NOLEEN RACING™

NOLEEN CHUBBY DH

WARNING!

K2 Bike strongly recommends that the Chubby DH fork be installed by a K2 Bike/Noleen dealer or other qualified technician. Failure to install and adjust the fork properly can result in poor performance and possible failure during use and severe injury.

INSTALLATION GUIDELINES:

- The Chubby DH is available in one size and will fit on bicycles with 1 1/8" headtubes that are between 90 and 125mm long. The minimum amount of room between the triple clamps is 115mm. The maximum amount of room between the triple clamps is 160mm.
- The bottom of the lower triple clamp should never be more than 180mm from the top of the stanchion tube. This positioning creates an axle to crown measurement of 20.5 in / 520mm.
- This fork will accept only disk brakes. The fork is provided with a Hope disk brake adaptor, and other adaptors are available. Please contact K2 Bike for more information concerning disk brake adaptors.
- This fork uses a hub designed for a 20mm through axle / 110mm spacing.
- The upper triple clamp may be mounted upside down if possible to accomodate smaller headtubes.

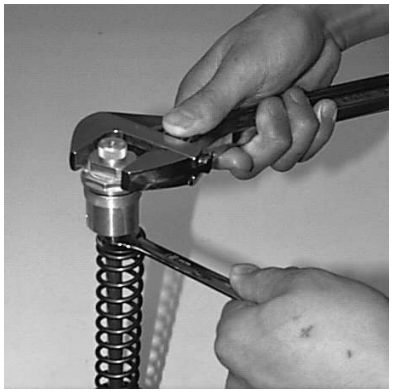
INSTALLATION:

1. Remove the upper triple clamp from the fork. Making sure the lower clamp is tight, install the crown race from your headset.
2. Install the fork into the frame, and install the upper clamp. Tighten all clamp bolts to 100 in-lbs.
3. If you decide to use the optional fork brace, the brace may be mounted on forward or backwards.
4. Tighten the axle bolts just tight enough to hold the hub snugly, and tighten clamps to 100 in-lbs.

NOTE: Route all cables inside fork legs, and zip tie front brake housing to slider securely.

CHANGING COIL SPRINGS

1. Loosen the upper triple clamp stanchion bolts.
2. Loosen the preload / rebound adj. cap with a 32mm wrench. Hold the stanchion tube to prevent rotation. NOTE: The cap will not separate from the rest of the fork. The cap is attached to the connector rod.
3 Expose the spring by sliding the stanchion tube downwards and holding the preload cap.
4. Compress the spring to access the nut at the bottom of the preload cap. Hold nut with 12mm wrench.
5. While still holding the nut, loosen and remove the preload cap from the connecting rod.
6. You can now change the coil spring. Press the spring against the white spring guide as you remove the old spring and install the new spring.



Preload Cap Removal

NOTE: Make sure to hold connecting rod in place by pressing spring against spring guide.

SUSPENSION TUNING:

Top Preload Adjuster

The preload adjuster (larger top knob) can be adjusted with a 21mm wrench. There is a maximum of 10mm of total preload adjustment. You can also turn the knob by hand (of course).

Top Rebound Adjuster

The top clicker is for rebound adjustment. Turning clockwise increases rebound damping and turning counterclockwise will decrease rebound damping.

Bottom Compression Adjuster

The bottom adjuster is the compression damping adjuster. It can be adjusted with a flathead screwdriver. Turning clockwise will increase the compression damping (stiffer) and turning counterclockwise will decrease the compression damping (softer).

Spring Rates

The fork comes with two 18 in-lb springs. The fork is provided with two 17 in-lb springs and two 19 in-lb springs. Use the spring chart below to tune your fork to the suggested rates for rider weight. Obviously you will be able to customize the spring rates by mixing and matching different rates in each leg.

Rider Weight	Springs
110 - 160 lb / 50 - 73 kg	2 - 17
150 - 190 lb / 68 - 86 kg	2 - 18
190 lb + / 86 kg +	2 - 19

Oil level

This is important for the "progressive" feel of the fork, and also for determining the overall stiffness of the spring rate. Varying the oil level varies the amount of air space in the fork leg that can be compressed. Increasing the oil level will make the fork stiffer in the end of the travel, or more progressive. Lowering the oil level will do the opposite. The oil level is measured from the top of the stanchion tube to the top of the oil. The oil level should be measured with the springs removed and the fork bottomed out. 7 weight Noleen 808 Shock Oil is stock.

Setup	Oil Height
Softer	125mm (do not exceed 125)
Stock	110mm
Stiffer	105mm
Way stiff	80mm (do not exceed 80)

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