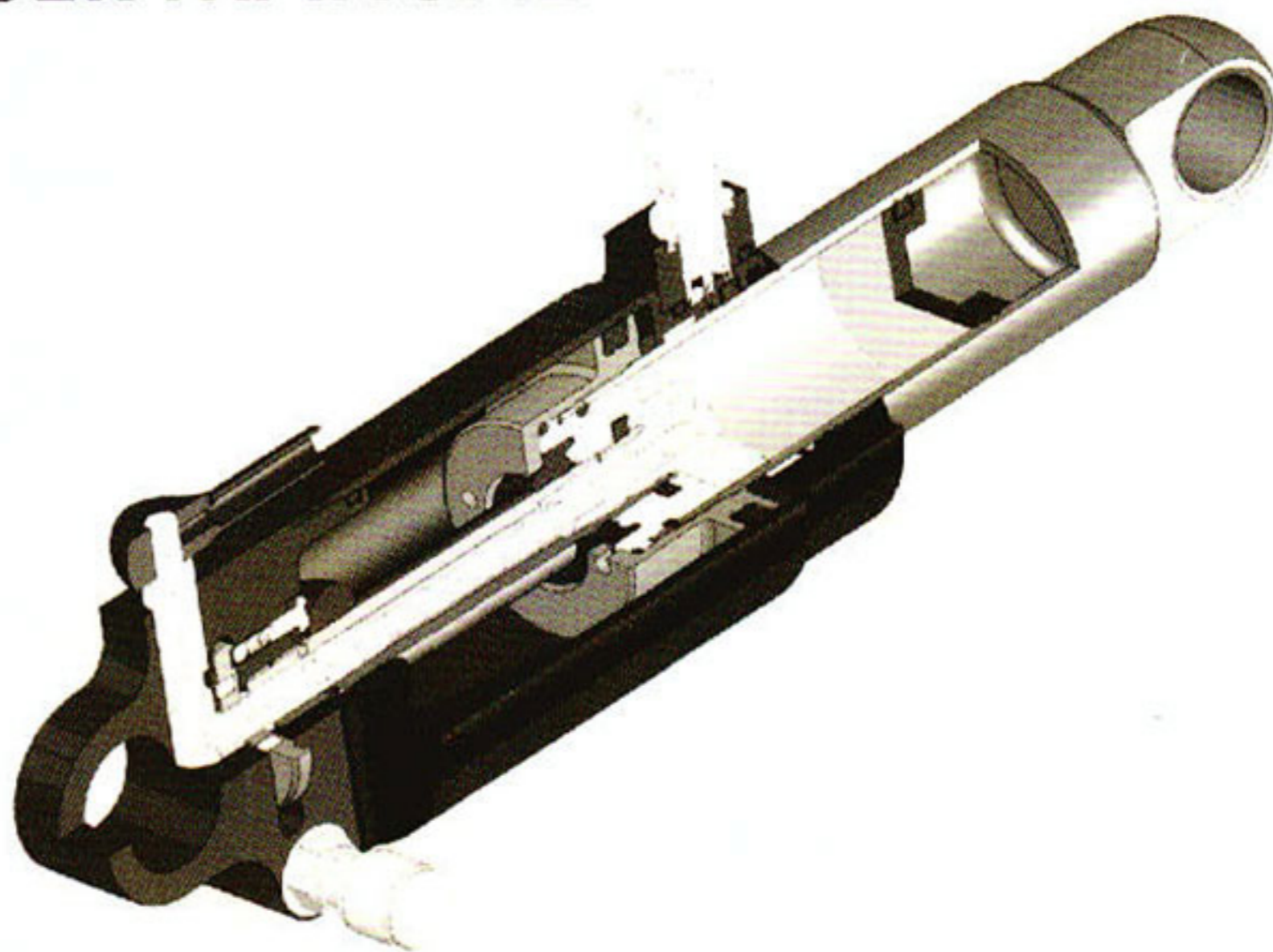


EXA FORM by KINDSHOCK

REAR SHOCK USER MANUAL



This user manual covers all models of: **588 Remote, 588RL, 582 Remote, 582 RL, 562R, 388RL, 382RL, 291R, 290, A5-RE and A5-RR1**

PLEASE READ THIS FIRST

Thank you for purchasing a new ExaForm Rear Shock. Your new rear shock is warranted for a period of two years from the date of purchase. The warranty is expressly limited to the repair or replacement of the defective part and is the sole remedy of the warranty. The warranty applies only to the original owner and is not transferrable. Proof of purchase is required to validate warranty eligibility. The warranty does not cover normal wear and tear, routine maintenance, improper installation or improper use of the rear shock. Modification of the rear shock in any manor shall void the warranty. Kind Shock Hi-Tech Co. Ltd. shall not be responsible for incidental or individual costs incurred by the warranty service provider that are not covered by this warranty. The user assumes the risk of any personal injury or property damage, including damage to the rear shock, and any other losses, if the rear shock is modified or improperly used at any time. This warranty gives the consumer specific legal rights and those rights vary from state to state. This warranty does not affect the statutory rights of the consumer.

ATTENTION

This is a high performance product. It will give you reliable service if it is installed properly and regularly maintained by an authorized ExaForm Service Center. Please read through these instructions fully and follow them carefully before you install your new rear shock.

WARNING

ExaForm Rear Shocks must be regularly maintained by an authorized ExaForm Service Center. Service center locations can be found at www.kindshock.com.cn. Do not disassemble your rear shock. Disassembly could cause damage and severe personal injury as some of the contents are under pressure. Failure to follow these warnings and instructions will immediately void your warranty.

SPEC TABLE

SHOCKS

	eye2eye	travel	spring	weight
382RL	150-190mm	30-50mm	COIL	195-233g
388RL	150-190mm	30-50mm	COIL	179-202g
550	150-190mm	30-50mm	AIR	229-282g
562R	150-190mm	30-50mm	AIR	223-275g
582RL	150-190mm	30-50mm	AIR	257-309g
582 Remote	150-190mm	30-50mm	AIR	330-380g
588RL	150-190mm	30-50mm	AIR	260-312g
588 Remote	150-190mm	30-50mm	AIR	340-390g
A5-RE	100-190mm	8-50mm	AIR	130-170g
A5-RR1	100-190mm	8-50mm	AIR	140-180g
291R	125-190mm	18-50mm	COIL	166-211g
290	125-190mm	18-50mm	COIL	166-211g



KINDSHOCK

Rear Shock

Warranty Period

Thank you for the purchase of your new ExaForm rear shock. Your new rear shock is warranted for a period of two years from the date of manufacture. This warranty is expressly limited to the repair or replacement of the defective part and is the sole remedy of the warranty. This warranty applies only to the original owner and is not transferrable. Proof of purchase is required. The warranty does not include normal wear and tear, routine maintenance or improper installation of the accessory. The warranty does not apply to damage or failure due to accident, abuse or neglect. Modification of the accessory in any manner shall void the warranty. Kind Shock shall not be responsible for incidental or individual costs incurred by the dealer that are not covered by the warranty. The user assumes the risk of any personal injury or property damage, including damage to the accessory, and any other losses, if the accessory is modified or used at any time for stunt riding. This warranty gives the consumer specific legal rights and those rights vary from state to state. This warranty does not affect the statutory rights of the consumer.

ATTENTION:

This is a high performance product. It will give you reliable service if it is installed and maintained properly. Please read through these instructions completely before you install your new rear shock. Please follow the instructions carefully.



WARNING!

If you are not an experienced bicycle mechanic, or do not have the correct tools for this job, please take the rear shock and these instructions to your local bike shop and let them handle the installation. Do not disassemble your rear shock. Disassembly of the rear shock and parts could cause severe personal injury and will void your warranty. For service, please contact your local dealer or authorized KINDSHOCK service center or refer to our website at www.kindshock.com.cn

1. Please read and understand the user's manual completely before installing or using the rear shock!

2. It is critical that the assembly and installation instructions be followed to ensure safe and trouble free operation of this product. Failure to follow these instructions may result in product failure and or injures to the user and will void the manufacturer's warranty.
3. If you are not able to install or adjust the rear shock correctly on you own, please contact your local or KS service center.

Before each ride

Verify that the eyelets and mounting screws are not loose and that the preload and sag of the rear shock are correctly adjusted. (Please refer to the section of this manual that explains preload and sag adjustment.) It is advisable to test ride on flat ground after making adjustments to ensure desired adjustment has been achieved before using off road.

After each ride

Wipe down shock body after every ride with a soft, clean dry cloth, and check mounting screws for proper torque and inspect shock for apparent damage as well as loss of oil or air. Clean and re-lube rear shock and eyelets every 2 months or after long or wet rides.



WARNING!

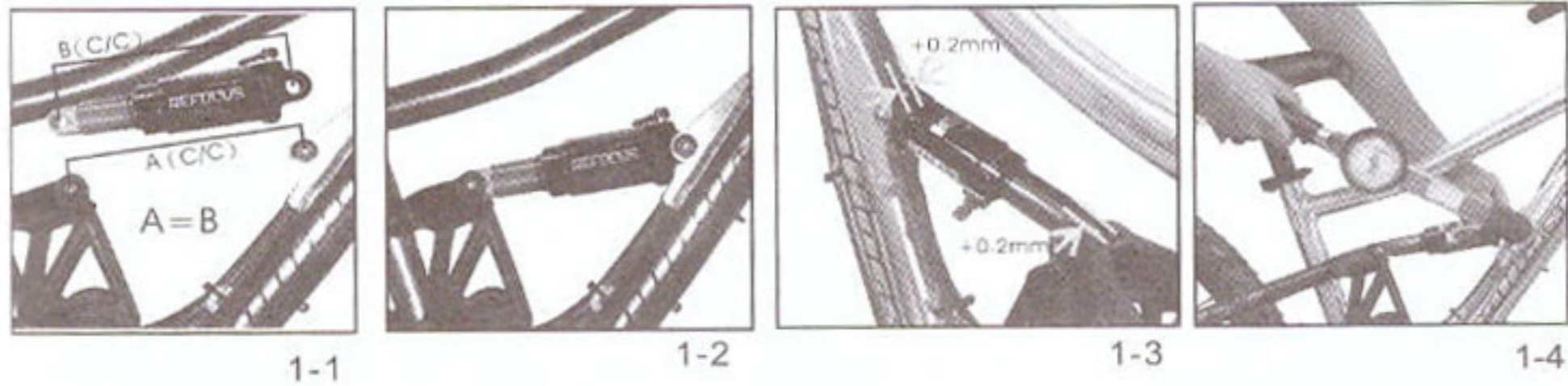
Do not use the rear shock if any of the following conditions exist:

1. Complete or partial loss of shock function.
2. Loud noise is produced by the shock.

If either condition exists, inspect the rear shock and if service is needed, contact your local dealer or local KS service center before using the product.

ATTENTION:

The frame geometry can change with the compression of the shock unit. Some **KINDSHOCK** models have multiple adjustment features. When installing the unit, be sure that all knobs, air valves, and body housing clear the frame at all points in the compression cycle. It is the user's responsibility to ensure that clearance is adequate.



1. Verify that the eye to eye length of the rear shock is correct for bike. c/c.(fig1-1)
2. Make sure that the rear shock is completely installed in the bike's mounting tabs by the mounting screws and have 0.2mm clearance. (fig1-2, 1-3)
3. Use a torque wrench to torque mounting screws to 100+/-20 ft.lbs (fig1-4)

SETTING THE SHOCK PRELOAD and SAG

PRELOAD is the amount of energy pre-loaded in the spring before the rider sits on the bike. This controls how much the shock will initially compress when the rider sits on the bike

SAG- is the amount of compression in travel when the rider is seated on the bike in a resting position.

When setting the shock preload, you need to refer to the amount of sag desired, as preload and sag are closely linked. Sag setting will vary according to the rider's weight, the bike's leverage ratio, riding style and personal preferences. Properly adjusting sag will allow you to get the most out of your KINDSHOCK unit.

Suggested the preload travel:

AM / XC / Others---15 ~ 25% of total travel

FR / DH---20 ~35% of total travel

Checking and Adjusting preload and sag

Static	Shock	Travel	Travel	Travel	Travel
Eye-to-Eye	Travel	15%	20%	25%	35%
165mm	38mm	5-6mm	6-7mm	9-10mm	13-14mm
190mm	50mm	7-8mm	10mm	12-13mm	17-18mm

Checking and Adjusting preload and sag

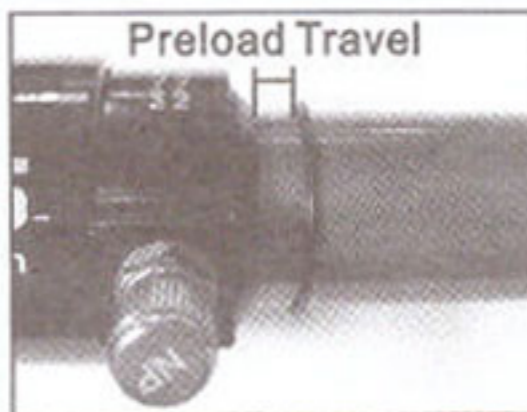
1. Air Shocks

With the rider off of the bike, push the travel o-ring up against the dust seal.

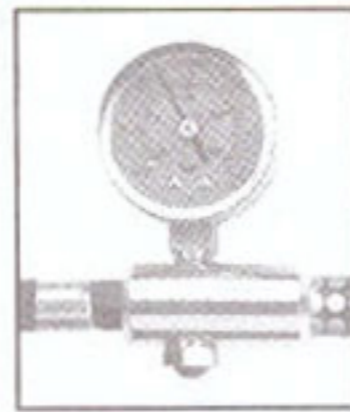
Next the rider should sit on the bike in a resting position. **DO NOT BOUNCE ON THE BIKE.** Then carefully dismount the bike. Now, measure the distance between the o-ring and the dust seal. This is your sag in millimeters.

The Normal air pressure range is 50 to 200 psi. It is important to ensure pressure

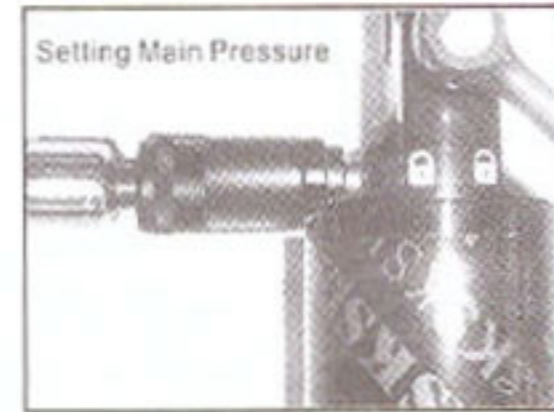
is in this range before each ride. **SETTING IMPROPER SHOCK PRESSURE CAN RESULT IN LOSS OF CONTROL AND POSSIBLE INJURY.** Operating the shock unit outside of the normal pressure range can cause damage to the shock unit and cause it to malfunction.



1-1



1-2



1-3

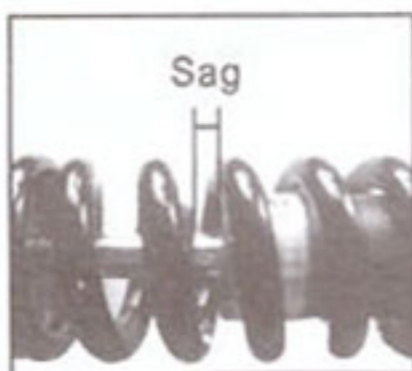
2. Coil Spring Shocks

With the rider off of the bike, push the bottom-out bumper against the shock body end cap . Next the rider should sit on the bike in a resting position.

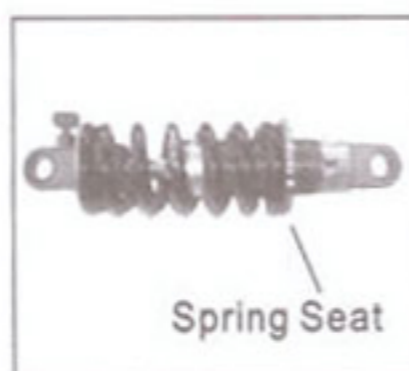
DO NOT BOUNCE ON THE BIKE.

Then carefully dismount the bike. Now measure the distance between bottom-out bumper and the shock body end cap. This is your sag in millimeters

Turn the spring seat clockwise to increase the preload and reduce sag, and counterclockwise to decrease preload and increase sag. Never exceed 8mm of preload. Over tightening could cause the spring to fail. If sag is still too much after adjusting the preload 8mm, switch to a spring with a higher rate.



2-1



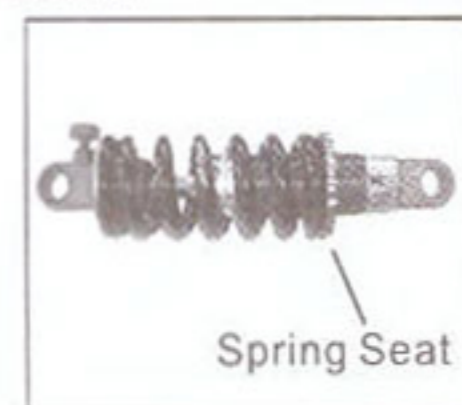
2-2

Function and adjustment instructions and illustrations

Spring preload

With the rider off of the bike, push the bottom-out bumper against the shock body end cap . Next the rider should sit on the bike in a resting position.

DO NOT BOUNCE ON THE BIKE. Then carefully dismount the bike. Now measure the distance between bottom-out bumper and the shock body end cap. This is your sag in millimeters Turn the spring seat clockwise to increase the preload and reduce sag, and



counterclockwise to decrease preload and increase sag. Never exceed 8mm of preload. Over tightening could cause the spring to fail. If sag is still too much after adjusting the preload 8mm, switch to a spring with a higher rate.

Main Pressure / MP

With the rider off of the bike, push the travel o-ring up against the dust seal. Next the rider should sit on the bike in a resting position. **DO NOT BOUNCE ON THE BIKE.** Then carefully dismount the bike. Now, measure the distance between the o-ring and the dust seal. This is your

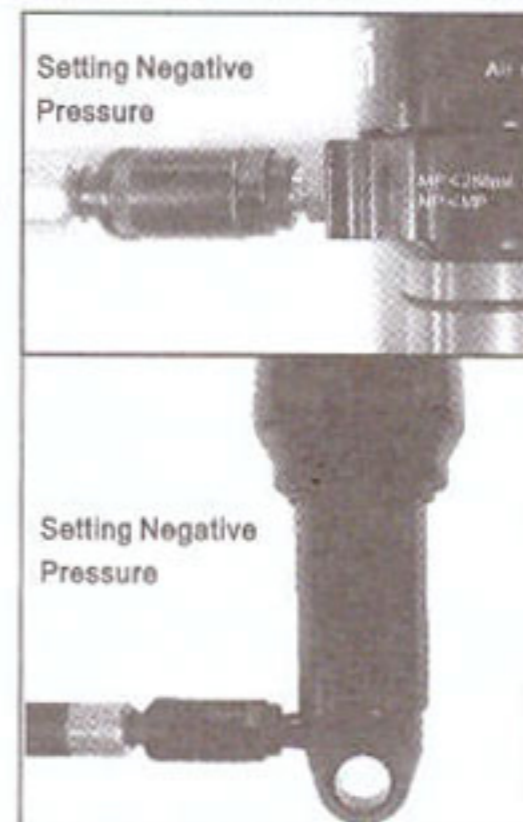


sag in millimeters. The Normal air pressure range is 50 to 200 psi. It is important to ensure pressure is in this range before each ride. **SETTING IMPROPER SHOCK PRESSURE CAN RESULT IN LOSS OF CONTROL AND POSSIBLE INJURY.**

Operating the shock unit outside of this pressure range can cause damage to the shock unit and cause it to malfunction.

Negative Pressure / NP

The adjustment function of NP is primarily to set sag and reduce the pogo-ing affect of an air shock. Sag setting will vary according to the rider's weight, the bike's leverage ratio, riding style and personal preference. Set the pressure of the negative spring at less than or equal to the main pressure. It is important to ensure pressure is in this range before each ride. **SETTING IMPROPER SHOCK PRESSURE CAN RESULT IN LOSS OF CONTROL POSSIBLE INJURY.** Operating the shock unit outside of this pressure range can cause damage to the shock unit and cause it to malfunction.



Rebound

Use the red adjustment knob in order to fine turn rebound damping. Turn the adjuster clockwise, and the rebound of the shock will slow down, and by turning the adjuster counterclockwise, the rebound will speed up. See the illustrations below:



Slow rebound speed



Fast rebound speed



Slow rebound speed



Fast rebound speed

Compression

The blue adjusting knob is used to fine tune the compression damping. Turn the adjuster clockwise (Figure 8-1), and the compression of the shock will slow down; turn the adjuster counterclockwise (Figure 8-2), and the compression of the shock will speed up. The adjustment ways and appearance are as below:



Slow compression speed (fig 8.1)



Fast compression speed (fig 8.2)

High / Low speed compression

High and low speed compression are used to fine tune the high speed pressure and low speed pressure separated. This allows greater tune-ability. The blue knob is for controlling high speed compression. When it is rotated clockwise, it will slow the high speed compression speed. When rotated counter-clockwise the compression speed will increase.

The black knob is for controlling low speed compression. When it is rotated clockwise, it will slow the low speed compression speed. When rotated counter-clockwise, the compression speed will increase.

See the illustration below:



Slow speed



Fast speed

Multi-Stage compression

Multi-stage compression allows compression damping to be set differently for each stage of the shock stroke. This gives unparalleled tune-ability. The gold knob is used to adjust the 3 steps of compression damping. When the gold knob is rotated clockwise, it will slow the compression speed for first stage of stroke. If placed in the center position, it will slow the second stage of stroke, and if rotated counter-clockwise the compression speed will increase only for third stage of the stroke.

Slow speed



Slower speed



Slowest speed



Lock out

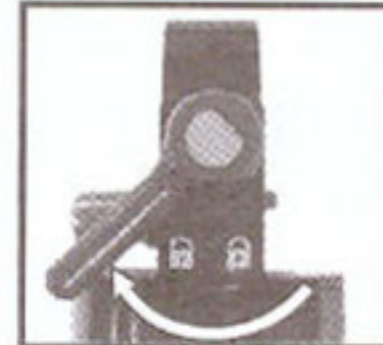
The blue knob controls lockout which stops active shock movement. If rotated clockwise it locks the shock movement for climbing. By rotating it counter-clockwise it resumes full movement for descending. See illustration below:



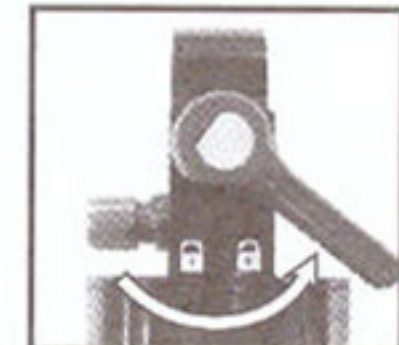
Locked



Open



Locked



Open

⚠ Attention

Do not lockout your shock for descending or jumping. Damage could be caused to your shock or bike's frame.

Preload

Remove the valve cap from the reservoir and attach the air pump in order to increase pressure. The air pressure range is 70 ~ 170 psi. Never use a pressure outside of this range, as damage to or failure of the shock unit may occur. The pressure setting will vary according to the following: rider's weight, the bike's leverage ratio, riding style and personal preferences. Lower pressures will create a lighter platform for a softer ride and slower return rates. Higher pressures will provide a firmer platform for firmer pedaling, steadier riding and faster return rate.



Tool-Less pressure adjustment

By rotating the gold preload knob clockwise, air pressure is manually increased. Rotating counterclockwise will manually reduce air pressure.





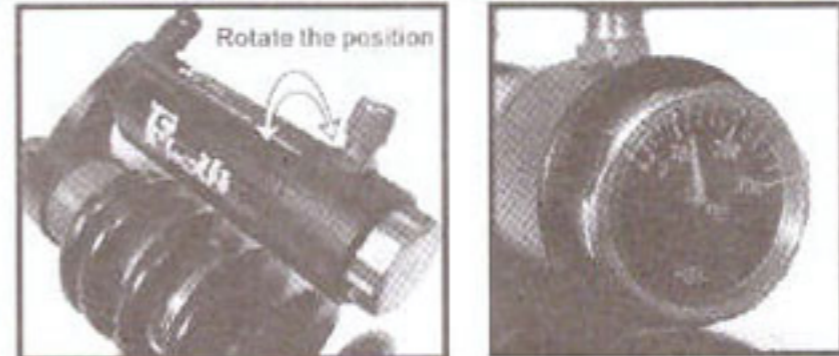
High air pressure



Low air pressure

Air pressure gauge

The integrated pressure gauge gives an easy reference as to the shock's air pressure. In addition, the air valve can be rotated to make access easier.



Rebound & Lock out

On some KS models, rebound and lockout are both adjusted with one convenient knob. Rotating counter-clockwise increases rebound speed. Rotating clockwise will slow rebound speed and rotating clockwise to the stop will lock the shock's movement. See illustration below:



⚠ Attention

Do not lockout your shock for descending or jumping. Damage could be caused to your shock or bike's frame.

Remote lock out

On models equipped with remote lockout, lockout can be accomplished by a lever on the handlebar. See illustration below:



590 unlocked
585 locked out



590 locked out
585 unlocked

⚠ Attention

Do not lockout your shock for descending or jumping. Damage could be caused to your shock or bike's frame.

Main Pressure /MP

Then carefully dismount the bike. Now, measure the distance between the o-ring and the dust seal. This is your sag in millimeters. The Normal air pressure range is 50 to 200 psi. It is important to ensure pressure is in this range before each ride. SETTING IMPROPER SHOCK PRESSURE CAN RESULT IN LOSS OF CONTROL AND POSSIBLE INJURY.



Negative Pressure /NP

The adjustment function of NP is primarily to set sag and reduce the pogo-ing affect of an air shock. Sag setting will vary according to the rider's weight, the bike's leverage ratio, riding style and personal preference. Set the pressure of the negative spring at less than or equal to the main pressure. It is important to ensure pressure is in this range before each ride.





Shock Pump