

LITESPEED

UNICOI SET UP GUIDE





GENERAL USER INFORMATION

Please consider the Unicoi a hardtail with a bit of cushion, rather than a full-suspension bike. The Unicoi is designed to be a fast, cross-country/marathon bike that requires little setup and maintenance. The amount of wheel travel offered will not interfere with power transfer, but absorb impacts, minimize rider fatigue and keep you riding faster, longer.

USER GUIDE

- The factory-installed encapsulated coil spring is functional for most everyone and requires no adjustment.
- Also included are two additional coil springs for a rider to tune their ride to a preferred shock feel. The factory installed **Yellow** coil spring is the firmest of the three springs. Riders looking for a softer ride should first install the **Green** mid-weight spring before trying the **Gold** soft spring.
- The shock has a “friction damper” feature to slow the action. Most aggressive and casual riders keep the shock in the fully active mode.
 - To set the shock in the fully active mode, the adjustment screws, located on the sides of the ‘retainer ring’ (K) will not be bottomed. We suggest bottoming both screws evenly, then loosening each by 1/8 turn. Little to no friction will be felt in a properly maintained shock while in the active mode.
 - To use the friction damper, bottom each set screw evenly without torque. Graduate even torque onto each screw, not to exceed 1/4 turn. Too much torque on the friction damper will damage the internals of the shock. Also note, the function of the shock will not be as smooth with the friction damper activated.
 - This feature is not meant to act as a lockout, but to offer the rider the ability to mildly slow the shock action. Using the friction damper will reduce the service interval and require replacement parts more frequently. All friction components should be cleaned and greased as needed.
- Typical suspension forks are far more active than the frame. Most forks have multiple modes, such as Open, Mid or Locked.
 - We suggest the fork be set to Open.
 - If pressure is set too low and the bike is too active during a ride, change the fork to a stiffer, slower compression and/or rebound setting until finer adjustments can be made. Slower settings typically minimize over-activity and reduce the usable amount of travel.
 - We never suggest locking the fork unless riding on asphalt or long stretches of hardpack.