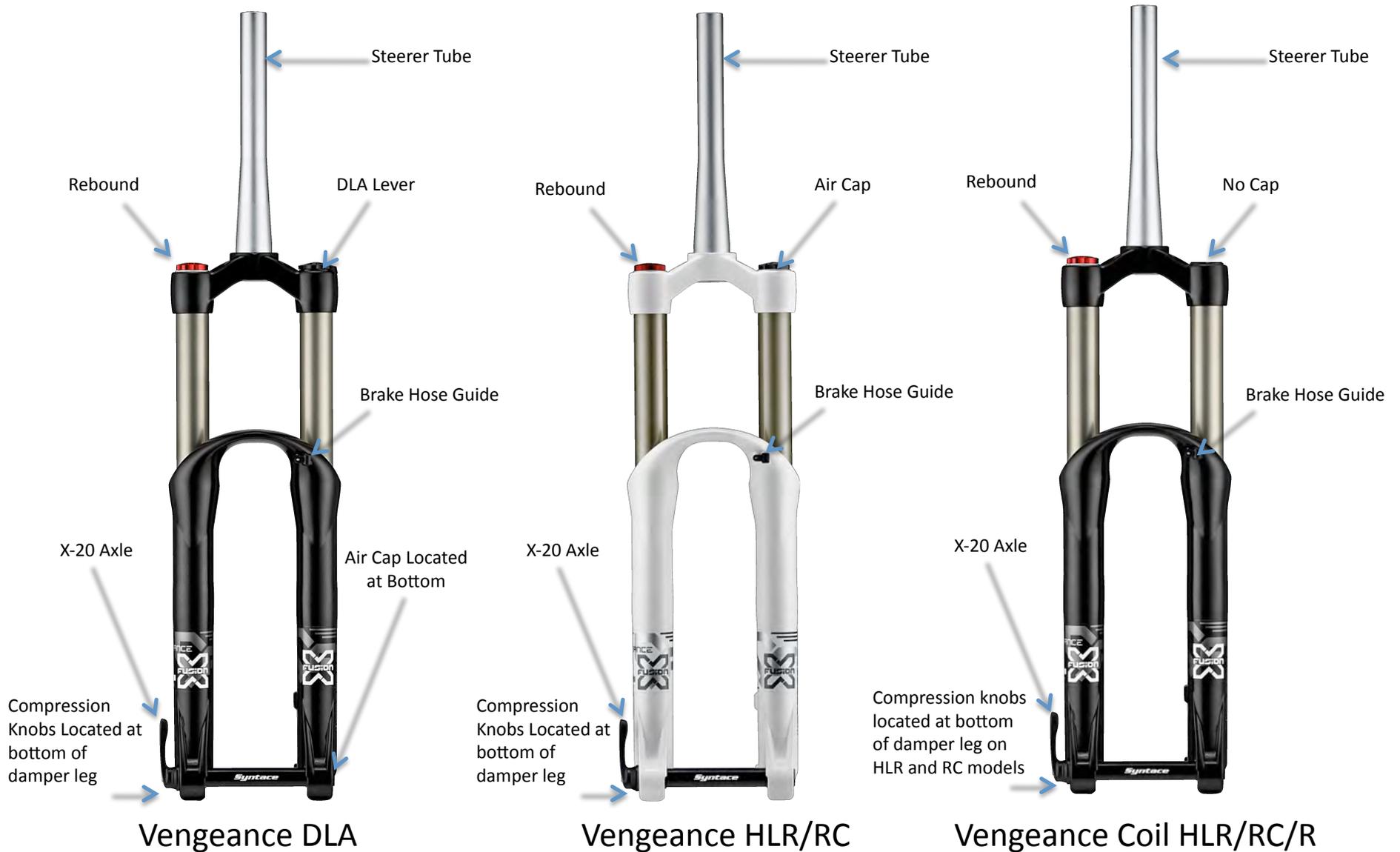


# Vengeance

## Set-Up Guide



# Terminology



# Basic Set-Up

## Step 1: Install Vengeance Fork onto Your Bicycle

Make sure that the fork is installed correctly. We recommend if you are unsure on how to install your new fork correctly that you visit your local bike shop for assistance. Always double check to make sure your stem, headset, bars and front wheel axle are all securely tightened.

## Step 2: Set Your Forks Sag

Sag is the amount of travel your fork uses with the dead weight of the rider mounted in gear on the bike. We recommend that you set your fork up with 25-30% sag for all-mountain use. For Example:

If your Vengeance has 170mm of travel then you would want the fork to compress 42-51mm to achieve the correct sag percentage. You must identify if you have a coil-sprung or air-sprung Vengeance fork. The sag on the coil model is determined by the firmness of the spring within. If you are not achieving proper sag with the coil Vengeance please contact your regions Service Center for the proper spring. For the air-sprung Vengeance your sag will be determined by air pressure. Below you will find a general air pressure table to help you get started. These pressures may not get you to the optimal sag percentage, so please use a suspension specific pump to adjust your pressures accordingly. An easy way to accurately measure your sag is to strap a zip tie to the fork stanchion so you can mount your bike while the zip tie captures your sag measurement.

### **Vengeance HLR & RC 170mm**

<b>Rider Weight</b>	<b>Recommended Pressure</b>
75-100 lbs	50 PSI
100-125 lbs	55 PSI
125-150 lbs	60 PSI
150-165 lbs	65 PSI
165-180 lbs	70 PSI
180-200 lbs	75 PSI
200-220 lbs	80 PSI
>220 lbs	80+ PSI

### **Vengeance DLA 170mm**

<b>Rider Weight</b>	<b>Recommended Pressure</b>
75-100 lbs	60 PSI
100-125 lbs	70 PSI
125-150 lbs	85 PSI
150-165 lbs	95 PSI
165-180 lbs	100 PSI
180-200 lbs	105 PSI
200-220 lbs	110 PSI
>220 lbs	110+ PSI

# Basic Set-Up

## Step 3: Set Your Rebound Adjustment

To set the rebound, use the red rebound adjustment knob located at the top of the fork. Personal preference and terrain are factors in your rebound setup but you should still take a few things into account. You do not want your rebound so slow that the fork can't react to the next impact on trail. You also do not want the fork to rebound so fast it could unexpectedly send you off balance or even off the bike. In set-up you are looking for the setting that best reacts to the terrain you are riding.



- Turning the red adjustment knob clockwise will slow down the rebound.
- Turning the red adjustment knob counter clockwise will speed up the rebound.

During initial set-up we recommend starting with the base setting and adjusting accordingly from there. Here is how to find your correct rebound setting.

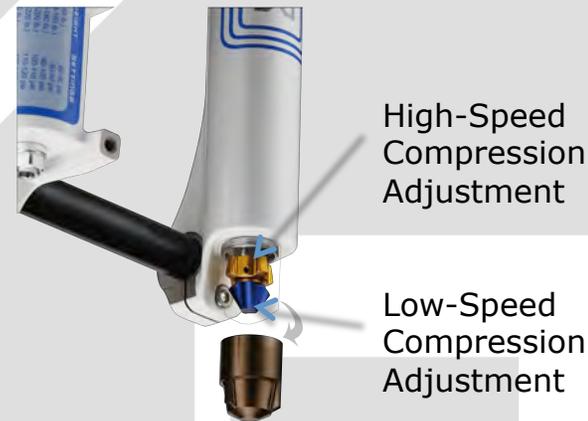
- Turn the rebound knob all the way clockwise until it reaches the end of the adjustment. (this setting is as slow as your adjustment knob allows the fork to rebound.)
- Turn the adjustment knob 8 clicks counter clockwise. This will set you at your base rebound setting in the middle of the range. (There are about 16 clicks of adjustment)
- Once at your base setting pedal around the bicycle and determine if you need to slow down or speed up your rebound. When adjusting always move 2 clicks at a time in either direction. If the change in rebound speed is too much then backtrack one click. This is a quick and efficient way to find the correct setting.



# Basic Set-Up

## STEP 4: Compression Adjustment

**Low-Speed Compression (LSC)** controls the rate the fork compresses under slower shaft speeds. These types of impacts on the fork can be caused but not limited to, small bumps, cornering forces, jump take-offs, pedaling forces, and even braking forces. LSC affects your small bump sensitivity and initial stroke firmness. There are about 13 clicks of LSC adjustment.



**High-Speed Compression (HSC)** controls the rate the fork compresses under fast shaft speeds and big impacts. These type of impacts can be caused but not limited to, drops, big jumps, large bumps, and square edge hits. By setting your high-speed adjustment to a firmer setting you can slow down the rate the shock compresses during these forces. There are about 15clicks of HSC adjustment.

**\*170 Vengeance R Coil does not have compression adjustment**



# Important Info

## Cleaning and Maintenance:

-It is normal for a slight grease ring to form around the stanchions after every ride. The grease is used as lubrication to improve the longevity and smoothness of your fork's dust wipers. It's best to wipe the grease ring away after every ride to avoid contaminants entering your fork under these seals. If excessive amounts of oil begins leaking from anywhere on your fork then please contact your local bike shop or X-Fusion Authorized Service Center immediately.

- Never use a high pressure washer when cleaning your fork!**
- Use a soft scrub brush and warm soapy water when cleaning your fork.**

## Service:

- If you experience any issues with your product please contact your local Service Center. Service centers can be found on our website @ [WWW.XFUSIONSHOX.COM](http://WWW.XFUSIONSHOX.COM).
- We recommend your fork receives standard damper and lower leg service after every 80 hours of ride time or annually. This service should be performed only by experience suspension technician or one of our Authorized Service Centers.

## Travel Adjustment:

- To change the travel please see the 2012 Vengeance travel change guide also located on our website @ [WWW.XFUSIONSHOX.COM](http://WWW.XFUSIONSHOX.COM).

