QUICK-START

2001 PSYLO SL

IMPORTANT: *THE FOLLOWING TIPS ARE TO BE USED IN CONJUNCTION WITH THE OWNER'S MANUAL AS THEY CONTAIN ADDITIONAL INFORMATION. CAUTIONS AND WARNINGS APPLY FROM THE OWNER'S MANUAL.*

This guide will help you quickly find your preferred settings. Remember, what might be your perfect set-up may not be the same for someone else with the same bike and equal weight – we, like our bikes, are individuals! Left and right are as viewed from the saddle.

VARI-TRAVEL

Psylo SL forks can be adjusted for ***travel from 80–125 mm****. As the travel selected greatly affects the spring & damping adjustments you must set the travel before proceeding.*

1. To determine the existing travel, measure the distance between the fork crown and the lower leg XXX seal. Subtract 25 mm from this figure to give the travel. (Fig. 1)

2. To **change travel** remove the left-hand leg top cap with a 24 mm socket and pull out the spring. Insert a long, flat blade screwdriver into the upper tube and engage the Vari-Adjust plunger at the bottom of the upper tube. To increase travel turn the plunger clockwise, to reduce travel turn counterclockwise. One full turn of the plunger equals 1 mm change in travel. (Fig. 2/2A)

3. Re-install the spring, applying grease if necessary, before fitting the top cap and torque to 40 in-lb (4 Nm). This is 45 degrees of clockwise rotation after the top cap is level with the fork crown. Don't over-tighten!

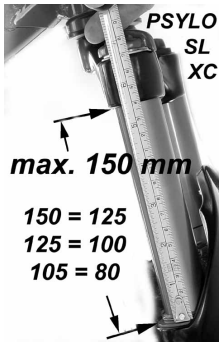

Fig. 1
Travel Check

Fig. 2/2A
Adjusting
Vari Travel

SPRING SET-UP

1. Psylo forks are designed to sag when you are sitting on the bike. **Sag is the compression of the fork caused by the rider's weight.** Correct sag allows the front wheel to follow the contour of the terrain as you ride. Sag is adjusted by turning the left leg top cap preload adjuster. Turning the adjuster clockwise increases spring preload (stiffness of the spring) decreasing sag. Turning it counterclockwise decreases spring preload which increases sag. Sag should be set between 15 and 25 percent of the travel selected. So for 100 mm travel set 15-25 mm sag.

   To **measure sag,** install a zip tie on the upper tube of the fork flush against the XXX seal. Sit gently on the bike in your normal riding position, with your elbow against a wall to aid balance. Step off the bike, and measure the distance between the XXX seal and the zip tie. This is your sag. (Fig. 3 & 4)

2. If you're unable to achieve your correct sag by turning the preload adjuster, you may need to change the spring. All RockShox products are designed for the 'average' rider's weight 160 to 180 lb (70-80 kg) and style. If you are not 'average' it may be necessary to change the spring in your fork to achieve ultimate performance. Use the guidelines overleaf for spring selection. Note: spring selection depends on travel selected.

Fig. 3
Checking SAG

Fig. 4
Measure SAG

SPRING SELECTION

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GUIDELINE SPRING SELECTION

Weight		Spring	Part #
80-100mm	**100-125mm**		
	<100 lbs (45 kg)	silver	110-005592-07
<100 lbs (45 kg)	100-120 lbs (45-55 kg)	white	110-005592-00
100-120 lbs (45-55 kg)	120-160 lbs (55-70 kg)	yellow	110-005592-01
120-160 lbs (55-70 kg)	160-180 lbs (70-80 kg)	orange	110-005592-02
160-180 lbs (70-80 kg)	180-200 lbs (80-90 kg)	red	110-005592-03
180-200 lbs (80-90 kg)	200-230 lbs (90-105 kg)	green	110-005592-04
200-230 lbs (90-105 kg)	230-260 (105-120 kg)	blue	110-005592-05
>230 lbs (105 kg)	>260 lbs (120 kg)	black	110-005592-06

PURE DAMPING

*The **Pure damping system has two adjustments** on the right-hand leg; rebound via the black adjuster at the bottom and compression via the red Climb-it Control adjuster on the top of the leg.*

1. Looking from underneath, gently turn the **rebound adjuster** clockwise until it stops. This is the slowest rebound setting. Now turn the adjuster counterclockwise one full turn. From this point you can fine-tune your fork. If you feel the fork is too fast in rebound turn the adjuster clockwise, if it's too slow – counterclockwise. Make small, ¼ turn adjustments and try again. (Fig. 5)

Fig. 5
Adjusting Rebound

1. **Turning the Climb-it Control** adjuster clockwise, through its 200-degree arc, increases the compression damping (resistance to compressing). You normally run the adjuster in the fully open position (full counterclockwise) for an active feel. If, however you prefer a stiffer feel you can run it anywhere right up until its closed or 'locked out' position. (Fig. 6)
   The locked position can be used to aid climbing and sprinting. In this position the fork is protected by an automatic blow-off for those unexpected big hits. The fork also gradually compresses if you maintain a high force on the handlebars. This feature lowers the front and maintains even weight distribution, front to rear, when climbing steep hills where your body weight is forward, over the handlebars.

Fig. 6
Tuning Climb-it-Control

FINE TUNING

The rest is experience on the trail. Go to your favorite trail and ride various obstacles to experience how your fork works. Only change one thing at a time and then determine if this is good or bad. Each time you change a setting make a note of the change. **Setting up suspension takes time. Experiment a little and enjoy!**

QUICK MAINTENANCE

Keep your fork clean. Treat it like you would treat yourself after a long hard ride! Clean and dry the exterior of your fork. Avoid direct water pressure on the upper tube/XXX seal junction. After every ride put some drops of Teflon-based lube on the XXX seals. Push the fork up and down before wiping off the excess oil, this will keep the seals soft and help them do an even better job of keeping dirt out. (Fig. 7)

This fork relies on oil bath lubrication between the upper tubes and the lower tube bushings to keep them running smoothly. After use, the oil tends to gather at the bottom of the fork and the fork may become sticky. Periodically try storing your bike upside down or from a wall hook *(Note: Check your disc brake manufacturer's owner's manual to ensure that damage is not caused by placing your bike upside down for prolonged periods).* In this way the RedRum lubricant can run back down between the bushings, to provide many more hours of smooth operation.

Fig. 7
Keep it Clean & Smooth

Rev 02

For detailed information on all maintenance procedures & how to adjust the travel please consult the owner's manual or visit our website, www.rockshox.com