SUSPENSION SETUP GUIDE

Setting Rebound and Propedal on FOX CTD Rear Shocks with Boost Valve: In general, rebound should be turned all the way out and dialed back in 1-5 clicks depending on rider weight. A sub 145lb rider is full out (fastest setting). Average is 1 click in on a Mach 4, 2 clicks in on a Mach 5.7, and 4 clicks in on a Mach 6/Firebird. We generally recommend starting your ride with the CTD open (descend mode) for all bikes other then the Mach 5.7, Mach 6, and Firebird. With these models, the Trail 1 setting provides the best all around general starting set up and you can tune from there.

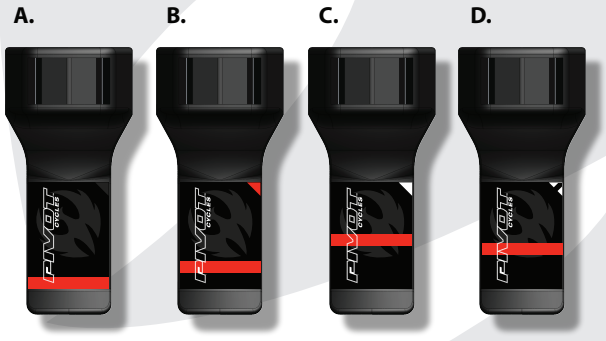
Setting Rebound, Bottom Out, and Boost Valve on DHX Air Shocks: In general, a good starting rebound setting is 7 clicks in from full open for a rider weight of 170lbs. We recommend setting the bottom-out with two lines showing on the reservoir. A good starting Boost Valve pressure is 170psi. We do not 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 CTD lever turned to the open position (Descend Mode), which means the lever is turned toward the non-drive side of the bike. (In the case of the Float X CTD this means that the lever will be flipped towards the remote reservoir). 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.

- 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 Alloy’s : Sag = .65” or 16.5mm (Sag indicator B)
- 2011-2014 Mach 4 Small, Medium, Large, X-large as well as All years for Mach 429 Carbon: Sag = .55” or 14mm (Sag indicator D)
- Mach 5.7/Mach 5.7 Carbon X-Small, Small, Medium, Large, X-large and Mach 5 Medium, Large and X-large: Sag = .74” or 18.8mm (Sag indicator A)
- Mach 6, Firebird and Firebird 27.5”: Sag = .8” or 20.3mm. We use Sag indicator A on these models where the red line is .74” or 18.8mm and the end of the indicator is .98” or 24.9mm. If you set sag just past the red line, towards the end of the indicator, this will give you the proper sag setting on these models.
- 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 adjust-ment 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 is 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 26": 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 CTD Air forks: We start with the manufacturers recommended air pressure charts for rider weight. We have found that these charts tend to run on the high side of the range (too much air) so we will typically go one pressure setting below the setting shown for the recommended rider weight as per the charts below:

Mach 6 and Firebird

2014 34 FLOAT 27.5"

Rider Weight	150mm	160mm
≤125 (lbs)	45psi	45psi
125 - 135	50psi	50psi
135 - 145	55psi	55psi
145 - 155	65psi	65psi
155 - 170	70psi	70psi
170 - 185	75psi	75psi
185 - 200	80psi	80psi
200 - 215	90psi	90psi
215 - 230	100psi	100psi
230 - ≥250	110psi	110psi

Mach 4

2014 32 FLOAT 26"

Rider Weight	120mm
≤125 (lbs)	50psi
125 - 135	50psi
135 - 145	55psi
145 - 155	65psi
155 - 170	75psi
170 - 185	80psi
185 - 200	85psi
200 - 215	95psi
215 - 230	100psi
230 - ≥250	110psi

Mach 5.7

2014 34 FLOAT 26"

Rider Weight	150mm
≤125 (lbs)	45psi
125 - 135	50psi
135 - 145	55psi
145 - 155	65psi
155 - 170	70psi
170 - 185	75psi
185 - 200	80psi
200 - 215	90psi
215 - 230	100psi
230 - ≥250	110psi

Mach 429 and Les

2014 32 FLOAT 29"

Rider Weight	100mm	120mm
≤125 (lbs)	55psi	50psi
125 - 135	55psi	50psi
135 - 145	60psi	55psi
145 - 155	70psi	65psi
155 - 170	80psi	75psi
170 - 185	85psi	80psi
185 - 200	90psi	85psi
200 - 215	95psi	95psi
215 - 230	100psi	100psi
230 - ≥250	110psi	110psi

Les 27.5

2014 32 FLOAT 27.5"

Rider Weight	100mm
≤125 (lbs)	55psi
125 - 135	55psi
135 - 145	60psi
145 - 155	70psi
155 - 170	80psi
170 - 185	85psi
185 - 200	90psi
200 - 215	95psi
215 - 230	100psi
230 - ≥250	110psi

Spring Weight recommendations for Fox 40 Coil 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*