



**INCREASE
DAMPING**

**REDUCE
DAMPING**

WE HAVE MADE SOME CHANGES TO THE LONG RUNNING 2810 SHOCK ABSORBER TO MAKE A GREAT SHOCK EVEN BETTER.

THE MOST OBVIOUS IS THE DAMPING ADJUSTER WHICH IS NOW A 4mm ALLEN SCREW WHICH INTEGRATES AN O'RING KEEPING THE ENVIRONMENT OUT WHICH HAS BEEN USED FOR DECADES TROUBLE FREE ON OUR MONOSHOCKS, WHICH REPLACES THE FAMILIAR DIAL WHICH MANY IDENTIFY THE 2810 BY.

SIMPLY ROTATING THE SCREW CLOCKWISE WILL INCREASE THE DAMPING RATE, SLOWING DOWN THE SPEED THE SHOCK ABSORBER COMPRESSES AND REBOUNDS AT, WHILST TURNING ANTI CLOCK WISE WILL REDUCE DAMPING EFFECT SPEEDING THE COMPRESSION AND REBOUND SPEED UP.

THE SHOCK ABSORBER NOW HAS A WIDER RANGE OF ADJUSTMENT WITH 20 CLICK POSITIONS ON THE NEW ALLEN SCREW SYSTEM.

THE MOST IMPORTANT CHANGE IS THAT WE HAVE ALSO ADDED AN ADDITIONAL 10MM OF TRAVEL WHICH WILL ADD THE SMOOTHNESS AND COMPLIANCY OF THE RIDE AS WELL AS ALLOWING THE SPRING TO ACHIEVE A HIGHER RATE AT FULL COMPRESSION WHICH WILL ADD RESISTANCE TO BOTTOMING OUT.

THE THREE POSITION PRE-LOAD REMAINS THE SAME WITH OUR INTENTION TO PROVIDE A SHOCK IN THE SOFT POSITION FOR THE TARGET RIDER WEIGHT WITH ADDITIONAL RESERVE ON THE HIGHER SETTINGS TO ALLOW FOR YOUR LUGGAGE AND PASSENGER REQUIREMENTS

SOFTTEST.SOLO ONLY RIDER



RIDER PLUS LUGGAGE



RIDER PLUS PASSENGER

