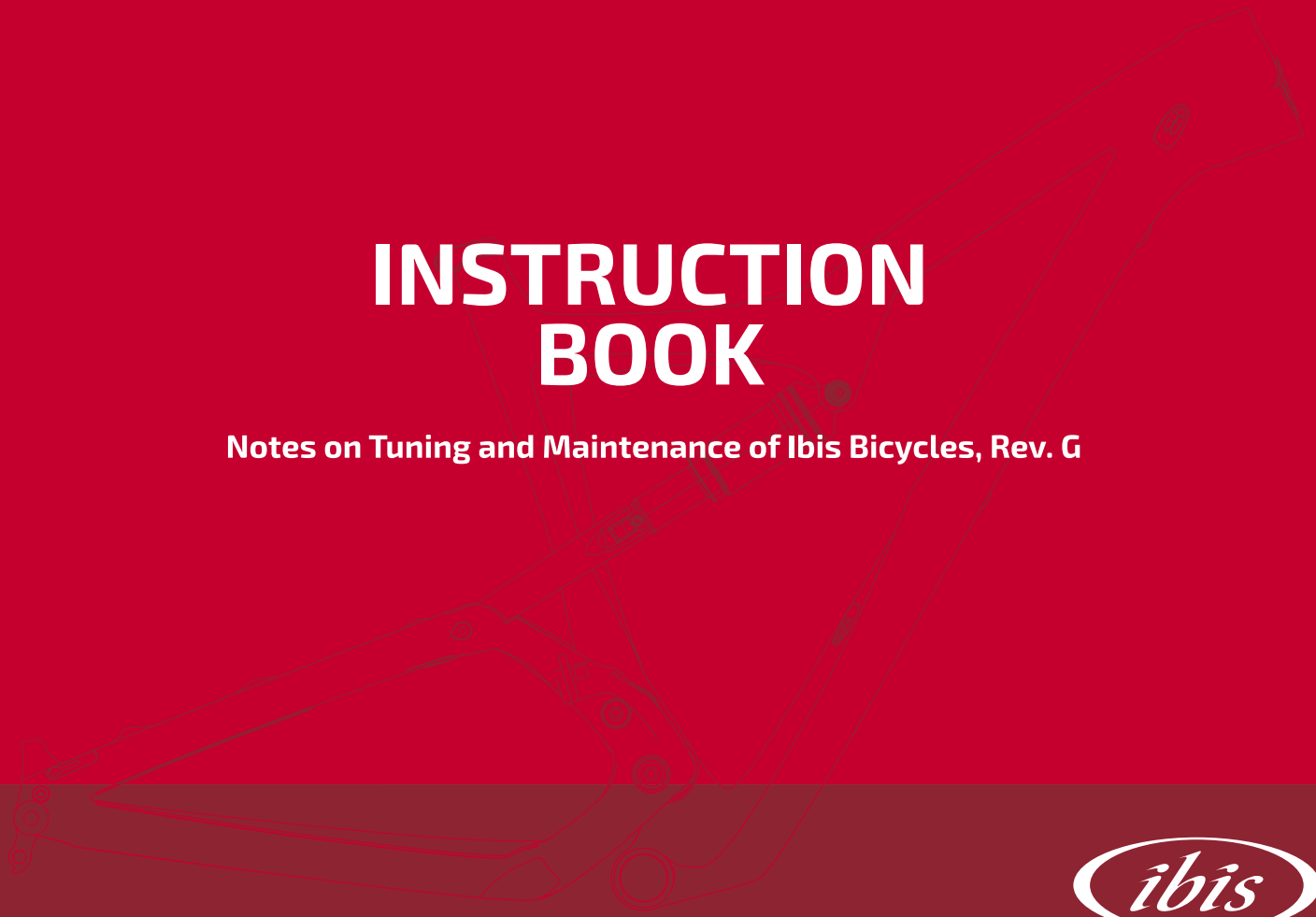
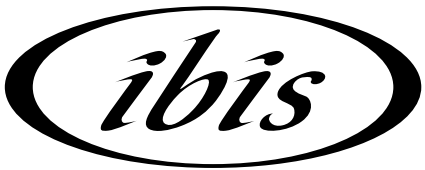
INSTRUCTION BOOK

Notes on Tuning and Maintenance of Ibis Bicycles, Rev. G





INSTRUCTION MANUAL

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

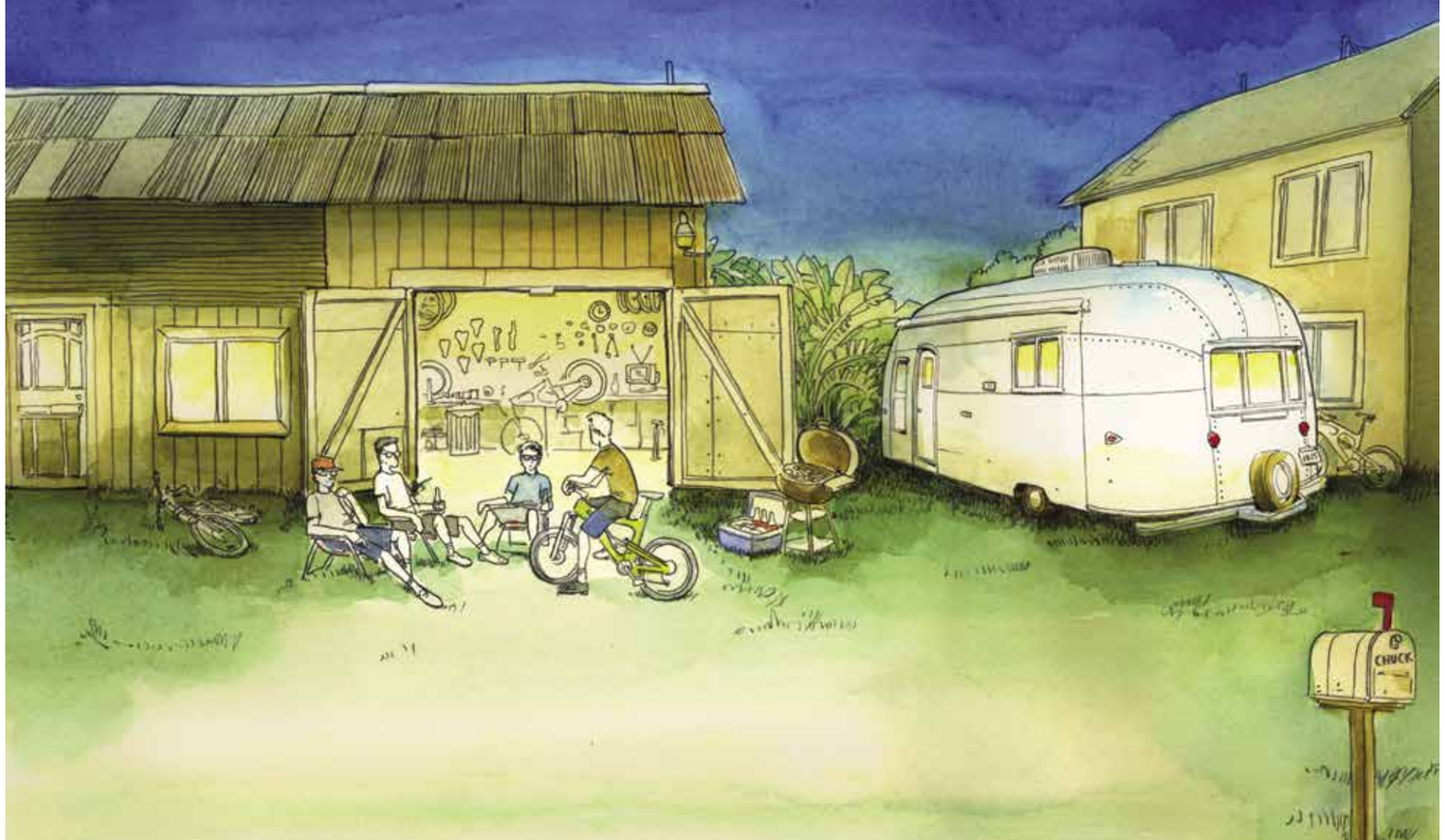
SALUTATIONS

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:
http://tinyurl.com/lput6oh

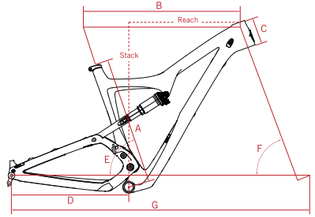
Information on legacy Ibis models available at:
http://www.ibiscycles.com/bikes/past_models



CONTENTS

NEW RIPLEY with 130mm Fork

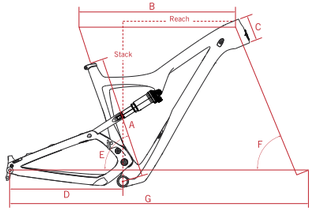
SIZE		MEDIUM	LARGE
Seattube	A	16.5"	18.5"
Toptube	B	587mm	607mm
Headtube	C	94mm	100mm
Chainstay	D	17.4"	17.4"
Seat Angle	E	72.2°	72.2°
Head Angle	F	69.2°	69.2°
Wheelbase	G	1105mm	1125mm
Stack		620mm	625mm
Reach		390mm	406 mm



- 29" wheels
- 120mm rear wheel dw-link travel
- Approved for 120-140mm forks, 51mm rake is STRONGLY recommended
- 69.2º head angle with a 130mm fork
- Super versatile internal cable routing
- Chainstay length: 17.4"
- Threaded bottom bracket (68mm English thread)
- Shimano side swing front derailleur compatible
- Tapered headtube and steerer: ZS44 upper, EC49 lower
- 12 x 148mm BOOST rear axle
- 160mm post mount

RIPLEY LS

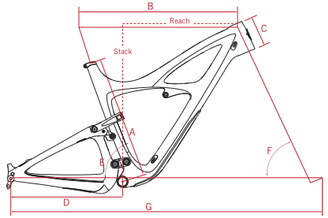
SIZE		MEDIUM	LARGE	X-LARGE
Seattube	A	16.5"	18.5"	20.5"
Toptube	B	600mm	619mm	640mm
Headtube	C	93mm	102mm	107mm
Chainstay	D	17.4"	17.4"	17.4"
Seat Angle	E	73°	73°	73°
Head Angle	F	67.5°	67.5°	67.5°
Wheelbase	G	1140mm	1167mm	1187mm
Stack		619mm	625mm	632mm
Reach		411mm	428mm	448mm



- 29" wheels
- 120mm rear wheel dw-link travel
- Approved for 120-140mm forks, 51mm rake is STRONGLY recommended
- 67.5º head angle with a 130mm fork
- Super versatile internal cable routing
- Chainstay length: 17.4"
- Threaded bottom bracket (68mm English thread)
- Shimano side swing front derailleur compatible
- Tapered headtube and steerer: ZS44 upper, EC49 lower
- 12 x 148mm BOOST rear axle
- 160mm post mount

MOJO 3

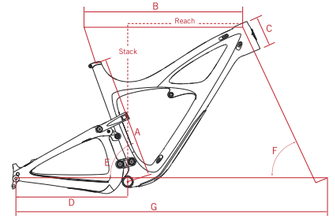
SIZE		SMALL	MEDIUM	LARGE	X-LARGE
Seattube	A	14.4"	16.9"	18.7"	20.5"
Toptube	B	580mm	600mm	620mm	640mm
Headtube	C	85mm	105mm	117mm	132mm
Chainstay	D	425mm	425mm	425mm	425mm
Seat Angle	E	74.6°	73.6°	73.6°	73.6°
Head Angle	F	66.8°	66.8°	66.8°	66.8°
Wheelbase	G	1126mm	1137mm	1158mm	1180mm
Stack		578mm	592mm	602mm	616mm
Reach		419mm	423mm	438mm	455mm



- 650b (27.5") wheels
- 130mm rear wheel dw-link travel
- Best with 140mm forks
- 66.8º head angle with a 140mm fork
- Super versatile internal cable routing
- Optional polycarbonate down tube cable guard
- Chainstay length: 16.7"
- Threaded bottom bracket (68mm English thread)
- ISCG 05 compatible with optional removable adapter
- Tapered headtube and steerer, ZS44 upper, ZS56 lower
- 12 x 148mm BOOST rear axle
- 160mm post mount

MOJO HD3

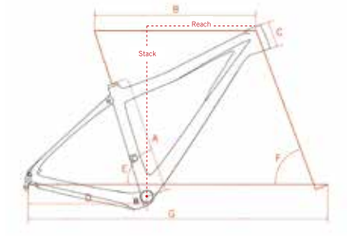
SIZE		SMALL	MEDIUM	LARGE	X-LARGE
Seattube	A	14.5"	16.5"	18.5"	20.5"
Toptube	B	580mm	600mm	620mm	640mm
Headtube	C	85mm	105mm	117mm	132mm
Chainstay	D	430mm	430mm	430mm	430mm
Seat Angle	E	73.6°	72.6°	72.6°	72.6°
Head Angle	F	66.6°	66.6°	66.6°	66.6°
Wheelbase	G	1135mm	1146mm	1168mm	1189mm
Stack		580mm	599mm	610mm	624mm
Reach		411mm	414mm	431mm	446mm



- 650b (27.5") wheels
- 150mm rear wheel dw-link travel
- Approved for 150-160mm forks
- 67º head angle with a 150mm fork (66.6º with 160mm fork)
- Super versatile internal cable routing
- Optional polycarbonate down tube cable guard
- Chainstay length: 16.9"
- Threaded bottom bracket (68mm English thread)
- ISCG 05 compatible with removable adapter
- Tapered headtube and steerer, ZS44 upper, ZS56 lower
- 12 x 148mm BOOST rear axle
- 160mm post mount

TRANNY 29

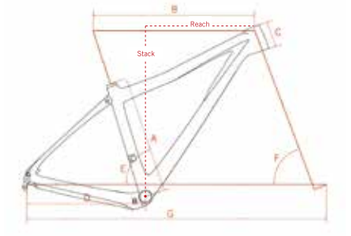
SIZE		SMALL	MEDIUM	LARGE	X-LARGE
Seattube	A	14.5"	17"	19"	21"
Toptube	B	564mm	584mm	605mm	625mm
Headtube	C	78mm	94mm	100mm	115mm
Chainstay	D	435mm	435mm	435mm	435mm
Seat Angle	E	73°	73°	73°	73°
Head Angle	F	71°	71°	71°	71°
Wheelbase	G	1045mm	1066mm	1087mm	1107mm
Stack		607mm	622mm	628.5mm	642mm
Reach		378mm	393mm	411mm	437mm



- 29" wheels
- Approved for 120-140mm forks, 32 or 34 stanchion
- 71º head angle with a 100mm fork (70º with 120 fork)
- Super versatile internal cable routing
- Chainstay length: 17.1"
- Single speed and belt drive compatible
- BB92/Press GXP style integrated bottom bracket
- High direct mount front derailleur
- Tapered headtube and steerer: ZS44 upper, EC49 lower
- 12 x 142mm Maxle rear axle
- 160mm post mount

TRANS-FAT

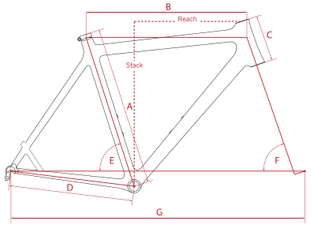
SIZE		MEDIUM	LARGE	X-LARGE
Seattube	A	17"	19"	21"
Toptube	B	584mm	605mm	625mm
Headtube	C	94mm	100mm	115mm
Chainstay	D	452mm	452mm	452mm
Seat Angle	E	72°	72°	72°
Head Angle	F	70°	70°	70°
Wheelbase	G	1097mm	1117mm	1149mm
Stack		630mm	636mm	651mm
Reach		379mm	400mm	424mm



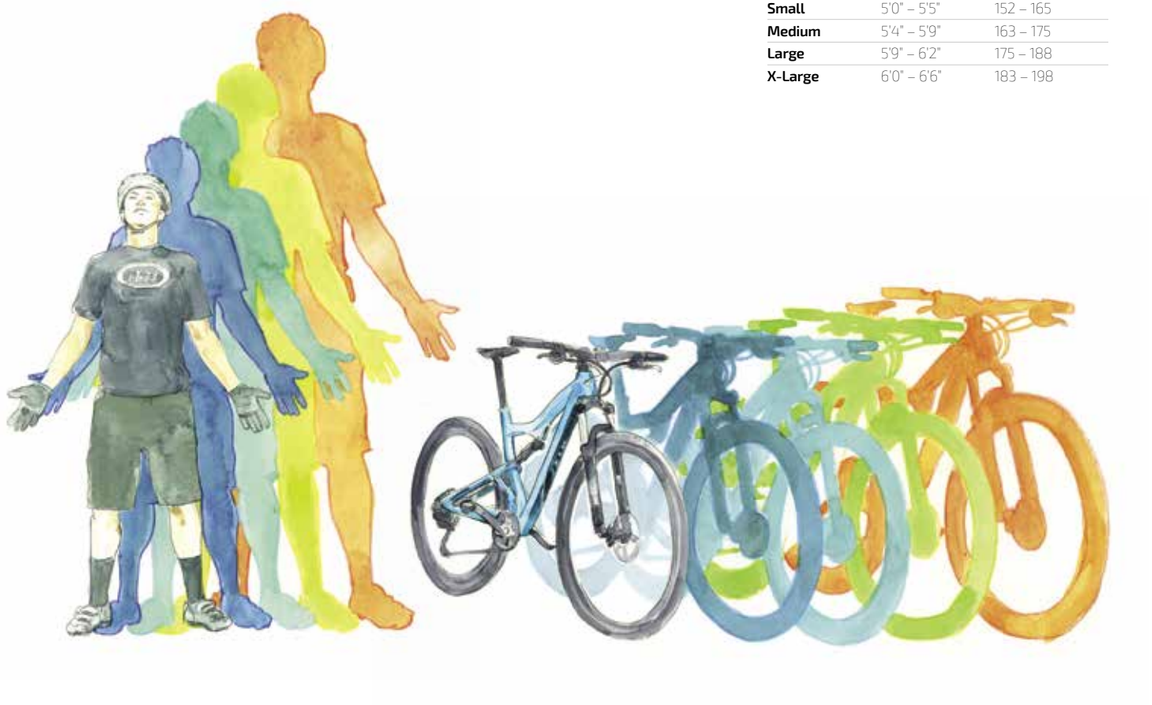
- 26" Fat Bike Wheels
- Approved for 120mm RockShox Bluto Fork
- 70º head angle
- Super versatile internal cable routing
- Chainstay length: 17.8"
- Single speed and belt drive compatible
- 100mm BSA bottom bracket
- High direct mount front derailleur
- Tapered headtube and steerer: ZS44 upper, EC49 lower
- 177 x 12mm rear axle
- 160mm post mount

HAKKALÜGI DISC 700cc

SIZE		47	50	53	55	58	61
Seattube	A	470mm	500mm	530mm	550mm	580mm	610mm
Toptube	B	520mm	530mm	540mm	555mm	570mm	590mm
Headtube	C	100mm	115mm	135mm	155mm	175mm	195mm
Chainstay	D	430mm	430mm	430mm	430mm	430mm	430mm
Seat Angle	E	74.5°	74°	73.5°	73°	73°	73°
Head Angle	F	70.5°	71°	71.5°	71.5°	71.5°	71.5°
Wheelbase	G	1007mm	1009mm	1011mm	1024mm	1037mm	1057mm
Stack		523mm	538mm	559mm	578mm	596mm	616mm
Reach		373mm	374mm	374mm	377mm	387mm	400mm



- 700c wheels
- Trail: 67mm @ 71.5º head angle, 70mm @ 71º and 73mm @ 70.5º
- Chainstay length: 16.9"
- BB86 Press Fit bottom bracket
- 34.9mm top pull front derailleur
- Tapered headtube: IS 41/28.6 upper, IS 52/40 lower
- 135mm rear dropout spacing
- 140mm post mount



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	5'9" – 6'2"	175 – 188
X-Large	6'0" – 6'6"	183 – 198

CYCLOCROSS BIKE SIZING GUIDE

FRAME SIZE	HEIGHT / IN	HEIGHT / CM
47	4'11" – 5'2"	150 – 157
50	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

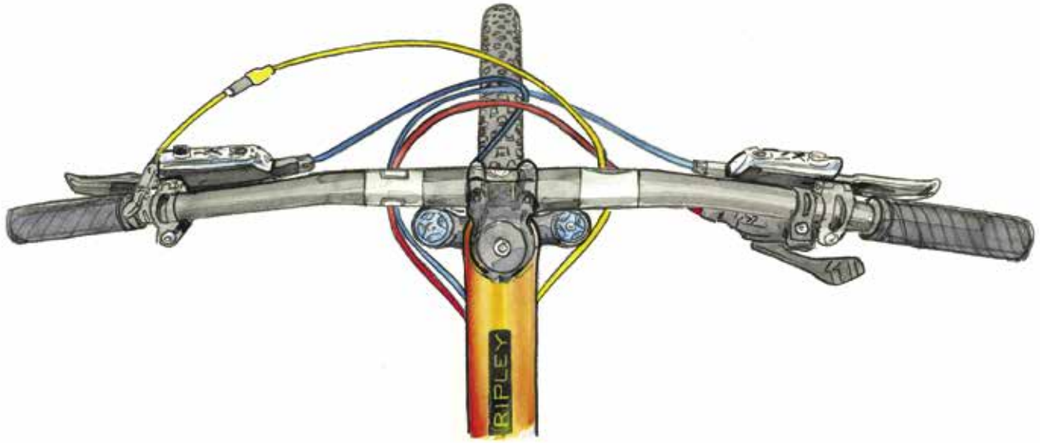
DERAILLEUR
BRAKE ROUTING
DROPPER

NEW RIPLEY / RIPLEY LS
Driveside Cable Routing

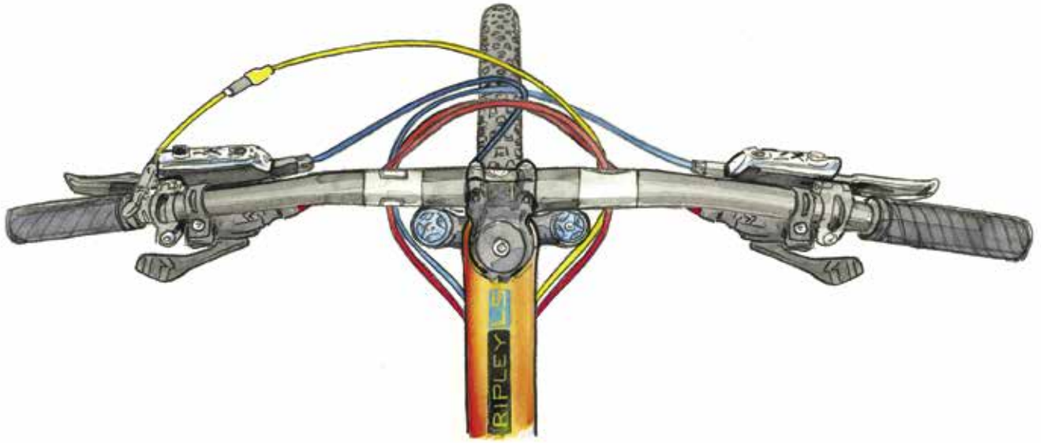
NEW RIPLEY / RIPLEY LS
Non-Driveside Cable Routing

DERAILLEUR
BRAKE ROUTING
DROPPER

NEW RIPLEY / RIPLEY LS
1x Cable Routing



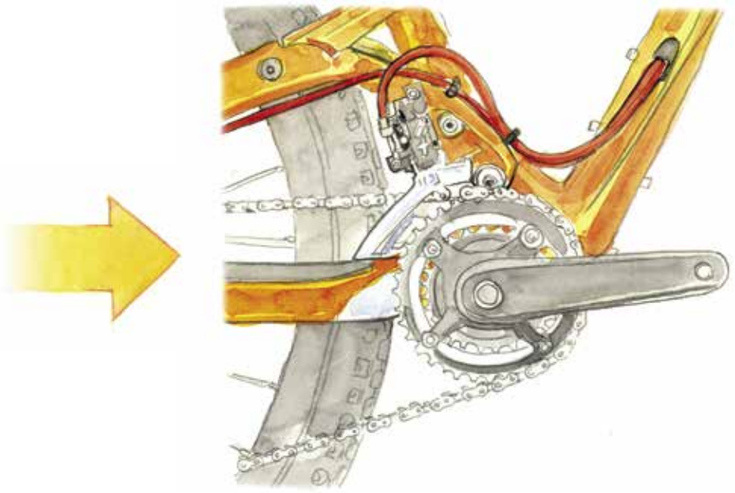
NEW RIPLEY / RIPLEY LS
2x Cable Routing



A NOTE ON ROUTING THE NEW RIPLEY / RIPLEY LS, AND MOJO HD3 / MOJO 3 WITH TOP PULL DERAILLEURS

We have made the New Ripley, Ripley LS, Mojo HD3, and Mojo 3 compatible with the new Shimano side swing front derailleurs. Should you be retrofitting an older style top pull derailleur to any of these frames, it is possible and here's the recommended routing (Ripley shown, Mojo HD3 and Mojo 3, would be done similarly).

We also recommend you run both the front and rear derailleur housing a little lower between the frame and swingarm to make room for a water bottle cage.



CABLE ROUTING PORTS

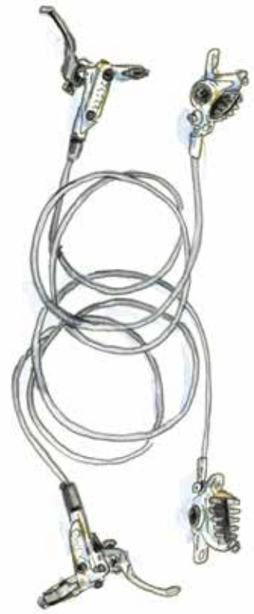
The illustration below shows the various ports we have available for the New Ripley, Ripley LS, Mojo HD3, Mojo 3, Tranny29, and Trans-Fat.

A NOTE FOR UK/AU/NZ/ZA FOLK AND SOME MOTORCYCLE RIDERS...

Your brake levers are most likely set up opposite to the rest of the world i.e. front brake on the right-hand side of the handlebars, and rear brake on the left-hand side.

For you folks, we recommend you route the rear brake line directly from the lever on the left-hand side of the handlebar to the left side of the down tube, attaching it using existing guides. The line will have a slightly tighter radius than it would otherwise but that is OK. Be sure to leave sufficient line so the handlebars can rotate in the event of a crash. If necessary, use clear adhesive dots to prevent the line rubbing on the headtube.

Depending on the configuration of your bike, a second more complicated option may be possible if you're not using either a front derailleur or internally routed dropper post. Route the rear brake line inside the down tube. The line enters the frame at the port on the top right of the down tube, and exits at the port on the lower left. Walk this DIY path alone, and be prepared to bleed your brakes after the cables are routed. You will also need to use our hydro line port.



DERAILLEUR
BRAKE ROUTING
DROPPER

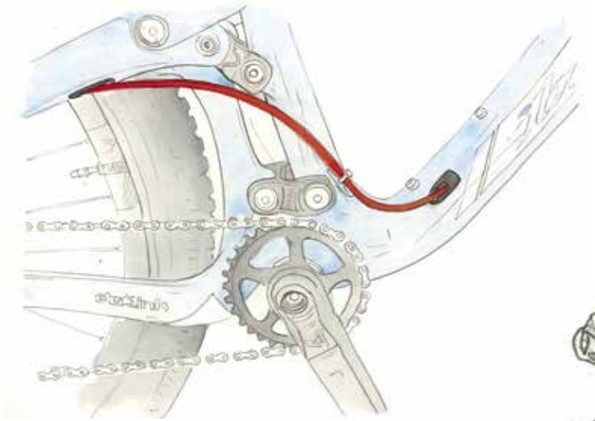
MOJO HD3 / MOJO 3
Driveside Cable Routing

The Mojo HD3 and Mojo 3 uses our new versatile cable port system for cable routing.
We have several port styles available, depending on your drivetrain and dropper configuration.

MOJO HD3 / MOJO 3
Non-Driveside Cable Routing

The most common set-up these days is a 1X drivetrain with an internally mounted dropper. We spec the KS LEV Integra.
We generally recommend you run your brake on the exterior, along the left side of the down tube.

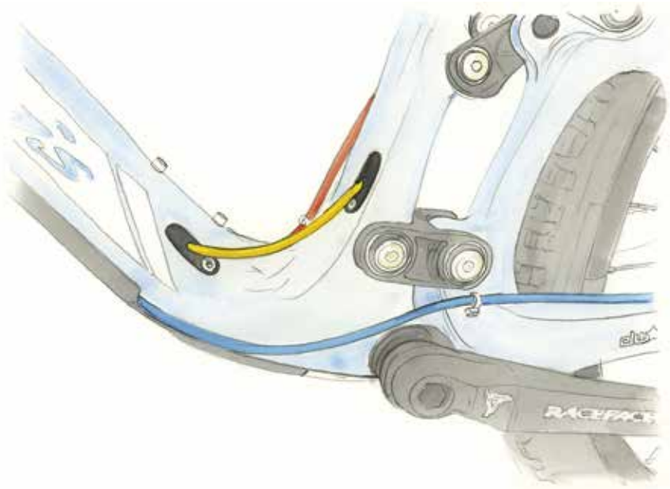
MOJO HD3 / MOJO 3
Derailleur Cable Routing



A NOTE ON MOJO HD3 / MOJO 3 ROUTING WITH TOP PULL DERAILLEURS

We have made the Mojo HD3 and Mojo 3 compatible with the new Shimano side swing front derailleurs. Should you be retrofitting an older style top pull derailleur refer to new Ripley Routing on page 14.

MOJO HD3 / MOJO 3
Dropper Cable Routing



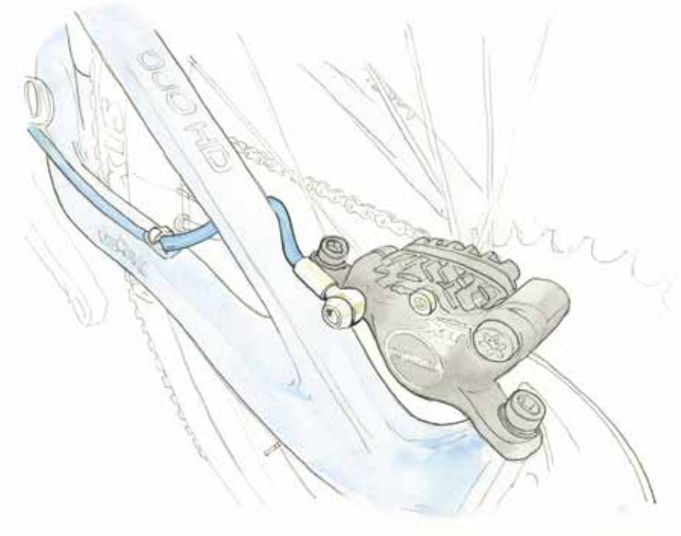
A NOTE ON REVERB DROPPER ROUTING

The Reverb dropper routing we prefer is not illustrated, but we'll describe it for you. You need three of our hydro cable stops. Route the Reverb into the left side of the down tube (it's a single port) using our hydro port. Use two other hydro ports at the bottom left side of the down tube and seattube, and fish the dropper tubing through to the seattube. Connect as normal.

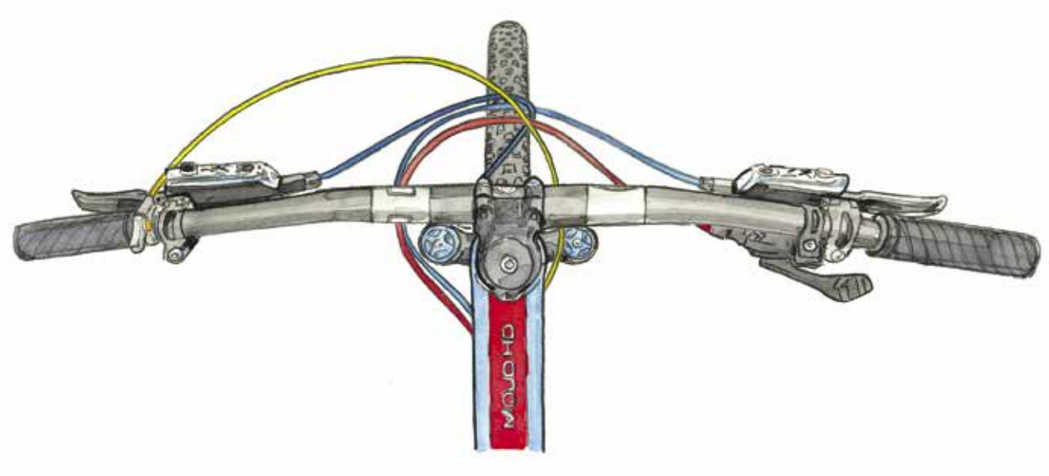
If you're using Shimano's new side pull front derailleur, route it through the drive side of the down tube and then out at the bottom of the drive side. For top mount front derailleurs use the toptube for entry and exit for the derailleur cable. Note that you have the choice of full housing or interrupted derailleur housing with our versatile port configurations.

For droppers that use cable and housing, such as the KS LEV, route the housing according to the illustrations.

MOJO HD3 / MOJO 3
Brake Cable Routing



MOJO HD3 / MOJO 3
1x Cable Routing



2X routing on the Mojo HD3 and Mojo 3 is the same as the Tranny29 as shown on **page 25**.

TRANNY29 / TRANS-FAT
Driveside Cable Routing

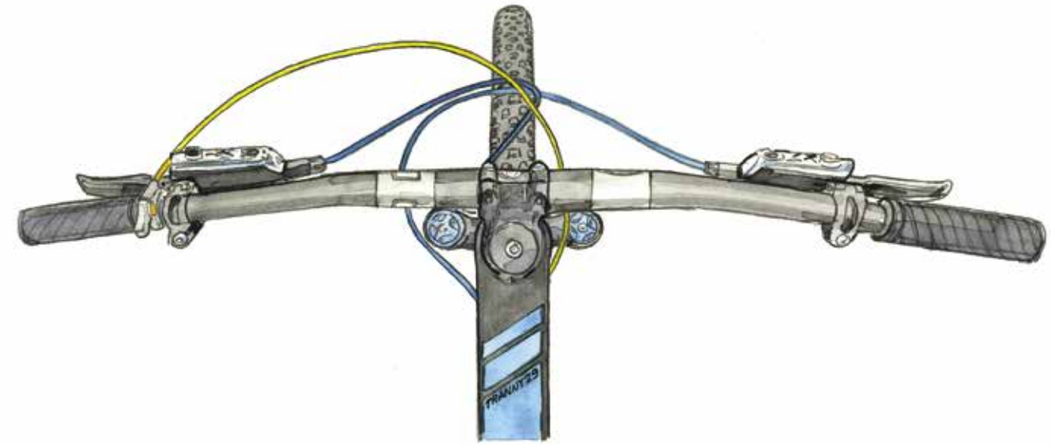
With the Tranny29, we pioneered our cable port system that you see on our current line up of bikes. The routing is also fairly straight forward, with one twist. We like to route the rear derailleur housing before the two halves of the frame are assembled (and before you install your BB!). **The Tranny29 and Trans-Fat are also internal dropper routing friendly.**

TRANNY29 / TRANS-FAT
Non-Driveside Cable Routing

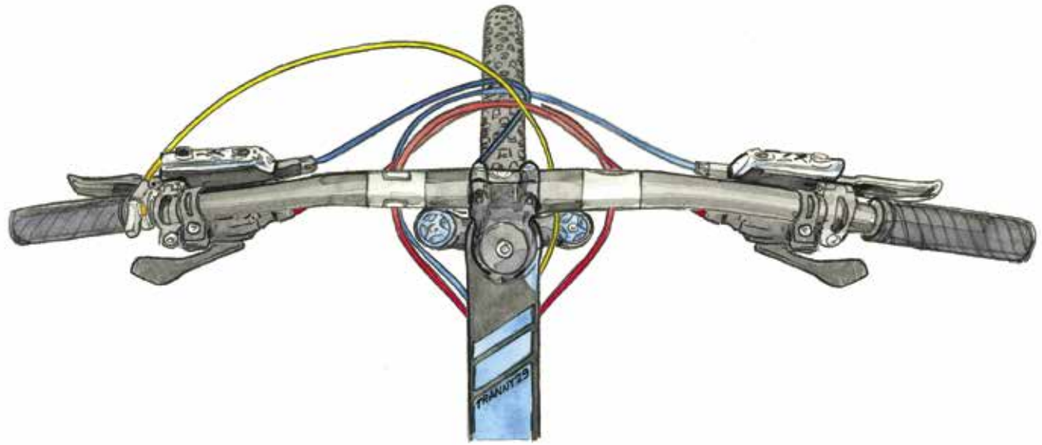
Since we ship the frames with both halves assembled, the person building the bike will have to remove the slot machine hardware, separate the frame halves and start threading housing from the front of the bike, through the slot machine, and into the drive-side chainstay.

DERAILLEUR
BRAKE ROUTING
DROPPER

TRANNY29 / TRANS-FAT
SINGLE SPEED CABLE ROUTING



TRANNY29 / TRANS-FAT
2X CABLE ROUTING



TRANNY29 GEARING
The Tranny29 can be set-up 1X, 2X, 3X (remember that?) or as a single speed. A direct mount front derailleur mount is provided for multiple ring set-up.

SINGLE SPEED SET-UP
The Tranny29 features an adjustable length chainstay that serves as a chain tension adjustment when running in single speed mode. It also features a seatstay attachment that splits apart, allowing you to feed a Gates Carbon Drive belt into the rear triangle.

The Gates belt needs no maintenance, and is incredibly silent in its operation.

Adjusting the tension of the belt is easy, particularly if you have a helper. Here is one way we've found works well:

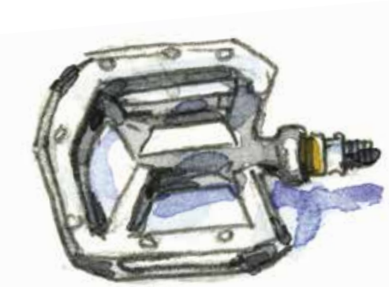
Once you have the Tranny29 completely assembled and the belt is in place, loosen both the 'slot machine' bolt behind the bottom bracket (accessible from the non drive side) and the seat stay attachment bolt. Using a helper, sit on the saddle with all of your weight and bounce up and down a few times. Settle onto the saddle (feet dangling is best so 100% of your weight is on the saddle), and have your helper tighten the slot machine bolt to 25 Nm. Next tighten the seat stay bolts to 10 Nm. If you don't have a helper, stand on the right side of your bike and lean over your bike with your stomach on your saddle. Put as much weight as you can on your saddle while tightening the slot machine bolt.

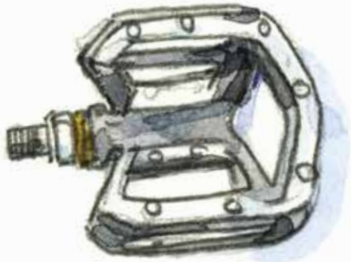
Note that Gates publishes a much higher torque setting than what you will achieve with our method. We have found that the added stiffness of the Tranny29 rear triangle allows you to get away with lower belt tension.

TROUBLESHOOTING
If the slot machine slips or creaks on hard acceleration or high torque application, you can raise the slot machine torque to 30 Nm.

Your Tranny29 comes with an application of Carbon Assembly paste applied to the internal faces of the slot machine. If you are having trouble with the slot machine holding, a re-application of the assembly paste should be tried.

Be sure there is Ti anti-seize on the slot machine nut on the drive side. It is applied during assembly of your Tranny29 so you shouldn't need to.





MOJO HD3 / MOJO 3 CHAIN GUIDE
The Mojo HD3 and Mojo 3 framesets ship with a removable direct mount front derailleur mount and a cover which mounts on the back of the seattube if you're not running a front derailleur.

We manufacture a 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 chainguide or bash on both bikes. They are also compatible with all common direct mount front derailleurs in both 2X and 3X configurations.

If you need an ISCG 05 adapter, a derailleur cover or a derailleur mount, they're available in our online store: http://store.ibiscycles.com/iscg-05-mount-for-hdrhd3-p264.aspx

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).

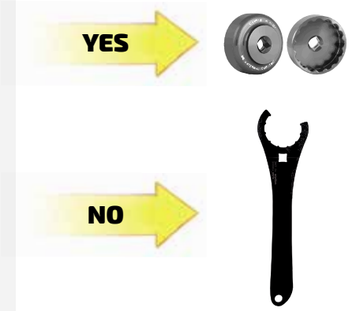
Thread the chain through the gears and derailleurs, compress the suspension all the way to bottom out, and cut the chain at the minimum length needed with the rear derailleur stretched out.

NOTE ON BOOST MOJO HD3 / MOJO 3 BOTTOM BRACKET INSTALLATION

The profile of the carbon swingarm on the BOOST Mojo HD3 and Mojo 3 rear triangle is wider so it interferes with the bottom bracket (BB) tool when the swingarm is in the top out position.

The BB cup on the non-drive side of the rear triangle is very close to the swingarm. When installing the BB care should be given to not scratch up or otherwise damage the frame.

We recommend using only a socket type BB installation tool from your preferred bike tool manufacturer.



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. In 2016, we introduced six new aluminum and carbon fiber wide footprint wheels, bringing our total to nine offerings.

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 now come with the excellent Industry Nine Torch hubs. The durable hubs are made in the USA in Industry Nine's Asheville machine shop, and feature a 60t ratchet with 6 out of phase pawls that results in a 3° engagement. They are equipped with Enduro bearings and come with either Shimano or SRAM XD drivers.

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

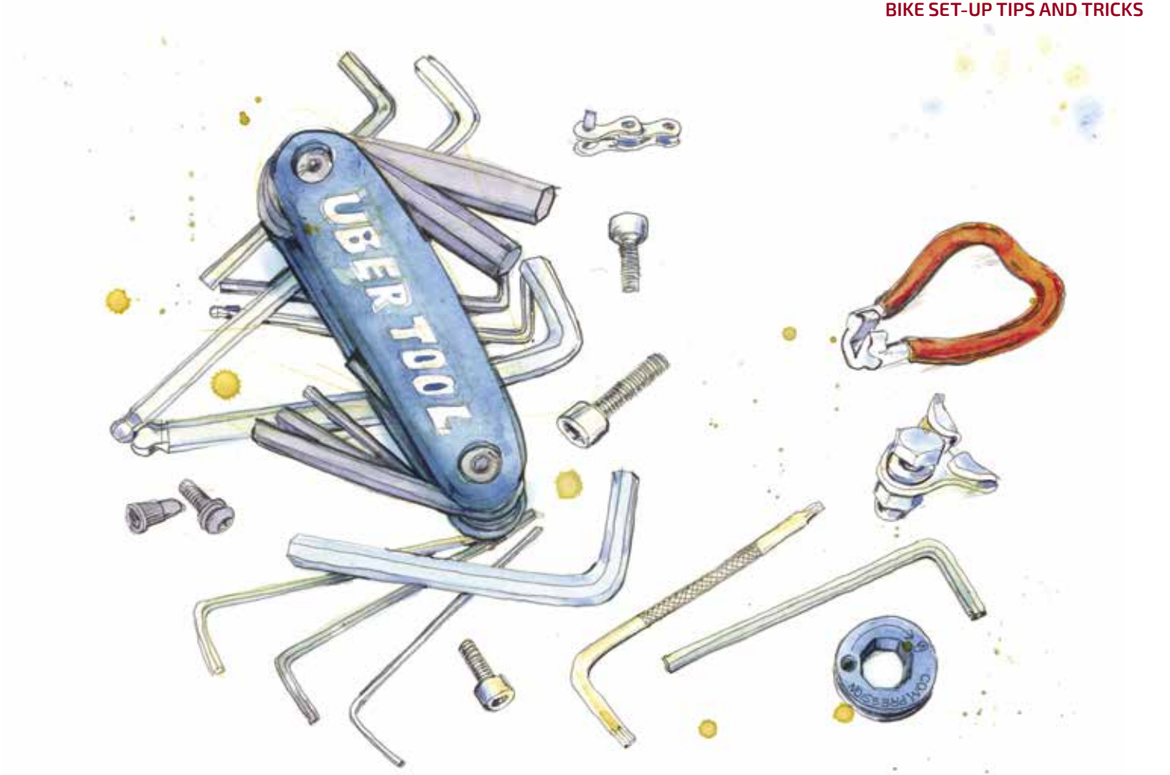
PLUS TIRES

The Mojo 3 and now the Mojo HD3 are compatible with the new breed of Plus tires, to 2.8". Combined with our ultra wide aluminum and carbon fiber rims, these tires are proving to be game-changing to those who ride them. We've settled on 2.8" as being the sweet spot for overall performance and traction in the 27.5" wheel platform.

The 742/942/738/938 rims are ideal for the ultra low pressures (10-18 psi) that we like to run with 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 2.8 Plus rubber we've been riding from Schwalbe and Maxxis.

MOJO HD3 RETROFIT SWINGARM

If you've got a Mojo HD3 that's not plus tire compatible but want to give the big rubber a try, we have a retrofit kit available in our online store: http://store.ibiscycles.com/hd3-boostplus-retrofit-swing-arm-kit-p295.aspx



IBIS CARBON WHEEL SPECS

RIMS & WHEELSETS	742	735	942	935	741	941	928
Wheel Size	27.5"	27.5"	29"	29"	27.5"	29"	29"
Outer Width (mm)	41	35	41	35	41	41	28
Inner Width (mm)	35	29	35	29	35	35	22
Rim Weight (g)	435	390	465	410	473	500	400
Rim Material	Toughened Hybrid Carbon	Toughened Hybrid Carbon	Toughened Hybrid Carbon	Toughened Hybrid Carbon	Carbon	Carbon	Carbon
Drilling	32º	32º	32º	32º	32º	32º	32º
Type	Tubeless	Tubeless	Tubeless	Tubeless	Tubeless	Tubeless	Tubeless
Wheelset Weight	1630	1540	1690	1590	1734	1768	1580
Section Height	19.5	19.5	19.5	19.5	29.5	29.5	20
Spoke Offset (mm)	5	2.5	5	2.5	None	None	None
Spokes	Sapim CX-Ray	Sapim CX-Ray	Sapim CX-Ray	Sapim CX-Ray	Pillar DB 14/17	Pillar DB 14/17	Pillar DB 14/17
Cross	3	3	3	3	2	2	2
ERD (mm)	560.6	560.8	598.6	598.8	542	580	602
Axle Options	110 / 148 BOOST	110 / 148 BOOST	110 / 148 BOOST	110 / 148 BOOST	100 / 142	100 / 142	100 / 142
Features	5mm Asymmetric, High Impact Carbon, Tool Free Tire Mounting	2.5mm Asymmetric, High Impact Carbon, Tool Free Tire Mounting	5mm Asymmetric, High Impact Carbon, Tool Free Tire Mounting	2.5mm Asymmetric, High Impact Carbon, Tool Free Tire Mounting	– Carbon Tool Free Tire Mounting	– Carbon Tool Free Tire Mounting	– Carbon Tool Free Tire Mounting
HUBS	**742**	**735**	**942**	**935**	**741**	**941**	**928**
Brand	Industry Nine	Industry Nine	Industry Nine	Industry Nine	Ibis	Ibis	Ibis
Freehub Mechanism	60T 6 Pawls Out of Phase	60T 6 Pawls Out of Phase	60T 6 Pawls Out of Phase	60T 6 Pawls Out of Phase	36T 4 Pawl	36T 4 Pawl	36T 4 Pawl
Freehub Engagement	3º	3º	3º	3º	10º	10º	10º
Disc Rotor Mount Type	Center Lock	Center Lock	Center Lock	Center Lock	6 Bolt	6 Bolt	6 Bolt

IBIS ALUMINUM WHEEL SPECS

RIMS & WHEELSETS	738	938
Wheel Size	27.5"	29"
Outer Width (mm)	38	38
Inner Width (mm)	34	34
Rim Weight (g)	502	530
Rim Material	6066 Aluminum	6066 Aluminum
Drilling	32º	32º
Type	Tubeless	Tubeless
Wheelset Weight	1880	1935
Section Height	19.5	19.5
Spoke Offset (mm)	5	5
Spokes	Pillar DB 14/15	Pillar DB 14/15
Cross	3	3
ERD (mm)	559.4	597.4
Axle Options	110 / 148 BOOST	110 / 148 BOOST
Features	5mm Asymmetric Welded, Black Ano / Laser Engraved, Tool Free Tire Mounting	5mm Asymmetric Welded, Black Ano / Laser Engraved, Tool Free Tire Mounting
HUBS	**738**	**938**
Brand	Ibis	Ibis
Freehub Mechanism	36T 4 Pawl	36T 4 Pawl
Freehub Engagement	10º	10º
Disc Rotor Mount Type	6 Bolt	6 Bolt

TAPERED HEADTUBE
The Ripleys, Mojo HD3, Mojo 3, Tranny29, Trans-Fat, and Hakkalügi all feature a tapered headtube that work with tapered steerer forks.

The headset on the Mojo HD3 and Mojo 3 is a ZS44/ZS56. This standard is compatible with both the Chris King InSet 2 and certain Cane Creek headsets **(see our webstore for the offerings).**

Headsets on the Ripleys, Tranny29, and Trans-Fat are the ZS44/EC49. This standard is compatible with both the Chris King InSet 3 and certain Cane Creek headsets.

The Hakkalügi uses an IS41/IS52.

To learn more about these various headset standards, visit: www.bicycleheadsets.com.

REAR DROPOUTS AND DISC BRAKE MOUNTS
The one–piece disc brake boss/non drive side dropout on the Ripleys, Mojo HD3, Mojo 3, Tranny29, and Trans-Fat is molded carbon. Depending on the model the rear axle is either a Maxle or a Shimano through axle. The Shimano axle uses a 5mm hex wrench and the Maxle is similar to the common through axle front forks. Our mountain bikes are designed to bolt a post–mount standard caliper directly to the frame for a 160mm rotor or to a 180mm or 185mm rotor with a post to post style adapter (The Hakkalügi disc is a 140mm post mount and the axle is a 135mm quick release style).

BOTTLECAGE
The Ripley works best with a side loading cage, we like the Arundel side loader.

There are two sets of holes in the cage, use the ones that position it away from the seattube. When using any other cage, let the air out of your shock to check clearance between the swingarm and bottle.

There are two heavy duty Riv–Nut inserts on the underside of the down tube of many of our bikes, 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. Do not put a large bottle under the down tube of a small Ripley, the front tire will hit it at bottom out.

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

There are extra long socket head screws provided for your use in these holes. They are longer than your average screw. We suggest using a heavy–duty cage for holding batteries since the lighter weight cages don't seem to hold up to this sort of abuse.

HAKKALÜGI DISC BRAKE SET-UP
If using mechanical discs and drop bar levers, don't forget to put an in-line cable adjuster, as drop levers don't have adjusters built in. You can utilize the split cable spacers that come with the frame on the toptube triple stops for either disc (hydraulic hose) or cable housing.

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 seattubes, 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
There is a protective clear coat applied over the final carbon layer on all of our frames. You can repair small chips and scratches with clear nail polish (not supplied.)

Colored frames are painted with a high quality polyurethane enamel.

Both of these finishes can wear through with repeated rubbing of cables or chain slap. Using adhesive vinyl protectors to guard against cable rub and chain slap can help limit wear and tear on your frame. 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 the green and the blue Mojo HD3, and also the Orange Ripley. http://store.ibiscycles.com/touch-up-paint-p276.aspx

For other colors, we recommend either a hobby shop, myperfectcolor.com or testors.com as a good source of enamel touch up paint. ww

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. The New Ripley, Ripley LS, Mojo HD3, and Mojo 3 decals have a clear coat applied over the decals. The Tranny29, Trans-Fat, and Hakkalügi decals are top mount. Be aware that pressure washing may damage the decals on these bikes.

FORK SET-UP INFORMATION
Read this first for a general understanding of fork set-up or skip straight to the air pressure charts (page 38) if you just want to go ride.

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.

IMPORTANT NOTE ABOUT RIPLEY FORKS
For the best possible performance, be sure you are using a 51mm offset fork on the Ripley. All the Ripley forks we supply have 51mm offsets, so if you (or your retailer) got the fork from Ibis, it's got the right offset.

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. Adjust to your preference.

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 Rock Shox 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.

FOX 36 REBOUND
The rebound adjustment is dependent on the air pressure setting. For example, higher air pressures require lower rebound settings. Use your air pressure to find your rebound setting.

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 next page.**

FOX 34
In 2016, Fox built an all new 34 Factory fork with 130mm of travel that we are using on the New Ripley and Ripley LS. Compared to prior 34s, it shed almost 300 grams. That means it weighs roughly the same as the older long-travel 32, yet has gobs of added stiffness, necessary for a 120mm travel 29er. The new air spring assembly and new FIT4 damper cartridge is back for 2017, and it remains our favorite fork for the Ripley. Performance-wise it feels like the 36, which is a great thing.

SPECIAL BLEND
Special Blend forks are now the Fox Performance 34 and 36.

The Performance series fork share much of the Factory fork's DNA. You can distinguish a Performance by the black anodized stanchions, rather than the Kashima coat. The Performance series forks utilize Fox's GRIP damping system, a single lever that adjusts both slow and high speed compression through a wide range from open to firm.

Pressure charts can be found on page 38.

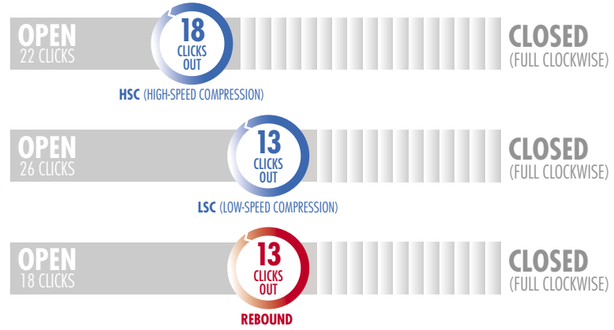
A NOTE ON TUNING GUIDES
Tuning Guides for current and legacy Fox forks and shocks can be found at **ridefox.com** While our info here is thorough, Fox has even more detail on their support pages. We recommend you check it out.

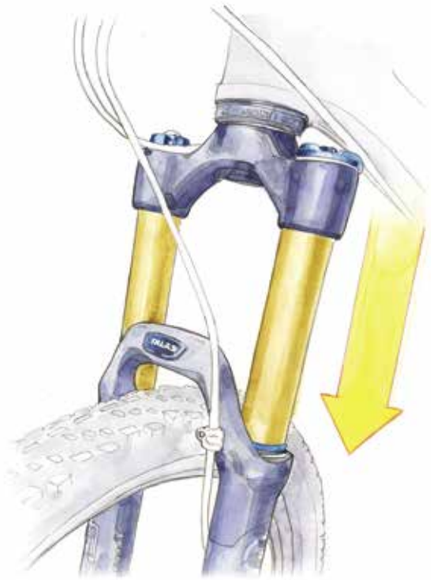
As an FYI, here's the GRIP info **http://www.ridefox.com/help.php?m=bike&id=690#adjustinggripcompressiondamping**

FOX 36 RC2 BASE SETTINGS

Use this diagram as a starting point for your compression and rebound adjusters.

Turn your adjusters all the way in (full clockwise) until they stop. Then back them out (counter-clockwise) to the number of clicks shown below.

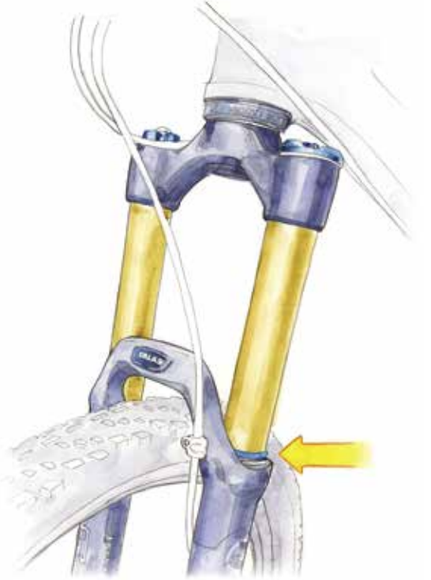




SETTING SAG

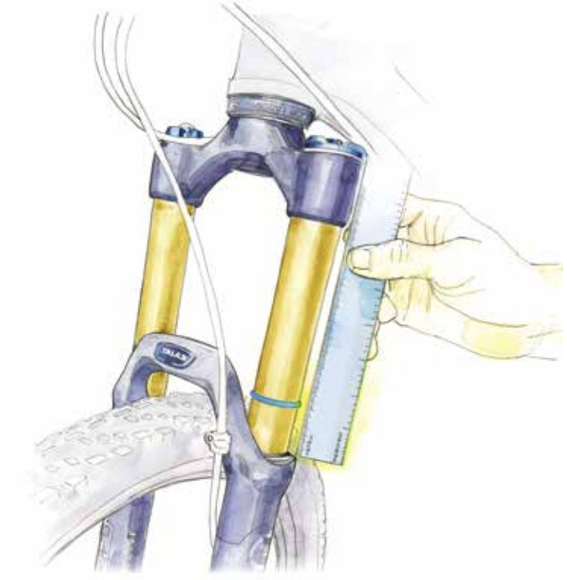
STEP 1

Add recommended air for rider weight (see charts on following pages). 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 sag of 15–20% of travel and adjust to your preference.

FORK AIR PRESSURE CHARTS : STARTING PRESSURES FOR SETTING SAG

FOX FLOAT 36 : 27.5*

RIDER WEIGHT		160mm
lb	kg	psi
≤125-135	≤57-61	53
135-145	61-66	57
145-155	66-70	61
155-170	70-77	66
170-185	77-84	72
185-200	84-91	78
200-215	91-98	84
215-230	98-104	90
230≤250	104≤113	97
Max		**125**

DO NOT EXCEED MAXIMUM AIR PRESSURES

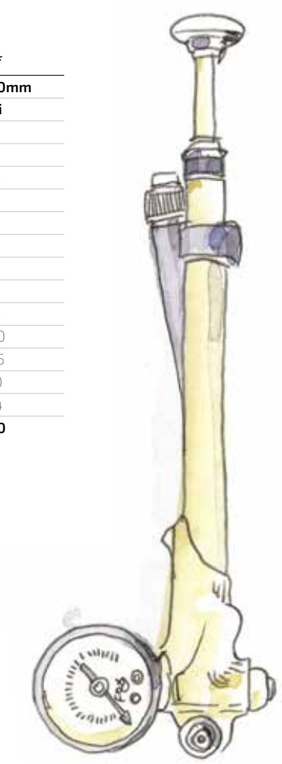
FOX FLOAT 34 : 27.5*

RIDER WEIGHT		140mm
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**

FOX FLOAT 34 : 29*

RIDER WEIGHT		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**

*Air pressures above are for both Factory and Performance forks from Fox.



ROCKSHOX PIKE : 27.5

RIDER WEIGHT		140-150mm	160mm
lb	kg	psi	psi
≤140	≤63	45-55	45-65
140-160	63-72	55-65	65-85
160-180	72-81	65-75	85-105
180-200	81-90	75-85	105-125
200-220	90-99	85-95	125-145
Max		**148**	**248**

ROCKSHOX PIKE : 29

RIDER WEIGHT		120-140mm
lb	kg	psi
≤140	≤63	55-65
140-160	63-72	65-75
160-180	72-81	75-85
180-200	81-90	85-95
200-220	90-99	95-105
Max		**163**

Many Ibis Special Blend bikes have been shipping with X-Fusion suspension. Use these charts as a start for tuning the X-Fusion forks.

X-FUSION SWEEP : 27.5

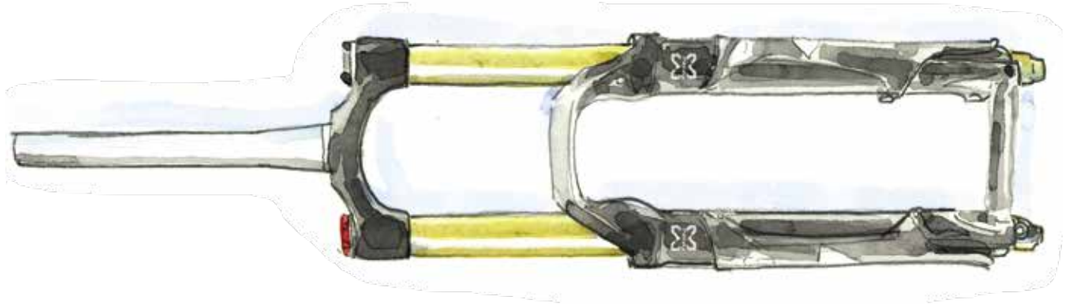
RIDER WEIGHT		160mm	
lb	kg	psi	bar
100	45	55	3.8
110	50	57.5	4
120	54	60	4.1
130	59	65	4.5
140	63	70	4.8
150	68	75	5.1
160	73	80	5.5
170	77	85	5.8
180	82	90	6.2
190	86	95	6.5
200	90	100	6.9
220+	100+	110	7.5

X-FUSION TRACE : 29

RIDER WEIGHT		120mm	
lb	kg	psi	bar
100	45	55	3.8
110	50	57.5	4
120	54	60	4.1
130	59	65	4.5
140	63	70	4.8
150	68	75	5.1
160	73	80	5.5
170	77	85	5.8
180	82	90	6.2
190	86	95	6.5
200	90	100	6.9
220+	100+	110	7.5

X-FUSION SLIDE : 29

RIDER WEIGHT		100mm	
lb	kg	psi	bar
100	45	55	3.8
110	50	57.5	4.0
120	54	60	4.1
130	59	65	4.5
140	63	70	4.8
150	68	75	5.1
160	73	80	5.5
170	77	85	5.8
180	82	90	6.2
190	86	95	6.5
200	90	100	6.9
220+	100+	110	7.5



IBIS' HANDY SAG MEASURER IN MILLIMETERS

NEW RIPLEY / RIPLEY LS SAG
Recommended beginning pressures can be found on **page 44.** Set the pressure and follow the instructions on this page for setting the sag. Shoot for .45" (~11mm) of sag on the shock.

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.

MOJO HD3 / MOJO 3 SAG
Use the starting pressure charts found on page 44. Shoot for .55" (~14mm) of sag.

CHECK THE SAG
With the shock in open mode (or ProPedal turned off for earlier shocks), sit on your bike in a normal riding position. 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.

For the Ripley, the distance from the o-ring to the wiper seal should be about 11mm.

On the Mojo HD3, sag should be about 14mm for XC and 17–19mm for gravity rides. Experiment and see what works best for your trails and riding style.

FOX FLOAT DPS
The Float DPS has totally new internals over prior Float shocks, and is a huge improvement. There is a wider range of compression adjustment when you change positions using the blue lever. The shock has the new EVOL air sleeve that gives both better small bump compliance AND more support though the mid stroke. It also gives increased bottoming resistance.

There's a 3 position on-the-fly (lever) adjustment like before. They control low speed compression damping. They're called **Open-Medium-Firm** (compared to last year's Climb, Trail, Descend). The **Open** mode is the tunable one (instead of the middle mode being tunable like last year). 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 (we rarely use these settings on our bikes).

ADJUSTING REBOUND
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.

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

Upper Hardware:
• 21.8mm wide with an 8mm bore

Lower Hardware:
• Bushing removed, use provided clevis bolt

Ripley Shock
• 7.25" (184mm) eye to eye
• 1.75" (44mm) shaft travel

Mojo HD3 Shock:
• 7.875" (200mm) eye to eye
• 2.25" (57mm) shaft travel

Mojo 3 Shock:
• 7.875" (200mm) eye to eye
• 2" (51mm) shaft travel

SETTING AIR PRESSURE FOR THE FIRST TIME WITH THE EVOL SLEEVE
It is critically important to add or remove air from the EVOL 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. For a more detailed explanation, go to: **http://www.ridefox.com\help.php?m=bike&id=555#usingtheevolairsleeve**

Here's an excellent review of the Fox DPS with EVOL sleeve by Pinkbike: **http://www.pinkbike.com/news/fox-float-dps-shock-review.html**

X-FUSION MICROLITE RL
The X-Fusion Microlite RL (optional on the Ripley) has a reduced body and air canister size making it one of the lightest performance shocks on the market. The reduced surface area provides a very active and supple ride quality while the smaller air canister gives you a progressive spring curve. With adjustable rebound and lockout adjustment this shock compliments the Ripley's own capabilities well.

UPDATING THE ORIGINAL RIPLEY SUSPENSION

If you wish to update your first generation Ripley (the ones that are painted blue or black/green) to the excellent new Float DPS and Float 34, here is what you will need to order. Note, we are not allowed to sell Fox suspension other than bolted onto a bike.

Good news: In the USA, Fox keeps an inventory of 2017 Float DPS shocks available for Ripley retrofits. All you need to do is call Fox and ask for a shock for your Ripley. They will know the tune you need.

The tune on the shock that comes on the Ripley is significantly different than the stock Float DPS that Fox offers aftermarket. If you wish to upgrade but don't have access to the shock from Fox as mentioned above, here's the exact tune you need to ask for:

- Float DPS 7.25" x 1.75" (184 x 44.4mm)
- SV Eyelet • EVOL Air Sleeve
- No Air Volume Spacer • Firm Climb
- Light Compression • Medium Rebound

If you're in need of a new fork, here are the 2017 aftermarket part numbers for the Fox forks we spec. Note that we've provided boost and non boost part numbers for you.

RIPLEY

910-20-095: 2017, 34, K, FLOAT, 29in, F-S, 130, 3Pos-Adj, FIT4, Matte Blk, Orange Logo, 15QRx110, 1.5 T, 51mm Rake, AM
910-20-096: 2017, 34, K, FLOAT, 29in, F-S, 130, 3Pos-Adj, FIT4, Matte Blk, Orange Logo, 15QRx100, 1.5 T, 51mm Rake, AM

MOJO 3

910-20-106: 2017, 34, K, FLOAT, 27.5in, F-S, 140, 3Pos-Adj, FIT4, Matte Blk, Orange Logo, 15QRx110, 1.5 T, 44mm Rake, AM
910-20-107: 2017, 34, K, FLOAT, 27.5in, F-S, 140, 3Pos-Adj, FIT4, Matte Blk, Orange Logo, 15QRx100, 1.5 T, 44mm Rake, AM

MOJO HD3 / FIT4 DAMPER / 15QR

910-20-081: 2017, 36, K, FLOAT, 27.5in, F-S, 160, 3Pos-Adj, FIT4, Matte Blk, Orange Logo, 15QRx110, 1.5 T, 44mm Rake, AM
910-20-082: 2017, 36, K, FLOAT, 27.5in, F-S, 160, 3Pos-Adj, FIT4, Matte Blk, Orange Logo, 15QRx100, 1.5 T, 44mm Rake, AM

MOJO HD3 / RC2 DAMPER / 15MM PINCH AXLE

910-20-083: 2017, 36, K, FLOAT, 27.5in, F-S, 160, HSC, LSC, FIT, Matte Blk, Orange Logo, 15TAx100, 1.5 T, 44mm Rake, AM

910-20-076: 2017, 36, K, FLOAT, 27.5in, F-S, 160, HSC, LSC, FIT, Matte Blk, Orange Logo, 15TAx110, 1.5 T, 44mm Rake, AM

IF YOU REALLY WANT TO HARNESS THE GNARNESS OF THE MOJO HD3

The DPS shock with EVOL sleeve which is standard on the Mojo HD3 works extremely well for most riders.

We have worked closely with Fox to develop custom tunes for the Mojo HD3. Some people want to go bigger, we recommend the Fox Float X2

FOX FLOAT X2

Fox fires yet another across the bow with the new for 2017 Float X2 Lever. If you ride aggressively and like a shock with a lot of tuning options, the X2 is a good choice for you.

RECOMMENDED SETTINGS

Use your air spring pressure in the table on the right to find the suggested starting Rod Valve System (RVS) damper settings for your shock.

Turn all four damper 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 on the right.

CUSTOM TUNING

If none of these shocks suit your fancy, you can venture out on you own into the world of custom shock procurement. The Mojo HD3 rides best with a low compression/medium rebound tune and very progressive spring rate.

FOX FLOAT X2 BASE SETTINGS
Count Clicks from Closed: 0 Clicks = Closed

AIR SPRING PRESSURE	RECOMMENDED LSR SETTING	RECOMMENDED HSR SETTING	RECOMMENDED LSC SETTING	RECOMMENDED HSC SETTING
90	Open	21-23	Open	Open
100	22-Open	20-22	23-Open	22-Open
110	21-23	19-21	22-24	21-23
120	20-22	18-20	22-24	20-22
130	20-22	17-19	21-23	19-21
140	19-21	16-18	21-23	19-21
150	18-20	16-18	20-22	18-20
160	18-20	15-17	20-22	18-20
170	17-19	15-17	19-21	17-19
180	17-19	14-16	18-20	16-18
190	16-18	14-16	18-20	16-18
200	15-17	13-15	17-19	15-17
210	14-16	13-15	16-18	14-16
220	13-15	12-14	16-18	14-16
230	12-14	12-14	15-17	13-15
240	11-13	11-13	14-16	13-15
250	10-12	11-13	14-16	12-14
260	9-11	10-12	13-15	12-14
270	8-10	10-12	12-14	11-13
280	7-9	9-11	12-14	11-13
290	3-7	8-10	12-14	10-12
300	1-5	7-9	11-13	10-12

REAR SHOCK AIR PRESSURE CHARTS : STARTING PRESSURES FOR SETTING SAG

IMPORTANT NOTE ABOUT FOX DPS EVOL SHOCKS:
We valve the shocks so that they give a very plush feeling at 25% and more sag is not needed to increase traction.

To set the sag, the general rule of thumb is:
- For rider weight under 180lbs., shock pressure = rider weight + 20.
- For rider weight 180-240lbs., shock pressure = rider weight + 30.
- For rider weight above 240lbs., shock pressure = rider weight + 50.
- For riders under 120lbs on the Mojo 3, we offer the Roxy Tune shock (but it is not required!).

FOX DPS EVOL (NEW RIPLEY / RIPLEY LS)

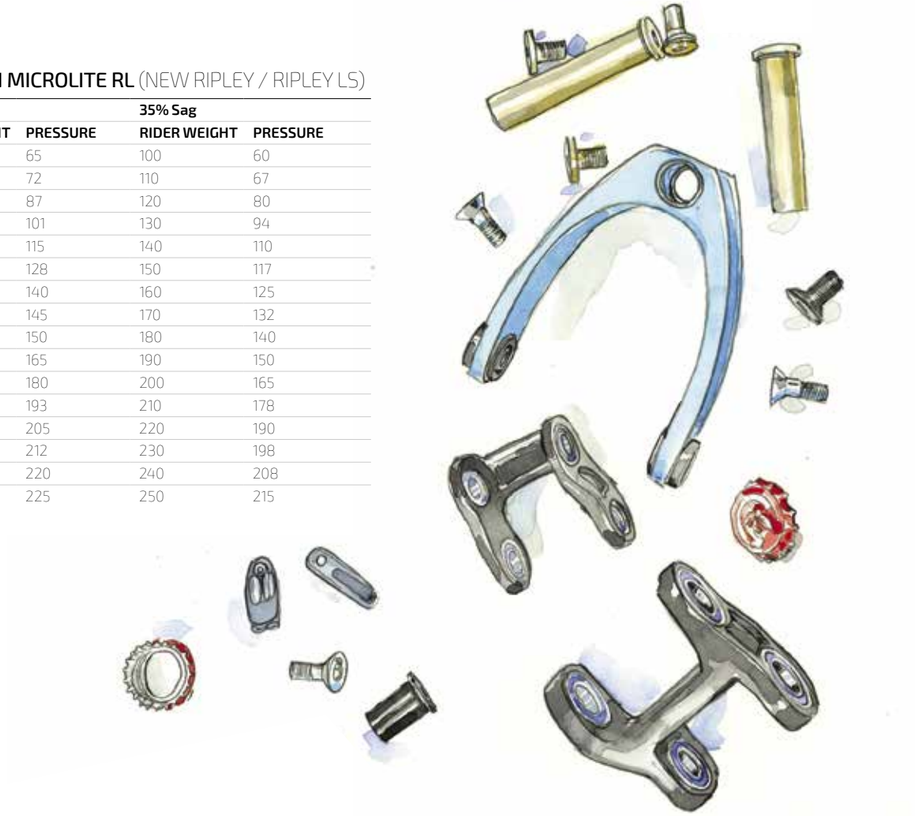
25% Sag	
RIDER WEIGHT	**PRESSURE**
lb	**psi**
100	120
120	140
140	160
160	200
180	200
200	230
220	260
250	300

FOX DPS EVOL (MOJO HD3 / MOJO 3)

25% Sag	
RIDER WEIGHT	**PRESSURE**
lb	**psi**
100	120
120	140
140	160
160	200
180	200
200	230
220	260
250	300

X-FUSION MICROLITE RL (NEW RIPLEY / RIPLEY LS)

30% Sag		35% Sag	
RIDER WEIGHT	**PRESSURE**	**RIDER WEIGHT**	**PRESSURE**
100	65	100	60
110	72	110	67
120	87	120	80
130	101	130	94
140	115	140	110
150	128	150	117
160	140	160	125
170	145	170	132
180	150	180	140
190	165	190	150
200	180	200	165
210	193	210	178
220	205	220	190
230	212	230	198
240	220	240	208
250	225	250	215



WORKING ON THE RIPLEY

This information is shown in a video:
http://tinyurl.com/n8f9o4p

Should you find it necessary to replace any of the bearings on the Ripley eccentric linkages, you will need to remove the swingarm. For that, you will need the following tools:

- 12mm open end wrench
- 1 x 5mm Allen wrench
- 2 x 6mm Allen wrench
- 2 x 4mm Allen wrenches

BEARING REPLACEMENT

Please refer to the section on Ripley Swingarm Removal on **pages 56-58.** Complete instructions can be found on this video: http://tinyurl.com/n8f9o4p or on our website at http://www.ibiscycles.com/support/technical_articles/ripley_bearing_replacement/

RIPLEY BEARING SPECS

Eccentric Core Inner Bearings:
- 6806-2RS (30 x 42 x 7)
  These are the same as BB30 bearings.

Lower Outer Bearings:
- 608-RS 8x22x7
  These mount in the swingarm and can be found in skate shops.

Upper Outerbearing:
- 698-RS 8x19x6
  These mount in the swingarm and can be found in skate shops.

WORKING ON MOJO HD3 / MOJO 3

The linkage assemblies on the Mojo HD3 and Mojo 3 are designed to be removed and replaced easily. Be sure to purchase a fresh link set before removing the old ones to skip any downtime. There are no bearings to press out, nor any axles to hammer. Upper and lower pivot assemblies are available in the buy section of our website, or you can have your dealer order them from Ibis for you. Replacement is super simple and requires these common tools:

- 2x 4mm Allen wrenches
- 2x 5mm Allen wrenches
- 2x 6mm Allen wrenches
- Loctite 243 (or 242) blue thread locker

REPLACING LINKAGES

Please refer to the section on Mojo HD3 and Mojo 3 Swingarm Removal in this manual on **pages 60–61.**

BEARING REPLACEMENT

If you're handy with a bench vice and have a good supply of sockets, you can attempt the replacement of the bearings in the upper and lower link yourself. While we don't have step–by–step instructions, you are welcome to purchase the bearings and try it yourself.

MOJO HD3 / MOJO 3 BEARING SPECS

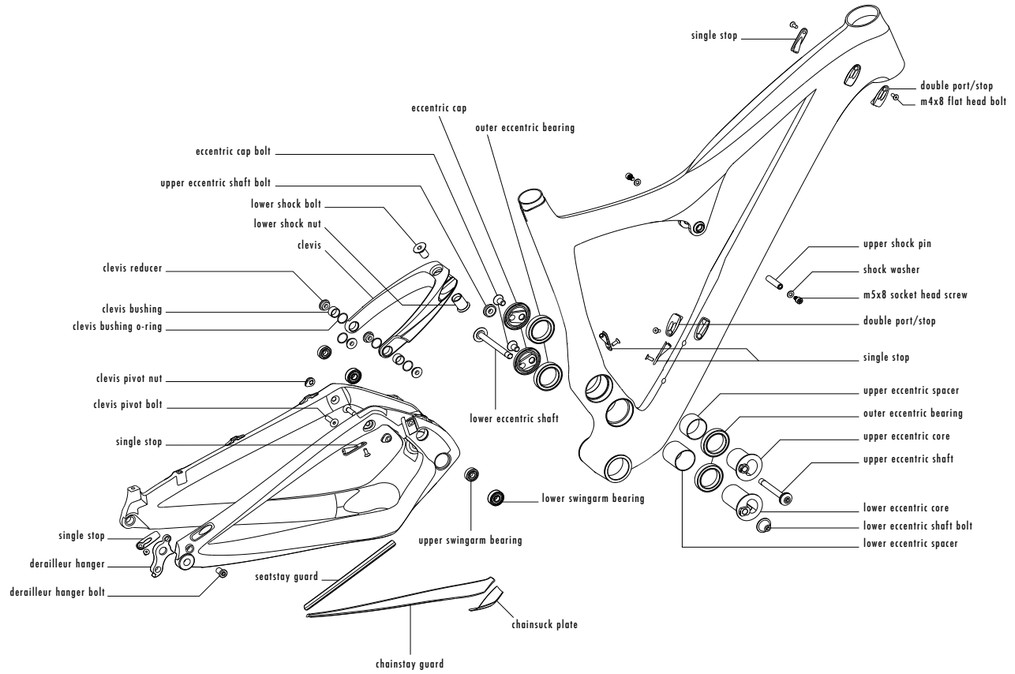
The lower links use DDR1526 bearings on the drive side and 6902rs on the non-drive side.

The upper links are 6800rs all around.

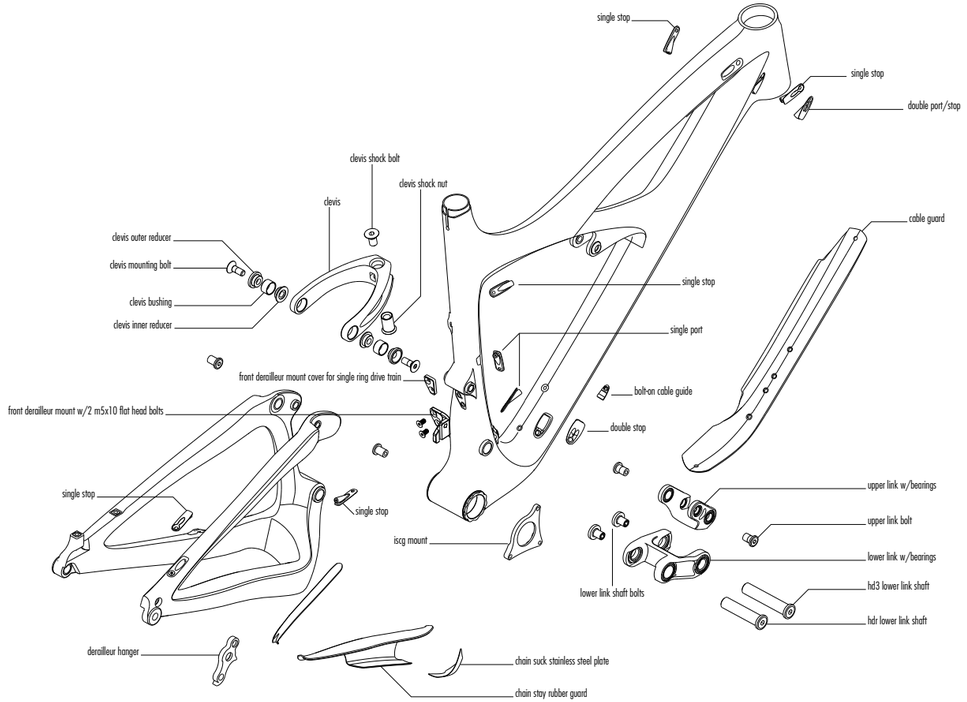
BEARING KITS

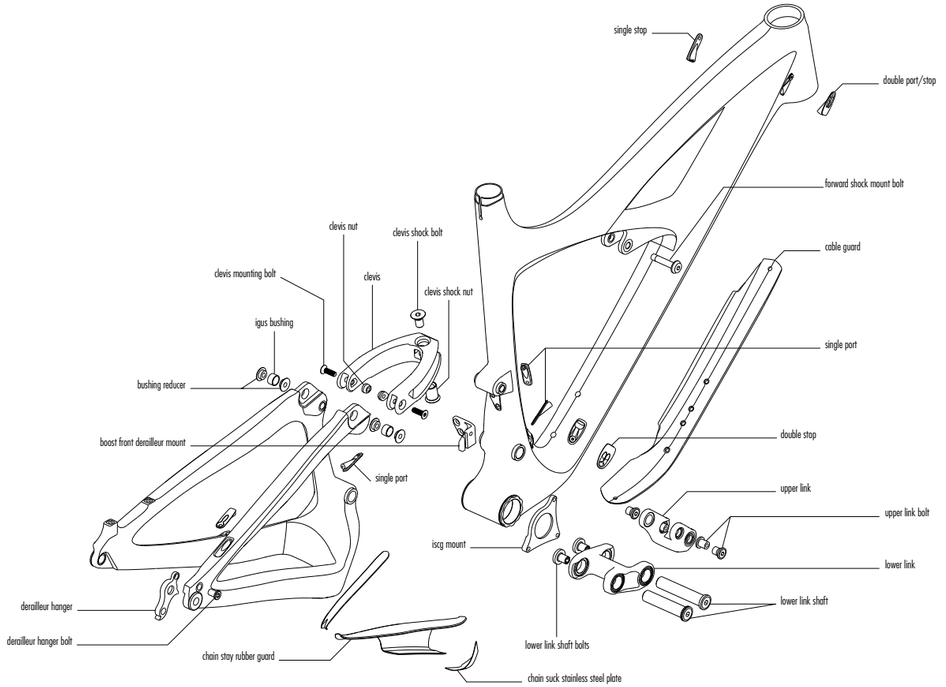
Enduro Bearing kits are available for all modern Ibis suspension bikes at http://www.enduroforkseals.com/id245.html

FRAME HARDWARE

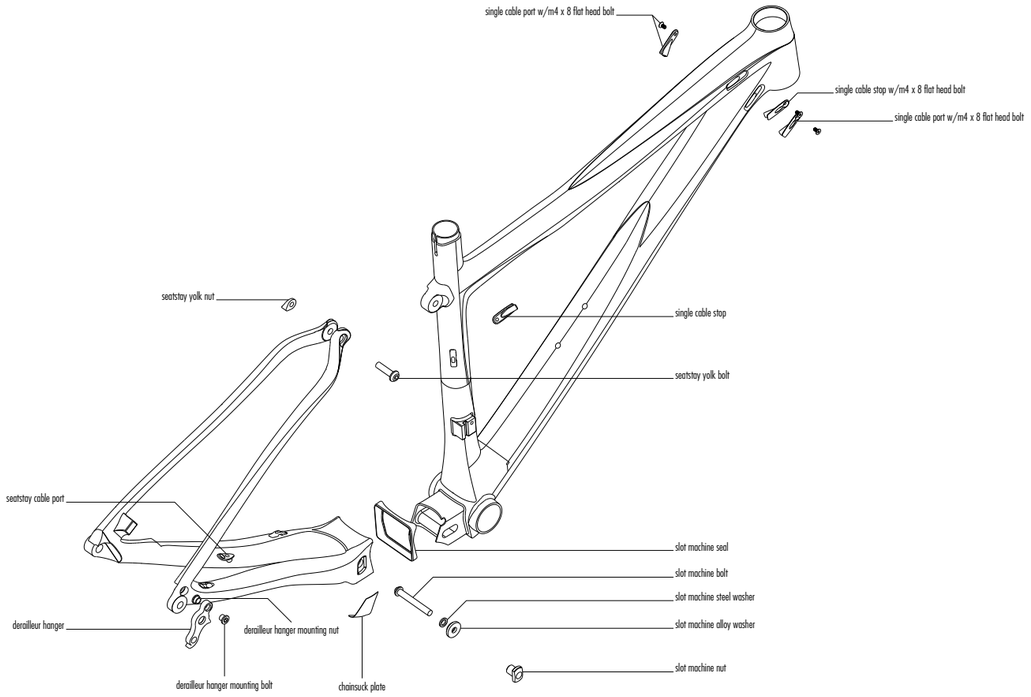


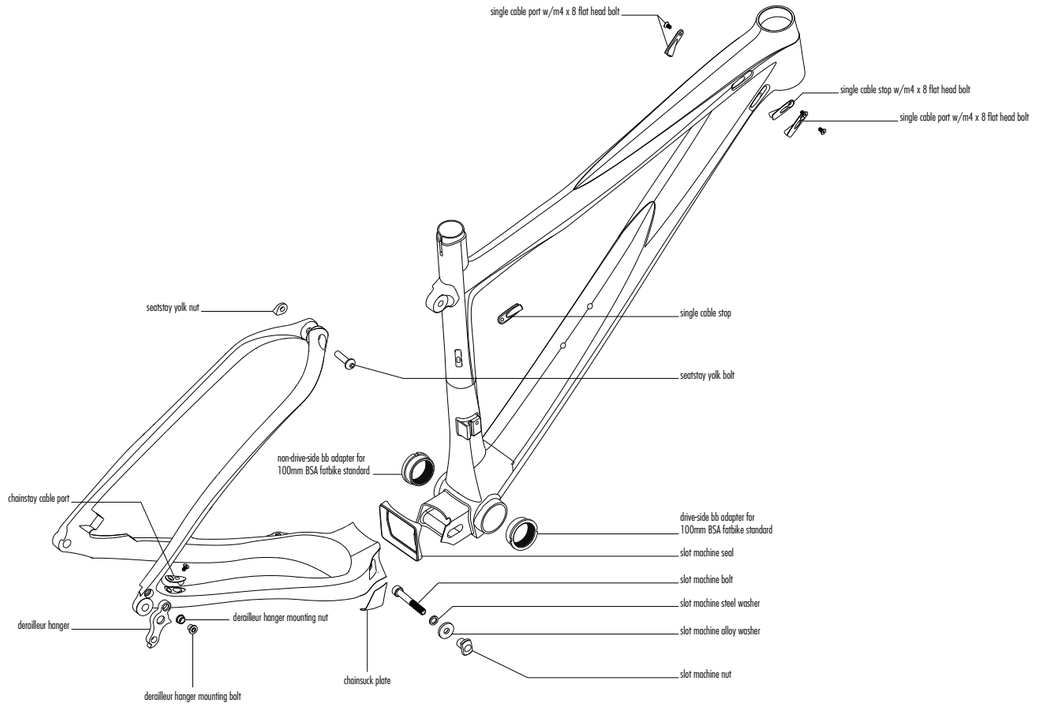
FRAME HARDWARE : MOJO HD3





FRAME HARDWARE : TRANNY29





TORQUE SPECS

RIPLEY MODELS

HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Clevis to Swingarm Bolts	**8 Nm**	Loctite 243
Eccentric Shaft Bolts	**8 Nm**	Titanium Bolts: use Ti anti-seize on the shaft and Loctite 243 on the threads Aluminum Bolts: use grease on the shaft and Loctite 243 on the threads
Lower Shock to Clevis Bolts	**15 Nm**	Loctite 243
Upper and Lower Eccentric Core Bolts	**8 Nm**	Loctite 243
Upper Shock Mount Bolts	**4 Nm**	Ti anti-seize

NOTE: If you are using 243 Loctite, be sure to shake the bottle well before applying!

MOJO 3

HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Cable Port	**2 Nm**	Grease
Clevis to Swingarm Bolts	**8 Nm**	Loctite 243
Front Derailleur Cover Mount	**5 Nm**	Loctite 243
Front Derailleur Mount	**5 Nm**	Loctite 243
Lower Links	**24 Nm**	Loctite 243
Lower Shock to Clevis Bolts	**15 Nm**	Loctite 243
Rear Brake Caliper	**6 Nm**	Loctite 243
Seat Binder	**5 Nm**	Ti anti-seize
Upper Link Bolts	**10 Nm**	Loctite 243
Upper Shock Mount Bolts	**10 Nm**	Loctite 243

TRANNY29 / TRANS-FAT

HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Cable Port	**2 Nm**	Grease
Seat Stay Bolts	**10 Nm**	Ti anti-seize
Slot Machine Bolt (Geared Riding)	**25-30 Nm**	Ti anti-seize
Slot Machine Bolt (Single Speed Riding)	**25-30 Nm**	Ti anti-seize

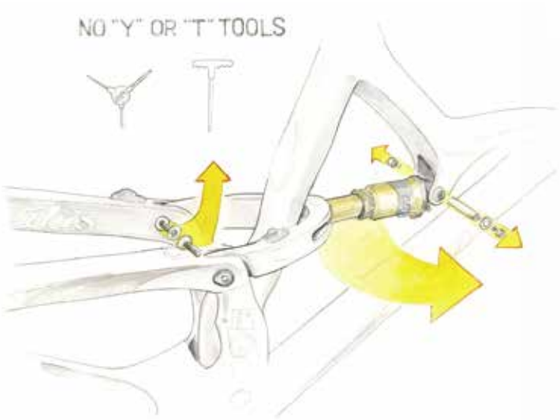
ALL MODELS

HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Derailleur Hanger Bolt	**5 Nm**	Grease

MOJO HD3

HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Cable Port	**2 Nm**	Grease
Clevis to Swingarm Bolts	**15 Nm**	Loctite 243
Front Derailleur Cover Mount	**5 Nm**	Loctite 243
Front Derailleur Mount	**5 Nm**	Loctite 243
Lower Links	**24 Nm**	Loctite 243
Lower Shock to Clevis Bolts	**15 Nm**	Loctite 243
Rear Brake Caliper	**6 Nm**	Loctite 243
Seat Binder	**5 Nm**	Ti anti-seize
Upper Link Bolts	**10 Nm**	Loctite 243
Upper Shock Mount Bolts	**10 Nm**	Loctite 243

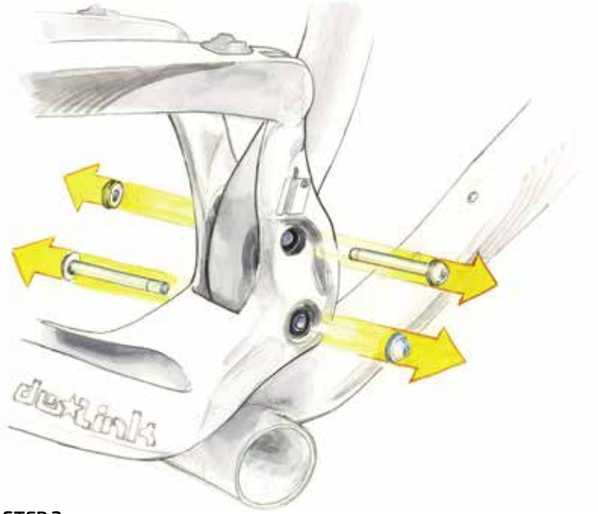
HEXLE REAR AXLE
There is not a numerical torque figure for the Hexle. We recommend tightening the 5mm with your multi tool that you carry with you. This way you'll be able to remove it in case of a flat out on a ride.



This information is shown in a video:
http://tinyurl.com/n8f9o4p

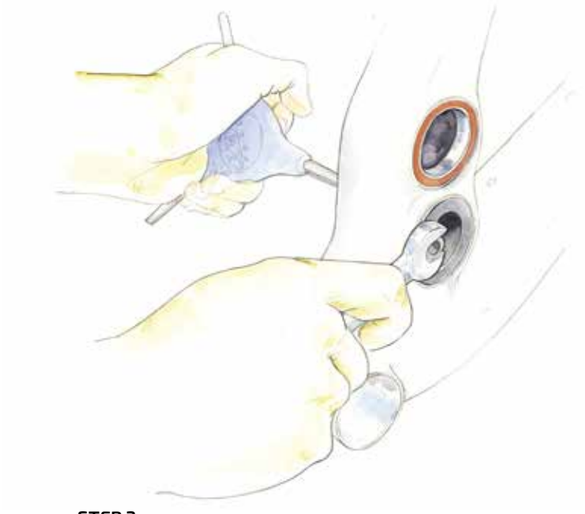
STEP 1

Put your Ripley in a work stand. Remove the front derailleur, cranks, brakes and the rear wheel. Remove the upper 4mm shock bolts and lower 5mm clevis bolts **(Do not use Y or T tools when removing the clevis bolts).** Gently remove the clevis from the swingarm, leaving the shock attached.



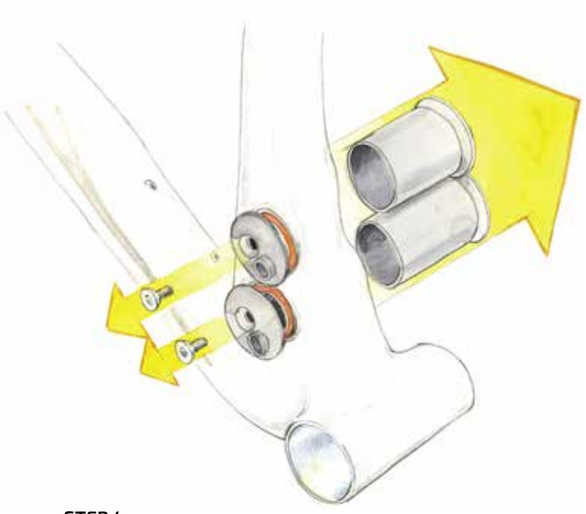
STEP 2

Remove both of the eccentric core bolts using 6mm Allen wrenches.



STEP 3

Remove the countersunk bolt from each eccentric core cap. You might need to use a 12mm open end wrench to prevent the eccentric from rotating. Do not use a crescent wrench, cave man!

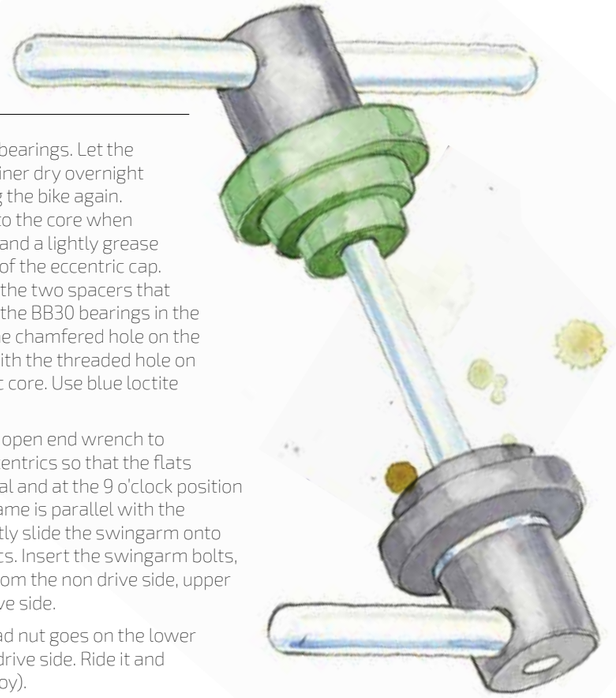


STEP 4

Gently remove the cap, and then you will be able to push the eccentric core out of the frame.

SWINGARM REMOVAL : RIPLEY

This information is shown in a video:
http://tinyurl.com/mfttd8o



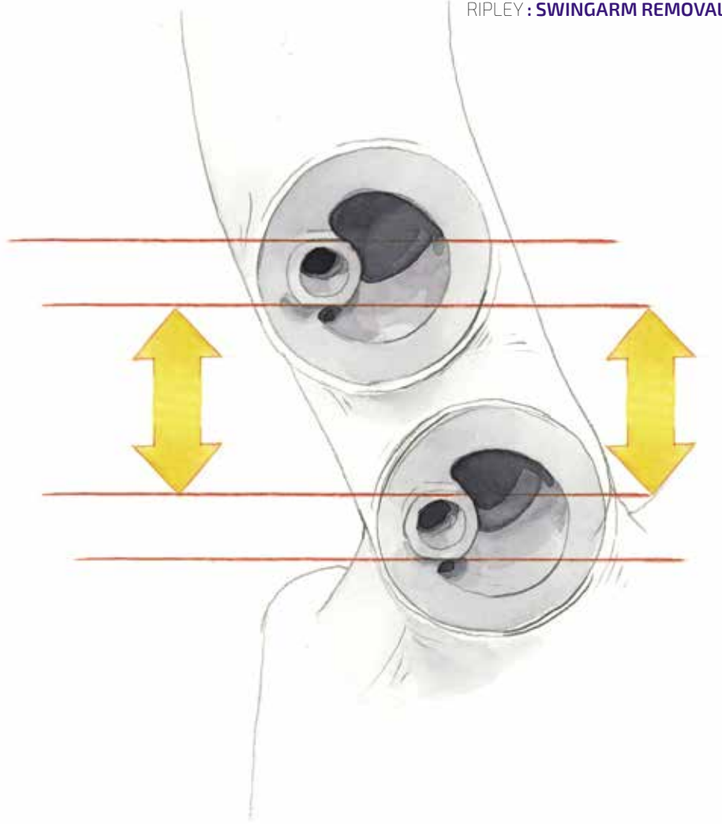
NOTE
Special tools are needed to remove and replace the Ripley bearings in the seattube and in the swingarm. Please do not attempt to remove and replace these bearings without the tool.

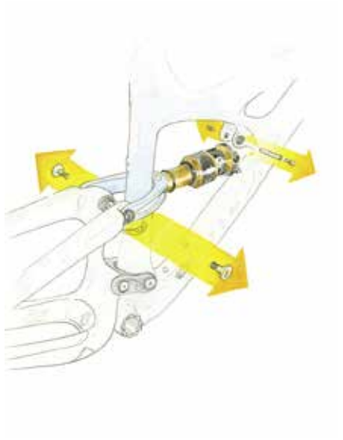
Instructions on removal and re-installation of the bearings using the Ibis Clemens Tool **(drawing to the right)** can be found in the video above and on the Ibis website under **Support>Technical Articles>Ripley Bearing Replacement.** You can purchase the tool at our online store: **http://store.ibiscycles.com/clemens-bearing-tool-for-ripley-p195.aspx**

To reinstall the swingarm, work in the reverse order. If you are replacing the eccentric bearings, be sure to clean the bearing surfaces in the frame and the bearings themselves, making sure the press surfaces are free of any contamination such as grease or oil. Apply a thin layer of Loctite 680 retaining compound and use the Clemens tool to press in the bearings. Let the bearing retainer dry overnight before riding the bike again. Add grease to the core when reinstalling, and a lightly grease the inner lip of the eccentric cap. Don't forget the two spacers that go between the BB30 bearings in the seattube. The chamfered hole on the cap aligns with the threaded hole on the eccentric core. Use blue loctite on the bolt.

Use a 12mm open end wrench to align the eccentrics so that the flats are horizontal and at the 9 o'clock position when the frame is parallel with the ground. Gently slide the swingarm onto the eccentrics. Insert the swingarm bolts, lower bolt from the non drive side, upper from the drive side.

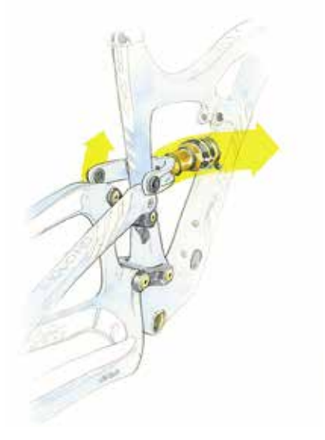
The conehead nut goes on the lower bolt, on the drive side. Ride it and weep (with joy).





STEP 1

Put your freshly cleaned Mojo in a work stand. Remove the front derailleur, cranks, and the rear wheel. Remove the shock and clevis assembly by removing the upper shock mount bolt and shaft with two 4mm Allen wrenches. Next, remove the clevis to swingarm bolts with a 5mm Allen.

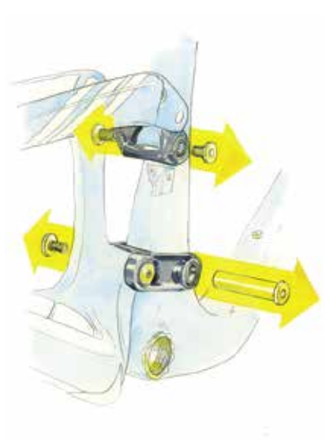


STEP 2

Carefully separate the shock and clevis assembly from the frame.

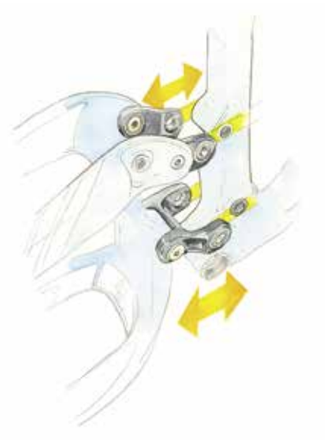
STEP 3

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



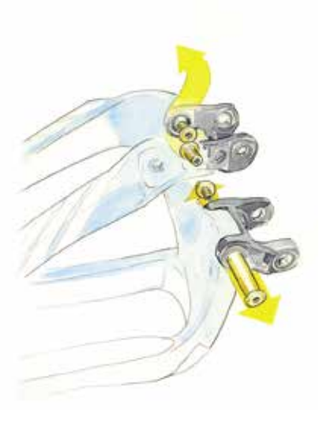
STEP 4

Remove front lower link shaft and the two forward upper link bolts.



STEP 5

Pull the swingarm with the linkages still attached away from the front triangle.



STEP 6

Remove the axle in the lower link that passes through the swingarm and separate the link from the swingarm. Also remove the upper link from the swingarm.

*To reassemble your bike, follow the steps in reverse order. Remember to use a little Loctite blue thread locker **(we prefer Loctite 243)** on all steel and aluminum fasteners, and to use anti-seize on all titanium fasteners. **Refer to the torque chart on page 50.**

WARRANTY

Ibis Cycles warrants Ibis frames to be free from defects in materials and workmanship for a period of 3 years from date of sale. This limited warranty applies to the original owner and is nontransferable. Ibis will, at its sole discretion, repair or replace any frame or frame component that it determines to be defective. This warranty does not cover normal wear and tear, nor does it apply to damage that is the result of abuse, neglect, improper assembly, improper maintenance, alteration, misuse or massive hucking. 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 this limited warranty.

This warranty applies exclusively to Ibis bicycles manufactured after July 1, 2005.

NO FAULT REPLACEMENT

Should your Ibis 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. Ibis Cycles does this at its sole discretion and reserves the right to refuse this offer, so don't go crashing your bike. Unless otherwise provided, the sole remedy under the above warranty, 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.

WARRANTY REGISTRATION

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

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

For International Warranty Service:
Contact a Fox service center:
http://www.foxracingshox.com/fox_tech_center/service.htm

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.

Note that if you have a Mojo HD3 with a cable guard installed, you will need to remove the cable guard to obtain the serial number. We want you to register the serial numbers on the front triangle, not the swingarm.

RIDER INFO

Name :

Address:

Phone :

Email :

BIKE INFO

Model :

Paint Color :

Front Triangle Serial No.

Swingarm Serial No.

NEAREST IBIS DEALER

Name :

Address :

Service Manager :

Phone :

FORK SETTINGS

PSI :

Clicks Rebound:

Clicks Compression:

Tuning Notes:

SHOCK SETTINGS

PSI :

Clicks Rebound:

Clicks Compression:

Tuning Notes:

FIRST RIDE ON THE NEW RIG

Route :

Crew:

Verdict:

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

RIDE MORE, WORK LESS. ibis

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

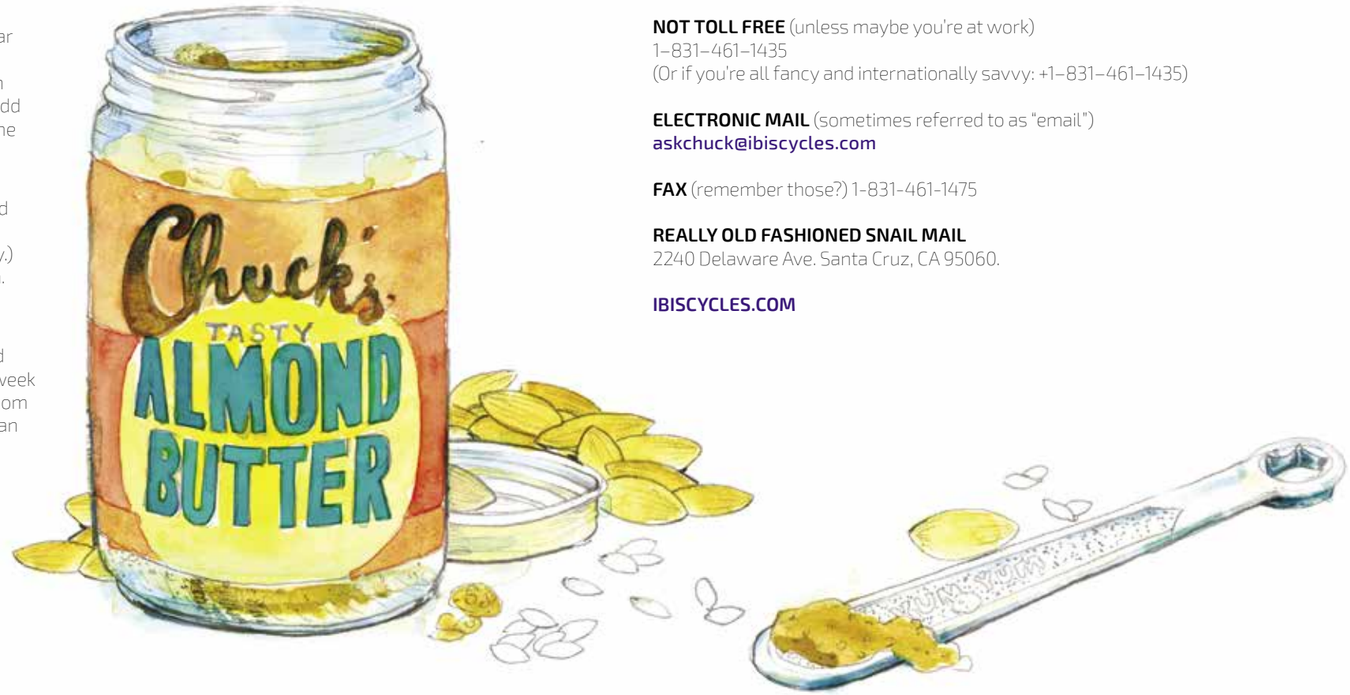
1. Coat a 9–by–13–inch baking pan with cooking spray.
2. Combine the almonds, sunflower seeds (or other nuts), raisins (or other dried fruit), oats, rice cereal and wheat germ (if using) in a large bowl.
3. Combine almond butter, brown sugar and corn syrup (or honey) in a large microwaveable bowl; microwave 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

VIDEO INDEX

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Ripley: Replacing the Eccentric Link Bearings
http://tinyurl.com/n8f9o4p

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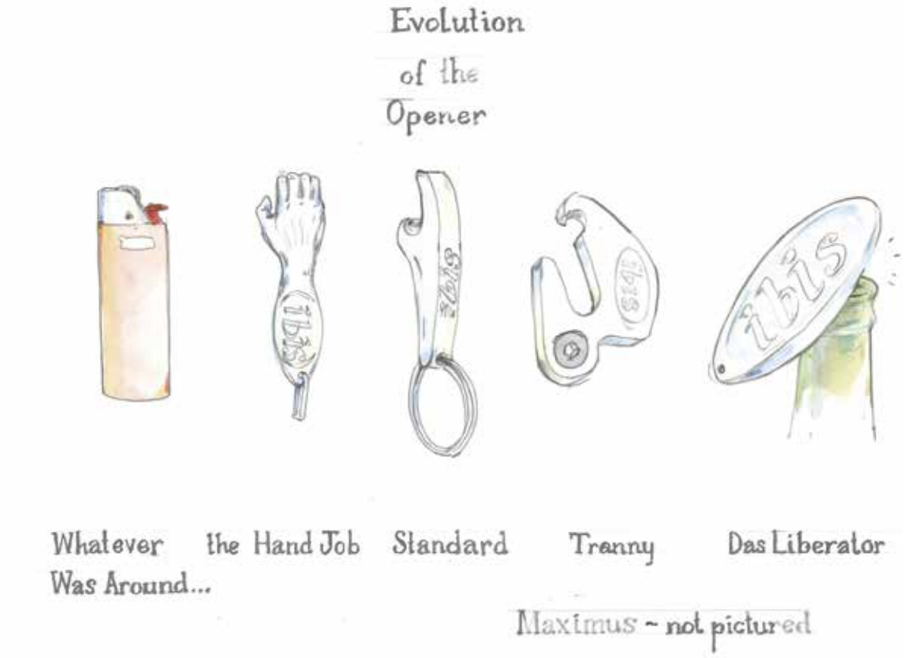
Ripley: Swingarm Removal
http://tinyurl.com/n8f9o4p

58
Ripley: Bearing Tool
http://tinyurl.com/mfttd8o

EXTRAS

NOTES


Evolution
of the
Opener
Whatever the Hand Job Was Around...
Standard
Tranny
Das Liberator
Maximus - not pictured

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