1997 NOLEEN SHOCK TUNING INSTRUCTIONS (ADDENDUM TO 1997 PRO-FLEX AND CROSS-LINK OWNERS MANUALS)

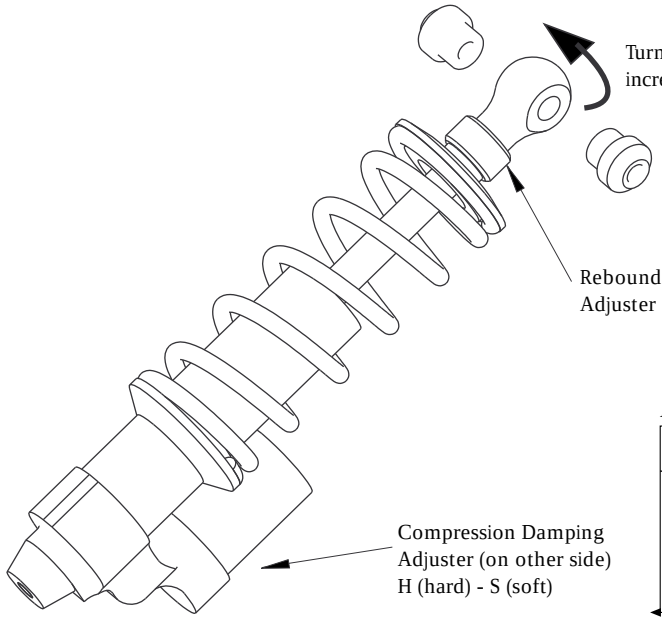
WARNING!

K2BIKE suggests that all Noleen shock owners have their bikes or forks tuned properly with the assistance of a K2 Bike or Noleen Dealer. Improperly adjusted shocks can affect the handling of a bike negatively and be extremely dangerous and result in a loss of control and severe injuries.

Thank you for your purchase of a Pro-Flex bicycle or Girvin Cross-Link fork equipped with a Noleen coil-over-oil shock. The following instructions are to be used in addition to the Bike and Fork Owner's Manuals and should provide the needed information to help you setup your bike or fork properly.

1. Check the applicable Spring Chart to find the correct spring rate for you.
2. If you need a different spring, you local Pro-Flex dealer should be able to help you find the right one.
3. Check Suspension Sag and set Preload accordingly.
4. Ride your bike! Allow for a few weeks of damping experimentation to get your shock "dialed in".

NOTE: If you do not think that your shocks are damping the motion of the spring properly, check with your dealer. The damping adjustments should provide the appropriate levels of compression and rebound damping for all available spring rates.



Glossary of Terms

Spring Rate — The Spring Rate of a spring is the amount of load required to compress the spring one inch. (See Chart B for optimum spring rates)

Preload — Preload is the amount of load placed on a spring to increase the spring rate in the initial part of the shack travel. Increasing or decreasing preload will allow the rider to obtain the right amount of sag. Here are some preload guidelines

- All springs should be preloaded at least 1 - 2 mm in order firmly to hold the spring in place.
- The correct amount of preload can only be achieved with the proper suggested spring rate.
- Never increase the preload on a spring more than 5 full turns with the preload adjuster.

Sag — Measure the length of the spring from end to end with no weight on the bike. Then measure the length of the spring from the same two points with a rider on the bike. The difference between the two points is sag. (See Chart A for optimum Noleen sag for bikes and forks)

Damping — Damping is the action of controlling the shock shaft speed. The rate at which a spring compresses and extends can be controlled by forcing oil through an orificed piston. There are two types of damping, compression, and rebound.

Compression damping assists the spring to control the rate of shock compression when the wheel hits a bump. The NR-4 is the only Noleen shock with adjustable compression damping. The knob on the side of the shock is the compression damping dial. Faster, more aggressive riding requires more compression damping, while slower, easier riding is best with less or softer compression damping. There should be about 12 clicks fromone extreme to other.

Rebound damping controls the rate at which the spring extends back to its optimum sag length after hitting a bump. Both the NR-2 and NR-4 have adjustable rebound damping. The large knurled knob that rotates around the shock shaft near the shock end mount adjusts rebound damping. Rebound damping should be set so that the shock can return to full extension before each hit, but not too quickly. Experiment with this adjustment to find the best setting.

A. Suggested Rear Sag

Bikes	Suggested Sag
957,857,Animal	10mm
Beast, 757	10mm
856, 756, 657	9mm

B. Rear Spring Chart

Rider Weight	Spring Rate
100 - 140 lbs	200
140 - 170 lbs	250
160 - 190 lbs	300
180 - 230 lbs	350
over 230 lbs	400

C. Cross-Link Spring Chart - 10mm sag

Rider Weight	Spring Rate
100 - 140 lbs	175
140 - 170 lbs	200
160 - 190 lbs	200
180 - 230 lbs	225
over 230 lbs	250

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