

PowerStroke Tuning Guide

The Primary Spring (short)

The primary spring controls the initial movement from droop to ride height (axles level)

- A softer spring will make your initial travel suppler and make for a smoother ride at full droop.
- A firmer spring will make your initial travel less supple and make for a firmer ride at full droop.

The Oil (30wt standard)

- Using lighter shock oil reduces damping. More stable over bumps but will have the tendency to bottom out more easily.
- Using heavier shock oil increases damping. Less stable over bumps but will not bottom out as easily.

The Secondary Spring (long)

The secondary spring controls the remaining 2/3 compression of the shock. It assists in resisting bottoming out.

- Softening the spring will increase stability over bumps.
- Hardening the spring will reduce stability over bumps.

The Pistons (B-type standard)

- Using the C-type (largest hole) will reduce damping which allows the shock to rebound quicker. More stable over bumps but will have a tendency to bottom out more easily.
- Using the A-type (smaller hole) will increase damping which allows the shock to rebound slower. Less susceptible to bottoming out but less stable over bumps.

