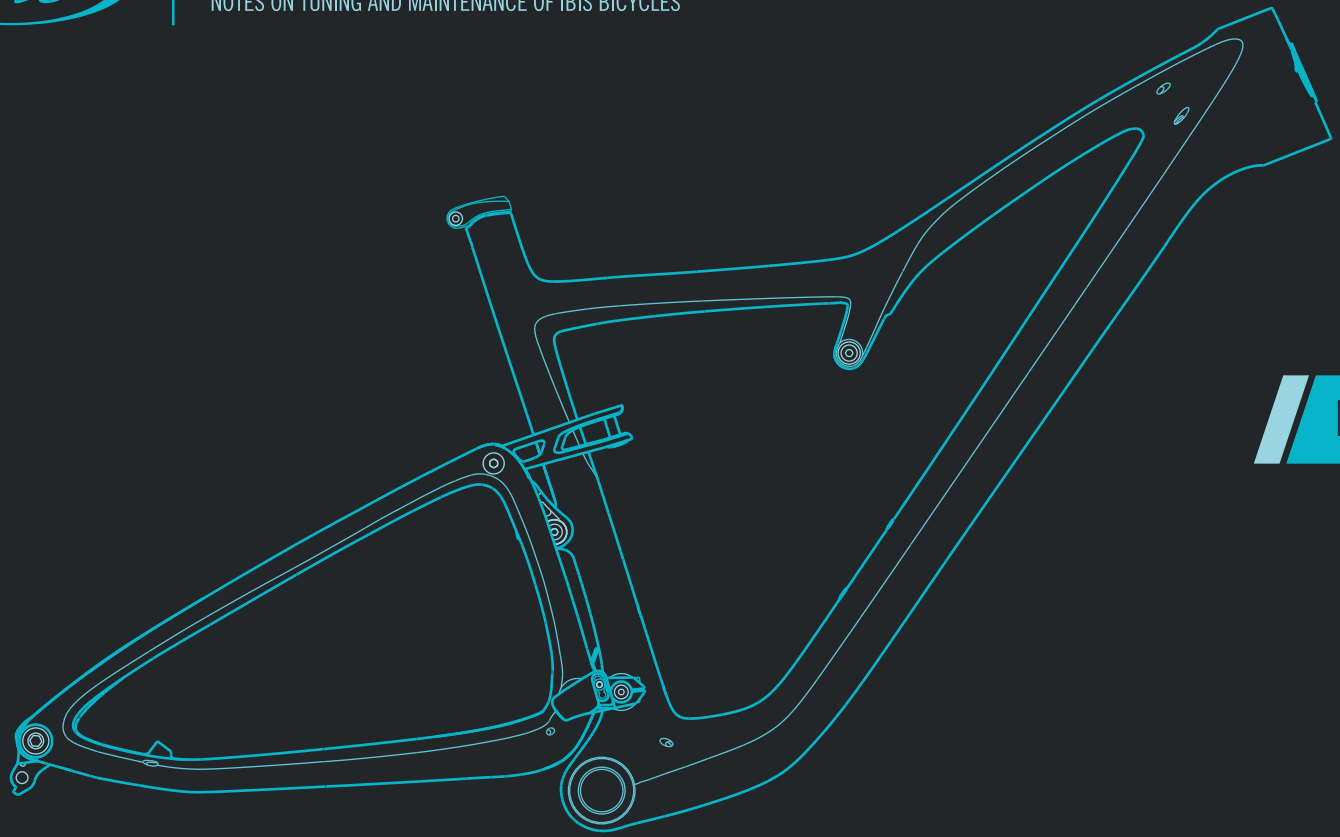
INSTRUCTION BOOK

NOTES ON TUNING AND MAINTENANCE OF IBIS BICYCLES



REV. M

INSTRUCTION MANUAL

Notes on Tuning and Maintenance of Ibis Bicycles : Rev. M

SALUTATIONS

This Set-Up Guide will help you with assembly tips, get you started on adjusting the suspension, maintaining your frame and explain how to perform basic mechanical jobs.

This guide does not attempt to address full bike assembly, fitting, brake and shifting set-up, riding techniques etc. Please utilize a professional level service for these items to get the best performance and enjoyment from your Ibis.

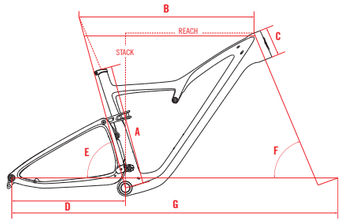
This Set-Up Guide is also available online with enhanced functions and additional information:
https://www.ibiscycles.com/support/setup-guide

Information on legacy Ibis models available at:
https://www.ibiscycles.com/bikes/past-models

CONTENTS

EXIE

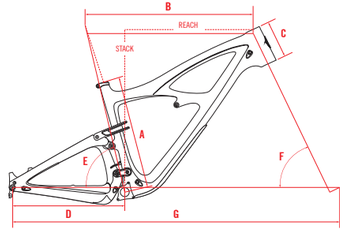
SIZE		SMALL	MEDIUM	LARGE	X-LARGE
SEAT TUBE	A	14"	16"	18"	20"
TOP TUBE	B	584mm	613mm	644mm	675mm
HEAD TUBE	C	85mm	95mm	110mm	135mm
CHAINSTAY	D	435mm	435mm	435mm	435mm
SEAT TUBE ANGLE	E	73.8°	73.8°	74.8°	75.9°
SADDLE HEIGHT FOR SEAT TUBE ANGLE		650mm	700mm	750mm	800mm
HEAD TUBE ANGLE	F	67.2°	67.2°	67.2°	67.2°
WHEELBASE	G	1128mm	1158mm	1202mm	1253mm
STACK		582mm	592mm	606mm	630mm
REACH		413mm	439mm	478mm	519mm
STANDOVER		722mm	727mm	748mm	754mm
BB DROP		28mm	28mm	28mm	28mm



- 29" wheels
- 100mm rear wheel dw-link travel
- Approved for 100-120mm forks
- 67.2° head angle with a 120mm fork
- Cable routing through continuous internal tubes
- Seatpost diameter 31.6mm
- Threaded bottom bracket (73mm English thread)
- Made in the USA
- Tapered head tube and steerer, IS41 upper, IS52 lower
- 12 x 148mm BOOST rear axle
- 160mm post mount rear brake

MOJO

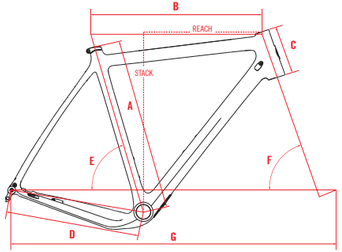
SIZE		SMALL	MEDIUM	LARGE	X-LARGE
SEAT TUBE	A	14.2"	14.5"	16.5"	18.5"
TOP TUBE	B	580mm	603mm	632mm	666mm
HEAD TUBE	C	109mm	126mm	142mm	158mm
CHAINSTAY	D	425mm	425mm	425mm	425mm
SEAT TUBE ANGLE	E	76.6°	76.6°	76.6°	76.6°
SADDLE HEIGHT FOR SEAT TUBE ANGLE		640mm	690mm	760mm	810mm
HEAD TUBE ANGLE	F	65.4°	65.4°	65.4°	65.4°
WHEELBASE	G	1166mm	1193mm	1225mm	1262mm
STACK		586mm	601mm	616mm	630mm
REACH		440mm	460mm	485mm	515mm
STANDOVER		680mm	690mm	720mm	742mm
BB DROP		18mm	18mm	18mm	18mm



- 650b (27.5") wheels
- 130mm rear wheel dw-link travel
- Best with 140mm forks
- 65.4° head angle with a 140mm fork
- Cable routing through continuous internal tubes
- Seatpost diameter 31.6mm
- Threaded bottom bracket (73mm English thread)
- ISCG 05 compatible with optional removable adapter
- Tapered head tube and steerer, ZS44 upper, ZS56 lower
- 12 x 148mm BOOST rear axle
- 160mm post mount rear brake

HAKKA MX

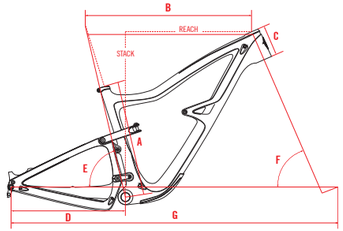
SIZE		49	53	55	58	61
SEAT TUBE	A	455mm	525mm	550mm	575mm	605mm
TOP TUBE	B	520mm	540mm	550mm	570mm	590mm
HEAD TUBE	C	110mm	135mm	155mm	175mm	195mm
CHAINSTAY	D	430mm	430mm	430mm	430mm	430mm
SEAT TUBE ANGLE	E	74.5°	73.5°	73.5°	73.5°	73.5°
HEAD TUBE ANGLE	F	70.5°	71.5°	72°	72°	72°
WHEELBASE	G	1007mm	1011mm	1021mm	1037mm	1057mm
STACK		532mm	560mm	580mm	599mm	616mm
REACH		370mm	373mm	382mm	391mm	406mm
STANDOVER		729mm	785mm	802mm	827mm	853mm
BB DROP		70mm	70mm	70mm	70mm	70mm



- 700c or 650b (27.5") wheels
- Trail: 67mm @ 71.5° head angle, 70mm @ 71° and 73mm @ 70.5°
- Super versatile internal cable routing, Di2 compatible
- Seatpost diameter 31.6mm
- T47 bottom bracket (68mm shell width)
- 700x40c BB Height: 283mm
- 700x33c or 27.5x2.1" BB Height: 277mm
- 34.9mm bottom pull front derailleur
- Tapered head tube: IS41 upper, IS52 lower
- 142x12mm rear dropout spacing
- 140mm flat mount rear (160mm max rotor)

RIPLEY

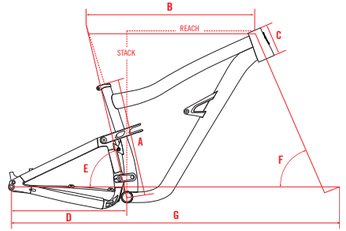
SIZE		SMALL	MEDIUM	LARGE	X-LARGE
SEAT TUBE	A	14.5"	15"	16.5"	19"
TOP TUBE	B	574mm	603mm	630mm	658mm
HEAD TUBE	C	90mm	105mm	115mm	125mm
CHAINSTAY	D	432mm	432mm	432mm	432mm
SEAT TUBE ANGLE	E	76°	76°	76°	76°
SADDLE HEIGHT FOR SEAT TUBE ANGLE		600mm	700mm	750mm	807mm
HEAD TUBE ANGLE	F	66.5°	66.5°	66.5°	66.5°
WHEELBASE	G	1147mm	1178mm	1207mm	1236mm
STACK		599mm	613mm	622mm	631mm
REACH		425mm	450mm	475mm	500mm
STANDOVER		708mm	712mm	742mm	755mm
BB DROP		38mm	38mm	38mm	38mm



- 29" wheels
- 120mm rear wheel dw-link travel
- Approved for 120-140mm forks
- 66.5° head angle with a 130mm fork
- Cable routing through continuous internal tubes
- Seatpost diameter 31.6mm
- Threaded bottom bracket (73mm English thread)
- ISCG 05 compatible with optional removable adapter
- Tapered head tube and steerer: ZS44 upper, ZS56 lower
- 12 x 148mm BOOST rear axle
- 160mm post mount rear brake

RIPLEY AF

SIZE		SMALL	MEDIUM	LARGE	X-LARGE
SEAT TUBE	A	14.5"	15"	16.5"	19"
TOP TUBE	B	574mm	603mm	630mm	658mm
HEAD TUBE	C	90mm	105mm	115mm	125mm
CHAINSTAY	D	432mm	432mm	432mm	432mm
SEAT TUBE ANGLE	E	76°	76°	76°	76°
SADDLE HEIGHT FOR SEAT TUBE ANGLE		620mm	720mm	750mm	807mm
HEAD TUBE ANGLE	F	65.5°	65.5°	65.5°	65.5°
WHEELBASE	G	1157mm	1188mm	1217mm	1246mm
STACK		599mm	613mm	622mm	631mm
REACH		425mm	450mm	475mm	500mm
STANDOVER		676mm	703mm	722mm	759mm
BB DROP		38mm	38mm	38mm	38mm



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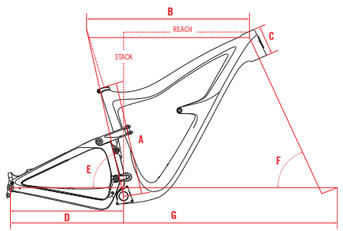
- 120mm rear wheel dw-link travel
- Approved for 120-140mm forks
- 65.5° head angle with a 130mm fork
- Super versatile internal cable routing
- Seatpost diameter 31.6mm
- Threaded bottom bracket (73mm English thread)
- ISCG 05 compatible with optional removable adapter
- Tapered head tube and steerer: ZS44 upper, ZS56 lower
- 12 x 148mm BOOST rear axle
- 160mm post mount rear brake

RIPMO

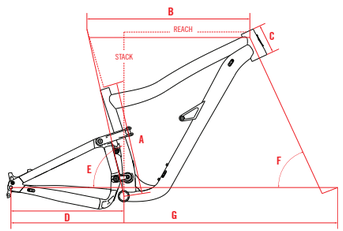
SIZE		SMALL	MEDIUM	LARGE	X-LARGE
SEAT TUBE	A	14.5"	14.5"	16.5	18.5"
TOP TUBE	B	573mm	603mm	632mm	655mm
HEAD TUBE	C	90mm	100mm	110mm	120mm
CHAINSTAY	D	435mm	435mm	435mm	435mm
SEAT TUBE ANGLE	E	77°	77°	76°	76°
SADDLE HEIGHT FOR SEAT TUBE ANGLE		650mm	720mm	750mm	807mm
HEAD TUBE ANGLE	F	64.9°	64.9°	64.9°	64.9°
WHEELBASE	G	1187mm	1219mm	1238mm	1267mm
STACK		609mm	619mm	628mm	640mm
REACH		433mm	460mm	475mm	500mm
STANDOVER		703mm	733mm	740mm	752mm
BB DROP		30mm	30mm	30mm	30mm



- 29" wheels
- 147mm rear wheel dw-link travel
- Approved for 160mm forks
- 64.9° head angle with a 160mm fork
- Cable routing through continuous internal tubes
- Seatpost diameter 31.6mm
- Threaded bottom bracket (73mm English thread)
- ISCG 05 compatible with optional removable adapter
- Tapered head tube and steerer: ZS44 upper, ZS56 lower
- 12 x 148mm BOOST rear axle
- 160mm post mount rear brake

RIPMO AF

SIZE		SMALL	MEDIUM	LARGE	X-LARGE
SEAT TUBE	A	14"	15"	16.5"	18.5"
TOP TUBE	B	573mm	603mm	632mm	655mm
HEAD TUBE	C	90mm	100mm	110mm	120mm
CHAINSTAY	D	435mm	435mm	435mm	435mm
SEAT TUBE ANGLE	E	77°	76°	76°	76°
SADDLE HEIGHT FOR SEAT TUBE ANGLE		650mm	700mm	750mm	810mm
HEAD TUBE ANGLE	F	64.9°	64.9°	64.9°	64.9°
WHEELBASE	G	1185mm	1216mm	1237mm	1262mm
STACK		613mm	620mm	629mm	642mm
REACH		431mm	458mm	475mm	495mm
STANDOVER		705mm	750mm	750mm	760mm
BB DROP		30mm	30mm	30mm	30mm



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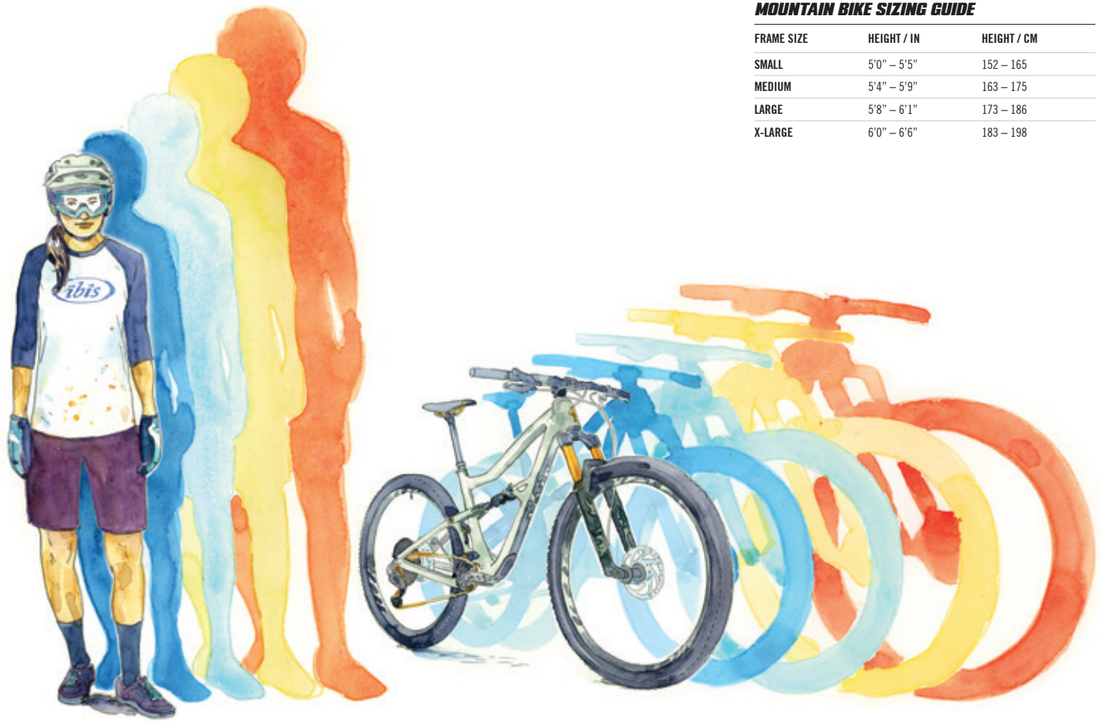


MOUNTAIN BIKE SIZING GUIDE

FRAME SIZE	HEIGHT / IN	HEIGHT / CM
SMALL	5'0" – 5'5"	152 – 165
MEDIUM	5'4" – 5'9"	163 – 175
LARGE	5'8" – 6'1"	173 – 186
X-LARGE	6'0" – 6'6"	183 – 198

HAKKA MX SIZING GUIDE

FRAME SIZE	HEIGHT / IN	HEIGHT / CM
49	5'0" – 5'4"	152 – 163
53	5'3" – 5'8"	160 – 173
55	5'7" – 5'11"	170 – 180
58	5'10" – 6'2"	178 – 188
61	6'1" – 6'6"	185 – 198

DERAILLEUR
BRAKE ROUTING
DROPPER

FULL SUSPENSION BIKES

Driveside Cable Routing

For cable routing, the Exie / Mojo / Ripley / Ripmo features carbon fiber tubes molded inside the frame. Just push the housing through and it pops out the other end. Simple! And quiet too.

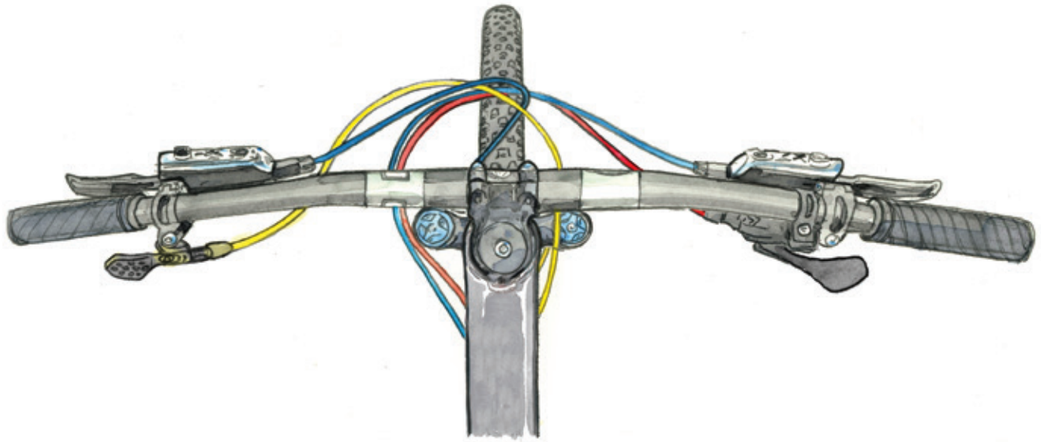
The Ripmo AF and Ripley AF cables are routed similarly but there are no tunnels and use our versatile cable ports.

FULL SUSPENSION BIKES

Non-Driveside Cable Routing

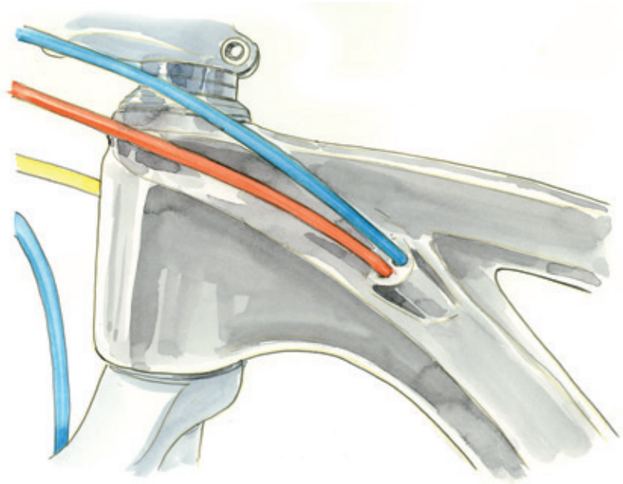
IMPORTANT: Before riding the Ripmo / Ripmo AF, check the saddle to tire clearance with the dropper post fully dropped and the air out of the shock with frame compressed to bottom out.

FULL SUSPENSION BIKES
1x Cable Routing



NOTE: On bikes with the cable routed through the carbon tunnels, we recommend using grease on the cable housing prior to installation in the tunnels.

FULL SUSPENSION BIKES
Front Cable Routing

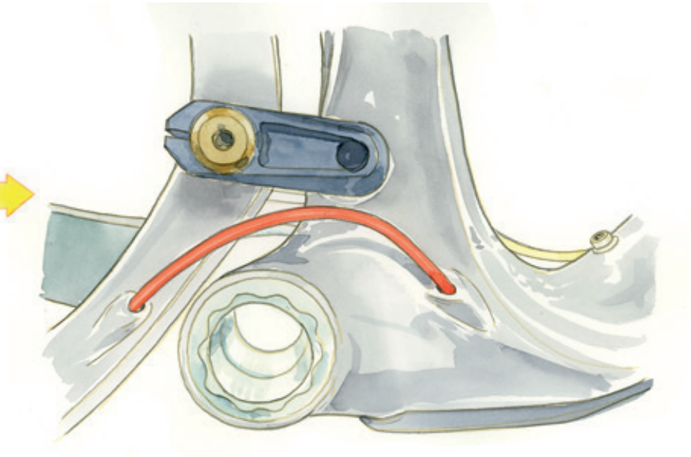


NOTE: The Ripley AF and Ripmo AF uses our cable ports in this location. In order to keep the internal cables from rattling inside the down tube, we recommend the following: As you are inserting the cables into the down tube, attach several zip ties leaving the tails long and orienting each tail in a different direction. This will keep the cable housing from making noise inside the down tube under rough riding conditions.

FULL SUSPENSION BIKES

Driveside Cable Routing

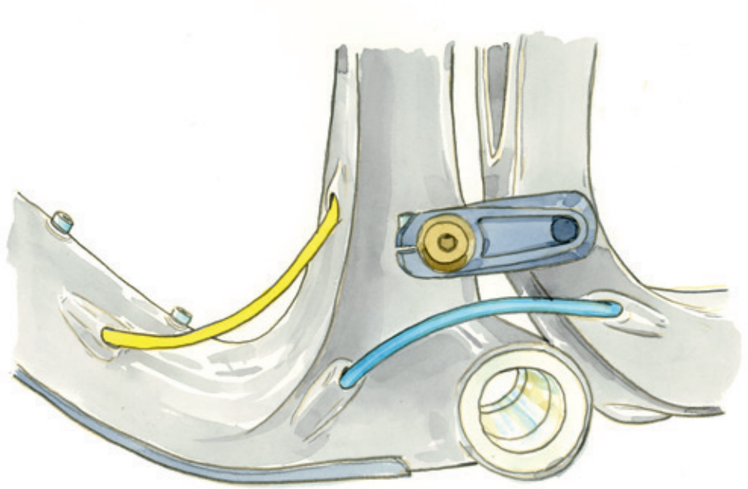
PRO TIP: For optimal performance, route the derailleur and brake housing arc close to the bottom of the lower link



NOTE: The Ripley AF and Ripmo AF uses a cable port to exit the down tube, then you run uninterrupted cable to the rear derailleur, from the front of the chainstay and exiting via the port at the end of the chainstay.

FULL SUSPENSION BIKES

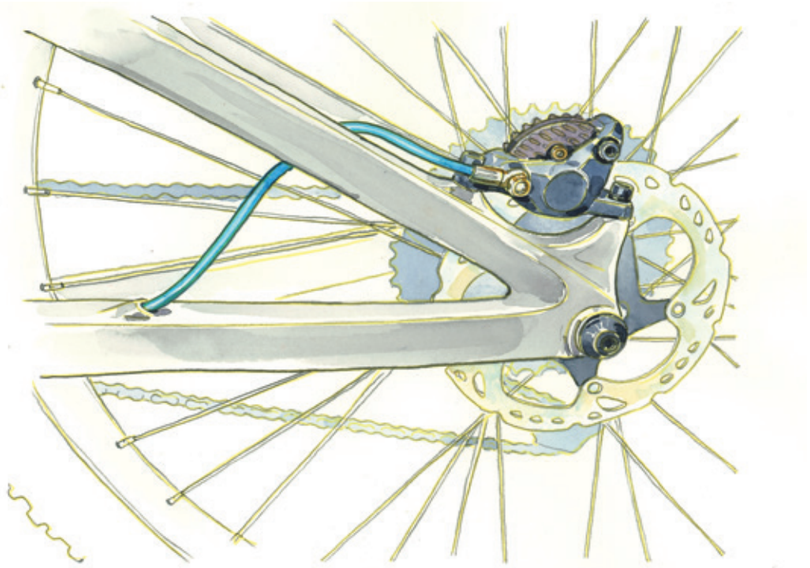
Non-Driveside Cable Routing



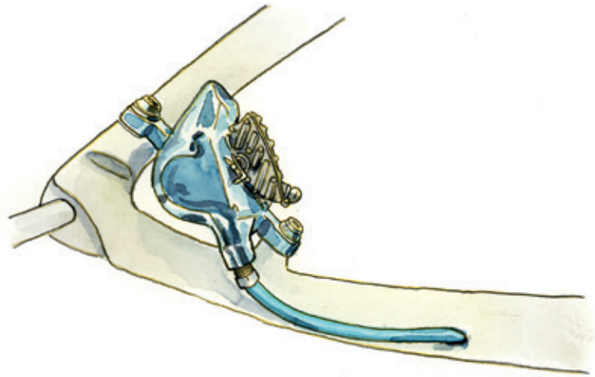
NOTE: The Ripley AF and Ripmo AF uses a hydro cable port to exit the down tube, then you run the brake line on top of the chainstay back to the caliper.

DERAILLEUR
BRAKE ROUTING
DROPPER

MOJO, RIPLEY / RIPLEY AF, RIPMO / RIPMO AF
Brake Cable Routing



EXIE
Brake Cable Routing



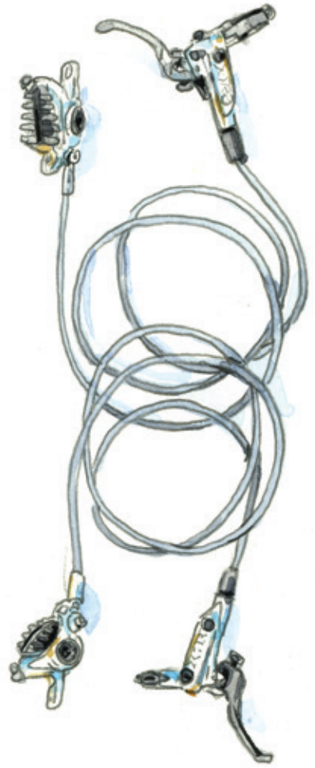
CABLE ROUTING PORTS

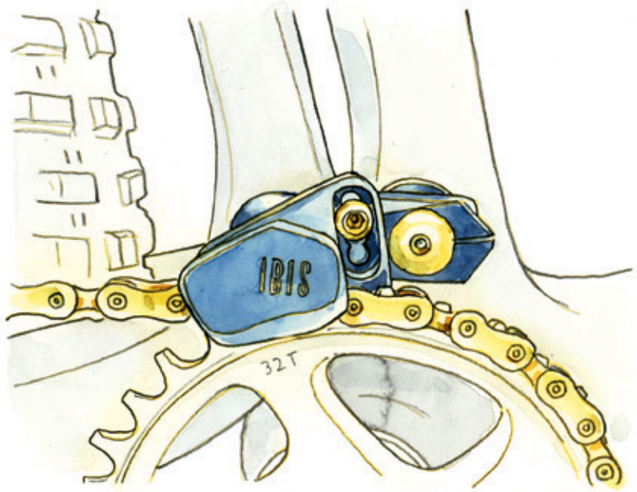
On the Hakka MX, Ripley AF, and Ripmo AF, we have plastic ports that play nicer with your cable housing. They include the most popular ones: single stop and single port, double port and double port/stop. Parts that will remain metal are single blank, single Di2, double Di2, and single Reverb port.

There are dozens of possible port/routing combinations on our bikes. For the latest port availability, go to our online store and search for **port:** *http://store.ibiscycles.com*

MOTO FRONT BRAKE ROUTING:
APPLICABLE TO: RIPMO V1, RIPLEY V4, RIPMO AF AND RIPLEY AF.

Put the rear brake in the dropper hole (right side of down tube) and the dropper in the brake hole (left side).They both come out on the same side of the BB so you can plug them in to their correct segments after that.





FULL SUSPENSION BIKES
CHAIN GUIDE

For our full suspension bikes we manufacture an optional, removable ISCG 05 mount which mounts on the splines on the drive side of the bottom bracket. Standard procedures apply to mounting an ISCG 05 compatible chain guide or bash guard.

If you need an ISCG 05 adapter, it's available in our online store:
http://store.ibiscycles.com and search ***ISCG.***

EXIE CUSTOM CHAIN GUIDE

The Exie comes with our own 4 position chainguide. It accommodates 30-36t round rings, and most 28-34t oval rings. Works with 52mm chainlines. There's not an ISCG 05 mount on the Exie.

CHAIN LENGTH

To determine the correct chain length: shift into the large chainring and largest cog and let all the air out of your shock (on suspension bikes only, duh).

Thread the chain through the gears and derailleurs, compress the suspension all the way to bottom out, and cut the chain at the minimum length needed with the rear derailleur stretched out.

BIKE SET–UP TIPS AND TRICKS

WIDE RIMS

In 2014, we introduced our line of wide carbon fiber rims and wheels.

Wide rims support the tire's sidewalls better, allowing lower pressures without the tires folding over or burping. This dramatically increases stability and traction. This shows up as faster cornering and braking, better grip in all conditions.

The low system weight of the wheels with these rims and tires combined with the monstrous traction advantage have been a revelation for those who have ridden them.

Our carbon wheels can now be ordered with the excellent Industry Nine Hydra hubs. The durable hubs are made in the USA in Industry Nine's Asheville machine shop with an incredible 0.52° engagement. They are equipped with Enduro bearings and come with either Shimano Microspline or Sram XD drivers.

You can read all about our new rim and wheel technology at:
http://www.ibiscycles.com/wheels/

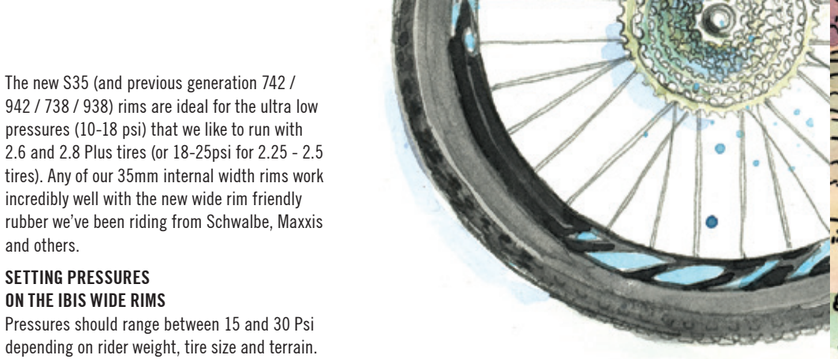
PLUS TIRES

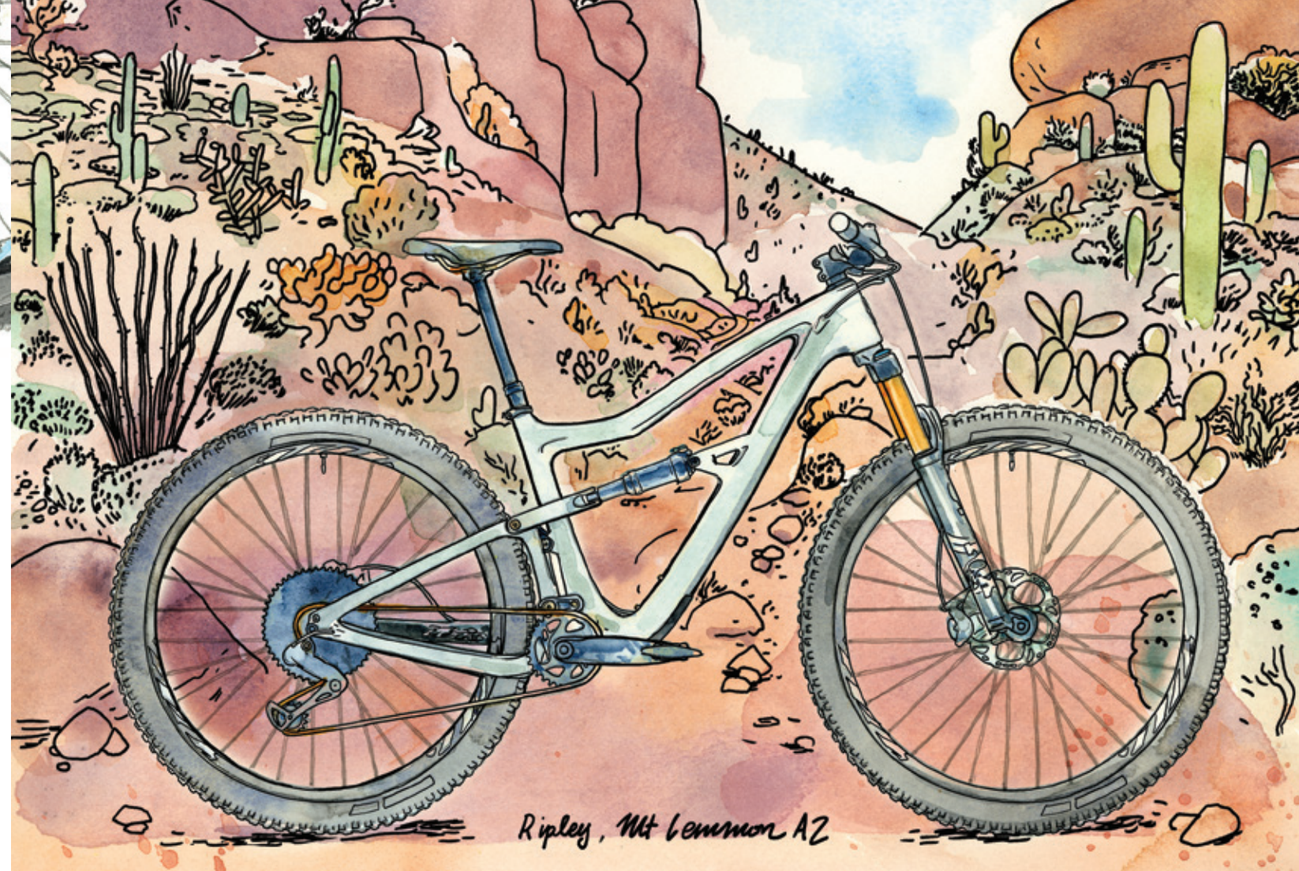
If you take a straw poll of the folks at Ibis, we've settled on 2.4" - 2.6" as being the sweet spot for overall performance and traction in the 27.5 and 29" wheel platforms.

The new S35 (and previous generation 742 / 942 / 738 / 938) rims are ideal for the ultra low pressures (10-18 psi) that we like to run with 2.6 and 2.8 Plus tires (or 18-25psi for 2.25 - 2.5 tires). Any of our 35mm internal width rims work incredibly well with the new wide rim friendly rubber we've been riding from Schwalbe, Maxxis and others.

SETTING PRESSURES ON THE IBIS WIDE RIMS

Pressures should range between 15 and 30 Psi depending on rider weight, tire size and terrain. Use more pressure in rockier terrain.



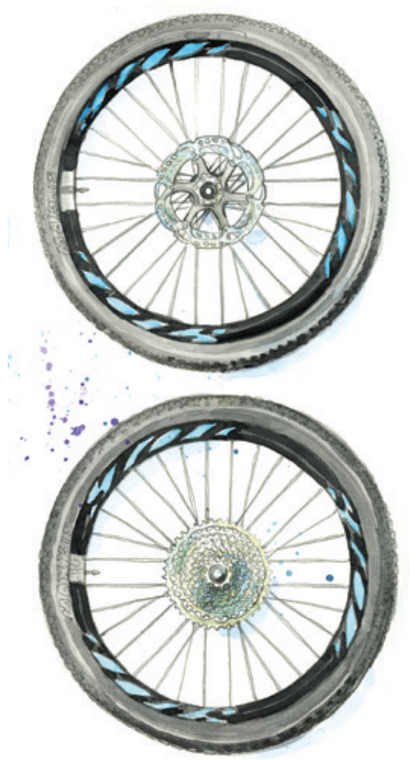


BIKE SET–UP TIPS AND TRICKS

	CARBON i9				CARBON LOGO				
RIMS & WHEELSETS	S35 / 27.5	S28 / 27.5	S35 / 29	S28 / 29	S35 / 27.5	S28 / 27.5	S35 / 29	S28 / 29	D30
WHEEL SIZE	27.5"	27.5"	29"	29"	27.5"	27.5"	29"	29"	700
OUTER WIDTH (MM)	41	35	41	35	41	35	41	35	26
INNER WIDTH (MM)	35	28.6	35	28.6	35	28.6	35	28.6	19
RIM WEIGHT (G)	420	380	455	410	420	380	455	410	400
RIM MATERIAL	Toughened Hybrid Carbon				Toughened Hybrid Carbon				Carbon
DRILLING	32°				32°				24°
TYPE	Tubeless				Tubeless				Tubeless
WHEELSET WEIGHT (G)	1600	1530	1650	1580	1640	1570	1710	1630	1504
SECTION HEIGHT	18.3	18.3	18.3	18.3	18.3	18.3	18.3	18.3	30
SPOKE OFFSET (MM)	5	4	5	4	5	4	5	4	0
SPOKES	Sapim CX-Ray				Sapim D-Light				Sapim D-Light
CROSS	3				3				2
SPOKE LENGTH (MM)**	Front: 276ND / 275D, Rear: 275ND / 273D		Front: 296ND / 294D, Rear: 294ND / 292D		274	275	293	293	Front: 280ND / 278D, Rear: 278ND / 280D
ERD (MM)	566	564	604	602	566	564	604	602	583
THRU AXLE OPTIONS	15x110 / 148x12				15x110 / 148x12	15x110 / 148x12 12x100 / 142x12	15x110 / 148x12		12x100 / 142x12
MAX RIM PRESSURE	40				40				23mm: 120psi, 32mm: 80psi, 40:mm: 70psi
FEATURES	5mm Asymmetric High Impact Carbon Stan's BST Mounting	4mm Asymmetric High Impact Carbon Stan's BST Mounting	5mm Asymmetric High Impact Carbon Stan's BST Mounting	4mm Asymmetric High Impact Carbon Stan's BST Mounting	5mm Asymmetric High Impact Carbon Stan's BST Mounting	4mm Asymmetric High Impact Carbon Stan's BST Mounting	5mm Asymmetric High Impact Carbon Stan's BST Mounting	4mm Asymmetric High Impact Carbon Stan's BST Mounting	Readily Accepts Tires from 23c to 42c
HUBS	S35 / 27.5	S28 / 27.5	S35 / 29	S28 / 29	S35 / 27.5	S28 / 27.5	S35 / 29	S28 / 29	D30
BRAND	Industry Nine Hydra				Ibis				Ibis
FREEHUB MECHANISM	6-Pawl, 6-Phase / 115-Tooth Drive Ring				4-Pawl / 36-Tooth Drive Ring				4-Pawl / 36-Tooth Drive Ring
FREEHUB ENGAGEMENT	.52° / 690 Points of Engagement (POE)				10°				10°
DRIVER	Sram XD Shimano Microspline Shimano 11 Spd.				Sram XD Shimano Microspline Shimano 11 Spd.	- - Shimano 11 Spd.	Sram XD Shimano Microspline Shimano 11 Spd.		- - Shimano 11 Spd.
BEARINGS / QTY.	Enduro / x4				Enduro / x4				Enduro / x4
DISC ROTOR MOUNT TYPE	Center Lock				6 Bolt				6 Bolt

*ERD measured with Park sticks and using .25 mm thick nipple washers. **D = Drive Side, ND = Non-Drive side

	ALUMINUM LOGO			
RIMS & WHEELSETS	S35 / 27.5	S35 / 29	733	933
WHEEL SIZE	27.5"	29"	27.5"	29"
OUTER WIDTH (MM)	39	39	33	33
INNER WIDTH (MM)	35	35	29	29
RIM WEIGHT (G)	505	540	455	490
RIM MATERIAL	6061 Aluminum		6066 Aluminum	
DRILLING	32°			
TYPE	Tubeless			
WHEELSET WEIGHT (G)	1810	1880	1720	1820
SECTION HEIGHT	18.3	18.35	19.5	19.5
SPOKE OFFSET (MM)	5	5	2.5	2.5
SPOKES	Sapim D-Light			
CROSS	3	3	3	3
SPOKE LENGTH (MM)**	274	293	273	292
ERD (MM)	565	602	563	599
THRU AXLE OPTIONS	15x110 / 148x12		12x100 / 142x12	15x110 / 148x12
MAX RIM PRESSURE	40			
FEATURES	5mm Asymmetric Welded Black Ano / Laser Engraved Stan's BST Mounting		2.5mm Asymmetric Welded Black Ano / Laser Engraved Tool Free Tire Mounting	
HUBS	S35 / 27.5	S35 / 29	733	933
BRAND	Ibis			
FREEHUB MECHANISM	4-Pawl / 36-Tooth Drive Ring			
FREEHUB ENGAGEMENT	10°			
DRIVER	XD - Shimano 11 Spd.			
BEARINGS / QTY.	Enduro / x4			
DISC ROTOR MOUNT TYPE	6 Bolt			



BIKE SET–UP TIPS AND TRICKS

HEADSETS

The headset on the Mojo, Ripley, and Ripmo, is a ZS44/ZS56. This standard is compatible with both the Chris King InSet 2 and certain Cane Creek headsets.

The Exie and Hakka MX uses an IS41/IS52.

REAR DROPOUTS AND DISC BRAKE MOUNTS

All of our mountain bikes use the boost standard and our own Hexle axles, removable with a 5mm Allen wrench.

For Brakes:

- 160mm post-mount is standard on Exie, Mojo, Ripley, Ripley AF, Ripmo, and Ripmo AF.

Use a post mount adapter for larger rotors, Shimano has a handy guide here: *https://productinfo.shimano.com/#/com?acid=C-193&cid=C-460*

BOTTLE CAGE

Our rear suspension equipped bikes have been designed around the Arundel side loader cage (available in our online store). Other cages may not provide adequate bottle clearance for the shock and frame so use of the Arundel cage is highly recommended.

There are two sets of holes in the cage, use the ones that position it away from the seat tube.

There are two heavy duty Riv–Nut inserts on the underside of the down tube of the ***large and extra large*** Mojo, to allow the mounting of a bottle cage. We've put them there primarily for a spare water bottle, a tool kit or for a battery if you're night riding.

Please do not attempt to retrieve a water bottle from this cage location during riding!

GENERAL FRAME INFORMATION

CARE FOR CARBON

The carbon fiber monocoque frame is extremely strong, and should provide years of trouble–free use, provided you care for it properly and don't overly huck every 50 foot gap you see.

Keep your bike clean and inspect it often. Although each and every bike gets tested at the factory for strength, it never hurts to look at the areas where the tubes join, where the shocks and dropouts mount and any other areas that may receive stress during usage. Check for loose bearings, headsets, shocks and forks and such. Visually inspect the bike before each ride and also during each cleaning.

CARBON ASSEMBLY COMPOUND

This stuff is grease, but with a bunch of tiny plastic beads added. This increases friction between components, great for holding your carbon seat post or handlebars in place without excessive clamping force. While grease won't hurt any of our seat tubes, carbon assembly paste works even better. Do not use the carbon assembly compound when installing the headset, bottom bracket, shock, water bottle cage, or anything that has bearings.

PAINT AND DECALS

Should you need to touch up areas of the frame where the paint has been compromised, we have touch up paint in our online store for several of our bikes: *http://store.ibiscycles.com* and search paint.

For colors not found in our store, we recommend either a hobby shop, *https://www.myperfectcolor.com* or *https://www.testors.com* as a good source of enamel touch up paint.

We try to make our frame finishes as durable as possible, but it is impossible to test in all conditions and against all chemicals. Be aware that use of certain cleaners, lubricants, or foodstuffs, including Simple Green and Pedro's Bike Lust, may damage the paint. Please note that paint damage is not covered under the warranty. Clean any of our frames with mild soap and water only.

Note that paint damage from removal of protective tape is not covered under our paint warranty. Most protective tape manufacturers have recommended removal instructions to prevent paint damage. These usually involve, among other things, applying a little heat to soften the adhesive. Check with the manufacturer of the tape before attempting removal!

FORK SET–UP

FORK SET-UP INFORMATION

Read this first for a general understanding of fork set-up. Model specific instructions begin on page 30.

POSITIVE PRESSURE

This is the main air spring that supports your weight. Adjust the air pressure so that you come close to using all the travel on a typical ride. Usually you can mimic your maximum impacts by grabbing the front brake and pushing down **HARD** on the bars. If you are getting 80–90% of the fork's travel doing this, your positive air spring is in the right range. Actual riding will often push the fork a little further than this test.

LOW SPEED COMPRESSION DAMPING

Low speed compression damping is used to reduce unwanted movement and over travel due to low speed changes like out of the saddle pedaling and subtle variations in the trail that can cause wallowing etc. It also helps control frame geometry change during braking and cornering. Adjust to your preference.

IMPORTANT NOTE ABOUT FORKS ON ALL OUR BIKES

For the best possible performance, be sure you are using the proper offset fork.

Mojo: 37mm

Exie, Ripley, Ripley AF, Ripmo, and Ripmo AF: 44mm

LOCKOUT

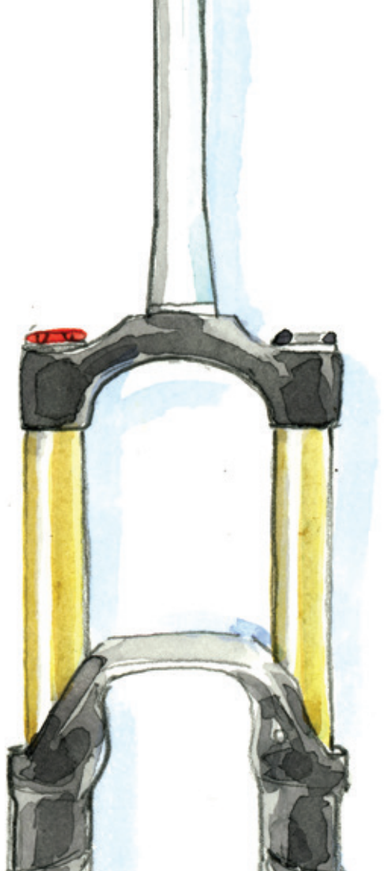
As the name implies this turns the fork rigid (or close to it) for out of the saddle efforts or riding on the road. Most forks have a "blowoff" so that the fork will move if a large enough impact is felt. The threshold or "blowoff" when the lockout lets the fork start to move is often adjustable. It's called Gate in RockShox parlance and Blowoff Threshold in Fox's language. Usually the goal is to have the lockout at the minimum setting needed to stop the fork movement while pedaling out of the saddle, but allowing it to still move fairly easily when an impact is felt.

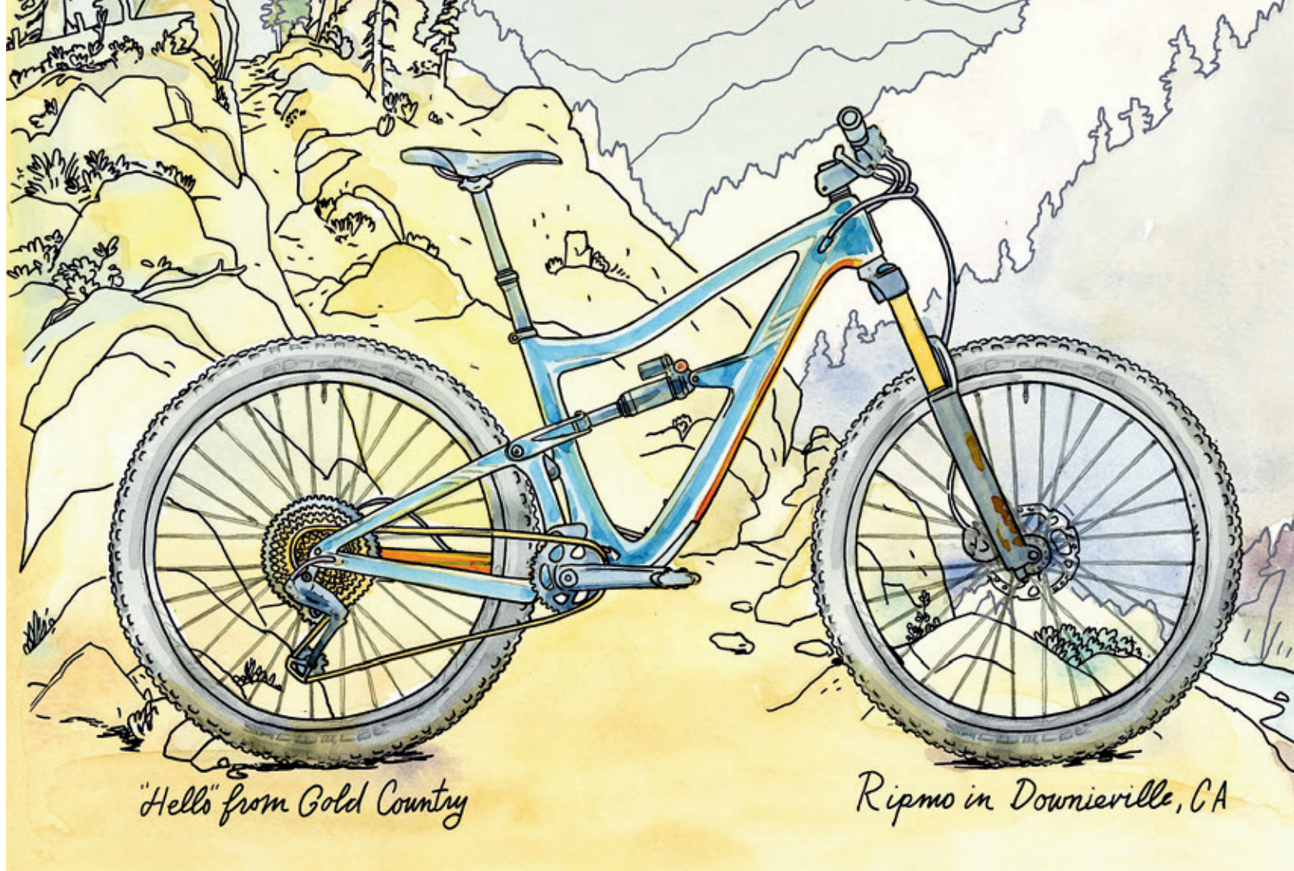
HIGH SPEED COMPRESSION DAMPING

If your fork has a high speed compression damping control, this would usually be used to slow things down during big hits to avoid bottoming. It would usually be set at the lowest level needed to avoid bottoming out.

REBOUND

Adjust the rebound so that the front end does not bounce off the ground after a drop off or large bump. If adjusted too slow, the fork may "pack down" and feel sluggish. In order to conserve momentum and remain compliant the suspension needs to recover fairly quickly and push off the back side of bumps and holes. If the rebound is adjusted too slow, rolling energy is lost to damping and vibration. If it is adjusted too fast the bike will bounce after bumps and drops. Adjust to your preference.





FORK SET–UP

With the advent of our Traction Tune philosophy of suspension setup, we are now recommending two different methods of setting sag.

1. For the shorter travel bikes, we recommend setting sag using the traditional method in the seated position: *Sit on your bike in a normal riding position, bouncing up and down a couple times to seat the suspension. Reach down and slide the o–ring up the shock shaft against the wiper seal. Next, gently step off of the bike taking care not to further compress the suspension.*
2. For the more gravity oriented bikes, like the Ripmo, please see the standing method of setting sag on **pages 38-39.**

FOX

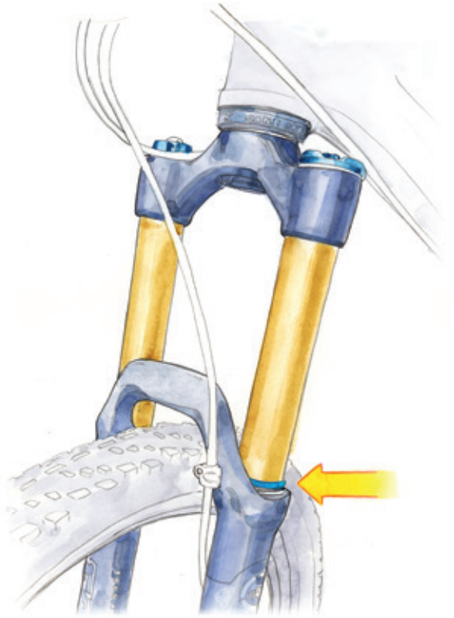
SCAN. REMOVE. RIDE.

REGISTER YOUR FOX SUSPENSION

All 2022 Model Year forks (MY22) have a sticker calling out the QR code registration, the QR code replaces the old 4-digit identification codes. It contains a product serial number and also directs you to a URL with product information.

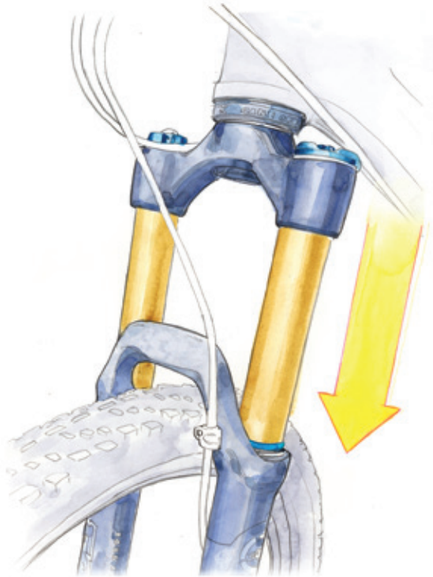
https://tinyurl.com/yf4vxnvb

SETTING SAG



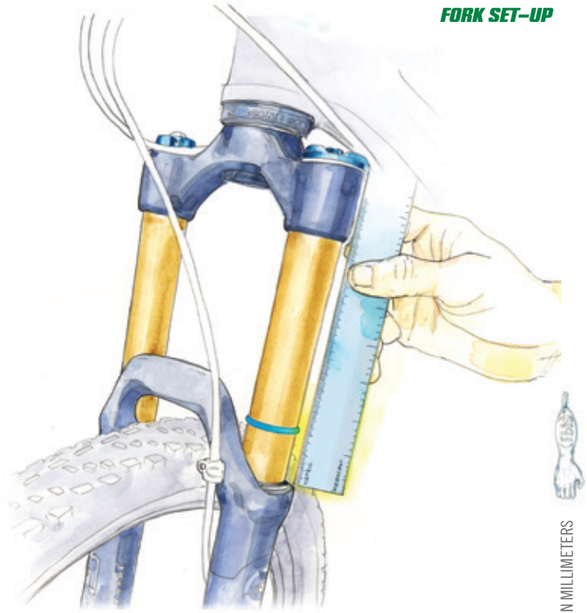
STEP 1

Add recommended air for rider weight (see charts on following pages). On any fork with a lever, make sure to set sag with the compression lever in the OPEN mode. With bike on level ground, bounce up and down a bit to overcome shock stiction. Settle into your riding position.



STEP 2

Slide o-ring until it rests on wiper, then dismount without disturbing o-ring's position.



STEP 3

Measure sag–the distance from o-ring to wiper. Start with the amount of sag recommended for your bike and riding style (listed on the next page) and adjust to your preference.

IBIS' HANDY SAG MEASURER IN MILLIMETERS

FOX

EXIE
STARTING SAG

20%/24MM

SAG METHOD

SEATED

OUTLINED ON PAGE 28

AIR PRESSURES

Using the traditional **seated method** and pressures on the charts below as a starting point, adjust air pressures up or down until you get to the recommended starting sag.

FOX FACTORY FLOAT 34 STEP-CAST: 29
AIR PRESSURES

RIDER WEIGHT		120MM
LB	KG	PSI
120-130	54-59	58
130-140	59-64	63
140-150	64-68	68
150-160	68-73	72
160-170	73-77	77
170-180	77-82	82
180-190	82-86	86
190-200	86-91	91
200-210	91-95	96
210-220	95-100	100
220-230	100-104	105
230-240	104-109	110
240-250	109-113	114
MAX		120

⚠ **DO NOT EXCEED MAXIMUM AIR PRESSURES**
Air pressures above are for both Factory and Performance forks from Fox. **34 FLOAT and FLOAT STEP-CAST,** maximum air pressure is **120 psi.**

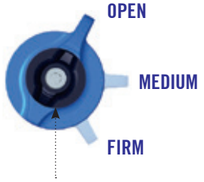
COMPRESSION ADJUST

FOX FACTORY - FIT4:
There's a **3-POSITION ON-THE-FLY (REMOTE LEVER)** adjustment on the Exie. It is useful to make on-the-fly adjustments to control fork performance under significant changes in terrain, and is intended to be adjusted throughout the ride.

OPEN mode for use during rough descending.

MEDIUM mode for undulating terrain.

FIRM mode for smooth climbing.



OPEN MODE ADJUST is useful to control fork performance under rider weight shifts, G-outs, and slow inputs.

OPEN mode adjust provides 18 additional fine tuning adjustments for the OPEN mode.

Setting 18 will have a more plush feel and setting 1 will have a firmer feel.

REBOUND ADJUST

FOX FACTORY - FIT4:
Adjust the rebound settings according to the chart below.

FIT4 REBOUND ADJUSTER
REBOUND controls the rate of speed at which the fork extends after compressing.

Turn your rebound knob to the **closed position (full clockwise)** until it stops. Then **back it out (counter-clockwise)** to the number of clicks shown in the table below.

FOX FACTORY FLOAT 34 STEP-CAST: 29
FIT4: REBOUND ADJUSTER

RIDER WEIGHT		FIT4 RECOMMENDED
LB	KG	REBOUND SETTINGS
120-130	54-59	12
130-140	59-64	11
140-150	64-68	10
150-160	68-73	9
160-170	73-77	8
170-180	77-82	7
180-190	82-86	6
190-200	86-91	6
200-210	91-95	5
210-220	95-100	4
220-230	100-104	3
230-240	104-109	2
240-250	109-113	1
MAX		RANGE 0-12

ROCK SHOX

MOJO
STARTING SAG

20%/28MM

SAG METHOD

SEATED

OUTLINED ON PAGE 28

AIR PRESSURES

Using the traditional **seated method** and pressures on the charts below as a starting point, adjust air pressures up or down until you get to the recommended starting sag.

ROCKSHOX PIKE ULTIMATE RC2: 27.5

AIR PRESSURES

RIDER WEIGHT (with gear)	**140MM**
LB	**PSI**
100-110	53
110-120	58
120-130	63
130-140	68
140-150	73
150-160	78
160-170	83
170-180	88
180-190	93
190-200	98
200-210	103
210-220	108
220-230	113
230-240	118
240-250	123
MAX	**163**

⚠ **DO NOT EXCEED MAXIMUM AIR PRESSURES**

COMPRESSION ADJUST

ULTIMATE RC2

To set compression, we recommend you follow the guidelines (pages 22-30) in the RockShox Tuning **Guide found here:** *https://tinyurl.com/nac792fn*

Their visual guide is comprehensive and will give you excellent instruction on optimizing the high and low speed compression settings.

As a starting point, turn both adjusters **counterclockwise** until they stop. From there, leave HSC open. Start with **4 clockwise** clicks of LSC. Then fine tune to your preference.

High-Speed Compression (HSC)
To **increase (+)** HSC damping (firm), turn the HSC adjuster knob **clockwise.**

To **decrease (-)** HSC damping (soft), turn the HSC adjuster knob adjuster **counter-clockwise.**

Low-Speed Compression (LSC)
To **increase (+)** LSC damping (firm), turn the compression adjuster knob **clockwise.**

To **decrease (-)** LSC damping (soft), turn the compression adjuster knob adjuster **counter-clockwise.**

REBOUND ADJUST

ULTIMATE RC2

Adjust the rebound settings according to the chart below.

RC2 REBOUND ADJUSTER
REBOUND controls the rate of speed at which the fork extends after compressing.

ROCKSHOX PIKE ULTIMATE RC2: 27.5

RC2: REBOUND ADJUSTER

RIDER WEIGHT (with gear)	**RC2 RECOMMENDED**
LB	**REBOUND SETTINGS**
100-110	-12
110-120	-11
120-130	-11
130-140	-11
140-150	-10
150-160	-10
160-170	-10
170-180	-9
180-190	-9
190-200	-8
200-210	-7
210-220	-7
220-230	-6
230-240	-6
240-250	-5
	RANGE 0-12

FOX

RIPLEY
STARTING SAG

20%/26MM

SAG METHOD

SEATED

OUTLINED ON PAGE 28

AIR PRESSURES

Using the traditional **seated method** and pressures on the charts below as a starting point, adjust air pressures up or down until you get to the recommended starting sag.

FOX FACTORY FLOAT 34: 29
GRIP 2: AIR PRESSURES

RIDER WEIGHT (with gear)		**130MM**
LB	**KG**	**PSI**
120-130	54-59	64
130-140	59-64	69
140-150	64-68	74
150-160	68-73	78
160-170	73-77	83
170-180	77-82	88
180-190	82-86	92
190-200	86-91	97
200-210	91-95	102
210-220	95-100	106
220-230	100-104	111
230-240	104-109	116
240-250	109-113	120
MAX		**120**

⚠ DO NOT EXCEED MAXIMUM AIR PRESSURES
Air pressures above are for both Factory and Performance forks from Fox. **34 FLOAT and FLOAT STEP-CAST,** maximum air pressure is **120 psi.**

COMPRESSION ADJUST

FOX FACTORY - GRIP2:
Adjust the compression settings according to the chart below.

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

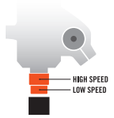
Low-Speed Compression
To increase (+) high speed compression damping (firm), turn the HSC adjuster knob clockwise.

FOX FACTORY FLOAT 34: 29
GRIP 2: COMPRESSION ADJUSTERS

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

REBOUND ADJUST

FOX FACTORY - GRIP2:
Adjust the rebound settings according to the chart below.



GRIP2 REBOUND ADJUSTER
REBOUND controls the rate of speed at which the fork extends after compressing.

Turn your rebound knob to the **closed position (full clockwise)** until it stops. Then **back it out (counter-clockwise)** to the number of clicks shown in the table on the left.

FOX FACTORY FLOAT 34: 29
GRIP2: REBOUND ADJUSTERS

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

FOX

RIPLEY AF STARTING SAG

20%/26MM

SAG METHOD

SEATED

OUTLINED ON PAGE 28

AIR PRESSURES

Using the traditional **seated method** and pressures on the charts below as a starting point, adjust air pressures up or down until you get to the recommended starting sag.

FOX PERFORMANCE FLOAT 34: 29

AIR PRESSURES

RIDER WEIGHT (with gear)		**130MM**
LB	**KG**	**PSI**
120-130	54-59	58
130-140	59-64	63
140-150	64-68	68
150-160	68-73	72
160-170	73-77	77
170-180	77-82	82
180-190	82-86	86
190-200	86-91	91
200-210	91-95	96
210-220	95-100	100
220-230	100-104	105
230-240	104-109	110
240-250	109-113	114
MAX		**120**

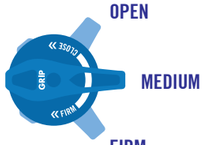
⚠ **DO NOT EXCEED MAXIMUM AIR PRESSURES**
Air pressures above are for both Factory and Performance forks from Fox. **34 FLOAT and FLOAT STEP-CAST,** maximum air pressure is **120 psi.**

COMPRESSION ADJUST

FOX PERFORMANCE - GRIP

The Performance 34 has a GRIP damper with **3-POSITION MICRO ADJUST** and a full range of compression adjustment that increases as you turn the lever clockwise, combining low and high speed damping adjustment.

Start in the open position and adjust clockwise from there to counteract bob or increase damping control.



REBOUND ADJUST

FOX PERFORMANCE - GRIP

Adjust the rebound settings according to the chart below.

GRIP REBOUND ADJUSTER
REBOUND controls the rate of speed at which the fork extends after compressing.

Turn your rebound knob to the **closed position (full clockwise)** until it stops. Then **back it out (counter-clockwise)** to the number of clicks shown in the table on the left.

FOX PERFORMANCE FLOAT 34: 29

GRIP: REBOUND ADJUSTER

RIDER WEIGHT (with gear)		**GRIP RECOMMENDED**
LB	**KG**	**REBOUND SETTINGS**
120-130	54-59	13
130-140	59-64	12
140-150	64-68	11
150-160	68-73	10
160-170	73-77	9
170-180	77-82	8
180-190	82-86	7
190-200	86-91	6
200-210	91-95	5
210-220	95-100	4
220-230	100-104	3
230-240	104-109	2
240-250	109-113	1
MAX		**RANGE 0-13**

TRACTION TUNED

TRACTION TUNED INTRO / STANDING METHOD INTRO

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

Set the front and rear sag with your riding gear on while in a standing position (see illustration), for rear sag settings in mm. The standing sag method is a little unorthodox, but yields a more balanced suspension setup.

28% / 45mm Sag

Best for normal trail riding where efficient pedaling 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.

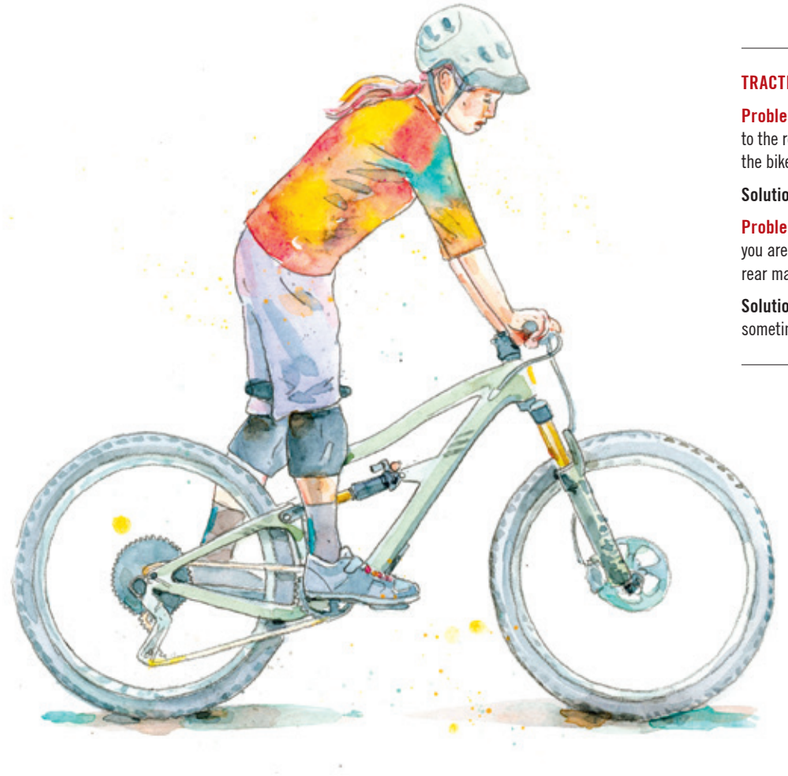
*For the **Exie, Mojo**, and **Ripley** use the standard method of setting sag as described on **page 28.**

STEP 2

Once you've set your sag, 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.

These are just guidelines, we recommend experimentation to get the best results.



TRACTION TUNE TROUBLESHOOTING

Problem: ***Fork too stiff.*** If the fork is too stiff relative to the rear, the head angle is artificially too slack and the bike becomes a handful to get into or out of a corner.

Solution: Drop fork pressure or increase rear pressure.

Problem: ***Fork dives.*** If the fork is diving too much or you are getting a lot of pressure on your feet, then the rear may be too stiff relative to the front.

Solution: While it's tempting to stiffen the front, sometimes the solution is to soften the rear.

FOX TRACTION TUNED

RIPMO STARTING SAG

28%/45MM
Best for normal trail riding where efficient pedaling and a stable platform is required.

30%/48MM
For aggressive riding in terrain that demands your attention.

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

SAG METHOD

STANDING

OUTLINED ON PAGES 38-39

AIR PRESSURES

Using the **standing method** and pressures on the charts below as a starting point, adjust air pressures up or down until you get to the recommended starting sag.

FOX FACTORY FLOAT 38: 29
GRIP 2: AIR PRESSURES

RIDER WEIGHT (with gear)		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

⚠ DO NOT EXCEED MAXIMUM AIR PRESSURES
Air pressures above are for both Factory and Performance forks from Fox.

COMPRESSION ADJUST

FOX FACTORY - GRIP2:
Adjust the compression settings according to the chart below.

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

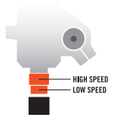
Low-Speed Compression
To increase (+) high speed compression damping (firm), turn the HSC adjuster knob clockwise.

FOX FACTORY FLOAT 38: 29
GRIP 2: COMPRESSION ADJUSTERS

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

REBOUND ADJUST

FOX FACTORY - GRIP2:
Adjust the rebound settings according to the chart below.



GRIP2 REBOUND ADJUSTER
REBOUND controls the rate of speed at which the fork extends after compressing.

Turn your rebound knob to the **closed position (full clockwise)** until it stops. Then **back it out (counter-clockwise)** to the number of clicks shown in the table on the left.

FOX FACTORY FLOAT 38: 29
GRIP2: REBOUND ADJUSTERS

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

DVO TRACTION TUNED

RIPMO AF STARTING SAG

28%/45MM
Best for normal trail riding where efficient pedaling and a stable platform is required.

30%/48MM
For aggressive riding in terrain that demands your attention.

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

SAG METHOD
STANDING
OUTLINED ON PAGES 38-39

DVO ONYX FORK SET UP

The DVO Onyx features adjustable high and low speed compression damping, adjustable rebound damping, and Off the Top (OTT), which adjusts the initial sensitivity of the travel.

For even more detailed tuning instructions, go to *http://tech.dvosuspension.com/wp-content/uploads/2020/09/DVO-Set-Up-Guide-2020-v4.pdf*

We still recommend you use the pressures and settings from our charts on the following pages (which are different than the DVO numbers).

AIR PRESSURES

Using the **standing method** and pressures on the charts below as a starting point, adjust air pressures up or down until you get to the recommended starting sag.

DVO ONYX D1: 29
AIR PRESSURES

RIDER WEIGHT (with gear)	28% SAG	30% SAG	32% SAG
LB			
120	30	25	20
130	35	30	25
140	40	35	30
150	45	40	35
160	50	45	40
170	55	50	45
180	60	55	50
190	65	60	55
200	70	65	60
210	75	70	65
220	80	75	70
230	85	80	75
240	90	85	80
250	95	90	85

COMPRESSION ADJUST

ONYX - D1:
Adjust the compression settings according to the chart below.

HIGH SPEED COMPRESSION (HSC) ADJUSTERS
High speed compression is adjusted with the black dial located under the green colored low speed compression adjuster. HSC controls the damping force under faster suspension movements. Use this to control the amount of support on bigger impacts such as g-outs, landings, drops, etc

Start with your HSC all the way open (counter-clockwise). Adjust by full rotations, NOT by clicks. When you make an adjustment to your HSC, do 1-2 full rotations at a time.

LOW SPEED COMPRESSION (LSC) ADJUSTERS
Setting "1" is wide open and recommended when descending or riding on technical terrain. When you are climbing, you can switch the LSC to "6" to give you the firmest setting and best pedaling platform.

FIRMER: Rotate Clockwise
SOFTER: Rotate Counter-Clockwise

DVO ONYX D1: 29
COMPRESSION ADJUSTERS

RIDER WEIGHT	CLICKS FROM CLOSED	POSITION
LB	HSC	LSC
120	5	1-2
130	5	1-2
140	5	1-2
150	5	1-2
160	5	2-4
170	4-5	2-4
180	4-5	2-4
190	4-5	2-4
200	4-5	2-4
210	4-5	2-4
220	3-5	2-4
230	3-5	3-5
240	3-5	3-5
250	3-5	3-5
	5 TOTAL TURNS	6-POSITION KNOB

REBOUND ADJUST

ONYX - D1:
Adjust the rebound settings according to the chart below.

D1 REBOUND ADJUSTER
REBOUND controls the rate of speed at which the fork extends after compressing.

DVO ONYX D1: 29
REBOUND ADJUSTERS

RIDER WEIGHT	CLICK FROM CLOSED
LB	REBOUND
120	22
130	22
140	22
150	21-22
160	21-22
170	21-22
180	18-22
190	18-22
200	18-22
210	16-22
220	16-22
230	16-22
240	15-22
250	15-22
	22 CLICKS

FORK SET–UP : RIPMO AF

DVO TRACTION TUNED

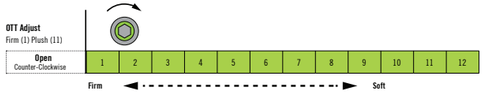
OTT EXPLAINED

OTT (Off The Top) is a DVO Exclusive Performance Feature that delivers amazing traction, comfort and control matching a wide range of riders weights and skill levels.

OTT allows the rider to independently adjust the initial 30mm's of the travel by externally adjusting the tension on the negative spring in relation to the amount of air pressure in the main spring.

As a general rule of thumb, the heavier/ aggressive rider will use more air pressure and more OTT, and lighter/less aggressive rider will use lower air pressures and less OTT.

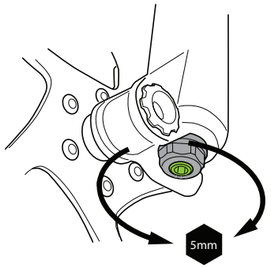
HEAVIER RIDERS NEED MORE OTT
LIGHTER RIDERS NEED LESS OTT



Rider Weight	Number of OTT Rotations Starting From Open (Counter-Clockwise)											
LBS	1	2	3	4	5	6	7	8	9	10	11	12
120-140	■	■	■									
140-150			■	■	■							
150-160					■	■	■					
160-170							■	■	■			
170-180									■	■	■	
180-190											■	■
200+												■

NOTE: The D1/E1 models come with an externally adjustable OTT. This is a 5mm allen key adjustment located on the bottom of the left fork leg. When adjusting the OTT, go by full rotations not by clicks.

IMPORTANT: LET THE AIR OUT OF THE FORK BEFORE ADJUSTING OTT!



REAR SHOCK SET–UP

SETTING SAG

Recommended beginning pressures can be found on pages 48-59. Set the pressure and follow the instructions on this page for setting the sag. Less pressure gives a slacker seat angle and overall smoother ride. More pressure gives a firmer suspension feel and steeper seat angle and more over the pedals riding position.

CHECK THE SAG

With the shock in open mode, use the recommended seated or standing method and recommended starting pressure. Reach down and slide the o–ring up the shock shaft against the wiper seal. Next, gently step off of the bike taking care not to further compress the suspension.

Exie - sag should be about 11mm

Mojo - sag should be about 12mm.

Ripley / Ripley AF - sag should be about 11mm

Ripmo / Rimpo AF - sag should be about 14mm - 16mm.

Experiment and see what works best for your trails and riding style.

SETTING AIR PRESSURE FOR THE FIRST TIME WITH THE NEGATIVE AIR CHAMBER SLEEVE

On Fox shocks, it is critically important to add or remove air from the negative air chamber sleeve as detailed below to experience the best possible performance.

IMPORTANT NOTE: When adding air to the air chamber, it is crucial to equalize the positive and negative air chambers by slowly compressing the shock through 25% of its travel 10-20 times after every 50psi addition.

Adding air to the shock without periodically equalizing the air chambers can lead to a condition in which the shock has more pressure in the positive chamber than the negative. In this condition the shock will be very stiff and can top-out. You can equalize the air chambers by slowly compressing the shock until you feel and hear a transfer of air. Hold the shock at this point for a few seconds to allow the air to transfer from the positive to the negative chamber.

When releasing air from the air chamber, it is important to do this slowly so the shock can transfer air from the negative to positive chamber and then be released through the Schrader valve.

Releasing the air pressure too quickly can induce a condition in which the negative chamber has more pressure than the positive chamber. In this condition the shock will compress into its travel and not fully extend. You can remedy this by adding air pressure until the shock extends, then slowly compressing the shock through 25% of its travel 10-20 times.

IMPORTANT NOTE ABOUT SUSPENSION SETTINGS ON ALL OUR BIKES

These are Ibis recommended settings and differ from FOX recommended settings.

FOX

EXIE
STARTING SAG

25%/11MM

SAG METHOD

SEATED

AIR PRESSURES

Using the traditional **seated method** and pressures on the charts below as a starting point, adjust air pressures up or down until you get to the recommended starting sag.

FOX FLOAT DPS
3-POSITION REMOTE

25% SAG - Shoot for .45" (~11mm) of sag.	
RIDER WEIGHT (with gear)	**PRESSURE**
LB	**PSI**
100	100
120	120
140	140
160	160
180	180
200	200
220	220
250	250
MAX	**350 PSI**

⚠ **DO NOT EXCEED MAXIMUM AIR PRESSURES**

COMPRESSION ADJUST

FOX FLOAT DPS: 3-POSITION LEVER
There's a 3 position on-the-fly (remote lever) adjustment on the Exie. The settings are **Open-Medium-Firm.** The **Open** mode is the tunable one and allows you to fine tune the low speed compression damping. That enables you to adjust the mode that you use most often, then have the preset **Medium** and **Firm** modes if you want to firm things up for fire road climbing or pavement.

Start in the **OPEN** position and adjust clockwise from there to counteract bob or increase damping control.

*Factory Series and Performance Elite shocks only

Open mode adjust* is useful to control shock performance during rider weight shifts, G-outs, and slow inputs.

Open mode adjust provides 3 additional fine tuning adjustments for the **OPEN** mode.

Lift the open mode adjuster, rotate it to the 1, 2, or 3 position, and press it in to lock the position. It is recommended to make these adjustments with the 3-position lever in the Medium or Firm mode.

Setting 1 will have a more plush feel and setting 3 will have a firmer feel.

REBOUND ADJUST

The Float DPS has adjustable rebound damping. It's adjusted by turning the red dial on the inside of the lever. Generally you want it as fast as you can set it without getting bounced off the saddle after a bump or drop (like riding off a curb in the saddle.) If the rebound setting is too slow the shock will be partially compressed when you hit the next bump resulting in "packing down". Too fast and the bike will bounce you up in the air after bumps and drops. Adjust to your preference.

Rebound controls the rate of speed at which the fork extends after compressing.

FOX FLOAT DPS
REBOUND ADJUSTER

AIR PRESSURE	**RECOMMENDED**
PSI	**REBOUND SETTINGS**
<100	**Open** (counter-clockwise)
100-120	11
120-140	10
140-160	9
160-180	8
180-200	7
200-220	6
220-240	5
240-260	4
260-280	3
280-300	**Closed** (clockwise)

SHOCK AND SHOCK HARDWARE SPECIFICATIONS

Our suspension bikes have the following shock and shock hardware specifications:

Exie Shock:
- Upper: 25mm wide with an 8mm bore
- Lower: 15mm wide with an 8mm bore
- 190mm eye to eye
- 45mm shaft travel

FOX

MOJO
STARTING SAG

25%/12MM

SAG METHOD

SEATED

AIR PRESSURES

Using the traditional **seated method** and pressures on the charts below as a starting point, adjust air pressures up or down until you get to the recommended starting sag.

FOX FLOAT DPS
3-POSITION LEVER

25% SAG - Shoot for .45" (~12mm) of sag.

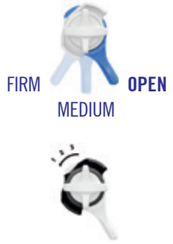
RIDER WEIGHT (with gear)	**PRESSURE**
LB	**PSI**
100	120
120	140
140	160
160	200
180	200
200	230
220	260
250	300
MAX	**350 PSI**

⚠ **DO NOT EXCEED MAXIMUM AIR PRESSURES**

COMPRESSION ADJUST

FOX FLOAT DPS: 3-POSITION LEVER
There's a 3 position on-the-fly (lever) adjustment to control low speed compression damping. The choices are **Open-Medium-Firm.** The **Open** mode is the tunable one. That enables you to adjust the mode that you use most often, then have the preset **Medium** and **Firm** if you want to firm things up for fire road climbing or pavement.

Start in the **OPEN** position and adjust clockwise from there to counteract bob or increase damping control.



Open mode adjust (Factory shock only) is useful to control shock performance during rider weight shifts, G-outs, and slow inputs.

Open mode adjust provides 3 additional fine tuning adjustments for the **OPEN** mode.

Lift the open mode adjuster, rotate it to the 1, 2, or 3 position, and press it in to lock the position. It is recommended to make these adjustments with the 3-position lever in the Medium or Firm mode.

Setting 1 will have a more plush feel and setting 3 will have a firmer feel.

REBOUND ADJUST

The Float DPS has adjustable rebound damping. It's adjusted by turning the red dial on the inside of the lever. Generally you want it as fast as you can set it without getting bounced off the saddle after a bump or drop (like riding off a curb in the saddle.) If the rebound setting is too slow the shock will be partially compressed when you hit the next bump resulting in "packing down". Too fast and the bike will bounce you up in the air after bumps and drops. Adjust to your preference.

Rebound controls the rate of speed at which the fork extends after compressing.

FOX FLOAT DPS
REBOUND ADJUSTER

AIR PRESSURE	**RECOMMENDED**
PSI	**REBOUND SETTINGS**
<100	**Open** (counter-clockwise)
100-120	11
120-140	10
140-160	9
160-180	8
180-200	7
200-220	6
220-240	5
240-260	4
260-280	3
280-300	**Closed** (clockwise)

SHOCK AND SHOCK HARDWARE SPECIFICATIONS

Our suspension bikes have the following shock and shock hardware specifications:

Mojo Shock:
- Upper: 25mm wide with an 8mm bore
- Lower: 15mm wide with an 8mm bore
- 210mm eye to eye
- 50mm shaft travel

FOX

RIPLEY / RIPLEY AF STARTING SAG

25%/11MM

SAG METHOD

SEATED

AIR PRESSURES

Using the traditional **seated method** and pressures on the charts below as a starting point, adjust air pressures up or down until you get to the recommended starting sag.

FOX FLOAT DPS
3-POSITION LEVER

25% SAG - Shoot for .45" (~11mm) of sag.

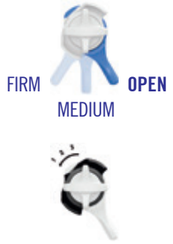
RIDER WEIGHT (with gear)	**PRESSURE**
LB	**PS1**
100	130
120	150
140	170
160	190
180	210
200	240
220	270
250	310
MAX	**350 PSI**

⚠ **DO NOT EXCEED MAXIMUM AIR PRESSURES**

COMPRESSION ADJUST

FOX FLOAT DPS: 3-POSITION LEVER
There's a 3 position on-the-fly (lever) adjustment to control low speed compression damping. The choices are **Open-Medium-Firm.** The **Open** mode is the tunable one. That enables you to adjust the mode that you use most often, then have the preset **Medium** and **Firm** if you want to firm things up for fire road climbing or pavement.

Start in the **OPEN** position and adjust clockwise from there to counteract bob or increase damping control.



Open mode adjust (Factory shock only) is useful to control shock performance during rider weight shifts, G-outs, and slow inputs.

Open mode adjust provides 3 additional fine tuning adjustments for the **OPEN** mode.

Lift the open mode adjuster, rotate it to the 1, 2, or 3 position, and press it in to lock the position. It is recommended to make these adjustments with the 3-position lever in the Medium or Firm mode.

Setting 1 will have a more plush feel and setting 3 will have a firmer feel.

REBOUND ADJUST

The Float DPS has adjustable rebound damping. It's adjusted by turning the red dial on the inside of the lever. Generally you want it as fast as you can set it without getting bounced off the saddle after a bump or drop (like riding off a curb in the saddle.) If the rebound setting is too slow the shock will be partially compressed when you hit the next bump resulting in "packing down". Too fast and the bike will bounce you up in the air after bumps and drops. Adjust to your preference.

Rebound controls the rate of speed at which the fork extends after compressing.

FOX FLOAT DPS
REBOUND ADJUSTER

AIR PRESSURE	**RECOMMENDED**
PSI	**REBOUND SETTINGS**
<100	**Open** (counter-clockwise)
100-120	11
120-140	10
140-160	9
160-180	8
180-200	7
200-220	6
220-240	5
240-260	4
260-280	3
280-300	**Closed** (clockwise)

SHOCK AND SHOCK HARDWARE SPECIFICATIONS

Our suspension bikes have the following shock and shock hardware specifications:

Ripley / Ripley AF Shock

- Upper: 25mm wide with an 8mm bore
- Lower: 15mm wide with an 8mm bore
- 190mm eye to eye
- 45mm shaft travel

FOX TRACTION TUNED

RIPMO STARTING SAG

28%/14MM

Best for normal trail riding where efficient pedaling and a stable platform is required.

30%/15MM

For aggressive riding in terrain that demands your attention.

32%/16MM

Use for rough, steep, slippery trails when maximum control is a must.

SAG METHOD

STANDING

OUTLINED ON PAGES 38-39

AIR PRESSURES

Using the **standing method** and pressures on the charts below as a starting point, adjust air pressures up or down until you get to the recommended starting sag.

FOX FLOAT X2
AIR PRESSURES

RIPMO SAG	28% WHEEL SAG = 14MM SHOCK STROKE	30% WHEEL SAG = 15MM SHOCK STROKE	32% WHEEL SAG = 16MM SHOCK STROKE
RIDER WEIGHT LB	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
MAX	300 PSI	300 PSI	300 PSI

⚠ DO NOT EXCEED MAXIMUM AIR PRESSURES

COMPRESSION ADJUST

Turn compression adjusters to the closed position (full clockwise) until they stop. Then back them out (counter-clockwise) to the number of clicks shown in the table.

Low-speed compression (LSC) adjustment is useful to control shock performance under rider weight shifts, G-outs, and other slow inputs

High-speed compression (HSC) adjustment is useful to control shock performance under bigger hits, landings, and square-edged bumps.

The **2-position lever** is useful to make on-the-fly adjustments to control shock performance, and is intended to be adjusted throughout the ride.

FOX FLOAT X2
COMPRESSION BASE SETTINGS

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

REBOUND ADJUST

Turn rebound adjusters to the closed position (full clockwise) until they stop. Then back them out (counter-clockwise) to the number of clicks shown in the table.

Low-speed rebound (LSR) adjustment is useful to control shock performance under brake bumps, technical climbing, and off-camber cornering, when extra traction is needed.

High-speed rebound (HSR) adjustment is useful to allow the shock to recover from bigger hits and square-edged bumps quickly enough to absorb consecutive hits.

FOX FLOAT X2
REBOUND BASE SETTINGS

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

SHOCK AND SHOCK HARDWARE SPECIFICATIONS

Our suspension bikes have the following shock and shock hardware specifications:

Ripmo / Ripmo AF Shock

- Upper: 25mm wide with an 8mm bore
- Lower: 15mm wide with an 8mm bore
- 210mm eye to eye
- 55mm shaft travel

IMPORTANT NOTE: Be careful not to force the low speed adjusters to the end of their range. Rotating **Low Speed Compression (LSC)** or **Low Speed Rebound (LSR)** adjusters to min or max too forcefully can cause them to get stuck. If they do get stuck, use FOX tool 398-00-746 to hold the high speed adjuster in place while loosening the low speed adjuster.

DVO TRACTRAN TUNED

RIPMO / RIPMO AF STARTING SAG

28%/14MM
Best for normal trail riding where efficient pedaling and a stable platform is required.

30%/15MM
For aggressive riding in terrain that demands your attention.

32%/16MM
Use for rough, steep, slippery trails when maximum control is a must.

SAG METHOD
STANDING
OUTLINED ON PAGES 38-39

DVO JADE X

DVO worked with our National Enduro Team and our engineers to come up with a damping profile to match the new Ripmo and Ripmo AF kinematics.

DVO DEVELOPED SUSPENSION
+
RIPMO AF

The Jade X features a 3 position compression adjuster that allows the rider to choose from full open (descending) mid position (single track or climbing) to near lock out for the 3rd position.

They also came up with a new rebound damping profile that has built in low speed rebound during the initial part of the suspension movement, keeping the bike feeling composed and balanced. The middle part of the rebound stroke (the sweet spot) allows for rapid movement which keeps the rear wheel tracking the ground without packing down and the end of stroke slows down again reducing the possibility of getting bucked during jumps or larger impacts.

SPRING WEIGHT

SETTING SAG
Make sure you have a spring that is within your weight range in the chart below.

From there you can use the spring preload to set your desired sag, as described to the left.

DVO JADE X
SAG SETTINGS

28% WHEEL SAG = 14MM SHOCK STROKE	30% WHEEL SAG = 15MM SHOCK STROKE	32% WHEEL SAG = 16MM SHOCK STROKE

DVO JADE X
COIL SPRING WEIGHT GUIDE

RIDER WEIGHT LB	SPRING WEIGHT LB
140-155	350
155-170	400
170-185	450
185-200	500
200-215	550
215-230	600

NOTE: Ripmo AF ships with the following standard coil springs

Small:	400
Medium:	450
Large:	500
X-large:	550

ADJUSTING PRELOAD

Adjusting your preload is a quick way to make slight increases or decreases to your SAG. To make preload adjustments, rotate the upper spring collar to the desired direction until the achieved amount of preload is met. Make sure there is enough tension on the spring so it is not loose or rattling.

Rotating the coil spring **clockwise** will **decrease** your SAG, rotating the coil spring **counter clock-wise** will **increase** your SAG.

T3 COMPRESSION ADJUST

The **Open** setting provides incredible trophy truck like performance, a **middle position** or our "support" setting for unmatched stability to counter rider input, and a **firm position** which is damn firm! Amazing for those grueling fire-road type steep climbs.

REBOUND ADJUST

Rebound controls the speed at which the shock extends after compression. Rebound damping control is relative to the coil spring weight.

Higher spring rates requires more rebound damping. Lower spring rates will require less rebound damping so please adjust accordingly

Rebound settings will vary greatly on bike design, trail conditions, and rider preference. It's best to start with the rebound adjuster in the **closed** setting (full clockwise) and adjust out in two-click increments.

DVO TRACTRAN TUNED

RIPMO AF STARTING SAG

28%/14MM
Best for normal trail riding where efficient pedaling and a stable platform is required.

30%/15MM
For aggressive riding in terrain that demands your attention.

32%/16MM
Use for rough, steep, slippery trails when maximum control is a must.

SAG METHOD
STANDING
OUTLINED ON PAGES 38-39

AIR PRESSURES

Using the **standing method** and pressures on the charts below as a starting point, adjust air pressures up or down until you get to the recommended starting sag.

DVO TOPAZ T3
AIR PRESSURES

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	102	92	87
130	113	103	98
140	124	114	109
150	135	125	120
160	146	136	131
170	157	147	142
180	168	158	153
190	179	169	164
200	190	180	175
210	201	191	186
220	212	202	197
230	223	213	208
240	234	224	219
250	245	235	230

COMPRESSION ADJUST

The DVO Topaz offers 3 compression settings to quickly and easily allow the rider to adjust the compression damping for any trail condition.

FINE TUNE YOUR DVO TOPAZ SHOCK
http://tech.dvosuspension.com/tuning/topaztuning/

DVO TOPAZ T3
T3 SETTINGS

RIDER WEIGHT (LBS.)	T3 COMPRESSION SETTING
120	Open
130	Open
140	Open
150	Open
160	Open
170	Open
180	Open
190	Open
200	Open
210	Open
220	Open
230	Open
240	Open
250	Open
	THREE-POSITION LEVER

1. Open Compression– reduces compression damping allowing the oil to easily flow through the circuit offering maximum sensitivity. Open position is also best for lighter riders or for dry dusty terrain where maximum traction is required.

2. Medium Compression is for traversing. Sections of the trail where you need it to be active but still maintain a good pedaling platform.

3. Closed Compression– great for climbing to reduce undesirable suspension bob or for heavier/aggressive riders needing maximum support while descending. The heavy/closed setting is NOT a lock-out but does offer significant resistance to weight & pedal induced suspension movement.

REBOUND ADJUST

Rebound controls the speed at which the shock extends after compression. Rebound damping control is relative to the amount of air pressure used. Higher air pressure requires more rebound damping and lower air pressure will require less rebound damping so please adjust accordingly.

DVO TOPAZ T3
REBOUND SETTINGS

RIDER WEIGHT (LBS.)	T3 COMPRESSION SETTING
120	10
130	10
140	9-10
150	9-10
160	8-10
170	8-10
180	7-10
190	7-10
200	7-10
210	6-10
220	6-10
230	6-10
240	5-10
250	5-10
	10-CLICKS

SLOWER = MORE REBOUND DAMPING

FASTER = LESS REBOUND DAMPING

AFTERMARKET SUSPENSION

We work closely with the engineers at Fox to custom tune the shocks on each of our bikes. If you are looking to update your Ibis to the latest 2022 Fox suspension, here is all the information you will need, part numbers, descriptions and what you will need to have a Fox trained technician change on your new shock.

Fork aftermarket part numbers for 2022 are included too.

AFTERMARKET FORKS

BIKE MODEL	FOX AM P/N	DESCRIPTION
Exie	910-21-043	2022, 34, K, FLOAT SC, 29in, F-S, 120, FIT4, Remote-Adj, Psh-Lk, 3Pos, (10pm CP), Shiny Blk, Orange/Gloss Blk Logo, Kabolt 110, BLK, 1.5 T, 44mm Rake, AM**
Ripley / Ripley AF	910-21-008	2022, 34, K, FLOAT, 29in, F-S, 130, Grip 2, HSC, LSC, HSR, LSR, Shiny Blk, Orange/Gloss Blk Logo, 15QRx110, 1.5 T, 44mm Rake, AM**
Ripmo / Ripmo AF	910-21-024	2022, 38, K, FLOAT, 29in, F-S, 160, Grip 2, HSC, LSC, HSR, LSR, Shiny Blk, Orange/Gloss Blk Logo, 15QRx110, 1.5 T, 58HT, 44mm Rake, AM**

**To match the OEM tune of any of these forks, Revalve damper to light rebound (RL)

AFTERMARKET FORKS

BIKE MODEL	FOX AM P/N	DESCRIPTION	CONVERSION NOTES
Exie	972-01-506	2022, FLOAT DPS, F-S, K, Remote Up, Evol LV, PTL, FOX, AM, 190, 45, 0.4 Spacer, LCM, LRM, CMF, Orange Logo	Revalve damper to LCL, LRL, CMF. Install 0.6cu in air volume reducer.
Mojo	972-01-470	2022, FLOAT DPS, F-S, K, 3pos-Adj, Evol LV, FOX, AM, 210, 50, 0.8 Spacer, LCM, LRM, CMF, Orange Logo	Revalve damper to LCXL, LRL, CMF. Install 0.9cu in air volume reducer.
Ripley 4 / Ripley AF	972-01-469	2022, FLOAT DPS, F-S, K, 3pos-Adj, Evol LV, FOX, AM, 190, 45, 0.4 Spacer, LCM, LRM, CMF, Orange Logo	**SM - MD:** Revalve damper to LCL, LRL, CMF. Install 0.6cu in air volume reducer. **LG - XL:** Revalve damper to LCL, LRM, CMF. Install 0.6cu in air volume reducer.
Ripmo	979-01-068	2022, FLOAT X2, F-S, K, 2pos-Adj, FOX, AM, 210, 55, CL, RM, Rezi CM, Orange, Neutral Logo	Revalve damper to CL001, ECR012, Rezi BV3. Install 1 air volume reducer.
Ripmo AF	979-01-047	2022, FLOAT X, F-S, K, 2pos-Adj, Evol LV, FOX, AM, 210, 55, 0.4 Spacer, CL+, PRM, Rezi LMB2, Orange, Neutral Logo	Revalve damper to CXLOE001, PRL, Rezi LMB2. Install 0.6cu in air volume reducer.

DVO FORKS & SHOCKS

DVO forks and shocks are traction tuned in their native configuration so no special tuning is needed for the aftermarket DVO shocks or forks.

BEARING/BUSHING MAINTENANCE AND REPLACEMENT

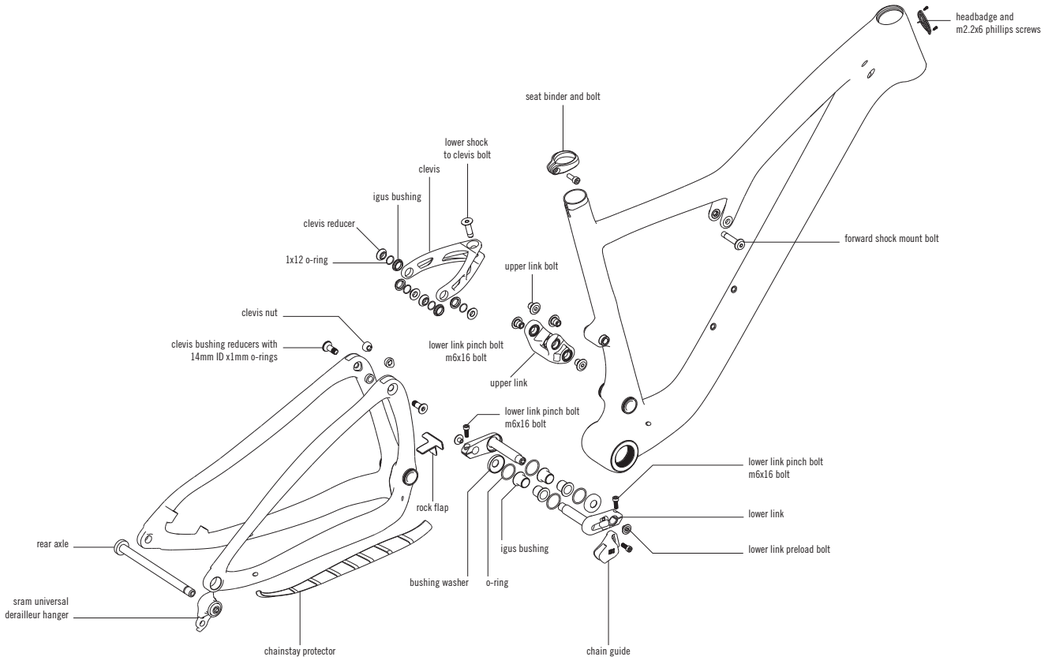
BUSHING SERVICE INTERVALS

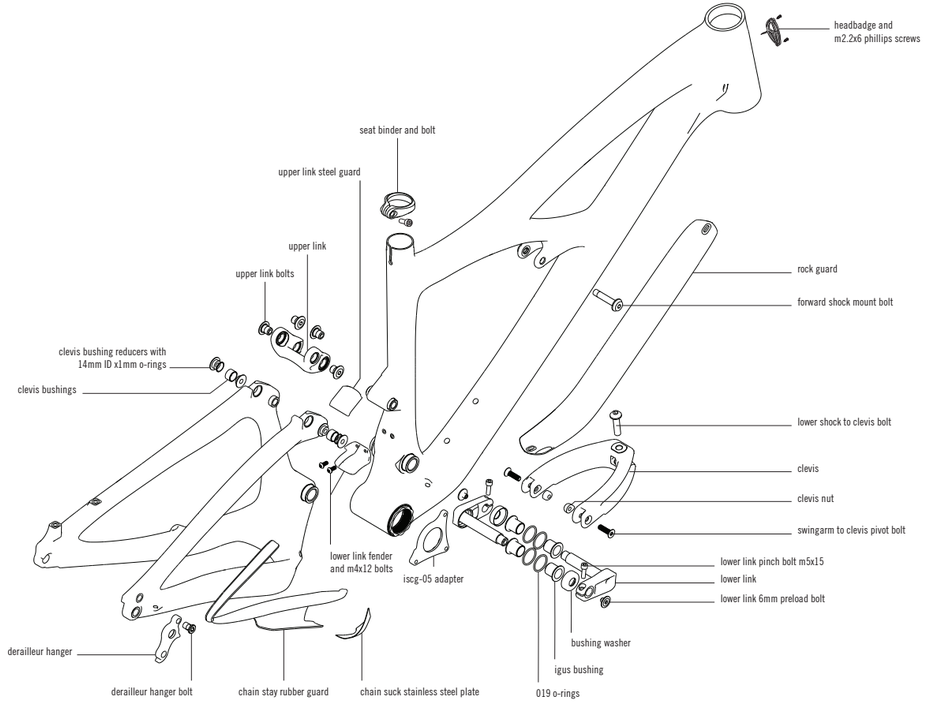
The lower link bushings on our suspension bikes should be checked, cleaned, and serviced after every wet season. In predominantly dry conditions, a longer service interval is acceptable. Under most riding conditions, the lower link bushings will last two or more seasons.

Clevis bushings should be checked, cleaned, and serviced after every wet season. If the majority of riding is in wet weather, the clevis bushing service interval should be performed more often.

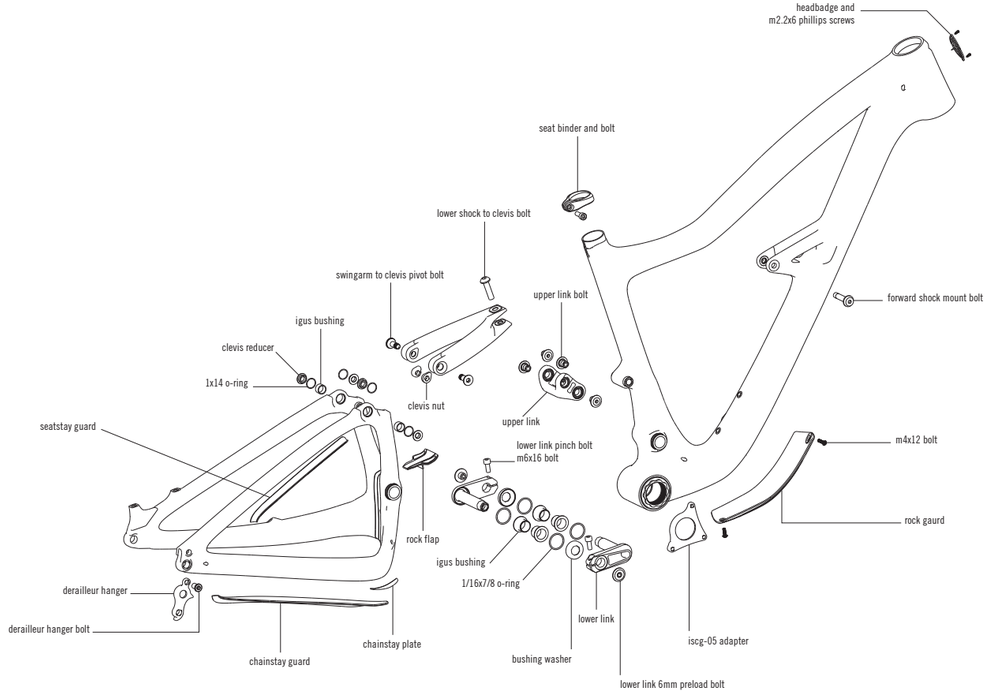
In general clevis bushings and o-rings should be replaced once a year. For primarily wet conditions, bushings may need to be replaced more often. In primarily dry conditions, replacement bushings may be needed less often.

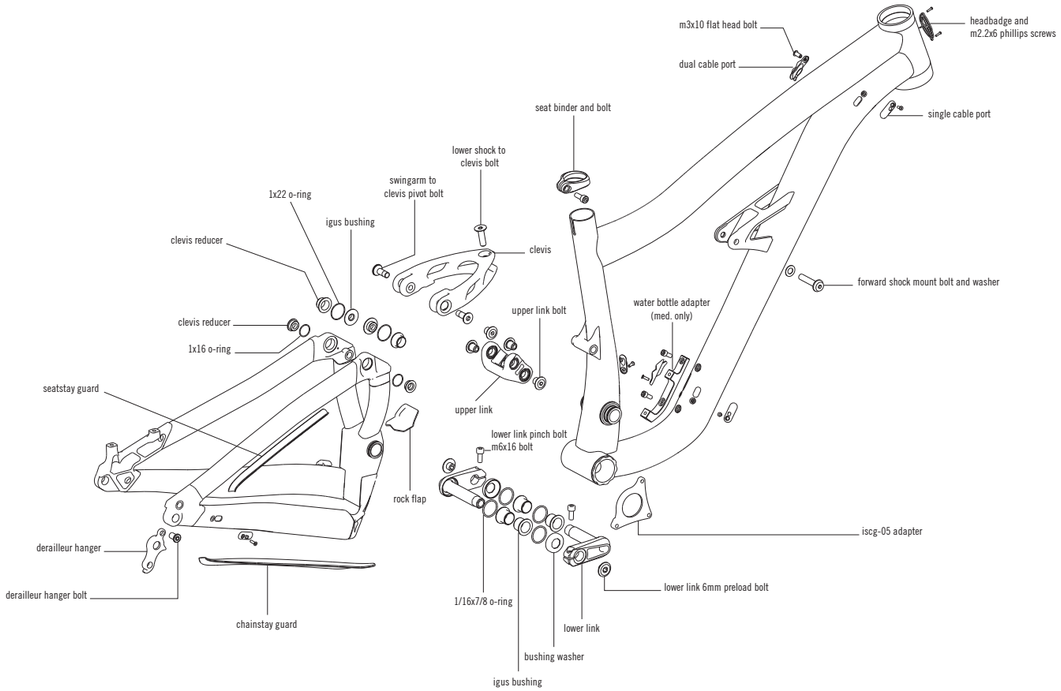
FRAME HARDWARE : EXIE





FRAME HARDWARE : RIPLEY





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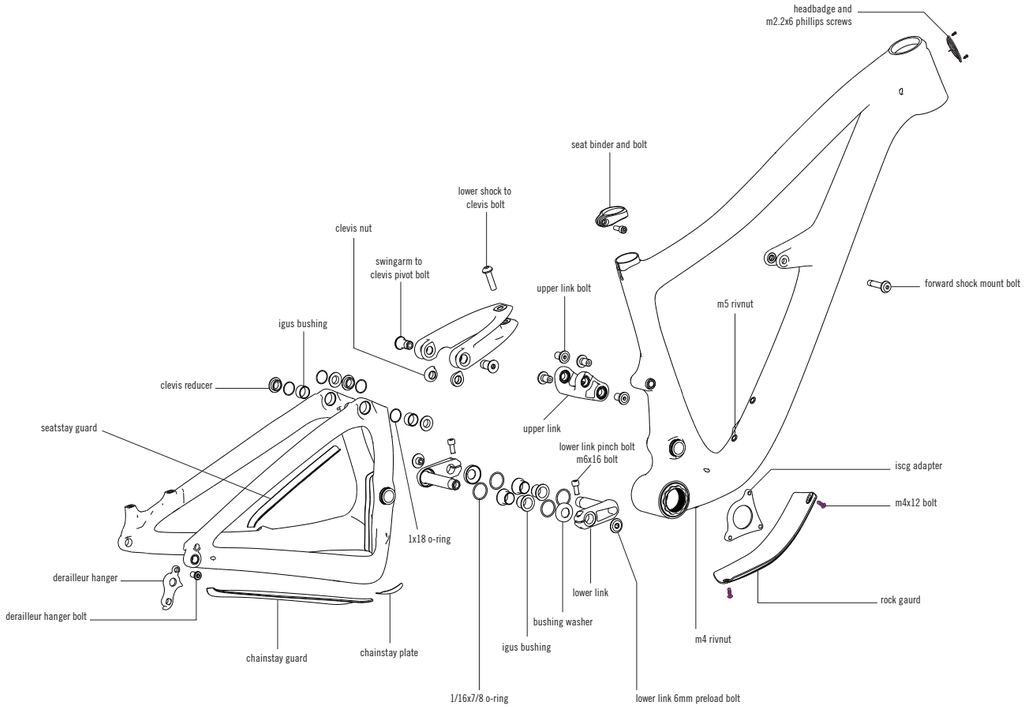
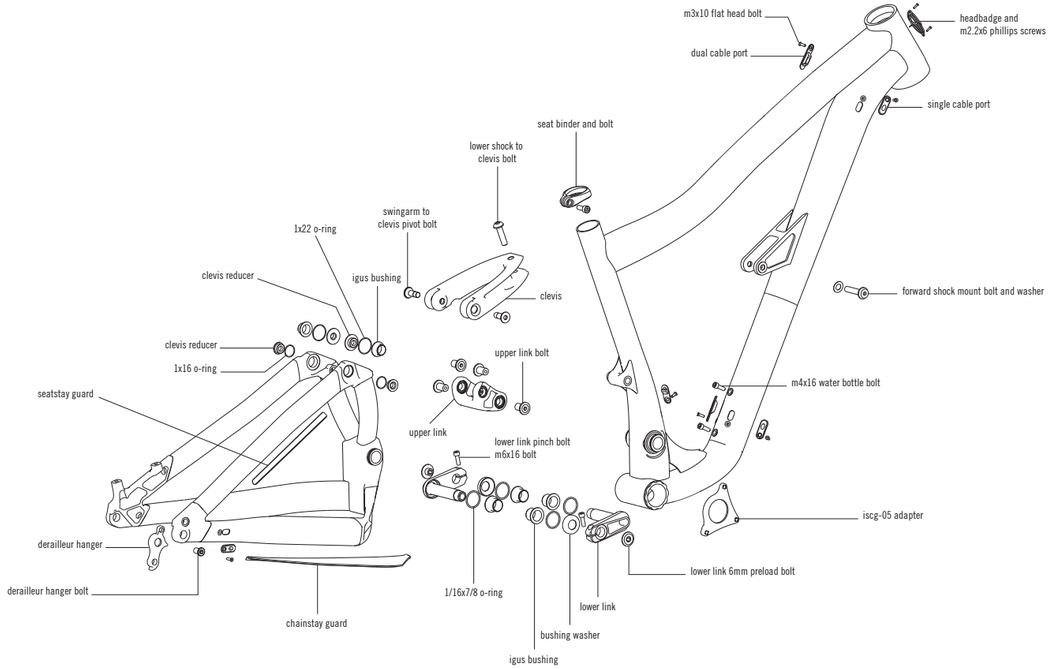




TORQUE SPECS

FULL SUSPENSION BIKES

Note on 243 Loctite: Shake the bottle well before applying!

HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Cable Ports (Ripley AF / Ripmo AF only)	2Nm	Grease
Derailleur Hanger Bolt	5 Nm	Grease
Downtube Rock Guard (Ripley / Ripmo only)	2 Nm	Loctite 243
Forward Shock Mount Bolt	10 Nm	Loctite 243
Lower Link 6mm Preload Bolts	2 Nm	Loctite 243 on threads, grease on flange
Lower Link Pinch Bolts	10 Nm	Loctite 243
Lower Shock to Clevis Bolt	20 Nm	Ti anti-seize
Swingarm to Clevis Pivot Bolts	10 Nm	Loctite 243
Rear Brake Caliper	6 Nm	Loctite 243
Seat Binder	5 Nm	Ti anti-seize
Upper Link Bolts	10 Nm	Loctite 243

HAKKA MX

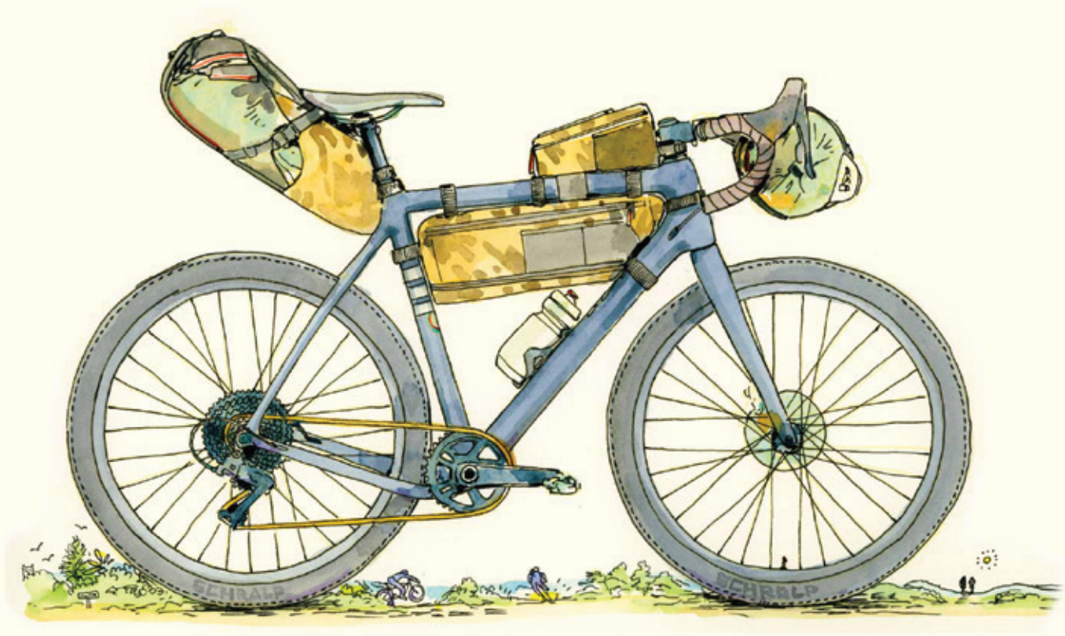
HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Battery Door	2 Nm	Loctite 243
Cable Port	2 Nm	Grease
Derailleur Hanger Bolt	5 Nm	Grease
Rear Brake Caliper	6 Nm	Loctite 243
Seat Binder	5 Nm	Ti anti-seize

BUSHINGS

On all models, apply Slick Honey (grease) to all bushings during reassembly.

HEXLE REAR AXLE

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.



DISASSEMBLY / REASSEMBLY - ALL FULL SUSPENSION BIKES

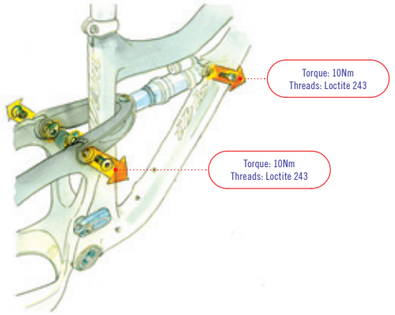
Put your freshly cleaned bike in a work stand, remove cranks, and the rear wheel. Follow steps 1-5 for disassembly, and in reverse order for reassembly.

NOTE: Assembly and disassembly are the same but the clevis pivot for the Ripley AF and Ripmo AF uses a different bushing.

STEP 1

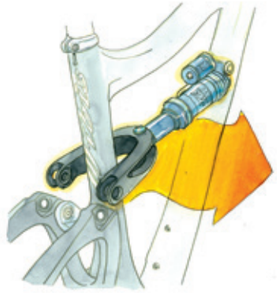
Remove the shock and clevis assembly by removing the upper shock mount bolt with a 5mm Allen wrench*. Next, remove the clevis to swingarm bolts with a 5mm Allen.

**On the upper shock mount, be careful not to lose the thin black washers that go on the outside of the shock eyelet.*



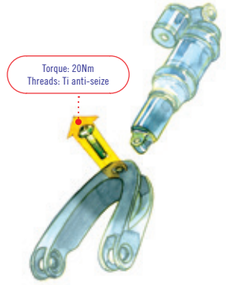
STEP 2

Carefully separate the shock and clevis assembly from the frame.



STEP 3

Remove the lower shock mount bolt with two 6mm Allens.

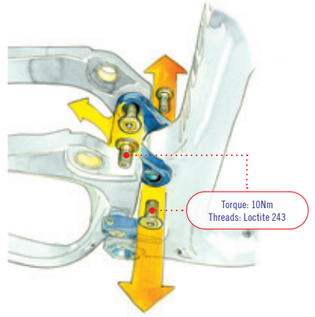


PRO TIP: During reassembly, note the torque specs and thread treatments

We have two video tutorials on both removal and replacement of the Ripley / Ripmo lower link bushing on our website: *https://www.ibiscycles.com/support/support_videos*

STEP 4

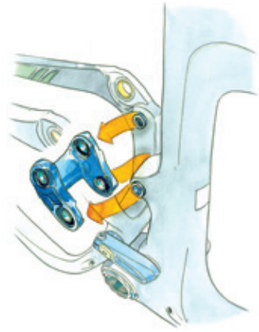
Remove 4 upper link bolts.



STEP 5

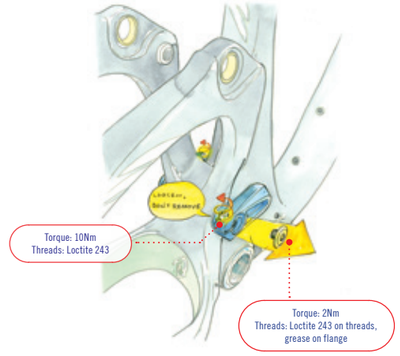
Remove upper link from swingarm and front triangle.

NOTE: For the **Exie,** rock the swingarm all the way forward to get the front triangle upper link bolts out.



STEP 6

Loosen pinch bolts, remove preload bolts. Link is two pieces, to remove pull two sides of link apart while supporting the swingarm.



WARRANTY

FRAME WARRANTY

7 Year Guarantee - Ibis Frames are guaranteed to be free of defects in materials and workmanship for a period of 7 years for the original owner. Ibis will either repair or replace at its discretion any part it determines to be defective. Paint and finish are covered for a period of 1 year. This warranty is non-transferable and applies exclusively to Ibis bicycles manufactured after January 1, 2016.

Frames manufactured before January 1, 2016, will be covered by this warranty for a period of 3 years for the original owner.

Paint and finish are covered for a period of 1 year. Note that improper removal of protective tape is not covered under our paint warranty. Most protective tape manufacturers have recommended removal instructions to prevent paint damage. These usually involve, among other things, applying a little heat to soften the adhesive. Check with the manufacturer of the tape before attempting removal!

RIM WARRANTY

7 Year Guarantee - Ibis rims are covered from failure due to impact damage under normal riding circumstances for a period of 7 years. This warranty is non-transferable and applies exclusively to Ibis rims manufactured after January 1, 2016

Ibis branded hubs are guaranteed to be free of defects in materials and workmanship for a period of 2 years for the original owner.

NO FAULT REPLACEMENT

Should your Ibis product be involved in a crash or other non-warranty situation, Ibis Cycles will make replacement parts available at a minimum charge to the original owner for the life of the product. Ibis Cycles does this at its sole discretion and reserves the right to refuse this offer.

SMALL PRINT

The above limited warranties do not cover normal wear and tear, nor does it apply to damage that is the result of blatant abuse, neglect, improper assembly, improper maintenance, alteration, misuse, or heat damage (watch that exhaust pipe). The costs of disassembly, reassembly or repair of any attached components are not covered by this warranty and are the responsibility of the original owner. Under no circumstance are the costs of shipping to or from Ibis covered by these warranties.

Unless otherwise provided, the sole remedy under the above warranties, or any implied warranty, is limited to the replacement of defective parts with those of equal or greater value at the sole discretion of Ibis Cycles. In no event shall Ibis Cycles be held responsible for direct, incidental or consequential damages, including, without limitation, damages for personal injury, property damage, or economic losses, whether based on contract, warranty, negligence, product liability, or any other theory. Okay? Good!

WARRANTY REGISTRATION

Don't forget to register your warranty online at:
http://www.ibiscycles.com/support/warranty/warranty_registration/

REGISTER YOUR FOX SUSPENSION

https://tinyurl.com/yf4vxnvb

SCAN. REMOVE. RIDE.

The Fox forks and shocks we use on our bikes are warrantied for one year. For USA Warranty Service:
(800) FOX-SHOX / 369-7469
or *service@foxracingshox.com*

For International Warranty Service

Contact a Fox service center:
http://www.ridefox.com/fox17/contact.php?r=worldwide&ref=service

PARTS

Find these online at the buy portion our website or get them directly from your Ibis dealer. Contact us or your dealer for more info. We recommend you always ride with one or two spare derailleur hangers.

SERIAL NUMBER

We recommend you write down your serial number for future reference. The serial number is located under the bottom bracket.

BIKE INFO

MODEL :

PAINT COLOR :

FRONT TRIANGLE SERIAL NO.

SWINGARM SERIAL NO.

SHOCK SETTINGS

PSI :

CLICKS REBOUND:

CLICKS COMPRESSION:

TUNING NOTES:

FORK SETTINGS

PSI :

CLICKS REBOUND:

CLICKS COMPRESSION:

TUNING NOTES:

Specifications and construction details given are not binding. We reserve the right to carry out modifications without prior notice.

RIDE MORE, WORK LESS.

WARRANTY / REGISTRATION

CHUCK'S RECIPE

IMPRESS YOUR RIDING BUDDIES WITH CHUCK'S HOMEMADE ENERGY BARS

INGREDIENTS

- 1/2 cup salted almonds
- 1/2 cup roasted sunflower seeds, or other chopped nuts
- 2 cups raisins, or other chopped dried fruit
- 2 cups rolled or instant oats
- 2 cups toasted rice cereal, such as Rice Krispies
- 1/4 cup toasted wheat germ, (optional)
- 1/2 cup creamy or crunchy natural almond butter
- 1/2 cup packed brown sugar
- 1/2 cup honey (or agave sweetener)
- 1 teaspoon vanilla extract

PREPARATION

1. Coat a 9–by–13–inch baking pan with cooking spray.
2. Combine the almonds, sunflower seeds (or other nuts), raisins (or other dried fruit), oats, rice cereal and wheat germ (if using) in a large bowl.
3. Combine almond butter, brown sugar and corn syrup (or honey) in a large microwaveable bowl; microwave on High until bubbling, 1 to 2 minutes. Add vanilla and stir until blended. Pour the almond butter mixture over the dry ingredients and stir until coated.
4. Transfer the mixture to the prepared pan. Press down firmly. (It helps to coat your fingers with cooking spray.) Let stand for about 1 hour to harden. Cut into bars.

TIPS AND NOTES

Make Ahead Tip: Individually wrap and keep at room temperature for up to 1 week or freeze for up to 1 month. Thaw at room temperature. Makes 16 Bars, better than Method Man in his prime.

NUTRITION

Per serving: 255 calories; 9g fat (1g sat., 2g mono); 0 mg cholesterol; 42g carbohydrates; 5g protein; 3g fiber; 95mg sodium; 242mg potassium.

CONTACT INFORMATION

TOLL FREE (formerly called an 800 number but all 800's are used up we guess)
1-866-424-7635 (1-866-IBIS-635)

NOT TOLL FREE (unless maybe you're at work)
1-831-461-1435 (Or if you're all fancy and internationally savvy: +1-831-461–1435)

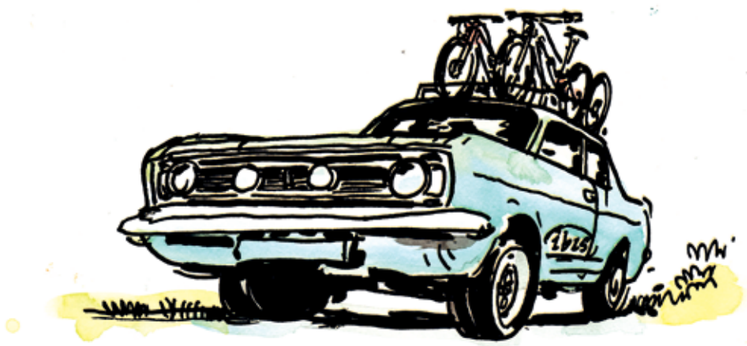
ELECTRONIC MAIL (sometimes referred to as "email")
askchuck@ibiscycles.com

FAX (remember those?) 1-831-461-1475

REALLY OLD FASHIONED SNAIL MAIL
2240 Delaware Ave. Santa Cruz, CA 95060.

IBISCYCLES.COM

ALPHABETICAL INDEX



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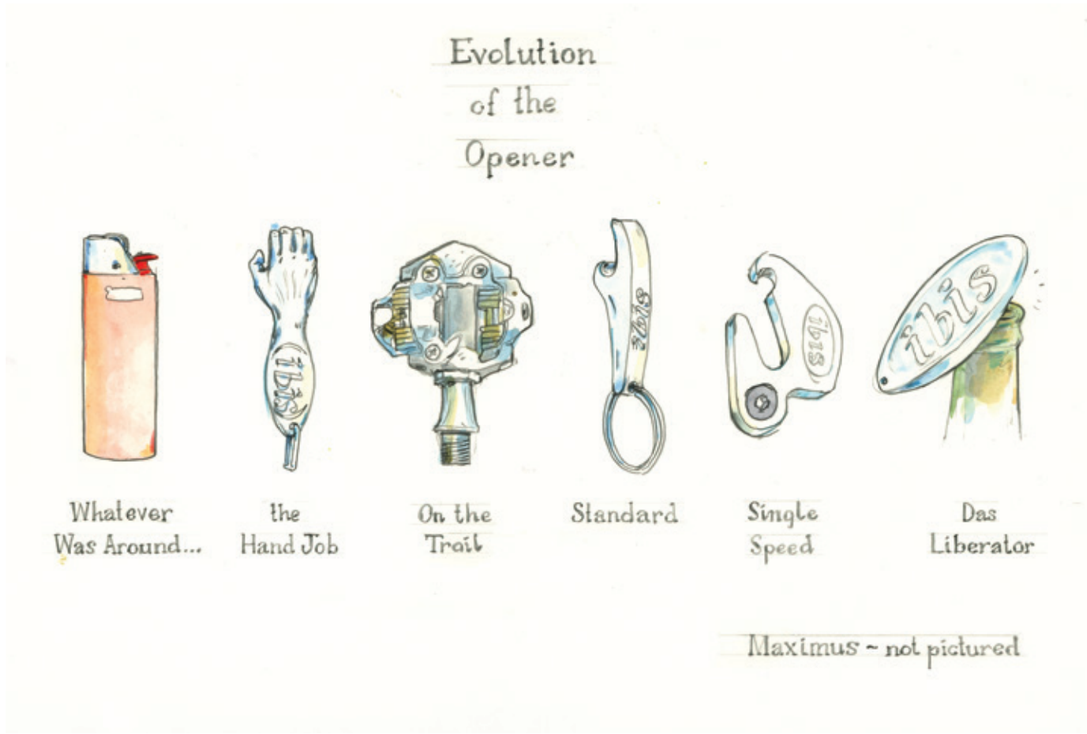
Evolution
of the
Opener
Whatever
Was Around...
the
Hand Job
On the
Trail
Standard
Single
Speed
Das
Liberator
Maximus ~ not pictured

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