

## SUSPENSION SETUP GUIDE

**Setting Rebound and Propedal on RP23 Rear Shocks with Boost Valve:** In general, rebound should be turned all the way out and dialed back in 1-3 clicks depending on rider weight. A sub 145lb rider is full out (fastest setting) where a 200lb rider would be about 3 clicks in. Average is 1 click in on a Mach 4 and 2 clicks in on a Mach 5.7. Always send the rider out with the Pro Pedal turned off (lever set to the non-drive side of bike). For RP23 shocks we suggest starting with the Pro Pedal option set to 1 so if and when the rider experiments with the dial; they are using the best feeling setting. (Just to clarify, the bike should still go out with Pro Pedal turned to the off position).

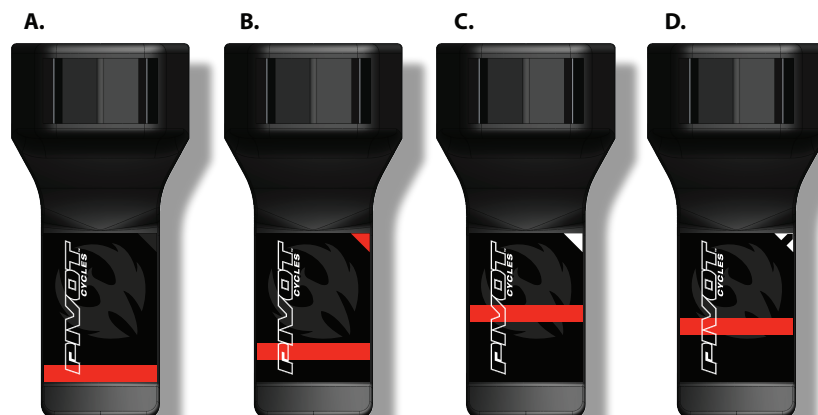
**Setting Rebound, Bottom Out, and Boost Valve on DHX Air Shocks:** In general, a good starting rebound setting is 7 clicks in from full open for a rider weight of 170lbs. We recommend setting the bottom-out with two lines showing on the reservoir. A good starting Boost Valve pressure is 170psi. We do not recommend going below 150psi on the Firebird.

**Setting Rebound, Bottom Out, Boost Valve, High Speed Compression and Low Speed Compression damping adjustments on RC4 Coil Shocks for Phoenix DH:** In general, for a rider between 160-180lbs, we recommend the following baseline settings:

- Rebound: 5 clicks out from all the way in
- High Speed Compression: 7 clicks out from all the way in
- Low Speed Compression: 10 clicks out from all the way in
- Bottom Out: Two turns in on the reservoir.
- Boost Valve: A good starting Boost Valve pressure is 160psi. We do not recommend going below 130psi on the Phoenix DH.

**Setting rear shock sag on mountain bikes:** Always set sag with the Pro Pedal turned off (lever set to the non-drive side of bike). Have the rider sit on the bike (preferably with their hydration pack on) and have them sit down hard into the saddle to achieve accurate sag settings. The rider does not need to bounce up and down nor should they sit down gently. If they sit down hard once, the suspension will cycle well into the stroke and return to the natural sag setting with the rider in the saddle. With the rider in the saddle (not moving), slide the O-ring up into position against the air can. Once the O-ring is set in place, have the rider slowly step off the bike so as not to move the O-ring. The O-ring needs to line up with the red line on the sag indicator. Add or remove air as required to get the O-ring to line up with the red line. If there is no sag indicator on the shock, set the sag to the recommended setting shown below. (Different models and sizes of Pivot bikes use different length shocks and therefore require different sag settings. In general, we are setting sag at approximately 30% of the shock stroke).

- Mach 4 (all years) XX-Small and X-small: Sag = .49" or 12.4mm (Sag indicator C)
- 2010 and older Mach 4 Small, Medium, Large, X-large, Mach 5 X-Small and Small, and all 429's : Sag = .65" or 16.5mm (Sag indicator B)
- 2011 Mach 4 Small, Medium, Large, X-large: Sag = .55" or 14mm (Sag indicator D)
- Mach 5.7 X-Small, Small, Medium, Large, X-large and Mach 5 Medium, Large and X-large: Sag = .74" or 18.8mm (Sag indicator A)
- Firebird: Sag = .79" or 20mm
- Phoenix DH: Sag = .99" or 25mm



**Spring Weight recommendations for RC4 Coil Shocks on the Phoenix DH:**

- Rider Weight: 130-160lbs Spring Weight: 300lb coil
- Rider Weight: 160-190lbs Spring Weight: 350lb coil
- Rider Weight: 190-220lbs Spring Weight: 400lb coil
- Rider Weight: 220-250lbs Spring Weight: 450lb coil

**Setting Rebound, Low Speed Compression damping, and Lockout threshold on all Fox 32 RLC forks with Fit Damper:**

- Rebound: Make sure the lock out is fully open (not locked out), and that the rebound is not set too fast or too slow. Rebound adjustment is highly dependent on rider weight and air pressure. You will need to cycle the fork several times after making a change to the rebound.
- Low Speed Compression: The LSC (low speed compression) is the blue large serrated outer knob on the top of the right fork leg. Start with the knob turned about 5 clicks from full open. Full open is all the way to the left (counter clockwise) and then turn 5 clicks to the right.
- Lockout Threshold: There is a blue lever on the top of the fork that turns the lockout on or off. There is a black knob in the center of the adjusters that determines how locked out the fork is and how easily the lockout will “blow off” on an impact when the lockout is in the locked position. Unless racing, we recommend running the threshold all the way open or close to all the way open (counter clockwise) for maximum oil flow.

**Setting Rebound, High Speed Compression and Low Speed Compression damping adjustments on Fox 36 RC2 Fit damper forks for Firebird:** In general, for a rider between 160-180lbs, we recommend the following baseline settings:

- Rebound: 10 clicks out from all the way in
- High Speed Compression: 15 clicks out from all the way in
- Low Speed Compression: 17 clicks out from all the way in

**Setting Rebound, High Speed Compression and Low Speed Compression damping adjustments on Fox 40 Dual Crown forks for Phoenix DH:** In general, for a rider between 160-180lbs, we recommend the following baseline settings:

- Rebound: 8 clicks out from all the way in
- High Speed Compression: 15 clicks out from all the way in
- Low Speed Compression: 18 clicks out from all the way in

**Setting Fork Pressures on Fox Air forks:** Start with the manufacturers recommended air pressure for rider weight and set it to the low to mid end of the range as per the charts below:

FLOAT FIT RL		FLOAT FIT RLC		TALAS 29 FIT RLC - RL		F-Series FIT RLC			F-Series FIT RL			Float FIT RC-2				
Rider		Suggested Air Spring Pressure Settings		Rider		SASPS		Rider			Suggested Air Spring Pressure Settings					
Weight lbs.		PSI		Weight lbs.		PSI		Weight lbs.			PSI					
		140 mm	150 mm			120 mm				80 mm	100 mm	120 mm			170 mm	180 mm
≤125		45	40	≤125		50	≤125			60	55	50	≤125		45	45
125 - 135		50	45	125 - 135		55	125 - 135			60	55	50	125 - 135		48	48
135 - 145		55	50	135 - 145		60	135 - 145			65	60	55	135 - 145		50	50
145 - 155		65	60	145 - 155		70	145 - 155			75	70	65	145 - 155		53	53
155 - 170		70	65	155 - 170		80	155 - 170			85	80	75	155 - 170		55	55
170 - 185		75	70	170 - 185		90	170 - 185			90	85	80	170 - 185		60	60
185 - 200		80	80	185 - 200		100	185 - 200			95	90	85	185 - 200		70	70
200 - 215		90	90	200 - 215		110	200 - 215			100	95	95	200 - 215		80	80
215 - 230		100	100	215 - 230		120	215 - 230			110	100	100	215 - 230		90	90
230 - ≥250		110	110	230 - ≥250		125	230 - ≥250			120	110	110	230 - ≥250		100	100

**Spring Weight recommendations for Fox 40 Forks on the Phoenix DH:**

- Rider Weight: 120-150lbs Spring Weight: Optional Light
- Rider Weight: 150-185lbs Spring Weight: Stock Medium
- Rider Weight: 185lbs + Spring Weight: Optional Heavy

