



INSTRUCTION BOOK

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



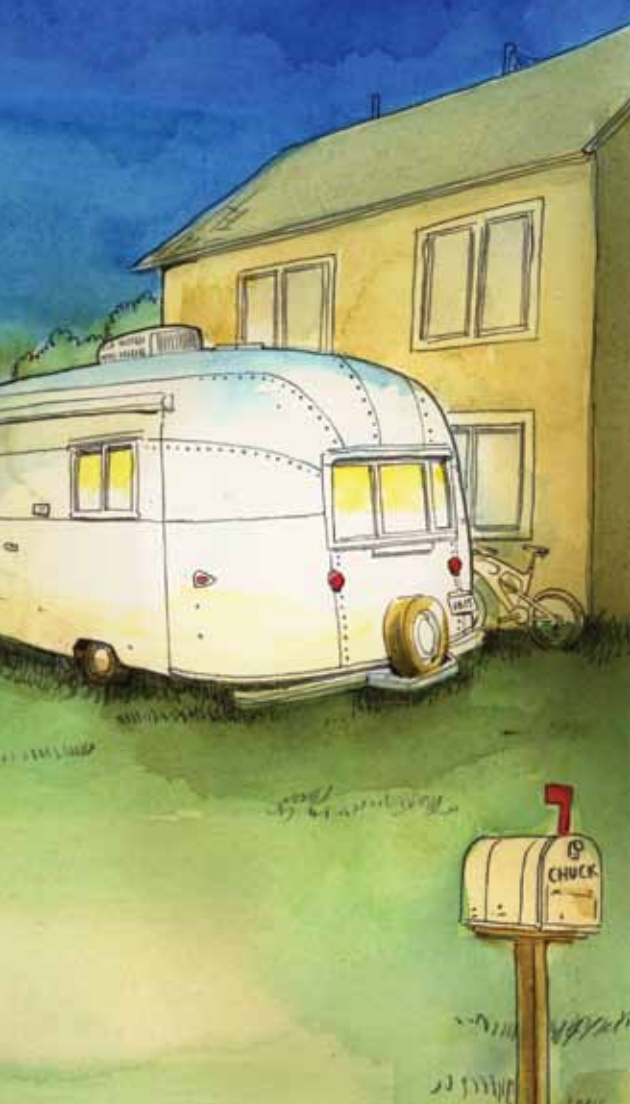
Introduction

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>





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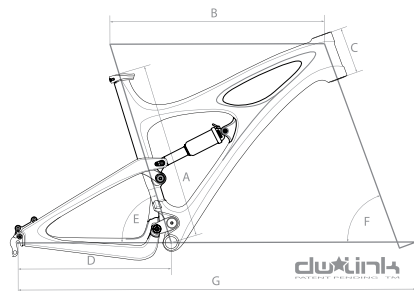
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Frame Geometry Chart

Mojo SL-R ^{26"}

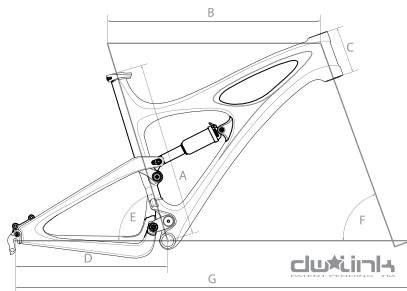
Size		Small	Medium	Large	X-Large
Seattube	A	15"	17"	19"	21"
Toptube	B	560mm	580mm	600mm	620mm
Headtube	C	94mm	103mm	118mm	134mm
Chainstay	D	429mm	429mm	429mm	429mm
Seat Angle	E	73°	73°	73°	73°
Head Angle	F	69°	69°	69°	69°
Wheelbase	G	1063.6mm	1084.5mm	1105mm	1126mm



- 140mm rear wheel travel
- 130 to 150mm fork travel
- 31.6mm seat post
- 142mm x 12mm Maxle through axle
- BB92/Press GXP Bottom Bracket
- Shock Specs: 7.875" (200mm) eye to eye, 2.0" (50mm) travel
- 2.8:1 leverage ratio
- For tapered steerer, use this headset: IS ZS44/28.6 | EC49/40
- High Direct mount front derailleur
- 160mm Post Mount Rear Brake
- Trail: 80mm

Mojo HDR ^{26"}

Size		Small	Medium	Large	X-large
Seattube	A	15"	17"	19"	21"
Toptube	B	564mm	587mm	604.5mm	625mm
Headtube	C	94mm	103mm	118mm	134mm
Chainstay	D	435mm	435mm	435mm	435mm
Seat Angle	E	71.5°	71.5°	71.5°	71.5°
Head Angle	F	67.5°	67.5°	67.5°	67.5°
Wheelbase	G	1093mm	1114mm	1134mm	1155mm
Stack		566mm	575mm	590mm	605mm
Reach		365mm	382mm	403mm	412mm

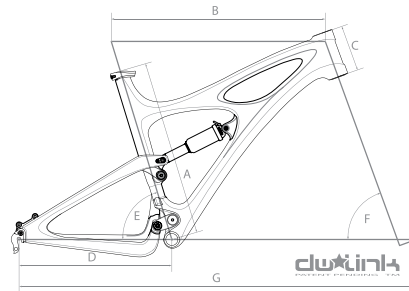


- 160mm rear wheel travel
- 160 to 180mm fork travel
- 31.6mm seat post
- 142mm x 12mm Maxle through axle
- English threaded BB with convertability to ISCG-05 mounts
- Shock Specs: 8.5" (216mm) eye to eye, 2.5" (63.5mm) travel
- 2.52:1 leverage ratio
- For tapered steerer, use this headset: IS ZS44/28.6 | EC49/40
- For 1 1/8" straight steerer, use this headset: IS ZS44/28.6 | EC49/30
- 160mm Post Mount Rear Brake, 180/185 rotors work with adapters
- BB height w/ 2.3" tires: 352mm (13.8")
- Geometry is for 537.9mm Axle to Crown Fork
- Geometry is measured with 160mm fork. For Geometry using other forks, visit ibiscycles.com
- Trail: 100mm

HDR 650b

130mm travel with 650b wheels

Size		Small	Medium	Large	X-Large
Seattube	A	15"	17"	19"	21"
Toptube	B	566mm	586mm	607mm	627mm
Headtube	C	94mm	103mm	119mm	134mm
Chainstay	D	435mm	435mm	435mm	435mm
Seat Angle	E	71.1°	71.1°	71.1°	71.1°
Head Angle	F	67.1°	67.1°	67.1°	67.1°
Wheelbase	G	1109mm	1119mm	1140mm	1161mm
Stack		571mm	580mm	595mm	610mm
Reach		371mm	388mm	409mm	418mm

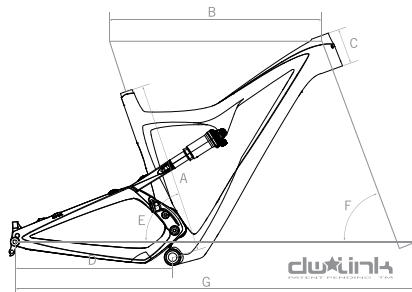


- 130mm rear wheel travel with 650b wheels
- Designed for 140mm travel forks, up to 160mm travel approved
- 31.6mm seat post
- 142mm x 12mm Maxle through axle
- English threaded BB with convertability to ISCG-05 mounts
- 1.5" Tapered Steerer: IS ZS44/28.6 | EC49/40
- Shock Specs: 7.875" (200mm) eye to eye, 2.0" (50mm) travel
- 2.8:1 leverage ratio
- 160mm Post Mount Rear Brake, 180/185 rotors work with adapters
- High Direct mount front derailleur
- BB height w/ 2.3" tires: 343mm (13.5")
- Geometry measured with 140mm 650b 34 Fox fork, 534.4 Axle to Crown height
- Trail: 100mm

S.H.I.S.=Standardized Headset Identification System

Ripley ^{29°}

Size		Small	Medium	Large	X-Large
Seattube A	15"		17"	19"	21"
Top tube B	564mm	584mm	604mm	625mm	
Headtube C	78mm	94mm	100mm	107mm	
Chainstay D	444mm	444mm	444mm	444mm	
Seat Angle E	73°	73°	73°	73°	
Head Angle F	70°	70°	70°	70°	
Wheelbase G	1078mm	1100mm	1120mm	1140mm	
Stack	599mm	615mm	620mm	627mm	
Reach	379mm	397mm	413mm	432mm	

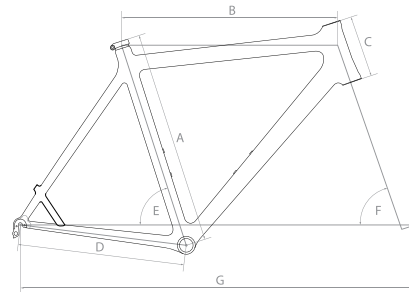


- 120mm rear wheel dw-link travel
- Approved for 120-140mm forks, 32 or 34 stanchion
- Tapered head tube
- Internal TT cable routing with molded carbon cable stops
- Shock Specs: 184mm x 44mm with .4 volume spacer
- Provision for cable-actuated adjustable seat posts
- BB92/Press GXP style integrated BB
- 142mm Maxle rear axle
- 160mm post mount rear brake mounts
- Uses high direct front derailleur mounted on swingarm
- Headset: IS Z544/28.6 | EC49/40 (or Chris King InSet 3)
- Compatible with all common FD's
- BB height w/ 2.1" tires: 325mm (12.8")
- Geometry measured with 520.8mm axle to crown fork
- Trail: 80mm

Frame Geometry Chart

Hakkaliği Disc ^{700c}

Size	47	50	53	55	58	61
Seattube A	470mm	500mm	530mm	550mm	580mm	610mm
Top tube 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



- Seatpost Diameter 31.6mm
- Front Derailleur 34.9mm Top Pull
- Bottom Bracket BB86 Press Fit
- 135mm dropout spacing
- Post Mount for Rear Disc Brake 140mm
- 1.5" Tapered Head Tube
- Headset Standard S.H.I.S. IS41/28.6 upper, IS 52/40 lower
- Trail: 67mm @ 71.5° head angle, 70mm @ 71° and 73mm @ 70.5°

Frame Sizing Guide



Ibis Cyclocross Bike Sizing Guide

FRAME SIZE	HEIGHT/INCHES	HEIGHT/CM
47	4'11"---5'2"	150-157
50	5'-----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



Ibis Mountain Bike Sizing Guide

FRAME SIZE	HEIGHT/INCHES	HEIGHT—CM
S	5'0"----5'5"	152-165
M	5'4"----5'9"	163-175
L	5'9"----6'2"	175-188
XL	6'-----6'6"	183-198



Bike Set-Up Tips and Tricks

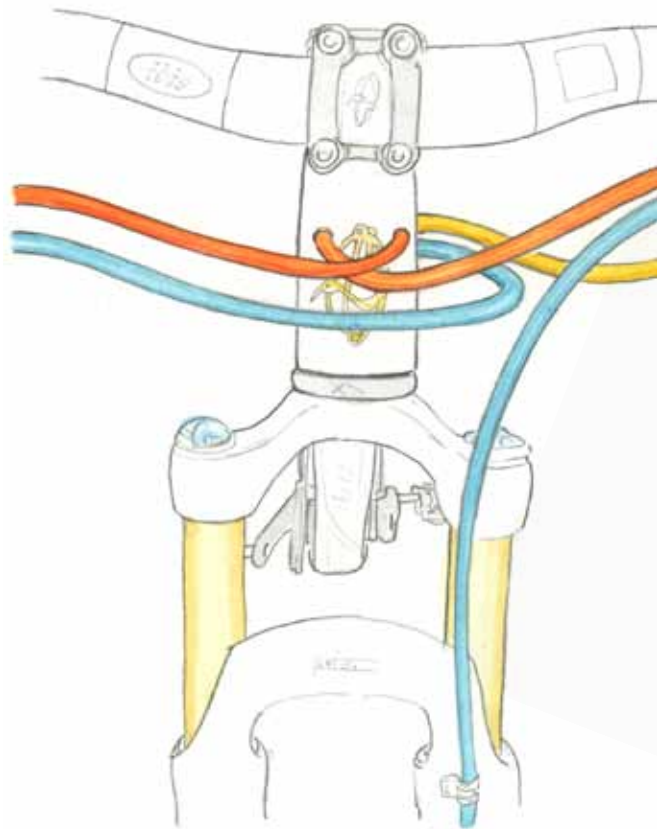
Ripley Routing



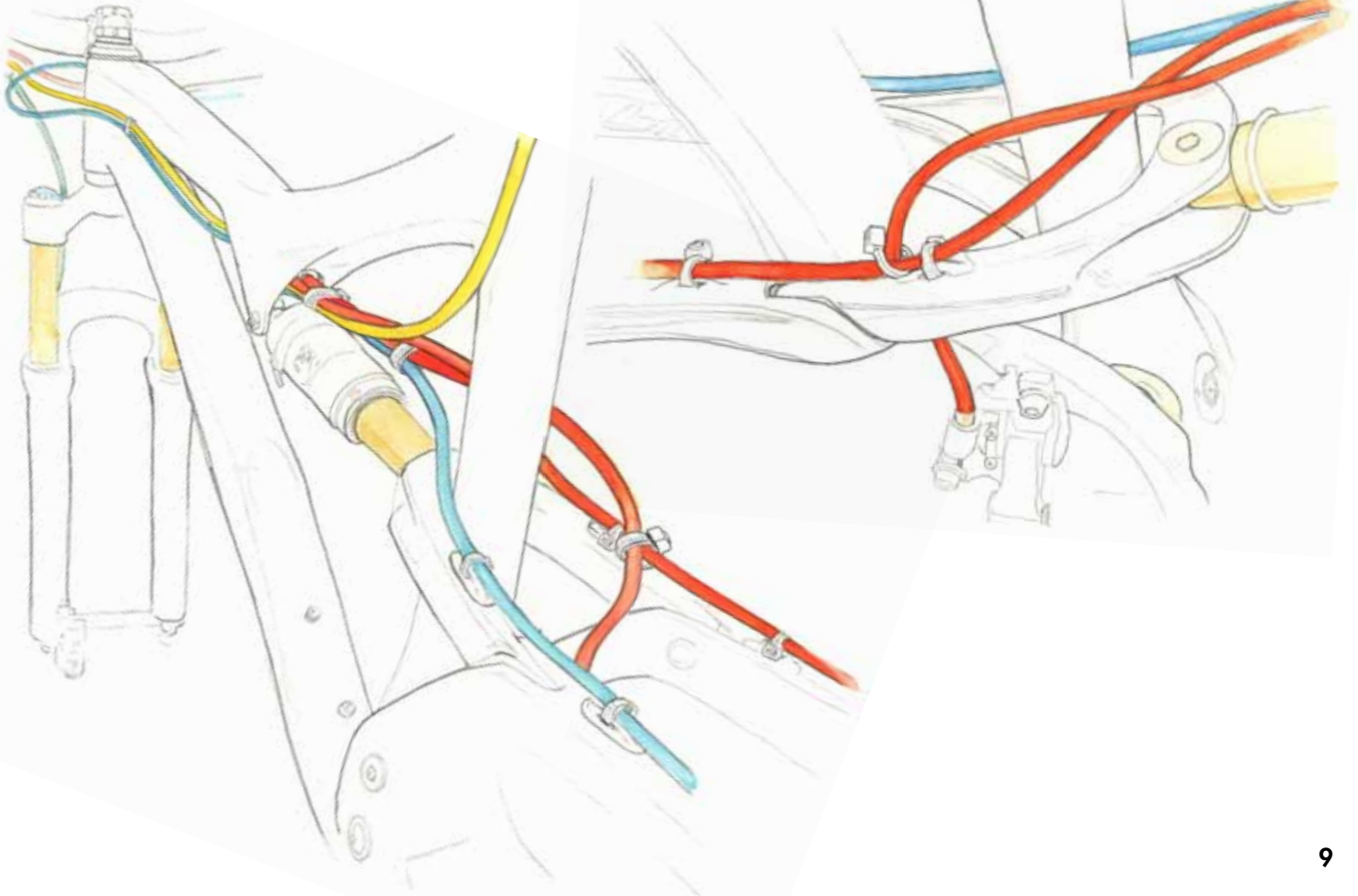
This information is shown in a video: <http://tinyurl.com/qbv9y46>
Internal routing is provided for the derailleur cable housing, and for a mechanical dropper cable if you're not running a front derailleur (otherwise the dropper cable is external). The housing needs to be fished through the frame before you mount the fork. The housing provided in Ibis build kits is a little longer than you need and works fine as a pilot. With no fork installed, insert the housing

into the cable exit hole that is under the upper shock mount. When the cable gets to the head tube, use your finger to guide the cable through the front access hole. We recommend that the rear derailleur cable goes in the left access holes.

To keep the cable quiet inside the frame, there are a couple methods. The first: Install three zip ties on the housing about an inch apart, so that they will be located in the middle of the tube when the cable is installed in the frame (to do this,



Bike Set-Up Tips and Tricks Ripley Routing



Bike Set-Up Tips and Tricks

Ripley Routing



pull the housing out of the top tube and through the top of the head tube about 2 feet, then install the zip ties). Point the zip ties in different directions. Do not cut the tail off the zip tie.

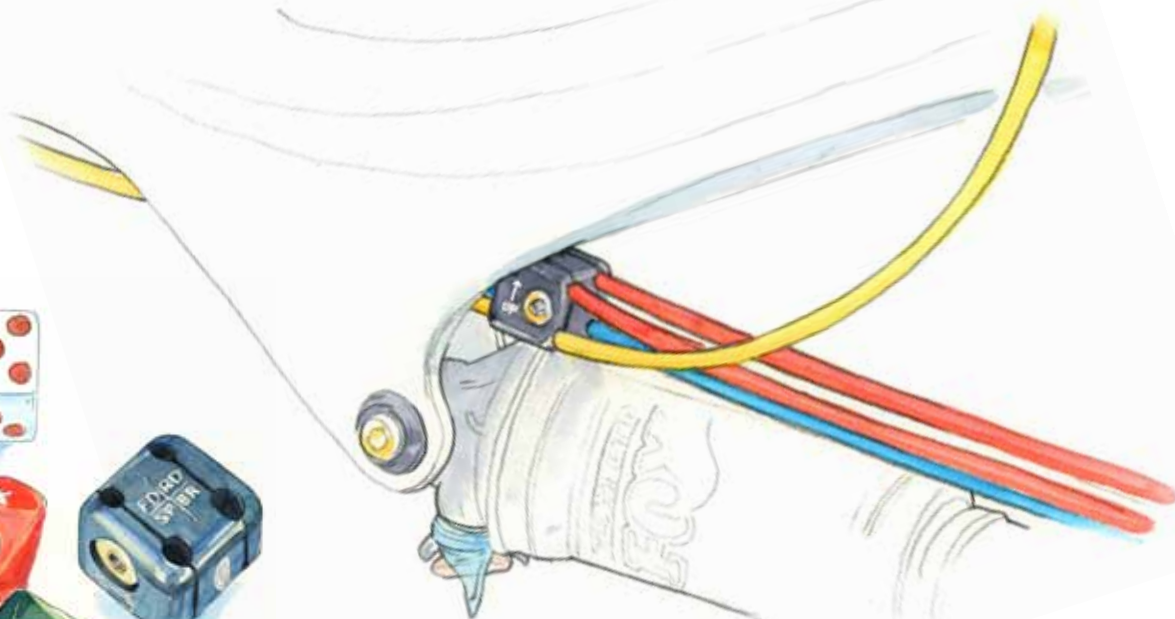
When you insert the housing with zip ties into the frame, the zip ties will prevent the cable from rattling inside the frame. The cables need to cross inside the top tube. The rear derailleur cable should enter the left side of the head tube and exit the frame on the right.

The second method is a nifty 'hack' one of our dealers showed us. In place of

the zip ties, use a piece of 7/16" OD, 1/4" ID closed cell EPDM foam tubing. You can find it at McMaster-Carr, part number 4339T1. Simply slide about 12" of foam over each of the cables inside the top tube and you'll accomplish the same thing as the zip ties.

Build the bike with the cables dangling, and when you are ready, feed the derailleur cable through the housing. Once you've got your cables routed through the upper shock mount area (up to four cables), you have two choices in how to proceed. You can use our nifty Ripley

Dice, a clean system to hold all the Ripley cables snug and guide them where they need to go. The dice have letters indicating which way is forward, and also which cable goes where. FD = Front derailleur, RD = Rear Derailleur, SP = Dropper Seatpost and BR = Rear Brake. Simply install the dice over the cable, push it up as close to where the cables exit the top tube and then snug the 3mm allen. Alternatively, if you don't have one of our dice, you can put a zip tie super snug around the cables right where they exit that area. The front



derailleur cable should be routed on the inside of the clevis. The second tie above the middle of the shock should be used on the rear derailleur and rear brake only. It should be very tight too. It keeps the casings from bowing out sideways during suspension movement. Don't capture the dropper post cable

or FD casing with that 2nd tie over the mid shock, as they don't move with the suspension. See illustration on page 9. The FD cable should be run as directly as possible and zip tied (loosely) to the rear der. cable along the clevis. See illustration on page 9.

Bike Set-Up Tips and Tricks

Cable Routing

Routing for Mojo HDR and SL-R

This information is shown in a video:

🔗 <http://tinyurl.com/pt8msdr>

These bikes are designed to run full housing to the derailleur. This means that the housing has no interruptions, and runs as one continuous piece from the shifter to the derailleurs.

The top-tube cable stops work best with front derailleur or adjustable height seatpost cables. See pages 13 and 14 for illustrations of the proper rear derailleur cable routing. On the Mojo HDR, if you're not going to be using them, remove the cable stops and screw the Allen head bolt back in place for a clean look.

Rear Brake Hydraulic Hose Routing for Mojo HDR and SL-R

The easiest way to get the brake hose between the main frame and swing-arm is to feed it through when you disconnect the hose to cut down the lines. If you do not have to cut down the line, the rear caliper *can* be fed between the main frame and swing-arm without disconnecting the line.

This saves having to bleed the brake system. First, remove the rear shock eye bolt and move the swingarm to its most forward position. Then, remove one set of bolts from the upper link. (The forward ones where they attach to the front triangle are easiest.) At that point the rear caliper should just fit through the space between them and on back to its place on the rear dropout—see illustration on page 15. Keep the line between the swingarm and the frame as short as possible or it could get pinched by the upper link bolt.

HDR Cable Guard

We've designed a cable bash guard to protect the housing along the down-tube from rocks. The guard is optional, but should be used if you are riding in areas where big rocks might crush or slice the cable housing. It's available in the Ibis store on our website or through your Ibis retailer. You can also use this cable guard on the Mojo and Mojo SL and SL-R. Secure with double stick tape.

Mojo / Mojo SL:

The derailleur housing and rear brake hydraulic hose can be routed around the opposite side of the stem.

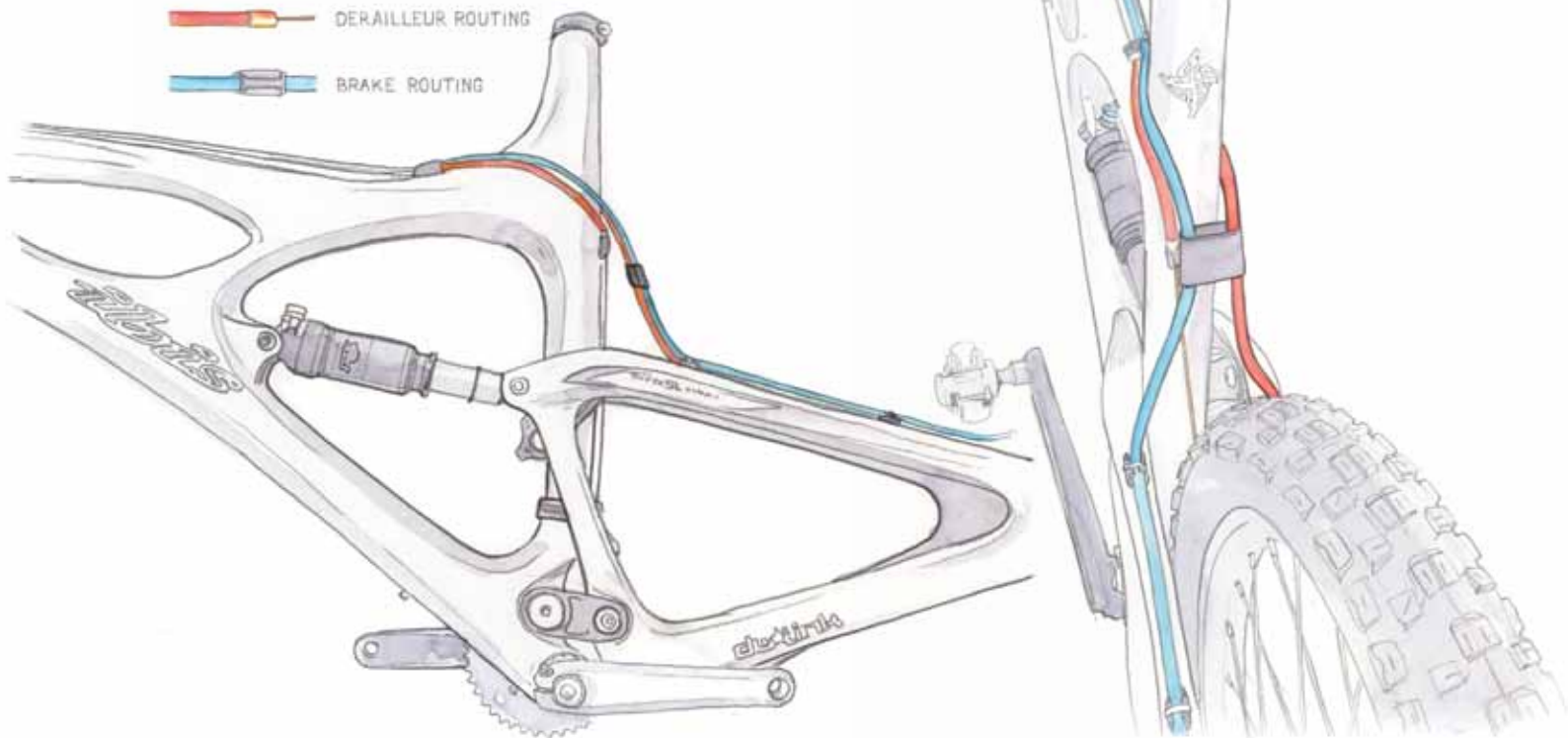
The length of housing between the rear top-tube stop and the upper swing arm stop for the rear derailleur should be kept as short as possible to keep it from bowing out and contacting your leg. We recommend you use a piece of innertube about 3 cm long, feeding the rear brake and derailleur cables through it just behind the seat tube as shown on the next page. Zip Ties work well too.

A Note on Ripley Routing

Depending on how the cables are routed through the head tube of your Ripley, you may see evidence of cable rub on the steerer. This mainly applies to Ripleys shipped in the first half of 2013.

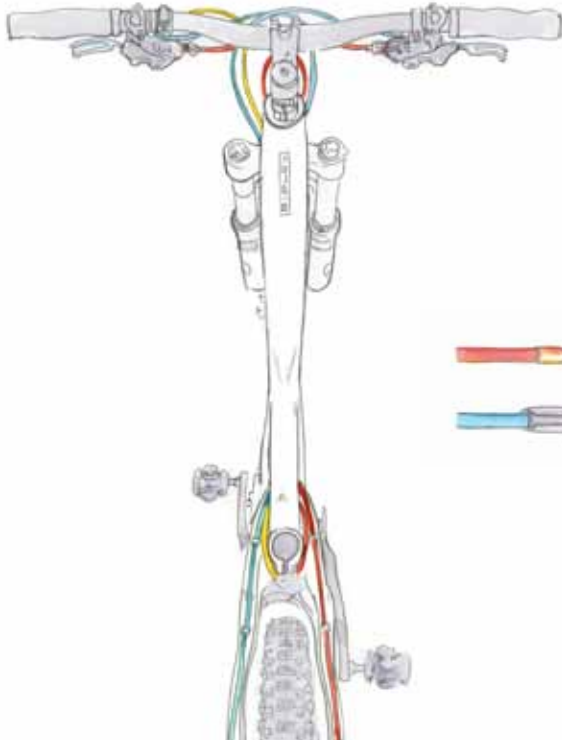
Ibis is manufacturing a shield for the steerer to prevent this steerer rub. The shield is put on the steerer about 2" up from the crown race. It's easy to check to see if your Ripley has one of these by peering down the head tube

with the stem and upper headset parts removed. If your Ripley does not have one, please contact us and we'll send you one.

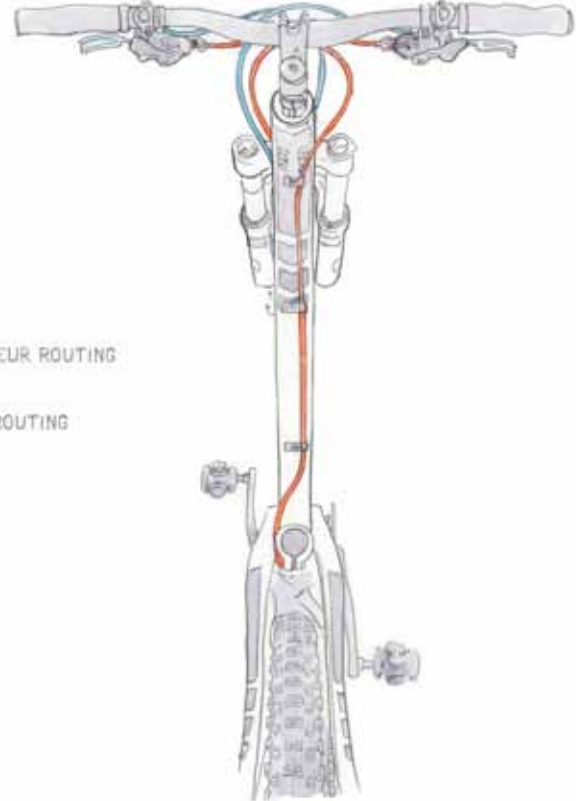


Bike Set-Up Tips and Tricks Cable Routing

Ripley Routing



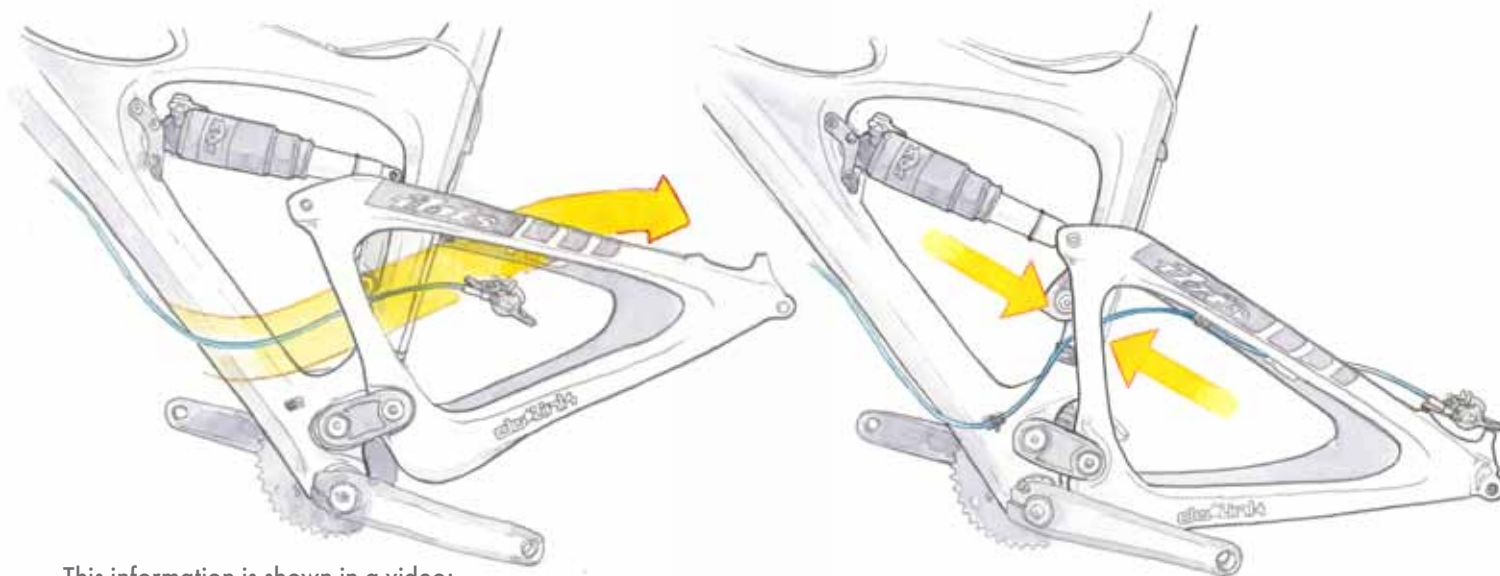
**Mojo HDR and
Mojo SL-R Routing**



DERAILLEUR ROUTING
BRAKE ROUTING

This information is shown in a video:
 <http://tinyurl.com/qbv9y46>

Mojo HDR and Mojo SL-R
Caliper Routing



This information is shown in a video:
<http://tinyurl.com/meaxqa6>

Chainrings

Mojo HDR

This information is shown in a video:

🔗 <http://tinyurl.com/mlsoqla>

In June of 2013, the Mojo HD was replaced by the Mojo HDR. The HDR features ISCG 05 mounts. Standard procedures apply to mounting an ISCG 05 compatible chainguide or bash on the HDR. The HDR is also compatible with all common direct mount front derailleurs in both 2X and 3X configurations.

Single Ring Guides (Mojo HD and SL)

For you 1X10 lovers, we've found that Shimano's Shadow Plus and SRAM's Type II rear derailleur virtually eliminates the need for the lower half of your chain guide, while making your bike nearly silent. Both derailleurs provide heavier chain tension plus a friction stabilizer to dampen the cage and thus chain movement (chain slap), which dramatically reduces derailing of chains. Combine either rear derailleur with an e*thirteen XCX-ST D-Type or an MRP 1X upper guide and you should have very few chain issues.

e*thirteen Cranks on Ripley

It has come to our attention that some people are experiencing difficulty with the setup of e*thirteen cranks on the Ripley. Here's a detailed explanation on how to do it:

First off, there are cranks built on 2 chainring spacing (2X) and cranks built on 3 chainring spacing (3X).

The e*thirteen crankset has 3X spacing. The third (largest) chainring has been replaced with a bashguard. The e*13 crankset was designed around 3X spacing, therefore a 3X front derailleur must be used to function properly.

Shimano 10-speed front shifters are capable of switching between 2X and 3X spacing with a simple switch located on the underside of the front shifter. For proper functioning, this switch needs to be in the 3X configuration and matched with a 10-speed Shimano 3X front derailleur.

It may be tempting to use a Shimano 2X front derailleur or the 2X shifter configuration, but this will lead to lots of rubbing and noise.

SRAM makes their derailleurs and

shifters specific to 3X and 2X. For SRAM components to shift properly on the e*thirteen crankset, you must use a SRAM 3X front derailleur. Unique to SRAM, the front derailleur utilizes a cable pull-ratio that allows the use of a 2X or 3X SRAM front shifter.

The reason that you can use a 3X or 2X SRAM shifter is because each shift pulls the same amount of cable for both shifters. So, use a SRAM 3X front derailleur and match it to either a SRAM 3X or 2X front shifter.

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To recap:

- Use a triple front derailleur:
 - make sure to set it up as if there was a larger outer chainring.
- Any modern shifter will work.
 - Shimano shifters are convertible and need to be set on the 3x setting.
- On older shifters: when in doubt, use a triple shifter.

Bike Set-Up Tips and Tricks

Front Derailleur Compatibility

Ripley and HDR:

The Ripley and HDR are compatible with all high direct mount double and triple derailleurs

If You Use This Crank:

Mojo HD w/ 35mm Seat Tube OD:

SRAM 36/22
SRAM 38/24
SRAM 39/26
SRAM 42/28
XTR 38/26
XTR 40/28
Shimano & SRAM 3x10

Mojo/SL/Tranny w/ 35mm Seat Tube OD:

SRAM 36/22
SRAM 38/24
SRAM 39/26
SRAM 42/28
XTR 38/26
XTR 40/28
Shimano & SRAM 3x10

Mojo HD w/ Direct FD mounting:

SRAM 36/22
SRAM 38/24
SRAM 42/28 and 39/26
Shimano 38/26
Shimano 40/28
Shimano & SRAM 3x10

Mojo SL-R (Direct Mount):

SRAM 36/22
SRAM 38/24
SRAM 42/28 and 39/26
Shimano 38/26
Shimano 40/28
Shimano & SRAM 3x10

Use This Front Derailleur:

Not Compatible

SRAM 2x10 High Direct Mount 38/36 w/ Problemsolvers adapter
SRAM 2x10 High Direct Mount X.O/X.9 (XX does not exist) w/ Problem Solvers 68mm Direct Mount Adapter
SRAM 2x10 High Direct Mount X.O/X.9 w/ Problem Solvers Adapter or XX High Clamp Top Pull 34.9, Modified
Shimano 2x9 Down Swing Dual Pull 34.9 SLX (M667L5)
Shimano 2x9 Down Swing Dual Pull 34.9 SLX (M667L5)
Shimano & SRAM 3x10 Down Swing Dual Pull 34.9 (M981L6 / M77110L6 / M66110L6)

SRAM 38/36 High Direct Mount with Problemsolvers adapter
SRAM 38/36 High Direct Mount with Problemsolvers adapter
SRAM 2x10 High Direct Mount X.O/X.9 (XX does not exist) w/ Problem Solvers 68mm Direct Mount Adapter
SRAM 2x10 High Direct Mount X.O/X.9 w/ Problem Solvers Adapter or XX High Clamp Top Pull 34.9, Modified
Shimano 2x9 Down Swing Dual Pull 34.9 SLX (M667L5)
Shimano 2x10 Down Swing Dual Pull 34.9 XTR (M986L6)
Shimano & SRAM 3x10 Down Swing Dual Pull 34.9 (M981L6 / M77110L6 / M66110L6)

Not Compatible

SRAM 2x10 High Direct Mount 38/36
SRAM 2x10 High Direct Mount X.O/X.9 (XX does not exist)
Not Compatible
Shimano 2x10 Direct Mount (M986-D / M786-D) not E-type
Shimano & SRAM 3x10 Direct Mount (M981-D / M77110-D / M66110-D) not E-type

SRAM 38/36 High Direct Mount
SRAM 38/36 High Direct Mount
SRAM 2x10 High Direct Mount X.O/X.9 (XX does not exist)
Not Compatible
Shimano 2x10 Direct Mount (M986-D / M786-D) not E-type
Shimano & SRAM 3x10 Direct Mount (M981-D / M77110-D / M66110-D) not E-type

*We do our best to test as many combinations as possible, but we simply can't get to mocking up every permutation.

Bike Set-Up Tips and Tricks

Caution

Mineral Spirits are a common solvent used in some popular lubricants for bicycle chains. This chemical solvent is extremely effective at dissolving dirt and grime; however, Mineral Spirits are also extremely harmful to all types of plastics, such as the polycarbonates used on the bash ring on our e*thirteen crankset. Pay very close attention to this list of approved and unapproved lubricants and degreasers! When in doubt, ride dirty.

Approved Lubricants:

Tri-Flow Superior Regular (Drip Bottle Only)
Finish Line - Wet, Wax, Ceramic
Pedros SynLube
White Lightning
Dumond Tech

Approved Degreasers:

Finish Line Multi-Degreaser
Pedros BIO Degreaser (Drip Only)

Not Recommended:

WD-40 - Mineral Spirits

Any lubricant using Mineral Spirits
Most household lubricants
Boeshield T9 can - Butane propellant
Tri-Flow -Superior Dry
Finish Line - Dry, 1 Step
Prolink Pro Gold
Purple Extreme

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. 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 Head Tube

The HDR, SL-R, and Ripley feature a tapered headtube that works with new tapered steerer forks. Known as mixed tapered, or "ZS44/28.6 | EC49/40" in the Standardized Headset Identification System. This standard is compatible with both the Chris King Inset 3 and

certain Cane Creek headsets (see our webstore for the offerings.) The Hakkalügi Disc features a tapered steerer too, with the following S.H.I.S identification: IS41/IS52. If you want information about these standards visit www.bicycleheadsets.com. If you've already got a perfectly usable fork with a traditional 1 1/8" steerer tube that you'd like to use, simply install an adapter that will make your fork work on the Mojo HDR, Mojo SL-R and Ripley. Both Chris King and Cane Creek make adapter style headsets that will adapt our 1.5 cup to your 1 1/8" fork. For those who like to experiment with head angle and changing steering geometry, Cane Creek now offers a headset called the AngleSet, which is compatible with the Mojo HDR, Mojo SL-R and Ripley. The AngleSet allows you to adjust the head tube angle of the bike in 1/2" degree increments, from +1.5° to -1.5°.

Rear Dropouts and Disc Brake Mounts

The one-piece disc brake boss/non drive side dropout on the Ripley, HDR

and SL-R is molded carbon. The rear axle is called a Maxle, and it's very similar to the new through axle fork axles. All mountain bikes (except the older Mojo SL and 26" Tranny) are designed to bolt a post-mount standard caliper directly to the frame for a 160mm rotor or to a 180mm or 185mm rotor with a post to post style adapter (The Hakkalügi disc is a 140mm post mount). The derailleur hanger for the Mojo HDR, SL-R and Ripley are different than the one found on the Mojo Carbon, Mojo SL, and Tranny. Replacements are available via your Ibis retailer or the online Ibis store. Depending on date of manufacture, the Mojo HD could have a 135mm or 142mm Maxle, easy to determine with a measurement. The Mojo SL-R, HDR and Ripley all have a 142mm x 12mm Maxle.

Bottlecage

There are two heavy duty Riv-Nut inserts on the underside of the down tube of most 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.

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

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

Hakkalügi Disc Brake Set-Up

If using mechanical discs and drop bar levers, don't forget to put an in-line cable adjuster, as drop levers don't have adjusters built in. You can utilize the split cable spacers that come with the frame on the top tube 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 seat tubes, 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.

Bike Set-Up Tips and Tricks

Paint

There is a protective clear coat applied over the final carbon weave on all of our gloss clear and matte clear frames. You can repair small chips and scratches with clear nail polish (not supplied.) Colored frames are painted with a high quality polyurethane enamel.

Should you need to touch up areas of the frame where the paint has been compromised, we recommend either a hobby shop or testors.com for a good source of enamel touch up paint. 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.

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 food stuffs, including Simple Green and Pedro's Bike Lust, may damage the paint. Please note that paint damage is not covered under the warranty. Clean the frame with mild soap and water.

Head Angle Chart

	120mm Fork	140mm Fork	150mm Fork	160mm Fork	180mm Fork
Ripley	70°	68.5°	n/a	n/a	n/a
Mojo SL-R	n/a	69°	68.5°	68°	n/a
Mojo HDR 650b	n/a	67.1°	66.6°	n/a	n/a
Mojo HDR 160	n/a	n/a	n/a	67.5°	66°

Low Speed, Tight And Twisty, Technical

High Speed, Steeps, Jumps

Fork Setup

Fork Setup Information

Read this first for a general understanding of fork set-up or skip straight to the air pressure charts (p. 26) if you just want to go ride.

The following info was written prior to the Fox CTD's introduction, so some of the info is slightly dated. Still, it's a good general guide for many of your suspension features and for the older forks and shocks.

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 reduced 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 Float CTD

For 2013 (and continuing in 2014) Fox

added features to their line of Float forks and shocks to make it easier for the user to adjust to changing trail conditions. It's called CTD (Climb Trail Descend) and is changed by the lever at the top of the right fork leg. As with prior Fox forks, cranking the blue lever clockwise increases the amount of force it takes to make the fork move. Just think of 'Righty Tightly, Lefty Loosie' (same goes for the shock).

Fox Float 34

On the Mojo HDR, the standard fork is a Fox Float 34 CTD with 160mm of travel. The HDR 650b comes with a Fox Float 34 CTD with 140mm of travel. The front axle is now a 15QR.

Fox Talas Forks

Fox Talas forks feature adjustable travel, via a lever on top of the left fork leg. For the Ripley, we supply a custom 140/120mm travel version of the Talas 34 CTD (The standard Talas is 140/110mm). Other than the travel adjust feature, the adjustments are the same as the Float forks. The air pres-

sures required are slightly different than the Float so we're reprinting them (on page 26).

CTD

Climb enables a firm low-speed compression setting. We'd use it for paved or smooth fire road climbs. Trail mode dials back the low-speed compression damping from climb mode. And once you set the lever to Trail mode, changing between soft, medium, and firm settings on the outer dial enable you to further fine tune the low-speed compression damping (If on Trail mode, we usually prefer the soft setting). Fox recommends the Trail setting for an optimal blend of pedaling efficiency and bike control on variable terrain. Descend mode changes the compression setting to full-open for maximum control and plush performance on steep, aggressive descents.

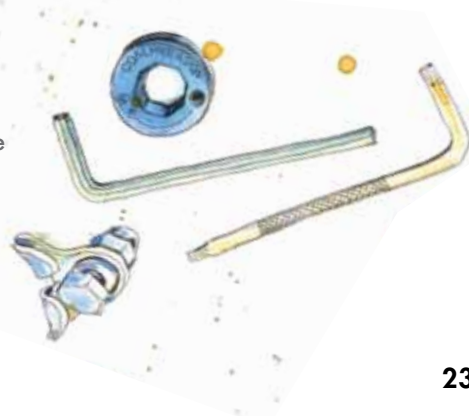
Special Blend

Replacing the SLX group for 2014 on Ibis bikes is a group we call Special Blend. Special Blend bikes come with

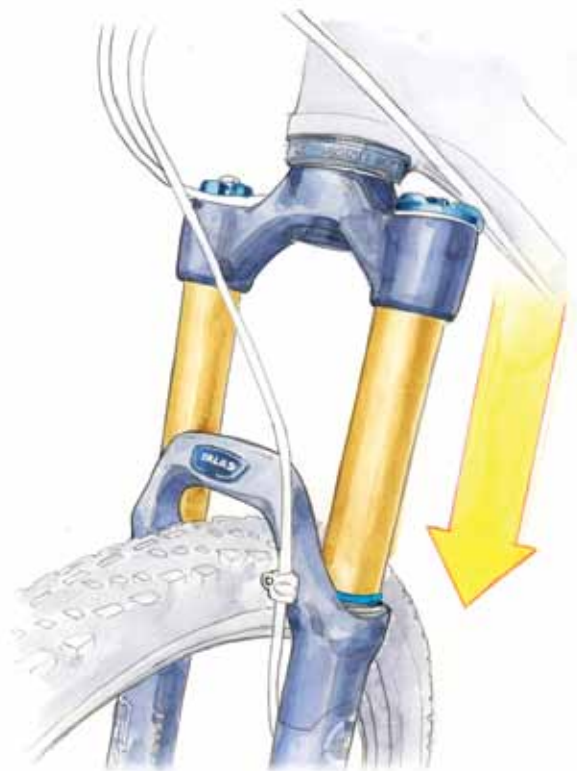
SLX drivetrains and X Fusion suspension.

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 offers external rebound and lockout adjustment backed with an internal mid-valve compression circuit. The Mojo SL-R features the 32mm chassis Velvet RL2 with 140mm of travel, the Mojo HD-R 650b features the 34mm chassis Sweep RL2 with 140mm of travel and the Ripley features the 34mm chassis Trace RL2 with 120mm of travel. Pressure charts can be found on page 26.



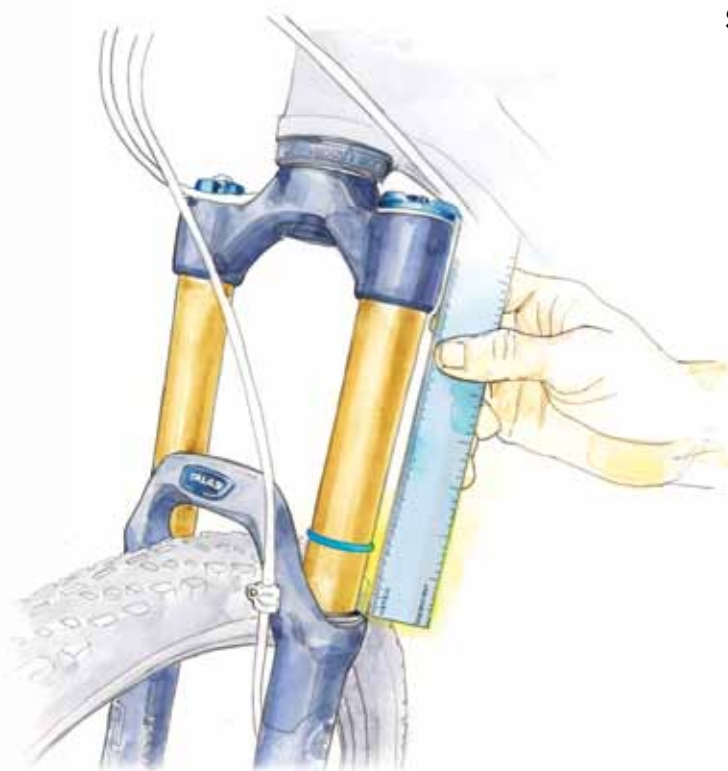
Fork Setup Setting Sag



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 stock stiction. Settle into your riding position.



2. Slide o-ring until it rests on wiper, then dismount without disturbing o-ring's position.



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

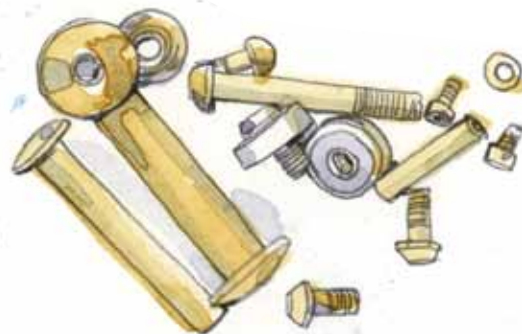
Starting Pressures for Setting Sag

2014 34 TALAS

RIDER WEIGHT		650b 150mm	
lb	kg	psi	bar
≤125	≤57	85	5.52
125-135	57-61	90	6.21
135-145	61-66	100	6.90
145-155	66-70	120	8.27
155-170	70-77	130	8.96
170-185	77-84	135	9.30
185-200	84-91	145	9.99
200-215	91-98	165	11.37
215-230	98-104	180	12.41
230-≥250	104-≥113	200	13.78

2014 34 TALAS 140/120*

RIDER WEIGHT		29" 140mm	
lb	kg	psi	bar
≤125	≤57	85	5.52
125-135	57-61	90	6.21
135-145	61-66	100	6.90
145-155	66-70	120	8.27
155-170	70-77	125	8.61
170-185	77-84	135	9.30
185-200	84-91	145	9.99
200-215	91-98	165	11.37
215-230	98-104	180	12.41
230-≥250	104-≥113	200	13.78



2014 32 Velvet RL-22

RIDER WEIGHT		26"	
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

2014 34 Sweep

RIDER WEIGHT		650b	
lb	kg	psi	bar
100	45	38	4.3
110	50	40	4.6
120	54	43	4.8
130	59	45	5.2
140	63	48	5.5
150	68	52	5.9
160	73	57	6.2
170	77	62	6.6
180	82	67	6.8
190	86	71	7.1
200	90	76	7.8
220+	100+	86	8.6

2014 34 Trace RL-2

RIDER WEIGHT		29"	
lb	kg	psi	bar
100	45	40	4.5
110	50	42.5	4.8
120	54	45	5.1
130	59	47.5	5.5
140	63	50	5.8
150	68	55	6.2
160	73	60	6.5
170	77	65	6.9
180	82	70	7.2
190	86	75	7.5
200	90	80	8.2
220+	100+	90	9

*The 2014 TALAS 140/120 is a fork built specifically for Ibis. Thanks, Fox.

Fork Setup Starting Pressures for Setting Sag

2013/2014 32 Float CTD

RIDER WEIGHT		29" 120mm		26" 140mm		26" 150mm	
lb	kg	psi	bar	psi	bar	psi	bar
≤125	<57	50	3.45	55	3.79	50	3.45
125-135	57-61	50	3.45	60	4.14	55	3.79
135-145	61-66	55	3.79	65	4.48	60	4.14
145-155	66-71	65	4.48	75	5.17	70	4.83
155-170	70-77	75	5.17	80	5.52	75	5.17
170-185	78-84	80	5.52	85	5.86	80	5.52
185-200	84-91	85	5.86	90	6.21	90	6.21
200-215	91-97	95	6.55	100	6.90	100	6.90
215-230	98-104	100	6.90	110	7.58	110	7.58
230-≥250	104-113	110	7.58	120	8.27	120	8.27

2013 34 Float

RIDER WEIGHT		26" 140mm		650b 140mm	
lb	kg	psi	bar	psi	bar
≤125	<57	45	3.10	45	3.10
125-135	57-61	48	3.31	48	3.31
135-145	61-66	50	3.45	50	3.45
145-155	66-70	53	3.65	53	3.65
155-170	70-77	55	3.79	55	3.79
170-185	77-84	60	4.14	60	4.14
185-200	84-91	70	4.83	70	4.83
200-215	91-98	80	5.52	80	5.52
215-230	98-104	90	6.21	90	6.21
230-250	104-113	100	6.90	100	6.90

2013 34 Float

RIDER WEIGHT		26" 160mm	
lb	kg	psi	bar
≤125	<57	45	3.10
125-135	57-61	50	3.45
135-145	61-66	55	3.79
145-155	66-71	65	4.48
155-170	70-77	70	4.83
170-185	78-84	75	5.17
185-200	84-91	80	5.52
200-215	91-97	90	6.21
215-230	98-104	100	6.90
230-≥250	104-113	110	7.58

2014 34 Float

RIDER WEIGHT		29" 140mm		29" 150mm		650b 140mm	
lb	kg	psi	bar	psi	bar	psi	bar
≤125	≤57	45	3.10	40	2.75	45	3.10
125-135	57-61	50	3.45	45	3.10	50	3.45
135-145	61-66	55	3.79	50	3.45	55	3.79
145-155	66-70	65	4.48	60	4.14	65	4.48
155-170	70-77	70	4.83	65	4.48	70	4.83
170-185	77-84	75	5.17	70	4.83	75	5.17
185-200	84-91	80	5.52	80	5.52	80	5.52
200-215	91-98	90	6.21	90	6.21	90	6.21
215-230	98-104	100	6.90	100	6.90	100	6.90
230-≥250	104-≥113	110	7.58	110	7.58	110	7.58

2014 36 FLOAT 160

RIDER WEIGHT			
lb	kg	psi	bar
≤125	≤57	85	2.75
125-135	57-61	90	3.10
135-145	61-66	100	3.45
145-155	66-70	120	4.14
155-170	70-77	130	4.48
170-185	77-84	135	4.83
185-200	84-91	145	5.52
200-215	91-98	165	6.21
215-230	98-104	180	6.90
230-≥250	104-≥113	200	7.58

Rear Shock Setup



Ripley Sag

See the chart on page 33 to get your starting pressure for setting the Ripley's sag. Shoot for .45" (~11mm) of sag on the shock.

Less pressure gives a slacker seat angle and overall smoother ride.

More pressure gives a firmer suspension feel and steeper seat angle and more over the pedals riding position.

Mojo SL and SL-R Sag

We recommend starting with air pressure in the shock equal to 90% of your riding weight in pounds. Shoot for .5" (~13mm) of sag on the shock.

Mojo HDR Sag

We recommend starting with air pressure in the shock equal to your riding weight in pounds. Shoot for .625" (~16mm) of sag on the 160mm shock. For the 130mm travel shock shoot for .5" (~13mm) of sag. Also, see the chart on page 33.

Check the Sag

With the shock in descend 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 Mojos up to 140mm of travel, the distance from the o-ring to the wiper seal should be about 10–13mm for XC type riding and 13–15mm for more gravity oriented off road riding. On the Mojo HDR, sag should be about 16mm for XC and 19–21mm for gravity rides. Experiment and see what works best for your trails and riding style.

Trail Adjust

The new Fox CTD (Climb, Trail, Descend) is set-up much like the Float CTD fork:

Climb mode enables a firm low-speed compression setting. We'd use it for paved or smooth fire road climbs. Trail mode dials back the low-speed compression damping from climb mode. And once you set the lever to

Trail mode, changing between soft, medium, and firm settings on the dark outer dial enable you to further fine tune the low-speed compression damping.

Descend mode changes the compression setting to full-open for maximum control and plush performance on steep, aggressive descents.

The pedaling efficiency of the dw-link suspension renders many of the features of the Fox CTD superfluous. For all but smooth pavement or fire road climbing, we recommend running the shock in the Descend setting. The increased low speed compression damping that Trail and Climb settings provide cut out much of the small bump sensitivity that our bikes are so well known for.

Adjusting Rebound

The CTD has adjustable rebound damping. It's adjusted by turning the red dial on the inside of the CTD lever (or ProPedal adjust lever on older RP23s). 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 uses 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

All Mojos use the same shock mounting hardware, listed as follows:

Upper Hardware:

- 21.8mm wide with an 8mm bore

Lower Hardware:

- 40mm wide with an 8mm bore

Mojo HDR shock:

8.5" eye to eye 2.5" shaft travel

Mojo SL, SL-R and Mojo HDR 650b shock:

7.875" eye to eye 2.0" shaft travel

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

If you generally like how the CTD feels, but wish for a bit more end stroke resistance, you may want to try an air can volume reducer kit from Fox. By making the volume of air the CTD smaller, the spring rate will become much more progressive.

The stock CTD is quite linear, which is why aggressive riding can often result in bottoming. By making the shock more progressive, you won't give up much (if any) small bump compliance at the beginning of the stroke, but you'll get a much firmer feel towards the end of the stroke. Contact Fox for an Air Can Volume Reducer Kit.

Rear Shock Set-Up

Want to go bigger still? We offer the optional DHX RC4 and the Cane Creek Double Barrel Air CS. See 'tuning the RC4' or CCDB, below.

If you want to source your own shock, the Cane Creek Double Barrel Air, X-Fusion Vector Air, X-Fusion Vector Coil HLR, the RockShox Monarch Plus RC3 and the RockShox Vivid Air R2C are all great options. Note that the stock tunes of the Fox (that we provide) and Cane Creek shocks work well.

The X-Fusion benefits from a custom tuning, and the RockShox units work best with a low compression, medium rebound tune (with low comp/low rebound being the second best RockShox tune).

Balance That Thing

This information is shown in a video:

🔗 <http://tinyurl.com/ksp43lj>

A balanced bike will ride best. If you are planning on using an aggressive fork, such as a Fox unit with the RC2 damper, or a RockShox with an RC2 DH damper, a larger rear shock will create a well-balanced ride. However, if you're planning

on sticking with the stock Fox 34 CTD 160 fork, a much larger rear shock will result in an unbalanced bike.

Opinions on the aftermarket shocks differ greatly. That said, a shock where the progressivity can be adjusted will usually work best. Air shocks often are easily adjusted via changing the air can volume- a smaller volume is more progressive, and will better resist bottoming. More linear shocks, with a higher air volume, will bottom more easily. If using a coil, be sure you have good late stroke damping control so you can mimic the progressive nature of an air shock at the end of the stroke.

Note: the RC4 will not fit on a small Mojo HDR.

RockShox Monarch Plus

A great option for a shock more aggressive than the CTD is the RockShox Monarch Plus. The Monarch Plus is also the only reservoir shock that will fit on the small Mojo HDR. It'll fit with the reservoir down and toward the back of the bike. We've ridden the Monarch quite a bit on the HDR, and

we prefer the low compression, medium rebound high volume can shock.

CCDB Air CS

Cane Creek's Double Barrel Air CS is now available as an option on both HDR's. The CCDB Air CS provides a large range of adjustment and can withstand the harshest riding conditions. If you'll be going big, this is the big shock that you need. Independently adjustable high and low speed compression, as well as independent high and low speed rebound, allow the bike to be dialed in for a variety of riders and riding conditions. If you ride harder than the average rider or weigh more than the average shredder, this might be the upgrade for you. Fits Mojo HDR 160 and HDR 650b in size medium, large, and extra-large. You can also run the CCDB on a small HDR when setup in 650b mode.

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 light-

Rear Shock Set-Up

Tuning the RC4

There is a wide range of adjustment on the RC4 and you can control damper movement very precisely. Make the adjustments in this order—and make only one change at a time so you know how each adjustment affects ride.

- 1) Check sag and make sure the spring rate is correct first. If you can't get sag in the ballpark within 1-2 turns of preload you'll need a different spring rate.
- 2) Set rebound to personal preference. We always go as fast as possible without getting bucked.
- 3) At first, leave Boost Valve pressure where it comes from the factory—160psi. We've found 160psi works great on most bikes so don't touch this adjustment until you've had a chance to ride first. On DHX RC shocks, BV pressure only controls the last 1/3 of the stroke. Changing BV pressure will not affect your pedaling feel or mid stroke feel—only deep stroke & bottom out.

- 4) Set the low speed compression adjuster to control pedaling & cornering feel. This is personal preference, but it's probably good to start in the middle. There are normally 18-20 detents of adjustment here so start halfway... 9 clicks out from full closed. If you find that's too harsh on the small stuff then back off another halfway... 4-5 clicks to make a noticeable difference. Conversely if you feel the bike is wallowing or too mushy, or geometry is changing too much in the corners you can firm it up 4 clicks. The key is to make each adjustment about half of what the last adjustment was, continually narrowing down the range until you arrive at the best setting. This technique is called bracketing and can be used on all shock tuning adjustments in turn to get a very precise setup.
- 5) Set the high speed compression adjuster (a 2.5mm hex key fits in the holes) to control feel on big spiky hits and square-edged bumps. Again this is personal preference and can be

tuned by bracketing. Faster, aggressive riders or courses with really big hits require more HSC damping to keep from using excessive travel and rebounding harshly. There are around 12 detents of adjustment here so start in the middle at 6. If it's too harsh then back off 3. Too soft, increase by 3. Then narrow your changes to 1-2 clicks each time.

- 6) Once you have high & low speed dialed, use the bottom out volume adjuster (blue cylinder on the end of the reservoir) to increase or decrease bottom out resistance. Turning the adjuster in – clockwise – increases bottom out resistance and vice-versa. Again, start in the middle and bracket. If you're bottoming too hard turn the adjuster all the way in and re-test. If that's too much and prevents full travel go halfway. If you then find halfway is too soft then go halfway between half and full in, etc.
- 7) If you find you're still bottoming too hard with the volume adjuster all the

way in, raise Boost Valve pressure to max-200psi-and re-test. Conversely if you're unable to achieve full travel at the factory spec 160psi with the bottom out volume adjuster all the way out, lower BV pressure to the minimum 125psi and re-test. Changing BV pressure will probably require

going back to re-bracket the bottom out volume adjustment since they are related. A warning on BV pressure: whatever you do, DO NOT GO BELOW 125psi. Too little pressure in the reservoir will cause the damping oil to emulsify (foam up). 125psi is the bare minimum to keep the shock functional.

CTD Rear Shock Pressure

RIDER WEIGHT		MOJO, SL, HDR 650b		HDR 26"		RIPLEY	
lbs	kg	psi	bar	psi	bar	psi	bar
100	45	90	6.2	100	6.9	90	6.2
110	50	99	6.8	110	7.58	100	6.9
120	55	108	7.4	120	8.27	110	7.6
130	59	117	8.1	130	8.89	120	8.3
140	64	126	8.7	140	9.65	130	9.0
150	68	135	9.3	150	10.34	140	9.7
160	73	144	9.9	160	11.03	150	10.3
170	77	153	10.6	170	11.72	170	11.7
180	82	162	11.2	190	13.1	190	13.1
190	86	171	11.8	200	13.79	200	13.8
200	91	180	12.4	210	14.48	210	14.5
210	95	189	13.0	220	15.17	220	15.2
220	100	198	13.7	230	15.86	230	15.9
230	105	207	14.3	240	16.55	240	16.5
240	109	216	14.9	250	17.24	250	17.2
250	114	225	15.5	260	17.93	260	17.9

Shock Setup

Starting Pressures for Setting Sag

X-Fusion Microlite RL (Ripley)

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

X-Fusion O2 RCX (HDR 26")

30% Sag		35% Sag	
RIDER WEIGHT	PRESSURE	RIDER WEIGHT	PRESSURE
100	75	100	65
110	82	110	70
120	90	120	77
130	98	130	84
140	108	140	90
150	117	150	97
160	124	160	104
170	130	170	110
180	138	180	118
190	145	190	125
200	155	200	133
210	164	210	144
220	172	220	154
230	184	230	164
240	195	240	178
250	207	250	190

Cane Creek Double Barrel Air CS Base Tune

MOJO HDR 160			MOJO HDR 650b		
ADJUSTMENT	TURNS	SAG	ADJUSTMENT	TURNS	SAG
High Speed Compression	3.5	17mm	High Speed Compression	1.5	13mm
Low Speed Compression	6		Low Speed Compression	7	
High Speed Rebound	2.25		High Speed Rebound	2	
Low Speed Rebound	13		Low Speed Rebound	7	

Shock Setup Starting Pressures for Setting Sag

X-Fusion O2 RCX (HDR 650b)

30% Sag

RIDER WEIGHT PRESSURE

100

70

35% Sag

RIDER WEIGHT PRESSURE

100

65

110

75

110

70

120

82

120

77

130

90

130

84

140

97

140

90

150

105

150

97

160

112

160

104

170

119

170

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144

220

168

220

154

230

177

230

164

240

190

240

178

250

205

250

190

X-Fusion O2 RCX (SL-R)

30% Sag

RIDER WEIGHT PRESSURE

100

75

35% Sag

RIDER WEIGHT PRESSURE

100

69

110

83

110

75

120

90

120

82

130

98

130

90

140

106

140

99

150

114

150

106

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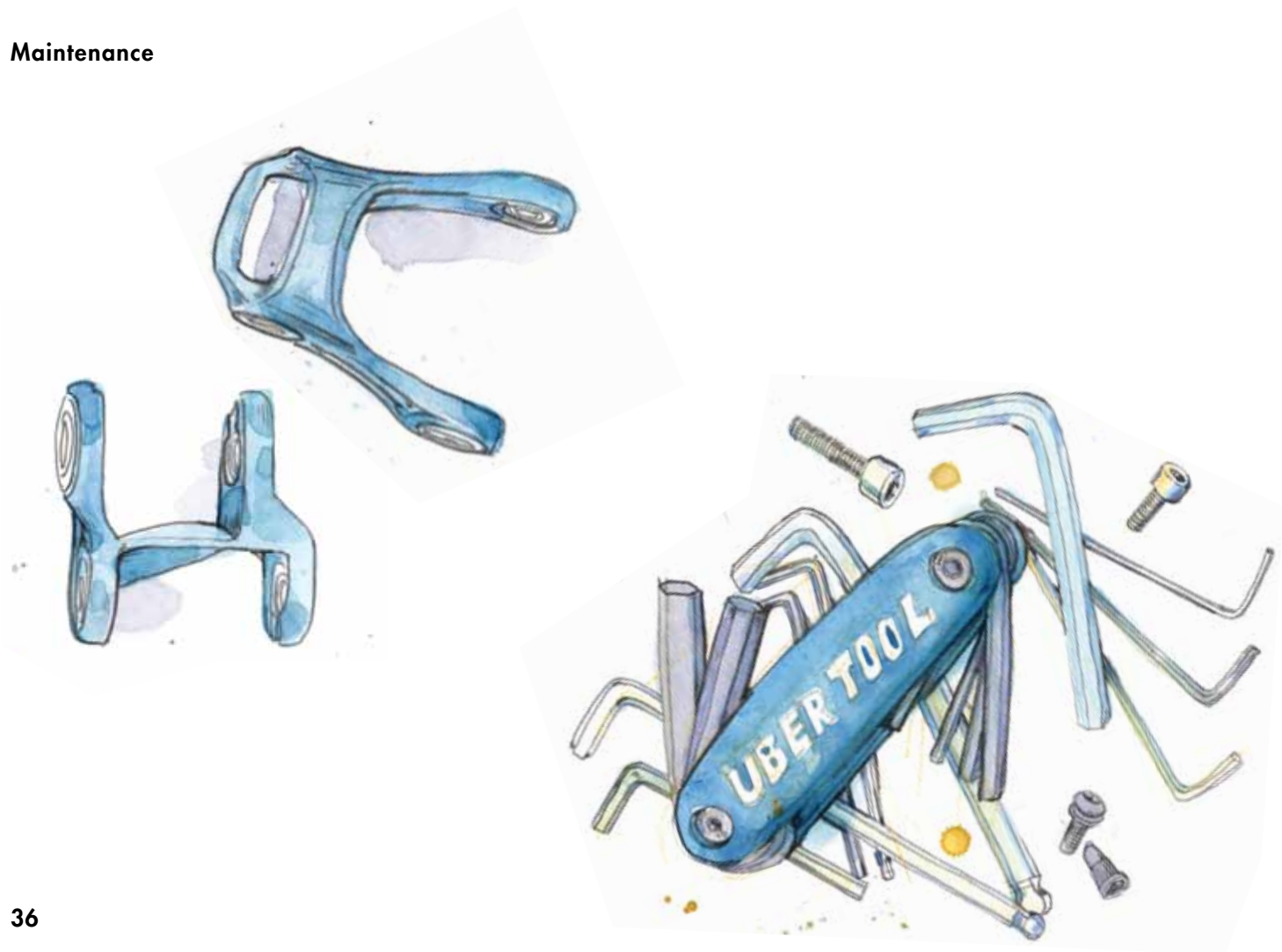
175

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250

186



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 46–47. 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 outer bearing

- 698-RS 8x19x6

These mount in the swingarm and can be found in skate shops.

Working on Mojo SL, SL-R, HDR

This information is shown in a video:

📺 <http://tinyurl.com/mon4oqt>

The link assemblies on the Mojos are designed to be easily removed and replaced. 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. New Lopes Link (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 242 blue thread locker or anti-seize (depending on model of bike)

Linkages

The upper and lower links for the HDR are more robust versions of the ones used on the Mojo SL and Mojo SL-R. Please don't try to mix and



Maintenance

match them. It looks like they might fit but they are not interchangeable. Removal and installation procedures are identical. Please refer to the section on Mojo SL and Mojo Carbon link maintenance in this manual (PP 50–51).

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 Lopes Link and lower link yourself. While we don't have step-by-step instructions, you are welcome to purchase the bearings and try it yourself. New links with bearings installed are available in the Ibis webstore as well. The current version of the Mojo SL lower link has been extensively redesigned and provides a 100% increase in torsional stiffness along with a 7.5% increase in lateral stiffness. You may want to consider this upgrade rather than replacing your bearings.

Mojo Bearing Specs:

Mojo, Mojo SL, SL-R, , HD, HDR Upper Link

- 608 2RS 8 ID x 22 OD x 7 W
(Enduro P/N 608 2RS MAX)

Mojo, Mojo SL, SL-R Lower Link

- Front: 15 ID x 28 OD x 7 W
(Enduro P/N 6902 2RS)
- Rear: 10 ID x 22 OD x 6 W
(Enduro P/N 6900 2RS)

Mojo HD and HDR Lower Link

- Front: 15 ID x 26 OD x 10 W Dual
Row Angular Contact
(Enduro DR 1526 RS)
- Rear: 15 ID x 28 OD x 7 W
(Enduro P/N 6902 2RS)

You can find bearings used on the Mojo here:

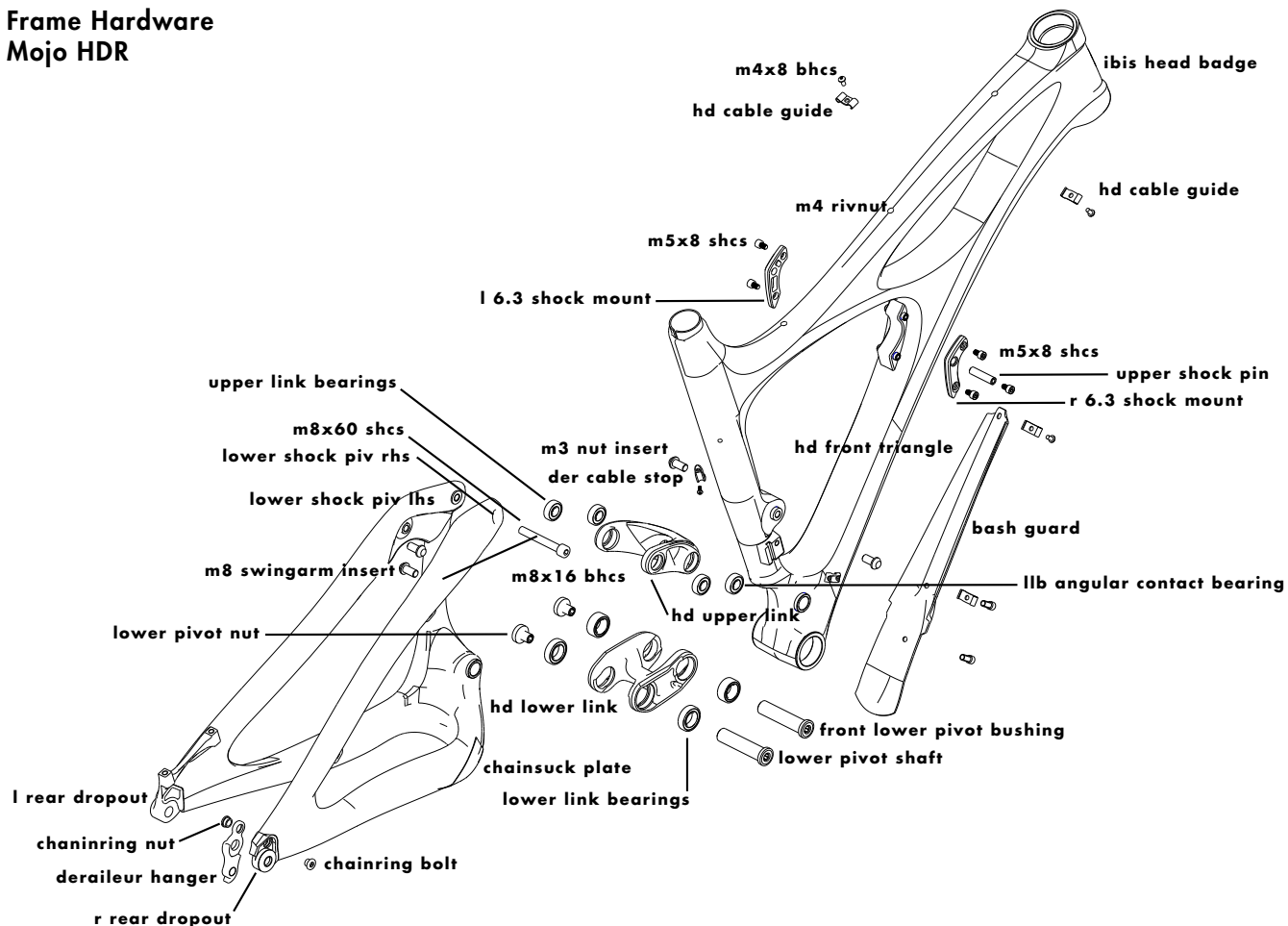
<http://tinyurl.com/p5sgyuf>

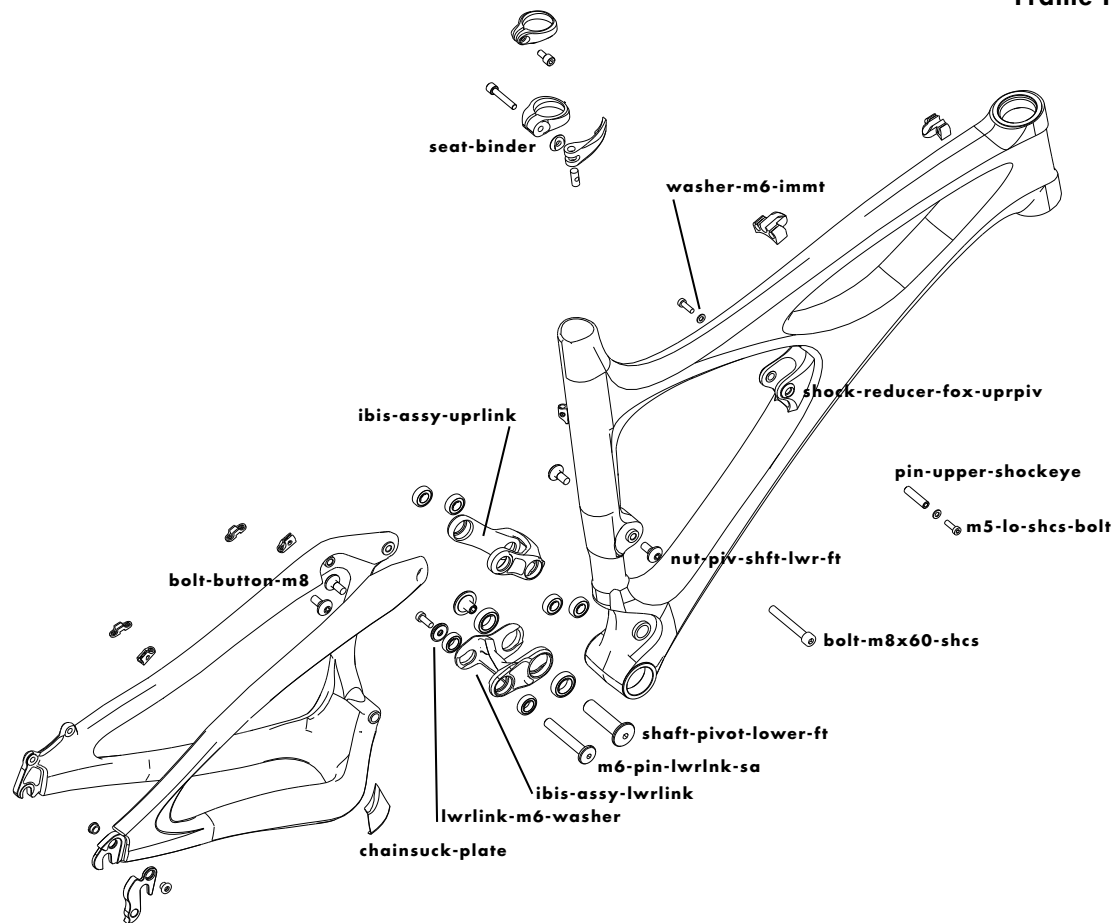
on the Enduro website. Here's the direct link to the Ibis Mojo/SL bearing kit:

<http://tinyurl.com/k5klejl>

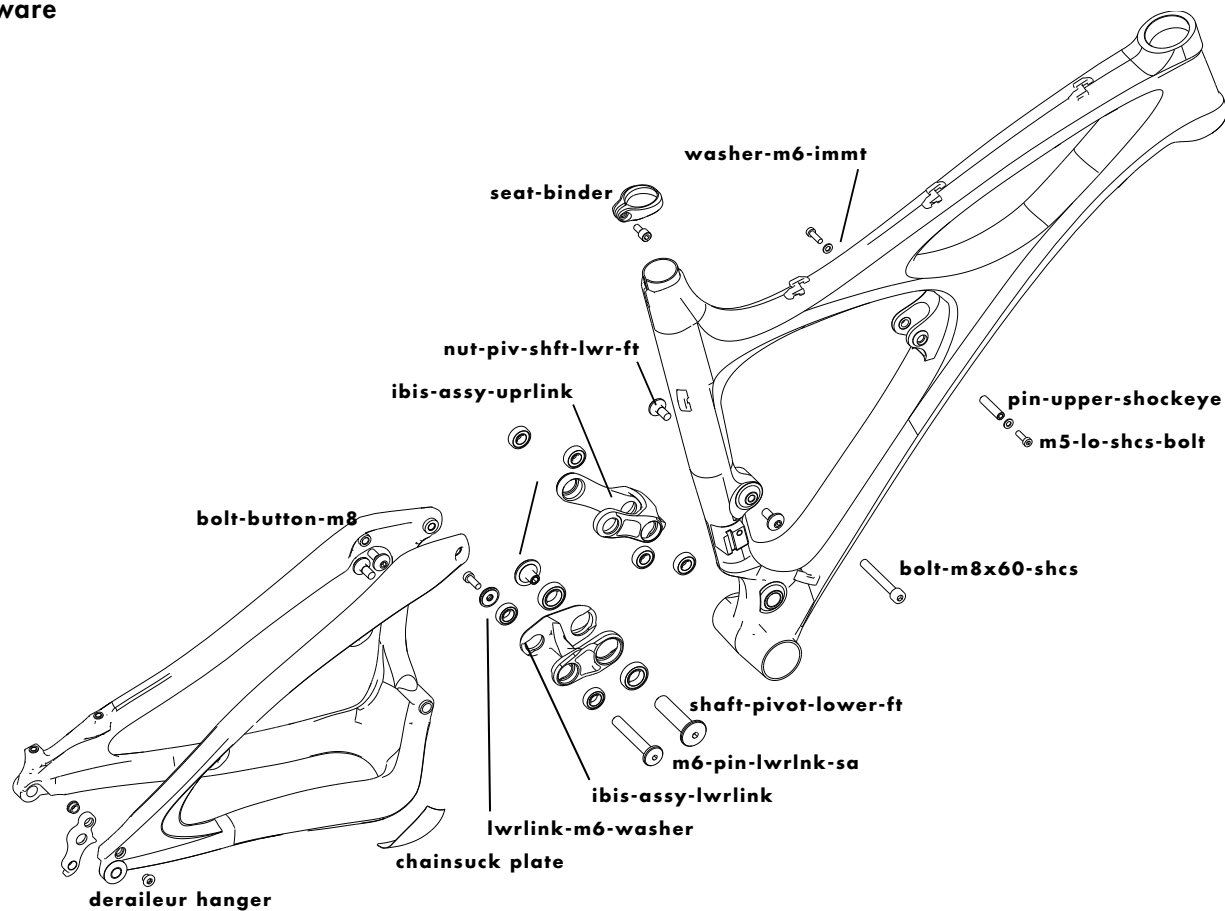
The kit includes bearings for the upper and lower links.

Frame Hardware Mojo HDR

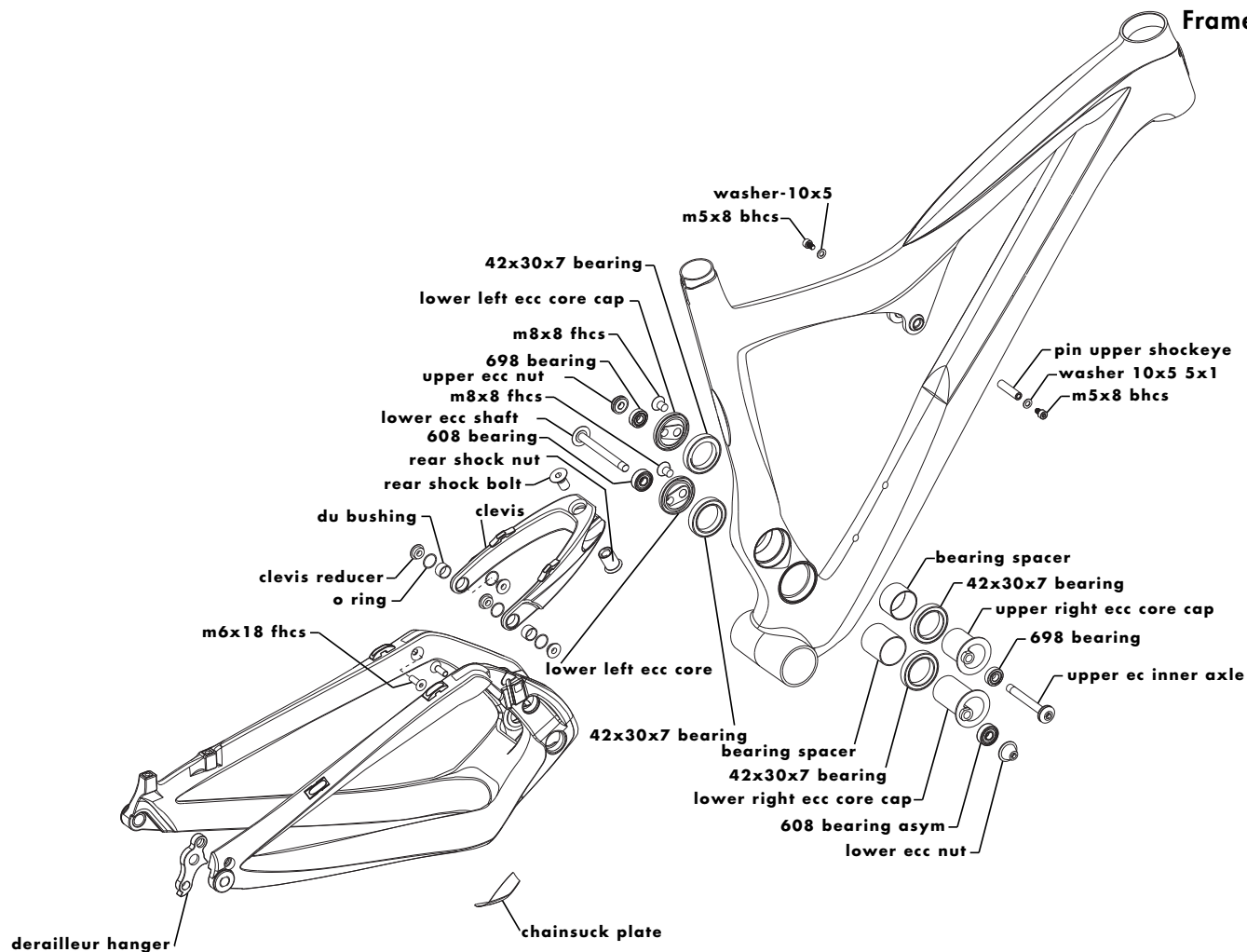




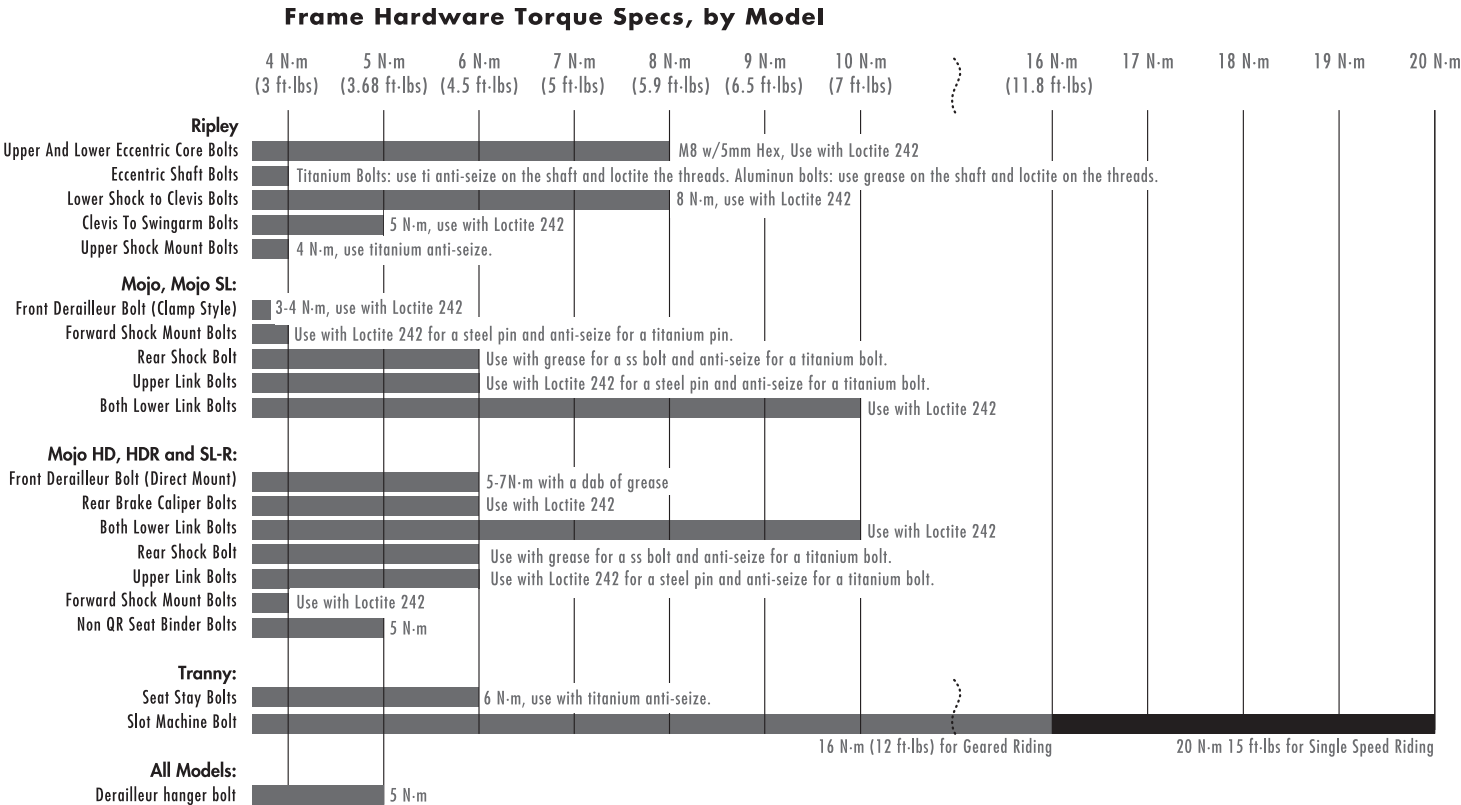
Frame Hardware Mojo SL-R



Frame Hardware Ripley

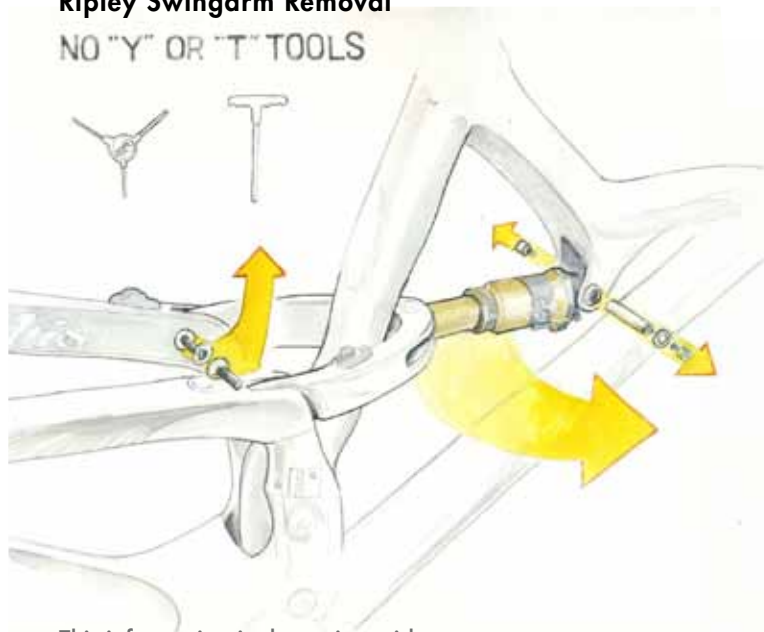


Frame Hardware
Torque Specs



Ripley Swingarm Removal

NO "Y" OR "T" TOOLS



This information is shown in a video:

🔗 <http://tinyurl.com/n8f9o4p>

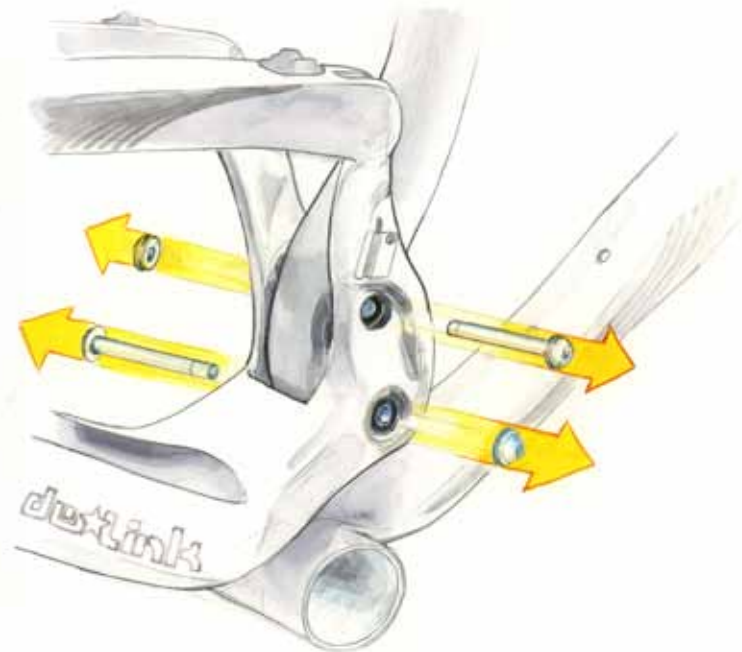
Step 1

Put your Ripley in a work stand.

Remove the front derailleur,
cranks, brakes and the rear wheel.

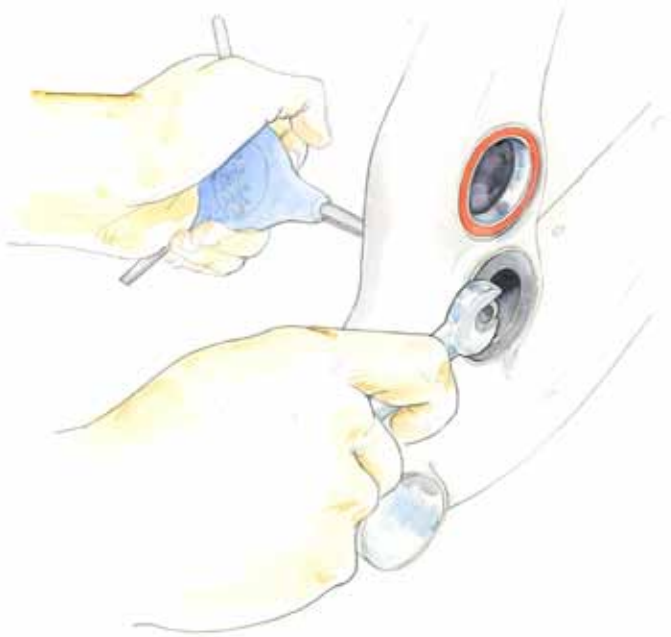
Remove the upper shock bolts (4mm
Allen) and lower clevis bolts (5mm).

Gently remove the clevis from the
swingarm, leaving the shock attached.



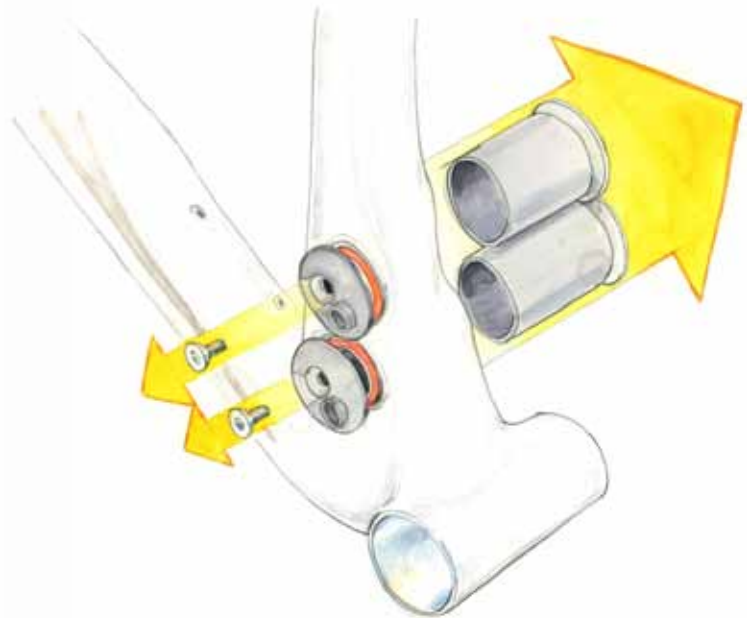
Step 2

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.

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 seat tube 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>

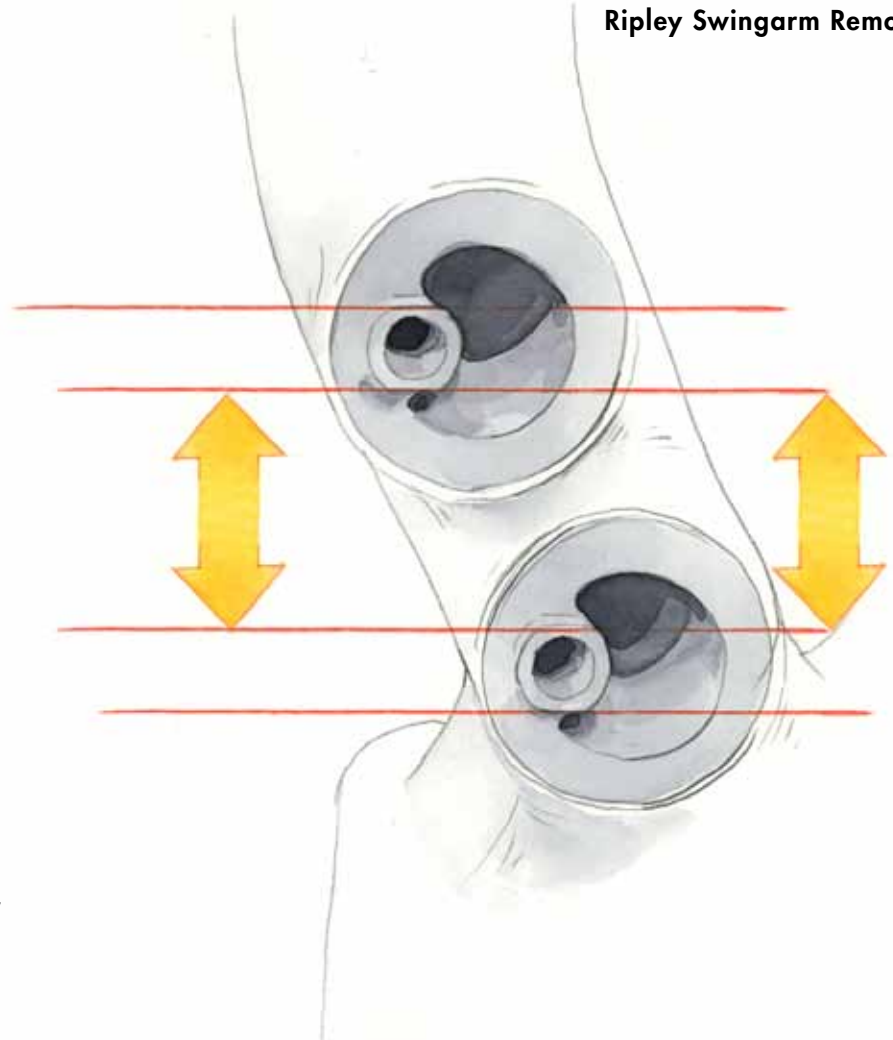
To reinstall the swingarm, work in the reverse order. Add grease to the core when reinstalling, and a lightly grease the inner lip of the eccentric cap. Don't forget the two spacers that go between the BB30 bearings in the seat tube. The chamfered hole on the cap aligns with the threaded hole on the eccentric core. Use blue loctite on the bolt. Use a 12 mm open end wrench to align the eccentrics so that the flats are hori-



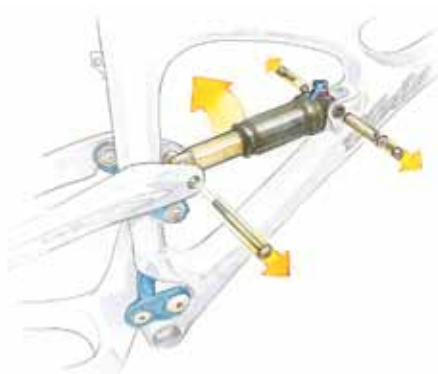


zontal and at the 9 o'clock position when the frame is parallel with the ground. Gently slide the swingarm onto the eccentrics. Insert the swingarm bolts, lower bolt from the non drive side, upper from the drive side.

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

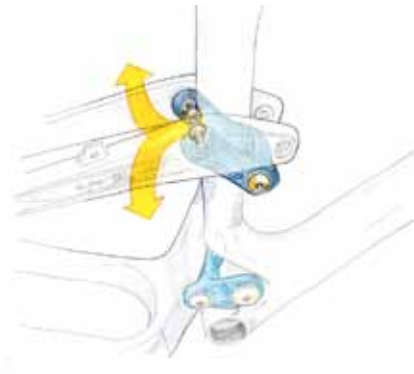


Mojo Swingarm Removal



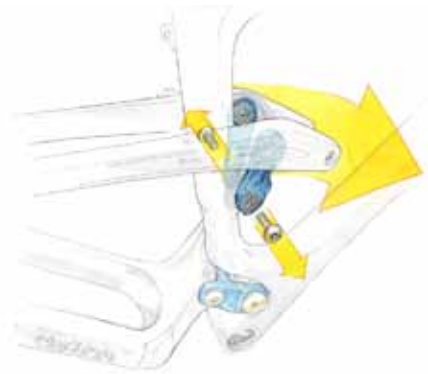
Step 1

Put your freshly cleaned Mojo in a work stand. Remove the front derailleur, cranks, and the rear wheel. Remove the shock by removing the shock bolts with two 4mm and one 6mm Allen wrench.



Step 2

Using a 5mm Allen wrench, remove all four 5mm bolts that hold the upper link to the swingarm and front triangle. Since the strut on the swingarm blocks access to the final bolt, rotate the swingarm up to remove that last 5mm bolt.



Step 3

Remove the upper link from the front triangle. It will help to slightly spread apart the stays of the swingarm while you remove the link.



Step 4

Next, remove the axle in the lower link that passes through the front triangle with two 6mm Allen wrenches. This might take some force since we use Loctite on this interface.

Step 5

Remove this main pivot axle. Pull the swingarm and the lower link away from the front triangle.

Step 6

Remove the axle in the lower link that passes through the swingarm using two 5mm Allen wrenches.

*To reassemble your bike, follow the steps in reverse order. Remember to use a little Loctite blue thread locker on all steel and aluminum fasteners, and to use anti-seize on all titanium fasteners.

Warranty

Warranty

Ibis Cycles warrants Ibis frames to be free from defects in materials and workmanship for a period of 3 years from date of sale. This limited warranty applies to the original owner and is nontransferable. Ibis will, at its sole discretion, repair or replace any frame or frame component that it determines to be defective. This warranty does not cover normal wear and tear, nor does it apply to damage that is the result of abuse, neglect, improper assembly, improper maintenance, alteration, misuse or massive hucking. The costs of disassembly, reassembly or repair of any attached components are not covered by this warranty and are the responsibility of the original owner. Under no circumstance are the costs of shipping to or from Ibis covered by this limited warranty.

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

No Fault Replacement

Should your Ibis be involved in a crash or other non-warranty situation,

Ibis Cycles will make replacement parts available at a minimum charge to the original owner. Ibis Cycles does this at its sole discretion and reserves the right to refuse this offer, so don't go crashing your bike. Unless otherwise provided, the sole remedy under the above warranty, or any implied warranty, is limited to the replacement of defective parts with those of equal or greater value at the sole discretion of Ibis Cycles. In no event shall Ibis Cycles be held responsible for direct, incidental or consequential damages, including, without limitation, damages for personal injury, property damage, or economic losses, whether based on contract, warranty, negligence, product liability, or any other theory.

Warranty Registration

Don't forget to register your warranty online at:

http://www.ibiscycles.com/support/warranty/warranty_registration/

The Fox forks and shocks we use on our bikes are warrantied for one year.

For USA Warranty Service:

(800) FOX-SHOX / 369-7469

service@foxracingshox.com

For International Warranty Service:

Contact a FOX service center:

http://www.foxracingshox.com/fox_tech_center/service.htm

Parts

Find these online at the *buy* portion our website or get them directly from your Ibis dealer. Contact us or your dealer for more info. We recommend you always ride with one or two spare derailleur hangers.

Serial Number

We recommend you write down your serial number for future reference. The serial number is located under the bottom bracket.

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

Rider Info.

Name

Address

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 (substitute for 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.

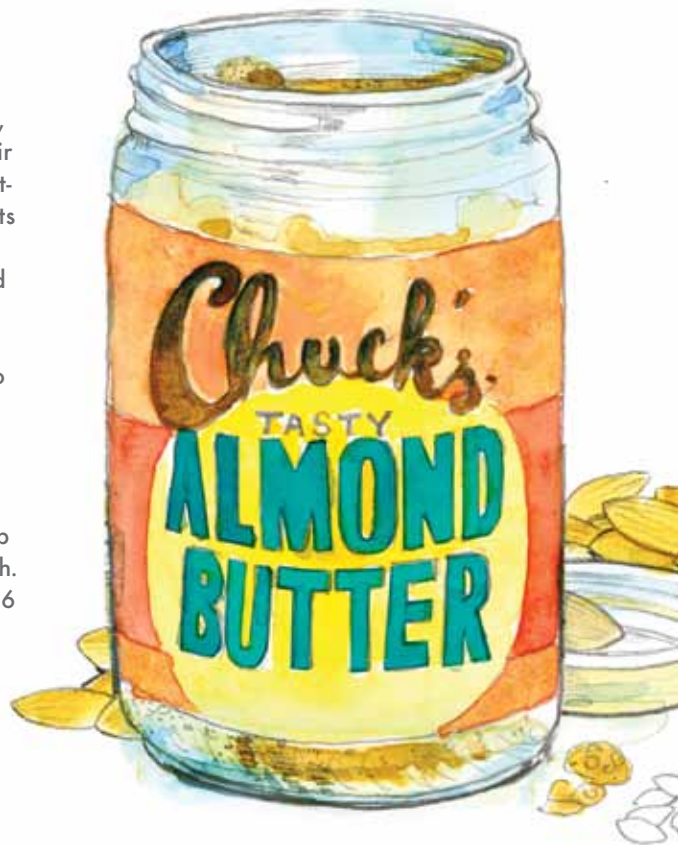
3. Combine almond butter, brown sugar and corn syrup (or honey) in a large microwaveable bowl; microwave on High until bubbling, 1 to 2 minutes. Add vanilla and stir until blended. Pour the almond butter mixture over the dry ingredients and stir until coated.
4. Transfer the mixture to the prepared pan. 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")

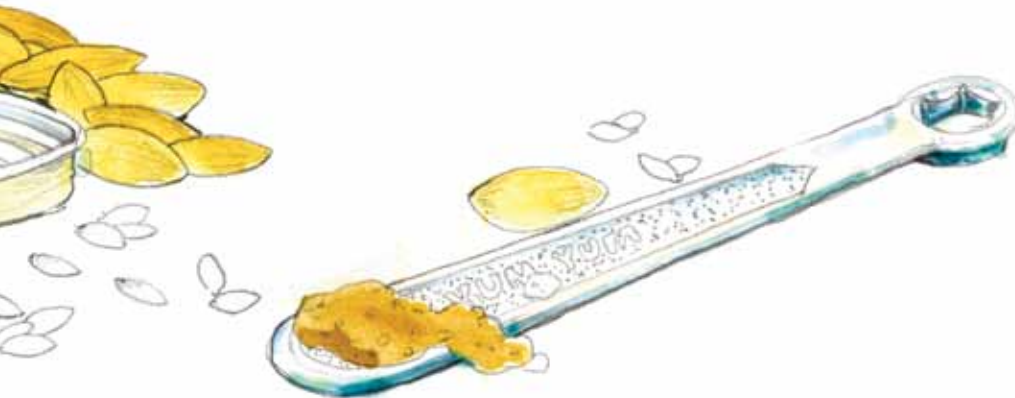
askchuck@ibiscycles.com

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

Really Old Fashioned Snail Mail

2240 Delaware Ave. Santa Cruz, CA 95060.

ibiscycles.com



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Ripley Cable Routing

 <http://tinyurl.com/qbv9y46>

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Cable Routing for Mojo HDR and SL-R

 <http://tinyurl.com/pt8msdr>

12

Cable Routing Mojo HDR
(and Mojo HD):

 <http://tinyurl.com/meaxqa6>

n/a

Mojo HDR 26 inch to 650b
Conversion

 <http://tinyurl.com/our6xbm>

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Mojo HDR Chain Guide Installation

 <http://tinyurl.com/mlsoqla>

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Balance That Thing

 <http://tinyurl.com/ksp43lj>

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Working on Ripley

 <http://tinyurl.com/k93bkm3>

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Working on Mojo SL, SL-R, HDR

 <http://tinyurl.com/mon4oqt>

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This information is shown in a video:

 <http://tinyurl.com/kveevrf>

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Ripley BB

 <http://tinyurl.com/pfu3xey>

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Replacing the Eccentric Link
Bearings on the Ripley 29

 <http://tinyurl.com/m7jy8al>

Evolution
of the
Opener



Whatever the Hand Job Standard Tranny Das Liberator
Was Around...

Maximus ~ not pictured

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