

Compression, Low Speed, High Speed and its adjustment

CDA – Compression Damping Adjustment

- works with the spring to resist the wheel's upward movement during a bump. In both the front and the rear suspension, for example, it helps the spring resist bottoming on big bumps, sharp rocks or deep whoops. (Compression = suspension going down, or compressing).

Low a High speed compression controls the speed at which the fork compresses.

Low speed compression

Any compression where the stanchion(s) is moving at a slow rate or speed - totally independent from how slow or fast the wheels are moving.

It works at the first half of the travel (pedal bob, body weight shifting, massive braking, cornering, climbing etc.). The more LS compression the less sensitive will your fork be at the beginning of the travel.

High speed compression

Any compression where the stanchion(s) is moving at a fast rate or speed - totally independent from how slow or fast the wheels are moving.

It controls the last half of your travel, when you move through a technical section IE: big hits, big sharp obstacles like rocks or stairs, drops etc.

Note:

HSC is like a blow off of LSC. When oil can't flow through the LSC port fast enough, the HSC valve (or usually shims) will open to allow more oil to flow. The more HSC you run, the less oil can flow during high shaft speed impacts.

The more HSC you run, the more you will feel your fork (or shock) spike during high shaft speed impacts. This is caused by the oil not being able to flow past the compression piston fast enough and the fork (shock) reaching the maximum shaft speed that the oil flow will allow.

HSC can or is used to control bottom out. But can lead to the harsh spiking feel.

