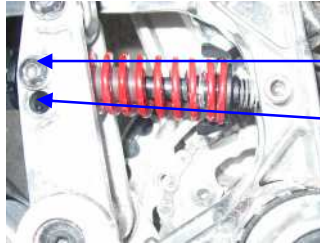




MAGIC LINK™ SETUP GUIDE AND FINE TUNING TIPS

The first step to realizing the magic is to insure proper initial setup. Please start with the basic setup outlined. Once you have established a baseline, you may wish to change the setup using the following guidelines.



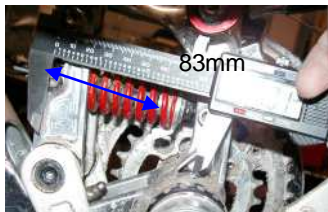
Make sure the magic link is in the appropriate hole, use the higher hole for +175 lbs/80kgs rider weight and/or more aggressive riding, jumping, and drops.
or the lower hole for -175 lbs/less aggressive riding, or more supple response for technical trail riding.

The hole position can be changed by removing the bolts on each side. Use blue locktite when reinstalling bolts.



Start with the basic aux spring perch setting so the aux shock bolt and the spring are about 17-18mm apart, as shown. This should take 3-1/2 to 4 turns of spring preload from minimum. Turn the knob with fingers only. Loosen topout nut 4 turns to make spring perch easier to turn. Make sure to re-tension topout nut as shown.

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

If more than one more turn of preload is needed (5 to 5-1/2 turns from minimum), first make sure the aux shock is in the upper hole, then inquire about a stiffer elastomer for your aux shock, as described below.

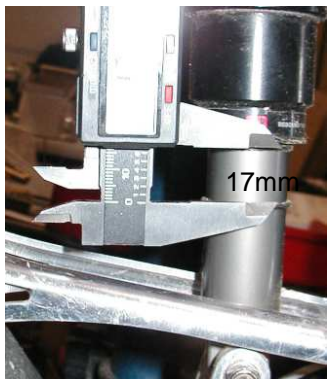
If you are using less than 2 turns of preload, first make sure the aux shock is in the lower hole, then inquire about a softer elastomer.



The top out knob should always be set as shown. From the point where the knob is flush with the threads, turn it in 4 turns. It will help to push down on the rear suspension to make it easier to turn.

This will result in distance from the end of the threads to the knob interface of 9-10 mm as shown.

Check the topout knob frequently. If it vibrates loose, reapply purple locktite as needed.



The sag needs to be set for the main shock. The air pressure in the Fox RP23 should be set to +/- 10 psi of the 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 o-ring movement.

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

If, during your most extreme riding, the o-ring shows that you are not using all of the available stroke of the shock shaft, you may decrease shock pressure by an additional 5-10 psi below rider weight in pounds.

If you experience bottoming and/or are using all of the shock stroke during mild events, you may increase shock air pressure in 5-10 psi increments.

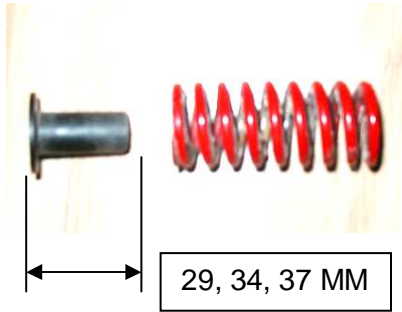
If it is necessary to change the shock pressure more than recommended, please inquire about a different elastomer to help accommodate the new pressure.



2008 COILAIR/COILAIR DELUXE/COILAIR SUPREME



MAGIC LINK™ SETUP GUIDE AND FINE TUNING TIPS



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 travel of the magic link to easily, (about 1"/25 mm at the aux shock) and are in the upper aux shock hole, you may want a longer elastomer.

If you feel the magic link is not activating the aux shock enough, and you are already in the lower hole position on the aux shock, you may want a shorter elastomer.

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

Shown is a chart showing a general relationship between rider weight, riding conditions, main air pressure, aux shock hole position and elastomer length.

AUX SPRING PRELOAD	2-3 TURNS	3-4 TURNS	3-4 TURNS	4-5 TURNS
AUX HOLE POSITION	LOWER	LOWER	UPPER	UPPER
ELASTOMER LENGTH	29MM	29-34 MM	34-37 MM	37 MM
SHOCK AIR PRESS	90-120PSI	140-170 PSI	190-220 PSI	240-270 PSI
RIDER WEIGHT	100LBS/45KG	150LBS/68KGS	200LBS/91KGS	250LBS/114KGS