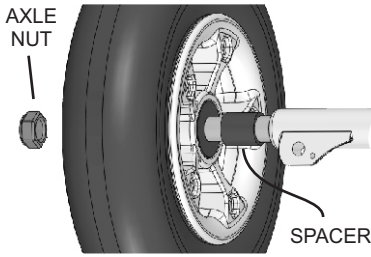


ASSEMBLE WHEELS ON BOARD

1. Assemble wheels onto trucks as shown below.

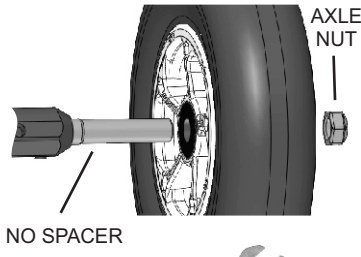
ATS TRUCKS

(axle spacer required)



MATRIX TRUCKS

(No axle spacer)

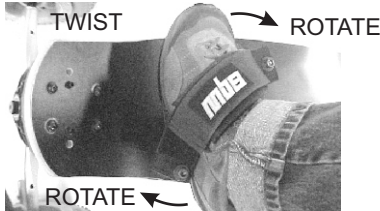
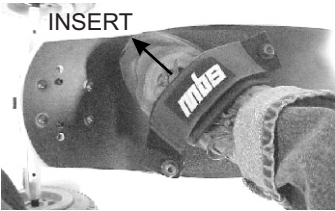


2. Tighten axle nut.
Tighten clockwise until it stops, then loosen nut approx 1/4 turn so wheel spins freely.



ADJUST BINDINGS - F1 (VELCRO)

- Adjust size to your feet:
 - Open velcro straps,
 - Place feet on board with even toe and heel overhang,
 - Secure velcro straps over feet.
- To get into binding (after binding has been sized for your foot):
 - INSERT foot then TWIST it (rotate toes inward / heels outward).



3. To get out if binding: UN-TWIST foot then pull it out (opposite of above).

ADJUST BINDINGS - F5 (RATCHET)

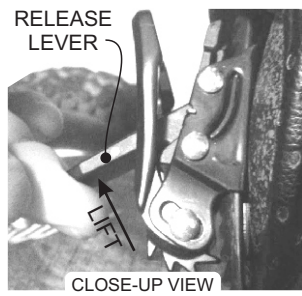
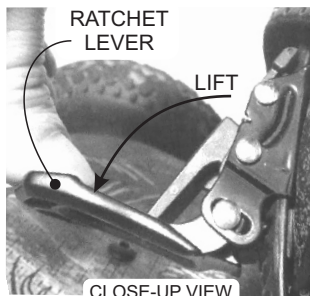
TIGHTEN

(Lift ratchet lever with thumb)



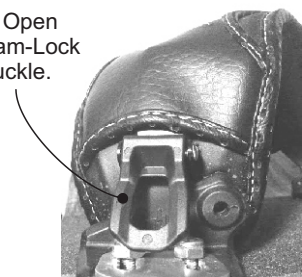
RELEASE

(Pull release lever with finger)

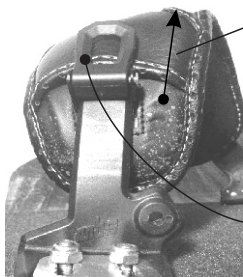


Adjust for Large Feet / Shoes

1. Open Cam-Lock Buckle.



2. Pull hard on main strap to make larger.



3. Close Cam-Lock Buckle.

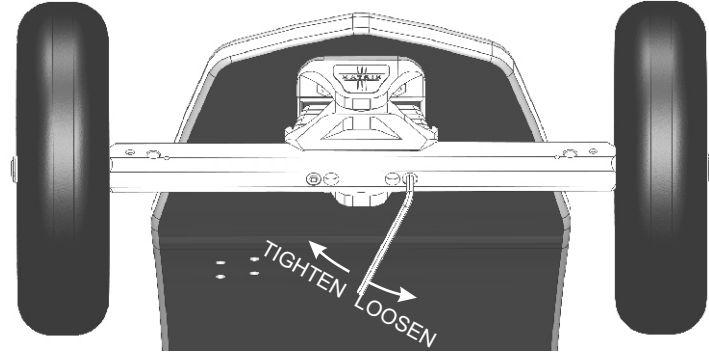
ADJUST TRUCK - MATRIX III

SMALL ADJUSTMENT

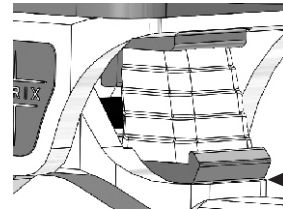
(COMPRESS SHOCKBLOCKS)

Increase turning resistance (harder to turn / more stable) by tightening adjustment screws underneath hanger to compress shockblock. (4mm hex key)

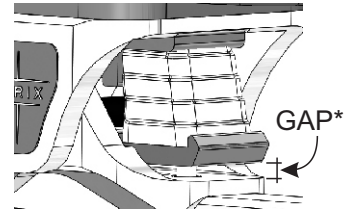
IMPORTANT: Adjust both shockblocks evenly. If compression gap is uneven board will pull to one side.



STANDARD SHOCKBLOCK



COMPRESSED SHOCKBLOCK



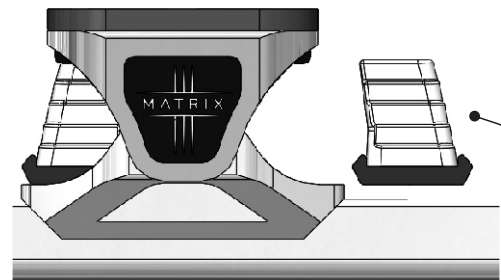
* Max gap 1/8" / 3mm (approx 2 full turns)

For more turning resistance see next section (medium adjustment)

MEDIUM ADJUSTMENT

(CHANGE SHOCKBLOCKS)

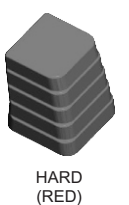
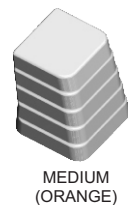
If you have compressed your shockblocks 2 full turns and still want more turning resistance (more stability / less wobble) replace your shockblocks with harder ones. (instructions below)



1. Remove Adjustment Screw.

2. Replace shockblock with harder one.

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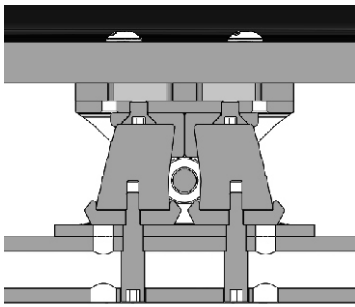


ADJUST TRUCK - MATRIX III (cont.)

BIG ADJUSTMENT

(CHANGE SHOCKBLOCK POSITION)

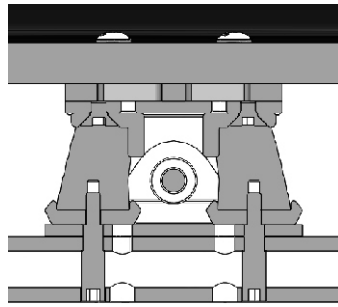
The biggest change you can make to your turning resistance is to change the position of your shockblocks (inside vs. outside).



INSIDE POSITION

Best for:

- Lightweight riders -
- Riding without bindings -
- Turning sharp at slow speeds -



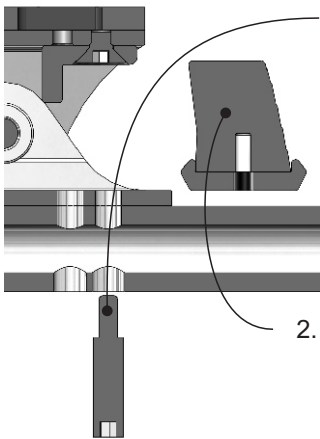
OUTSIDE POSITION

Best for:

- Heavy riders -
- Riding with bindings -
- Stability at high speeds -

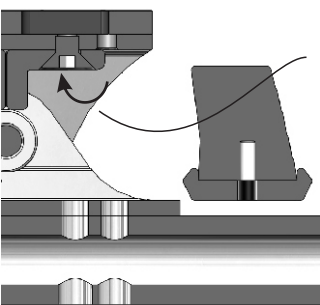
How to change shockblock position:

(example below shows changing moving from outside to inside position)

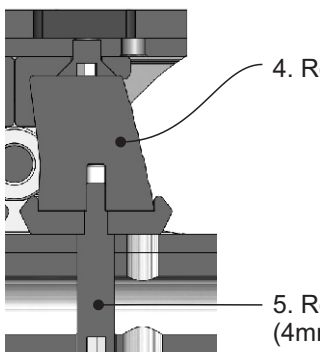


1. Remove Adjustment Screw. (4mm hex key)

2. Remove shockblock and base.



3. Move top shockblock holder to inside position. (4mm hex key)

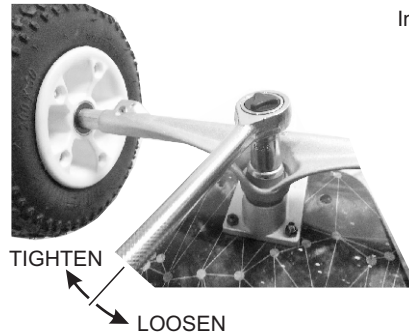


4. Re-insert shockblock (and base).

5. Re-insert adjustment screw. (4mm hex key)

ADJUST TRUCK - ATS

Use a 9/16" (14mm) spanner or standard skate tool to tighten / loosen your king pin nut.



Tightening:

Increases turning resistance which makes it harder to turn (more stable). Best for high speeds or heavier riders.

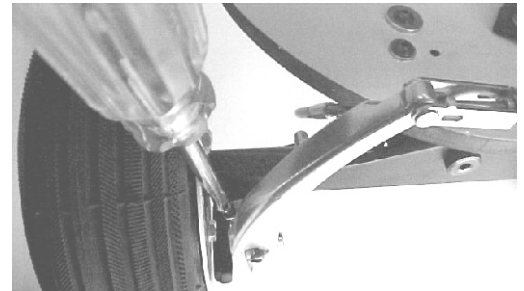
Loosening:

Decreases turning resistance which makes it easier to turn. Recommended for carving at low speeds or lighter riders.

Note: For more adjustment harder / softer bushings can be purchased from a skate shop.

ADJUST BRAKES

If one of your brake pads is rubbing on the rotor use a philips screwdriver to tighten the adjustment screw on the side that is rubbing until both pads rebound evenly (neither side rubbing).



CHANGE TUBES / TIRES

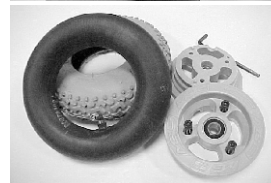
!WARNING!

ALWAYS DEFLATE TIRE BEFORE UNSCREWING HUB SCREWS! IF NOT, HUB WILL EXPLODE.



1. Deflate tire.

2. Unscrew hub screws.



3. Swap tire, tube, or hub

4. Reassemble hub and tighten hub screws.

5. Inflate tire.

35psi is a good all-around pressure. Go lower if you want to go slower. Go higher if you want to go faster, but NEVER EXCEED THE PRESSURE WRITTEN ON THE SIDE OF THE TIRE.

