



**MOJO 4 FORK AIR PRESSURE : 27.5"**  
 FOX FACTORY : FLOAT 34 - GRIP 2

20% SAG (28MM FORK SAG) RIDER WEIGHT	140MM
LBS.	PSI
120	47
130	52
140	58
150	63
160	68
170	74
180	79
190	85
200	90
210	96
220	101

**MOJO 4 FORK DAMPER SETTINGS : 27.5"**  
 FOX FACTORY : FLOAT 34 - GRIP 2

PRESSURE	HSC	LSC	HSR	LSR
40	8	16-14	8	16-14
45	8	15-13	8	16-14
50	8	14-12	8	16-12
55	7	13-11	8	16-12
60	7	12-10	7-8	15-11
65	7	11-9	7-8	14-10
70	6	10-8	7-8	14-10
75	6	9-7	6-8	14-10
80	6	8-6	6-8	14-8
85	5	7-5	6-8	14-8
90	5	6-4	5-8	14-8
	RANGE 0-8	RANGE 0-16	RANGE 0-8	RANGE 0-16

**MOJO 4 TORQUE SPECS**

HARDWARE	TORQUE SPEC.	THREAD TREATMENT
Lower Link 3mm Preload Bolts	2 Nm	Loctite 243 on threads, grease on flange
Lower Link 4mm Pinch Bolts	10 Nm	Loctite 243
Swingarm to Clevis Pivot Bolts	10 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
Bushings	-	On all models, apply Slick Honey (grease) to all bushings during reassembly.

Hexle: 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.

**MOJO 4 SHOCK AIR PRESSURE**  
 FOX FACTORY : FLOAT DPS

MOJO 4 SHOCK SAG	28% WHEEL SAG 14MM SHOCK STROKE		
RIDER WEIGHT (LBS.)	SHOCK PRESSURE (PSI)	COMPRESSION	REBOUND
120	157	Open	12
130	163	Open	12
140	168	Open	10-12
150	173	Open	10-12
160	178	Open	8-12
170	183	Open	8-12
180	189	Open	6-12
190	194	Open	6-12
200	199	Open	6-12
210	204	Open	4-12
220	209	Open	4-12
		3-Position Switch	12-Clicks

**FOX FACTORY 34**  
 GRIP 2 COMPRESSION AND REBOUND ADJUSTERS

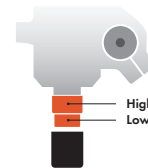
Use the diagrams as a starting point for your compression adjusters. Turn your compression or rebound adjusters to the closed position (full clockwise) until they stop. Then back them out (counter-clockwise) to the number of clicks shown to the left.



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



**Low-Speed Compression (LSC)**  
 adjustment is useful to control fork performance during rider weight shifts, G-outs, and other slow inputs.



**High-Speed Rebound (HSR)**  
**Low-Speed Rebound (LSR)**

FOR MORE INDEPTH INSTRUCTIONS DOWNLOAD THE FULL SET UP GUIDE AT  
[ibiscycles.com/support/set-up\\_guide/](http://ibiscycles.com/support/set-up_guide/)