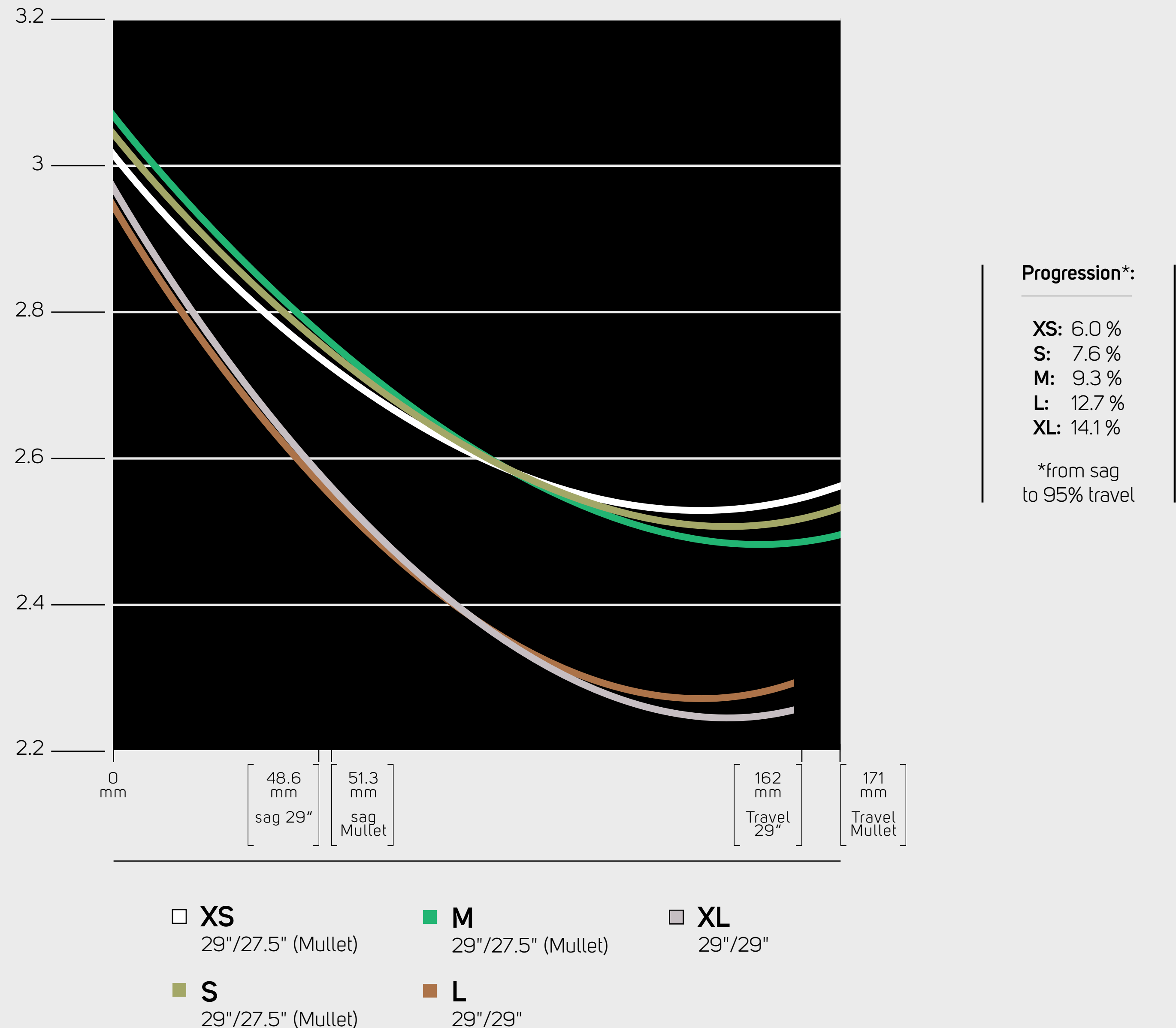


Leverage Ratio One-Sixty Size specific

In general, we wanted more progression to work well with newer rear shocks with bigger air chambers and even coil shocks. Every frame size has a unique kinematic which delivers different shock progression; the longer the frame, the greater the progression. As the rider gets heavier or rides more aggressively or, as is often the case in sizing up the risk of bottoming out the shock is much greater. Increasing the shock progression offers these riders greater support at the end of the travel and increased control in demanding situations.

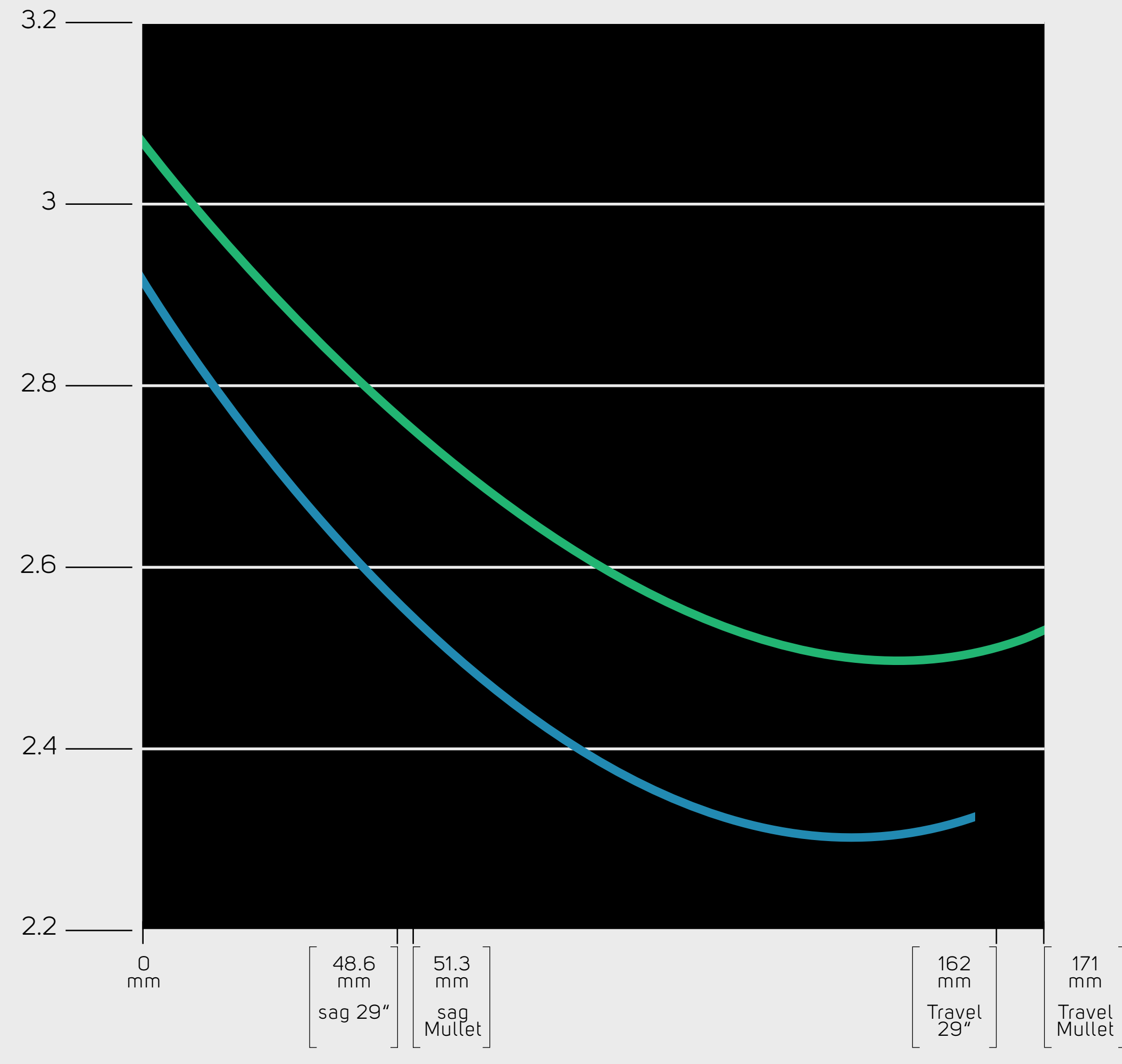
Talking numbers, we have around 6% progression in the smallest size to nearly 14% on the biggest frame size, covering a range that starts at a neutral position at sag (30%) up to 95% of your travel. This also works very well with all modern air and coil shocks.

Please note that the curves for the L and XL frame sizes are different as these bikes come with a 29" rear wheel as standard. See the following graph for a like-for-like explanation.



Leverage Ratio One-Sixty Difference 29" & Mixed

When you switch from a 29" rear wheel to a 27.5" rear wheel, the travel figure increases from 162 mm to 171 mm, but the progression follows a very similar shaped curve to provide excellent support no matter which wheel size you choose.



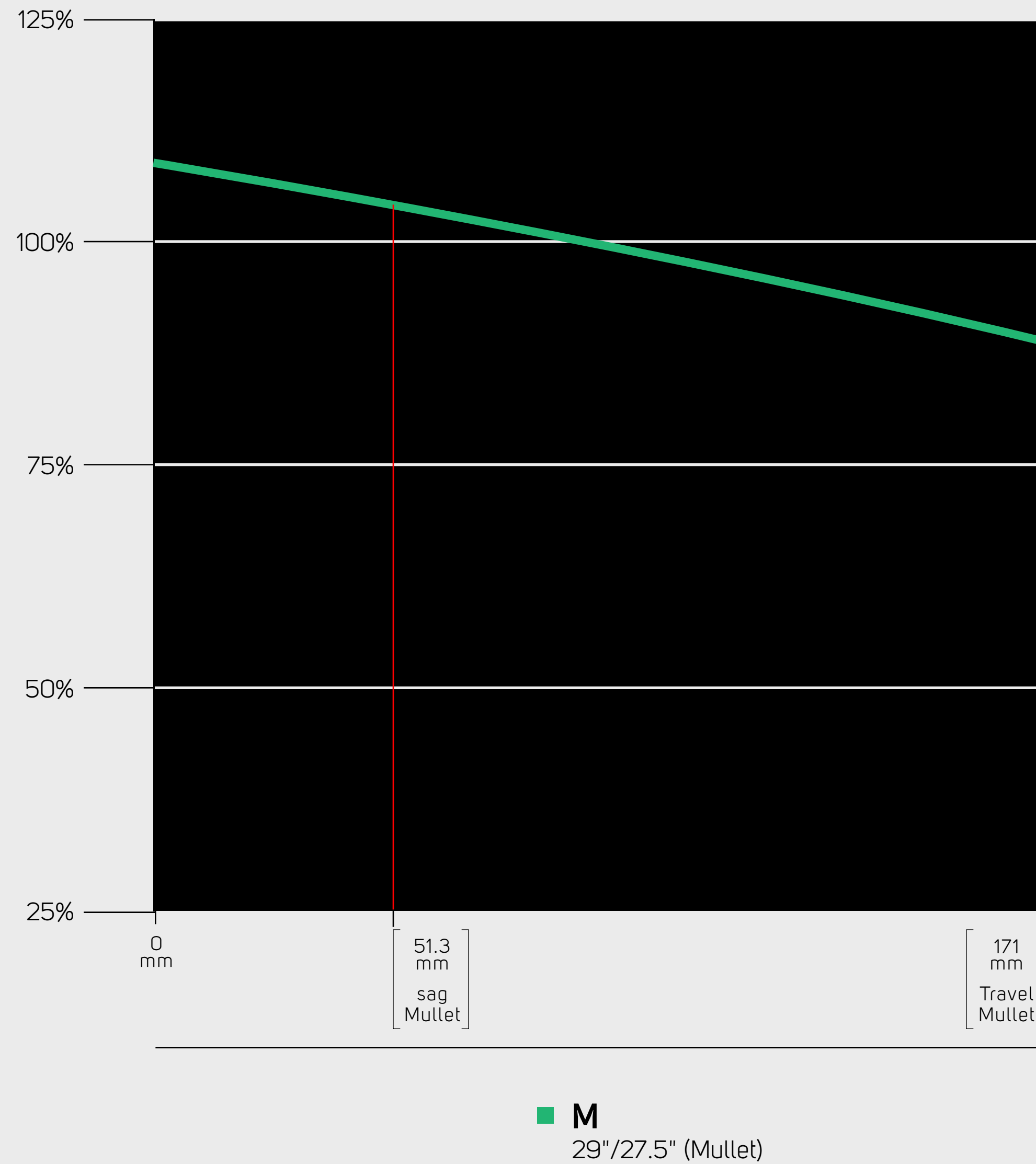
■ **M**
29"/27.5" (Mullet)

■ **M**
29"/29"



Anti Squat One-Sixty Size 32/51

The anti-squat graph shows the suspension behaviour during pedalling. We wanted a reasonable amount of anti-squat at the start and middle of the suspension to provide really efficient pedalling performance. However, the anti-squat value becomes much lower when you are deep into the travel as pedalling efficiency is of little concern at this stage. The end result is suspension that pedals well with very little pedal-bob, but is active and unhindered on descents and big hits.



Anti Rise One-Sixty

The influence of the braking on the suspension is described by the anti-rise figures. Compared to the previous One-Sixty, we have reduced the anti-rise to make the kinematic more active under braking. At the beginning and middle of the travel, the anti-rise is a little less than 100%, which helps to keep the bike level under braking on steep trails and on smooth fast trails. But deep in the travel, the anti-rise decreases, leading to more active suspension and increased traction while slowing down on rough terrain or after big drops.

