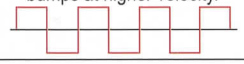
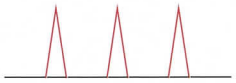
MATTOC PRO SETUP GUIDE

Rider Weight		Spring Pressure PSI [BAR]															
LBS	KG	80/90mm		100/110mm		120mm		130mm		140mm		150mm		160mm		170mm	
		Main	IRT	Main	IRT	Main	IRT	Main	IRT	Main	IRT	Main	IRT	Main	IRT	Main	IRT
>220	>100	120 [8.3]	240 [16.5]	115 [7.9]	220 [15.2]	110 [7.6]	200 [13.8]	108 [7.4]	175 [12.1]	105 [7.2]	155 [10.7]	92 [6.3]	150 [10.3]	84 [5.8]	145 [10.0]	76 [5.2]	140 [9.7]
200-220	92-100	110 [7.6]	220 [15.2]	105 [7.2]	200 [13.8]	100 [6.9]	175 [12.1]	97 [6.7]	160 [11.0]	94 [6.5]	138 [9.5]	84 [5.8]	130 [9.0]	76 [5.2]	130 [9.0]	69 [4.8]	122 [8.4]
170-199	77-91	95 [6.3]	200 [13.8]	90 [6.2]	185 [12.8]	85 [5.9]	160 [11.0]	83 [5.7]	145 [10.0]	80 [5.5]	130 [9.0]	72 [5.0]	125 [8.6]	65 [4.5]	120 [8.3]	58 [4.0]	112 [7.7]
140-169	64-76	83 [5.7]	185 [12.8]	78 [5.4]	170 [11.7]	73 [5.0]	145 [10.0]	71 [4.9]	130 [9.0]	68 [4.7]	115 [7.9]	60 [4.1]	110 [7.6]	53 [3.7]	112 [7.7]	48 [3.3]	105 [7.2]
120-139	54-63	69 [4.8]	170 [11.7]	64 [4.4]	150 [10.3]	59 [4.0]	120 [8.3]	57 [3.9]	110 [7.6]	54 [3.7]	95 [6.6]	48 [3.3]	95 [6.6]	42 [2.9]	90 [6.2]	37 [2.6]	85 [5.9]

Damping Adjustment	Functional Description		Adjustment Clicks [Open - Closed]	Enduro Tuning	Trail Tuning
TPC REBOUND	Controls speed at which the wheel returns to sagged position after compression event.		- + MIN 9 - 0 MAX	8-5	6 - 3
			• Rebound speed is dependent on air spring pressure. Recommended settings are for an average rider (170 LBS [77KG]). Rebound setting will vary for different rider weights and / or spring pressures.		
HI-SPEED	Sets the Pedal Platform achieved when Low Speed is at MAX. Controls unsprung chassis over square edge bumps at higher velocity. 		- + MIN 5 - 0 MAX	3-0	3-1
			• Pedaling platform is achieved by maxing out the Low-Speed compression adjuster and increasing the Hi-Speed adjuster. • For AM riding, the Hi-Speed adjuster should be set with the Low-Speed adjuster maxed out and then increase the Hi-Speed adjuster until desired pedaling platform is reached. Hi-Speed is a "set and forget" adjustment.		
LO-SPEED	Controls damping for sprung chassis movement; pedaling, pumping, berms, G-Out, etc. 		- + MIN 4 - 0 MAX		
			• The Low-Speed adjuster is 1/4 turn "on-the-fly"; when the Hi-Speed adjuster is appropriately set the LS adjuster may be used actively during different trail segments (climb, flat, descend). • For Enduro riding, it may be desirable to decrease the Hi-Speed adjustment further to increase small bump sensitivity.		
BOTTOM OUT	Controls damping force for deep travel sprung chassis movement; jumps, drops, etc. 		- + MIN 5 - 0 MAX	Initially set at MIN (5) Increase incrementally until bottom-less	
			• HBO controls the damping during the final 30mm of travel. Adjustments may not clearly be felt without fully compressing the fork at higher speeds. • HBO should be initially set at MIN (5) then increased incrementally until there is no noticeable bottom-out. When set properly, the fork will use 99% of the travel without noticeable bottom-out.		

Set-Up Notes

- Max pressure not to exceed: Main (Bottom) 150 PSI [10.3 BAR] / IRT (Top) 250 PSI [17.2].
- Fork should be unweighted when adjusting air pressure, inverted recommended.
- Static sag should be 15-25% See owners manual for sag measurement procedure.
- Fork should be at full travel before detaching pump.
- For best performance the IRT chamber (Top) should be pressurize with the Main air spring (Bottom) completely depressurized

Dial it in! Tuning definitions:
Enduro (EN): Emphasis on Gravity.
Trail (TR): Moderate speeds, efficient and compliant

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