

JADE

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JADE SETUP

OWNERS MANUAL

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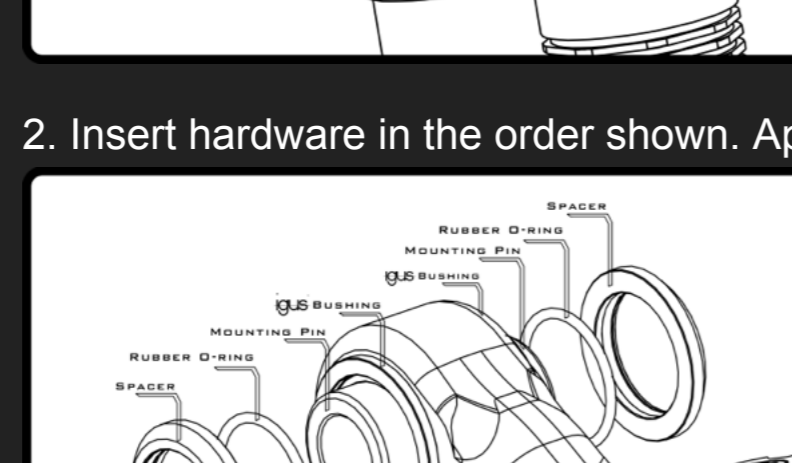
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INSTALLATION

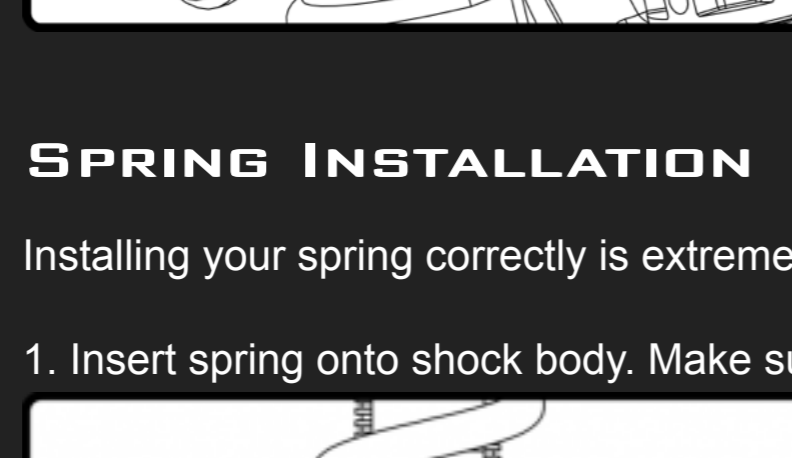
HARDWARE INSTALLATION

The Jade Coil comes equipped with high performance, low friction Iguas bushings and mounting hardware specific to your frame manufacturer's specifications. The Iguas bushings contain a dry lubricant; they do NOT need to be lubricated.

1. Insert pin into upper and lower eyelet. Make sure the pin is spaced evenly in shock eyelet.



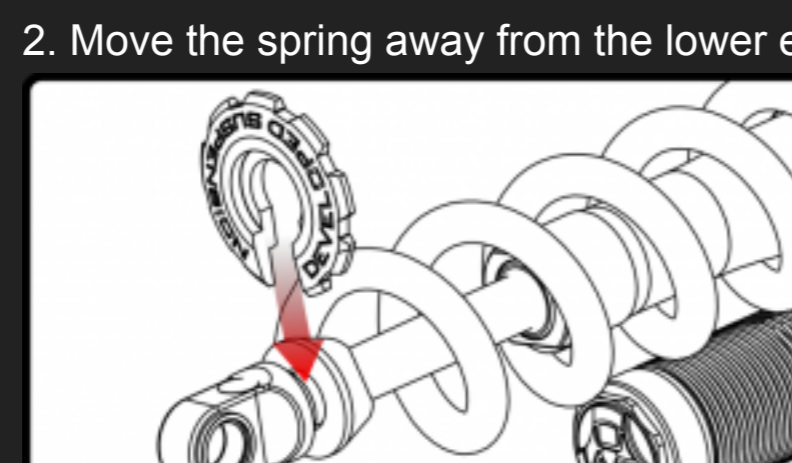
2. Insert hardware in the order shown. Apply a light layer of grease to the rubber O-Ring before putting on the mounting pin.



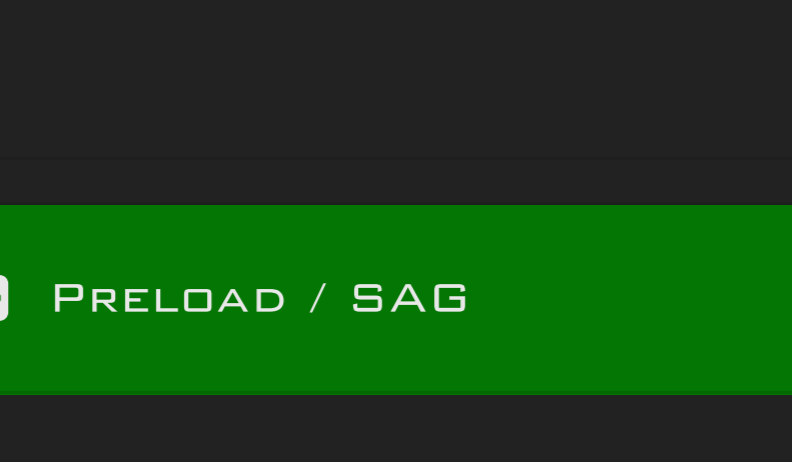
SPRING INSTALLATION

Installing your spring correctly is extremely important for performance. If installed incorrectly, the shock can experience unnecessary wear.

1. Insert spring onto shock body. Make sure the spring is seated evenly on the preload collar. (upper eyelet shown)



2. Move the spring away from the lower eyelet by turning the preload collar. Then insert spring clip.



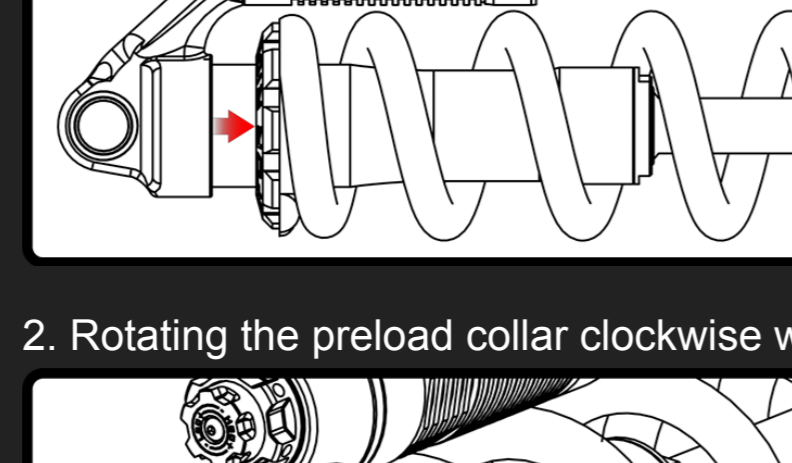
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PRELOAD / SAG

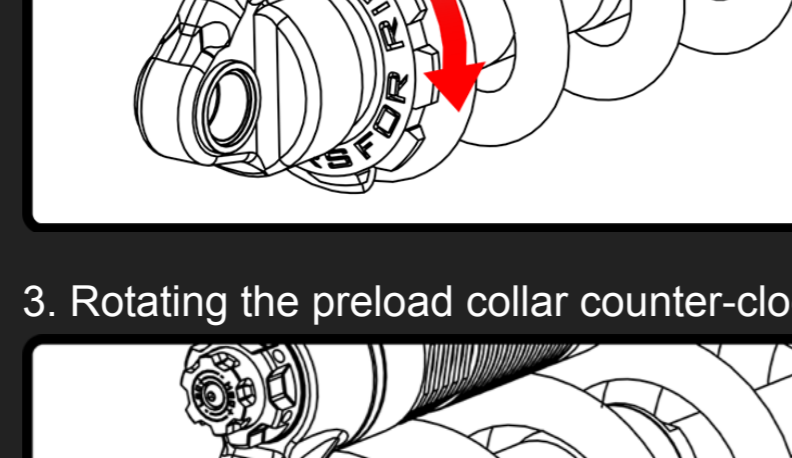
PRELOAD

By adjusting the preload, we change how much the shock initially resists being compressed.

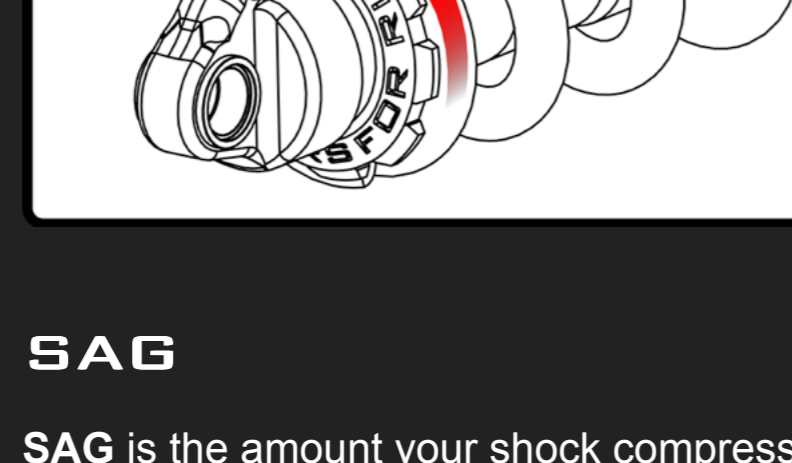
1. The maximum amount of preload length is 5mm. Going further can cause the spring to be loaded outside of its intended design that could result in a failure and void the manufacturer warranty.



2. Rotating the preload collar clockwise will increase spring preload.



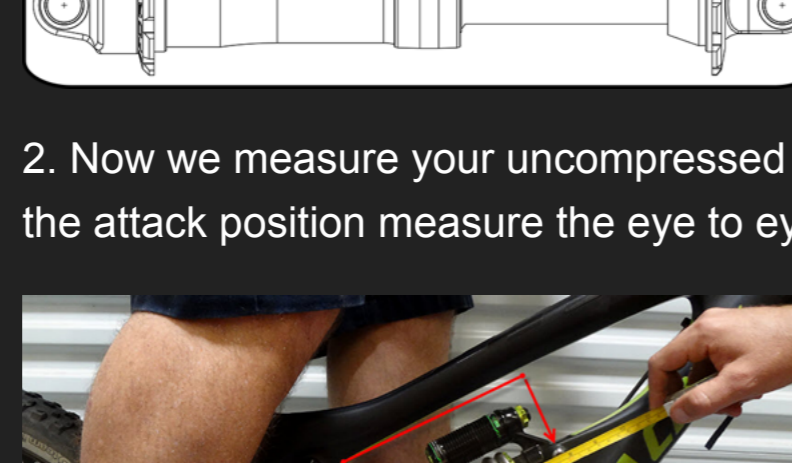
3. Rotating the preload collar counter-clockwise will decrease spring preload.



SAG

SAG is the amount your shock compresses under your body weight. Since this is a downhill specific shock, measure SAG by mounting your bike in the "attack position". Proper SAG is 25-30%. Below is a chart and steps you can use to easily calculate your sag. You will need a friend (or someone nice enough to help you) to help you calculate your sag because it can be difficult to take measurements while you are on the bike in step 2.

1. First measure the uncompressed eye to eye length. If you know the size of your shock you will use this number. For example if your shock size is 9.5x3.0" (240x76mm) then your eye to eye is 9.5"/240mm. The number 3.0"/76mm is the stroke. The stroke is the distance the shock compresses.



2. Now we measure your uncompressed eye to eye. It might be easier to put your bike next to a wall to help keep your bike stable while your "friend" takes the measurement. While in the attack position measure the eye to eye. Measuring in "mm" will be easier to calculate. If your measuring tape doesn't have "mm" then inches will be fine.



[click on image to view full size](#)

3. Now calculate the sag by taking the uncompressed eye to eye distance and subtract it from the compressed eye to eye distance.

EXAMPLES

Inches: 9.5" (uncompressed) - 8.7" (compressed) = **0.8" (sag)**
 Millimeters: 240mm (uncompressed) - 230mm (compressed) = **10mm (sag)**

Take the sag value and look at the chart below. If you are between 25%-30% then you have a good starting point. Keep in mind that this is the recommended sag and depending on your riding style and terrain you might want more or less sag. You can adjust your sag by changing the preload or spring rate.

SHOCK EYE TO EYE AND STROKE	SAG %	
	25%	30%
10.5 x 3.5" (267 x 90mm)	875" (22mm)	1.05" (27mm)
9.5 x 3.0" (240 x 76mm)	784" (20mm)	901" (23mm)
8.75 x 2.75" (222 x 70mm)	688" (17mm)	827" (21mm)
8.5 x 2.5" (216 x 64mm)	625" (16mm)	748" (19mm)
7.878 x 2.25" (200 x 57mm)	562" (14mm)	673" (17mm)

SAG FORMULA

If you would like to calculate your exact sag in percentage use the following formula:

$$\text{Sag} + \text{Stroke} \times 100 = \text{Sag \%}$$

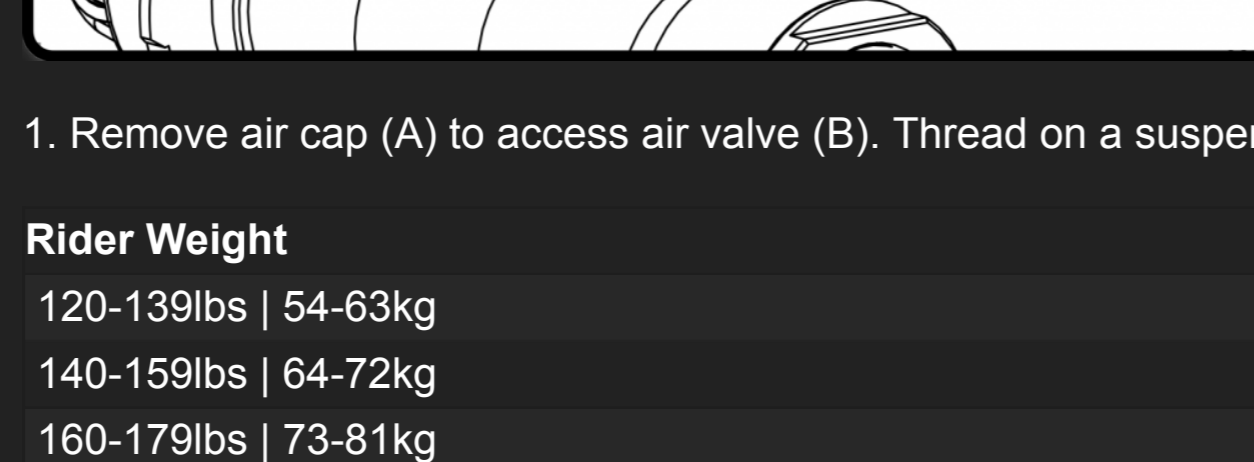
If you measured your sag to be 20mm and your shock stroke is 76mm then your Sag is 26.31%.

$$\text{For example: } 20\text{mm} + 76\text{mm} \times 100 = 26.31$$

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AIR PRESSURE

The Jade Coil features a bladder in place of a traditional IFP (Internal Floating Piston) for optimum small bump sensitivity. The purpose of the bladder is to separate the air from the oil in the reservoir. To achieve the best performance and durability, it is extremely important to set the air pressure to the proper range (170-200psi).



1. Remove air cap (A) to access air valve (B). Thread on a suspension specific pump and apply the recommended air pressure.

Rider Weight	Air Pressure
120-138lbs 54-63kg	170psi
140-159lbs 64-72kg	175psi
160-179lbs 73-81kg	180psi
180-199lbs 82-90kg	185psi
200-219lbs 91-100kg	190psi
220+lbs 100+kg	200psi

*If you are out of the range of our recommended air pressure then custom tuning might be for you. [Check out our Custom Tuning Page](#) for more details.

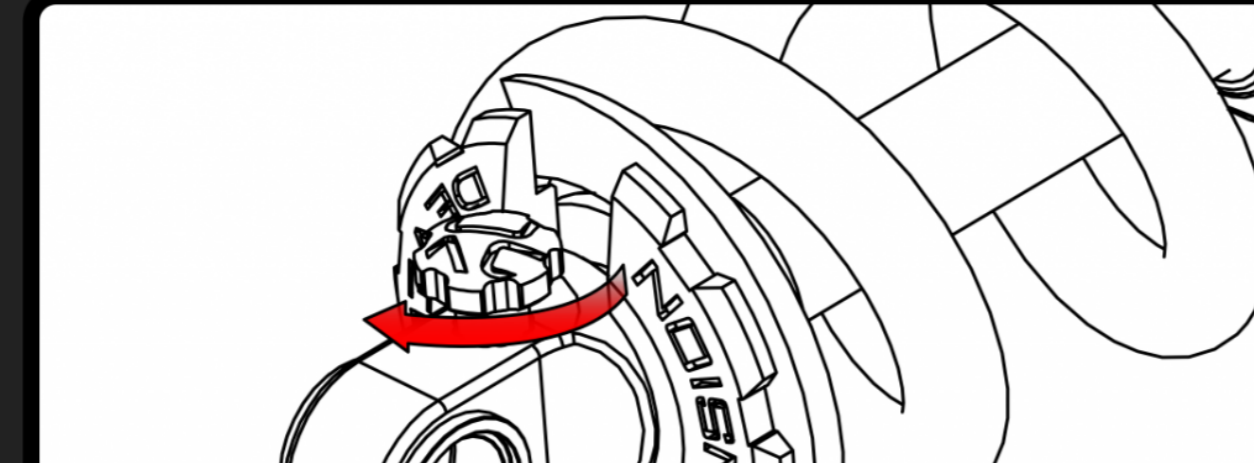
2. After you are done setting the air pressure, remove the shock pump and securely attach the air cap.

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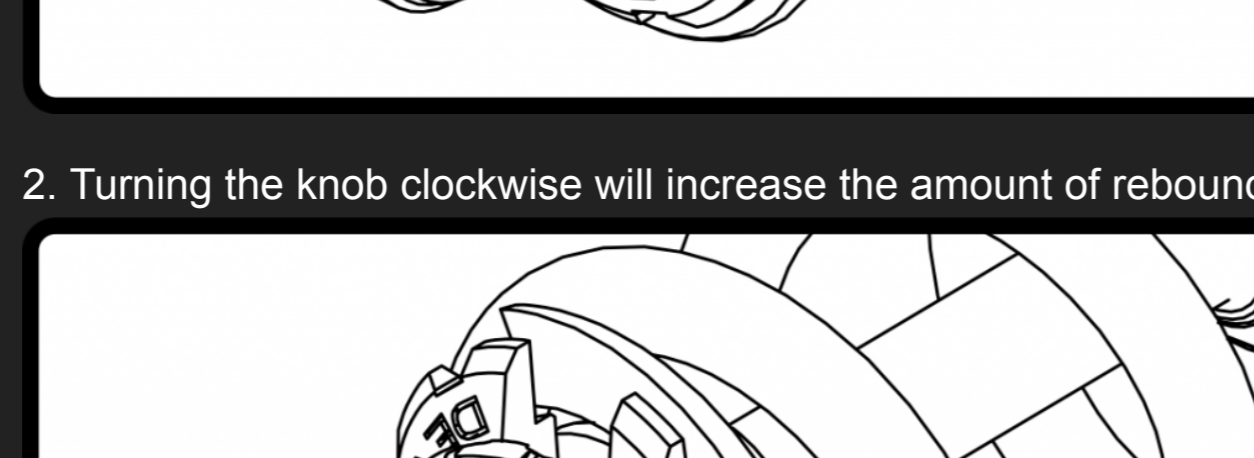
REBOUND

Rebound controls the speed at which the shock extends after compression. Rebound damping control is relative to the spring rate used. Higher spring rates require more (slower) rebound damping and a lower air pressure will require less (faster) rebound damping so please adjust accordingly.

1. Turning the knob counter-clockwise will decrease the amount of rebound damping. (making it faster)



2. Turning the knob clockwise will increase the amount of rebound damping. (making it slower)



*If you are out of the range of our stock rebound adjustment then custom tuning might be for you. [Check out our Custom Tuning Page](#) for more details.

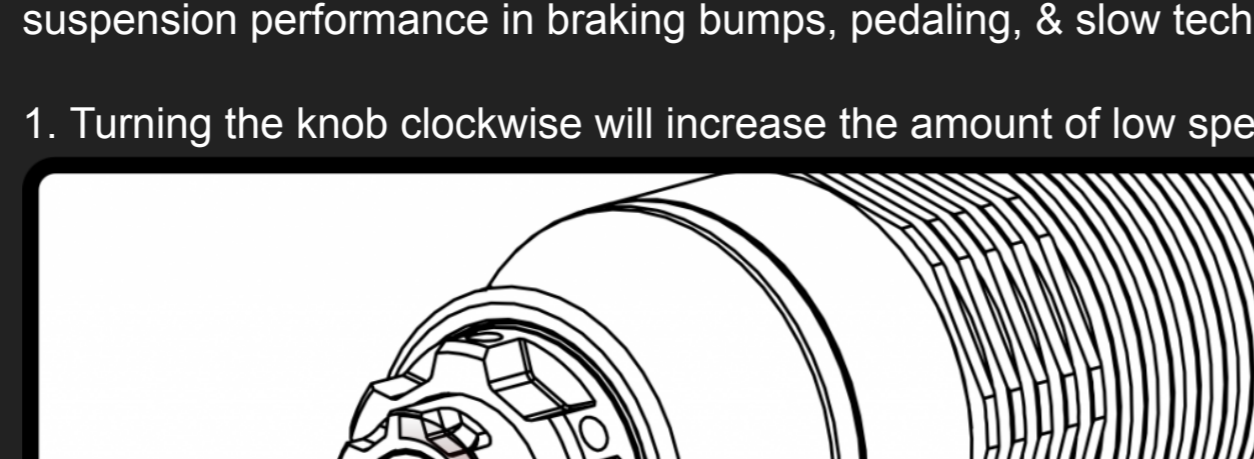
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COMPRESSION

LOW SPEED COMPRESSION

Low speed compression (LSC) controls the influence of the rider's weight and the bike's attitude under slower suspension movement regardless of riders speed. Low Speed controls suspension performance in braking bumps, pedaling, & slow technical trails.

1. Turning the knob clockwise will increase the amount of low speed compression. (making it firmer)



2. Turning the knob counter-clockwise will decrease the amount of low speed compression. (making it softer)



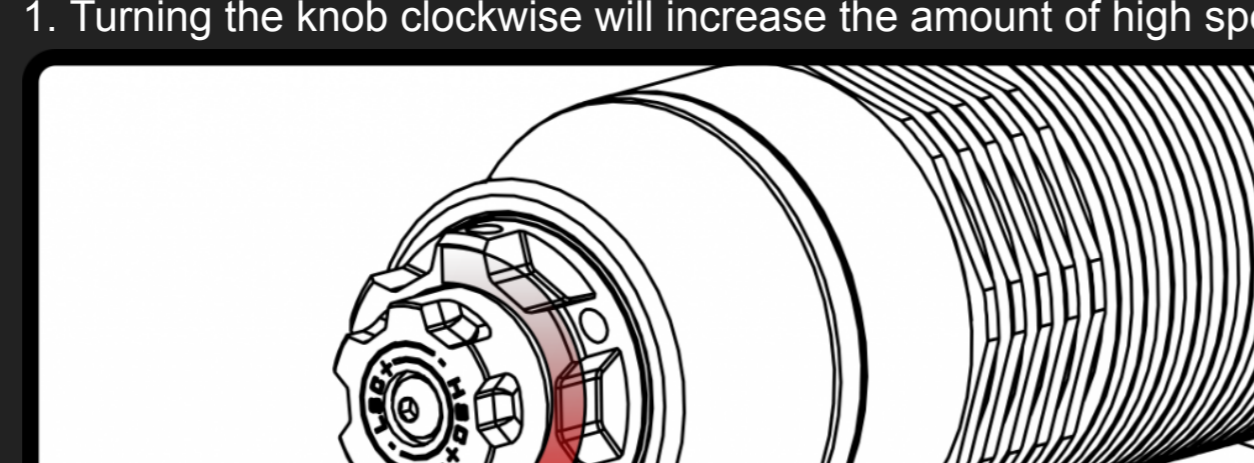
HIGH SPEED COMPRESSION

High speed compression (HSC) controls the damping force under faster suspension movements regardless of the riders speed. This effects drops, big hits, take offs, landings, and square edge hits.

1. Turning the knob clockwise will increase the amount of high speed compression. (making it firmer.)



2. Turning the knob counter-clockwise will decrease the amount of high speed compression. (making it softer.)



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BASE TUNE

Properly setting up your shock is one of the most important things you can do to get the most out of your suspension. Keep in mind that we cannot account for every single frame and leverage ratio on the market but the base tunes below is a good starting point.

For the rebound starting point, turn the knob all the way **clock-wise** until it stops.

For the high & low speed compression starting point, turn both knobs all the way **counter clock-wise** until it stops.

Air Pressure Range: 170-200psi

Rebound Range: 37 clicks total

High Speed Compression (HSC) Range: 24 clicks total

Low Speed Compression (LSC) Range: 22 clicks total

200X57/7.875X2.25 & 215X63/8.5X2.5

Rider Weight	PSI	Rebound	HSC	LSC	Spring Rate
120-140lbs/55-64kg	170-175 PSI	34-32 CCW	3 CW	1 CW	400lbs
140-160lbs/64-73kg	175-180 PSI	33-31 CCW	4 CW	2 CW	450lbs
160-180lbs/73-82kg	180-185 PSI	32-29 CCW	4-6 CW	3-5 CW	500lbs
180-200lbs/82-91kg	185-190 PSI	31-28 CCW	6-9 CW	5-8 CW	550lbs
200-220lbs/91-100kg	190-200 PSI	29-26 CCW	6-9 CW	5-8 CW	600lbs

221X68/8.75X2.75 & 241X76/9.5X3

Rider Weight	PSI	Rebound	HSC	LSC	Spring Rate
120-140lbs/55-64kg	170-175 PSI	34-32 CCW	2 CW	1 CW	350lbs
140-160lbs/64-73kg	175-180 PSI	33-31 CCW	3 CW	2 CW	400lbs
160-180lbs/73-82kg	180-185 PSI	32-29 CCW	3-5 CW	2-5 CW	450lbs
180-200lbs/82-91kg	185-190 PSI	31-28 CCW	5-8 CW	5-8 CW	500lbs
200-220lbs/91-100kg	190-200 PSI	29-26 CCW	6-9 CW	5-8 CW	550lbs

267X89/10.5X3.5

Rider Weight	PSI	Rebound	HSC	LSC	Spring Rate
120-140lbs/55-64kg	170-175 PSI	34-32 CCW	4 CW	1 CW	NA
140-160lbs/64-73kg	175-180 PSI	33-31 CCW	5 CW	2 CW	NA
160-180lbs/73-82kg	180-185 PSI	32-29 CCW	5-7 CW	2-5 CW	400lbs
180-200lbs/82-91kg	190-195 PSI	31-28 CCW	6-9 CW	5-8 CW	300lbs
200-220lbs/91-100kg	195-200 PSI	29-26 CCW	6-9 CW	5-8 CW	350lbs

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