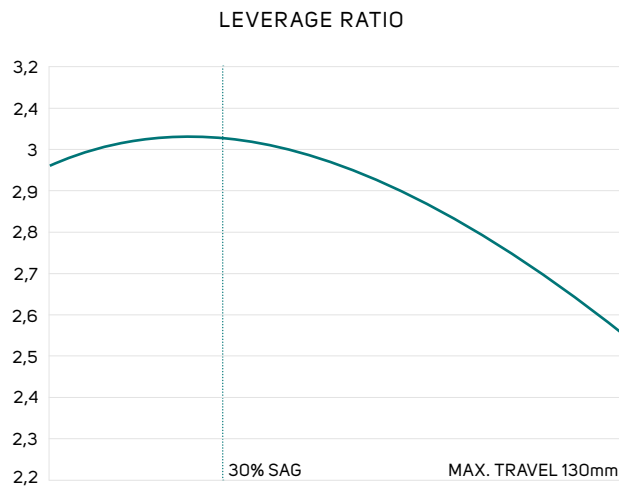


ONE-TWENTY KINEMATICS

Leverage ratio

In general, we wanted more progression to work well with newer rear shocks with bigger air chambers. Increasing the shock progression to 14% (from sag to 95%) means we give greater support at the end of the travel and increased control in demanding situations. With less suspension travel compared to enduro bikes, the ONE-TWENTY's more progressive leverage curve (compared to the ONE-FORTY) helps to absorb hard impacts even with less travel.



Anti-Squat

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

Anti-Rise

The influence of the braking on the suspension is described by the anti-rise figures. Compared to the previous ONE-TWENTY, we have reduced the anti-rise to make the suspension more active under braking. At sag, the anti-rise is a little less than 100%, which helps to keep the bike level under braking, whether on steep or smooth fast trails. But deep in the travel, the anti-rise decreases, leading to unhindered suspension performance for increased grip while slowing down on rough terrain or after big drops.

