

INSTRUCTIONS

The PAN-CRUISE "EVOLUTION" oleopneumatic shock absorbers are delivered fully inflated by the factory in Quint (France) and are ready to use without any further adjustment. They have been tuned for an average load and will accommodate one or two average persons (70/90 kgs) without need for adjustment. The factory set-up also aims at maximum comfort.

The P1 pressure (P1 is the main spring pressure supporting the weight of the bike and its load) has been set at 27 bars (395 psi). The air valve is situated at the rear of the unit.
The P2 pressure (P2 is the ride height adjuster pressure) has been set at 10 bars (145 psi) giving the bike the same ride height set by the HD factory. The air valve is situated at the front of the unit.

NOTE : Adjusting the ride height can only lower the ride height.

CAUTION : Do not check or alter the pressures in P1 & P2, when first fitting the PAN-CRUISE "EVOLUTION" on your H.D. from 2000 onward SOFTAIL.

Running in :

Every seals used in the FOURNALES PAN- CRUISE "EVOLUTION" meet stringent aeronautic standards and are designed to resist very high pressures in excess of 300 bars (4.300 psi).

Being very hard wearing, it will take around 500/1.000 kms for them to bed in properly before giving a more beautiful compliant and comfortable ride.

There is no need to check either P1 or P2, even after 30/50.000 kms.

IMPORTANT : Before adjusting either P1 or P2, ensure that your bike is on a flat level and hard surface supported so as to allow the rear wheel to be clear of the ground. The point of support must not interfere with the free movement and access to both the swing arm and the oleopneumatic suspension units. Best method is to use a centre stand that supports the bike just forwards of the front suspension mounting point.

Adjustment :

The 4 high pressure aeronautical standards air valves can be inflated as much as needed using a pump or nitrogen from a bottle. Connection must be done either with a quick fitting or screw on, coupling.

Please note : what ever device (s) you choose to adjust the PAN-CRUISE"EVOLUTION" it must be able to deliver a minimum of 30 bars (450 psi). Please check before using any device.

1/ Modify the bike ride height, acting solely on P2 pressure (do not touch P1 pressure).

* The lower the pressure (minimum 8 bars / 117 psi), the higher the bike.

* The higher the pressure (maximum 30 bars / 440 psi), the lower the bike.

Front valve P1	Rear valve P2	below standard height and without rider	below standard height and with a 75 kgs rider
27 bars/395 psi	10 bars/145 psi	0/0 inch	- 21 mm/0,83 inch
27 bars/395 psi	13 bars /190 psi	-3 mm/0,12 inch	- 26 mm/1,03 inch
27 bars/395 psi	18 bars/265 psi -	-19 mm/0,75 inch	- 32 mm/1,30 inch
27 bars/395 psi	23 bars/335 psi -	-27 mm/1,17 inch	- 40 mm/1,58 inch
27 bars/365 psi	28 bars/410 psi -	-40 mm/1,58 inch	- 51 mm/2,00 inch

IMPORTANT : Lowering the ride height will reduce the rear wheel clearance against the fender/mudguard. Ground clearance is reduced, the exhaust system may scrape in bends, road holding is modified and comfort is lessened.

2/ Modify adjustment of the main spring stiffness : by deflating P2, you alter P1 pressure. But this is only justified when riding your bike with special load (either heavy or very light).

* The higher the P1 pressure, the heavier the load borne by the unit.

* The lower the P1 pressure, the softer the unit then ready for a light load.

Adjust P1 pressure in each shock absorber after deflating P2.