

Suspension Adjustment Guidelines

Adjustments for Too Soft/Stiff On Part Of Travel

	Symptom	Action
Soft suspension	Initial travel too soft: <ul style="list-style-type: none"> • Steering is too quick. • Front end darts while cornering or riding in a straight line. 	<ul style="list-style-type: none"> – Decrease the left fork balance chamber air pressure in increments of 3.6 psi (25 kPa, 0.3 kgf/cm²) within minimum pressure. If initial travel is still soft after decreasing the balance chamber air pressure: <ul style="list-style-type: none"> – Test stiffer compression damping adjustments in one-click increments. – Increase rebound damping in one-click increments.
	Middle travel too soft: <ul style="list-style-type: none"> • Front end dives when cornering. 	<ul style="list-style-type: none"> – Increase the left fork inner chamber air pressure in increments of 3.6 psi (25 kPa, 0.3 kgf/cm²) within maximum pressure. If middle travel is still soft after adjusting the inner chamber air pressure: <ul style="list-style-type: none"> – Test stiffer compression damping adjustments in one-click increments. – Increase rebound damping in one-click increments. If other part of travel is too stiff, see “Initial travel too stiff” or “Final travel too stiff” on this chart.
	Final travel too soft: <ul style="list-style-type: none"> • Bottoms on landings. • Bottoms on large bumps, especially downhill bumps. 	<ul style="list-style-type: none"> – Increase the left fork outer chamber air pressure in increments of 1.5 psi (10 kPa, 0.1 kgf/cm²) within maximum pressure. If final travel is still soft after increasing the outer chamber air pressure: <ul style="list-style-type: none"> – Test stiffer compression damping adjustments in one-click increments. – Increase rebound damping in one-click increments.
Stiff suspension	Initial travel too stiff: <ul style="list-style-type: none"> • Stiff on small bumps while riding at full throttle in a straight line. • Stiff on small cornering bumps. • Front end wanders while riding at full throttle in a straight line. 	<ul style="list-style-type: none"> – Increase the left fork balance chamber air pressure in increments of 3.6 psi (25 kPa, 0.3 kgf/cm²) within maximum pressure. If initial travel is still stiff after increasing the balance chamber air pressure: <ul style="list-style-type: none"> – Test softer compression damping adjustments in one-click increments. – Reduce rebound damping in one-click increments.
	Middle travel too stiff: <ul style="list-style-type: none"> • Stiff on bumps when cornering. • Front end wanders when cornering. • Stiff suspension on bumps, especially downhill bumps. • While braking, front end dives during initial travel, then feels stiff. 	<ul style="list-style-type: none"> – Decrease the left fork inner chamber air pressure in increments of 3.6 psi (25 kPa, 0.3 kgf/cm²) within minimum pressure. If middle travel is still stiff after adjusting the inner chamber air pressure: <ul style="list-style-type: none"> – Test softer compression damping adjustments in one-click increments. – Reduce rebound damping in one-click increments. If other part of travel is too soft, see “Initial travel too soft” or “Final travel too soft” on this chart.
	Final travel too stiff: <ul style="list-style-type: none"> • Doesn’t bottom on landings, but feels stiff. • Stiff on large bumps, especially downhill bumps. • Stiff on large bumps when cornering. 	<ul style="list-style-type: none"> – Decrease the outer chamber air pressure in increments of 1.5 psi (10 kPa, 0.1 kgf/cm²) within minimum pressure. If final travel is still stiff after adjusting the outer chamber air pressure: <ul style="list-style-type: none"> – Test softer compression damping adjustments in one-click increments. – Reduce rebound damping in one-click increments.