

ETHOS

ISO TECH SET-UP GUIDE



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WELCOME TO THE NEXT LEVEL IN OPTIMIZATION

Ethos has 4 towers that house the intelligent ISolation TEChnology (ISO Tech) system. ISO Tech isolates you from ride vibrations and provides the ability to tailor your ride experience through interchangeable polymers.

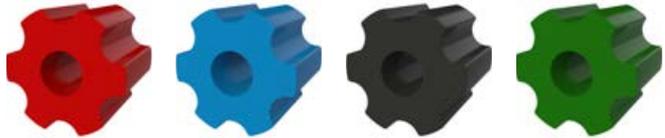
WHAT'S INCLUDED

You have been provided with polymers of varying densities based on what was originally configured in your chair. In total you could receive anywhere from 8 to 16.

- 4 - Assembled in your chair
- 4 to 12 - Unassembled (located in the bag with your owner's manual)

IDENTIFYING THE ISO TECH POLYMERS

Below you will find the color and description of each ISO Tech Polymer.



DESCRIPTION	ULTRA SOFT	SOFT	MID	RIGID
RECOMMENDED WEIGHT CAP.	< 120 lbs.	< 150 lbs.	< 250 lbs.	< 275 lbs.
DUROMETER	50	60	70	80
COLOR	RED	BLUE	BLACK	GREEN

Important: When looking at the recommended weight capacity for each polymer one should consider chair setup and weight distribution on front and rear towers. A guideline for weight distribution is 80/20. Being that 80% of the user weight is on the rear wheels and 20% is on the front wheels. Your body type and chair setup will impact this. The weight capacity should never be exceeded as this causes the polymer to fully compress. Full polymer compression takes away the benefits of the Ethos design. You should never have a Polymer setup that results in full compression.

FINDING THE BEST RIDE EXPERIENCE

The following questions and rider experiences are meant to help guide you through making changes to your ISO Tech polymer setup in order to achieve the ideal ride experience. Remember that safety and stability are always #1. Refer to the Ethos owner's manual for more information on stability and chair setup.

1. What polymers are currently in your chair? If this requires you to remove the plastic caps refer to the owner's manual for the instructions on how to do so. The Ethos owner's manual is also located online at www.kimobility.com. Never make any changes or remove any parts from your chair without referring to the owner's manual for instruction.
2. Once you have identified the polymers in your chair ask yourself how you want your ride characteristics to change. In other words, do you wish that the ride was a little softer and more supple or do you want it to be stiffer and more rigid? When a chair becomes more rigid you will feel less of the compression of the polymers. As a ride becomes softer you will sense more compression of the polymer.
3. Do you want to experience this change in the front and the rear?

WHAT OTHER ETHOS RIDERS HAVE DONE

"Because I carry more weight towards the rear of my chair, I use harder polymers back there and one step softer in the front. That way my ride feels similar in the front and the rear because the setup is relative to how much weight they are seeing."

Jason, Ethos Rider

"I started with the "rigid" polymer in all locations at the beginning of riding my Ethos. After trying multiple combinations I found that the "rigid" in the rear and "mid" in the front gives me the smoothest best performing ride for my lifestyle. I would encourage all new Ethos riders to try a few configurations to see what works best for them. The beauty of Ethos is its ability to make a perfect experience for each individual user."

Rene, Ethos Rider

"My current setup is the 60 durometer in front and back. I weigh roughly 160 lb. and prefer a softer ride where I can feel the polymers working. If I went down to the 50's up front my chair gets a little too tippy when leaning forward during transfers. The 60's give me a stable ride because they are more appropriate for how my weight is distributed between front and rear towers. I am considering switching out to 70's in the rear this summer when I am outside more."

Joe, Ethos Rider

"I prefer a stiffer ride for the performance and stability aspect so I ride the "rigid" in front and rear towers. If I can reduce the vibration to my back that's a win. If I can do it with a stiffer ride it's even better. I would rather have the front with the same as the rear bushings. My reason is less forward weight transfer. I tend to use my whole body when I push for momentum and climbing ramps etc."

Alan, Ethos Creator and Rider

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