

mojo hd5

TRACTION TUNED | QUICK SETUP GUIDE



WHAT IS TRACTION TUNED?

We want to promote very responsive suspension performance, so we have developed Traction Tune for the HD5. 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% / 48mm Sag:

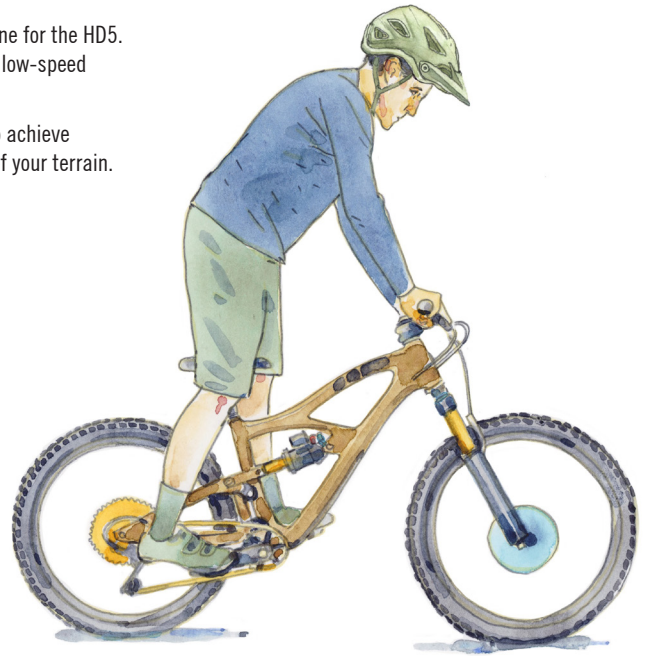
Best for normal trail riding where efficient pedalling and a stable platform is required.

30% / 51mm Sag:

For aggressive riding in terrain that demands your attention.

32% / 54mm Sag:

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

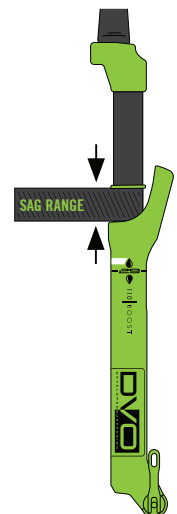


IN MID 2020, WE STARTED SHIPPING DVO ONYX FORKS AS STANDARD EQUIPMENT ON THE HD5. THIS SETUP GUIDE CONTAINS THE SETUP FOR BOTH THE DVO AND THE FOX FORKS.

DVO FORK AIR PRESSURES AND SETTINGS

ONYX AIR PRESSURES				ONYX COMPRESSION & REBOUND SETTINGS		
RIDER WEIGHT (LB)	28% SAG	30% SAG	32% SAG	TURNS FROM CLOSED	POSITION	CLICKS FROM CLOSED
120	30	25	20	5	1-2	22
130	35	30	25	5	1-2	22
140	40	35	30	5	1-2	22
150	45	40	35	5	1-2	21-22
160	50	45	40	5	2-4	21-22
170	55	50	45	4-5	2-4	21-22
180	60	55	50	4-5	2-4	18-22
190	65	60	55	4-5	2-4	18-22
200	70	65	60	4-5	2-4	18-22
210	75	70	65	4-5	2-4	16-22
220	80	75	70	3-5	2-4	16-22
230	85	80	75	3-5	3-5	16-22
240	90	85	80	3-5	3-5	15-22
250	95	90	85	3-5	3-5	15-22
				5 TOTAL TURNS	6-POSITION KNOB	22 CLICKS

SAG is the amount your fork compresses under your body weight (don't forget to include your riding gear), also referred to as Rider Weight. Remember that these are only starting points and adjustments will vary based on rider ability, trail conditions and personal preference.

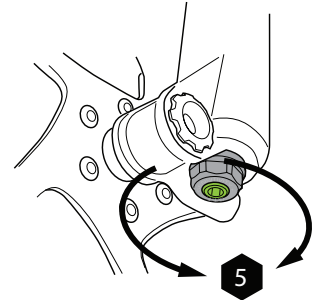


OTT EXPLAINED

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.

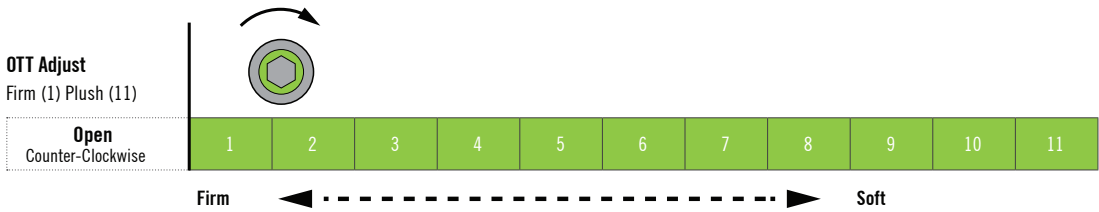
OTT allows the rider to independently adjust the initial 30mm's of the travel by externally adjusting the tension on the negative spring in relation to the amount of air pressure in the main spring.

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



NOTE: Make sure that you always adjust the OTT 1 full rotation at a time, NOT 1 click.

**HEAVIER RIDERS NEED MORE OTT
LIGHTER RIDERS NEED LESS OTT**



Rider Weight		OTT (Rotations)										
lbs	kgs	1	2	3	4	5	6	7	8	9	10	11
120-139	54-63	Firm	Soft									
140-159	64-72		Firm		Soft							
160-179	73-81				Firm		Soft					
180-199	82-90						Firm		Soft			
200-219	91-100								Firm		Soft	
220-239	101-108										Firm	
240+	109+											Firm

For detailed instructions and videos, visit DVO Tech: tech.dvosuspension.com/setup

FOX **FORK AIR PRESSURES**

FOX FLOAT 36 AIR PRESSURES : 27.5			FOX FLOAT 36 FACTORY GRIP 2					FOX FLOAT 36 PERFORMANCE GRIP		
RIDER WEIGHT		170MM	CLICKS FROM CLOSED					CLICKS FROM CLOSED		
LB	KG	PSI	PRESSURE (PSI)	HSC	LSC	HSR	LSR	PRESSURE (PSI)	COMPRESSION	REBOUND
120-130	54-59	50	40	16	12	8	10-12	40	Open	13
130-140	59-64	54	45	16	12	8	10-12	45	Open	13
140-150	64-68	59	50	16	10-12	8	8-12	50	Open	12-13
150-160	68-73	62	55	14-16	10-12	8	8-12	55	Open	12-13
160-170	73-77	66	60	14-16	8-12	7-8	8-12	60	Open	12-13
170-180	77-82	70	65	14-16	8-12	7-8	6-10	65	Open	10-13
180-190	82-86	75	70	12-16	8-12	7-8	6-10	70	Open	10-13
190-200	86-91	80	75	12-16	8-12	6-8	6-10	75	Open	10-13
200-210	91-95	84	80	12-16	8-12	6-8	4-10	80	Open	8-13
210-220	95-100	88	85	12-16	6-10	6-8	4-10	85	Open	8-13
220-230	100-104	92	90	10-16	6-10	5-8	4-10	90	Open	8-13
230-240	104-109	97								
240-250	109-113	101								
MAX		120	RANGE	0-16	0-12	0-8	0-12	SWEEP		RANGE 0-13

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.

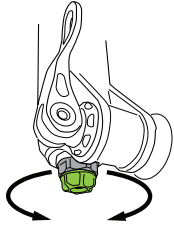
The 3-Position Micro Adjust lever is useful to make on-the-fly adjustments to control fork performance. Use the positions between the OPEN, MEDIUM, and FIRM modes to fine-tune your compression damping.

STEP 2 **FORK REBOUND SETTINGS**

DVO **REBOUND ADJUSTERS**

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.

DVO ONYX 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.

FOX **SHOCK PRESSURES**

X2 SHOCK

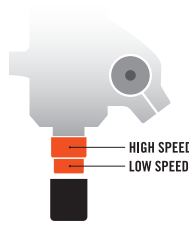
RIDER WEIGHT (LBS.)	28% WHEEL SAG 15MM SHOCK STROKE	30% WHEEL SAG 16MM SHOCK STROKE	32% WHEEL SAG 17MM SHOCK STROKE	28% WHEEL SAG 15MM SHOCK STROKE	30% WHEEL SAG 16MM SHOCK STROKE	32% WHEEL SAG 17MM SHOCK STROKE
	SHOCK PRESSURE (PSI)	SHOCK PRESSURE (PSI)	SHOCK PRESSURE (PSI)	SHOCK PRESSURE (PSI)	SHOCK PRESSURE (PSI)	SHOCK PRESSURE (PSI)
120 - 130	124	119	113	131	126	118
130 - 140	134	129	123	143	137	130
140 - 150	144	138	133	155	149	142
150 - 160	153	148	142	166	161	153
160 - 170	163	158	152	178	172	165
170 - 180	173	168	162	190	184	177
180 - 190	183	178	172	202	196	189
190 - 200	193	187	182	214	207	201
200 - 210	203	197	191	226	219	213
210 - 220	213	207	201	238	231	225
220 - 230	223	217	211	250	242	237
230 - 240	233	226	221	262	254	249
240 - 250	243	236	231	273	266	260

DPX2 SHOCK

FOX **REBOUND ADJUSTERS**

Once you have the sag set, use the charts on **page 2** to set your compression and rebound settings. From there, adjust to your preference.

FOX FLOAT 36 REBOUND ADJUSTERS



STEP 3**SHOCK TUNING** *(Continued)***DAMPER SETTINGS****X2 SHOCK DAMPER BASE SETTINGS**

CLICKS FROM CLOSED

PRESSURE (PSI)	HSC	LSC	HSR	LSR
100	20-22	20-22	18-22	20-22
110	20-22	20-22	18-22	20-22
120	20-22	20-22	18-22	20-22
130	20-22	20-22	18-22	20-22
140	20-22	18-20	18-22	20-22
150	18-21	18-20	18-22	19-21
160	18-21	18-20	18-22	19-21
170	18-21	16-18	18-22	19-21
180	18-21	16-18	18-22	19-21
190	16-20	16-18	18-22	19-21
200	16-20	14-16	18-22	19-21
210	16-20	14-16	18-22	17-19
220	16-20	14-16	18-22	17-19
230	15-18	12-14	18-22	17-19
240	15-18	12-14	18-22	15-17
250	15-18	12-14	18-22	15-17
RANGE	0-22	0-22	0-22	0-22

DPX2 SHOCK DAMPER BASE SETTINGS

CLICKS FROM CLOSED

PRESSURE (PSI)	LSC	LSR
110	Open	10-12
120	Open	10-12
130	Open	10-12
140	Open	10-12
150	Open	10-12
160	Open	10-12
170	Open	10-12
180	Open	10-12
190	Open	10-12
200	Open	10-12
210	Open	10-12
220	Open	10-12
230	Open	10-12
240	Open	10-12
250	Open	9-12
260	Open	9-12
270	Open	8-12
280	Open	8-12
RANGE	LEAVE IT OPEN	0-12

TORQUE SPECS

HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Clevis to Swingarm Bolts	15 Nm	Titanium Bolts: Loctite 243 on threads, Ti anti-seize under head of bolt
Derailleur Hanger Bolt	5 Nm	Grease
Downtube Rock Guard	2 Nm	Loctite 243
Forward Shock Mount Bolt	10 Nm	Loctite 243 on threads, grease under head of bolt or mylar washer
Lower Link 6mm Preload Bolts	2 Nm	Loctite 243 on threads, grease on flange
Lower Link 5mm Pinch Bolts	10 Nm	Loctite 243
Lower Shock to Clevis Bolt	20 Nm	Ti anti-seize
Rear Brake Caliper	6 Nm	Loctite 243
Seat Binder	5 Nm	Ti anti-seize
Upper Link Bolts	10 Nm	Loctite 243

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