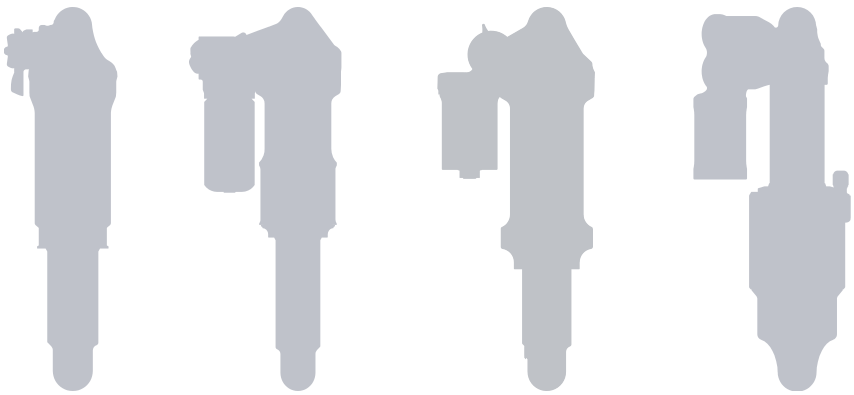
SUSPENSION SETUP GUIDE

For your Pivot suspension equipped bike to pedal and descend at its best, it is important to tune the suspension properly. Use this guide to familiarize yourself with the Pivot suspension setup procedures and as a baseline for tuning to your individual riding needs.

Document Contents:

1. **Setting Sag on *FOX Float X, Float DPS* and *Float DPX2* Rear shocks**
2. **Setting Rebound damping on *FOX Float DPS* and *Float X* Rear Shocks**
3. **Setting Compression damping on *FOX Float DPS* and *Float X* Rear Shocks**
4. **Setting Rebound damping on *FOX Float DPX2* Rear Shock**
5. **Setting Compression damping on *FOX Float DPX2* Rear Shock**
6. **Setting up *FOX Float X2 Air***
7. **Setting up *FOX Float* air fork pressure**
8. **Setting up *FOX Float* air fork compression and rebound damping**

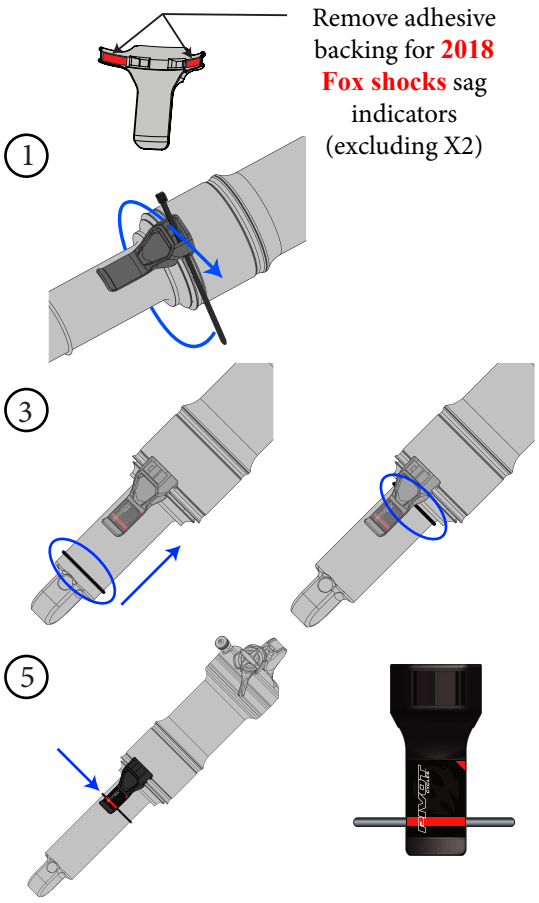


Performance. Redefined.

1. Setting Sag on *FOX Float X, Float DPS*, and *Float DPX2* Rear shocks

Always set sag with the compression adjust *blue* lever turned to the open position (see section 3 for details on this setting).

1. If it is not installed already, attach the sag indicator to the bottom of the shock body using the provided zip-tie. (*fig 1*)
2. Have the rider stand on the pedals, 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.
3. With the rider in the saddle and not moving, slide the O-ring up into position against the air can. (*fig 3*)
4. Once the O-ring is set in place, have the rider slowly step off the bike so as not to move the O-ring.
5. Make adjustments to the sag by removing or adding air so that steps 2-4 result in the O-ring lining up with the red line on the sag indicator (*fig 5*). Some of our models feature a sag indicator with both a blue line (RACE) and a red line (TRAIL). You can set the sag anywhere in this range to achieve a firmer or plusher overall feel depending on rider preference. *For shocks with the EVOL can*: It will be necessary to cycle the shock after adding or subtracting air before re-checking sag as the large Evol negative air chamber will need to equalize pressure with the main chamber each time air is added or removed. You can do this by pushing down on the saddle several times to compress the shock past the sag point. It is OK to do this with the shock pump still attached to the shock as it will let you know how much the pressure increases or decreases after the Evol negative air chamber balances with the main chamber.



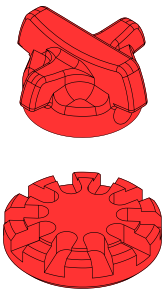
WARNING: MAKE SURE THE SAG INDICATOR IS ON THE BOTTOM OF THE SHOCK BEFORE RIDING TO ENSURE THAT IT DOES NOT BREAK OFF WHEN THE SUSPENSION CYCLES

If there is no sag indicator on the shock, use the measurements listed below to determine sag. Different models and sizes of Pivot bikes use different length shocks and therefore require different sag settings.

Indicator A* *Sag: 0.74" (18.8mm)**	**Indicator B** *Sag: 0.65" (16.5mm)*	**Indicator C** *Sag: 0.49" (12.4mm)*	**Indicator D** *Sag: 0..55" (14.0mm)*
			
Bikes: • Mach 5.7 • Mach 5: M-XL • Mach 6 Carbon* • Mach 6 Alloy* • Firebird* • Firebird 29*	Bikes: • Switchblade • Shuttle • Mach 5.5 • Mach 5.7 Carbon • Mach 4: S-XL (2010 & Older) • Mach 5: XS-S • Mach 429 Alloy	Bikes: • Mach 4: XXS-XS	Bikes: • Mach 4: S-XL (2011 & Newer) • Mach 429 Carbon • Mach 429 SL • Mach 429 Trail • Trail429

**Sag Measurement: 0.80" (20.3mm); set between the red line and the end of the indicator*

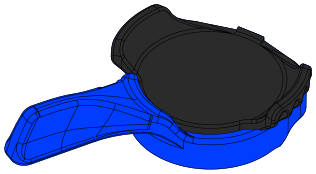
2. Setting Rebound damping on *FOX Float DPS* and *Float X* Rear Shocks:



We set rebound from the most open or fastest position, so start by turning the *red* rebound dial counterclockwise all the way out and then follow the guidelines below per model:

- Mach 4, 429SL, and Mach 5.7: Turn *red* dial in clockwise 0-6 clicks in depending on rider weight. A sub 130lb rider is at the full out or fastest setting. Average is 4 clicks in.
- Mach 429 Trail: Turn *red* dial in clockwise 3-8 clicks in depending on rider weight. Average is 5 clicks in.
- Switchblade and Mach 5.5: Turn *red* dial in clockwise 5-10 clicks in depending on rider weight. Average is 6 clicks in.
- Mach 6 or Firebird with Float X or Float DPS: Turn *red* dial in clockwise 9-13 clicks in depending on rider weight.

3. Setting Compression damping on *FOX Float DPS* and *Float X* Rear Shocks:

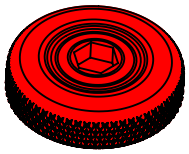


Because all dw-link® equipped Pivot bikes pedal so efficiently, we use the compression lever as a tuning tool for rider weight and compression support. All bikes can be run with the *blue* lever in full open and perform very well. On Float DPS shocks, this means the lever is turned towards the opposite side of the air valve. In the case of the Float X, this means that the lever will be flipped towards the remote reservoir. Lighter riders under 160lbs will generally run in the full open position most of the time. Riders in the 170lb+ range and more aggressive riders who like the feel of more mid-stroke support will generally prefer the middle setting. The firm setting is great for your ride to the trail, long fire road climbs, and smooth XC race courses where a more locked out feel is desired.

All Factory Series Float X and Float DPS shocks also feature three additional options that affect the open setting via the *black* knob. This knob needs to be lifted slightly to turn to one of the three designated options. #1 is the most open, or least amount of compression damping, and #3 is the firmest (but still slightly less firm then the middle position of the *blue* lever). You can experiment with all of these options to find the setting that provides the best compression support and plushest feel for your weight and riding style. Other than running in the full firm mode on rocky descents, all settings are designed to work well in a wide variety of terrain and rider weights.



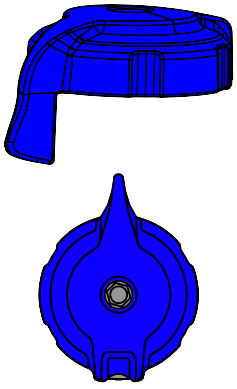
4. Setting Rebound damping on *FOX Float DPX2* Rear Shock:



We set rebound from the most open or fastest position, so start by turning the *red* rebound dial counterclockwise all the way out. The rebound setting is determined by the air pressure in the shock. Refer to the table below for the suggested rebound setting. The number in the chart refers to how many click in (clockwise) from the open setting the rebound should be set.

Float DPX2 Shock	
Air Pressure [psi]	Suggested Rebound Setting
<120	*Open*
120-140	*1*
140-160	*2*
160-180	*3*
180-200	*4*
200-220	*6*
220-240	*7*
240-260	*9*
260-280	*11*
280-300	*12*

5. Setting Compression damping on *FOX Float DPX2* Rear Shock:



On Float DPX2 shocks, the compression damping is in the fully open position when the lever is turned up, towards the top tube. Lighter riders under 180lbs will generally run in the full open position most of the time. Riders in the 180lb+ range and more aggressive riders who like the feel of more mid-stroke support will generally prefer the middle setting. As with the other shocks, the firm setting is best suited for long fire road climbs and smooth XC courses.

The Factory Series Float DPX2 features a screw inside the top of the *blue* compression damping lever, which can be used to fine tune the open mode of the compression damping using a 3mm hex wrench. This screw offers 10 additional fine tune adjustment settings to the open mode. Turning the screw clockwise will increase low speed compression damping. Turning the screw counter-clockwise will decrease low speed compression damping. You can experiment with all of these options to find the setting that provides the best compression support and plushest feel for your weight and riding style.For a rider between 160-180lbs., we like to start at 7 clicks in from full open as a good baseline setting.

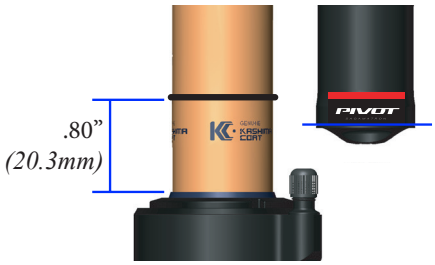


6. *FOX Float X2 Air:*

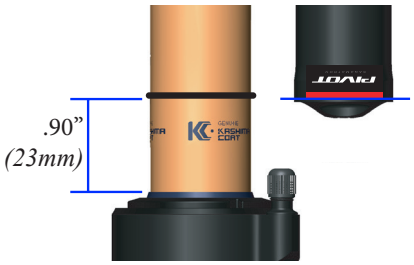
Start by setting sag using the same process as the Float X and Float DPS shocks (page 2). The sag indicator on this shock is located on the oil reservoir rather than attached to the air sleeve. If there is no sag indicator on the oil reservoir use the measurements listed below to determine sag. Different models and sizes of Pivot bikes use different length shocks and therefore require different sag settings. The bike models for each sag setting are listed under the respective diagrams.



Bikes:
- Switchblade
- Mach 5.5



Bikes:
- Firebird 27.5
- Firebird 29
- Mach 6



Bikes:
- Phoenix

Damping Adjustments

The X2 air shock has tuning options well beyond the scope of what we can cover here. Not only can the shock be tuned through the use of the HSC, LSC, HSR, and LSR knobs, but it can also be tuned via the amount of air pressure in the shock and the addition or removal of air volume spacers to change the spring curve characteristics. We have settled on an air spring curve that has proven to be optimized for a wide range of riders from a sport level to our World Cup DH team, so changing the Pivot factory air spring curve characteristics is not really necessary.

We recommend 30% sag on the Float X2 Air. Based on this sag setting you can record your air pressure and use FOX's tuning chart copied on the right to set your *High Speed Compression* damping (HSC), *Low Speed Compression* damping (LSC), *High Speed Rebound* damping (HSR), and *Low Speed Rebound* damping (LSR). These settings are also applicable to Performance series Float X2 air shocks that feature only the LSC and LSR adjustments.

The suggested settings differ based on the which model year shock is spec'd on your bike. The performance of the shocks are identical between model years, however, due to valving changes, the suggested settings have shifted in the usable range of the tuning options. To determine which shock is spec'd on your bike look for a set screw on the bottom of the air can, in line with the fill valve. The 2018 shocks will have a set screw, the 2017 shocks will not. The photos below will help illustrate the difference between the shocks.

Fox Float X2 MY 2017
No set screw



Fox Float X2 MY 2018
Set screw



Suggested Tuning by Air Pressure

Suggested settings for MY17 shocks*				
Air Spring Pressure	Baseline LSR (3mm hex)	Baseline HSR (6mm hex)	Baseline LSC (3mm hex)	Baseline HSC (6mm hex)
90	Open	1-3	Open	Open
100	Open-2	2-4	Open-1	Open-2
110	1-3	3-5	Open-2	1-3
120	2-4	4-6	Open-2	2-4
130	2-4	5-7	1-3	3-5
140	3-5	6-8	1-3	3-5
150	4-6	6-8	2-4	4-6
160	4-6	7-9	2-4	4-6
170	5-7	7-9	3-5	5-7
180	5-7	8-10	4-6	6-8
190	6-8	8-10	4-6	6-8
200	7-9	9-11	5-7	7-9
210	8-10	9-11	6-8	8-10
220	9-11	10-12	6-8	8-10
230	10-12	10-12	7-9	9-11
240	11-13	11-13	8-10	9-11
250	12-14	11-13	8-10	10-12

Suggested settings for MY18 shocks*				
Air Spring Pressure	Baseline LSR (3mm hex)	Baseline HSR (6mm hex)	Baseline LSC (3mm hex)	Baseline HSC (6mm hex)
90	Open-2	5-7	2-4	1-3
100	Open-2	6-8	3-5	3-5
110	3-5	7-9	4-6	4-6
120	4-6	8-10	4-6	5-7
130	4-6	9-11	5-7	6-8
140	5-7	10-12	5-7	6-8
150	6-8	10-12	6-8	7-9
160	6-8	11-13	6-8	7-9
170	7-9	11-13	7-9	8-10
180	7-9	12-14	8-10	9-11
190	8-10	12-14	8-10	9-11
200	9-11	13-15	9-11	10-12
210	10-12	13-15	10-12	11-13
220	11-13	14-16	10-12	11-13
230	12-14	14-16	11-13	12-14
240	13-15	15-17	12-14	12-14
250	14-16	15-17	12-14	13-15

*Count clicks from open. 0 clicks = Open (fully turned counter-clockwise)

In general, we are running the rebound settings at the slower end of the range provided at each pressure and the compression settings at the lighter end of the provided range. For example, if you are running 200psi in the shock, the range for LSR is listed as 7-9 clicks in from open; We recommend starting at 9. For HSR the range is 9-11 clicks in from open; We recommend starting at 11. On the compression side for LSC, at 200psi in the shock, the range is 5-7 clicks in from open; We recommend starting at 5 clicks in. For HSC the range is 7-9 clicks in from open; We recommend starting at 7. If you follow this same process for the pressure that you are running then you'll have an excellent starting set up that may not require any further adjustment. For further detail, FOX provides a complete tuning guide for the Float X2 Air shock on their website at *www.ridefox.com*

7. FOX Float Air Fork Pressure:

To set fork sag use the charts below as a recommended starting point:

RIDER WEIGHT (lbs)	32 FLOAT Pressure	34 FLOAT Pressure	36 FLOAT Pressure
120-130	57 psi/ *3.9 bar*	45 psi/ *3.1 bar*	40 psi/ *2.8 bar*
130-140	61 psi/ *4.2 bar*	48 psi/ *3.3 bar*	41 psi/ *2.8 bar*
140-150	66 psi/ *4.5 bar*	51 psi/ *3.5 bar*	43 psi/ *3.0 bar*
150-160	71 psi/ *4.9 bar*	53 psi/ *3.7 bar*	46 psi/ *3.2 bar*
160-170	76 psi/ *5.2 bar*	56 psi/ *3.9 bar*	51psi/ *3.5 bar*
170-180	82 psi/ *5.6 bar*	58 psi/ *4.0 bar*	55 psi/ *3.8 bar*
180-190	87 psi/ *6.0 bar*	63 psi/ *4.3 bar*	59 psi/ *4.1 bar*
190-200	92 psi/ *6.3 bar*	68 psi/ *4.7 bar*	63 psi/ *4.3 bar*
200-210	98 psi/ *6.7 bar*	72 psi/ *5.0 bar*	67 psi/ *4.6 bar*
210-220	103 psi/ *7.1 bar*	77 psi/ *5.3 bar*	71 psi/ *4.8 bar*
220-230	108 psi/ *7.4 bar*	82 psi/ *5.6 bar*	75 psi/ *5.2 bar*
230-240	113 psi/ *7.8 bar*	86 psi/ *5.9 bar*	79 psi/ *5.4 bar*
240-250	119 psi/ *8.2 bar*	91psi/ *6.3 bar*	83 psi/ *5.7 bar*

8. FOX Float Air Fork Rebound and Compression Damping:

Setting rebound damping on FOX Forks:

We set rebound from the most open or fastest position, so start by turning the *red* rebound dial on the bottom of the right fork leg counterclockwise all the way out and then follow the guidelines below:

Fox Float 32, 34, & 36 Fit4: Turn the *red* dial clockwise 5-8 clicks in (depending on rider weight). Most riders are comfortable with 6 clicks in as a starting point.

Fox Float 36 Grip2: The Grip2 damper has both low-speed and high-speed rebound damping as illustrated in the diagram below. The table provides the recommended number of clicks counterclockwise from the fully open position for each of the *red* rebound knobs.

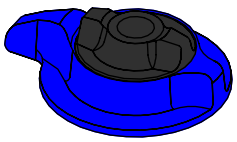
GRIP2 REBOUND DAMPING CONTROL KNOBS



RIDER WEIGHT (LBS)	GRIP 2 DAMPER	
	LSR	HSR
120-130	5	0
130-140	6	1
140-150	7	2
150-160	7	2
160-170	8	3
170-180	8	3
180-190	9	4
190-200	10	5
200-210	10	5
210-220	11	6
220-230	12	7
230-240	12	7
240-250	13	8

Setting Compression damping on FOX Forks:

Fox Float 32, 34, 36 Fit 4: The Fit 4 damper only has low speed compression damping. The compression damping is controlled with a *black* dial on the top of the right fork leg. We set compression from the most open or fastest position, so start by turning the *black* compression inner dial counterclockwise all the way out. Turn black dial clockwise in 2-8 clicks in (depending on rider weight). Most riders should feel comfortable with 5 clicks in as a starting point. A rider under 120lbs would start with 2 clicks in.



Fox Float 36 Grip2: The Grip2 damper has dials for both low speed and high speed compression damping. The compression damping is controlled by two dials on the top of the right fork leg; the *blue* outer dial adjusts high speed compression damping and the *black* inner dial adjusts the low speed compression damping. We set compression from the most open or fastest position, so start by turning the both the *blue* and *black* compression dials counterclockwise all the way out. Turn *blue* dial clockwise in 13 clicks in and turn the *black* dial 7 clicks in.

