RIPMO AF + ripmo

TRACTION TUNED | **2021 QUICK SETUP GUIDE**

WHAT IS TRACTION TUNED?

We want to promote very responsive suspension performance, so we have developed Traction Tune for the Ripmo. We recommend having high-speed adjustments wide open or close to it, and using just enough low-speed damping to provide stability to the bike.

For maximum traction and performance, your front and rear suspension need to be balanced. To achieve proper balance, you need to setup your suspension so it matches your style and the steepness of your terrain. ***Here is the recommended procedure to get the most out of your suspension.***

STEP 1 FORK TUNING

First, set your fork sag with your riding gear on. Determine the sag by picking a riding style listed below. While in a standing position on the bike *(see illustration)*, set the sag to the correct number of mm. Use the starting guidelines from the chart below left, these will generally get you close to 28% sag. You will likely need to raise or lower pressures to get the recommended setting.

28% / 45mm Sag:
Best for normal trail riding where efficient pedalling and a stable platform is required.

30% / 48mm Sag:
For aggressive riding in terrain that demands your attention.

32% / 51mm Sag:
Use for rough, steep, slippery trails when maximum control is a must.

NOTE: To determine the model year of Fox suspension you have, enter the 4 digit tune code off your shock or fork into this page: https://www.ridefox.com/fox17/help.php?m=bike

FLOAT 36 AIR PRESSURES : 29

RIDER WEIGHT		160MM
LB	KG	PSI
120-130	54-59	50
130-140	59-64	54
140-150	64-68	59
150-160	68-73	62
160-170	73-77	66
170-180	77-82	70
180-190	82-86	75
190-200	86-91	80
200-210	91-95	84
210-220	95-100	88
220-230	100-104	92
230-240	104-109	97
240-250	109-113	101
MAX		120

FLOAT 36 FACTORY GRIP 2 SETTINGS

CLICKS FROM CLOSED				
PRESSURE (PSI)	HSC	LSC	HSR	LSR
40	8	16-14	8	16-14
45	8	15-13	8	16-14
50	8	14-12	8	16-12
55	7	13-11	8	16-12
60	7	12-10	7-8	15-11
65	7	11-9	7-8	14-10
70	6	10-8	7-8	14-10
75	6	9-7	6-8	14-10
80	6	8-6	6-8	14-8
85	5	7-5	6-8	14-8
90	5	6-4	5-8	14-8
RANGE	0-8	0-16	0-8	0-16

High-Speed Compression adjustment is useful to control fork performance during bigger hits, landings, and square-edged bumps.

Low-Speed Compression adjustment is useful to control fork performance during rider weight shifts, G-outs, and other slow inputs.

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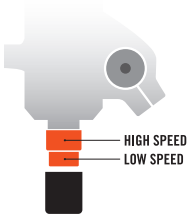
STEP 2 REBOUND SETTINGS

Once you have the sag set, use the charts on page 1 to set your compression and rebound settings. From there, adjust to your preference.

FOX FLOAT 36 REBOUND ADJUSTERS



BALANCING YOUR SUSPENSION

It's best to balance your suspension for different types of riding.

- If your normal descent is 10-15% down grade, use recommended pressures.
- If your normal descent is 20-25% down grade, reduce rear shock pressure by 4% and increase fork pressure by 4% over recommended pressure.
- If your normal descent is 30+% down grade, reduce rear shock pressure by 8% and increase fork pressure by 4% over recommended pressure.

STEP 3 SHOCK TUNING

Set the rear sag and rebound using the same technique as the fork pressure. These are just guidelines, so experiment until you find the settings that work for you. Once you have the sag set, use the charts below to set your compression and rebound settings. From there, adjust to your preference.

X2 SHOCK AIR PRESSURES

RIPMO SAG	28% WHEEL SAG = 14MM SHOCK STROKE	30% WHEEL SAG = 15MM SHOCK STROKE	32% WHEEL SAG = 16MM SHOCK STROKE
RIDER WEIGHT (LBS.)	SHOCK PRESSURE (PSI)	SHOCK PRESSURE (PSI)	SHOCK PRESSURE (PSI)
120 - 130	142	137	133
130 - 140	158	153	148
140 - 150	175	168	163
150 - 160	191	184	178
160 - 170	207	199	193
170 - 180	223	215	208
180 - 190	239	231	223
190 - 200	256	246	239
200 - 210	272	262	254
210 - 220	288	277	269
220 - 230	N/A	293	284
230 - 240	N/A	N/A	299
240 - 250	N/A	N/A	N/A

X2 SHOCK DAMPER BASE SETTING

CLICKS FROM CLOSED				
PRESSURE (PSI)	HSC	LSC	HSR	LSR
100	8	18-16	8	18
110	8	17-15	8	18
120	7	16-14	8	17
130	7	15-13	8	17
140	6	14-12	8	16
150	6	13-11	8	15
160	5	12-10	8	15
170	5	11-9	8	14
180	4	10-8	8	14
190	4	9-7	8	13
200	3	8-6	8	13
210	3	7-5	7	12
220	2	6-4	7	12
230	2	5-3	7	11
240	1	4-2	6	11
250	1	3-1	6	10
RANGE	0-8	0-18	0-8	0-18

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TORQUE SPECS

HARDWARE	RIPMO V2 - TORQUE SPEC.	RIPMO AF - TORQUE SPEC.	THREAD TREATMENT
Bushings	-	-	On all models, apply Slick Honey (grease) to all bushings during reassembly.
Cable Ports	-	2 Nm	Grease
Clevis to Swingarm Bolts	15 Nm	10 Nm	Titanium Bolts: Loctite 243 on threads, Ti anti-seize under head of bolt
Derailleur Hanger Bolt	5 Nm	5 Nm	Grease
Downtube Rock Guard	2 Nm	2 Nm	Loctite 243
Forward Shock Mount Bolt	10 Nm	10 Nm	Loctite 243 on threads, grease under head of bolt or mylar washer
Lower Link 6mm Preload Bolts	2 Nm	2 Nm	Loctite 243 on threads, grease on flange
Lower Link 5mm Pinch Bolts	10 Nm	10 Nm	Loctite 243
Lower Shock to Clevis Bolt	20 Nm	20 Nm	Ti anti-seize
Rear Brake Caliper	6 Nm	6 Nm	Loctite 243
Seat Binder	5 Nm	5 Nm	Ti anti-seize
Upper Link Bolts	10 Nm	10 Nm	Loctite 243

Hexle: There is not a numerical torque figure for the Hexle. We recommend tightening the 5mm with your multi tool that you carry with you. This way you'll be able to remove it in case of a flat out on a ride.

FOR MORE IN-DEPTH INSTRUCTIONS DOWNLOAD THE FULL SET UP GUIDE AT: ibiscycles.com/support/set-up_guide/