

DBINLINE

INLINE OBJECTIVE

Develop a smaller profile and lighter weight, twin-tube shock to expand the Double Barrel suspension family. This shock improves the performance of shorter travel bikes by offering the same features - performance, reliability, and unparalleled adjustability for which Double Barrel shocks are known.

BIKE TARGETS FOR INLINE:

Aggressive Trail, All Mountain, and Enduro bikes with 120-150mm of travel.

WHAT IS IT? DISRUPTIVE INNOVATION

Cane Creek is transforming suspension - again. Introducing the DBINLINE, the first ever twin-tube system designed for lower travel 120-150mm frames.

Lighter and sleeker than preceding Double Barrels, the DBINLINE has no external reservoir, yet packs in all of the award-winning capabilities the Double Barrel family is known for.

The function loaded into the DBINLINE far outstrips other inline shocks, with patent-pending technology that dominates everything from all-day trail rides to aggressive enduro-style descents. This newest advance in suspension also has the same unrestricted range of adjustability as other Double Barrels, giving riders instant custom tuning options.

No other shock in this class packs so much into so little, expanding the capabilities of bikes and riders everywhere.

HOW DOES IT WORK?

Double Barrel shocks utilize a fundamentally different internal design, a twin-tube layout with four-way externally adjustable damping, allowing for superior shock control with the largest range of adjustability. DB_{INLINE} is the first shock for 120-150mm travel bikes that contains all of the unique Double Barrel features:

TWIN-TUBE DESIGN:

Twin-tube technology sets DB_{INLINE} apart from the rest. Rather than simply pumping oil back and forth across an internal damping piston, the oil circulates continuously through the externally adjustable shock valves. Twin-tube shocks have two main chambers, a compression chamber and a rebound chamber, separated by the adjustable valves. The main damping piston forces damping oil between the compression and rebound chambers via the externally adjustable damping valves. On the trail, the twin-tube style routing of oil translates into less fade, more control, and stability.

FOUR-WAY INDEPENDENT ADJUSTMENT:

The Double Barrel twin-tube design offers an unrestricted range of tuning. Each adjuster independently controls each phase of damping without crossover effects. Damper adjustments that would require a traditional shock to be disassembled and internally re-shimmed, can be performed on Double Barrel shocks by turning one of the external adjusters. Riders can make adjustments on the trail and get immediate feedback allowing for rider-based custom tuning right out of the box.

PATENT-PENDING CLIMB SWITCH TECHNOLOGY:

CS shocks have four low-speed damping circuits: LSC1, LSC2, LSR1, LSR2 and two high-speed damping circuits: HSC and HSR. When CS is engaged, the low-speed damping is changed via a set of internal "climbing circuits". Cane Creek tunes these circuits specifically for the demands of off-road climbing to achieve improved pedal efficiency with less chassis motion. Unlike other climbing platforms, Cane Creek's CS feature adjusts both LSC and LSR

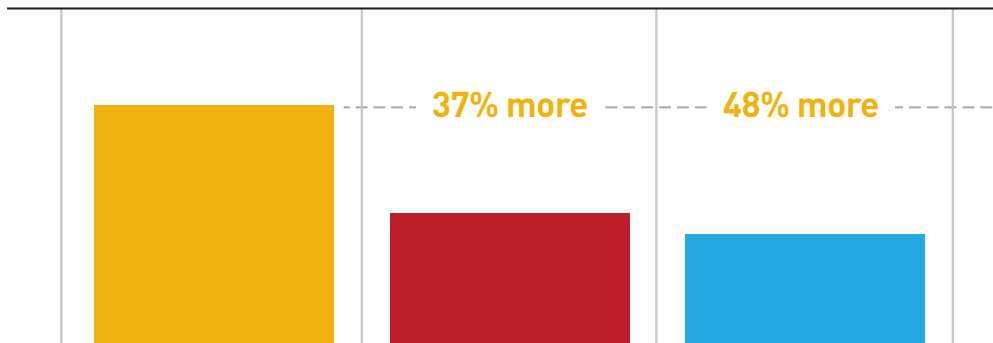
HOW IS IT DIFFERENT ?

1 More Oil

Compared to other shocks in its class, the DBINLINE uses significantly more oil in the damper, 37-48% more oil. This extra oil, in combination with the twin-tube design, means significantly less shock fade¹ from heat. That means you can ride harder for longer without giving up suspension performance.

¹ High heat is a shock's worst enemy as it can alter the viscosity of the oil making it thinner. The thinner the oil, the smaller the resistance and hence a lowering of the damping rate - known as shock fade. The bike feels loose in the suspension and tends to bounce around much more, with higher chances of bottoming out.

Oil Volume - 200x57 shocks



THE LARGE DIFFERENCE IN OIL VOLUME ACCOMPLISHES TWO THINGS:

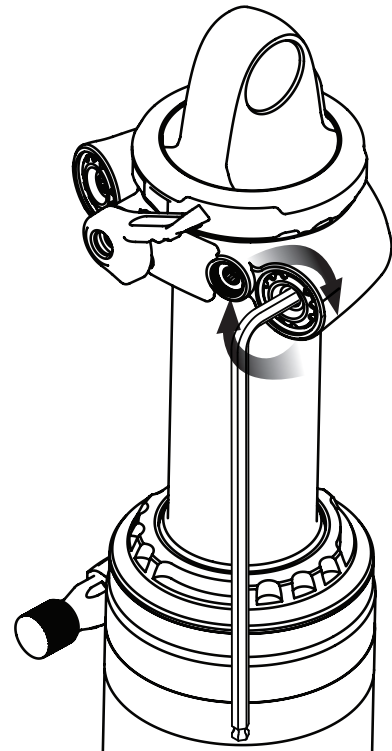
- a) **Decrease the tendency for shock fade.** The greater the oil volume, the more work the oil can do for the same temperature increase. Or, the converse, with greater oil volume the shock will remain at a lower temperature for the same amount of "oil work".
- b) **Longer duration of consistent shock feel.** Since there is more oil, the shock will remain consistent for a longer time between shock fluid servicing.

HOW IS IT DIFFERENT?

2 Externally Adjustable

The DBinline brings the full four-way external adjustability found on all Double Barrel dampers to an inline shock. With the DBINLINE, riders can now tune lower travel bikes to their unique suspension setup preferences with simple external adjustments. Other inline shocks typically provide the user a single rebound adjustment or rebound combined with limited pre-set low-speed compression options.

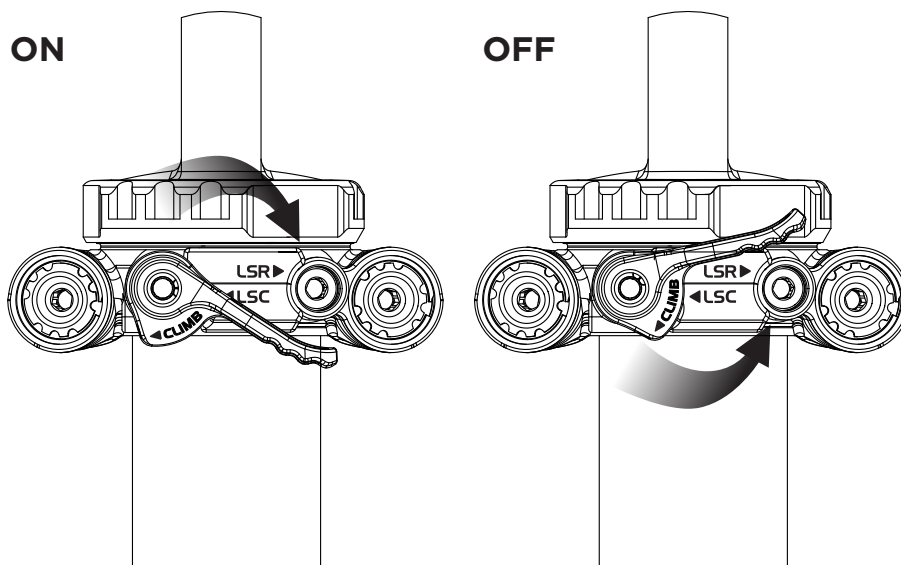
Cane Creek's suspension team works with bike manufacturers to develop custom settings based on frame kinematics and field testing. These "Base Tunes" represent a recommended starting point – but they're not necessarily the end point. The easy tunability of Double Barrels means a rider can make a quick trail-side change, increasing pop, plushness, or other features for personalized fine tuning.



HOW IS IT DIFFERENT?

3 Climb Switch

When first introduced in the DBAIR CS, Climb Switch technology advanced the way riders interacted with their bikes during climbing. By altering the compression and rebound damping simultaneously, CS allows riders to utilize the advantages of full suspension bikes when climbing without experiencing the typical drawbacks. The DBINLINE brings game-changing Climb Switch technology to an inline shock. Unlike other inline shocks that modify only compression damping in climbing mode, the DBINLINE's CS function uses dedicated damping circuits for compression and climbing rebound, completely tailoring the damper for the dynamics of climbing.

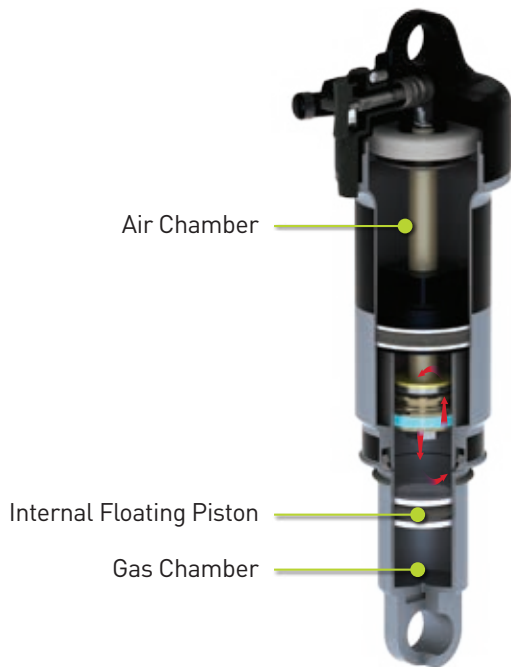


HOW IS IT DIFFERENT?

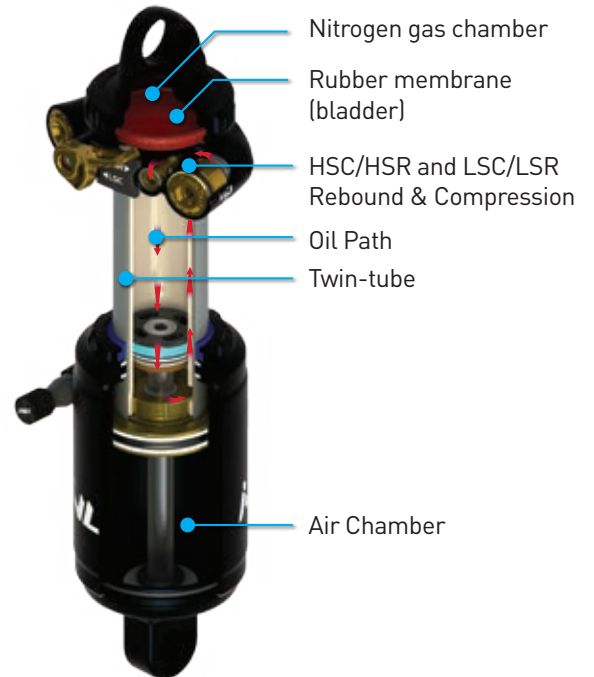
4 Membrane Design

Typically, inline style shocks use an internal floating piston (IFP). DBiNLINE utilizes a flexible rubber membrane (or bladder) to separate the damper oil from the nitrogen-charged gas chamber. This is a unique feature for a shock in this category. Typically this design is only offered in a piggyback style shock.

TRADITIONAL
INLINE SHOCK DESIGN



DBiNLINE



WHY IS IT BETTER?

The DB_{INLINE} integrates multiple functions into one component (the valve body), putting highly sophisticated downhill performance into a shock built for 120-150mm travel bikes. Three key factors set DB_{INLINE} apart:

1 Twin tube = More oil

More oil flowing continuously through the Double Barrel damping circuitry provides greater control, more adjustability, and better performance than any other inline shock on the market.

2 Unrestricted Adjustability

The widest range of exterior tune-ability eliminates the need for internal valve changes to achieve proper shock setup.

3 Patent-Pending Climb Switch

Climbing-specific damping in both compression and rebound are actuated with a single lever. Climbing damping is tuned specifically for the demands of off-road climbing to absorb the terrain while minimizing annoying chassis movement. The result is improved traction and pedal efficiency with less chassis motion and rider fatigue so riders can shred uphill and down.