SPINNER

SPINNER FORK

Model List

SW7

Aeris 286-80

Aeris 300-100

Aeris 320-100

Aeris 320A-100

Aeris 300-29er

Echo

Cargo 340A-150

Enduro Air

Owner's Manual

Setup, tuning and maintenance of your Spinner Air Shock Suspension Fork

Congratulations on getting a bike with Spinner suspension. To ensure the best performance and longest service life from your Spinner suspension fork, please read and carefully follow these setup, tuning and maintenance instructions.

CAUTION!
All Spinner products must be installed by a qualified bicycle mechanic using appropriate professional tools. **Spinner assumes no liability for products, which are improperly installed**.

WARNING!
Failure to follow these instructions can result in component failure. Component failure can lead to loss of control of the bicycle and result in serious personal injury or death.

Before you start
Identify the features：With Lock Out, Rebound Adjust, Threshold Adjust, Dial-Up, Preload or Remote Functions.

Spinner suspension forks should be tuned to your weight, riding style and riding conditions. We recommend that you ask your dealer to set the suspension for you before your first ride. Thereafter, follow these instructions to fine-tune your suspension to meet your needs.
Most Spinner forks have blow off function for safety design. The noise from oil inside would be normal condition.

Setup and tuning of Spinner Air Shock Forks

Setting up and tuning your Spinner Air Shock Fork is done in the following sequence:

a. **Set the Sag:** Sag, or static compression, is directly related to your weight, and is the amount the suspension travels when you sit on the bike in the riding position.

The rule of thumb is that sag should be 15 to 20 percents of total suspension movement for XC and 15 to 30 percents for others. For different bikes please check with your dealer or bike manufacturer for specific sag recommendations for your bike's suspension geometry; then:

1) If the dealer has not adjusted the shock for your weight, use the chart below to determine the starting air pressure for your weight.
2) Measure and write down the distance from the front axle to the top of one fork leg.
3) Get on the bike, in riding position, and have a friend measure and write down the distance from the front axle to the top of the same fork leg with your full weight on the bike.
4) The difference between these two measurements is the sag. If the difference between the measurements is more than the dealer's or manufacturer's recommendation, add air to the shock. If it is less, bleed air from the shock. Add or bleed air in small increments; then repeat steps 2) and 3) until you get the recommended sag.
5) Record the air pressure at which you achieved correct sag. You'll want to refer to it often in the future, because it's the starting point for spring rate adjustments.

CAUTION: Do not use air pressures above 180 psi or below 50 psi. Higher pressure can damage the fork. Lower pressure can damage both fork and the bike.

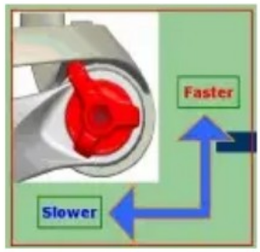
b. **Spring Rate:** The spring rate is the stiffness (or cushiness) of the shock. Once sag has been set for your weight, you may find times when riding conditions warrant more or less stiffness to your suspension. You can adjust the stiffness by increasing or reducing air pressure, as long as you don't go outside the 50 to 180 psi range.

Air Pressure			
Aeris 286-80 *Aeris 300-100* *Aeris 300-29er* *Echo* *SW7*		*Aeris320-100* *Aeris 320A-100* *Cargo Air 340-150* *Enduro*	
Rider Weight (lb)	**Air PSI**	**Rider Weight (lb)**	**Air PSI**
< 120	60	< 120	50
120~140	70	120~140	60
140~160	80	140~160	70
160~180	90	160~180	80
180~200	100	180~200	90
200~220	110	200~220	100
220 <	120	220~240	110
		240 <	120
Do not exceed 120 PSI		**Do not exceed 120 PSI**	

c. **Rebound Rate:** Your Spinner Air Shock fork may have a rebound control knob at the base of the right fork leg (see illustration). Rebound rate is the rate at which the shock returns to its static (sag) position after compression. Turning the control knob clockwise (in) slows the rebound rate; turning it counter-clockwise (out) speeds up the rebound rate.

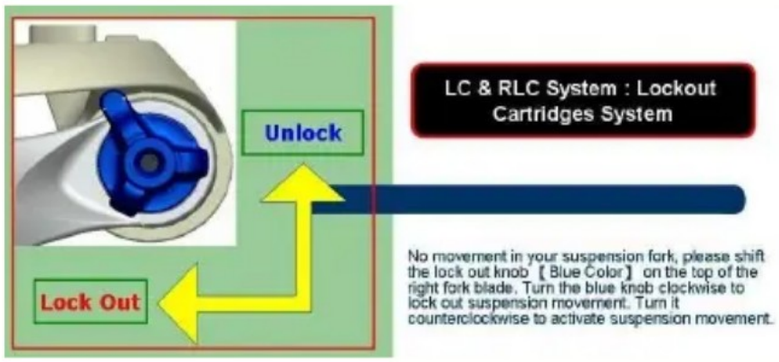
The starting point for tuning the rebound rate is achieved with a Curb Test:

1) Turn the Rebound Adjusting Knob all the way counter-clockwise, the fastest rebound rate. Note that the knob has several click detents.
2) While sitting in the saddle, ride the bike off a curb and count the number of times the front suspension bounces before it returns to normal sag position. You want to achieve one suspension bounce.
3) Now, turn the Rebound Knob one click clockwise, and repeat the test, counting the number of bounces.
4) Repeat step 3) until you achieve one bounce of the suspension, and record how many clicks clockwise you have turned the Rebound Knob. This is your "normal" rebound rate setting. Different terrain conditions may warrant adjusting the rebound rate up or down; but you should keep a record of the "normal" rebound position, along with your normal sag air pressure, as a reference.

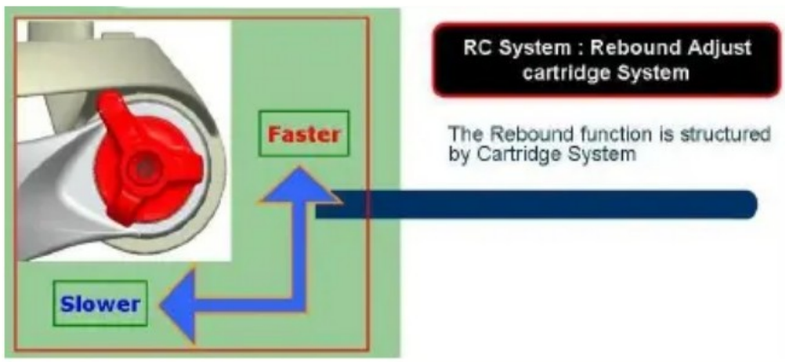


d. **Cartridge System**

I. **LC 【Lock Out Cartridge】** Here are times when you want no movement in your suspension fork. Spinner coil Shock forks have a lock out knob on the top of the right fork blade. Turn it clockwise to lock out suspension movement. Turn it counterclockwise to activate suspension movement.



II. **RC 【Rebound Cartridge】** The Rebound control knob at the top of the right fork leg (see illustration). Rebound rate means the shock returns to its static (sag) position after compression. Turning the control knob clockwise (in) slows the rebound rate, and counter-clockwise (out) speeds up the rebound rate.



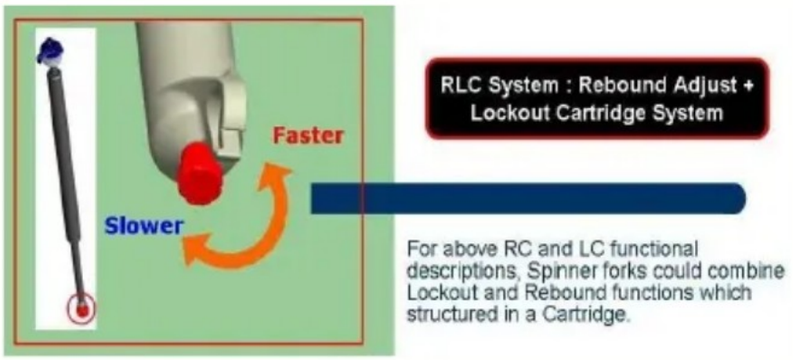
RLC 【Rebound and Lock Out Cartridge】

i. **Lock Out:** Here are times when you want no movement in your suspension fork. Spinner coil Shock forks have a lock out knob on the top of the right fork blade. Turn it clockwise to lock out suspension movement. Turn it counterclockwise to activate suspension movement. （Please see the LC instruction as above）

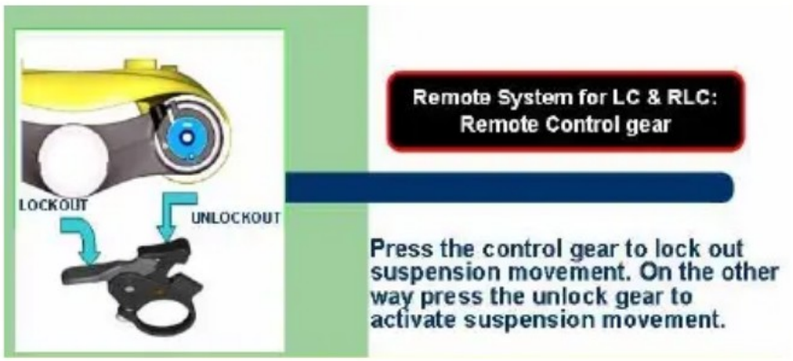
ii. **Rebound Rate:** Your Spinner RLC Air Shock fork has a rebound control knob at the bottom of the right fork leg (see illustration). Rebound rate is the rate at which the shock returns to its static (sag) position after compression. Turning the control knob clockwise (in) slows the rebound rate; turning it counter-clockwise (out) speeds up the rebound rate.

The starting point for tuning the rebound rate is achieved with a Curb Test:

1) Turn the Rebound Adjusting Knob all the way counter-clockwise, the fastest rebound rate. Note that the knob has several click detents.
2) While sitting in the saddle, ride the bike off a curb and count the number of times the front suspension bounces before it returns to normal sag position. You want to achieve one suspension bounce.
3) Now, turn the Rebound Knob one click clockwise, and repeat the test, counting the number of bounces.
4) Repeat step 3 until you achieves one bounce of the suspension, and record how many clicks clockwise you have turned the Rebound Knob. This is your “normal” rebound rate setting. Different terrain conditions may warrant adjusting the rebound rate up or down; but you should keep a record of the “normal” rebound position, along with your normal sag air pressure, as a reference.



c. **Remote L/O: Remote L/O:** There are times that you want no movement in your suspension fork when you ride a bike. Some Spinner forks have a remote lock out knob **【Blue Color】** on the top of the right fork blade. The purpose of Remote is designed with more convenient for the riders to control your suspension fork between lockout or release status, this device is located on left hand side of handling bar and activated by simply twist designed ''turn bar''. It will help the riders to easy control on road without bending body to adjust lockout function as most others, it definitely offers more safety and joy experience for riders. Press the control gear to lock out suspension movement. On the other way pull the control gear to activate suspension movement.

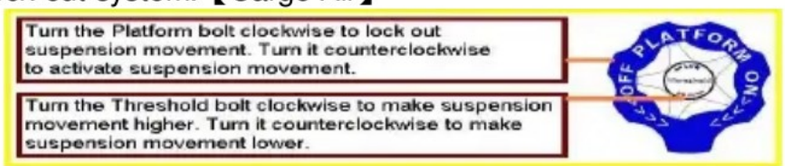


e. **When tuning suspension, make only one change at a time, and write down what you did. This will help you understand how each change affects how the bike rides.**

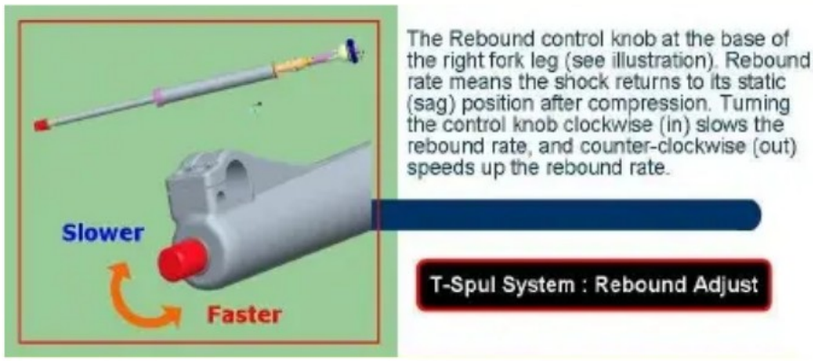
TX system:

a. **Lockout:** Turn the Platform level clockwise to Lockout suspension movement. Turn the counterclockwise to activate suspension movement.

b. **Threshold Adjustment:** In the lock position, the threshold system allows for a small amount of controlled fork movement. This movement enables the front tire to track the terrain without deflecting off obstacles, allowing for better traction and steering control when compared to a complete lock out system.【Cargo Air】

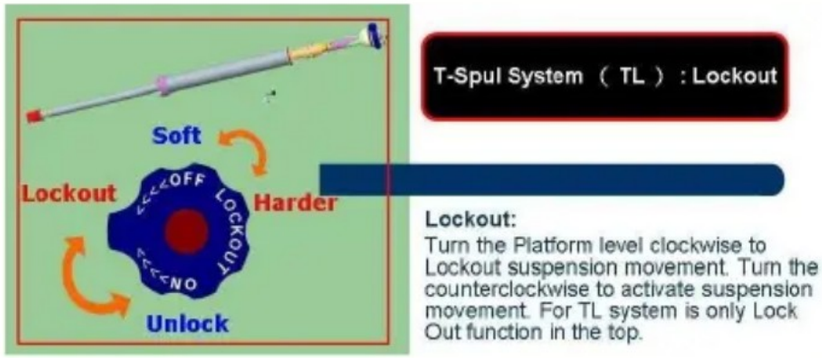


c. **Rebound Adjust:** Spinner fork with T-Spul has a rebound control knob at the base of the right fork leg (see illustration). Rebound rate is the rate at which the shock returns to its static (sag) position after compression. Turning the control knob clockwise (in) slows the rebound rate; turning it counter-clockwise (out) speeds up the rebound rate.



TL System:

a. **Lockout:** Turn the Platform level clockwise to Lockout suspension movement. Turn the counterclockwise to activate suspension movement. For TL system is only Lock Out function in the top.

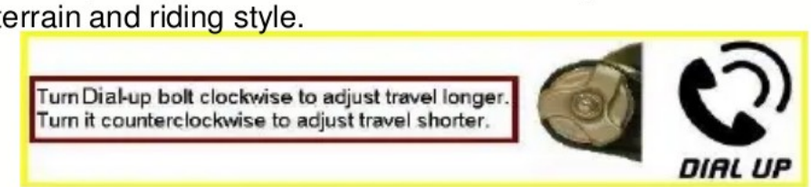


b. **Rebound Adjust:** Spinner fork with T-Spul has a rebound control knob at the base of the right fork leg (see illustration). Rebound rate is the rate at which the shock returns to its static (sag) position after compression. Turning the control knob clockwise (in) slows the rebound rate; turning it counter-clockwise (out) speeds up the rebound rate. （Please see the Rebound adjustable instruction as above by TX）

Setup and tuning of Spinner Coil Shock Forks with Dial-up feature 【Cargo Air】

When tuning suspension, make only one change at a time, and write down what you did. This will help you understand how each change affects how the bike rides.

a. **Travel Adjustment:** The travel adjustment range of your fork is shown on a sticker directly under the Dial-up knob, which is on top of the left fork blade. The Dial-up feature adjusts the travel range of your Spinner Cargo Air Fork. On forks with this feature, preload or static compression is constant.
The actual travel of the suspension is adjusted by turning the Dial-up knob. Maximum travel is set by turning the knob all the way counterclockwise; minimum travel is set by turning the knob all the way clockwise. Your dealer can advise you on what settings to use for different types of terrain and riding style.



Maintenance

After Every 8 hours of Riding
Clean the fork with warm water, mild soap and a soft, small brush.

CAUTION: Do not use a high-pressure hose or washer to clean the fork or any part of your bike. The high pressure can displace lubricants and force moisture where it can damage components.

After every 20 hours of riding
• Take your bike to your dealer for a checkup of suspension function, headset and other working parts.

WARRANTY

Spinner warranties its products to be free of defects in materials or workmanship for a period of one year from the original date of purchase or one year from the date of manufacturing, whichever comes first. This warranty is extended to the original owner only, and is subject to the following terms and conditions.

TERMS AND CONDITIONS

The warranty does not cover cosmetic or structural damage arising from abuse or misuse including, but not limited to, damage caused by crashes and/or collisions, owner neglect, improper installation and/or assembly, improper maintenance, alterations, modifications, additions, changes to the original product or other excessive, improper or abnormal conditions. Wear and tear in normal use or environmental exposure is not covered by this warranty. Spinner will repair or replace, at its sole discretion, any part(s) or product(s) deemed defective under the terms of this warranty. In the event a product needs to be replaced and is discontinued or not available, Spinner reserves the right to replace the product with one of equal value. No credits or refunds will be issued.

This product is not intended for use in stunt riding, ramp jumping, acrobatics, competitive riding, with power or motor assistance of any kind, riding with heavy loads, extreme riding or similar activities. The user assumes the risk of any personal injuries, product damage/failure, and any other losses, which may arise under such use. Spinner shall not be held responsible for any incidental or consequential damages. Labor charges for parts changes, swaps, or incidental costs such as transportation to and from an authorized dealer for repair or replacement of any defective part or fork are not covered in the warranty.

This warranty gives you specific legal rights, and your rights may vary from state to state (USA only).

Spinner does not authorize or permit anyone else, including its dealers, to make any other warranties, expressed or implied, for Spinner.

WARRANTY REPAIR
Warranty claim procedures will vary from country to country. To file a warranty claim, please see your dealer who will contact your local Spinner distributor for specific instructions. A copy of the original sales receipt must accompany all claims.

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