

# Suspension Adjustment Guidelines

## Adjustments for Too Soft/Stiff On Part Of Travel

	Symptom	Action
Soft suspension	Initial travel too soft: <ul style="list-style-type: none"> <li>• Steering is too quick.</li> <li>• Front end darts while cornering or riding in a straight line.</li> </ul>	<ul style="list-style-type: none"> <li>– Decrease the left fork balance chamber air pressure in increments of 3.6 psi (25 kPa, 0.3 kgf/cm<sup>2</sup>) within minimum pressure.</li> </ul> If initial travel is still soft after decreasing the balance chamber air pressure: <ul style="list-style-type: none"> <li>– Test stiffer compression damping adjustments in one-click increments.</li> <li>– Increase rebound damping in one-click increments.</li> </ul>
	Middle travel too soft: <ul style="list-style-type: none"> <li>• Front end dives when cornering.</li> </ul>	<ul style="list-style-type: none"> <li>– Increase the inner chamber air pressure in increments of 3.6 psi (25 kPa, 0.3 kgf/cm<sup>2</sup>) within maximum pressure.</li> </ul> If middle travel is still soft after adjusting the inner chamber air pressure: <ul style="list-style-type: none"> <li>– Test stiffer compression damping adjustments in one-click increments.</li> <li>– Increase rebound damping in one-click increments.</li> </ul> If other part of travel is too stiff, see “Initial travel too stiff” or “Final travel too stiff” on this chart.
	Final travel too soft: <ul style="list-style-type: none"> <li>• Bottoms on landings.</li> <li>• Bottoms on large bumps, especially downhill bumps.</li> </ul>	<ul style="list-style-type: none"> <li>– Increase the left fork outer tube oil capacity in increments of 0.2 US oz (5 cm<sup>3</sup>).</li> </ul> If final travel is still soft after increasing the left fork outer tube oil capacity: <ul style="list-style-type: none"> <li>– Test stiffer compression damping adjustments in one-click increments.</li> <li>– Increase rebound damping in one-click increments.</li> </ul>
Stiff suspension	Initial travel too stiff: <ul style="list-style-type: none"> <li>• Stiff on small bumps while riding at full throttle in a straight line.</li> <li>• Stiff on small cornering bumps.</li> <li>• Front end wanders while riding at full throttle in a straight line.</li> </ul>	<ul style="list-style-type: none"> <li>– Increase the left fork balance chamber air pressure in increments of 3.6 psi (25 kPa, 0.3 kgf/cm<sup>2</sup>) within maximum pressure.</li> </ul> If initial travel is still stiff after increasing the balance chamber air pressure: <ul style="list-style-type: none"> <li>– Test softer compression damping adjustments in one-click increments.</li> <li>– Reduce rebound damping in one-click increments.</li> </ul>
	Middle travel too stiff: <ul style="list-style-type: none"> <li>• Stiff on bumps when cornering.</li> <li>• Front end wanders when cornering.</li> <li>• Stiff suspension on bumps, especially downhill bumps.</li> <li>• While braking, front end dives during initial travel, then feels stiff.</li> </ul>	<ul style="list-style-type: none"> <li>– Decrease the inner chamber air pressure in increments of 3.6 psi (25 kPa, 0.3 kgf/cm<sup>2</sup>) within minimum pressure.</li> </ul> If middle travel is still stiff after adjusting the inner chamber air pressure: <ul style="list-style-type: none"> <li>– Test softer compression damping adjustments in one-click increments.</li> <li>– Reduce rebound damping in one-click increments.</li> </ul> If other part of travel is too soft, see “Initial travel too soft” or “Final travel too soft” on this chart.
	Final travel too stiff: <ul style="list-style-type: none"> <li>• Doesn’t bottom on landings, but feels stiff.</li> <li>• Stiff on large bumps, especially downhill bumps.</li> <li>• Stiff on large bumps when cornering.</li> </ul>	<ul style="list-style-type: none"> <li>– Lower the left fork outer tube oil capacity by 0.2 US oz (5 cm<sup>3</sup>).</li> </ul> If final travel is still stiff after lowering the left fork outer tube oil capacity: <ul style="list-style-type: none"> <li>– Test softer compression damping adjustments in one-click increments.</li> <li>– Reduce rebound damping in one-click increments.</li> </ul>