

Suspension set up info and Basics for WP Suspension.

Your Base Settings

Name:

Date:

Bike, Model and Year:

Fork: Springs & preload: Oil: Comp: Reb:

Shock: Spring: Comp LS*: Comp HS*: Reb:

*On SXS and Trax shocks the Low Speed clicker is nearest the back of the bike - Left hand Clicker and the High speed is nearest the front of the bike, right hand clicker

Important info about Maintenance:

Always clean dust seals, keep fork stanchions clean and lube with silicon , bleed air from forks after each race and always release bleed screws if travelling with fork compressed in van, clean out Trax bellows after each race and be careful cleaning bottom of Trax shock, keep steam cleaners and high pressure washers away from this area.

Initial set up and testing – dialling in

Set Static sag to 35mm for Link and PDS shock, this is the base setting and check again when the shock is warm (you should aim for about 110mm + rider sag on PDS and around 100mm + on Linkage systems) , adjust fork height to get a good neutral feeling on the bike, note that SXS and Cone Valve forks are longer than std KTM Forks and you will probably have to run them up through the clamps 5-10mm. I prefer to have bike sitting level and if anything a little lower at the back for stability, the most important thing is how the bike feels on the track and not exact measurements, so you need to experiment at the track to find the best balance front to rear.

Base settings are good for getting started and for your records, but nothing is black and white with suspension, do not ride at full speed until you are sure and confident the suspension is working to your satisfaction, to start with concentrate on how the bike feels more than which number the clicker is at, try to experiment with different amounts of sag and fork heights, this way you will learn how the bike behaves and what suits you best. Also experiment a little with clickers once the suspension is settled in*, making small adjustments each time and keep notes, work logically and you won't get confused, you can always come back to the base setting. A good tip is to keep you base settings stored in your mobile phone.

*On new suspension or recently serviced suspension I always set clickers on the soft side for bedding in, brand new WP suspension requires several hours before its settled in and you can perfect the damping settings.

Initial Set Up

1. Fit Suspension to the bike
2. Check the Clicker Settings and set to base setting
3. Check the Static sag and rider Sag
4. Test the bike on the track, take time to build confidence with new suspension
5. Serviced Suspension will take around 30 minutes to bed in
6. Brand New Suspension may take several hours to bed in
7. When suspension is warm bleed forks (on box stand) and check Sag
8. When you are ready start to experiment slowly with changes to settings and make records.
9. Work logically and try one thing at a time to get the desired feeling and setting
10. Remember your bike will work differently on different surfaces, learn how to adjust for the different type of tracks to get the best from your suspension.
11. WP Suspension for best results requires servicing at-least once a year, or every 30-40 hours in competition use.

Adjustments for Conditions

Mud: Generally you need more compression damping on front and rear and less Rebound damping depending on the extra weight of the mud on the machine, if there is a lot of extra weight on the bike then try adding pre-load to the fork and shock springs to keep the ride height up – check your sag. Too much extra weight and the bike will wallow, because it will be under-sprung and over-damped.

Sand: Keep the front of the bike high, so maybe lower the forks in the triple clamps or give more sag to shock, this gives the bike stability and weight bias to the rear allowing you to keep front end light over bumps, as the track becomes rougher you will need harder compression damping on forks and possibly more shock rebound., add more low speed shock damping and if the bike kicks remove some high speed.

Hard pack: On fast tracks set the bike high at the front for stability, on twisty tracks drop the forks through to get the bike turning, for smaller hard pack bumps you need very responsive and plush suspension, keep forks stanchions lubricated with a silicon spray – wipe over with a rag, regularly bleed air from forks. Also pay attention to correct tyres and pressures for the conditions.

Tips:

If after all adjustments your Fork is too hard you can try softening them by releasing air from fork when your sat on the bike, this creates a negative air pressure when the bikes on the stand, has similar affect to removing oil. If this works then you can try removing oil from fork, 10cc per leg at a time. Your suspension should bottom out, not harshly but you should be using the full stroke, if its banging on a regular basis then add a little oil and or experiment with harder spring, it is fine to mix springs ie just add one harder spring, so a 4.2 and 4.4 spring would average 4.3. Also adjusting the height balance of the bike back to front will affect weight distribution.

If the shock is too hard then first make sure sag is correct and its not sitting too low in its stroke, after try with softer Low and high speed setting, if this does not work then try a softer spring or consider softer internal valving setting. If it feels too soft then start with low speed clickers , on tracks with big flat landing jumps try the high speed to help bottoming resistance but this will effect the response of suspension on square edged bumps and lastly try a harder spring.

Remember your suspension will not work perfect everywhere, and you must strike a compromise that your bike works good on 80-90% of the track, most important is how it enters and exits turns, this is where real speed is made, not just the one big jump a lap where it bottoms. A good rider learns how to compensate for his suspension and picks alternative lines to get the best from his bike, many factors contribute to how your bike handles, weight of rider, position of rider, bar position, tyre pressures and type, power delivery , engine size, way too many factors, condition of track and temperatures, so many things, try to understand and appreciate some of these factors and you will get your bike working much better, don't expect that out of the box and after a magical revalve that its go to do everything you want, you must make the final adjustments to suit your needs.

Notes: