



SHRED

TOPAZ AIR

SET UP GUIDE

2020



PRE-RIDE CHECK

1. Do not ride your bicycle if any one of the following test criteria is not passed! Riding your bike without eliminating any defect or carrying out the necessary adjustments can result in an accident, serious injury or even death.
2. Do you notice any cracks, dents, bent or tarnished parts of your suspension or any other part of your bicycle? If so, please contact a trained and qualified bicycle mechanic to check your fork and/or complete bike.
3. Do you notice any oil leaking out of your suspension? If so, please consult a trained and qualified bicycle mechanic to check your suspension or bike.
4. Make sure your wheels are perfectly centered in order to avoid any contact with suspension fork or brake system.
7. Make sure your brakes are properly installed/adjusted and work appropriately. This also applies to every other part of your bike like handlebars, pedals, crank arms, seat post, saddle, etc.
8. Check the cable length and routing of your components. Make sure they do not interfere with your steering actions or full compression and extension of your suspension.

SOME HELPFUL TIPS:

1. All of these settings are just starting points to get you close. Don't be afraid to use your adjusters or change up your settings to make it perfect for you.
2. Write down your settings! Modern suspension products have a ton of adjustment which is awesome, but you can get lost. When you find a good spot, write it down so you can always go back to it.
3. Dedicate time to setting your bike up for the trail, not the parking lot. It's a good idea to get out on the trail and find a section you can repeat. Try different settings to truly feel what the adjusters are doing. Once you truly understand what they do and feel like, you'll know when to use them in any situation.
4. Balance is key! This is a big one. Try your best to get your fork and shock feeling equal. If the rebound in the rear shock is way faster than fork, the bike won't have a very predicible ride. Feel to make sure the rebound, spring rate, and compression are having similar feelings front and back. This will provide a predictable and confidence inspiring ride.
5. If you have questions, don't hesitate to ask. Give us a call, shoot us an email, we'll get you dialed in!

STEP 1: FITMENT CHECK

Things to look for.

Alignment

When installing your shock, it should slide in smoothly. If you have to force, bend, or twist the shock into position, something is off. If you run into this problem, double check you have the correct size shock and mounting hardware for your frame. If everything is correct, there could be an alignment issue with your frame. Consult your bike manufacturer for further help.

Correct Stroke Length

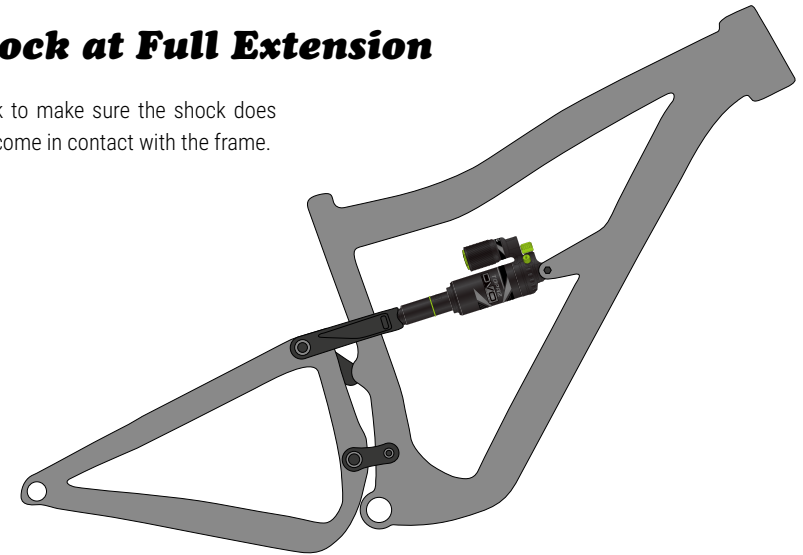
This is a big one! It's important to make sure the stroke of the shock matches the stroke required of the bicycle. After installation of the shock, release the air pressure and cycle the shock. There should be NO frame contact points at any spot in the cycle. If at any point in the travel the shock hits the frame, tire hits the seat-tube, or any other contact happens, DO NOT ride the bicycle. Make sure you have the correct specs and contact your bicycle manufacturer.

Smooth Movin'

With the shock mounted in the frame and the air released, make sure the linkage and shock cycle smoothly throughout the travel. If it feels notchy and inconsistent, double check torque specs and fitment specs. You may be required to contact your frame manufacturer if the problem persists.

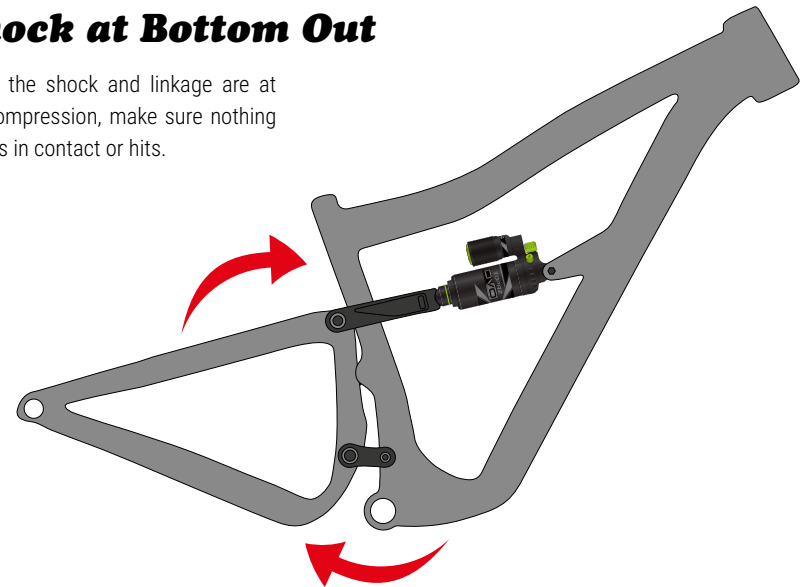
Shock at Full Extension

Check to make sure the shock does NOT come in contact with the frame.



Shock at Bottom Out

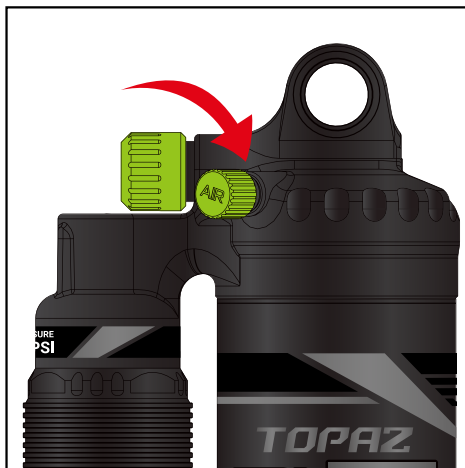
When the shock and linkage are at full compression, make sure nothing comes in contact or hits.





STEP 2: AIR PRESSURE

Adjust the air pressure to attain your proper sag setting by removing the air cap and inflating the shock with a suspension pump. Refer to the chart below for your recommended starting pressure based on your rider weight.



Do Not Exceed Maximum Air Pressure!
300PSI



Rider Weight		Air Pressure (psi)														
lbs	kg	140	145	150	160	165	170	175	180	190	200	210	220	230	240	250+
120-139	54-63	Plush		Firm												
140-159	64-72			Plush		Firm										
160-179	73-81					Plush		Firm								
180-199	82-90							Plush		Firm						
200-219	91-100									Plush		Firm				
220-239	101-108											Plush		Firm		
240+	109+													Plush		Firm

Don't be afraid to try things!

The chart above is just a starting point to get you in the ballpark. You will have to modify this to fit your own personal preference and bike. The leverage ratio of your bike will drastically change the amount of air pressure you need.

STEP 3: CHECK SAG

SAG is the amount your shock compresses under your body weight (don't forget to include your riding gear), also referred to as Rider Weight. Remember that these are only starting points and adjustments will vary based on rider ability, trail conditions and personal preference.

After you are done setting up your suspension shock according to the recommended base settings, check your SAG to make sure you are within the recommended SAG settings.

The recommended SAG is 20% - 30%. Setting proper SAG is the only way to find the right air pressure for your shock. Refer to the chart below to find the proper SAG.



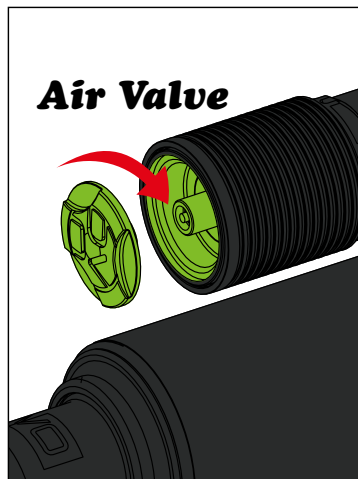
Sag Chart

STROKE LENGTH mm	20% SAG SUPPORTIVE	30% SAG PLUSH
40	8mm	12mm
42.5	8.5mm	13mm
45	9mm	14mm
50	10mm	15mm
52.5	10.5mm	16mm
55	11mm	17mm
57.5	11.5mm	18mm
60	12mm	19mm
62.5	12.5mm	20mm
65	13mm	21mm



STEP 4: BLADDER PRESSURE

The bladder is a tuning feature to tailor the feel of the shock to the rider. Try a higher or a lower pressure to find what suits you. The chart below is a starting point, feel free to try the full pressure range!



Air Valve

**Do Not Exceed Maximum Bladder Pressure!
200PSI**

Bladder Pressure Chart

Rider Weight		Air Pressure (psi)			
lbs	kg	170	180	190	200
120-139	54-63				
140-159	64-72				
160-179	73-81				
180-199	82-90				
200-219	91-100				
220-239	101-108				
240+	109+				

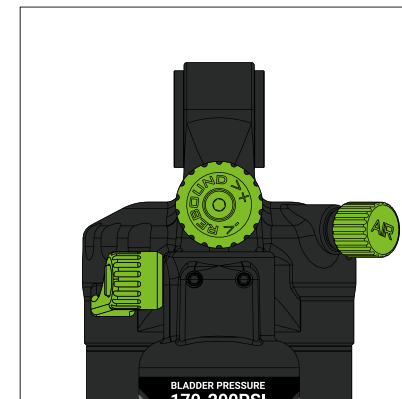
What is a Bladder System?

Bladders are located in the reservoir of the rear shock and take the place of a traditional IFP or internal floating piston. They both have the same purpose but completely different ways of executing it. A bladder is basically a balloon which is filled with air and seated to the end cap. The bladder is charged with a high PSI to push back against the oil which creates pressure in the system. As the shock is compressed, oil flows through the system and starts to compress the bladder.

STEP 5: REBOUND

Rebound controls the speed at which the shock extends after compression. Rebound damping control is relative to the coil spring weight. Higher pressures require more rebound damping. Lower pressures require less rebound damping so please adjust accordingly.

Clockwise = Slow
Counter-Clockwise = Fast



Air Pressure	Rebound Clicks out from Closed (fully clockwise)								
	1	2	3	4	5	6	7	8	9
PSI									
120-139									
140-159									
160-179									
180-199									
200-219									
220-239									
240+									

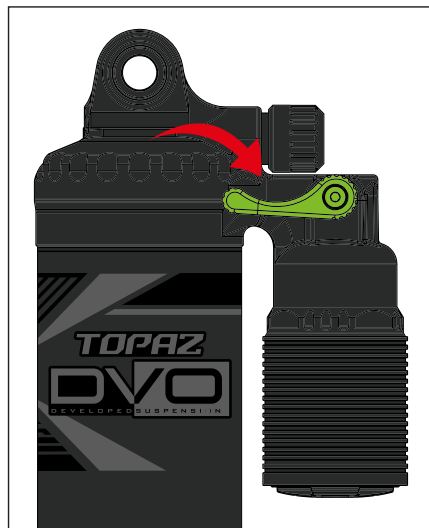
Some Quick Tips

Rebound settings will vary greatly on bike design, trail conditions, and rider preference. It's best to start with the rebound adjuster in the closed setting (full clockwise) and adjust out in two-click increments.



STEP 6: T3 COMPRESSION

Three settings to conquer any terrain? Damn right. We went through countless tunes to land on the most versatile “on the fly” compression adjustment ever. The “Open” setting provides incredible trophy truck like performance, a middle position or our “support” setting for unmatched stability to counter rider input, and a firm position for those steep climbs!



Compression Setting Chart

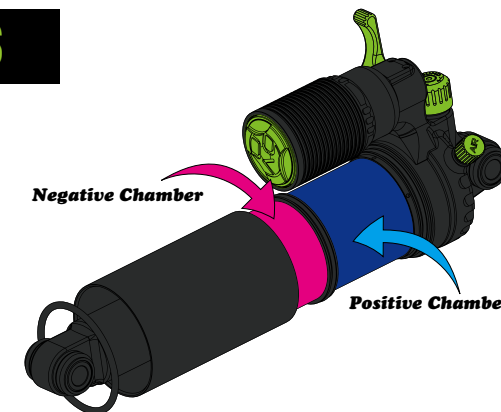
Trail Style	Compression Setting		
	OPEN	MID	FIRM
Rough DH	PLUSH		
Smooth DH		SUPPORTIVE	
Technical Climb		SUPPORTIVE	FIRM
Smooth Climb			FIRM
Sandy DH	PLUSH	SUPPORTIVE	
Sandy Climb		SUPPORTIVE	FIRM
Muddy DH	PLUSH	SUPPORTIVE	
Muddy Climb		SUPPORTIVE	FIRM

STEP 7: VOLUME SPACERS

A cool feature with the Topaz series shocks is the ability to tune the negative and positive air spring. This is done with volume spacers that come with your shock.

IMPORTANT! Watch this video before changing volume spacers!

Watch Video



Symptom	Solution	
	Add Positive Spacer(s)	Add Negative Spacer(s)
Bottoms out too easily	Add 1-2 positive spacers	
Lacking Support for Pedalling		Add 1-2 negative spacers
Not Enough Sag	Add 1 positive spacer. Then lower your air pressure	
Too much Sag		Add 1-2 negative spacers. You may need to go up in pressure.
Looking for more mid-stroke support	Add 1-2 Positive Spacers	Add 1-2 Negative Spacers
Can't get full travel		Add 1-2 Negative Spacers and decrease air pressure.

Keep it Clean!

Be careful of contamination when removing the air sleeve. Getting dirt inside the air chamber can cause leaks or failures. Always keep your shock squeaky-clean when doing this procedure.



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910800-17
2017-07-18

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