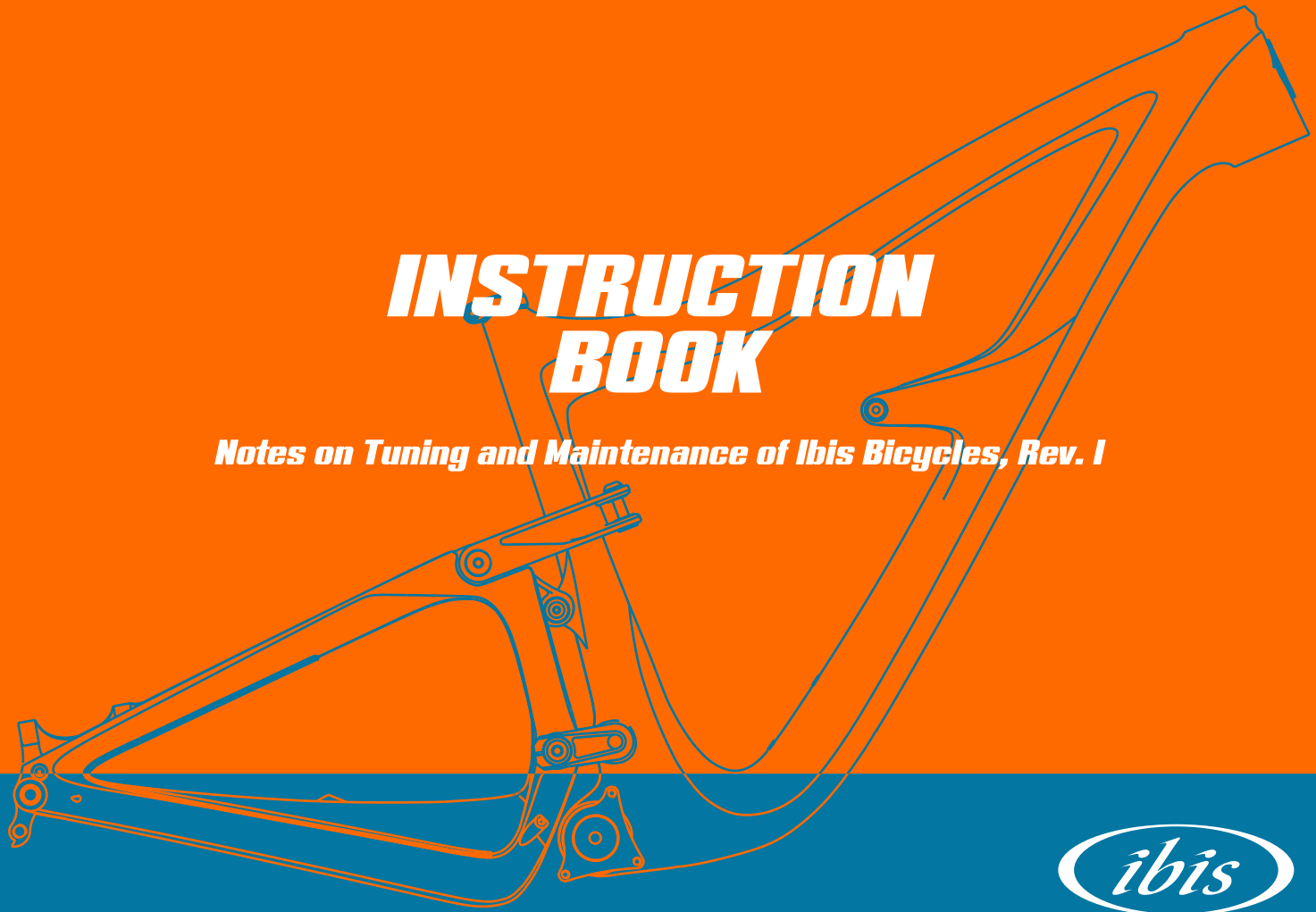
INSTRUCTION BOOK

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



ibis

INSTRUCTION MANUAL

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

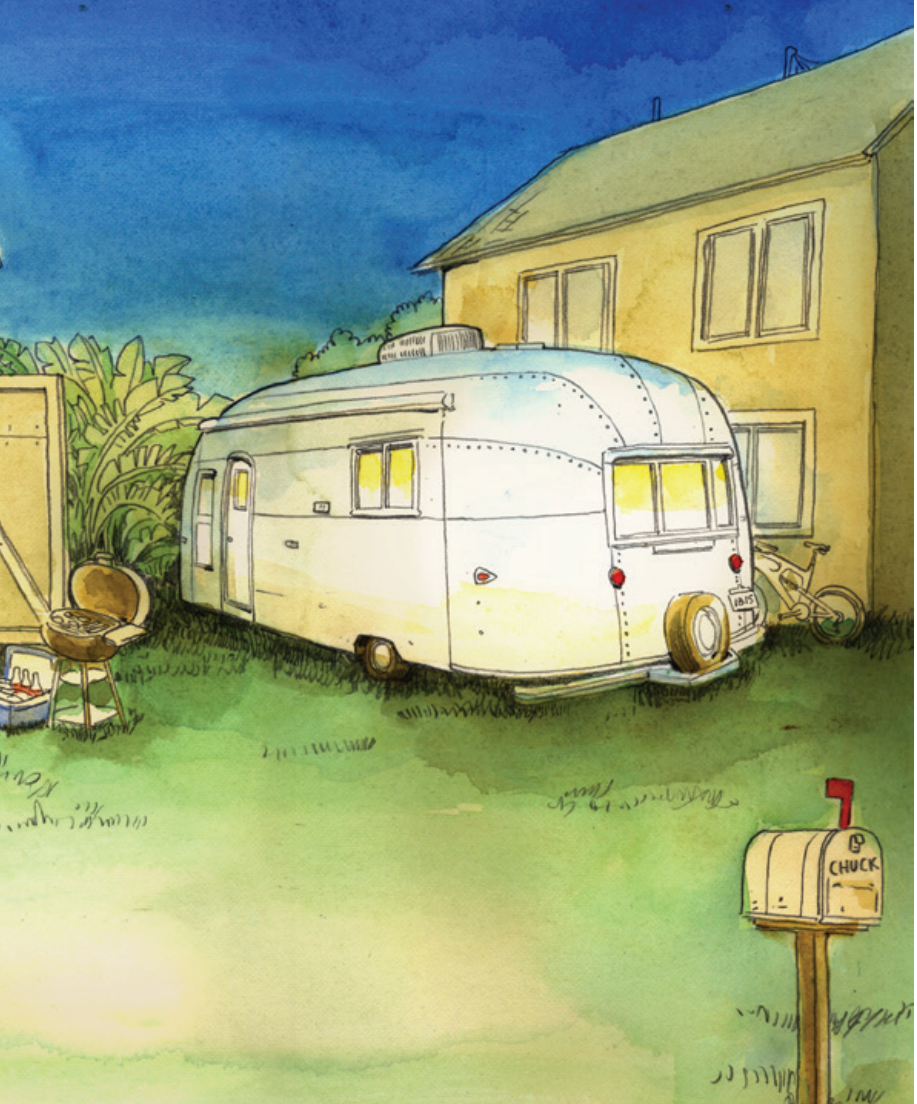
SALUTATIONS

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/set-up_guide

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



CONTENTS

INTRODUCTION 2

BUILD

Geometry / Quick Specs	4-6
Frame Sizing Guide	8-9
Bike Set-Up Tips and Tricks	10-37

RIDE

Fork Set-Up	38-45
Fork Air Pressure Charts	44
Rear Shock Set-Up	46-51
Rear Shock Air Pressure Charts	50-51

MAINTAIN

Bearing Maintenance and Replacement	52-53
Frame Hardware (Part Numbers and Exploded Views)	54-57
Torque Specs	58-59
Swingarm Removal	60-67

WARRANTY/REGISTRATION

Warranty	68
Serial Number	68
Documentation	69

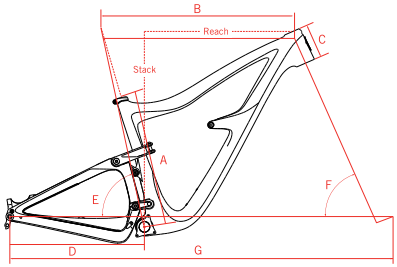
EXTRAS

Chuck's Recipe	70
Contact Info	71
Index with Video Links	72-73

GEOMETRY / QUICK SPECS

RIPMO

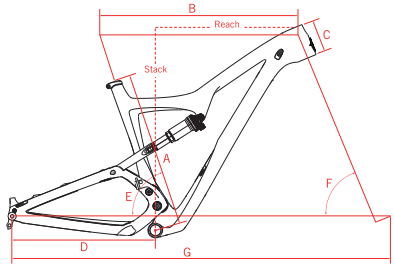
SIZE		SMALL	MEDIUM	LARGE	X-LARGE
SEATTUBE	A	14.5"	14.5"	16.5	18.5"
TOPTUBE	B	573mm	602mm	632mm	655mm
HEADTUBE	C	90mm	100mm	110mm	120mm
CHAINSTAY	D	435mm	435mm	435mm	435mm
SEAT ANGLE	E	77°	76°	76°	76°
HEAD ANGLE	F	65.9°	65.9°	65.9°	65.9°
WHEELBASE	G	1177mm	1197mm	1228mm	1256mm
STACK		613mm	623mm	632mm	641mm
REACH		431mm	447mm	471mm	495mm



- 29" wheels
- 145mm rear wheel dw-link travel
- Approved for 160mm forks, 44mm rake is STRONGLY recommended
- 65.9° head angle with a 160mm fork
- Cable routing through continuous internal tubes
- Chainstay length: 17.1"
- Threaded bottom bracket (73mm 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

RIPLEY LS

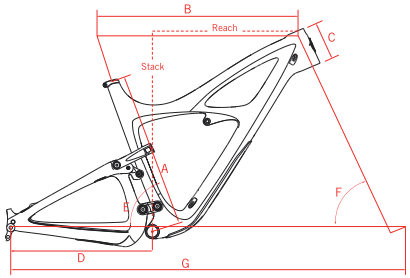
SIZE		SMALL	MEDIUM	LARGE	X-LARGE
SEATTUBE	A	15.2"	16.5"	18.5"	20.5"
TOPTUBE	B	546mm	600mm	619mm	640mm
HEADTUBE	C	77.5mm	93mm	102mm	107mm
CHAINSTAY	D	17.5"	17.5"	17.5"	17.5"
SEAT ANGLE	E	75°	73°	73°	73°
HEAD ANGLE	F	67.5°	67.5°	67.5°	67.5°
WHEELBASE	G	1144mm	1140mm	1167mm	1187mm
STACK		605mm	619mm	625mm	632mm
REACH		383mm	411mm	428mm	448mm



- 29" wheels
- 120mm rear wheel dw-link travel
- Approved for 120-140mm forks, 51mm rake is STRONGLY recommended
- 67.5° head angle with a 130mm fork
- Super versatile internal cable routing
- Chainstay length: 17.5"
- Threaded bottom bracket (73mm 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

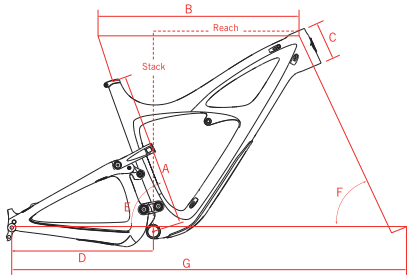
SIZE		SMALL	MEDIUM	LARGE	X-LARGE
SEATTUBE	A	14.4"	16.9"	18.7"	20.5"
TOPTUBE	B	580mm	600mm	620mm	640mm
HEADTUBE	C	85mm	105mm	117mm	132mm
CHAINSTAY	D	425mm	425mm	425mm	425mm
SEAT ANGLE	E	74.6°	73.6°	73.6°	73.6°
HEAD ANGLE	F	66.8°	66.8°	66.8°	66.8°
WHEELBASE	G	1126mm	1137mm	1158mm	1180mm
STACK		578mm	592mm	602mm	616mm
REACH		419mm	423mm	438mm	455mm



- 650b (27.5") wheels
- 130mm rear wheel dw-link travel
- Best with 140mm forks
- 66.8° head angle with a 140mm fork
- Super versatile internal cable routing
- 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 HD4

SIZE		SMALL	MEDIUM	LARGE	X-LARGE
SEATTUBE	A	14.25"	15.5"	17.6"	19"
TOPTUBE	B	579mm	604mm	628mm	658mm
HEADTUBE	C	87mm	109mm	126mm	142mm
CHAINSTAY	D	430mm	430mm	430mm	430mm
SEAT ANGLE	E	74°	74°	74°	74°
HEAD ANGLE	F	64.9°	64.9°	64.9°	64.9°
WHEELBASE	G	1163mm	1192mm	1219mm	1251mm
STACK		570mm	590mm	605mm	620mm
REACH		415mm	435mm	455mm	480mm

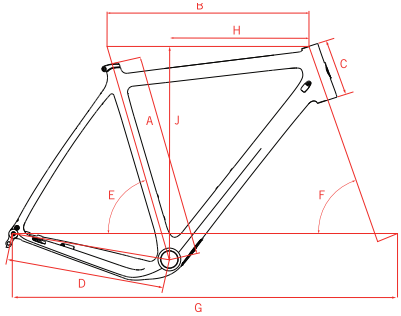


- 650b (27.5") wheels
- 153mm rear wheel dw-link travel
- Approved for 150-160mm forks
- 64.9° head angle with a 160mm fork
- Super versatile internal cable routing
- Chainstay length: 16.9"
- Threaded bottom bracket (68mm English thread)
- ISCG 05 compatible with removable adapter
- Tapered headtube and steerer, ZS44 upper, ZS56 lower
- 12 x 148mm BOOST rear axle
- 160mm post mount

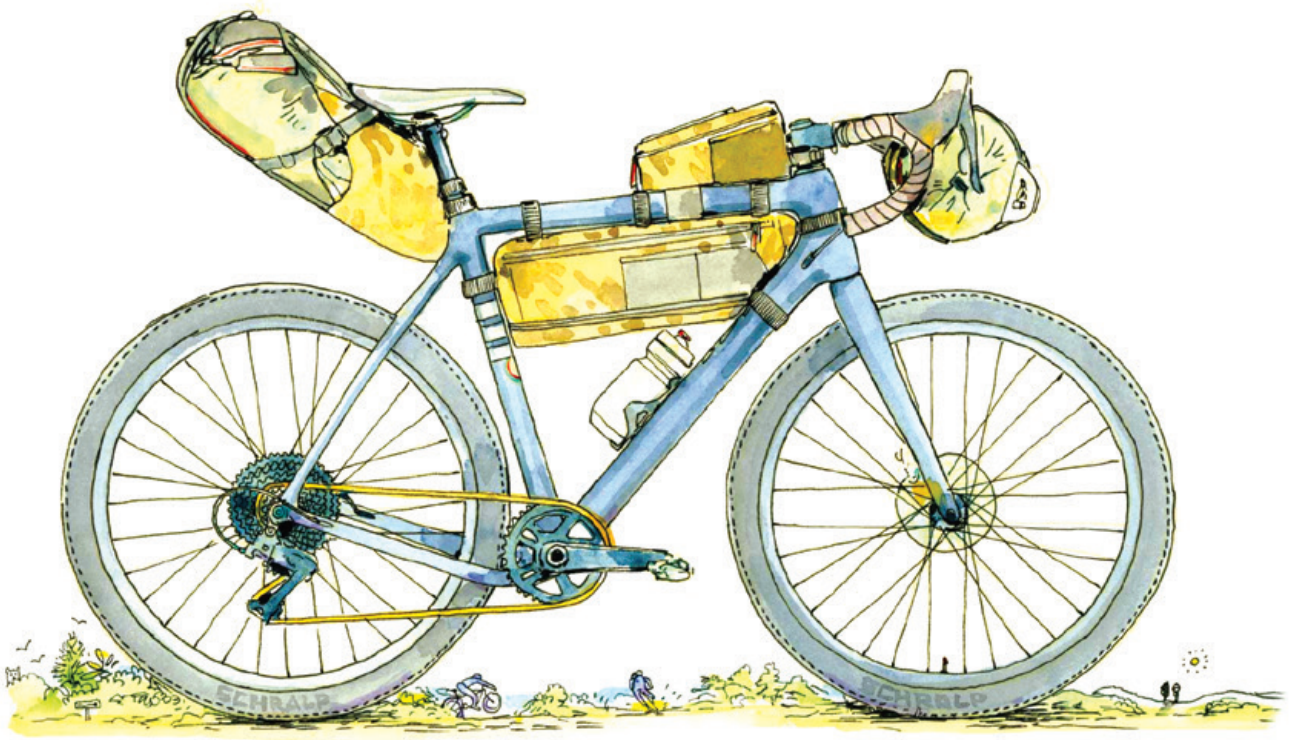
GEOMETRY / QUICK SPECS

HAKKA MX

SIZE		49	53	55	58	61
SEATTUBE	A	455mm	525mm	550mm	575mm	605mm
TOPTUBE	B	520mm	540mm	550mm	570mm	590mm
HEADTUBE	C	110mm	135mm	155mm	175mm	195mm
CHAINSTAY	D	430mm	430mm	430mm	430mm	430mm
SEAT ANGLE	E	74.5°	73.5°	73.5°	73.5°	73.5°
HEAD 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



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


SCHWALBE
SCHWALBE

FRAME SIZING GUIDE

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

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

RIPMO

Driveside Cable Routing

For cable routing, the 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.

RIPMO

Non-Driveside Cable Routing

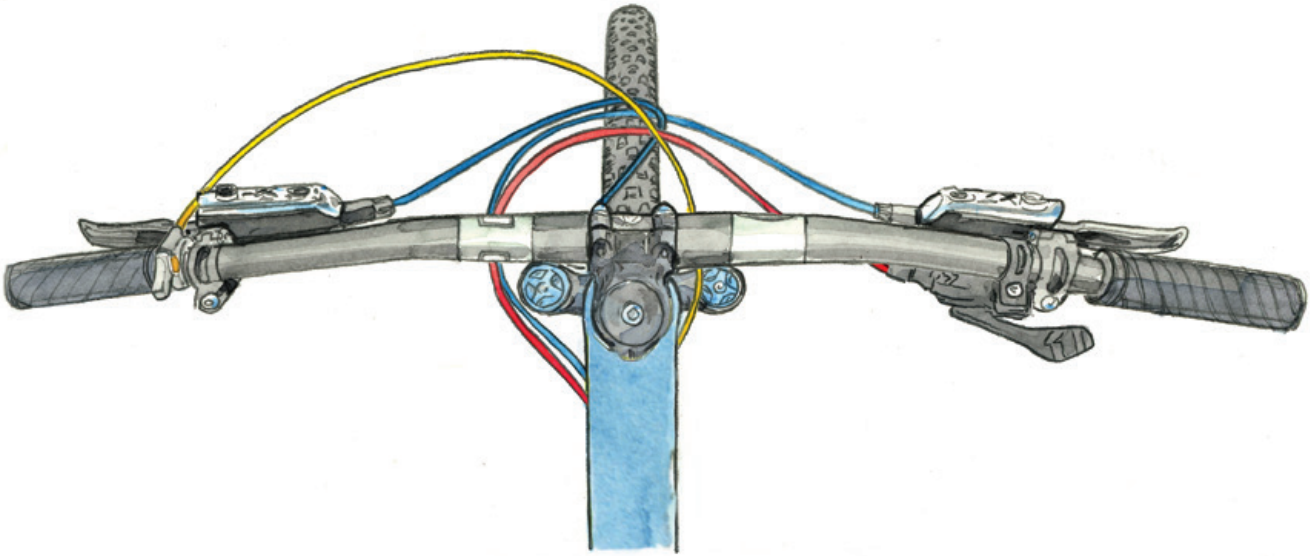
IMPORTANT: Before riding, check the saddle to tire clearance with the dropper post fully dropped and the air out of the shock with frame compressed to bottom out.

BIKE SET-UP TIPS AND TRICKS

DERAILLEUR
BRAKE ROUTING
DROPPER

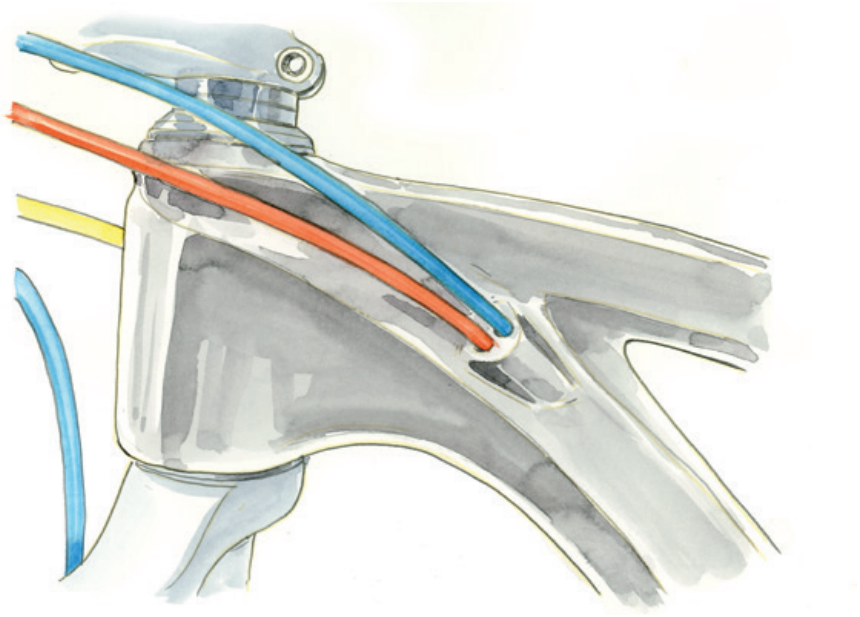
RIPMO

1x Cable Routing



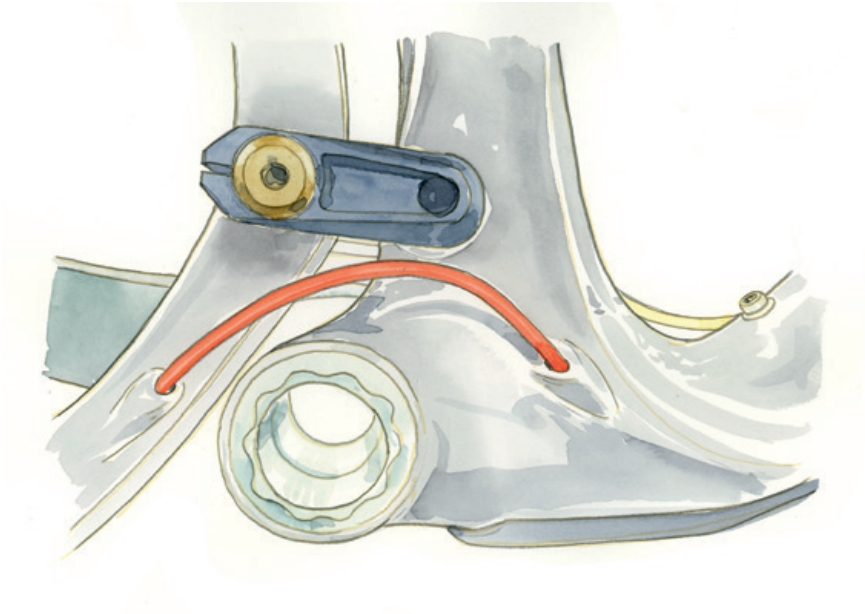
RIPMO

Front Cable Routing



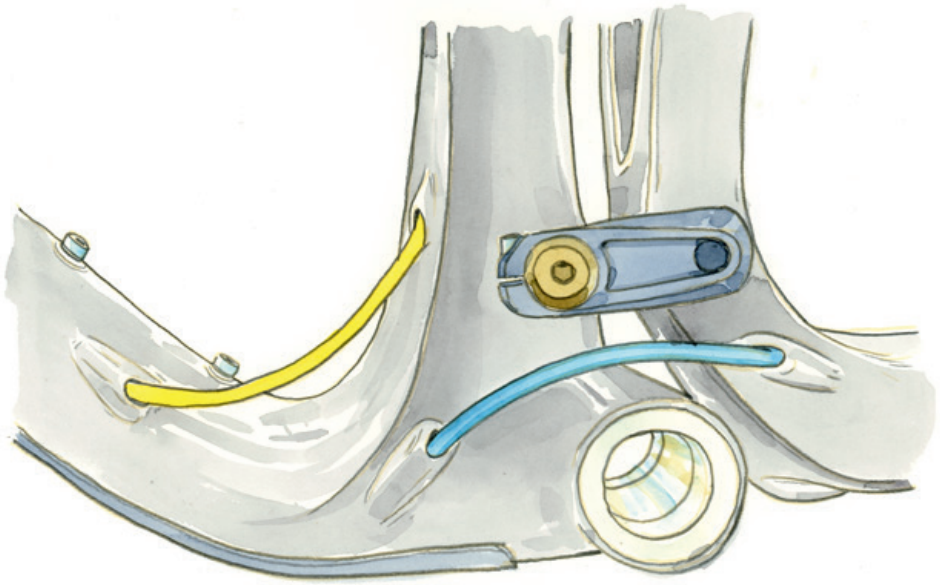
RIPMO

Driveside Cable Routing



RIPMO

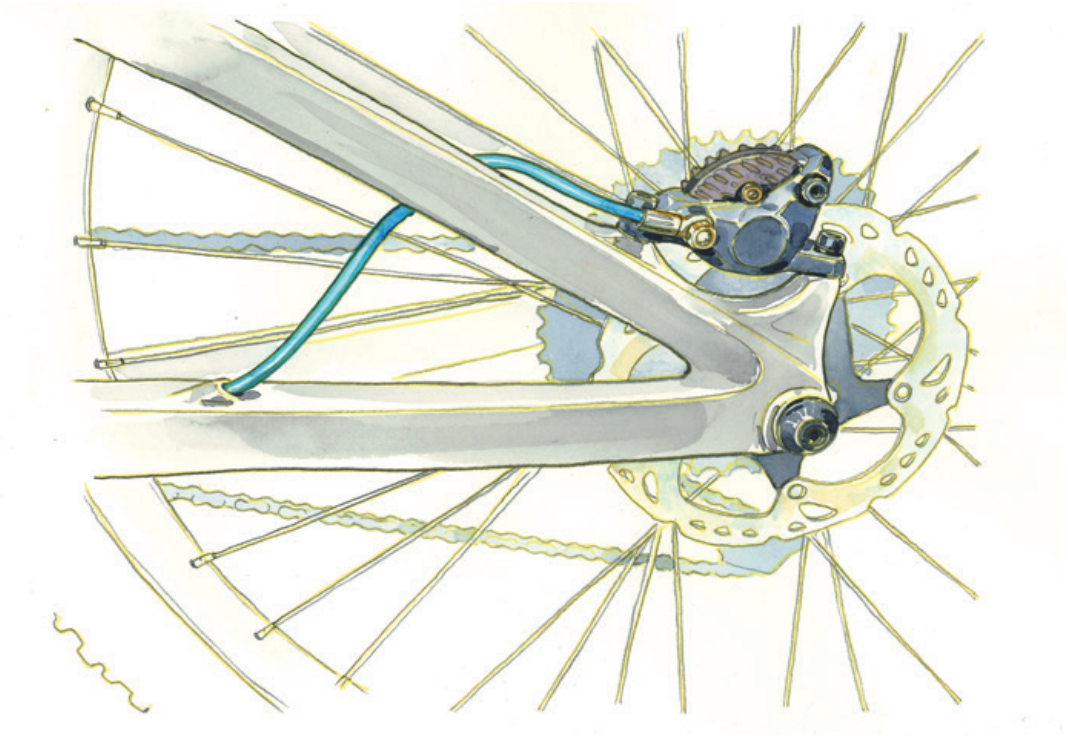
Non-Driveside Cable Routing



BIKE SET-UP TIPS AND TRICKS

RIPMO

Brake Cable Routing



DERAILLEUR
BRAKE ROUTING
DROPPER

RIPLEY LS

Driveside Cable Routing

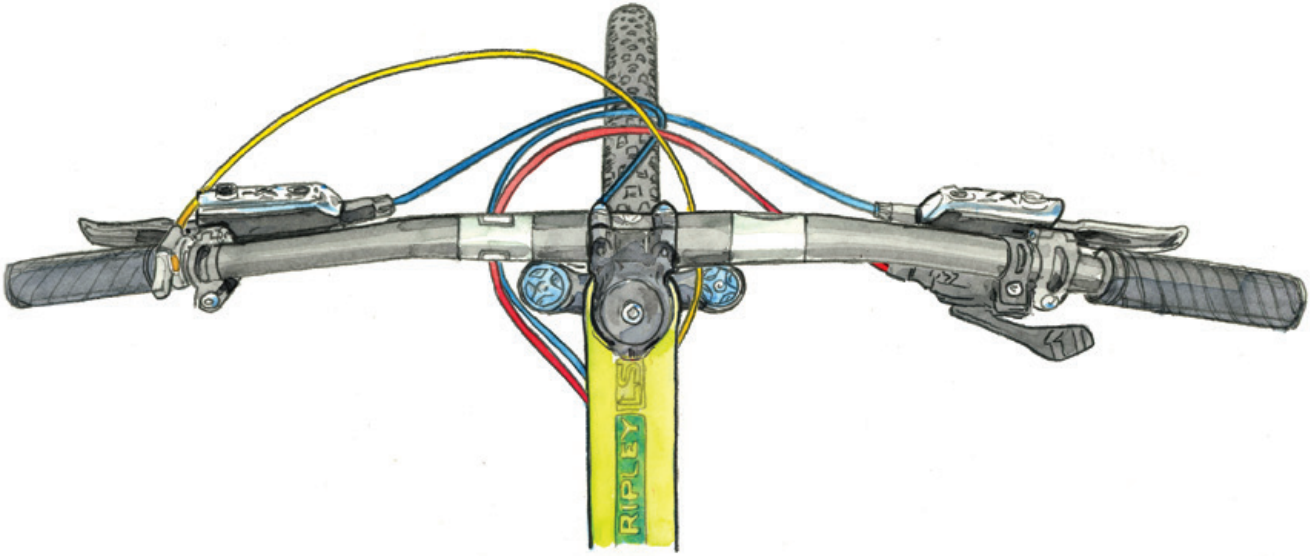
RIPLEY LS

Non-Driveside Cable Routing

BIKE SET-UP TIPS AND TRICKS

RIPLEY LS

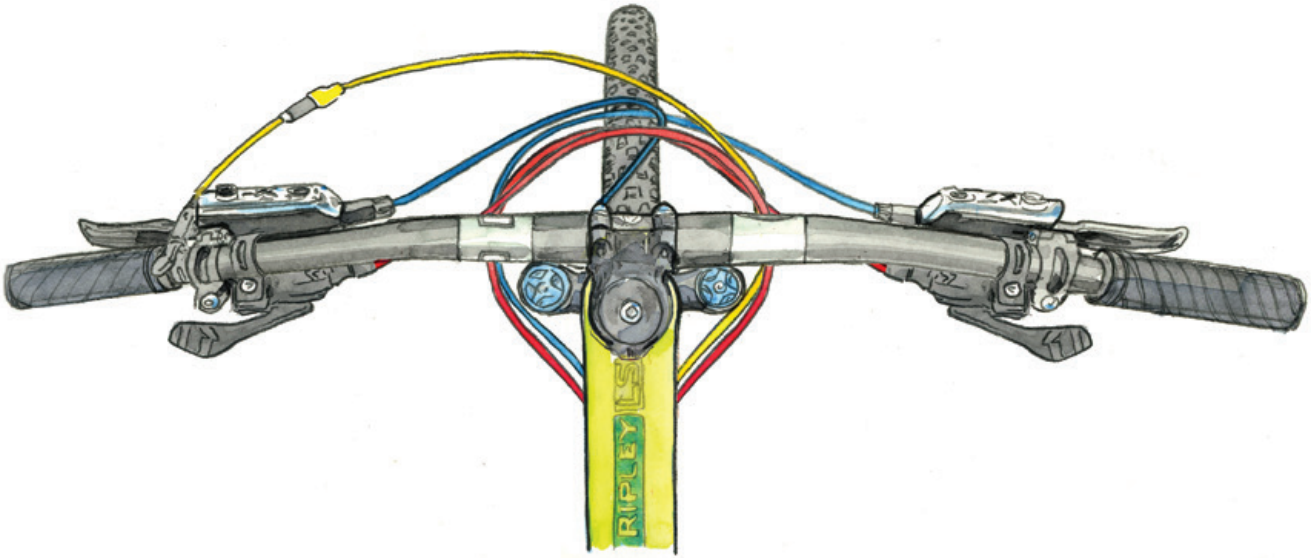
1x Cable Routing



Min and Max Dropper insertion charts can be found under the geometry link on each model's webpage over at ibiscycles.com

RIPLEY LS

2x Cable Routing

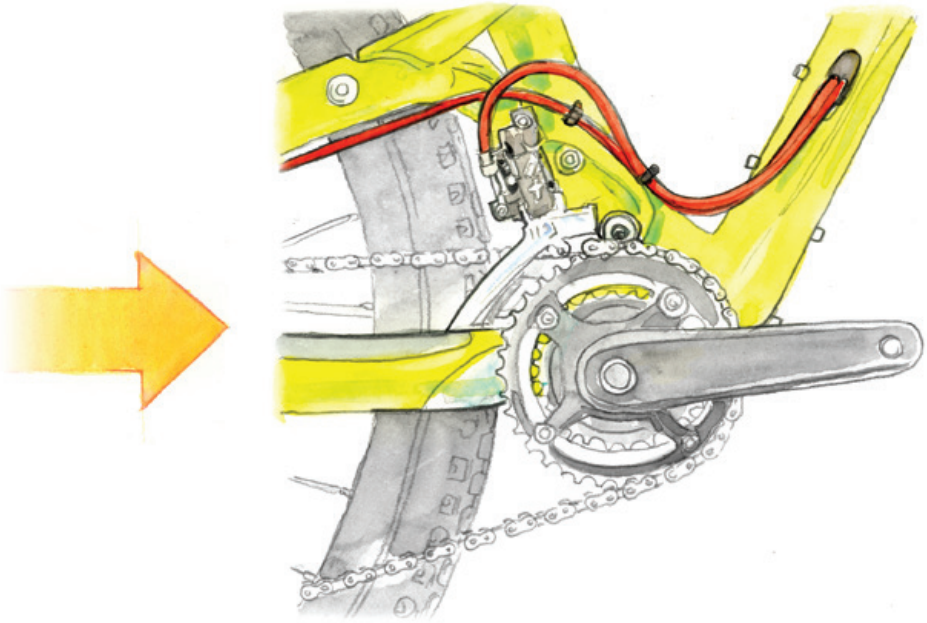


BIKE SET–UP TIPS AND TRICKS

A NOTE ON ROUTING RIPLEY LS AND MOJO 3 WITH TOP PULL DERAILLEURS

We have made the Ripley LS, 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, 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

We now 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.

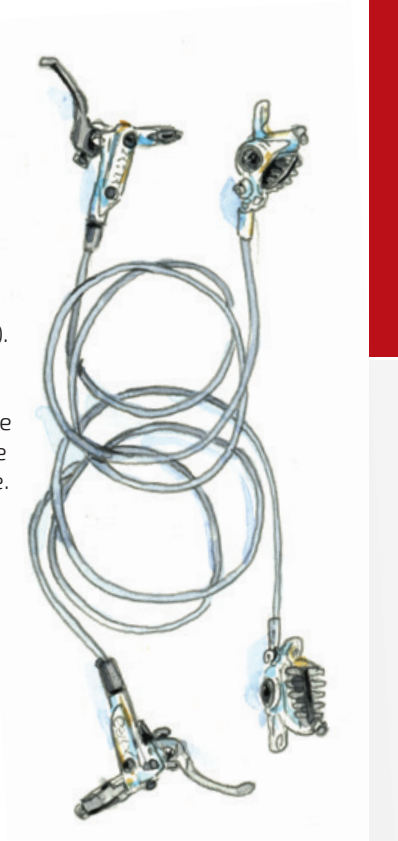
There are dozens of possible port/routing combinations on our bikes. For the latest port availability, go to our online store and search for port. http://store.ibiscycles.com

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. (or cable tunnel in the case of the Ripmo). 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.



BIKE SET–UP TIPS AND TRICKS

DERAILLEUR
BRAKE ROUTING
DROPPER

MOJO HD4/MOJO 3

Driveside Cable Routing

The Mojo HD4 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.

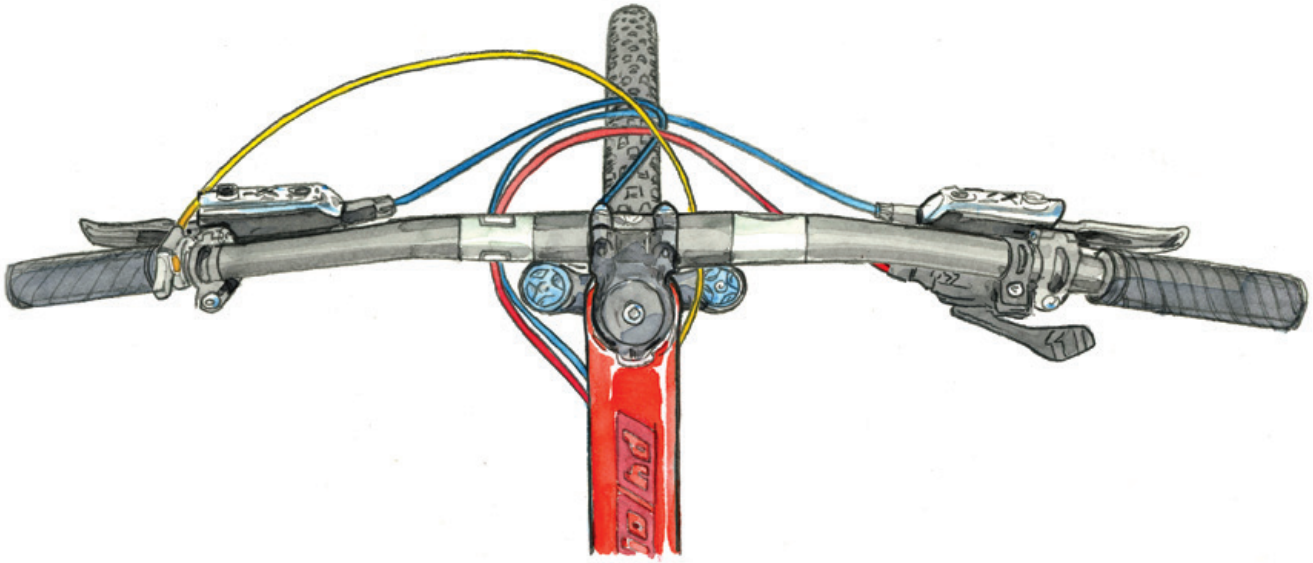
MOJO HD4/MOJO 3

Non-Driveside Cable Routing

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

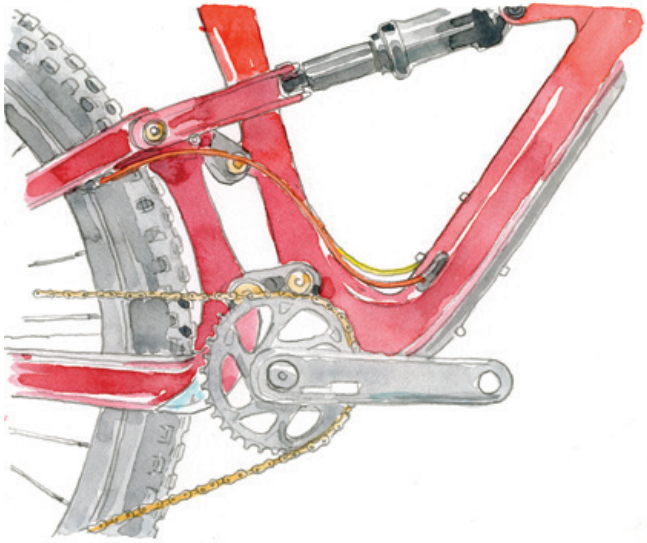
MOJO HD4/MOJO 3

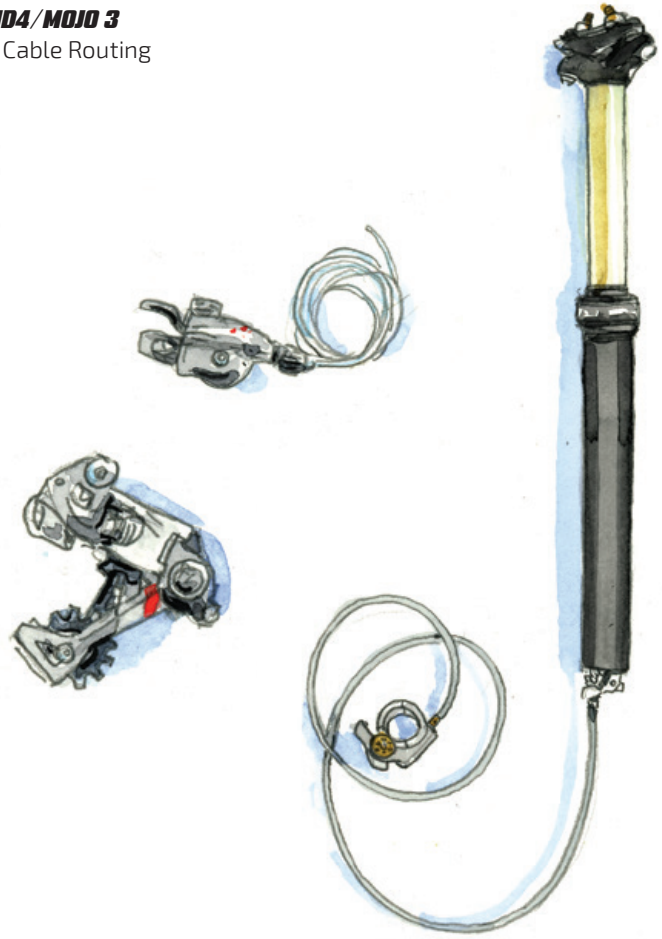
1x Cable Routing



2X routing on the Mojo 3 is the same as the Ripley LS as shown on **page 21**.

MOJO HD4/MOJO 3
Derailleur Cable Routing



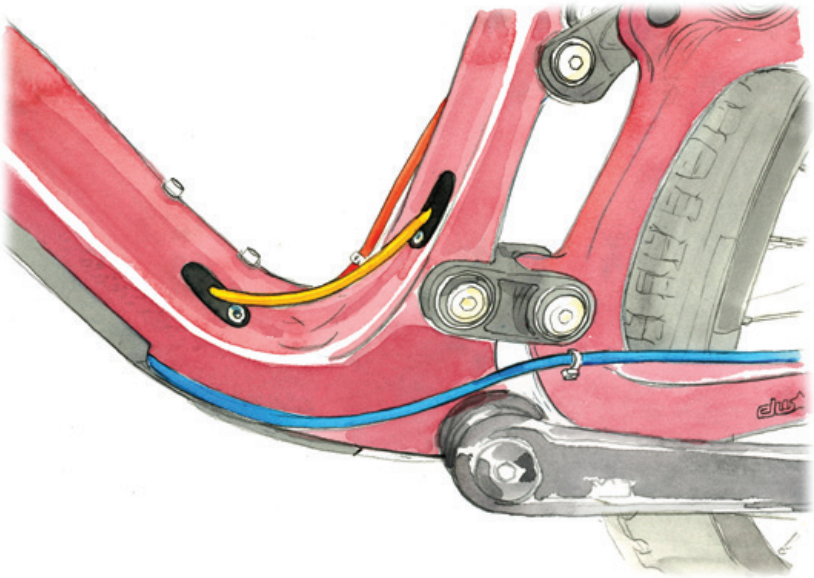


A NOTE ON MOJO 3 ROUTING WITH TOP PULL DERAILLEURS

We have made the Mojo 3 compatible with the new Shimano side swing front derailleurs. Should you be retrofitting an older style top pull derailleur refer to Ripley Routing on **page 22.**

MOJO HD4/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.

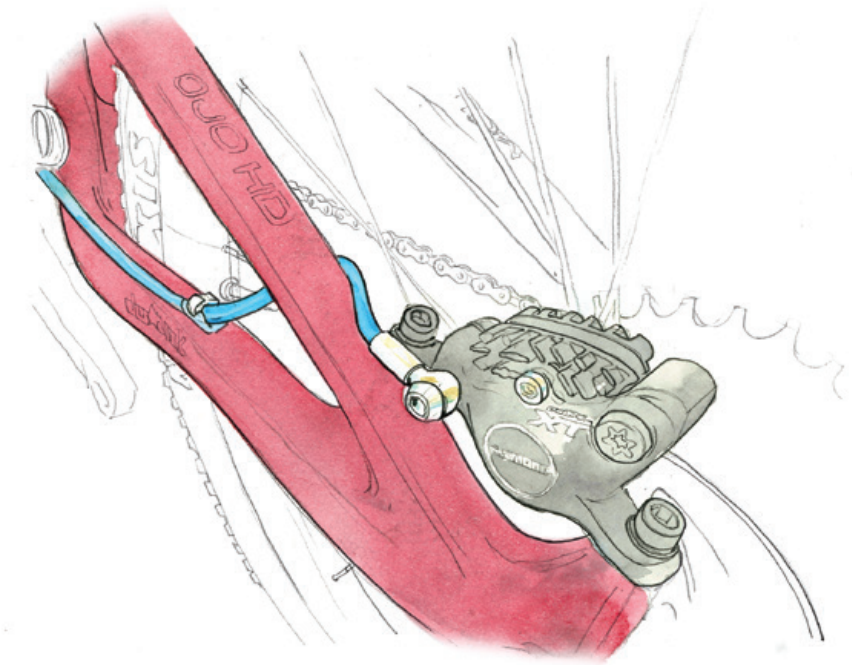
If you're using Shimano's new side pull front derailleur, route it through the drive side of the down tube and then out at the bottom of the drive side. For top mount front derailleurs use the toptube for entry and exit for the derailleur cable. Note that you have the choice of full housing or interrupted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

Min and Max Dropper insertion charts can be found under the geometry link on each model's webpage over at ibiscycles.com

MOJO HD4/MOJO 3

Brake Cable Routing



BIKE SET–UP TIPS AND TRICKS

MOJO HD4 AND RIPMO CHAIN GUIDE

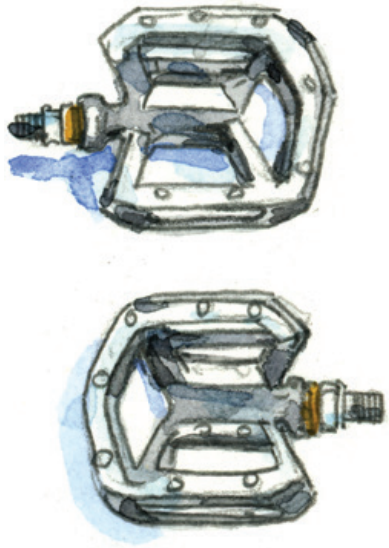
For the HD4 and Ripmo we manufacture a removable ISCG 05 mount which mounts on the splines on the drive side of the bottom bracket. Standard procedures apply to mounting an ISCG 05 compatible chain guide or bash guard.

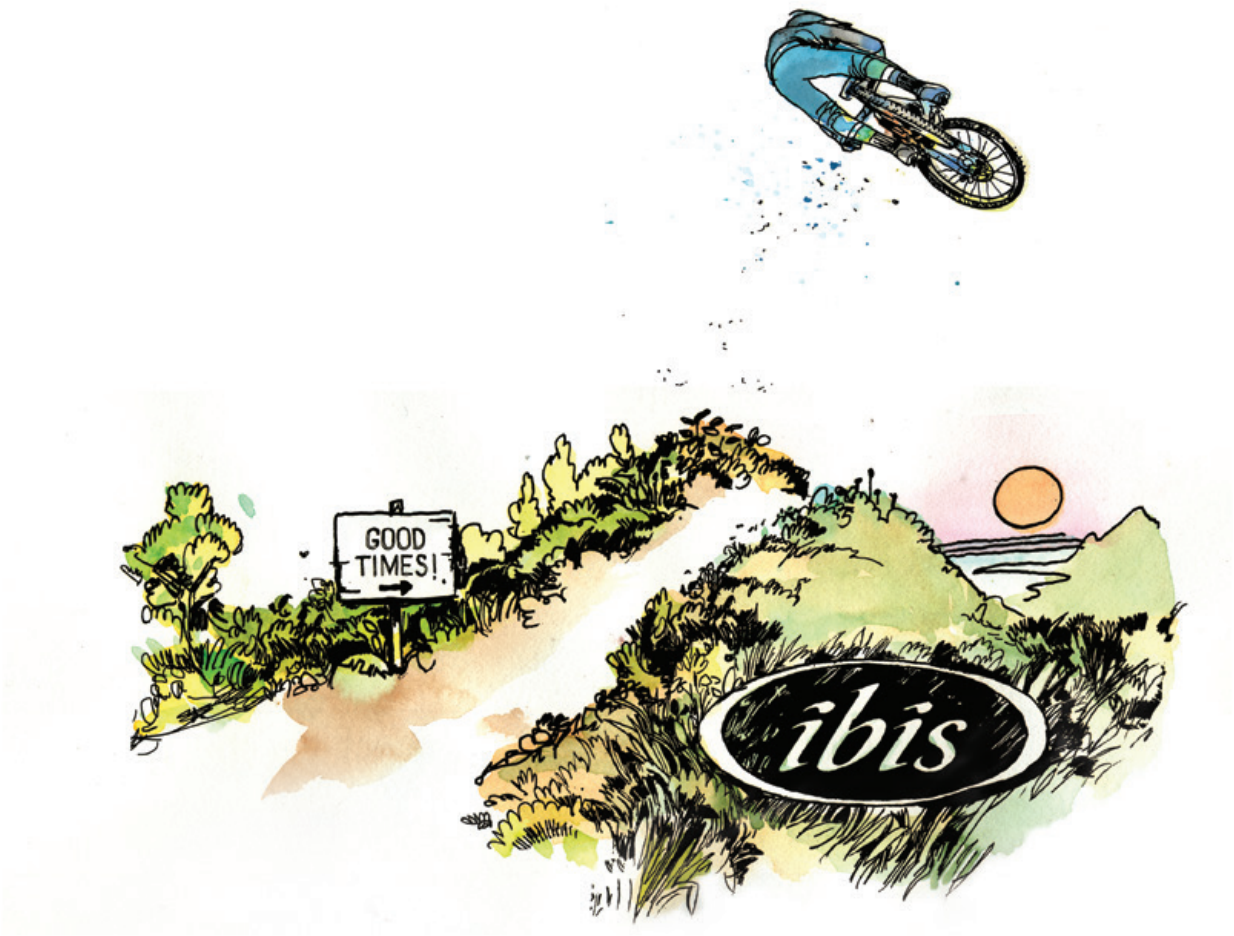
If you need an ISCG 05 adapter, it's available in our online store: http://store.ibiscycles.com and search ISCG.

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.




GOOD
TIMES!
ibis

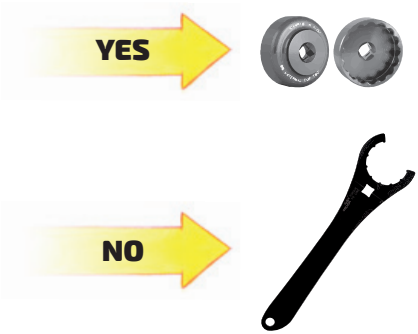
BIKE SET–UP TIPS AND TRICKS

NOTE ON BOOST MOJO HD4/MOJO 3 BOTTOM BRACKET INSTALLATION

The profile of the carbon swingarm on the BOOST Mojo HD4 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.



On the Mojo 3, you can gain some extra room by deflating the shock and moving the swingarm to the bottom out position.

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 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 HD4 are compatible with the new breed of Plus tires, up 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.

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

The 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 Plus rubber we've been riding from Schwalbe, Maxxis and others.

BIKE SET-UP TIPS AND TRICKS

	IBIS CARBON i9				IBIS CARBON LOGO	
RIMS & WHEELSETS	742	735	942	935	742	942
WHEEL SIZE	27.5"	27.5"	29"	29"	27.5"	29"
OUTER WIDTH (MM)	41	35	41	35	41	41
INNER WIDTH (MM)	35	29	35	29	35	35
RIM WEIGHT (G)	435	390	465	410	435	500
RIM MATERIAL	Toughened Hybrid Carbon	Toughened Hybrid Carbon	Toughened Hybrid Carbon	Toughened Hybrid Carbon	Toughened Hybrid Carbon	Toughened Hybrid Carbon
DRILLING	32°	32°	32°	32°	32°	32°
TYPE	Tubeless	Tubeless	Tubeless	Tubeless	Tubeless	Tubeless
WHEELSET WEIGHT	1630	1540	1690	1590	1668	1748
SECTION HEIGHT	19.5	19.5	19.5	19.5	19.5	19.5
SPOKE OFFSET (MM)	5	2.5	5	2.5	5	5
SPOKES	Sapim CX-Ray	Sapim CX-Ray	Sapim CX-Ray	Sapim CX-Ray	Sapim D-Light	Sapim D-Light
CROSS	3	3	3	3	3	3
ERD (MM)	560.6	560.8	598.6	598.8	560.6	598.6
AXLE OPTIONS	110 / 148 BOOST	110 / 148 BOOST	110 / 148 BOOST	110 / 148 BOOST	110 / 148 BOOST	110 / 148 BOOST
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	5mm Asymmetric, High Impact Carbon, Tool Free Tire Mounting	5mm Asymmetric, High Impact Carbon, Tool Free Tire Mounting
HUBS	742	735	942	935	742	942
BRAND	Industry Nine	Industry Nine	Industry Nine	Industry Nine	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
FREEHUB ENGAGEMENT	3°	3°	3°	3°	10°	10°
DISC ROTOR MOUNT TYPE	Center Lock	Center Lock	Center Lock	Center Lock	6 Bolt	6 Bolt

IBIS ALUMINUM

RIMS & WHEELSETS	733	738	938	638 (Rim only)
WHEEL SIZE	27.5"	27.5"	29"	26"
OUTER WIDTH (MM)	33	38	38	38
INNER WIDTH (MM)	29	34	34	34
RIM WEIGHT (G)	475	526	565	500
RIM MATERIAL	6066 Aluminum	6066 Aluminum	6066 Aluminum	6066 Aluminum
DRILLING	32°	32°	32°	32°
TYPE	Tubeless	Tubeless	Tubeless	Tubeless
WHEELSET WEIGHT	1730	1880	1935	N/A
SECTION HEIGHT	19.5	19.5	19.5	19.5
SPOKE OFFSET (MM)	5	5	5	5
SPOKES	Pillar DB 14/15	Pillar DB 14/15	Pillar DB 14/15	N/A
CROSS	3	3	3	3
ERD (MM)	559.4	559.4	597.4	534
AXLE OPTIONS	100 / 142	110 / 148 BOOST	110 / 148 BOOST	N/A
FEATURES	5mm Asymmetric Welded, Black Ano / Laser Engraved, Tool Free Tire Mounting	5mm Asymmetric Welded, Black Ano / Laser Engraved, Tool Free Tire Mounting	5mm Asymmetric Welded, Black Ano / Laser Engraved, Tool Free Tire Mounting	5mm Asymmetric Welded, Black Ano / Laser Engraved, Tool Free Tire Mounting
HUBS	**733**	**738**	**938**	**638**
BRAND	Ibis	Ibis	Ibis	N/A
FREEHUB MECHANISM	36T 4 Pawl	36T 4 Pawl	36T 4 Pawl	N/A
FREEHUB ENGAGEMENT	10°	10°	10°	N/A
DISC ROTOR MOUNT TYPE	6 Bolt	6 Bolt	6 Bolt	N/A

BIKE SET–UP TIPS AND TRICKS

HEADSETS

The headset on the Ripmo, Mojo HD4, 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).

Headset on the Ripley is the ZS44/EC49. This standard is compatible with both the Chris King InSet 3 and certain Cane Creek headsets.

The Hakka MX uses an IS41/IS52.

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

REAR DROPOUTS AND DISC BRAKE MOUNTS

All of our suspension bikes use the boost standard and our own Hexle axles.

They use a post–mount standard caliper mounted directly to the frame for a 160mm rotor or utilizing a post mount adapter for 180mm/185mm/200mm/203mm rotors.

BOTTLE CAGE

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!

GENERAL FRAME INFORMATION CARE FOR CARBON

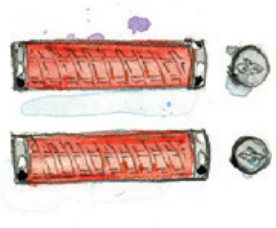
The carbon fiber monocoque frame is extremely strong, and should provide years of trouble–free use, provided you care for it properly and don't overly huck every 50 foot gap you see.

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.

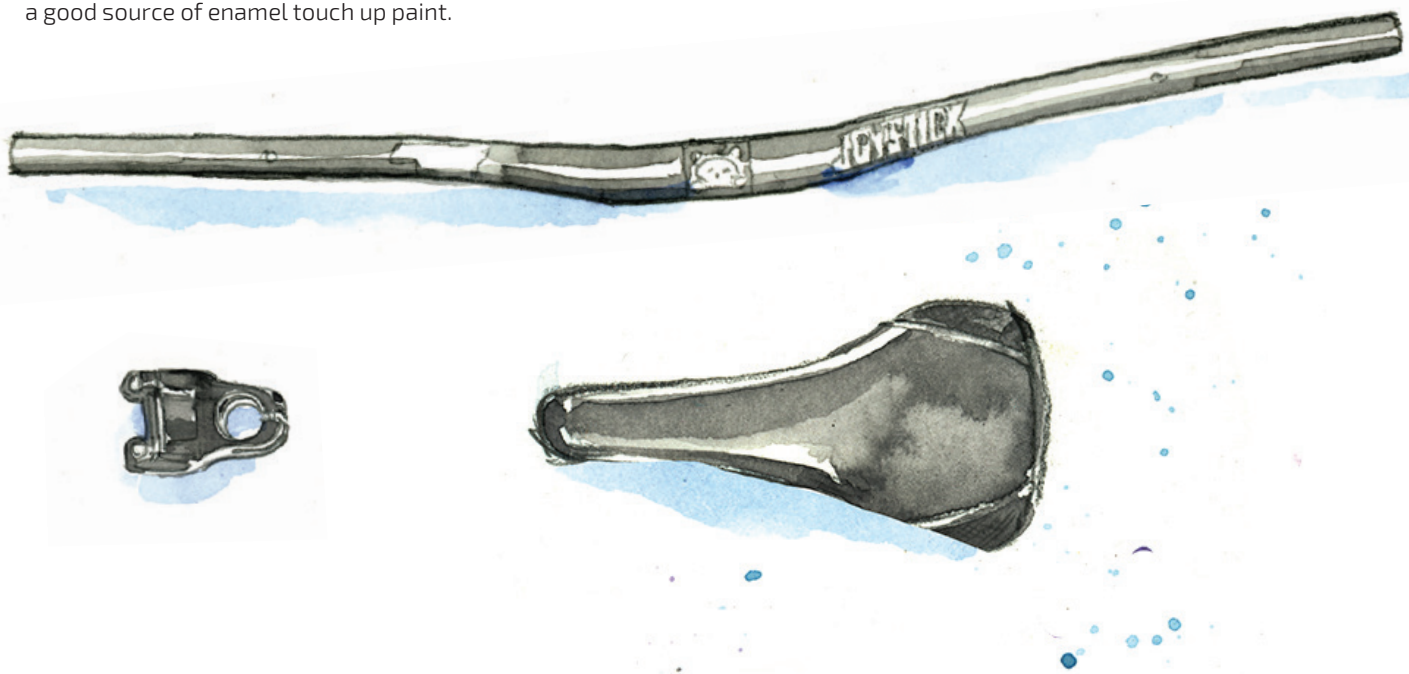


PAINT AND DECALS

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, myperfectcolor.com or 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.



FORK SET–UP

FORK SET–UP INFORMATION

Read this first for a general understanding of fork set-up or skip straight to the air pressure charts **(page 44)** 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 page 41.**

FORKS

We offer both Fox Factory and Performance forks for our various parts packages.

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 44.

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.

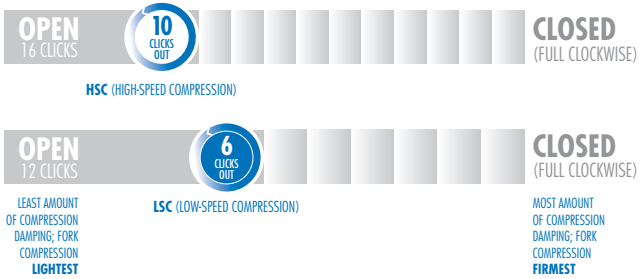
As an FYI, here's the GRIP info http://www.ridefox.com/help.php?m=bike&id=690#adjustinggripcompressiondamping

FOX 36 COMPRESSION DAMPING SETTINGS

FOX FACTORY SERIES
GRIP2 COMPRESSION ADUSTERS

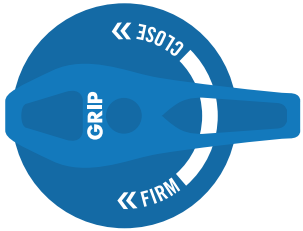
Use this diagram as a starting point for your compression adjusters.

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



FOX PERFOMANCE SERIES
GRIP MICRO ADJUST

The Performance Series 36 has a Grip damper with 3-position micro adjust. The lever has a full range of compression adjustment that increases as you turn the lever clockwise, combining low and high speed damping adjustment. As the lever is rotated clockwise from fully open, the damper adds low speed compression damping, then starts adding high speed compression damping and finally goes into lockout. You can access the full range on the fly. Start in the open position and adjust clockwise from there to counteract bob or increase damping control.

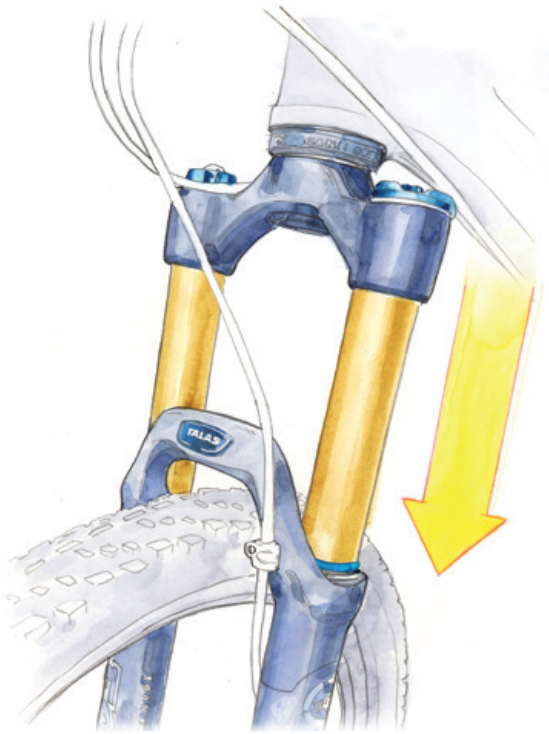


FOX 36 : 27.5 / 29 REBOUND SETTINGS

RIDER WEIGHT (LBS)	RECOMMEND REBOUND SETTINGS FIT4	RECOMMEND REBOUND SETTINGS GRIP
120-130	13	13
130-140	12	12
140-150	11	11
150-160	10	10
160-170	9	9
170-180	8	8
180-190	7	7
190-200	6	6
200-210	5	5
210-220	4	4
220-230	3	3
230-240	2	2
240-250	1	1

FOX 34 : 27.5 / 29 REBOUND SETTINGS

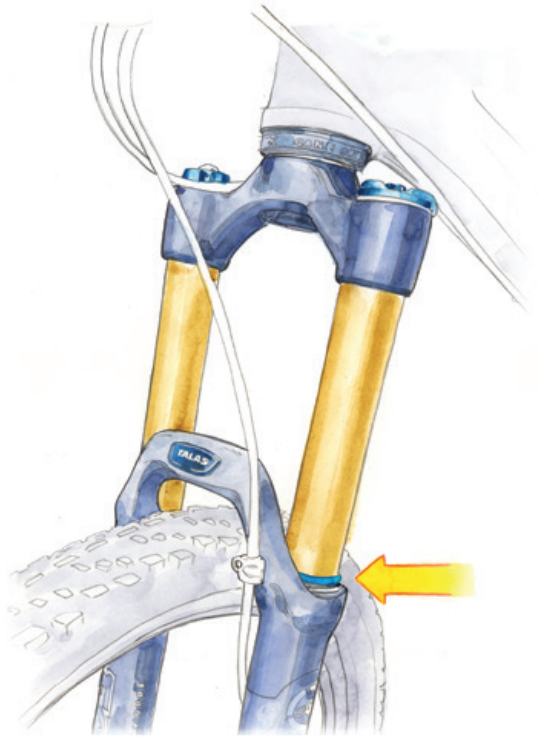
FLOAT & RHYTHM PRESSURE (PSI)	RECOMMEND REBOUND SETTINGS FIT4	RECOMMEND REBOUND SETTINGS GRIP
58	8	13
63	8	12
68	7	11
72	7	10
77	6	9
82	6	8
86	5	7
91	5	6
96	4	5
100	4	4
105	3	3
110	2	2
114	1	1



SETTING SAG

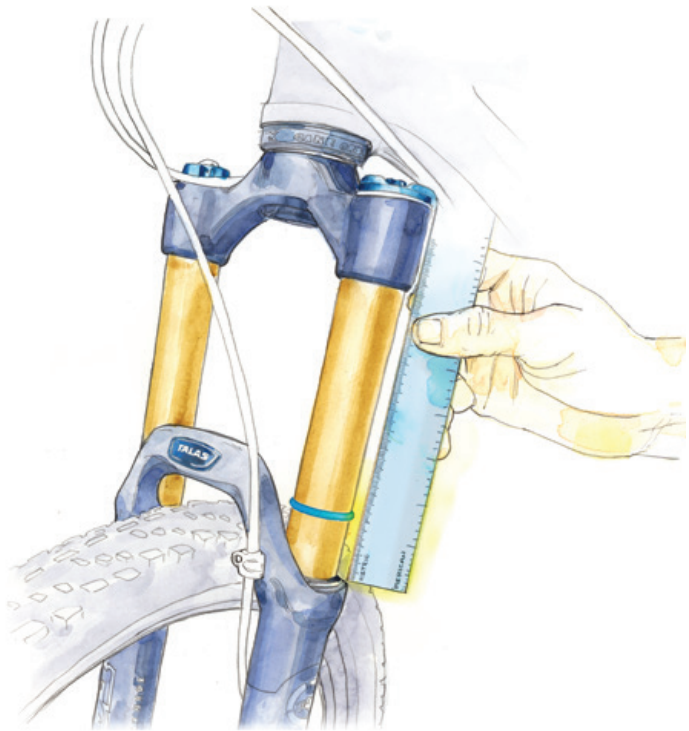
STEP 1

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 / 29*

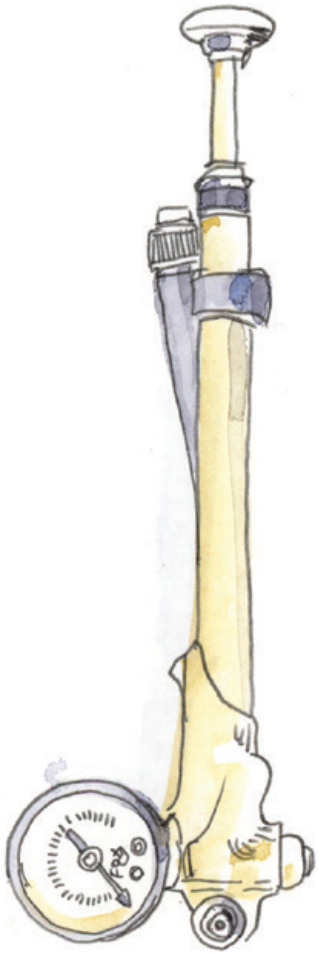
RIDER WEIGHT		160MM
LB	KG	PSI
120-130	54-59	55
130-140	59-64	59
140-150	64-68	63
150-160	68-73	67
160-170	73-77	75
170-180	77-82	76
180-190	82-86	80
190-200	86-91	85
200-210	91-95	89
210-220	95-100	93
220-230	100-104	97
230-240	104-109	102
240-250	109-113	106
MAX		120

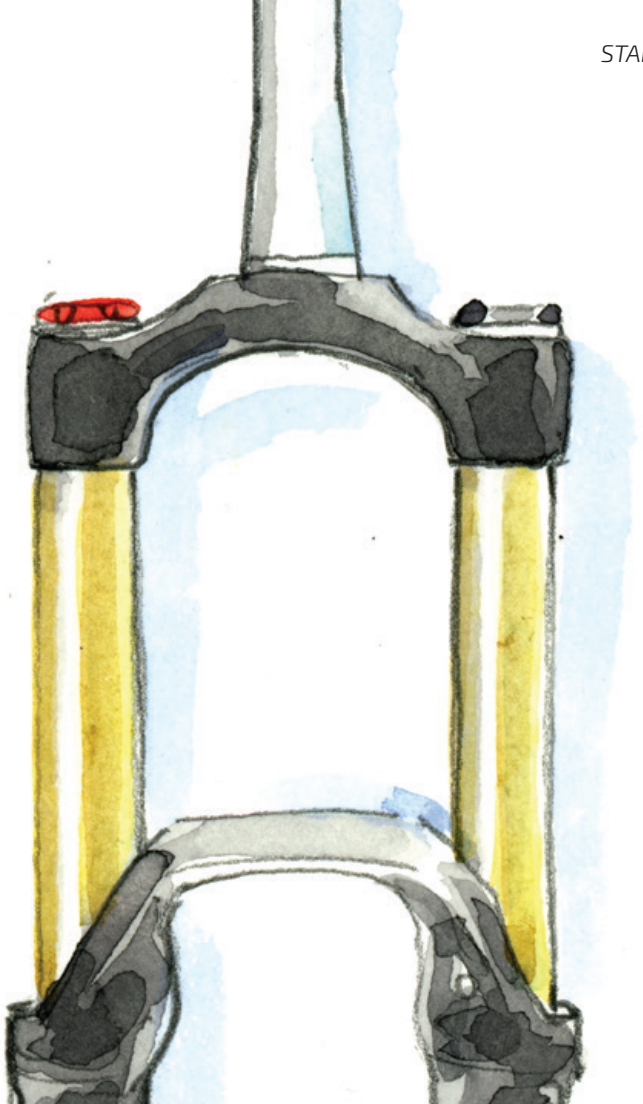
FOX FLOAT 34 : 27.5 / 29*

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

DO NOT EXCEED MAXIMUM AIR PRESSURES

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





IBIS' HANDY SAG MEASURER IN MILLIMETERS

REAR SHOCK SET–UP

SETTING SAG

Recommended beginning pressures can be found on pages **50-51.** 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.

Ripmo / Mojo HD4
Shoot for .55" (~14mm) of sag.

Ripley LS
Shoot for .45" ((~11mm) of sag.

Mojo 3
Shoot for .47" (~12mm) 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 HD4 and Ripmo, 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.** 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:

Ripley Shock
- Upper: 21.8mm wide with an 8mm bore
- Lower: Bushing removed, 15mm bore
- 7.25" (184mm) eye to eye
- 1.75" (44mm) shaft travel

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

Mojo HD4 Shock:
- Upper: 21.8mm wide with an 8mm bore
- Lower: 15mm wide with an 8mm bore
- 7.875" (200mm) eye to eye
- 2.25" (57mm) shaft travel

Mojo 3 Shock:
- Upper: 21.8mm wide with an 8mm bore
- Lower: Bushing removed, 15mm bore
- 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

REAR SHOCK SET–UP

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 2019 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.

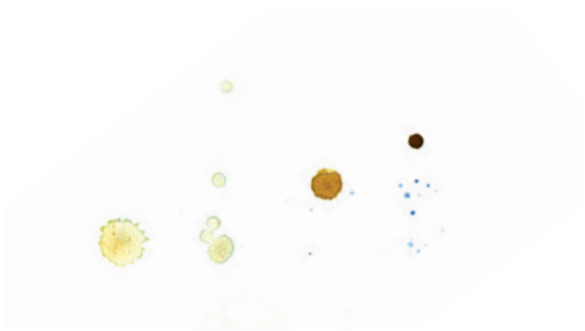
Fork aftermarket part numbers for 2019 are included too. We use stock tunes on all the forks so no modification is needed.

FOX AFTERMARKET FORKS

BIKE MODEL	FOX AM P/N	DESCRIPTION
Mojo 3	910-20-550	2019, 34, K, FLOAT, 27.5in, F-S, 140, FIT4, 3Pos-Adj, Matte Blk, Orange/Matte Blk Logo, 15QRx110, 1.5 T, 44mm Rake
Mojo HD4	910-20-535	2019, 36, K, FLOAT, 27.5in, F-S, 160, Grip 2, HSC/LSC HSR/LSR, Matte Blk, Orange/Matte Blk Logo, 15QRx110, 1.5 T, 44mm Rake
Ripley	910-20-572	2019, 34, K, FLOAT, 29in, F-S, 130, FIT4, 3Pos-Adj, Matte Blk, Orange/Matte Blk Logo, 15QRx110, 1.5 T, 51mm Rake
Ripmo	910-20-624	2019, 36, K, FLOAT, 29in, F-S, 160, Grip 2, HSC, LSC, HSR, LSR, Matte Blk, Orange/Matte Blk Logo, 15QRx110, 1.5 T, 44mm Rake, AM

FOX AFTERMARKET SHOCKS

BIKE MODEL	FOX AM P/N	DESCRIPTION	NOTES FOR CONVERTING AFTERMARKET DAMPER TO IBIS OEM SPECIFICATION
Mojo 3 Float DPS	**972-01-383**	2019, FLOAT DPS, F-S, K, 3pos-Adj, Evol LV, FOX, AM, 7.875, 2.0, 0.6 Spacer, LCM, LRM, CMF, Orange Logo	Revalve damper to DCL, DRM, CMF. Install 0.8 cu in air volume reducer.
Mojo 3 Float DPS (Roxy Tune)	**972-01-383**	2019, FLOAT DPS, F-S, K, 3pos-Adj, Evol LV, FOX, AM, 7.875, 2.0, 0.6 Spacer, LCM, LRM, CMF, Orange Logo	Revalve damper to DCXL, DRL, CMF. Install 0.8 cu in air volume reducer.
Mojo 3 Float X2	**973-01-210**	2019, FLOAT X2, F-S, K, 2pos-Adj, FOX, AM, 7.875, 2.0, 0.3 Spacer x2, CM, Orange, Gray Logo	Remove 1 air volume reducer.
Mojo HD4 Float X2	**973-01-209**	2019, FLOAT X2, F-S, K, 2pos-Adj, FOX, AM, 7.875, 2.25, 0.3 Spacer x2, CM, Orange, Gray Logo	Revalve damper to CL. Remove all air volume reducers.
Mojo HD4 Float DPX2	**973-01-222**	2019, FLOAT DPX2, F-S, K, 3pos-Adj, Evol LV, FOX, AM, 7.875, 2.25, 0.2 Spacer, CM, DRM, Rezi A F F, Orange Logo	Remove air volume reducer.
Ripley Float DPS	**972-01-386**	2019, FLOAT DPS, F-S, K, 3pos-Adj, Evol SV, FOX, AM, 7.25, 1.75, LCM, LRM, CMF, Orange Logo	Revalve damper to DCL, DRM, CMF. Install 0.2 cu in air volume reducer.
Ripmo Float X2	**N/A**	N/A	210x55 Float X2 is currently OEM only.
Ripmo Float DPX2	**973-01-219**	2019, FLOAT DPX2, F-S, K, 3pos-Adj Evol LV, FOX, AM, 210, 55, 0.2 Spacer, CM, DRM, Rezi A F M+, Orange Logo	Revalve damper to CEC001, RLA014, AFM. Install 0.4 cu in air volume reducer.



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 X2 : MOJO HD4

25% SAG	
RIDER WEIGHT	PRESSURE
LB	PSI
125	135
140	160
165	180
190	210
220	240
250	**MAX 250PSI!**

FOX DPX2 : MOJO HD4

25% SAG	
RIDER WEIGHT	PRESSURE
LB	PSI
125	165
140	200
165	220
190	250
220	280
250	310

FOX DPS EVOL : 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 3

25% SAG	
RIDER WEIGHT	PRESSURE
LB	PSI
100	120
120	140
140	160
160	200
180	200
200	230
220	260
250	300

FOX X2 : RIPMO

25% SAG	
RIDER WEIGHT	PRESSURE
LB	PSI
125	135
140	170
165	190
190	220
220	**250 MAX!**

FOX DPX2 : RIPMO

25% SAG	
RIDER WEIGHT	PRESSURE
LB	PSI
125	145
140	190
165	215
190	255
220	300
240	**350 MAX!**

FOX FLOAT X2 BASE SETTINGS

COUNT CLICKS FROM CLOSED: 0 CLICKS = CLOSED

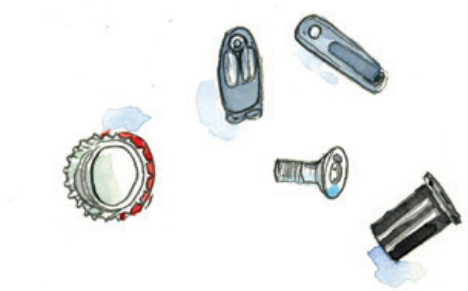
Rebound Compression

AIR SPRING PRESSURE	RECOMMENDED LSR SETTING	RECOMMENDED HSR SETTING	RECOMMENDED LSC SETTING	RECOMMENDED HSC SETTING
130	21	14	22	23
140	20	13	22	23
150	19	13	21	23
160	18	12	21	23
170	17	12	20	23
180	16	11	19	23
190	15	11	19	23
200	14	10	18	22
210	13	10	17	21
220	12	9	17	20
230	11	9	16	19
240	10	8	15	18
250	9	8	15	17

All settings above are +/-1

FOX DP X2 REBOUND SETTINGS

AIR SPRING PRESSURE	STARTING REBOUND SETTING
<120	Open (counter-clockwise)
120-140	13
140-160	12
160-180	11
180-200	10
200-220	8
220-240	7
240-260	5
260-280	3
280-300	2



BEARING MAINTENANCE AND REPLACEMENT

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 62-65.** 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 HD4/MOJO 3

The linkage assemblies on the Mojo HD4 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 HD4 and Mojo 3 Swingarm Removal in this manual on **pages 66-67.**

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 HD4/MOJO 3 BEARING SPECS

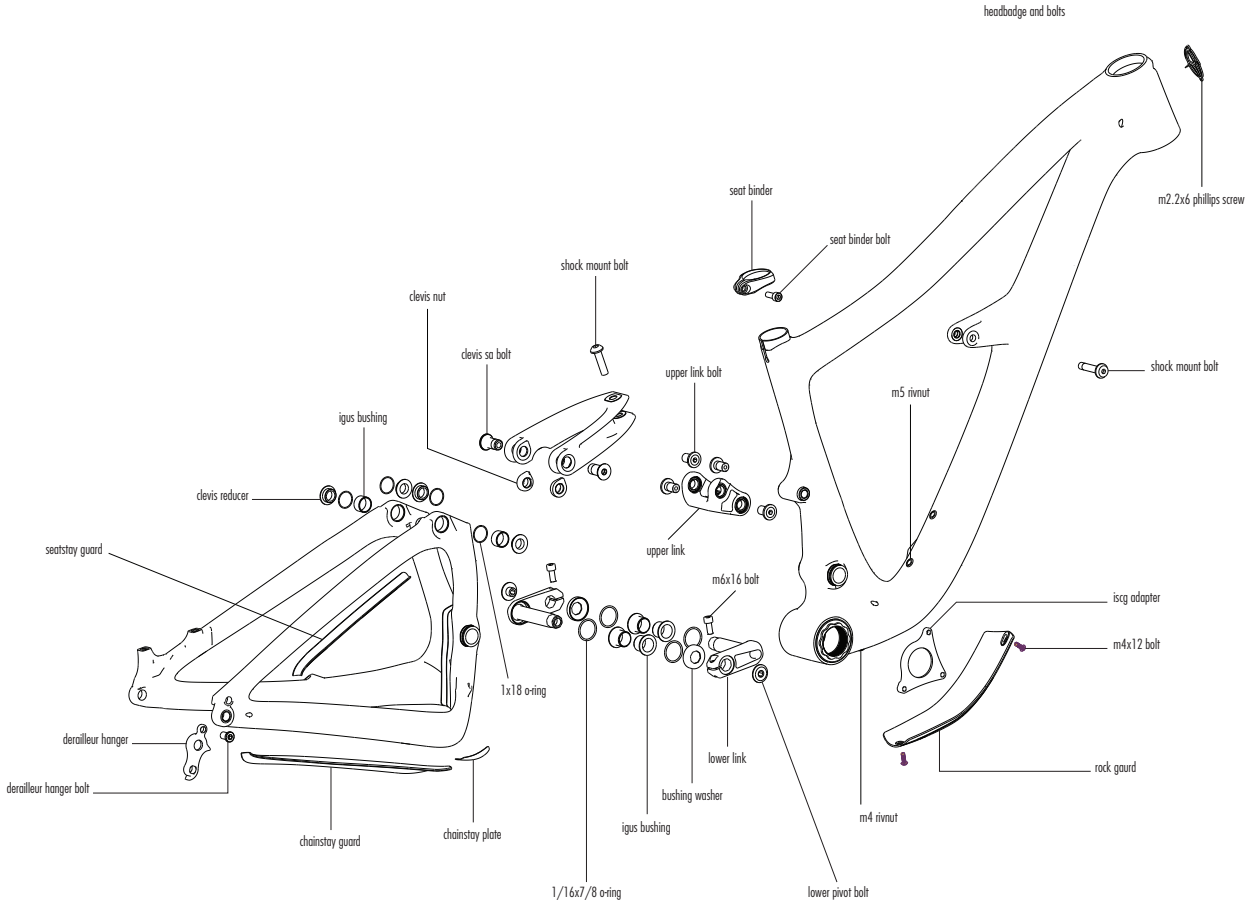
The lower links use DDR1526 bearings on the drive side and 6902rs on the non-drive side.

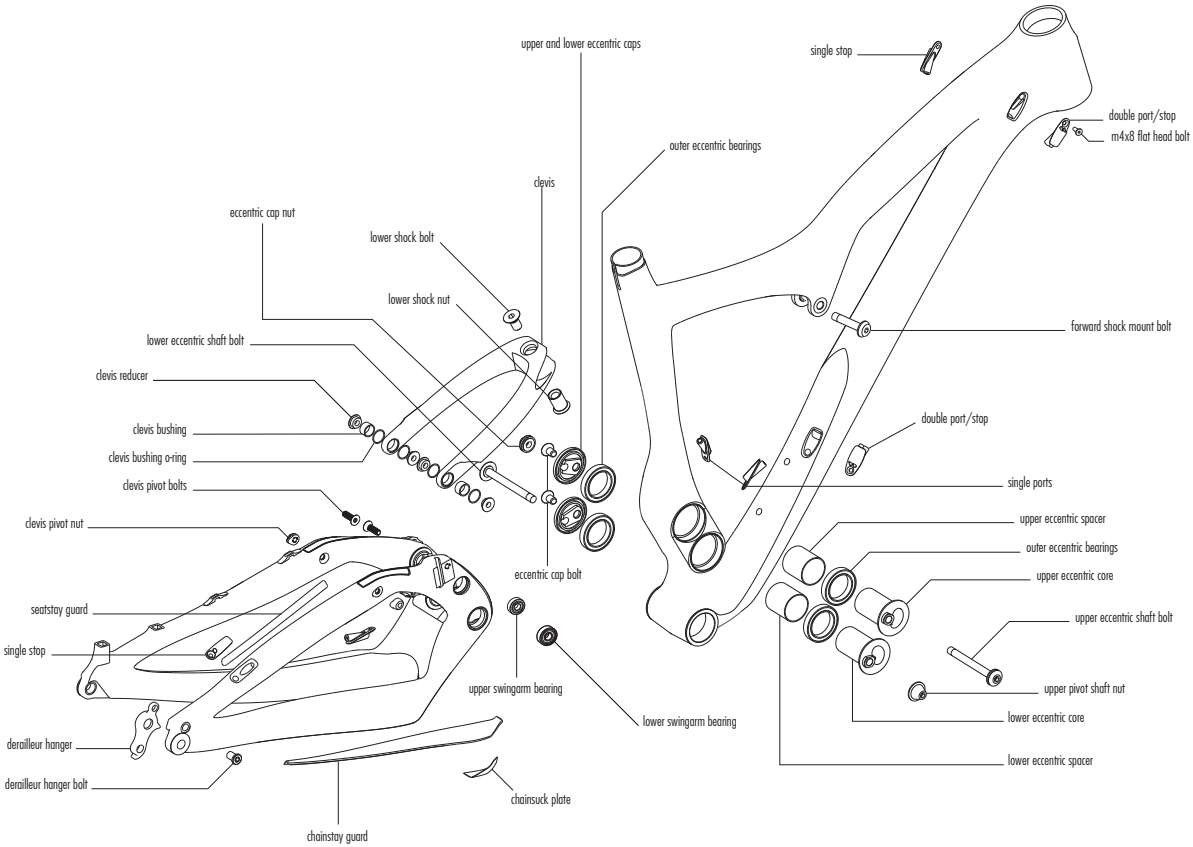
The upper links are 6800rs all around.

BEARING KITS

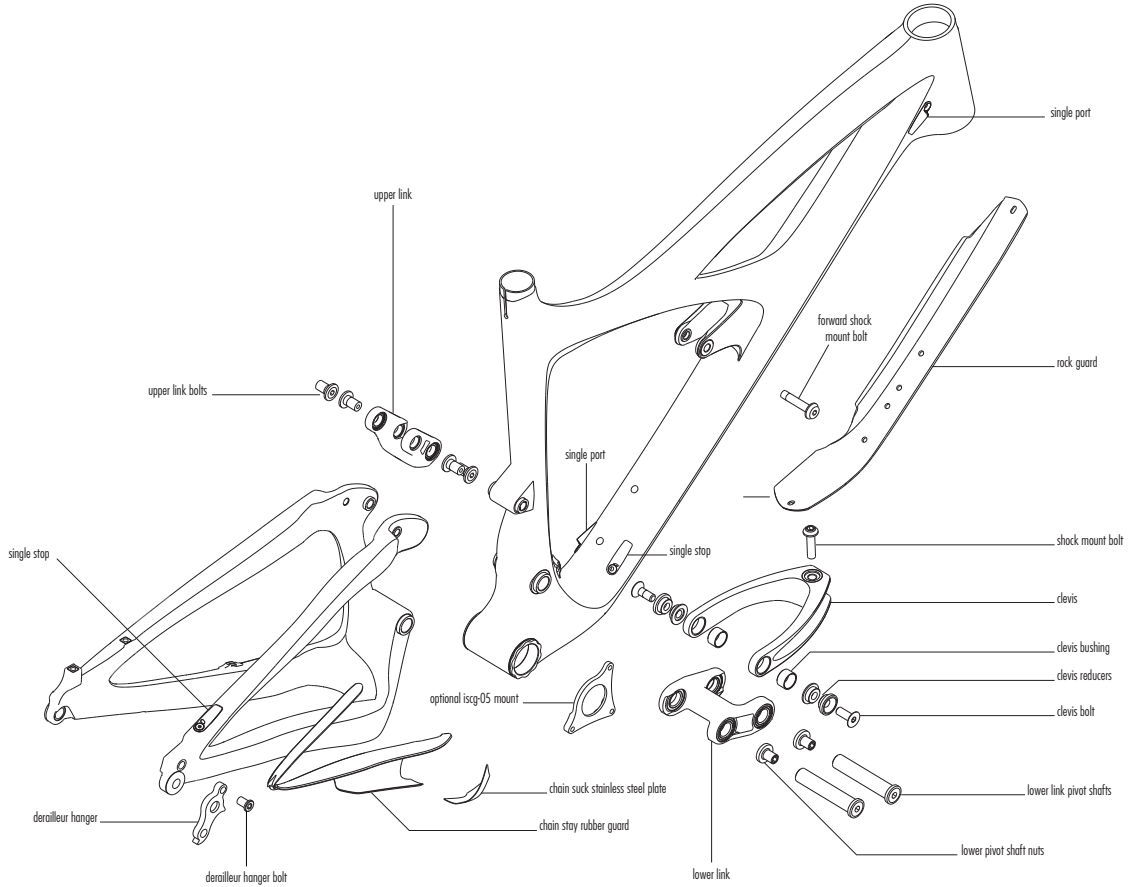
Enduro Bearing kits are available for all modern Ibis suspension bikes at http://www.enduroforkseals.com/id245.html

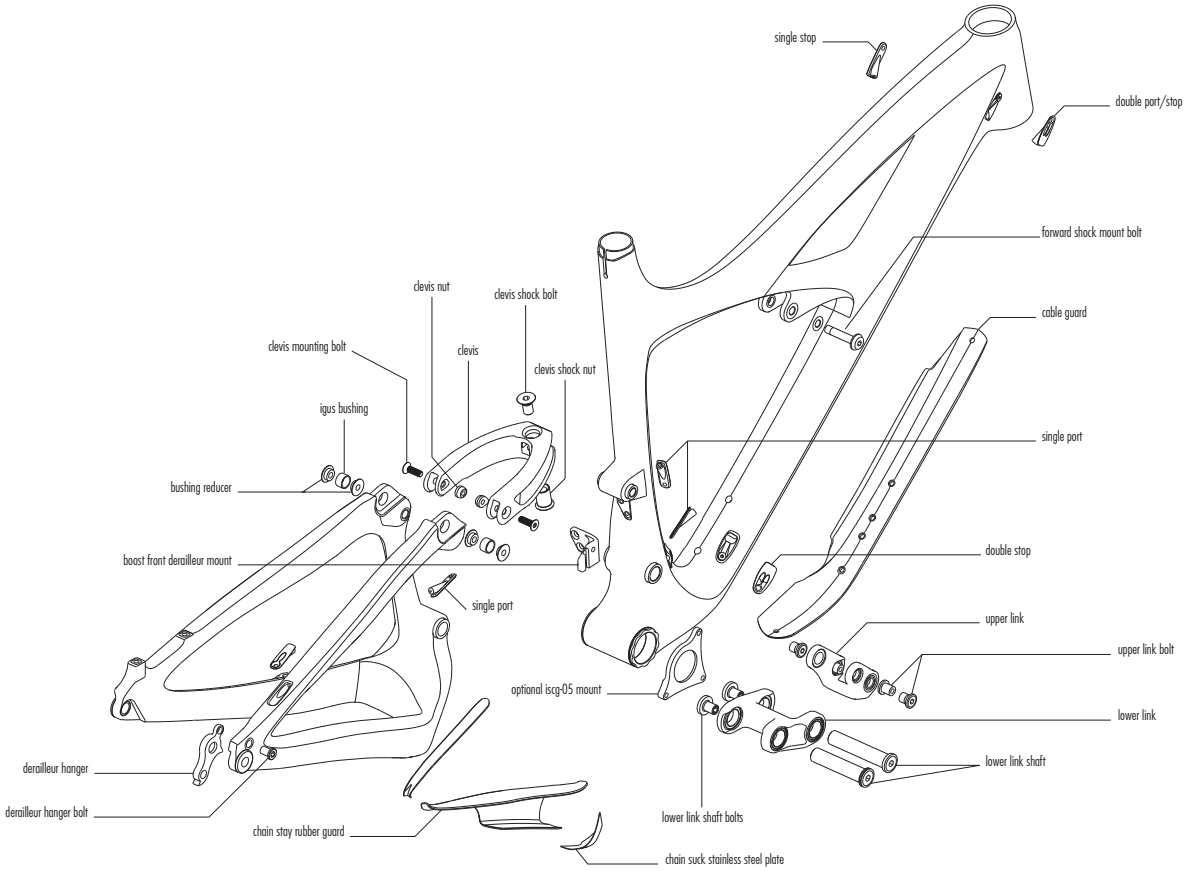
RIPMO : FRAME HARDWARE




upper and lower eccentric caps
single stop
double port/stop
m4x8 flat head bolt
outer eccentric bearings
clevis
eccentric cap nut
lower shock bolt
lower shock nut
forward shock mount bolt
lower eccentric shaft bolt
clevis reducer
double port/stop
clevis bushing
clevis bushing o-ring
single ports
clevis pivot bolts
upper eccentric spacer
clevis pivot nut
outer eccentric bearings
upper eccentric core
eccentric cap bolt
seatstay guard
upper eccentric shaft bolt
single stop
upper swingarm bearing
upper pivot shaft nut
lower swingarm bearing
lower eccentric core
derailleur hanger
lower eccentric spacer
derailleur hanger bolt
chainsuck plate
chainstay guard

FRAME HARDWARE : MOJO HD4




single stop
double port/stop
forward shock mount bolt
clevis nut
clevis shock bolt
cable guard
clevis mounting bolt
clevis
clevis shock nut
igus bushing
single port
bushing reducer
boost front derailleur mount
double stop
single port
upper link
upper link bolt
optional iscg-05 mount
lower link
lower link shaft
derailleur hanger
derailleur hanger bolt
lower link shaft bolts
chain stay rubber guard
chain suck stainless steel plate

TORQUE SPECS

MOJO 3

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

HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Cable Port	2 Nm	Grease
Clevis to Swingarm Bolts	8 Nm	Loctite 243
Lower Links	24 Nm	Loctite 243
Lower Shock to Clevis Bolts	24 Nm	Loctite 243 on the threads, grease on the outer diameter of the nut
Rear Brake Caliper	6 Nm	Loctite 243
Upper Link Bolts	10 Nm	Loctite 243
Upper Shock Mount Bolts	10 Nm	Loctite 243 on threads, grease under head of bolt or mylar washer
Seat Binder	5 Nm	Ti anti-seize
Derailleur Hanger Bolt	5 Nm	Grease

MOJO HD4

HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Cable Port	2 Nm	Grease
Clevis to Swingarm Bolts	15 Nm	Titanium Bolts: Loctite 243 on threads, Ti anti-seize under head of bolt
Lower Links	24 Nm	Loctite 243
Lower Shock to Clevis Bolts	20 Nm	Titanium Bolts: Loctite 243 on threads, Ti anti-seize under head of bolt
Rear Brake Caliper	6 Nm	Loctite 243
Upper Link Bolts	10 Nm	Loctite 243
Upper Shock Mount Bolts	10 Nm	Loctite 243 on threads, grease under head of bolt or mylar washer
Seat Binder	5 Nm	Ti anti-seize
Derailleur Hanger Bolt	5 Nm	Grease

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.

RIPLEY LS

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

HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Cable Port	2 Nm	Grease
Clevis to Swingarm Bolts	8 Nm	Loctite 243
Lower Shock to Clevis Bolts	24 Nm	Loctite 243 on the threads, grease on the outer diameter of the nut
Rear Brake Caliper	6 Nm	Loctite 243
Eccentric Shaft Bolts	8 Nm	Titanium Bolts: Loctite 243 on threads, Ti anti-seize under head of bolt
Upper and Lower Eccentric Core Bolts	8 Nm	Loctite 243
Upper Shock Mount Bolts	10 Nm	Loctite 243
Seat Binder	5 Nm	Ti anti-seize
Derailleur Hanger Bolt	5 Nm	Grease

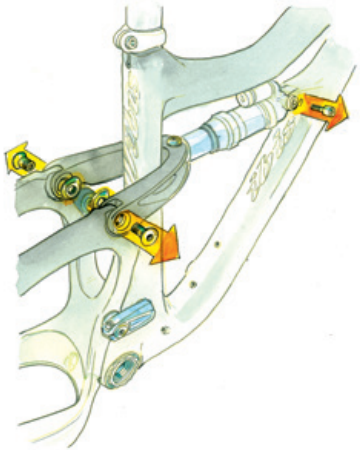
RIPMO

HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Lower Link 6mm Preload Bolts	2 Nm	Loctite 243 on threads, grease on flange
Lower Link 5mm Pinch Bolts	10 Nm	Loctite 243
Swingarm to Clevis Pivot Bolts	5 Nm	Loctite 243
Lower Shock to Clevis Bolt	20 Nm	Ti anti-seize
Rear Brake Caliper	6 Nm	Loctite 243
Upper Link Bolts	10 Nm	Loctite 243
Forward Shock Mount Bolt	10 Nm	Loctite 243
Seat Binder	5 Nm	Ti anti-seize
Derailleur Hanger Bolt	5 Nm	Grease

HAKKA MX

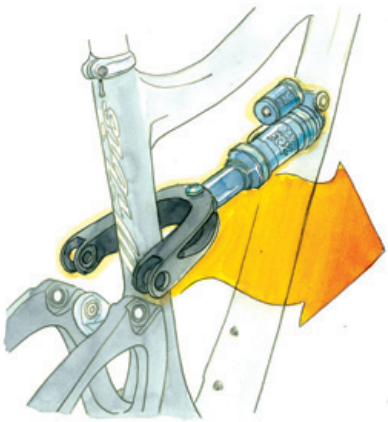
HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Seat Binder	5 Nm	Ti anti-seize
Derailleur Hanger Bolt	5 Nm	Grease

SWINGARM REMOVAL : RIPMO



STEP 1

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



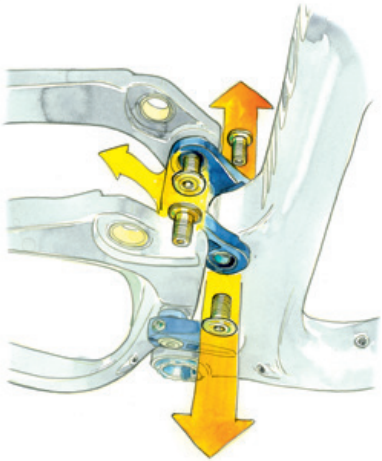
STEP 2

Carefully separate the shock and clevis assembly from the frame.

STEP 3

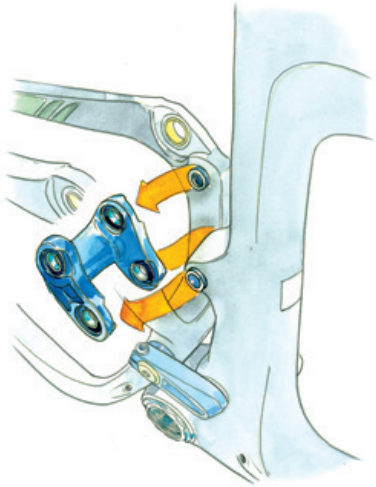
Remove the lower shock mount bolt with two 6mm Allens.

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



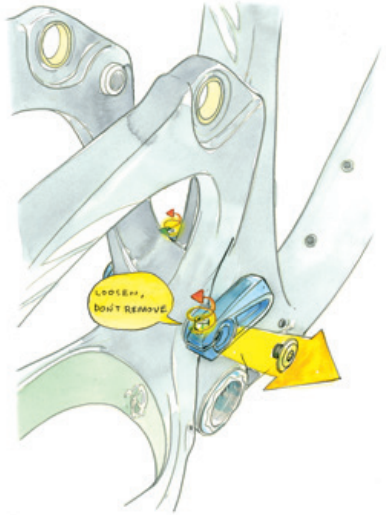
STEP 4

Remove 4 upper link bolts.



STEP 5

Remove upper link from swingarm and front triangle.



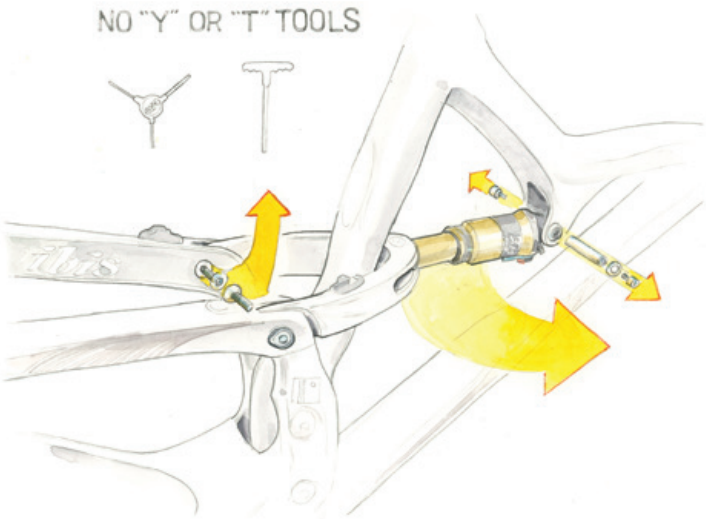
STEP 6

Loosen pinch bolts, remove preload bolts. Link is two pieces, to remove pull two sides of link apart while supporting 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. **Ripmo shock and clevis reassembly:** Use Ti anti-seize on the shock mount bolt. On the upper shock mount, be careful not to lose the thin black washers that go on the outside of the shock eyelet. **Refer to the torque chart on page 59.**

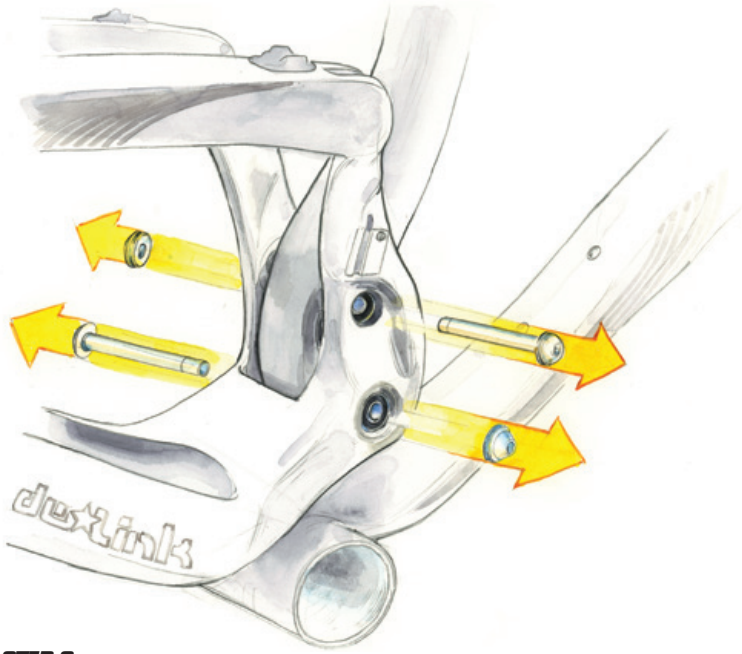
RIPLEY : *SWINGARM REMOVAL*



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

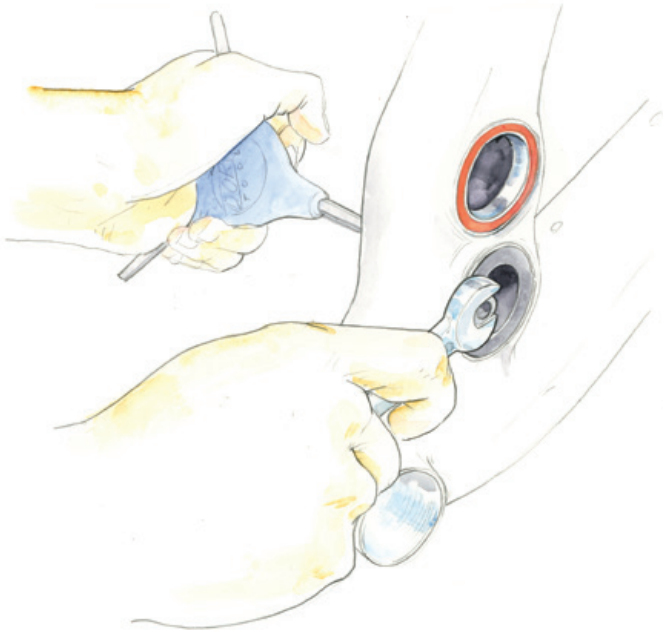
STEP 1

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.



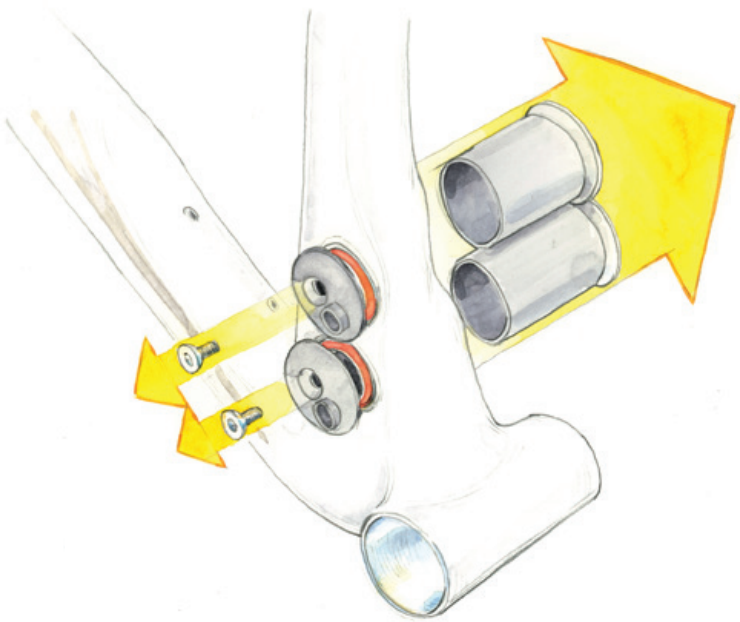
STEP 2

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!

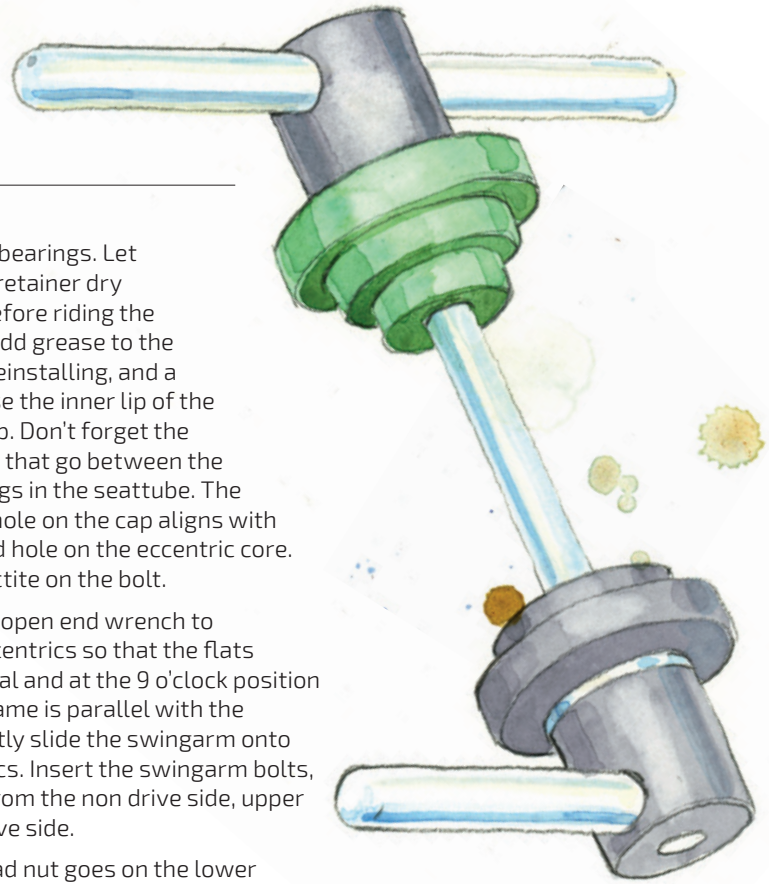


STEP 4

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

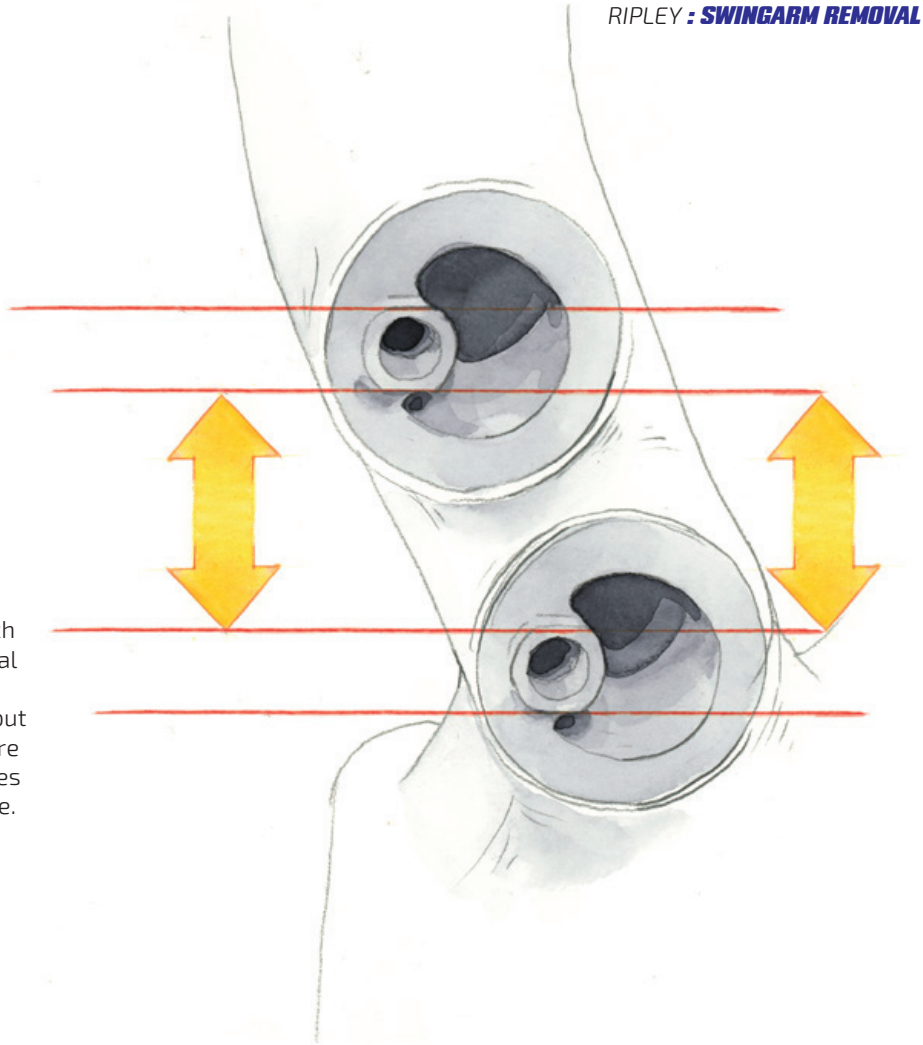
Special tools are needed to remove and replace the Ripley bearings in the seattube and in the swingarm. Please do not attempt to remove and replace these bearings without the tool.

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 and search Clemens bearing tool.

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).

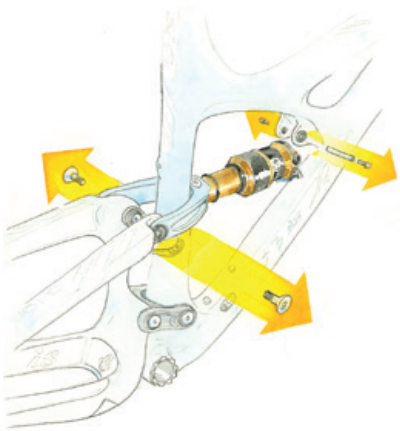


CLEVIS MAINTENANCE

The Clevis to Swingarm bushings can be a wear and tear item, depending on how much and where you ride. We recommend a visual inspection after every rainy season. That would be once a year for us in Santa Cruz, but if you're in the UK and all of your seasons are rainy seasons then you'd check them 4 times a year. They are available in our online store.

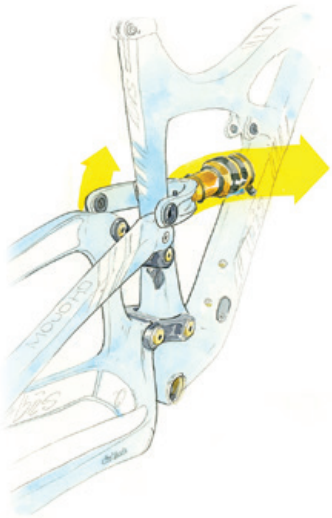
Lower Shock to Clevis Assembly: Carbon paste the clamping surfaces, grease the outside of the nut, and loctite the bolt.
Refer to the torque chart on page 59.

SWINGARM REMOVAL : *MOJO HD4 / MOJO 3*



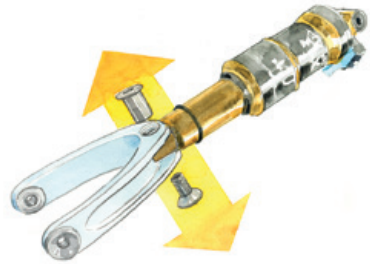
STEP 1

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.

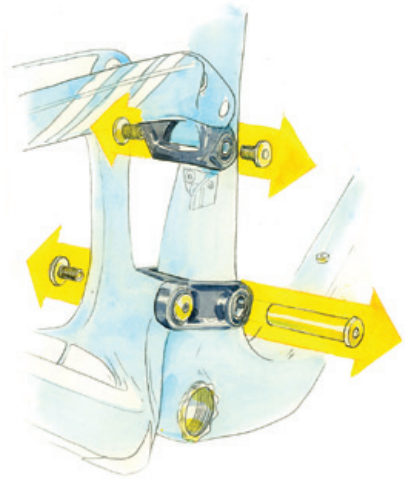


STEP 3

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

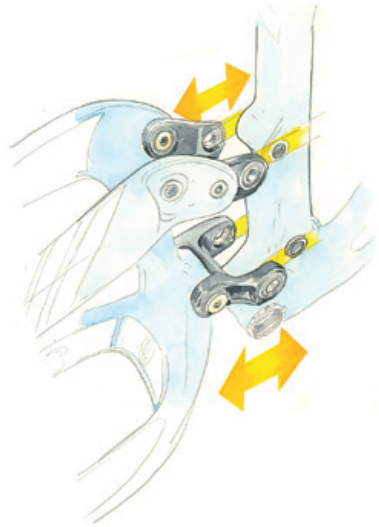
Mojo 3 lower shock mount to clevis bolt assembly: Loctite 243 on the thread, carbon paste on the clevis where it contacts the shock eyelet, grease on the shaft of the nut.

Mojo HD4 shock and clevis reassembly: Use Ti anti-seize on the shock mount bolt. On the upper shock mount, be careful not to lose the thin black washers that go on the outside of the shock eyelet.



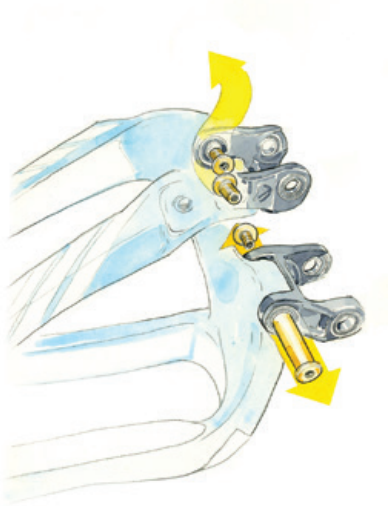
STEP 4

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 58.**

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.

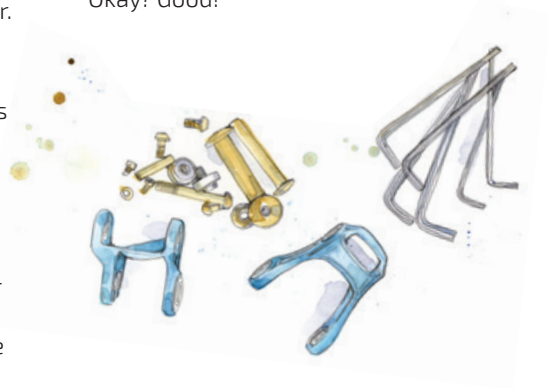
NO FAULT REPLACEMENT

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/

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.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.

Note that if you have a Mojo HD4 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.

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. ibis

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

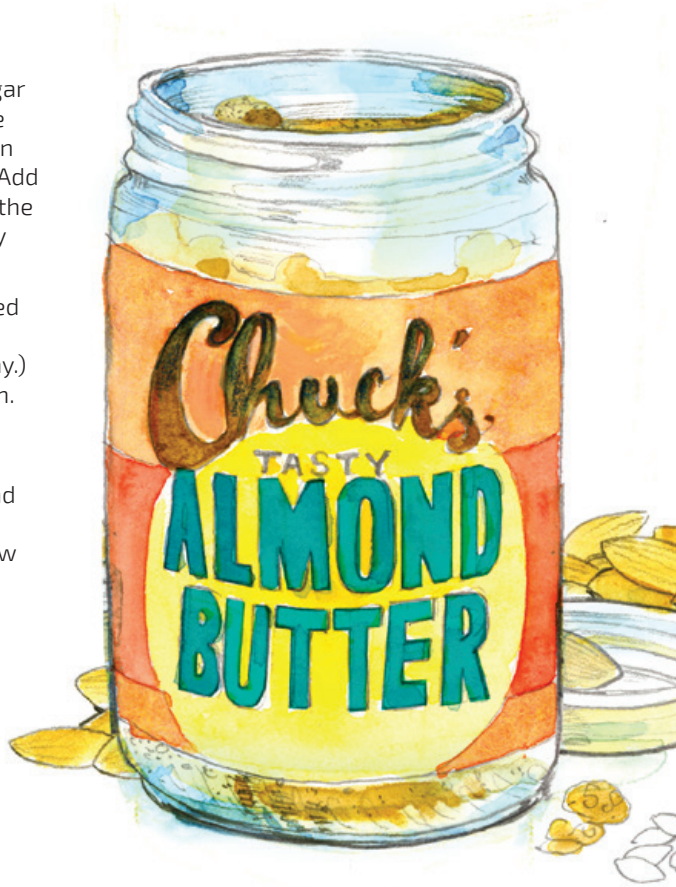
1. Coat a 9–by–13–inch baking pan with cooking spray.
2. Combine the almonds, sunflower seeds (or other nuts), raisins (or other dried fruit), oats, rice cereal and wheat germ (if using) in a large bowl.
3. Combine almond butter, brown sugar and corn syrup (or honey) in a large microwaveable bowl; microwave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



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

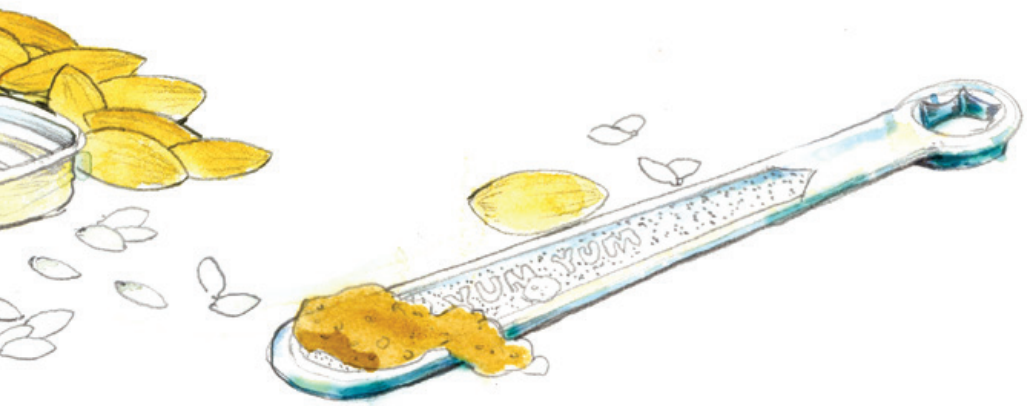
NOT TOLL FREE (unless maybe you're at work)
1–831–461–1435 (Or if you're all fancy and internationally savvy: +1–831–461–1435)

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

Airstream	2–3
Bearing Specs, Mojo	53
Bottle Cage	36
Cable Routing	10-29
Cannoli	23
Chuck's Recipe	70
Fork Set-up	39-45
Fox Grip2 Settings	41
Frame Care	36-37
Frame Hardware Drawings	54-57
Torque Specs	58-59
Geometry	4-6
Hand Job	75
Introduction	2
ISCG 05	30
Method Man	70
Peanut Butter Wrench	71
Rear Shock Air Pressure Chart	50-51
Rear Shock Tuning	46-51
Rebounding from a bad relationship	38
Ride and weep with joy	64
Serial Number	68
Snail Mail	71
Stack and Reach	4-6
Swingarm Removal	60-67
Warranty	68

52
Ripley: Replacing the Eccentric Link Bearings
http://tinyurl.com/n8f9o4p

62
Ripley: Swingarm Removal
http://tinyurl.com/n8f9o4p

64
Ripley: Bearing Tool
http://tinyurl.com/mfttd8o

NOTES

Evolution of the Opener

Whatever Was Around...

the Hand Job

Standard

Tranny

Das Liberator

Maximus ~ not pictured

ibiscycles.com