How to Adjust the DS200/DS210 Shock

Initial Setup

Filling Shock with Air

There is an air valve on the shock which is used to apply pressure to the internal damping oil. Fill the Air valve to 50-100psi. A lower psi will result in softer damping range and a higher psi will result in a higher damping range.

Preload/Sag Setting

To achieve a proper feel from your DS200 shock. You will want to attain a proper sag setting. Sag is the amount your suspension compresses under your weight and riding gear. Sag is the amount of TOTAL SHOCK TRAVEL.

25% Sag - Stiffer Suspension Feel (Good for bigger off-road riders)

30% Sag - Standard Suspension Feel (Balanced ride)

35% Sag - Comfortable Suspension Feel (Good for more street riders)

Measure and Adjust Sag

1) Measure the eye-to-eye distance on your wheel at rest. This is the distance between the inner stanchion bolt and the linkage/shock bolt.

2) With the help of a friend, sit on the wheel and measure the eye-to-eye distance again. The difference between these two measurements is the sag.

   For the DS200-55, the total shock travel is 55mm.

   For the DS210-65, the total shock travel is 65mm.

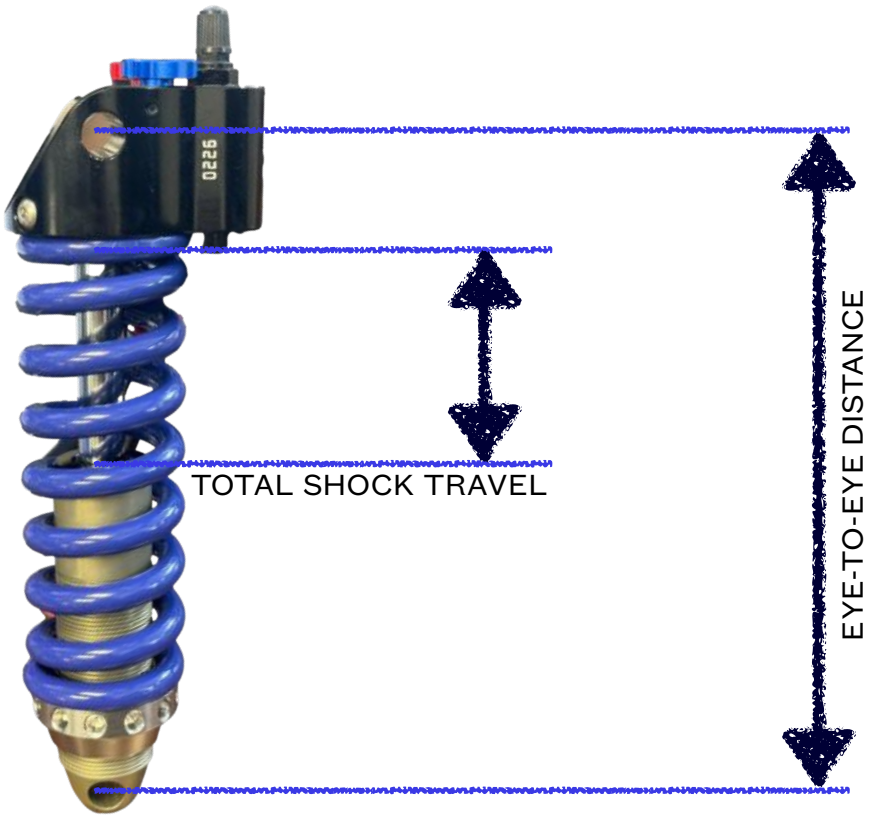
3) To **INCREASE** sag, turn the preload collar counter counter-clockwise. If you can't achieve the desired sag with the preload collar at the bottom, you will need a **LOWER** rate spring.

4) To **DECREASE** sag, turn the preload collar clockwise. If you can't achieve the desired sag within 2cm of preload (from the mount), you will need a **HIGHER** rate spring.

THE RECOMMENDED SETTINGS IN THIS GUIDE ARE DESIGNED TO BE A STARTING POINT.

AS YOU RIDE AND GET USED TO THE SUSPENSION, ADJUST YOUR SETTINGS AS NEEDED.

Shock	25% Sag	30% Sag	35% Sag
DS200-55	13.75mm / 0.54in	16.5mm / 0.65in	19.25mm / 0.76in
DS210-65	16.25mm / 0.64in	19.5mm / 0.77in	22.75mm / 0.90in



Damper Adjustments

COMPRESSION

Compression Damping is useful to control shock performance during hits, landings, square-edged bumps in order to prevent bottoming out.

The adjustment range is quite large, so its recommended to fully close the valve clockwise (locking out the movement) and then slowly adjusting the damping value by turning counter-clockwise 1/4 turn at a time.

To **INCREASE** damping (slow down movement), turn the blue knob **CLOCKWISE.**

To **DECREASE** damping (derestrict compression), turn the blue knob **COUNTER-CLOCKWISE**

REBOUND

Rebound Damping is useful to allow the shock to recover from hits, bumps, drops quickly enough to absorb consecutive hits.

The adjustment range is quite large, so its recommended to fully close the valve clockwise (locking out the movement) and then slowly adjusting the damping value by turning counter-clockwise 1/4 turn at a time.

To **INCREASE** damping (slow down recovery), turn the red knob **CLOCKWISE.**

To **DECREASE** damping (speed up recovery), turn the red knob **COUNTER-CLOCKWISE**