

A white line drawing of a bicycle frame is centered on the page. The frame is shown from a side-on perspective, highlighting the head tube, top tube, down tube, seat tube, and chain stays. The drawing is minimalist, showing only the structural lines of the frame without wheels, handlebars, or other components. It is positioned diagonally across the page, from the bottom left towards the top right.

# INSTRUCTION BOOK

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





## **Instruction Manual**

**Notes on Tuning and Maintenance of Ibis Bicycles, Rev. F**

**Reprinting Permitted if Source Quoted**

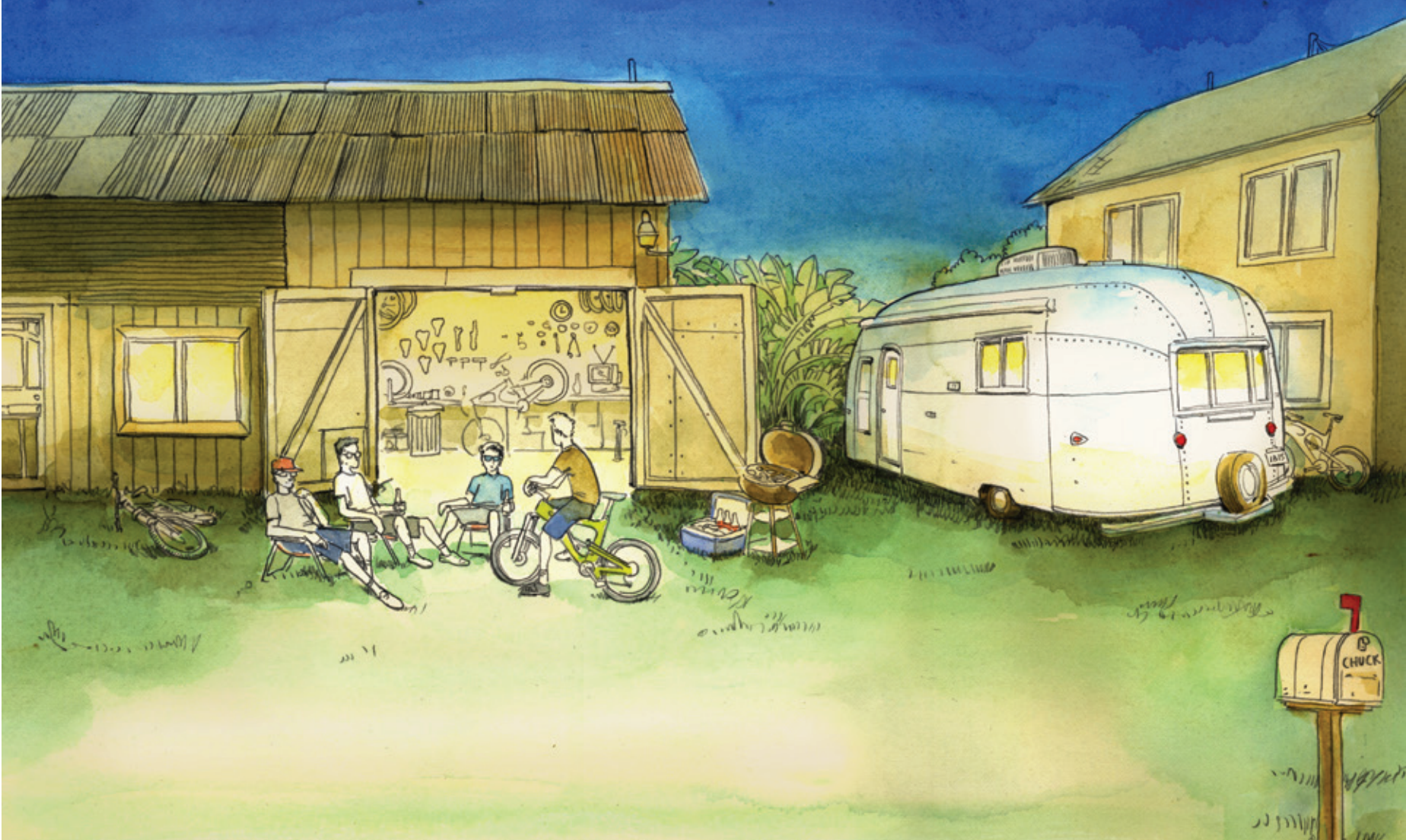
Salutations

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](http://www.ibiscycles.com/bikes/past_models)



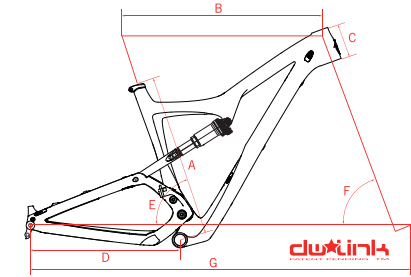
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FRAME GEOMETRY CHART



New Ripley with 130mm Fork

| Size       | Medium   | Large  |
|------------|----------|--------|
| Seattube   | A 16.5"  | 18.5"  |
| Top tube   | B 587mm  | 607mm  |
| Head tube  | 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 |

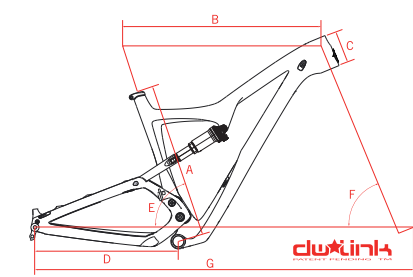


- 29" wheels
- 120mm rear wheel dw-link travel
- Approved for 120-140mm forks, 51mm rake is STRONGLY recommended
- 69.2° head angle with a 130mm fork
- Internal cable routing using our flexible and easy to setup port system
- Chainstay length: 17.4"
- Threaded bottom bracket
- Shimano side swing front derailleur compatible
- Tapered headtube and steerer: ZS44 upper, EC49 lower
- 12 x 142mm Shimano rear through axle
- 160mm post mount left dropout, carbon fiber

FRAME GEOMETRY CHART

Ripley<sup>LS</sup>

| Size       | Medium   | Large  | X-Large |
|------------|----------|--------|---------|
| Seattube   | A 16.5"  | 18.5"  | 20.5"   |
| Top tube   | B 600mm  | 619mm  | 640mm   |
| Head tube  | 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   |



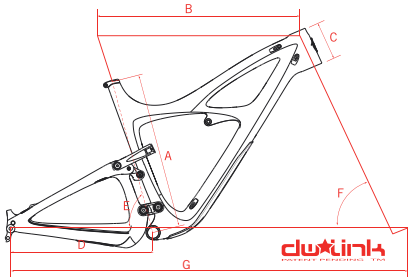
- 29" wheels
- 120mm rear wheel dw-link travel
- Approved for 120-140mm forks, 51mm rake is STRONGLY recommended
- 67.5° head angle with a 130mm fork
- Internal cable routing using our flexible and easy to setup port system
- Chainstay length: 17.4"
- Threaded bottom bracket
- Shimano side swing front derailleur compatible
- Tapered headtube and steerer: ZS44 upper, EC49 lower
- 12 x 142mm Shimano rear through axle
- 160mm post mount left dropout, carbon fiber



FRAME GEOMETRY CHART

Mojo HD<sup>3</sup>

| 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   |

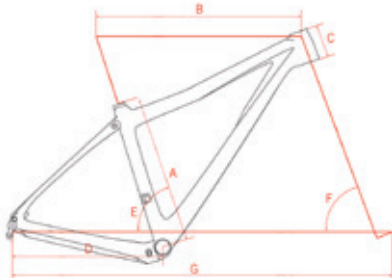


- 650b (27.5") wheels
- 150mm rear wheel dw-link travel
- Approved for 150-160mm forks
- 67° head angle with a 150mm fork (66.6° with 160mm fork)
- Super versatile internal cable routing
- Optional polycarbonate down tube cable guard
- Chainstay length: 16.9"
- Threaded bottom bracket (68mm English thread)
- ISCG 05 compatible with removable adapter
- Tapered headtube and steerer: ZS44 upper, ZS56 lower
- 12 x 142mm Maxle rear axle
- 160mm post mount left dropout, carbon fiber

FRAME GEOMETRY CHART

Tranny<sup>29</sup>

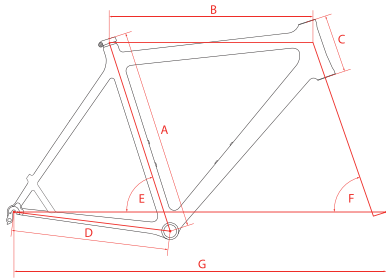
| Size       |   | Small  | Medium | Large   | X-Large |
|------------|---|--------|--------|---------|---------|
| Seattube   | A | 14.5"  | 17"    | 19"     | 21"     |
| Toptube    | B | 564mm  | 584mm  | 605mm   | 625mm   |
| Headtube   | C | 78mm   | 94mm   | 100mm   | 115mm   |
| Chainstay  | D | 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   |



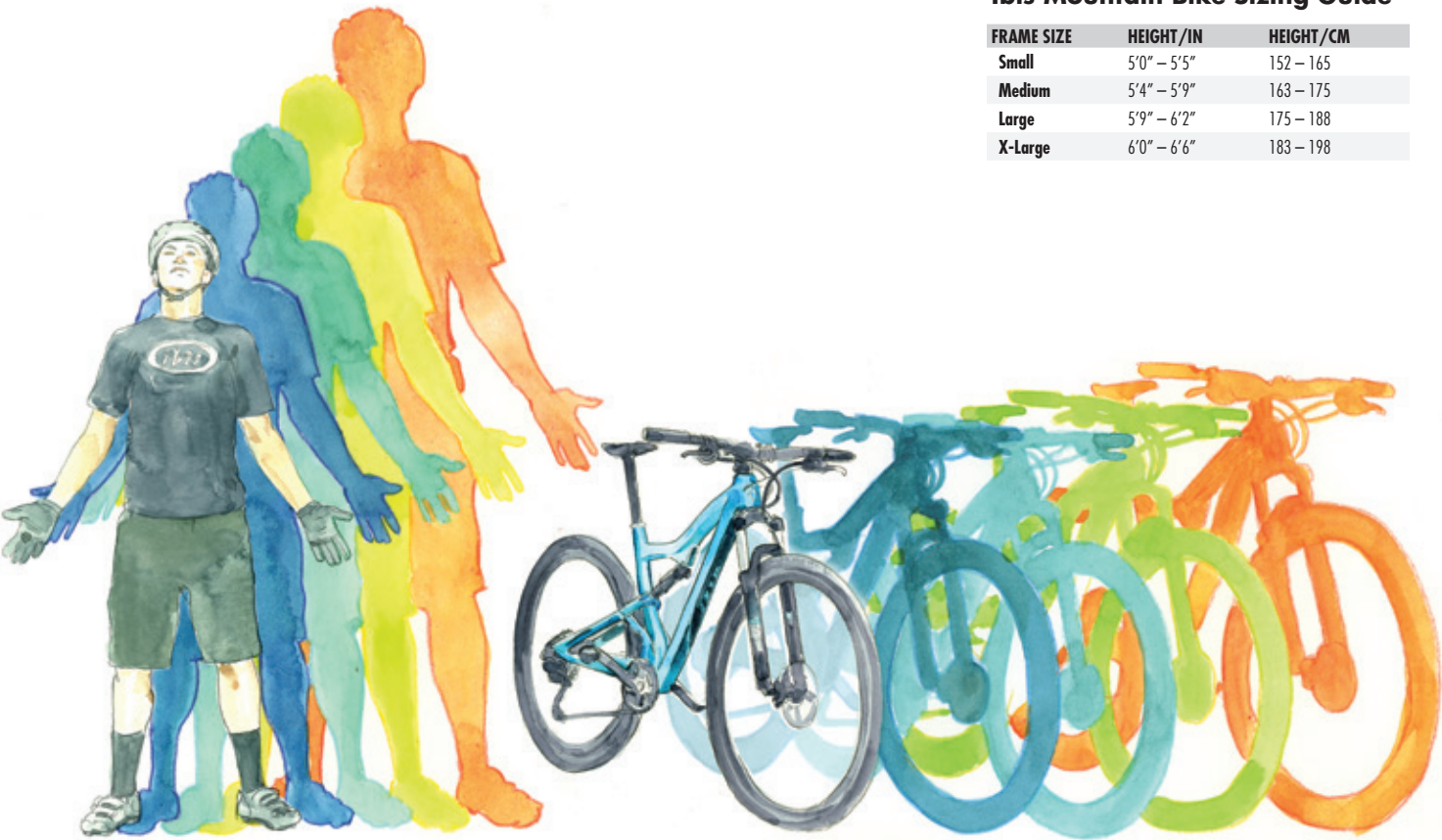
- 29" wheels
- Approved for 120-140mm forks, 32 or 34 stanchion
- 71° head angle with a 100mm fork (70° with 120 fork)
- Super versatile internal cable routing
- Provision for cable-actuated adjustable seat posts
- Chainstay length: 17.1"
- Single speed and belt drive compatible
- BB92/Press GXP style 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 left dropout, carbon fiber

Hakkaligi Disc<sup>700c</sup>

| 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 @ 71.5° head angle, 70mm @ 71° and 73mm @ 70.5°
- 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
- Post mount for rear disc brake 140mm



Ibis 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 |



Ibis 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 |



**New Ripley/Ripley LS  
Driveside Cable Routing**



**New Ripley/Ripley LS  
Non-Driveside Cable Routing**

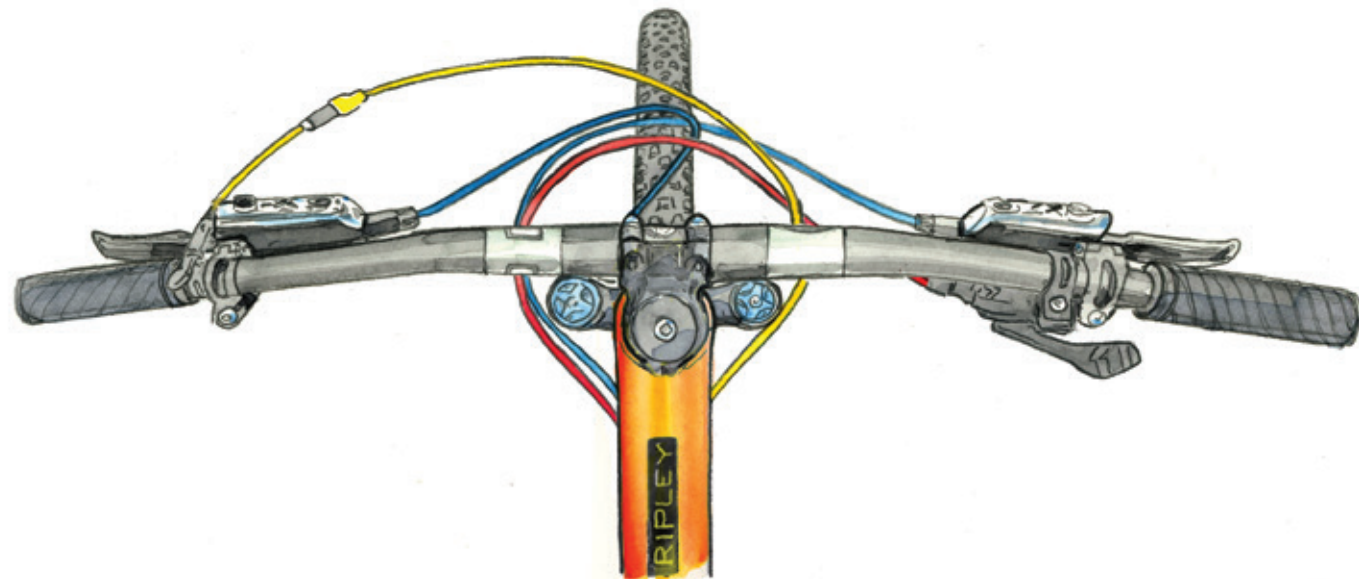




**BIKE SET-UP TIPS AND TRICKS**  
**Cable Routing**

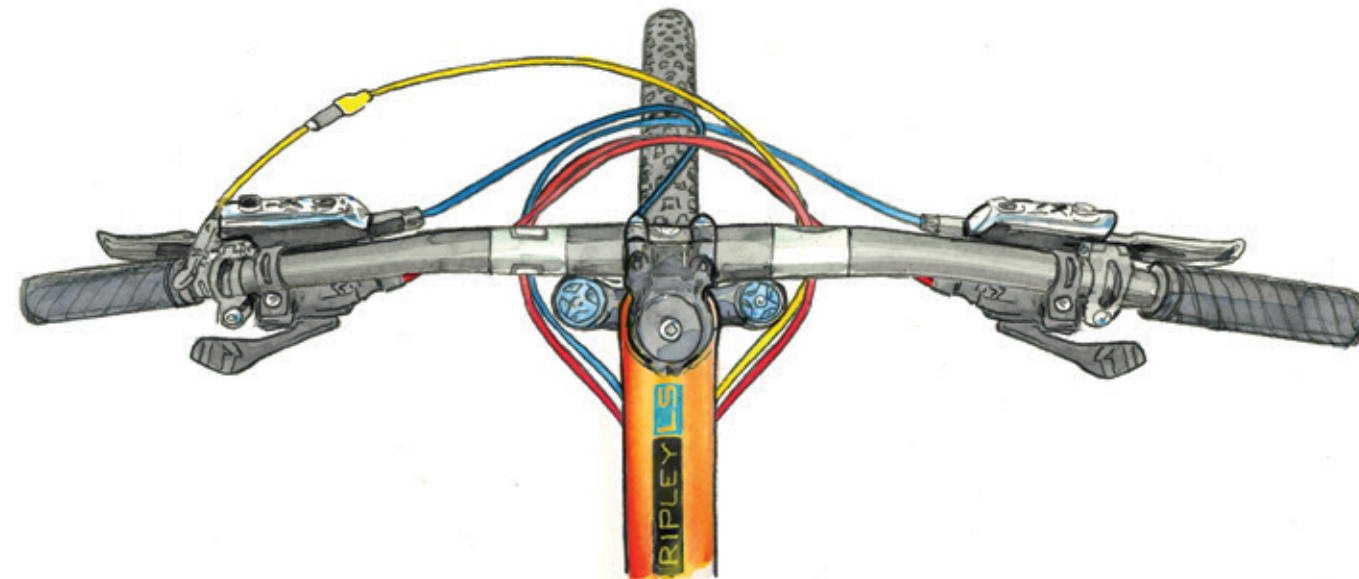


**New Ripley/Ripley LS**  
**1x Cable Routing**



**BIKE SET-UP TIPS AND TRICKS**  
**Cable Routing**

**New Ripley/Ripley LS**  
**2x Cable Routing**





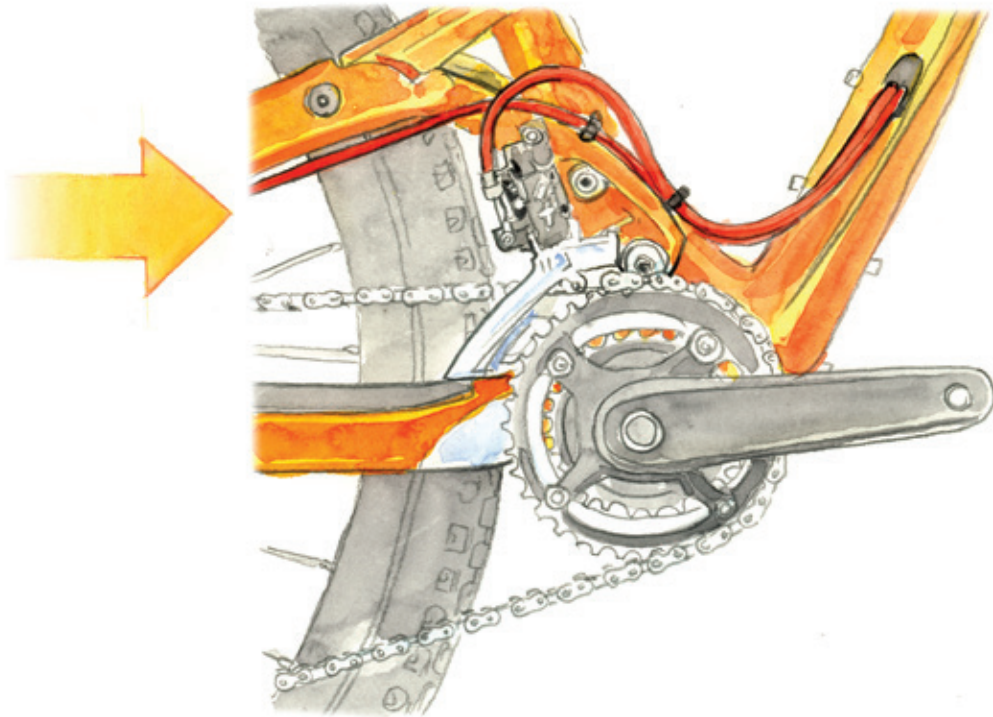
## BIKE SET-UP TIPS AND TRICKS

### Cable Routing



#### A Note on Routing with Top Pull Derailleurs

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



#### Cable Routing Ports

The illustration below shows the various ports we have available for the New Ripley, HD3 and Tranny29.

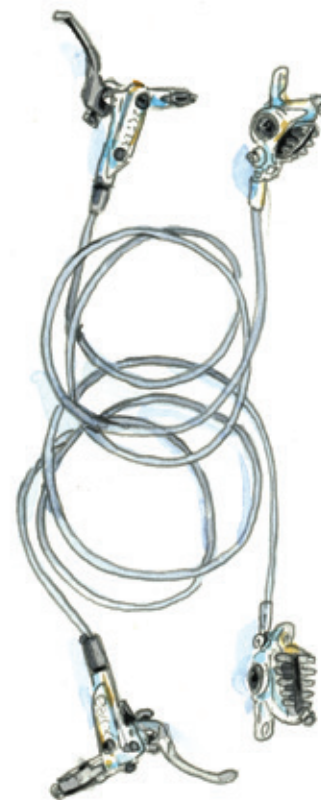


#### A Note for UK/AU/NZ/ZA Folk and Some Motorcycle Riders...

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.



## BIKE SET-UP TIPS AND TRICKS

The Mojo HD3 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 Driveside Cable Routing



## BIKE SET-UP TIPS AND TRICKS

The most common setup 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.

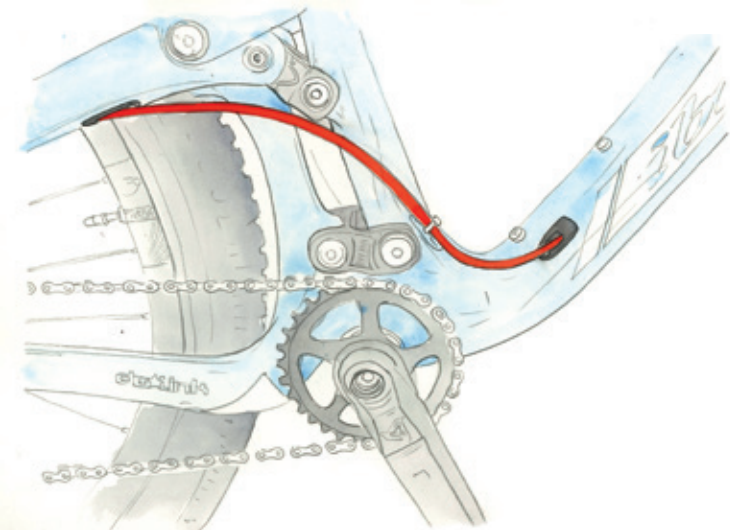
### Mojo HD3 Non-Driveside Cable Routing





### A Note HD3 Routing with Top Pull Derailleurs

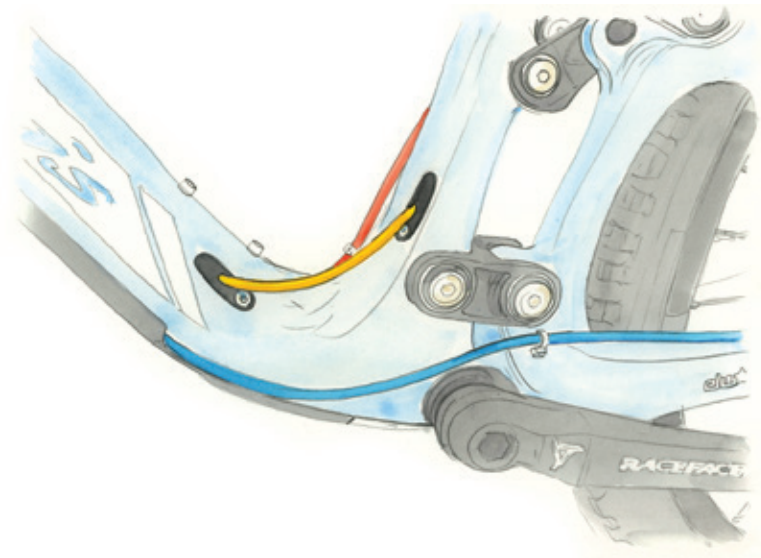
We have made the Mojo HD3 compatible with the new Shimano side swing front derailleurs. Should you be retrofitting an older style top pull derailleur refer to new Ripley Routing on [page 14](#).



### Mojo HD3 Derailleur Cable Routing



### Mojo HD3 Dropper Cable Routing



### A Note on Reverb Dropper Routing

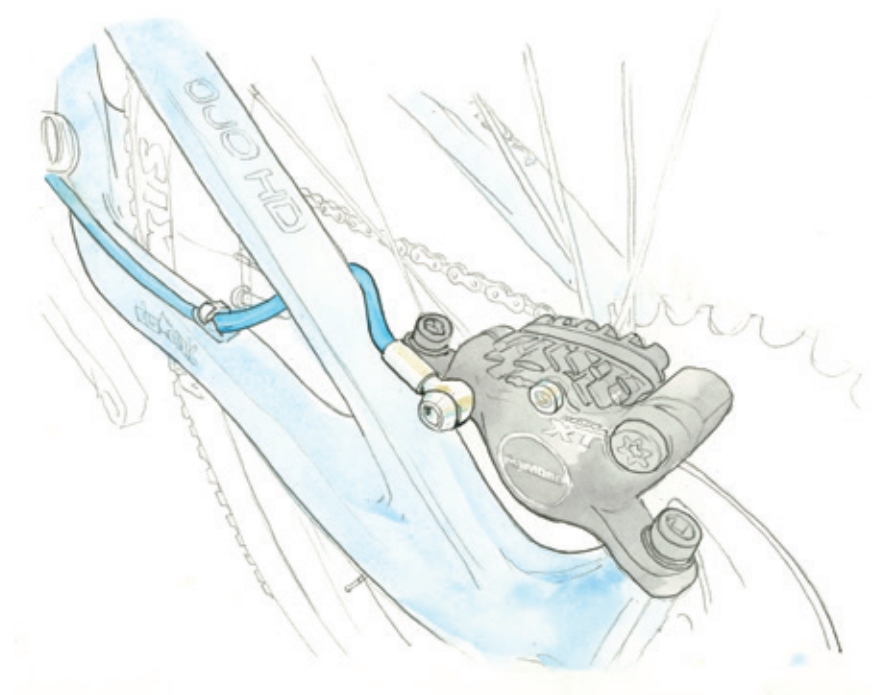
The Reverb dropper routing we prefer is not illustrated, but we'll describe it for you. You need three of our hydro cable stops. Route the Reverb into the left side of the down tube (it's a single port) using our hydro port. Use two other hydro ports at the bottom left side of the down tube and seattube,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

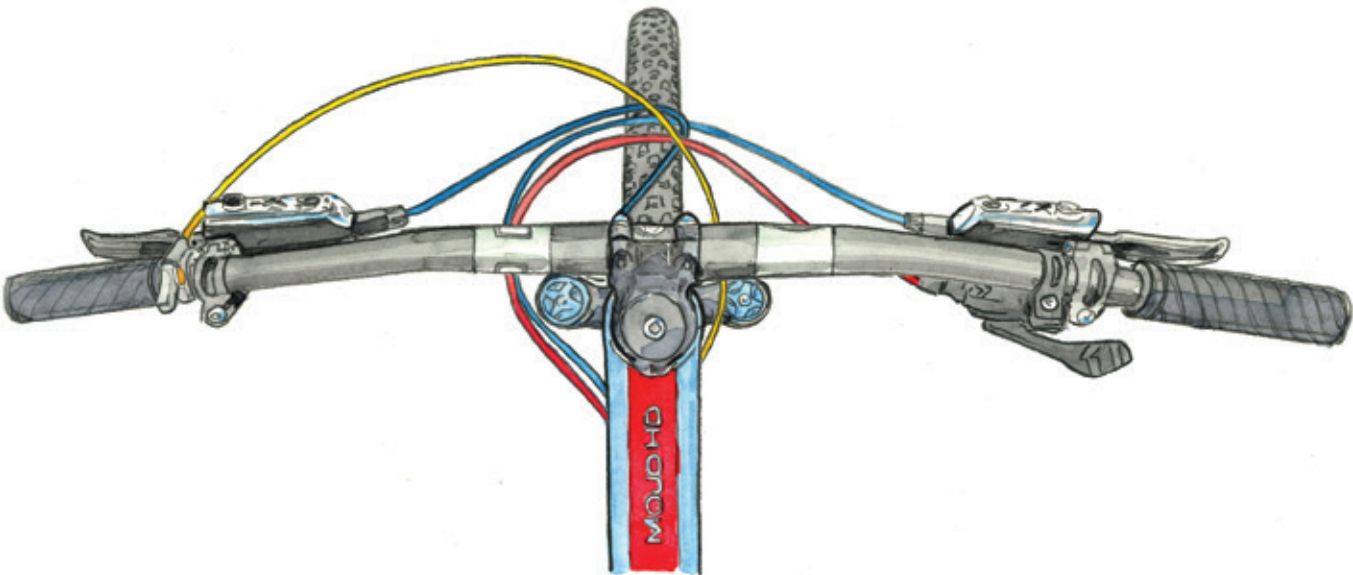


Mojo HD3  
Brake Cable Routing



Mojo HD3  
1x Cable Routing

- DERAILLEUR
- BRAKE ROUTING
- DROPPER



2X routing on the HD3 is the same as the Tranny29 as shown on page 25.

With the Tranny29, we pioneered our cable port system that you also see on the HD3. 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!).

### Tranny29 Driveside Cable Routing



### Tranny29 Non-Driveside Cable Routing

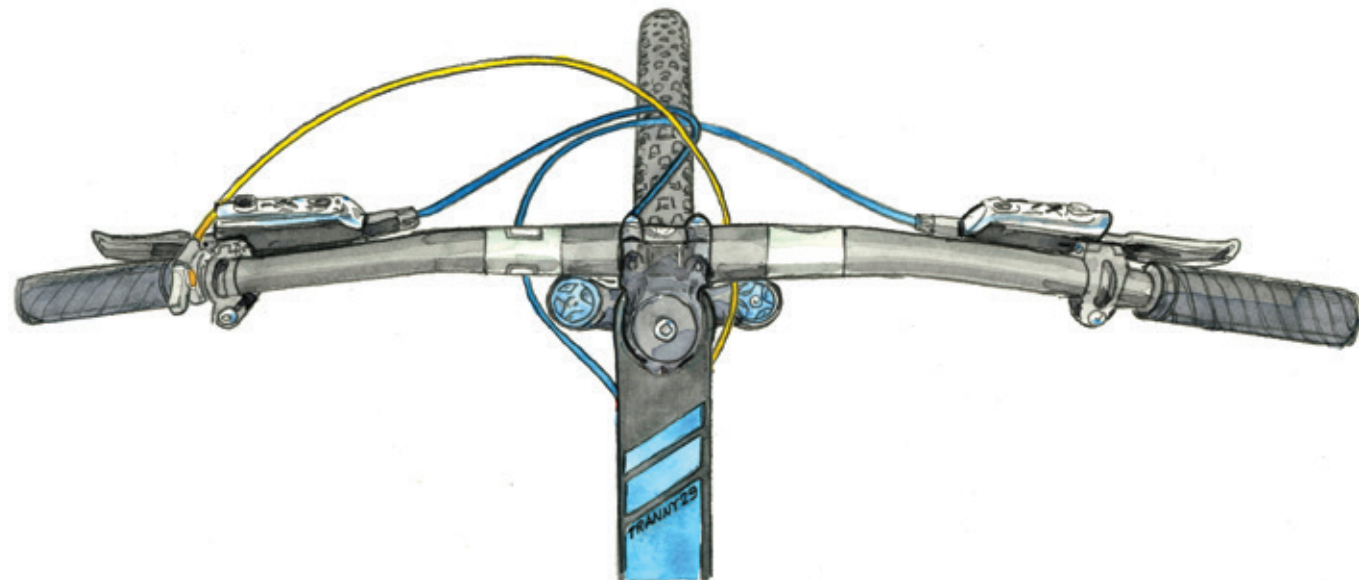


Since we ship the frames with both halves assembled, the person building the bike will have to remove the slot machine hardware, separate the frame halves and start threading housing from the front of the bike, through the slot machine, and into the drive-side chainstay.

**BIKE SET-UP TIPS AND TRICKS**  
**Tranny29 Cable Routing**

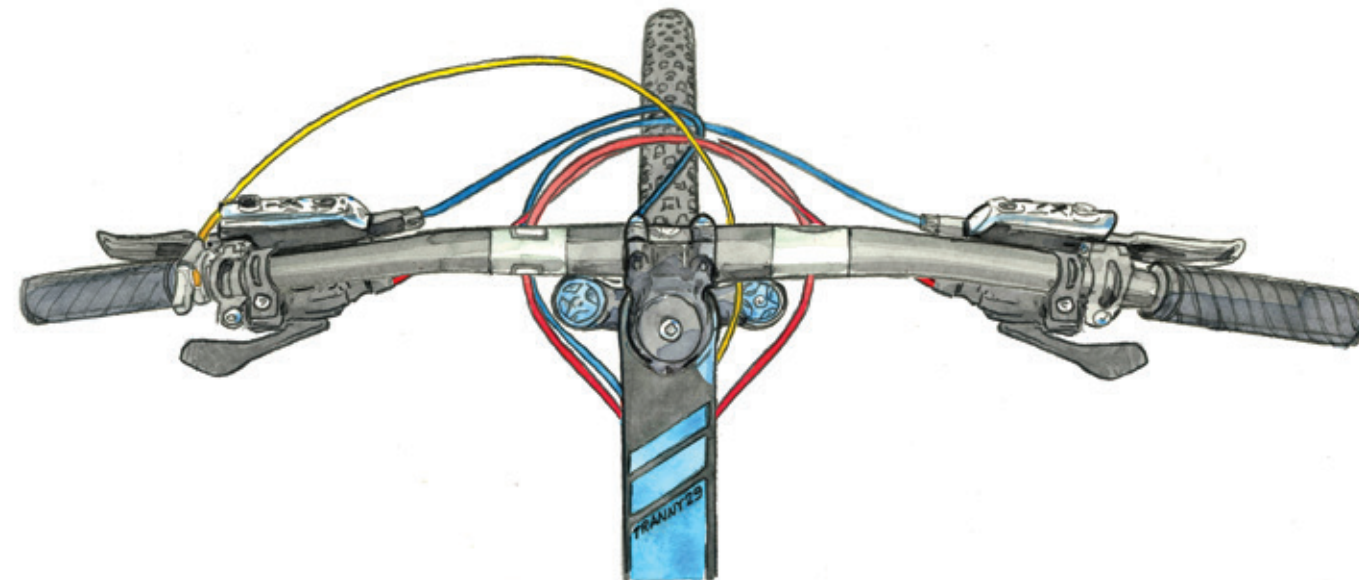


**Tranny29**  
**Single Speed Cable Routing**



**BIKE SET-UP TIPS AND TRICKS**  
**Tranny29 Cable Routing**

**Tranny29**  
**2x Cable Routing**





## BIKE SET-UP TIPS AND TRICKS

### Tranny29 Gearing

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

#### Single Speed Set-up

The Tranny29 features an adjustable length chainstay with a seatstay attachment that splits apart, allowing you to feed a belt into the rear triangle. We offer the Gates Carbon drive on our Tranny Unchained version.

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.

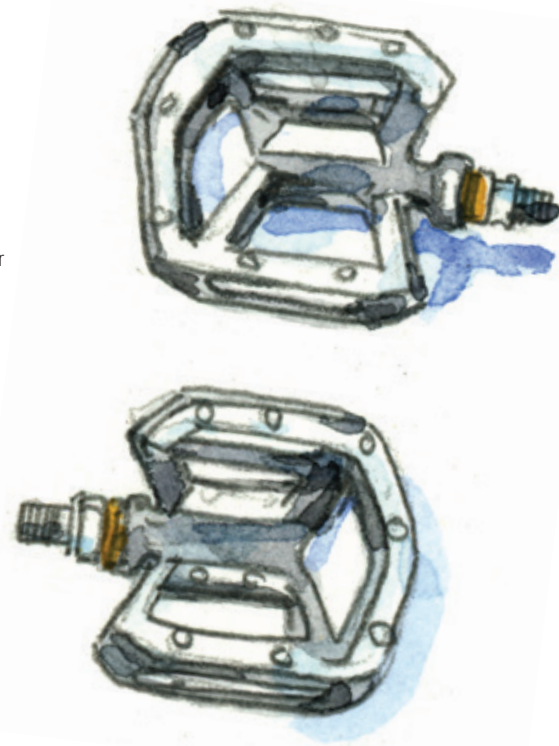
#### Troubleshooting

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.



## BIKE SET-UP TIPS AND TRICKS

### Chain Rings

#### Mojo HD3

The HD3 framesets ship with a removable direct mount front derailleur mount and a cover which mounts on the back of the seat tube 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 the HD3. The HD3 is 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.

### Tapered Headtube

The HD3, Ripleys, Tranny29 and Hakkalugi all feature a tapered headtube that work with tapered steerer forks.

The headset on the HD3 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 and Tranny29 are the ZS44/EC49. This standard is compatible with both the Chris King InSet 3 and certain Cane Creek headsets.

The Hakkalugi uses an IS41/IS52.

To learn more about these various headset standards, visit: [www.bicycleheadsets.com](http://www.bicycleheadsets.com).

### Rear Dropouts and Disc Brake Mounts

The one-piece disc brake boss/non drive side dropout on the HD3, Ripleys, and Tranny29 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 Hakkalugi 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.

### Hakkalugi 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 recommend either a

hobby shop, [myperfectcolor.com](http://myperfectcolor.com) or [testors.com](http://testors.com) for 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. The Ripley and HD3 decals have a clear coat applied over the decals. The Tranny29 and Hakkalugi decals are top mount. Be aware that pressure washing may damage the decals on these bikes.



Fork Setup Information

Read this first for a general understanding of fork setup or skip straight to the air pressure charts (page 34) if you just want to go ride.

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.

Positive Pressure

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

Low Speed Compression Damping

Low speed compression damping is used to reduce unwanted movement and over travel due to low speed changes like out of the saddle pedaling and subtle variations in the

trail that can cause wallowing etc. 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

For 2016, we are supplying the all new Fox 34 fork with 130mm of travel on the Ripley. Compared to last year's 34, it shed almost 300 grams. That means it weighs roughly the same as last year's long-travel 32, and has gobs of added stiffness, necessary for a 120mm travel 29er. There's a new air spring assembly and new FIT4 damper cartridge. Performance-wise it feels like the 36, which is a great thing. We like this fork a lot.

Fox Float 36

RockShox firmly kicked Fox in the you-know-what's when they came out with the Pike. Fox needed to respond, and they came back swinging with the new 36. The 36 does everything better than the prior incarnations, it's lighter, incredibly smooth and supple right out of the box (prior versions needed to be broken in), stiffer and it makes your coffee for you in the morning. OK we might be exaggerating that last bit

but not the rest. For those wanting just a little more robustness up front, or simply more partial to Fox, the 160mm travel 36 with the RC2 damper will deliver.

Special Blend

Special Blend bikes come with SLX drivetrains and X-Fusion suspension.

X-Fusion RL2 Forks

X-Fusion RL2 trail forks offer an efficient and high quality damping system in a simple


package. The RL2 sealed cartridge damper systems offer external rebound and lockout adjustment. The Mojo HD3 Special Blend features the 34mm chassis Sweep RL2 with 160mm of travel and the Ripley Special Blend features the 34mm chassis Trace RL2 with 120mm of travel.

Pressure charts can be found on page 35.

**Fox 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.



OPEN  
22 CLICKS

18  
CLICKS  
OUT

CLOSED  
(FULL CLOCKWISE)

HSC (HIGH-SPEED COMPRESSION)

OPEN  
26 CLICKS

13  
CLICKS  
OUT

CLOSED  
(FULL CLOCKWISE)

LSC (LOW-SPEED COMPRESSION)

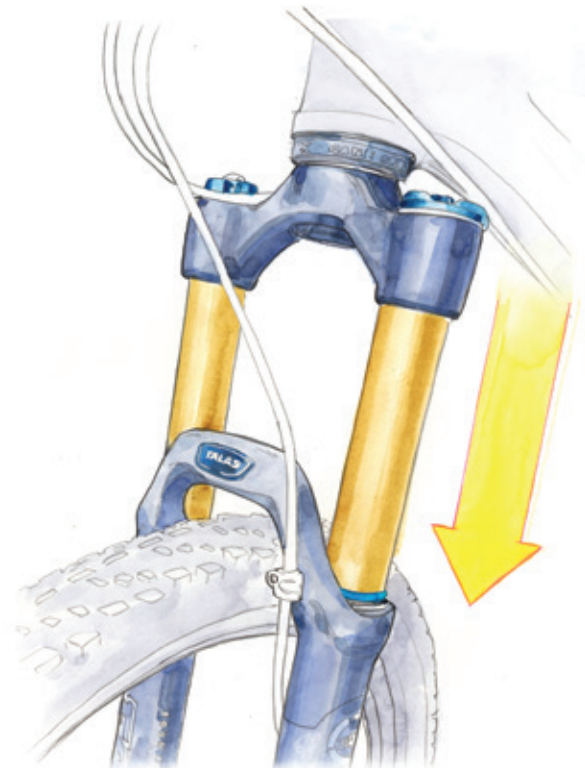
OPEN  
18 CLICKS

13  
CLICKS  
OUT

CLOSED  
(FULL CLOCKWISE)

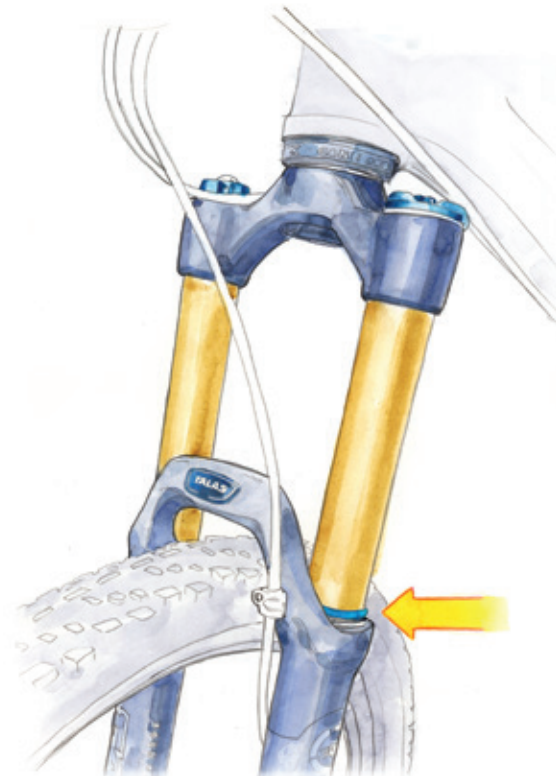
REBOUND





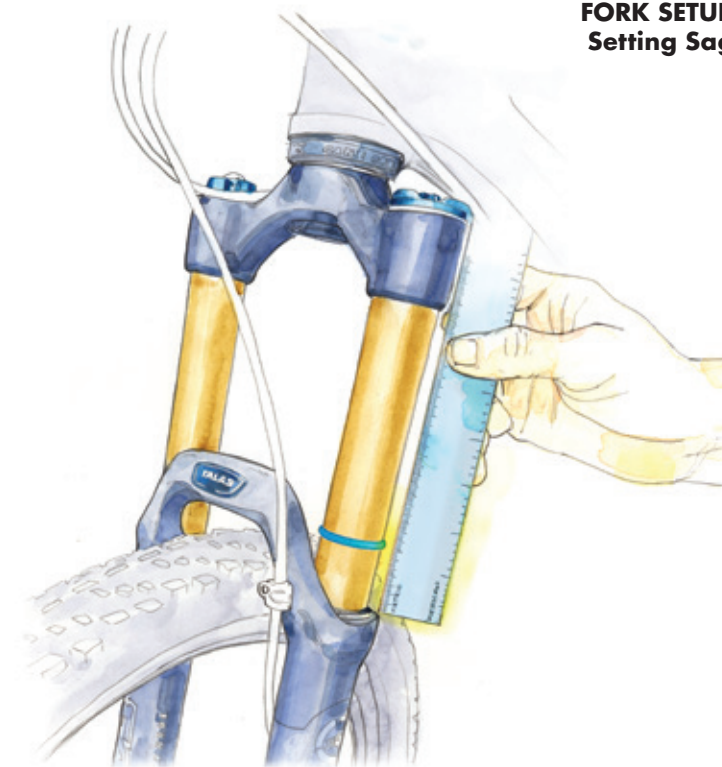
**Step 1**

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 SETUP  
Starting Pressures for Setting Sag

RockShox Pike 650b

| 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       |

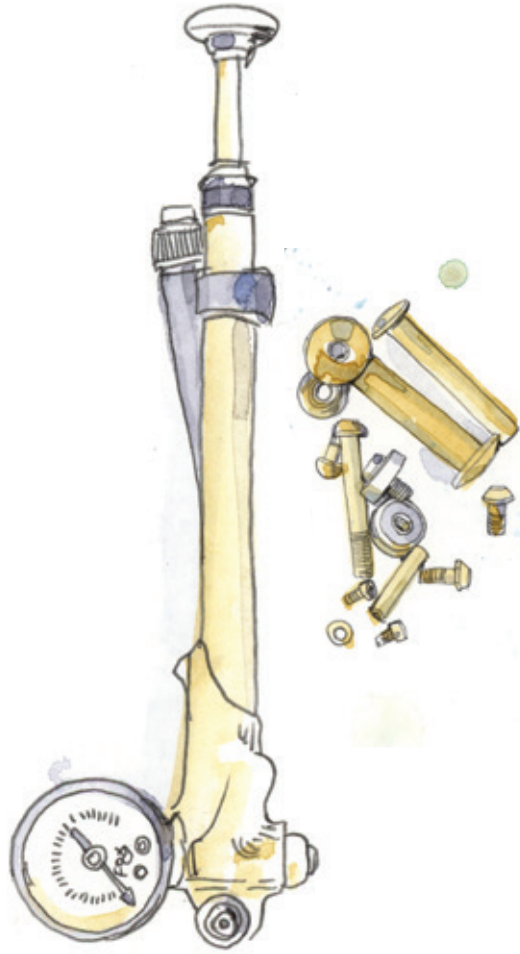
Fox Float 36 650b

| 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 29 (with130mm Travel)

| RIDER WEIGHT |         | FLOAT |
|--------------|---------|-------|
| 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   |



FORK SETUP  
Starting Pressures for Setting Sag

X-Fusion Sweep 650b

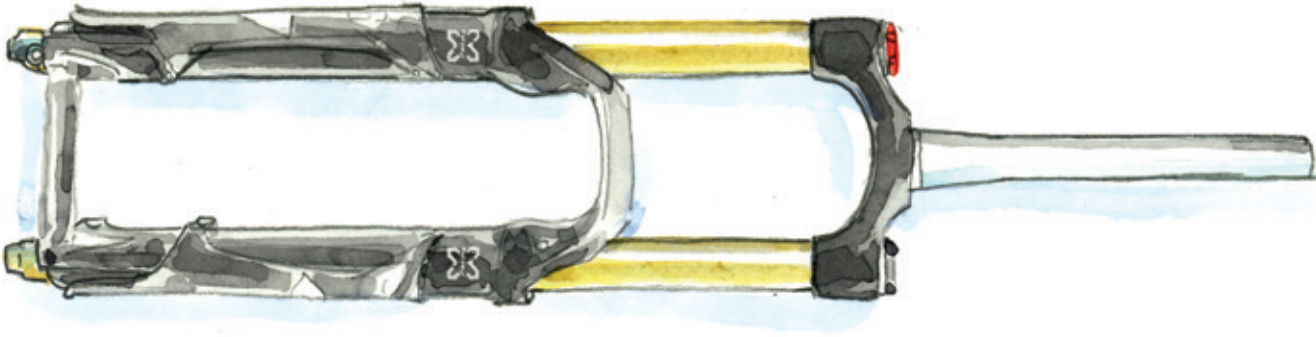
| RIDER WEIGHT |      | 160mm |     |
|--------------|------|-------|-----|
| lb           | kg   | psi   | bar |
| 100          | 45   | 55    | 3.8 |
| 110          | 50   | 57.5  | 4   |
| 120          | 54   | 60    | 4.1 |
| 130          | 59   | 65    | 4.5 |
| 140          | 63   | 70    | 4.8 |
| 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 |

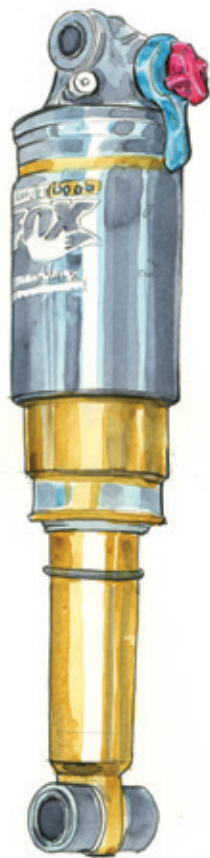
X-Fusion Trace 29

| 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 |





### Ripley Sag

We recommend starting with air pressure in the shock equal to 10% over your riding weight in pounds. 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 Sag

We recommend starting with air pressure in the shock equal to your riding weight in pounds. 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.

### Trail Adjust

The 2016 Float DPS is a big giant improvement for both Ripleys and the HD3. The shock has totally new internals. 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.

The Ripley and the HD3 use the following shock and shock hardware:

#### 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

#### HD3 Shock:

- 7.875" (200mm) eye to eye
- 2.25" (57mm) 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#usingthevolairsleeve>

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.





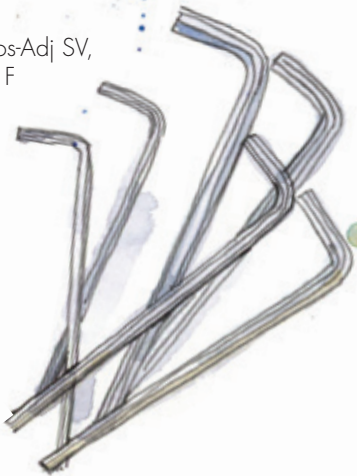
Updating the Original Ripley Suspension

If you wish to update your first generation Ripley to the excellent new Float DPS and Float 34, here are the part numbers you will need to order. Note, we are not allowed to sell Fox suspension other than bolted onto a bike.

**Fork Part No:** 910-01-925  
**Description:** 2016, 34, K, FLOAT, 29in, F-S, 130, 3Pos-Adj, FIT4, Matte Blk, Orange Logo, 15QRx100, 1.5 T, 51mm Rake, AM

**Shock Part No:** 972-01-269  
**Description:** 2016, FLOAT DPS, F-S, K, 3pos-Adj SV, FOX, AM, 7.250, 1.750, CM, RM, Climb F

The Ripley Float DPS shock spec is quite different from Fox's aftermarket offering in that size. So, you'd need to buy the shock listed on the line above... Then buy an EVOL air sleeve separately and have the shock revalved to light compression damping. It's possible but adds rework cost on top of purchasing the shock itself. Again, we're not allowed to sell you the shock by itself.



If you really want to Harness the Gnarness of the Mojo HD3

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

We have worked closely with Fox to develop custom tunes for the HD3 and Ripley. Some people want to go bigger, so we have some options:

Cane Creek DBinline

Riders who need a more aggressive or adjustable shock can instead order a Cane Creek DBinline for the HD3 or the Ripley. The DBinline provides an extremely wide range of tuning options, with individually adjustable low-speed compression, high-speed compression, low-speed rebound and high-speed rebound. We have worked extensively with Cane Creek on these shocks, and have developed base tunes as a starting point to get your own bike dialed. The base tunes for DBinlines on the Ripleys and HD3 can be found on **page 41**.



Fox Float X2

Fox fires yet another across the bow with the new for 2016 Float X2. 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.

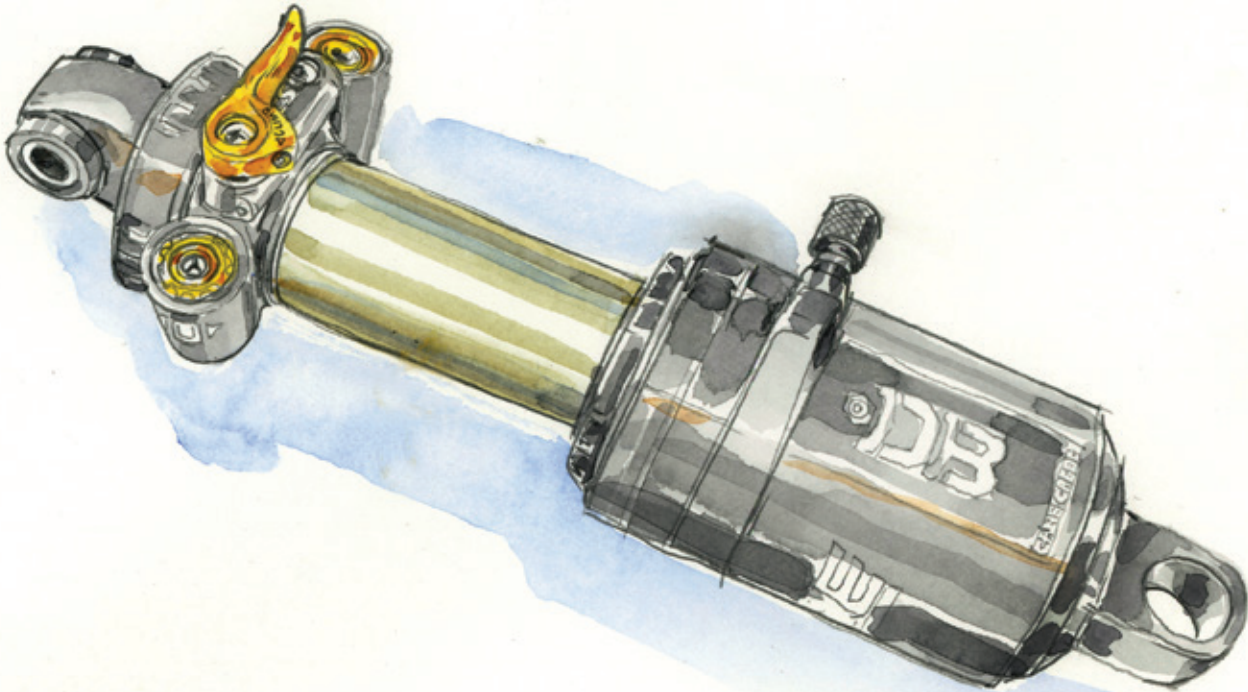
Turn all four damper adjusters to the closed position (*full clockwise*) until they stop. Then back them out (*counter-clockwise*) to the number of clicks shown in the table on the right.

Custom Tuning

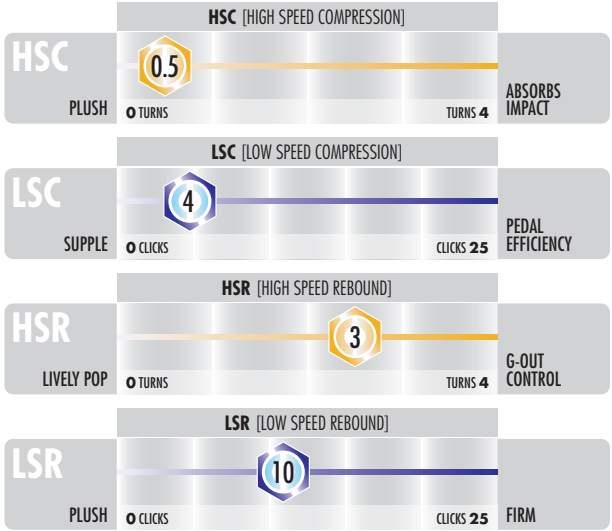
If none of these shocks suit your fancy, you can venture out on you own into the world of custom shock procurement. The HD3 rides best with a low compression/ medium rebound tune and very progressive spring rate.

\*COUNT CLICKS FROM CLOSED: 0 CLICKS = CLOSED\*

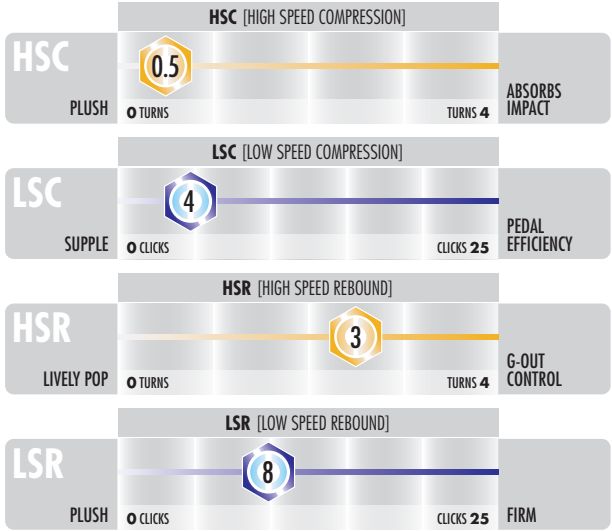
| AIR SPRING PRESSURE | RECOMMENDED LSR SETTING | RECOMMENDED HSR SETTING | RECOMMENDED LSC SETTING | RECOMMENDED HSC SETTING |
|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| 90                  | Open                    | 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                   |



New Ripley/Ripley LS DBinline Base Tune  
RECOMMENDED SAG 13mm



HD3 DBinline Base Tune  
RECOMMENDED SAG 18mm



REAR SHOCK SETUP  
Starting Pressures for Setting Sag

Cane Creek DBinline (New Ripleys)

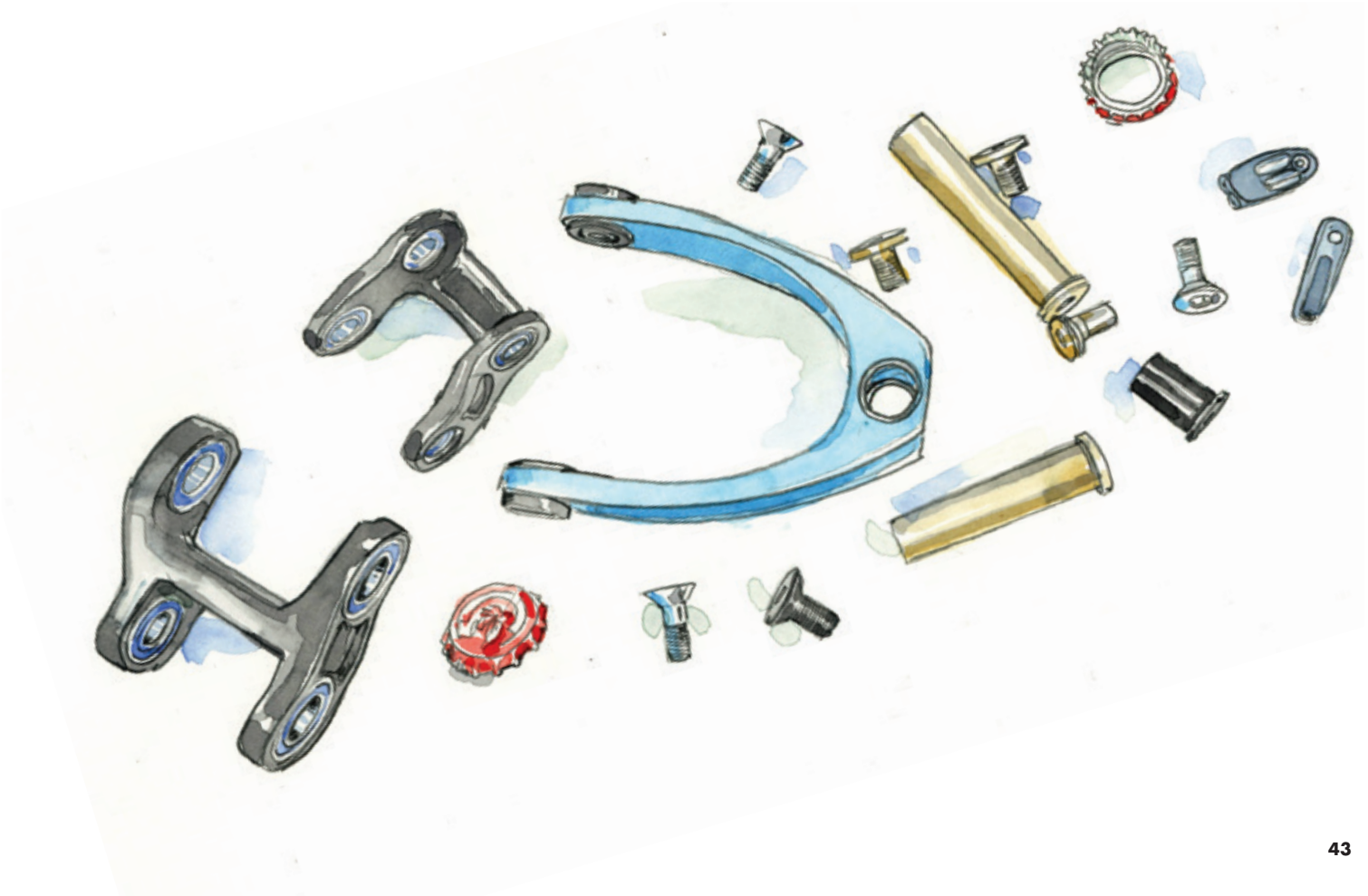
| 25% Sag      |          | 30% Sag      |          |
|--------------|----------|--------------|----------|
| RIDER WEIGHT | PRESSURE | RIDER WEIGHT | PRESSURE |
| 110          | 110      | 110          | 100      |
| 135          | 132      | 135          | 120      |
| 150          | 150      | 150          | 140      |
| 180          | 180      | 175          | 169      |
| 205          | 205      | 205          | 195      |

Cane Creek DBinline (HD3)

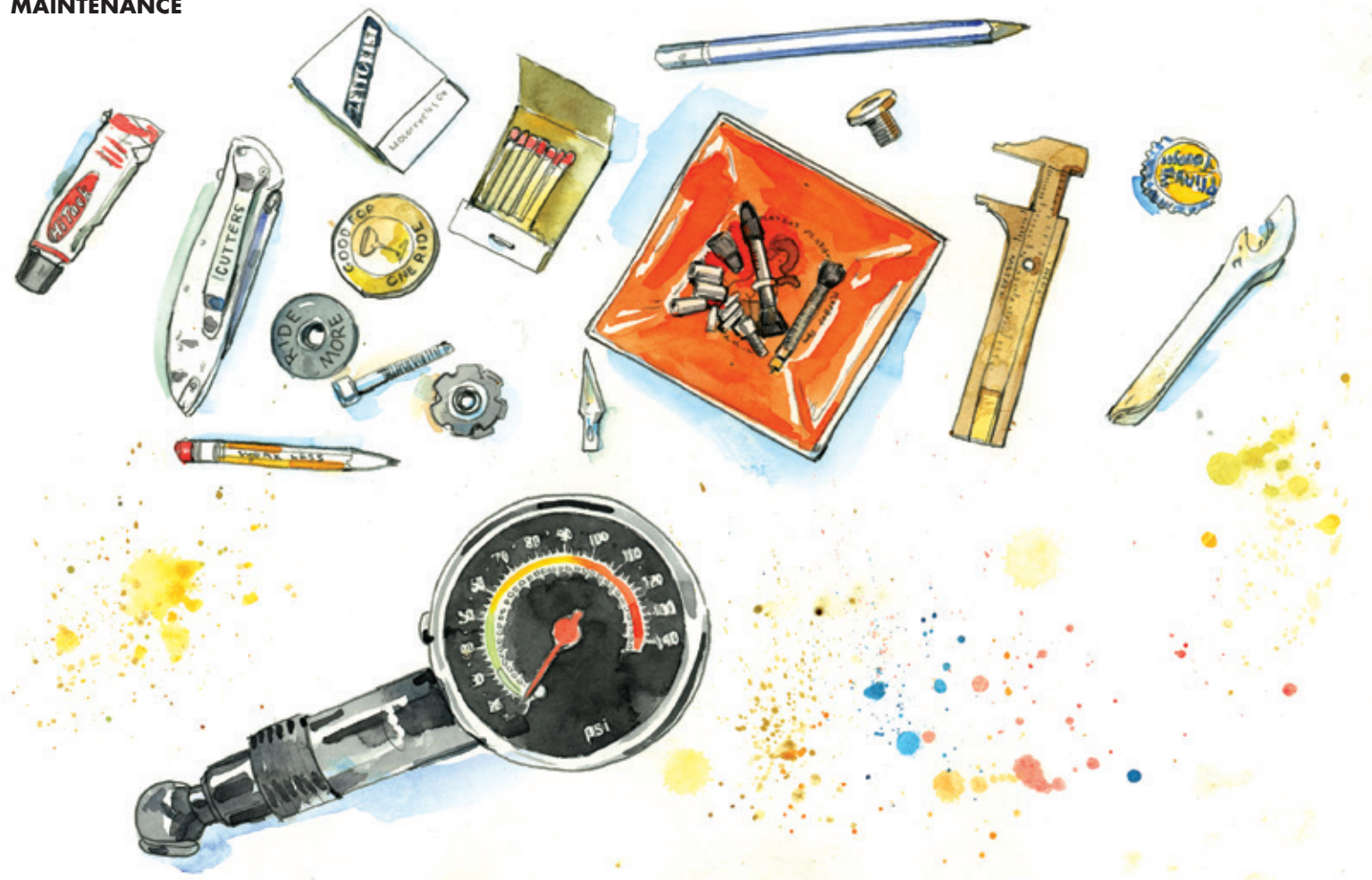
| 25% Sag      |          | 30% Sag      |          |
|--------------|----------|--------------|----------|
| RIDER WEIGHT | PRESSURE | RIDER WEIGHT | PRESSURE |
| 110          | 102      | 110          | 95       |
| 135          | 114      | 135          | 105      |
| 150          | 140      | 150          | 125      |
| 175          | 160      | 175          | 135      |
| 205          | 180      | 205          | 165      |

X-Fusion Microlite RL (New Ripleys)

| 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 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
- 2 x 6mm Allen wrench
- 1 x 5mm Allen wrench
- 2 x 4mm Allen wrenches

## Bearing Replacement

Please refer to the section on Ripley Swingarm Removal on **pages 52-55**. Complete instructions can be found on this video:

or on our website at [http://www.ibiscycles.com/support/technical\\_articles/ripley\\_bearing\\_replacement/](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

The linkage assemblies on the HD3 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 6mm Allen wrenches
- 2x 5mm Allen wrenches

Loctite 243 (or 242) blue thread locker

## Replacing Linkages

Please refer to the section on Mojo HD3 Swingarm Removal in this manual on pages 56–57.

## 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 Bearing Specs

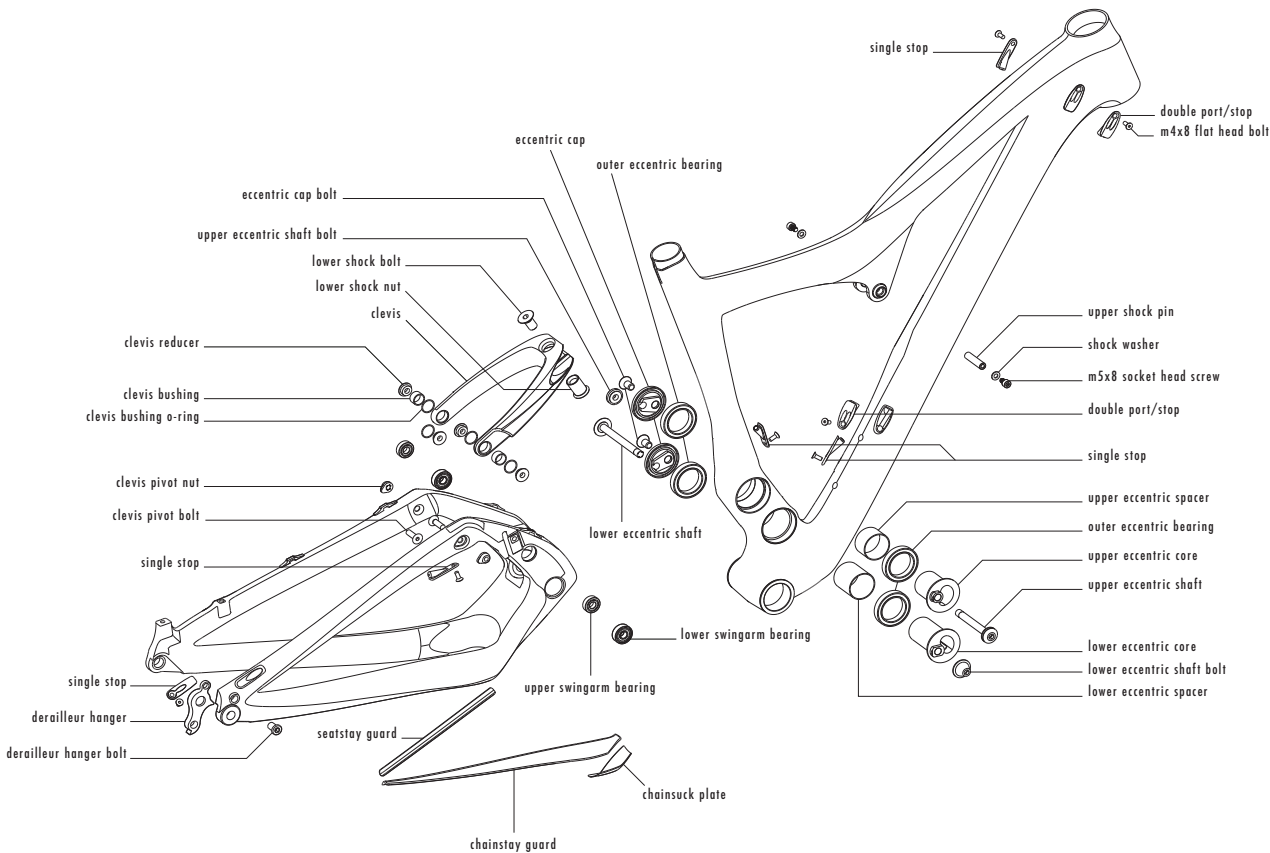
The lower links use DDR1526 bearings on the drive side and 6902rs on the non-drive side.

The upper links are 6800rs all around.

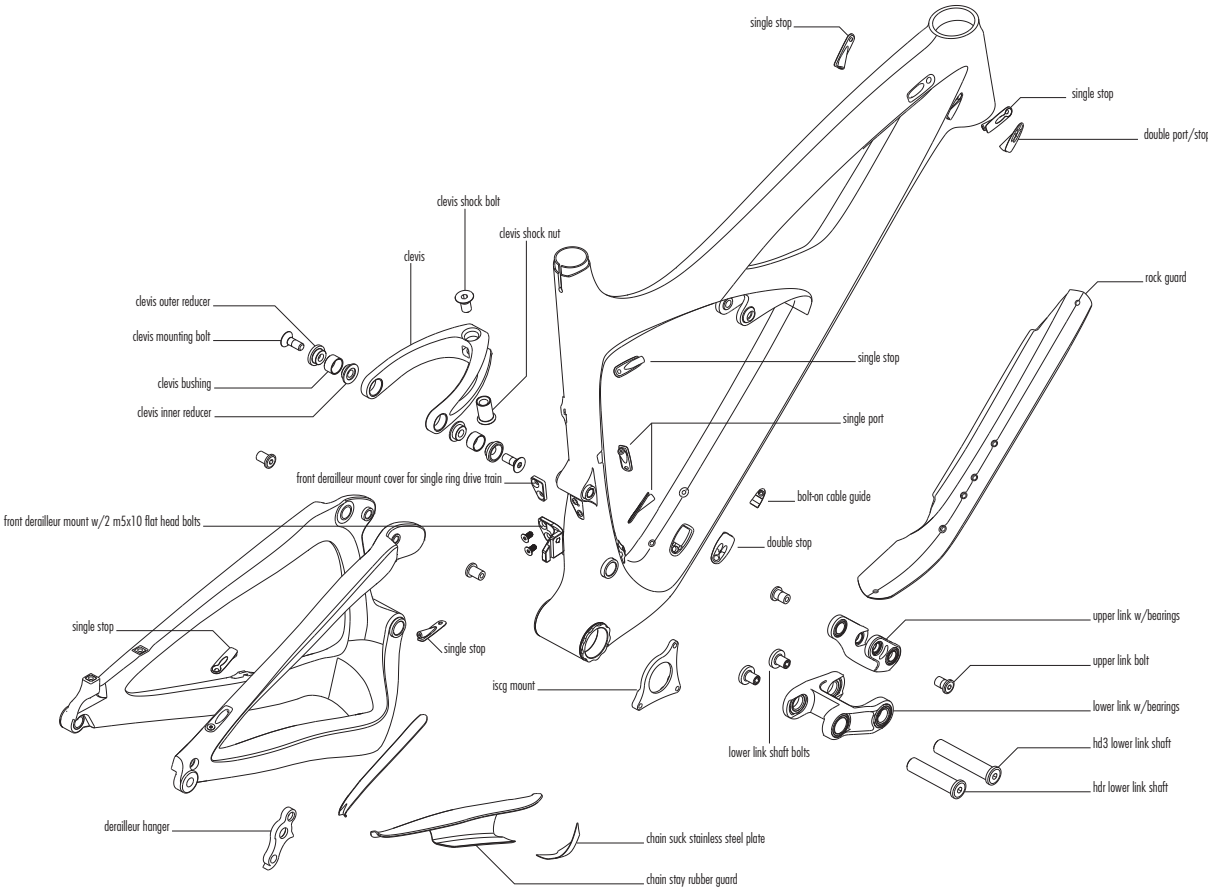
## Bearing Kits

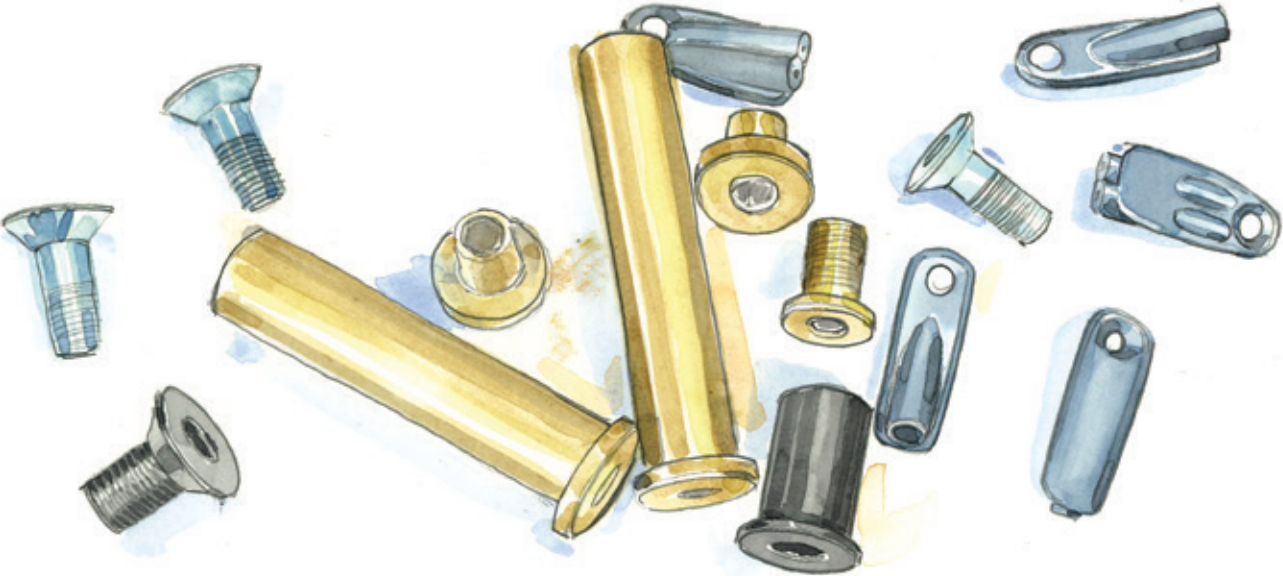
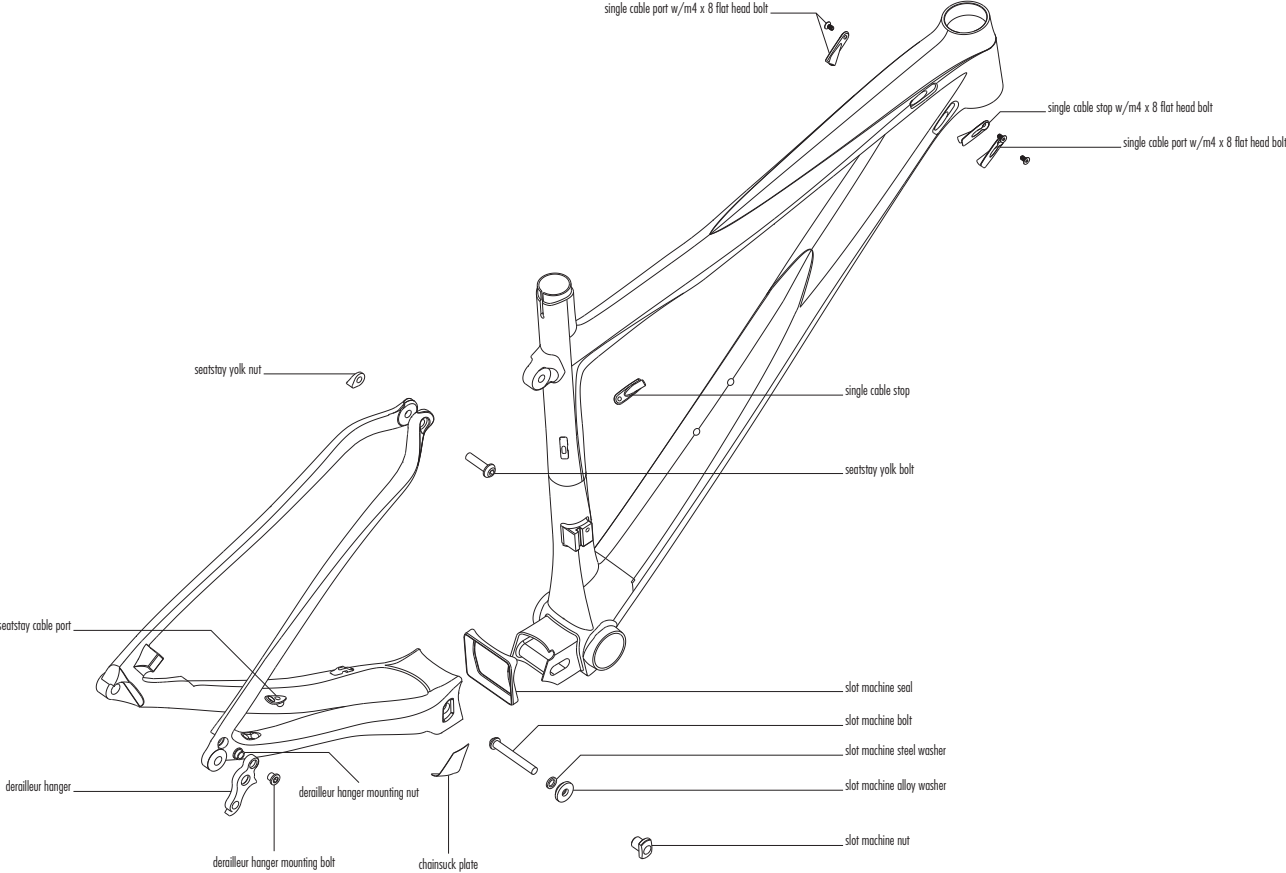
Enduro Bearing kits are available for all modern Ibis suspension bikes at <http://www.enduroforkseals.com/id245.html>

FRAME HARDWARE  
New Ripley/Ripley LS



FRAME HARDWARE  
Mojo HD3







FRAME HARDWARE  
Torque Specs

Ripley

| HARDWARE                             | TORQUE SPEC. | THREAD TREATMENT  |
|--------------------------------------|--------------|---|
| Clevis to Swingarm Bolts             | 5 Nm         | Loctite 243   |
| Eccentric Shaft Bolts                | 8 Nm         | Titanium Bolts: use Ti anti-seize on the shaft and Loctite 243 on the threads<br>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   |

**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.

HD3

| HARDWARE                     | TORQUE SPEC. | THREAD TREATMENT |
|------------------------------|--------------|------------------|
| Cable Port                   | 2 Nm         | Grease           |
| Clevis to Seatstay           | 15 Nm        | Loctite 243      |
| Front Derailleur Cover Mount | 5 Nm         | Loctite 243      |
| Front Derailleur Mount       | 5 Nm         | Loctite 243      |
| Lower Links                  | 15 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      | 4 Nm         | Ti anti-seize    |

Tranny29

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

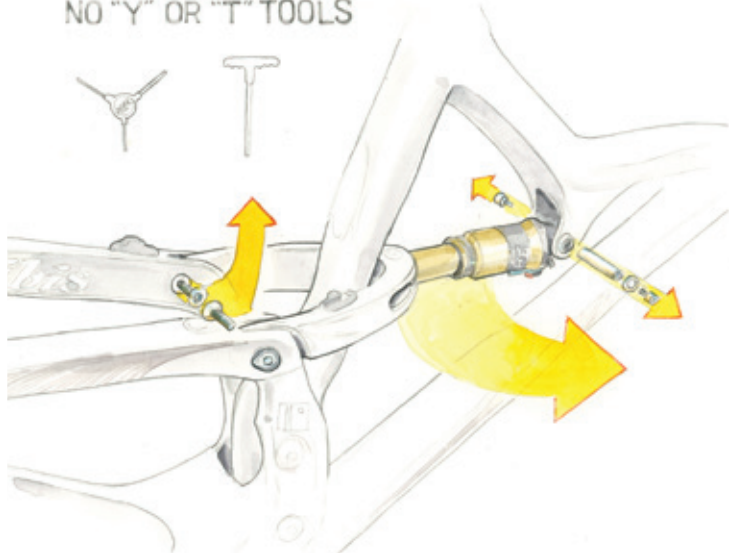
All Models

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



## RIPLEY SWINGARM REMOVAL

NO "Y" OR "T" TOOLS

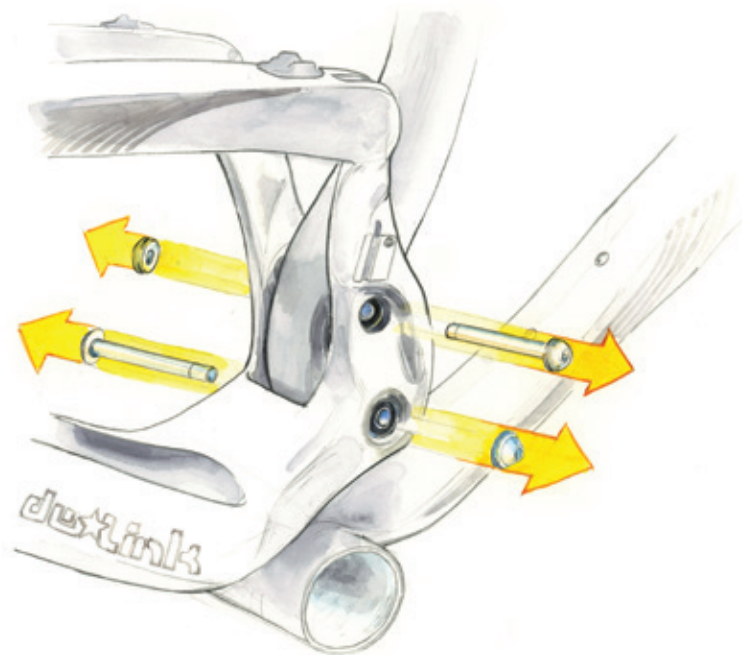


This information is shown in a video:

<http://tinyurl.com/n8f9o4p>

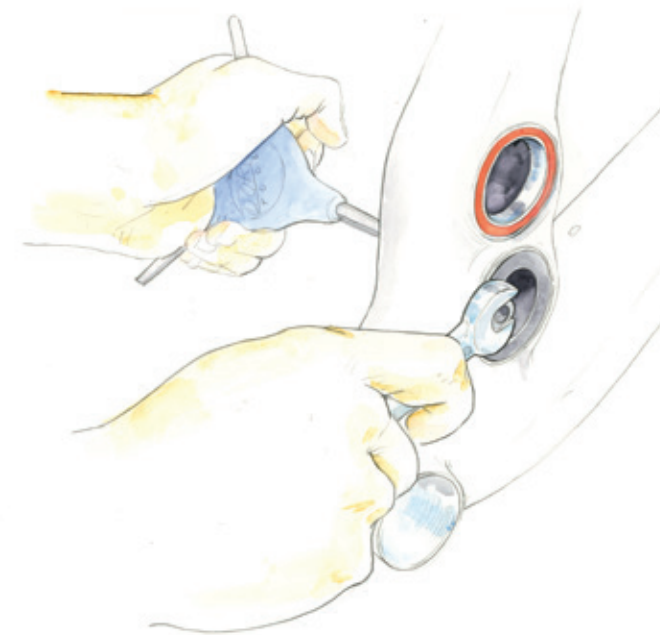
### Step 1

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

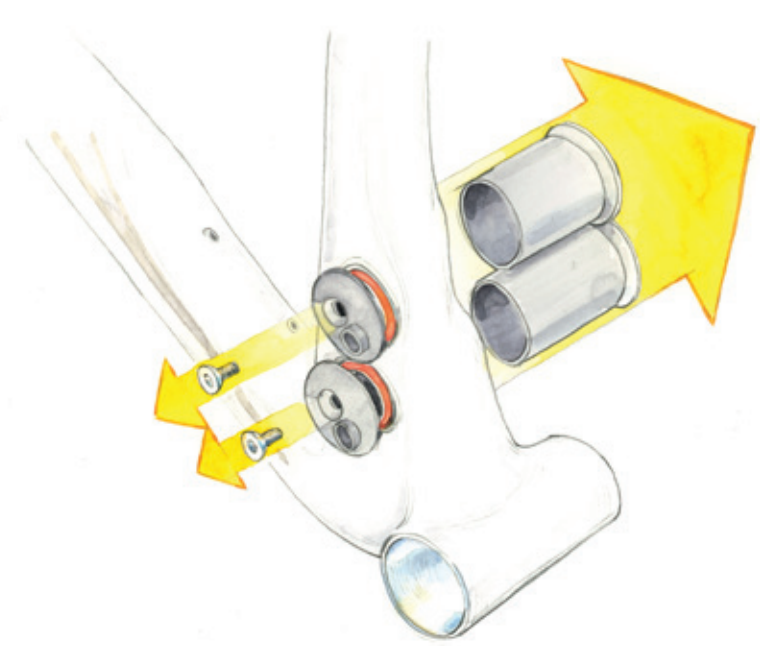
Remove both of the eccentric core bolts using 6mm allen wrenches.



### 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!

## RIPLEY SWINGARM REMOVAL



### Step 4

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



## RIPLEY SWINGARM REMOVAL

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.

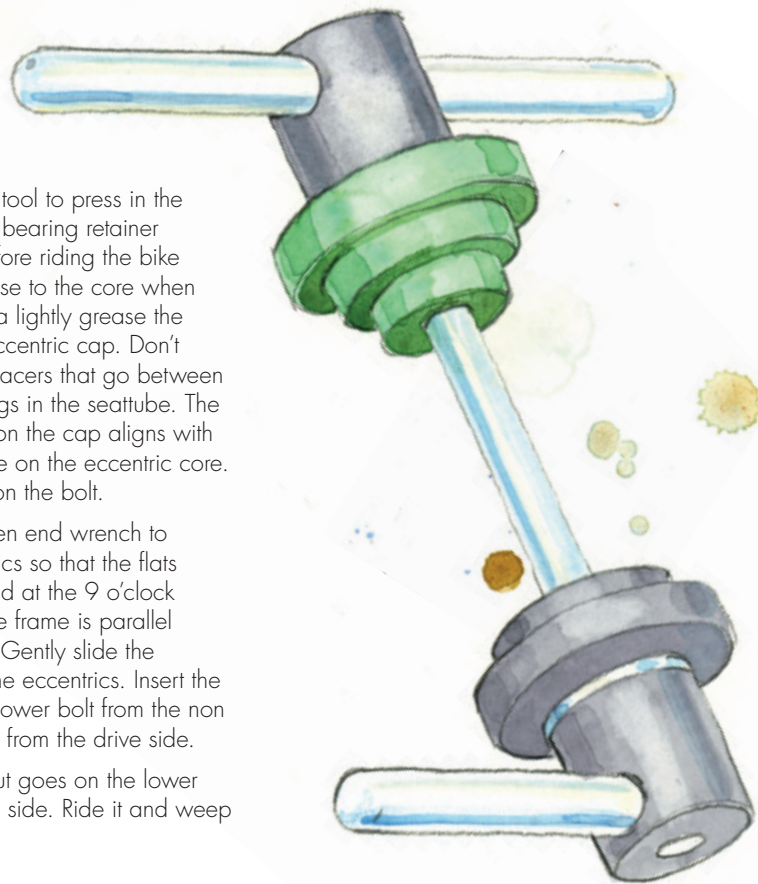
Instructions on removal and re-installation of the bearings using the Ibis Clemens Tool (**drawing to the right**) can be found in the video above and on the Ibis website under **Support>Technical Articles>Ripley Bearing Replacement**. You can purchase the tool at our online store: <http://store.ibiscycles.com/clemens-bearing-tool-for-ripley-p195.aspx>

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

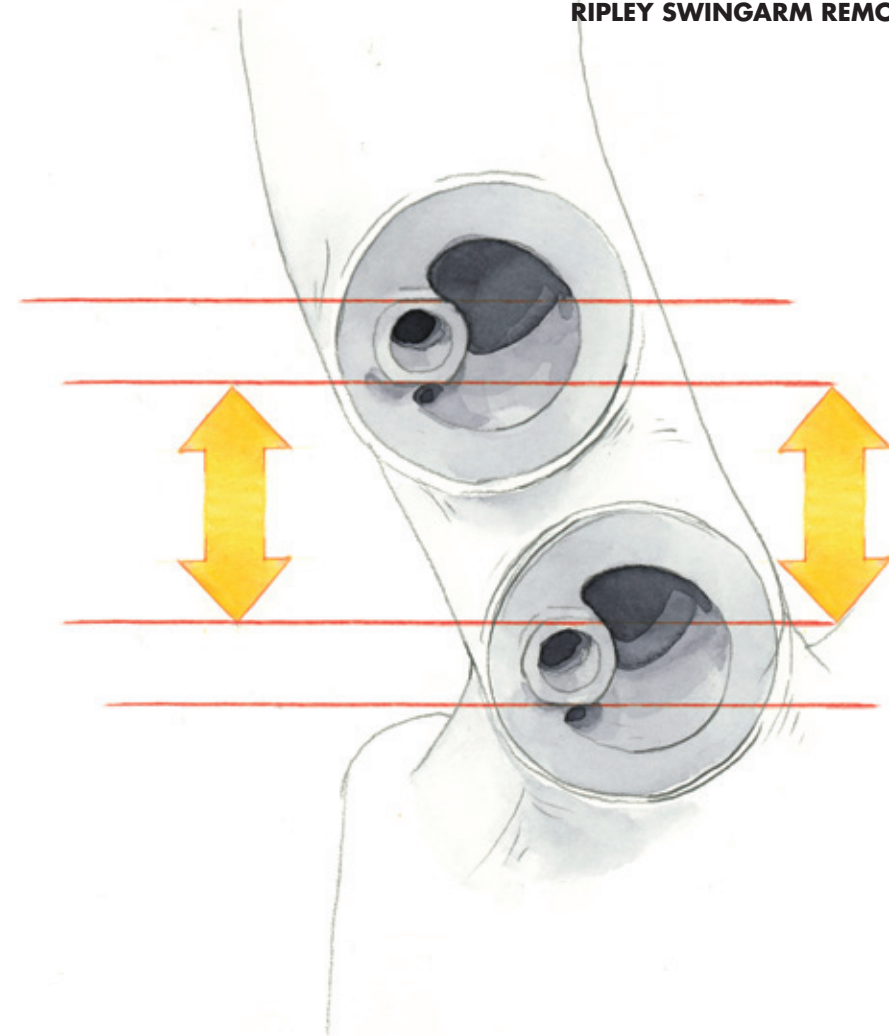
use the Clemens tool to press in the bearings. Let the bearing retainer dry overnight before riding the bike again. Add grease to the core when reinstalling, and a lightly grease the inner lip of the eccentric cap. Don't forget the two spacers that go between the BB30 bearings in the seattube. The chamfered 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.

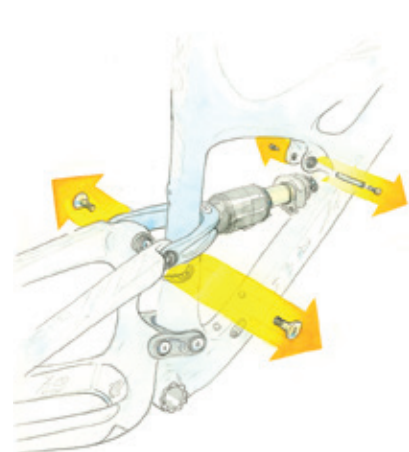
The conehead nut goes on the lower bolt, on the drive side. Ride it and weep (with joy).



## RIPLEY SWINGARM REMOVAL

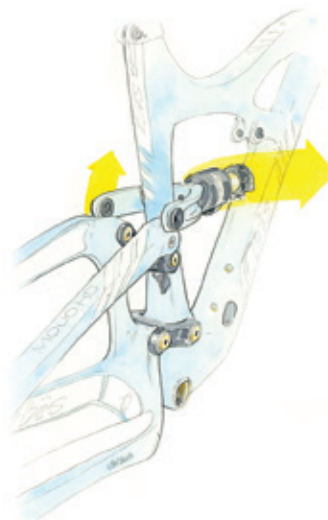






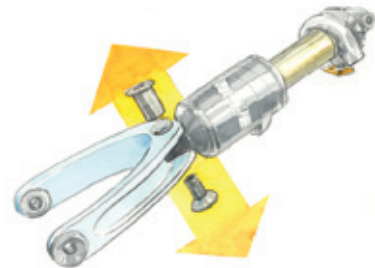
## Step 1

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.



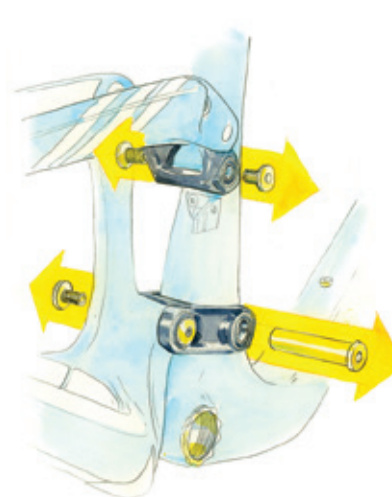
## Step 2

Carefully separate the shock and clevis assembly from the frame.



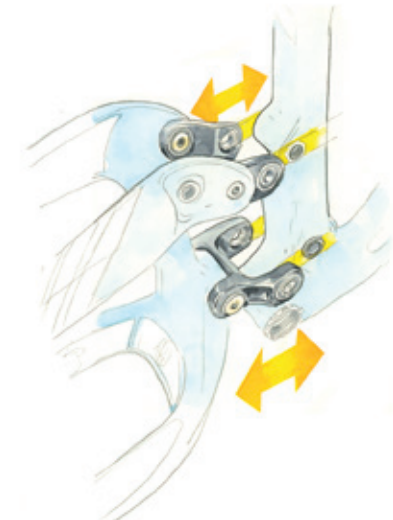
## Step 3

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



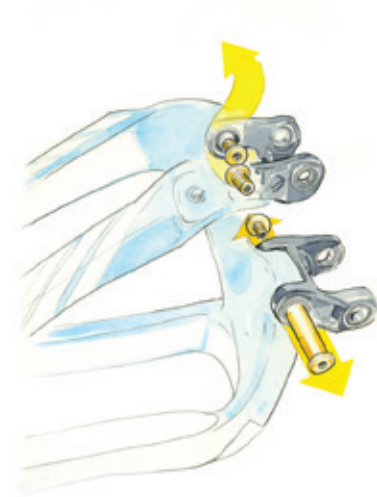
## Step 4

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/](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](mailto:service@foxracingshox.com)

For International Warranty Service: Contact a Fox service center: [http://www.foxracingshox.com/fox\\_tech\\_center/service.htm](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 gaurd to obtain the serial number. We want you to register the serial numbers on the front triangle, not the swingarm.

Rider Info.

Name .....

Address .....

Tel. No. ....

Email .....

Bike Info.

Model .....

Paint Color .....

Ft. Triangle Serial Number

.....

Swingarm Serial Number

.....

Nearest Ibis Dealer

Name .....

Address .....

Service Manager .....

Tel. No. ....

Fork Settings

PSI .....

Clicks Rebound .....

Clicks Compression .....

Shock Settings

PSI .....

Clicks Rebound .....

Clicks Compression .....

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.

## 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 & 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](mailto:askchuck@ibiscycles.com)

**Fax** (remember those?) 1-831-461-1475

**Really Old Fashioned Snail Mail**  
2240 Delaware Ave. Santa Cruz, CA 95060.

[ibiscycles.com](http://ibiscycles.com)





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Evolution  
of the  
Opener



Whatever  
Was Around...

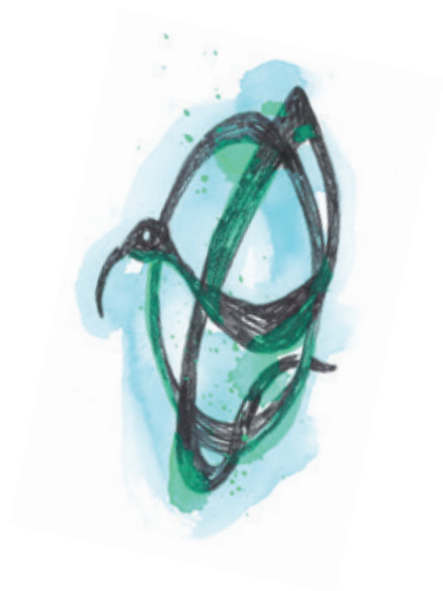
the Hand Job

Standard

Tranny

Das Liberator

Maximus ~ not pictured







[ibiscycles.com](http://ibiscycles.com)