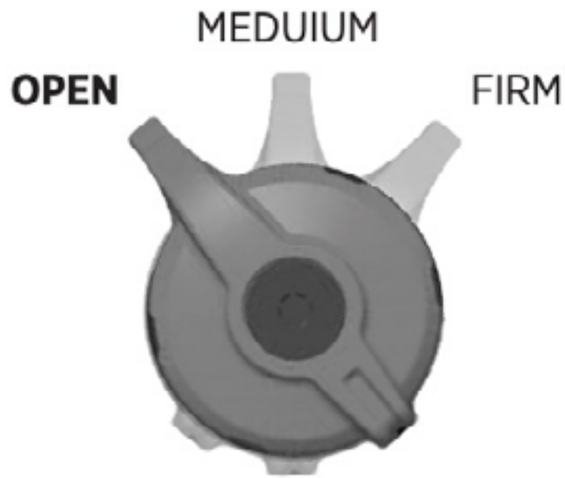
1. Turn the 3-position lever to the OPEN mode.

2. Start by setting the shock air pressure (psi) to 120% (Fox DPX2) of your body weight in pounds, including your riding gear. With the air pump attached to the shock valve, slowly cycle your shock through 25% of its travel 10 times as you reach your desired pressure. This will equalize the positive and negative air chambers and will change the pressure on the pump gauge.

Do not exceed the maximum FLOAT air pressure!

3. Remove the pump.

4. Cycle the suspension front and rear by bouncing on the bike, and then sit still on the bike in your normal riding position, using a wall or a tree for support.



5. Pull the sag indicator o-ring up against the rubber air sleeve seal.

6. Carefully dismount the bike without bouncing.

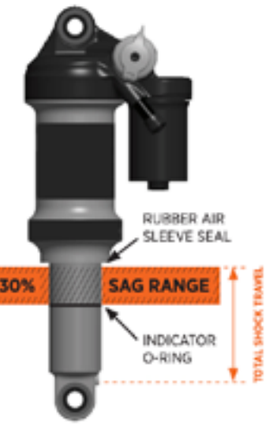
7. Measure the distance between the sag indicator o-ring and the rubber air sleeve seal using the Esker sag card.

8. Add or remove air pressure until you reach your desired sag measurement.

Suggested sag measurement

Elkat: shock range (60mm), 30% sag setting (18mm)
Rowk: shock range (55mm), 30% sag setting (16.5mm)

Your shock has a 4 digit ID code on the shock body. Use this number on the Help page at www.ridefox.com to find out more information about your shock, including shock travel.



Suggested Sag Measurements		
Travel	**25% sag (Firm)**	**30% sag (Plush)**
51 mm (2 in)	13 mm (0.5 in)	15 mm (0.6 in)
57 mm (2.25 in)	14 mm (0.56 in)	17 mm (0.68 in)
63 mm (2.5 in)	16 mm (0.63 in)	19 mm (.75 in)

Adjusting Compression

The Orion Suspension system on Esker suspension bikes is designed to provide all of the pedaling and cornering support through the kinematics of the suspension. Bikes with the Orion suspension system should generally always be run on the lowest compression settings available on the shock, and do not require adjustment while riding.

Adjusting Rebound

Rebound controls how fast the shock extends after compressing. The rebound adjustment is dependent on the air pressure setting. For example, higher air pressures require more rebound damping. Use your air pressure to help find your rebound setting. Turn your rebound knob to the closed position (full clockwise) until it stops. Then back it out (counter-clockwise) to the number of clicks shown in the table.

REBOUND

Rebound controls the rate of speed at which the shock extends after compressing.

Air Pressure (psi)	Starting Rebound Setting
<120	Open (counter-clockwise)
120-140	13
140-160	12
160-180	11
180-200	10
200-220	8
220-240	7
240-260	5
260-280	3
280-300	2