K2 Bike 2003 Setup

Attack 1.0
Attack 2.0
Attack 3.0

Choose The Right Spring

To get the best performance from your K2 Attack, it is necessary to adjust the suspension. The first step is to set up the bike with the correct spring rate. The Spring Rate Chart as shown below is a good guide line to get the correct spring rate.

rider weight in lbs	rider weight in kg	Spring Rate in in/lbs SM/MD	Spring Rate in in/lbs LG/WB
120	55	850	600
140	65	900	650
160	70	1000	700
180	80	1100	800
200	90	1250	900
220	100	1400	1000

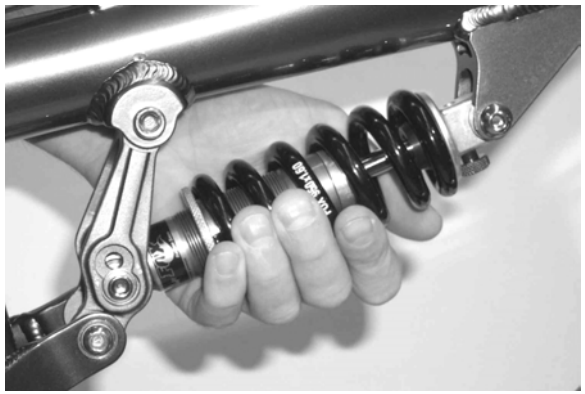


Fig 1

Adjusting Sag

The Spring Rate chart is a good guide line, but more accurate results can be obtained by adjusting the SAG. SAG is how much the shock compresses when you sit on the bicycle. Increasing the spring preload will make the shock compress less. Decreasing the spring preload will make the shock compress more. The proper amount of SAG for all mountain use should be 25% of the shock stroke. Please follow the next steps to obtain the proper amount of SAG.

The shock stroke of the SM/MD is 1.125”/28mm
The shock stroke of the LG/WB is 1.5/38mm
Recommended SAG for the SM/MD is 0.3”/7mm
Recommended SAG for the LG/WB is 0.38”/10mm

1. Measure the distance from the center of one shock mounting bolt to the center of the other shock mounting bolt.
2. Sit on the bicycle in a normal riding position.
3. Have an assistant measure the the distance of one mounting bolt to the center of the other shock mounting bolt.
4. The difference between measurement 1 and 2 is the amount of SAG.
5. If the amount of sag is not 25% you need to adjust the spring preload Fig 1.
6. K2 Bike recommends no more than 5 turns of preload on the spring. If more than 5 turns are required to achieve the correct amount of SAG, it is recommended that the spring be replaced with a firmer rate.

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Marketing and sales of high quality
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Rebound adjustment

1.The Attack 2.0 and 3.0 come with rebound adjustment.
2.Rebound damping is adjusted by the red rebound adjuster knob. Rebound damping controls the speed at which the shock returns to its original position after the shock is compressed.
3.The shocks that come specced on the Attack have 12 clicks of adjustment from fully closed. Turning the knob clockwise will cause the shock to rebound slower.
4.The proper rebound setting is a personal preference and varies upon your weight and riding style.
5.Experts agree that the rebound should be as fast as possible without kicking back and pushing the rider off the saddle when riding the bike in rough terrain. If the rebound damping is set too slow, the suspension will not have enough time to extend before hitting the next bump.
6.Optimal rebound damping will cause the rear wheel to follow the terrain providing maximum traction.

Wheel Travel Adjustment

1.All Attacks have two wheel travel options.
2.Position A as shown in Fig1 will give you 3" of rear wheel travel.
3.The other position will give you 4" of rear wheel.
4.The travel positions can be adjusted by removing the 6mm shock bolt and aligning the shock with the other travel option. The 6mm shock bolt needs to be tightened to 120 in/lbs.

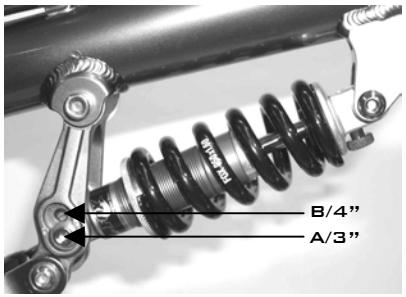


Fig 1



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