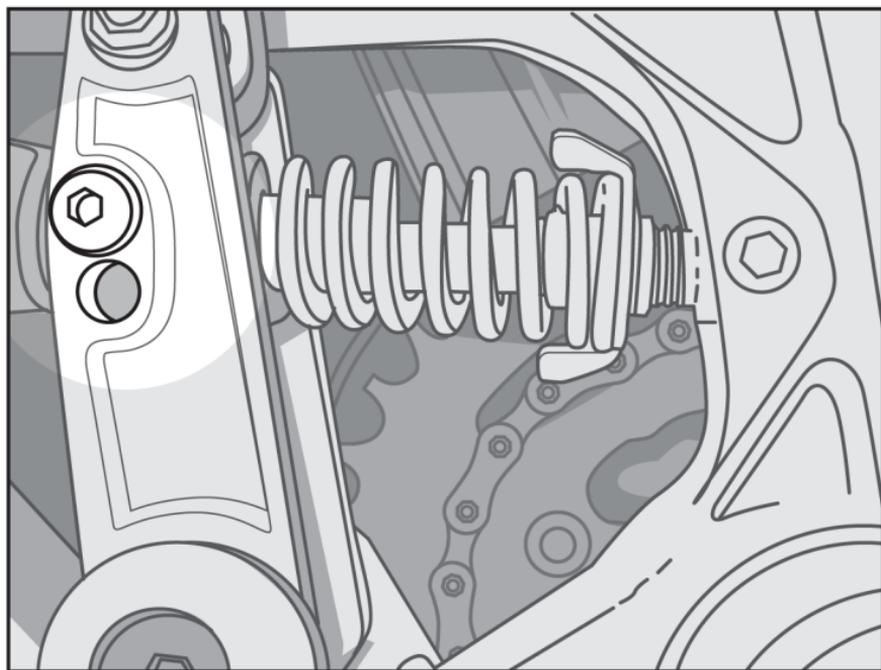
Proper initial setup for specific rider weight and style is the first step to ensuring the Magic Link rear suspension system works properly.

Please start with the basic setup outlined. Once you have established a baseline, you may wish to change the setup using the following guidelines.

Make sure the Magic Link is in the appropriate hole. Use the higher hole for +175 lbs/80kgs rider weight and/or more aggressive riding, jumping, and drops.

Use the lower hole for -175 lbs/80kgs or less aggressive riding, or for more supple response on technical trails. The hole position can be changed by removing the bolts on each side.

Use blue Loctite when reinstalling bolts.



2 **AUXILIARY SHOCK SPRING PRELOAD SETUP**

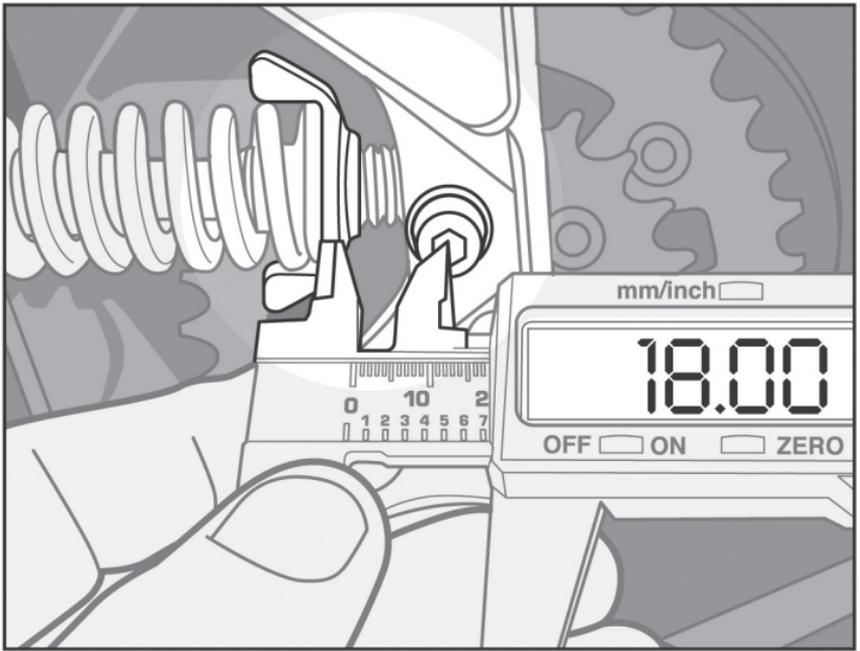
Start with the basic auxiliary spring perch setting so the auxiliary shock bolt and the spring are about 17-18mm apart, as shown.

This should take 3.5 to 4 turns of spring preload from minimum.

Turn the knob with your fingers only.

Loosen the top-out nut 4 turns to make the spring perch easier to turn.

Make sure to re-tension the top-out nut as shown on page 9.



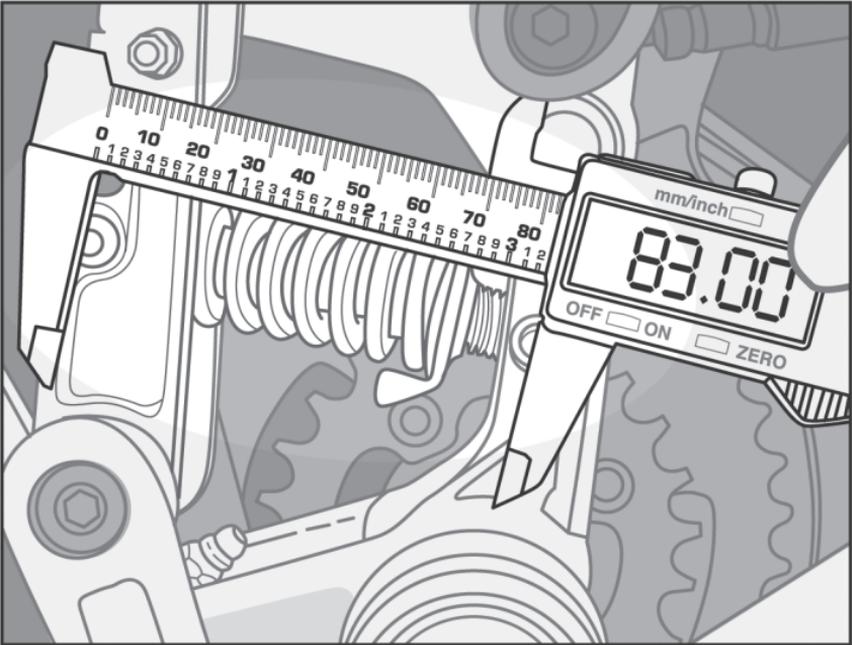
3 CHECKING THE SPRING PRELOAD

This should yield a bolt-to-bolt length of 82-83 mm as shown. When sitting on the bike, the aux shock should compress 1-3mm.

Heavier, more aggressive riders can add up to one turn, lighter riders can use one less turn.

If more than one extra turn of preload is needed (5-to-5.5 turns from minimum), first make sure the auxiliary shock is in the upper hole, then inquire about a stiffer elastomer for your auxiliary shock, as described on page 12.

If you are using less than 2 turns of preload, make sure the auxiliary shock is in the lower hole, then inquire about a softer elastomer.

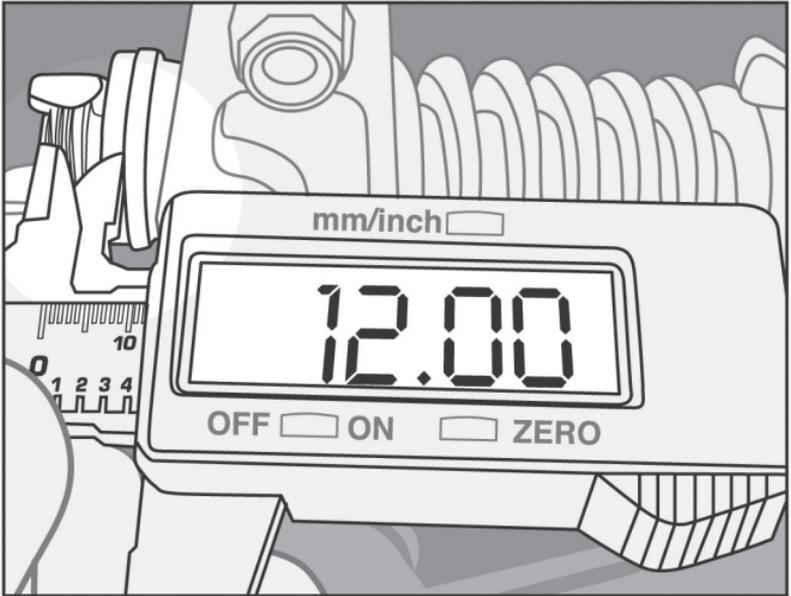


4 AUXILIARY SHOCK TOP-OUT KNOB SETUP

The top-out knob should always be set as shown. From the point where the knob is flush with the threads, turn it in 5 turns. Pushing down on the rear suspension will make it easier to turn.

This will result in about 12mm distance from the end of the threads to the knob interface, as shown.

Check the top-out knob frequently. If it vibrates loose, reapply purple Loctite as needed.



5 MAIN SHOCK SAG SETUP

Now the sag needs to be set for the main shock. The air pressure in the Fox RP23 should be set within 10 psi of rider weight in pounds.

While gently sitting on the bike, place all weight on the saddle, feet in the air.

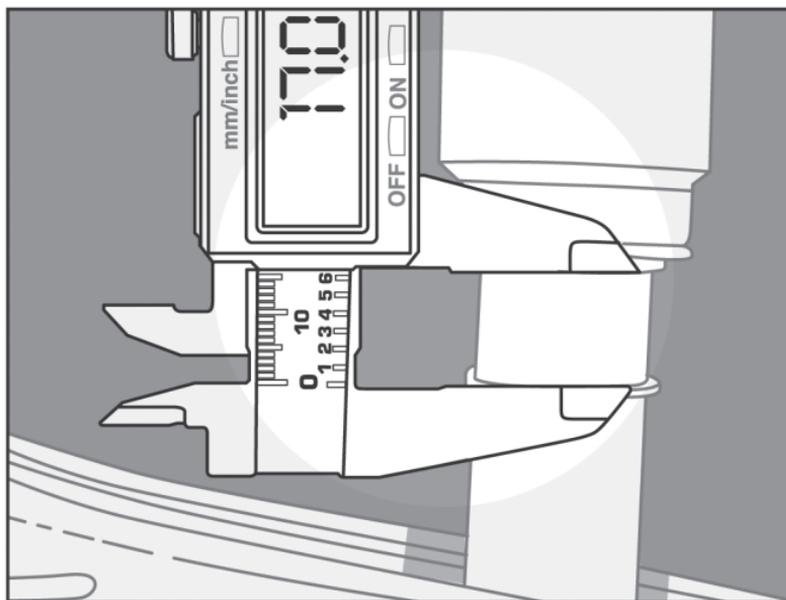
Measure the amount of shock compression as shown by movement in the O-ring.

The shock should compress about 16-18mm (28-32%).

If, during your most extreme riding, the O-ring shows you are not using all of the available stroke in the shock shaft, you may decrease

shock pressure by an additional 5-10 psi below rider weight in pounds.

If it is necessary to change the shock pressure more than recommended, please inquire about a different elastomer to help accommodate the new pressure.



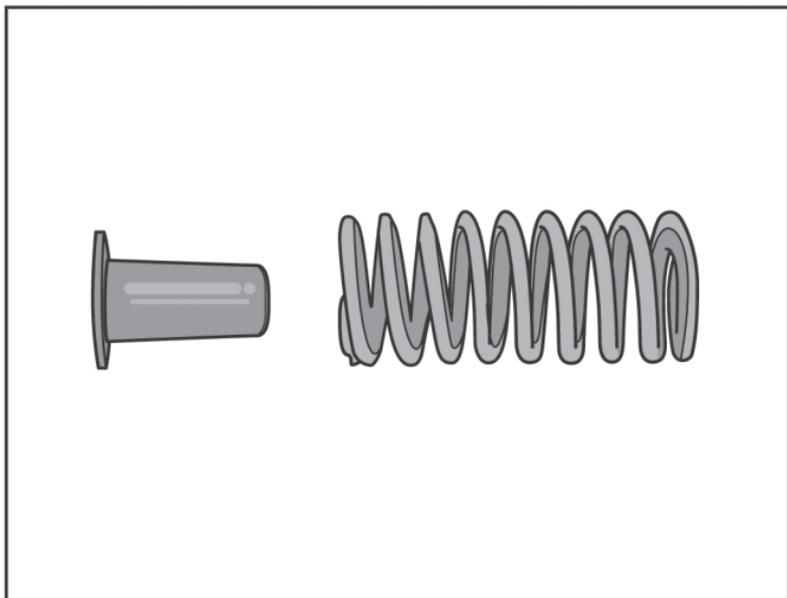
6 AUXILIARY SHOCK ELASTOMER OPTIONS

Inside the spring on the auxiliary shock, resides an elastomer, as shown. This elastomer has a dominant effect on the overall spring rate of the auxiliary shock.

If you feel you are using all of the Magic Link's travel too easily, (about 1-inch/25mm at the auxiliary shock) and are in the upper auxiliary shock hole, you may want a longer elastomer.

If you feel the Magic Link is not activating the auxiliary shock enough, and you are already in the lower hole position, you may want a shorter elastomer.

Elastomers are available in 3 overall lengths: 29mm, 34mm, and 37mm. If necessary, the 3mm thick bottoming ring can be doubled or subtracted for further fine tuning.



7 SETUP OVERVIEW

Below is a chart showing a general relationship between main air pressure, auxiliary shock hole position, rider weight, elastomer length, and shock air pressure.

RIDER WEIGHT	100LBS/45KG	150LBS/68KG
AUX HOLE POSITION	LOWER	LOWER
ELASTOMER LENGTH	29MM	29-34MM
SHOCK AIR PRESSURE	90-120PSI	140-170PSI

V BY RIDER WEIGHT

o between rider weight, riding conditions,
, and elastomer length.

135LBS/68KGS	200LBS/91KGS	250LBS/114KG
ER	UPPER	UPPER
4 MM	34-37 MM	37 MM
70 PSI	190-220 PSI	240-270 PSI

EVE IN MAGIC ?



To find out more about the Magic Link,
konaworld.com/08_tech_magic.htm

To find out more about all things Kona,
checkout konaworld.com