

Quick Start Guide

Rider Name _____

Date _____

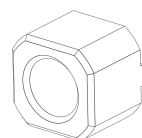
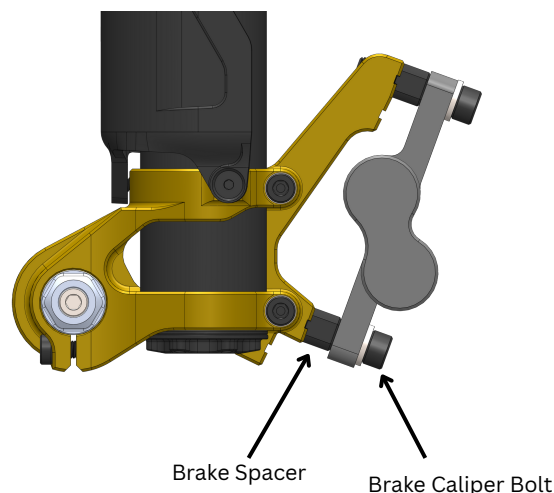
Serial Number _____

Travel _____

Spring Rate _____ lbs/in

Built By _____

Inspected By _____



180/200mm Brake Spacer



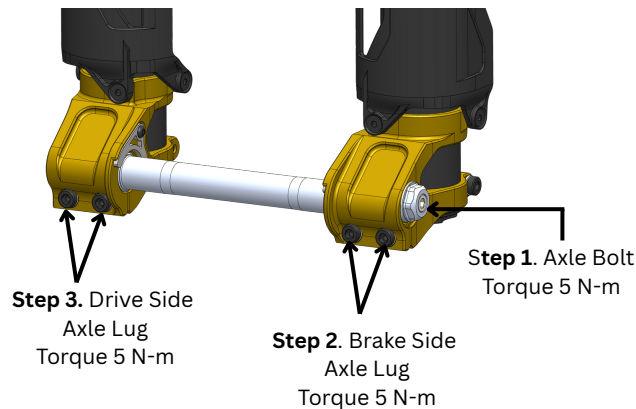
183/203mm Brake Spacer

Your NINE ONE Fork comes with the necessary hardware to install most brake calipers that utilize 180, 183, 200, and 203mm rotor sizes. 220mm rotors can be used with your NINE ONE fork. For detailed information on how to correctly mount your brake caliper please visit the link below.

Please use the link below for more setup and installation information



www.pushindustries.com/pages/nine-one-support



Tightening your NINE ONE Axle

Please Note: Do Not Grease the axle! We recommend that the axle clamping surface be clean and dry for maximum performance.

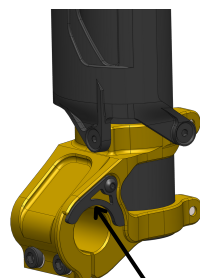
Your new NINE ONE fork features a bolted floating axle design. The Floating axle allows for perfect alignment of the tubes, which eliminates binding friction.

To properly tighten the axle system, please follow this sequence:

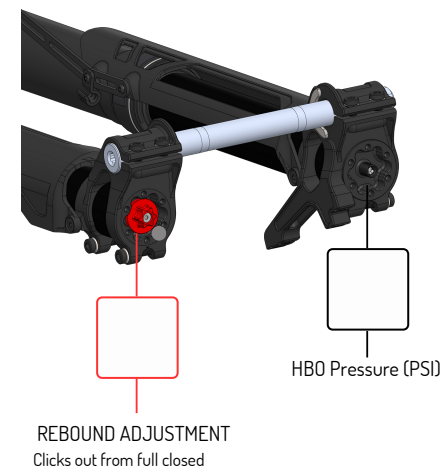
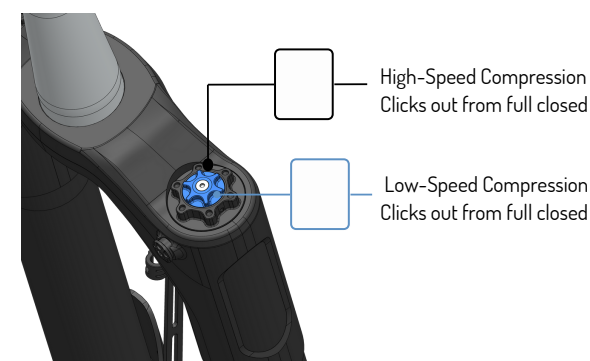
1. Tighten the axle bolt to 5 N-m using a 4mm hex key.
2. Tighten the brake side Axle Pinch Bolts alternating between both bolts until you achieve 5 N-m.
3. Tighten the drive side Axle Pinch Bolts alternating between both bolts until you achieve 5 N-m.

Hub End Caps

NINE One forks are compatible with both standard and Torque Cap hub end caps. Torque Caps provide a stiffer interface that may be desirable for some riders. Please visit the NINE ONE support page for more information.

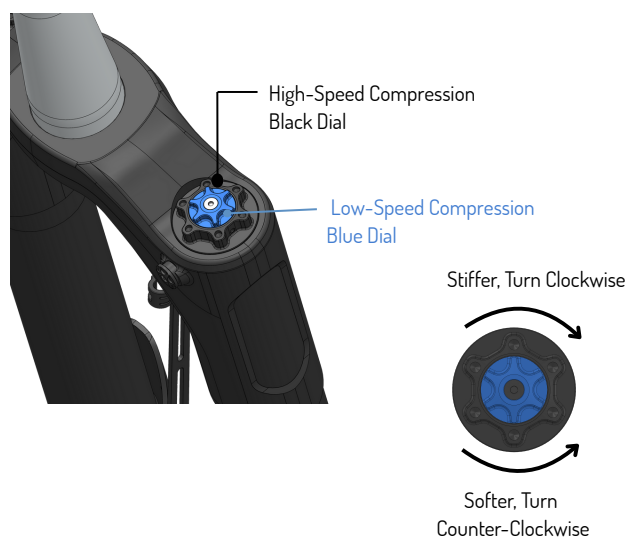


Remove inserts for use with Torque Cap hub end caps



Compression Damping.

Your new NINE ONE fork features external adjustments for both Low Speed Compression Damping and High Speed Compression Damping.



Low Speed Compression(LSC) adjustment is done via the smaller BLUE dial atop the Right fork leg. LSC helps to control rider-induced movements such as:

- Cornering stability
- Brake Dive
- Small obstacles

Too much LSC damping: Harsh over small impacts causing wheel to deflect without control.

Too little LSC damping: The fork compresses too easily, dives under braking, or feels “loose” when cornering

High Speed Compression(HSC) adjustment is done via the larger BLACK dial atop the right fork leg. HSC helps control bump forces and bump absorption such as:

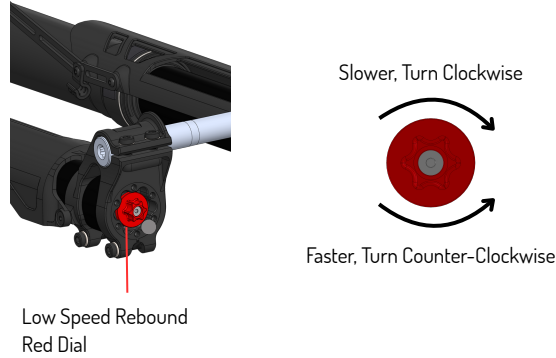
- Hitting rocks and impacts
- Landing jumps and drops
- Braking bumps

Too much HSC damping: Fork feels harsh; it doesn't compress fast enough and can cause the tire to deflect off obstacles instead of absorbing them.

Too little HSC damping: The fork compresses too easily, possibly bottoming out and reducing control or comfort.

Rebound Damping.

Your new NINE ONE fork features external adjustment for Low Speed Rebound Damping.



Low Speed Rebound(LSR) adjustment is done via the smaller RED dial at the bottom of the Right fork leg. LSR helps to control:

- Cornering stability
- Ride Comfort

Too much LSR damping: Harsh over small impacts causing wheel to deflect without control.

Too little LSR damping: The fork extends too quickly, feels “loose” when cornering

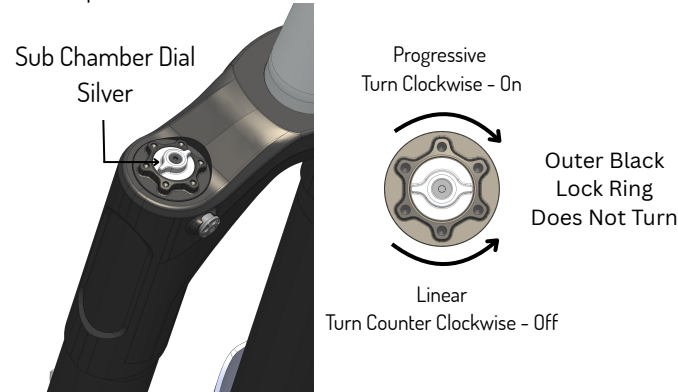
Sub Chamber adjustment is done via the smaller Silver dial atop the Left fork leg.

Sub Chamber Off when trail conditions include:

- Small to medium repetitive bumps
- Loose or wet terrain

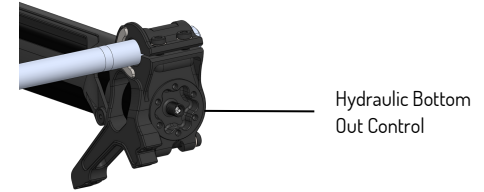
Sub Chamber On when trail conditions include:

- Medium to large drops and jumps
- Steep stair-step features
- Deep G-Outs



Hydraulic Bottom Out

Your new NINE ONE fork features external adjustment for Hydraulic Bottom Out Control.



The Hydraulic Bottom Out(HBO) adjustment is done via the air valve located at the bottom of the left leg. HBO controls end-of-stroke performance. HBO adds support for:

- Large Drops and Jumps
- Deep G-Outs

The HBO unit is externally adjustable using a standard shock pump. The pressure range is between 20-40psi. We do not recommend exceeding this range.

- 20 psi:** Less Support,
- 30 psi:** Medium Support
- 40 psi:** Maximum Support

Chassis Bleeders are located at the back of the crown and are used to relieve excessive air pressure developed inside the fork during use. Relieving the chassis pressure increases fork sensitivity.

To activate the bleeders, pull the cap to a stop and hold until all air is released.

When to bleed the chassis:

- After climbing 1000 feet or more
- After a long, rough descent

