



PIVOT
CYCLES

SUSPENSION SETUP GUIDE

For your Pivot suspension equipped bike to pedal and descend at its best, it is important to set up 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. This is a comprehensive guide that covers the different suspension offerings we have on each of our bike models.

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1. General Information on Suspension Setup

Assistance, Terms, Tools and Pivot Details

In this setup guide, a few terms come up that we want to briefly explain:

Sag: Sag is measured in millimeters or given as a percentage of the overall travel. Sag describes how far your bike will compress under your weight, when the bike is at rest. This is critical to provide the best riding experience.



Scan to follow along with Pivot Factory Racing star Bernard Kerr as he shows you how to set up sag.

Click: Dials on suspension usually feature an indication, that you can feel or hear, when turning the dial. These clicks make it easy to index your adjustments.

Rebound: Rebound controls how fast your fork or shock extend after being compressed. Rebound dials on all Fox and Marzocchi suspension are *red*. The fully open position (fastest extension) can be reached by turning counter-clockwise or to "-". Adjust to the fully closed position (slowest extension) by turning the dial clockwise or to "+". Rebound is set based on your spring rate. Your rebound should be set based on the air pressure you use to achieve proper sag.

Compression: Compression controls how the fork or shock feel and react to bumps or weight shifts. Compression dials are *blue* and *black* for all Fox products and *golden* or *black* for Marzocchi suspension. The fully open position can be reached by turning counter-clockwise or to "-". Adjust to the fully closed position by turning the dial clockwise or to "+" or "FIRM".

Low-Speed: Low speed damping works for loads that result in low shaft speeds at compression or extension, like weight shifts.

High-Speed: High speed damping works for loads that result in high shaft speeds at compression or extension, like square edged bumps.

Tools:

To set up your suspension, you only need a few tools. Most importantly, you will need a shock pump for bike suspension to set sag. Damping adjustments on Fox and Marzocchi forks, as well as Fox Float and Float X will not require tools. 2 mm, 3 mm, and 6 mm allen keys are needed for setting up Fox Float X2 and DHX2 shocks. To set up sag on coil shocks, you will need a tape measure. For a spring change on coil shocks you need to take the shock off the bike using the dedicated tools and a bike stand.

Pivot Details:

Most Pivot bikes feature our **sag indicator** mounted on the rear shock. This is a helpful tool we created to make setting and checking your sag quick and easily. Follow the sag process and line up the o-ring on your shock with the indicator and you are set.

Our set-up guide may differ slightly from Fox's guidelines because our settings are calibrated in the rocky southwest terrain. Consider these recommendations as a starting point. If you are riding on steeper terrain, or smoother trails, you may want to alter your setup.

In general always follow this procedure, when adjusting your suspension:

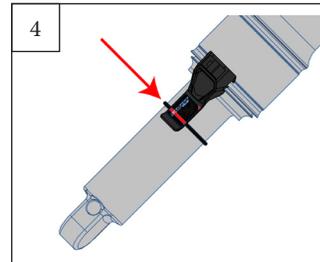
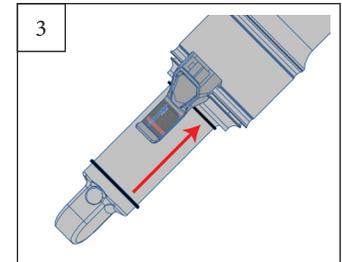
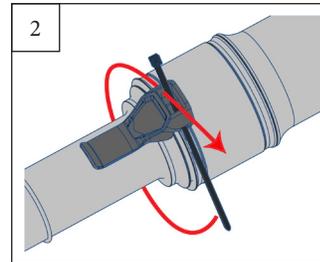
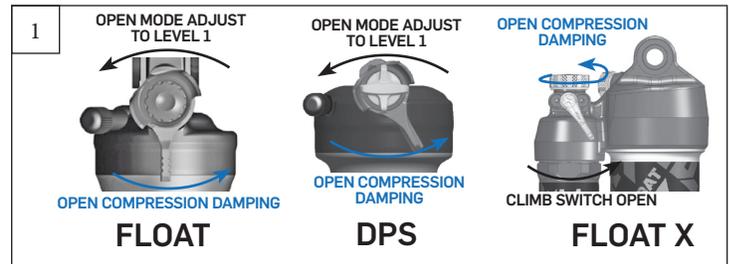
1. Set Sag
2. Adjust Rebound
3. Adjust Compression

Before setting sag, it is necessary to turn all dials to the fully open position. Pivot counts the clicks from the fully open position, because that way, you won't need to turn all dials to the fully closed position again. This will save some time, that you can spend riding instead. Another reason is it is easy to damage the shock or fork adjustments when turning the adjuster all the way in. It can feel like there is an "extra" 1/2 click that doesn't exist. This can break the adjustments and requiring service or repair. Fox suspension set up guides always count clicks from closed. We reference clicks from open and closed in our setup charts in this guide.

2. Fox Float & Float X

Setting Sag on FOX Air Shocks

1. Always set sag with the *blue* compression lever to the open position. (fig. 1)
2. If your shock has additional compression and rebound adjustments ensure they are adjusted to be fully open, compression to the softest setting, and rebound to its fastest setting (all the way counter-clockwise).
3. If it is not installed already, attach the sag indicator to the bottom of the shock body using the provided zip-tie and carefully cut the excess.(fig. 2)
4. Find a level surface and something to steady yourself while mounted on the bike so you can be on the pedals in a seated position. It may be easier to have a partner hold your bike steady from the front, by holding the handlebars while you are in your riding position.
5. While standing on the pedals, sit down hard into the saddle to cycle the suspension well into the stroke. This will ensure the bike comes to rest at the natural sag setting with the rider in the saddle.
6. While in the saddle and not moving, slide the O-ring up into position against the air can. (fig. 3)
7. Once the O-ring is set in place, gently step off the bike without compressing the bike as not to move the O-ring.
8. Make adjustments to the sag by removing or adding air so that steps 4-7 result in the O-ring lining up with the *red* line on the sag indicator (fig. 4). When adjusting air pressure in the shock, cycle the shock before re-checking sag, so the large Evol negative air chamber equalizes 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.
9. 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.



WARNING: Make sure the sag indicator does not contact the frame or linkage through the suspension cycle. Otherwise, the indicator may break while riding.

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: <ul style="list-style-type: none"> • Mach 5.7 • Mach 5: M-XL • Mach 6 (V1-V5)* • Mach 6 Alloy* • Firebird V3* • Firebird 29* • Firebird 27.5* • Shuttle LT* 	Bikes: <ul style="list-style-type: none"> • Switchblade (V1-V5) • Shuttle (V1-V2) • Shuttle AM (V3-V6) • Shuttle SL • Shadowcat • Mach 5.5 • Mach 5.7 Carbon • Mach 4: S-XL (2010 & Older) • Mach 5: XS-S • Mach 429 Alloy 	Bikes: <ul style="list-style-type: none"> • Mach 4: XXS-XS • Mach 4 SL(V1-V2) • Mach 4 SL V3 190x40 	Bikes: <ul style="list-style-type: none"> • Mach 4: S-XL (2011 & newer) • Mach 429 Carbon • Mach 429 SL • Mach 429 Trail • Trail 429 (V1-V3) • Mach 4 SL V3 190x45 (setting sag to the blue line is recommended)

*Sag Measurement: 0.76" (19.5mm); set between the *red* line and the end of the indicator

Damping Adjustments on the FOX Float

Rebound Damping

Rebound setting is dependent on air pressure. For example, higher air pressures require slower rebound setting. We set rebound from the most open or fastest position, so start by turning the *red* rebound dial counter-clockwise all the way out. Refer to the table on the right for the suggested rebound setting based on the air pressure you have in your shock to achieve the correct sag. The number in the chart refers to how many clicks clockwise from the open setting the rebound should be set. *Fox suspension set up guides always show rebound setting counted from the closed position, so the table includes this as well in parentheses.*



Rotate counter-clockwise for faster extension after compression



Rotate clockwise for slower extension after compression

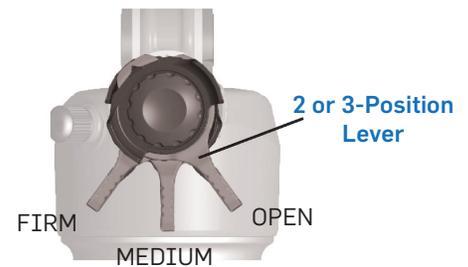
Suggested Rebound Setting Float & Float SL	
Air Pressure [psi]	Clicks from OPEN* (Clicks from CLOSED)*
<100	OPEN
100-120	3 (11)
120-140	4 (10)
140-160	5 (9)
160-180	6 (8)
180-200	7 (7)
200-220	8 (6)
220-240	9 (5)
240-260	10 (4)
260-280	11 (3)
280-300	CLOSED

Compression Damping

2-Position or 3-Position Lever

All dw-link® equipped Pivot bikes pedal efficiently, so 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 shocks there is a two-position lever to select between open and firm. 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.

The Float DPS or SL shocks feature a three-position lever offering open, medium, and firm settings. Lighter riders under 160lb. will generally run in the full open position most of the time. Riders in the 190lb.+ 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.



Open Mode Adjust

All Factory Series Float shocks 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 than 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 plushiest 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.

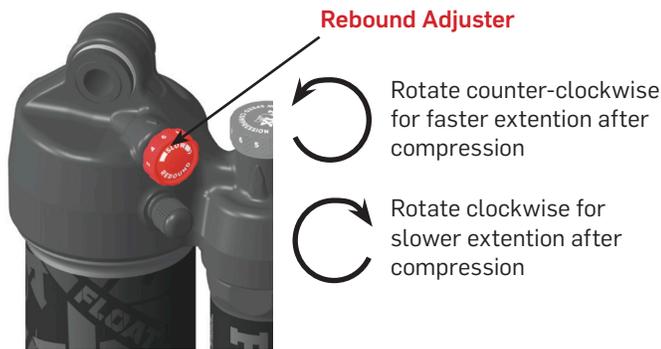
*see page 2

Damping Adjustment on FOX Float X

Rebound Damping

Rebound setting is dependent on air pressure. For example, higher air pressures require slower rebound setting. We set rebound from the most open or fastest position, so start by turning the **red** rebound dial counter-clockwise all the way out. Refer to the table on the right for the suggested rebound setting based on the air pressure you have in your shock to achieve the correct sag. The number in the chart refers to how many clicks clockwise from the open setting the rebound should be set. *Fox sets rebound from the closed position, so that has been provided in the table in parentheses.*

Suggested Rebound Setting Float X	
Air Pressure [psi]	Clicks from OPEN* (Clicks from CLOSED)*
<120	1 (9)
120-140	2 (8)
140-160	3 (7)
160-180	4 (6)
180-200	5 (5)
200-220	6 (4)
220-240	7 (3)
240-260	8 (2)
260-280	9 (1)
280-300	CLOSED



Compression Damping

2-Position Lever

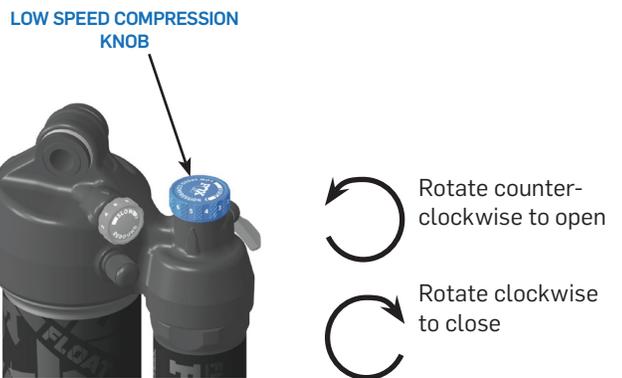
Float X shocks feature a two position lever allows for on-the-fly adjustment between fully open and firm for climbing. For most riding conditions it is best to have the lever open. As with the other shocks, the firm setting is best suited for long fire road climbs and smooth XC courses.



Low Speed Compression Knob

The Factory Series Float X features a **blue** low speed compression adjustment knob, which can be used to fine tune the open mode of the compression damping. This knob offers 10 additional fine tune adjustment settings to the open mode. Turning the knob 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 plush feel for your weight and riding style.

For a rider close to 100lb. we recommend having the compression fully open, by having the knob turned fully counter-clockwise. For riders 200lb. we like to start at 3 clicks in from full closed as a good baseline setting. If the rider's weight is less than 200lb., open up compression dampening 1 click counter-clockwise for every 10lb. less. For every 10lb. over 200lb. we recommend increasing compression damping by 1 click clockwise.

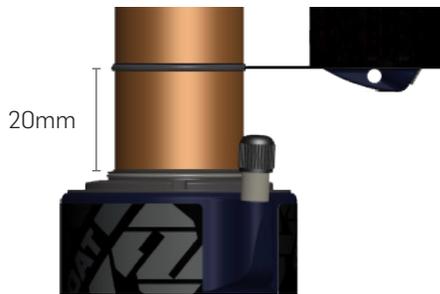


*see page 2

3. Fox Float X2 Air

Setting Sag on FOX Float X2

Start by setting sag using the same process as the shocks on page 2. There is no sag indicator on the Float X2 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. For bike models not shown here refer to sag measurements found on page 2. The bike models for each sag setting are listed under the respective diagrams. Though the X2s don't have sag indicators for reference the Phoenix's sag is correct when the o-ring is lined up with the end of the reservoir and the Firebird, and Mach 6 are at proper sag the o-ring will be lined up with bottom of the reservoir can on current model shocks. Both of these are represented in the diagrams below.



205x65
Mach 6
Firebird



250x70
Phoenix

Damping Adjustment on FOX Float X2

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 on the next page 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 numbers in the chart refers to how many clicks clockwise from the open setting the dials should be set. *Fox sets up shocks from the closed position, so that has been provided in parentheses.*

The diagram to the right shows the locations of each adjustment knob on the X2 shock.

2-Position Lever

X2 shocks feature a two position lever allows for on-the-fly adjustment between fully open and firm for climbing. For most riding conditions it is best to have the lever open. As with the other shocks, the firm setting is best suited for long fire road climbs and smooth XC courses.



Setting Damping Adjustment on FOX Float X2

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 200 psi in the shock, the range for LSR is listed as 12-14 clicks in from open; We recommend starting at 14. For HSR the range is 4-5 clicks in from open; We recommend starting at 5. On the compression side for LSC, at 200 psi in the shock, the range is 7-9 clicks in from open; We recommend starting at 7 clicks in. For HSC the range is 3-4 clicks in from open; We recommend starting at 3. 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.

The two position lever allows for on-the-fly adjustment between fully open and firm for climbing.

For further detail, FOX provides a complete tuning guide for the Float X2 Air shock on their website at www.ridefox.com

Rebound & Compression Damping Settings Table for FOX Float X2

SUGGESTED SETTINGS FOX FLOAT X2				
Air Spring Pressure [psi]	Baseline LSR (3mm hex)	Baseline HSR (2mm hex)	Baseline LSC (3mm hex)	Baseline HSC (6mm hex)
	Clicks from OPEN* (Clicks from CLOSED)*			
90	2-4 (16-18)	OPEN-1 (7-8)	OPEN-2 (16-18)	OPEN-1 (7-8)
100	3-5 (15-17)	OPEN-1 (7-8)	OPEN-2 (16-18)	OPEN-1 (7-8)
110	4-6 (14-16)	1-2 (6-7)	1-3 (15-17)	OPEN-1 (7-8)
120	5-7 (13-15)	1-2 (6-7)	1-3 (15-17)	OPEN-1 (7-8)
130	6-8 (12-14)	2-3 (5-6)	2-4 (14-16)	1-2 (6-7)
140	7-9 (11-13)	2-3 (5-6)	2-4 (14-16)	1-2 (6-7)
150	8-10 (10-12)	2-3 (5-6)	3-5 (13-15)	1-2 (6-7)
160	9-11 (9-11)	3-4 (4-5)	3-5 (13-15)	1-2 (6-7)
170	10-12 (8-10)	3-4 (4-5)	4-6 (12-14)	2-3 (5-6)
180	11-13 (7-9)	3-4 (4-5)	5-7 (11-13)	2-3 (5-6)
190	11-13 (7-9)	4-5 (3-4)	6-8 (10-12)	2-3 (5-6)
200	12-14 (6-8)	4-5 (3-4)	7-9 (9-11)	3-4 (4-5)
210	12-14 (6-8)	4-5 (3-4)	8-10 (8-10)	3-4 (4-5)
220	13-15 (5-7)	5-6 (2-3)	9-11 (7-9)	3-4 (4-5)
230	14-16 (4-6)	5-6 (2-3)	10-12 (6-8)	3-4 (4-5)
240	15-17 (3-5)	5-6 (2-3)	11-13 (5-7)	4-5 (3-4)
250	16-18 (2-4)	5-6 (2-3)	12-14 (4-6)	4-5 (3-4)
260	16-18 (2-4)	6-7 (1-2)	14-16 (2-4)	4-5 (3-4)
270	17-19 (1-3)	6-7 (1-2)	14-16 (2-4)	4-5 (3-4)
280	17-19 (1-3)	6-7 (1-2)	14-16 (2-4)	5-6 (2-3)
290	17-19 (1-3)	7-8 (0-1)	15-17 (1-3)	5-6 (2-3)
300	18-19 (1-2)	7-8 (0-1)	15-17 (1-3)	5-6 (2-3)

*see page 2

4. FOX Coil Shocks

Setting Sag on FOX Coil Shock

To set sag on a coil shock you will want to have a friend and a tape measure that has millimeters on it. You will need to measure the eye-to-eye distance on your bike. This is the distance between the two shock mounting bolts. On the Mach 6 and Firebird this distance is 205mm. The correct amount of sag for the Mach 6 or Firebird is 18-20mm. When you are seated on the bike with all your weight after completing the steps for sag setup the distance from shock bolt to shock bolt should measure 187-185mm.

1. Always set sag with the *blue* compression lever to the open position.
2. If your shock has additional compression and rebound adjustments ensure they are adjusted to be fully open, compression in the softest setting, and rebound to its fastest setting.
3. After installing the coil spring, set the preload adjuster to where it just contacts the coil spring applying a small amount of tension. On Fox shocks this should be about 8 clicks of the preload adjuster.
4. Find a level surface and something to steady yourself while mounted on the bike so you can be on the pedals in a seated position. It may be easier to have a partner hold your bike steady from the front by the handlebars while you are in your riding position.
5. While standing on the pedals, sit down hard into the saddle to cycle the suspension well into the stroke. This will ensure the bike comes to a rest at the natural sag setting with the rider in the saddle.
6. While in the saddle and not moving or unweighting the shock, have your friend measure the eye-to-eye distance. Subtract this number from the beginning eye-to-eye to get your sag measurement.
7. If the sag measurement is less than the recommended sag of 18-20mm you will need to change out the spring for a lower spring rate.
8. If the sag measurement is more than the recommended 18-20mm then you can turn the spring preload adjuster up to 26 clicks from where it just contacted the spring. If you cannot achieve the recommended sag with 26 clicks you will need to change the spring out for a higher spring rate.
9. Once you have achieved proper sag follow the recommended compression and rebound settings to complete your suspension setup.



Spec rates should match the average rider for the frame size but some riders may need a lighter or heavier spring to achieve the recommended 30% sag. Listed below are the recommended spring rates based on rider weight as well as coil length and spring stroke specifications for the spring required to run on FOX and Marzocchi coil-over shocks used on the Mach 6.

SPRING RATE	TOTAL LENGTH	SPRING TRAVEL	I.D.	RIDER WEIGHT
350 lb.	4.85"	2.65"	1.385"	< 130lb.(59kg)
400 lb.	5.14"	2.65"	1.385"	130lb.(59kg) – 150lb.(68kg)
450 lb.	5.11"	2.65"	1.385"	150lb.(68kg) – 170lb.(77kg)
500 lb.	5.32"	2.65"	1.385"	170lb.(77kg) – 190lb.(86kg)
550 lb.	5.38"	2.65"	1.385"	190lb.(86kg) – 210lb. (95kg)
600 lb.	5.47"	2.65"	1.385"	210lb. (95kg) – 230lb. (104kg)
650 lb.	5.6"	2.65"	1.385"	> 230lb. (104kg)

Damping Adjustment on FOX DHX2

The DHX2 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 run different spring rates.

We recommend 30% sag on the DHX2. Based on your spring rate to achieve proper sag, refer to FOX's tuning chart copied below to set your High Speed Compression damping (HSC), Low Speed Compression damping (LSC), High Speed Rebound damping (HSR), and Low Speed Rebound damping (LSR). The numbers in the chart refers to how many clicks clockwise from the open setting the dials should be set. Fox sets up shocks from the closed position, so that has been provided in parentheses.

The diagram to the right shows the locations of each adjustment knob on the DHX2 shock.

SUGGESTED SETTINGS FOX FLOAT DHX2				
Spring Rate	Baseline LSR (3mm hex)	Baseline HSR (2mm hex)	Baseline LSC (3mm hex)	Baseline HSC (6mm hex)
	Clicks from OPEN* (Clicks from CLOSED)*			
200	2-4 (16-18)	OPEN-1 (7-8)	OPEN-2 (16-18)	OPEN-1 (7-8)
225	3-5 (15-17)	OPEN-1 (7-8)	OPEN-2 (16-18)	OPEN-1 (7-8)
250	4-6 (14-16)	1-2 (6-7)	1-3 (15-17)	OPEN-1 (7-8)
275	5-7 (13-15)	1-2 (6-7)	1-3 (15-17)	OPEN-1 (7-8)
300	6-8 (12-14)	2-3 (5-6)	2-4 (14-16)	1-2 (6-7)
325	7-9 (11-13)	2-3 (5-6)	2-4 (14-16)	1-2 (6-7)
350	8-10 (10-12)	2-3 (5-6)	3-5 (13-15)	1-2 (6-7)
375	9-11 (9-11)	3-4 (4-5)	3-5 (13-15)	1-2 (6-7)
400	10-12 (8-10)	3-4 (4-5)	4-6 (12-14)	2-3 (5-6)
425	11-13 (7-9)	3-4 (4-5)	5-7 (11-13)	2-3 (5-6)
450	11-13 (7-9)	4-5 (3-4)	6-8 (10-12)	2-3 (5-6)
475	12-14 (6-8)	4-5 (3-4)	7-9 (9-11)	3-4 (4-5)
500	12-14 (6-8)	4-5 (3-4)	8-10 (8-10)	3-4 (4-5)
525	13-15 (5-7)	5-6 (2-3)	9-11 (7-9)	3-4 (4-5)
550	14-16 (4-6)	5-6 (2-3)	10-12 (6-8)	3-4 (4-5)
575	15-17 (3-5)	5-6 (2-3)	11-13 (5-7)	4-5 (3-4)
600	16-18 (2-4)	5-6 (2-3)	12-14 (4-6)	4-5 (3-4)
625	16-18 (2-4)	6-7 (1-2)	14-16 (2-4)	4-5 (3-4)
650	17-19 (1-3)	6-7 (1-2)	14-16 (2-4)	4-5 (3-4)
675	17-19 (1-3)	6-7 (1-2)	14-16 (2-4)	5-6 (2-3)
700	17-19 (1-3)	7-8 (0-1)	15-17 (1-3)	5-6 (2-3)
725	18-19 (1-2)	7-8 (0-1)	15-17 (1-3)	5-6 (2-3)



*see page 2

5. FOX Float Air Fork:

Setting Sag on FOX Float Air Fork

Proper sag for the fork is 15 - 20% of the full fork travel. Fork sag is similar to setting your shock sag and based on your rider weight in your neutral riding position. To check your sag follow the same procedures as with shock sag. While on the bike slide the o-ring down to the dust wiper and gently step off the bike. The distance from the o-ring to the dust wiper can be divided by your fork travel to give you your sag percentage.

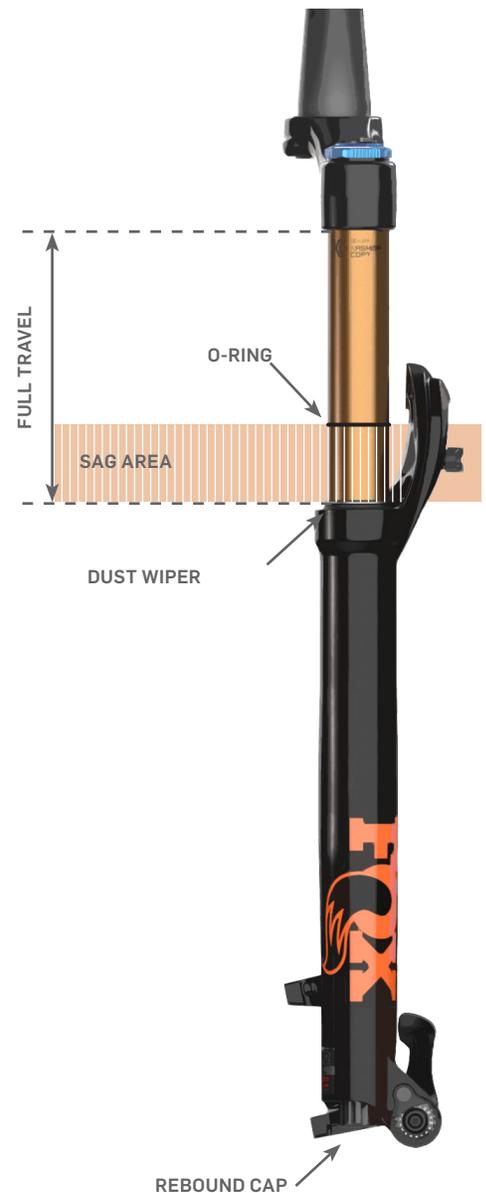
The table below provides Pivot's recommended starting point for fork air pressure to achieve proper sag. Through Pivot's testing, we have found that for many riders, the Fox recommended pressure is higher and limits the ability to achieve full fork travel. You may need to lower the pressure if full travel is not reached. In general, we find that riders are running 2-3 pressure settings below the air pressure recommended for their rider weight by Fox's charts. You can refer to the charts from Fox at www.ridefox.com.

For example, based on the charts from Fox, a 200lb. rider with a Fox Float 36 would want to run 94 psi in their fork. Our recommendation for most riders at this weight is to run between 86-89 psi., compared to the Fox charts, we have shifted our recommendation two or three rows up the chart. This means less air pressure for a softer more balanced ride.

Once you have settled on your air pressure follow the corresponding damping setting for your model fork.

RIDER WEIGHT	32 FLOAT	34 FLOAT	36 FLOAT	38 FLOAT	40/49 FLOAT
120-130 [lbs]	56 [psi] 3.8 [bar]	48 [psi] 3.3 [bar]	58 [psi] 4 [bar]	62 [psi] 4.3 [bar]	46 [psi] 3.1 [bar]
130-140 [lbs]	61 [psi] 4.2 [bar]	53 [psi] 3.7 [bar]	62 [psi] 4.3 [bar]	68 [psi] 4.7 [bar]	48 [psi] 3.3 [bar]
140-150 [lbs]	65 [psi] 4.5 [bar]	58 [psi] 4 [bar]	66 [psi] 4.6 [bar]	72 [psi] 5.0 [bar]	52 [psi] 3.6 [bar]
150-160 [lbs]	70 [psi] 4.8 [bar]	63 [psi] 4.3 [bar]	70 [psi] 4.8 [bar]	76 [psi] 5.2 [bar]	58 [psi] 4.0 [bar]
160-170 [lbs]	74 [psi] 5.1 [bar]	68 [psi] 4.7 [bar]	74 [psi] 5.1 [bar]	80 [psi] 5.5 [bar]	64 [psi] 4.4 [bar]
170-180 [lbs]	80 [psi] 5.5 [bar]	72 [psi] 5.0 [bar]	78 [psi] 5.4 [bar]	84 [psi] 5.8 [bar]	68 [psi] 4.7 [bar]
180-190 [lbs]	85 [psi] 5.9 [bar]	77 [psi] 5.3 [bar]	82 [psi] 5.7 [bar]	89 [psi] 6.1 [bar]	72 [psi] 5.0 [bar]
190-200 [lbs]	90 [psi] 6.2 [bar]	82 [psi] 5.7 [bar]	86 [psi] 5.9 [bar]	93 [psi] 6.4 [bar]	76 [psi] 5.2 [bar]
200-210 [lbs]	96 [psi] 6.6 [bar]	86 [psi] 5.9 [bar]	89 [psi] 6.1 [bar]	97 [psi] 6.7 [bar]	80 [psi] 5.5 [bar]
210-220 [lbs]	101 [psi] 7.0 [bar]	91 [psi] 6.3 [bar]	94 [psi] 6.5 [bar]	102 [psi] 7.0 [bar]	84 [psi] 5.8 [bar]
220-230 [lbs]	106 [psi] 7.3 [bar]	96 [psi] 6.6 [bar]	99 [psi] 6.8 [bar]	106 [psi] 7.3 [bar]	87 [psi] 6.0 [bar]
230-240 [lbs]	111 [psi] 7.7 [bar]	100 [psi] 6.9 [bar]	105 [psi] 7.2 [bar]	110 [psi] 7.6 [bar]	90 [psi] 6.2 [bar]
240-250 [lbs]	117 [psi] 8.1 [bar]	105 [psi] 7.2 [bar]	109 [psi] 7.5 [bar]	114 [psi] 7.9 [bar]	94 [psi] / 6.5 [bar]

**These pressures differ from those mentioned in Fox's manuals*



FIT4 Damping Adjustment on FOX Float Air Fork

Rebound Damping

Rebound setting is dependent on air pressure. For example, higher air pressures require slower rebound setting. This adjustment is a *red* knob found on the bottom of the drive side fork leg. We set rebound from the most open or fastest position. Refer to the table for the suggested rebound setting. The number in the chart refers to how many clicks clockwise from the open setting the rebound should be set. *Fox sets rebound from the closed position, so that has been provided in parentheses.*



FIT4 Damper Rebound Settings		
Fork Air Pressure	32 SC*/34/34SC*	32/36
	*Step Cast models	
	Clicks from OPEN* (Clicks from CLOSED)*	
≤65 psi	2 (12)	Open (14)
63-70 psi	3 (11)	1 (13)
68-74 psi	4 (10)	2 (12)
72-80 psi	4 (10)	3 (11)
77-85 psi	5 (9)	5 (9)
82-90 psi	6 (8)	6 (8)
86-96 psi	6 (8)	7 (7)
91-101 psi	7 (7)	8 (6)
96-106 psi	8 (6)	9 (5)
100-111 psi	10 (4)	10 (4)
105-117 psi	11 (3)	11 (3)
110-122 psi	12 (2)	12 (2)
114-126 psi	13 (1)	13 (1)

Compression Damping

The Fit 4 damper features a *blue* 3 position compression adjustment lever. These settings are open, medium, and firm. The *black* inner dial adjusts the low speed compression damping that affects the firmness of the suspension (compression damping) in the fully open position. 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 120lb. would start with 2 clicks in.



FIT4 Compression Knob & Open Mode Adjust



*see page 2

GRIP Damping Adjustment on FOX Float Air Fork

Rebound Damping

Rebound setting is dependent on air pressure. For example, higher air pressures require slower rebound setting. This adjustment is a *red* knob found on the bottom of the drive side fork leg. We set rebound from the most open or fastest position. Refer to the table for the suggested rebound setting. The number in the chart refers to how many clicks clockwise from the open setting the rebound should be set. *Fox sets rebound from the closed position, so that has been provided in parentheses.*



GRIP Damper Rebound Settings	
Fork Air Pressure	Clicks from OPEN* (Clicks from CLOSED)*
≤72 psi	1 (13)
63-76 psi	2 (12)
72-84 psi	3 (11)
72-84 psi	4 (10)
77-89 psi	5 (9)
82-93 psi	6 (8)
86-97 psi	7 (7)
91-102 psi	8 (6)
96-106 psi	9 (5)
100-111 psi	10 (4)
105-117 psi	11 (3)
110-122 psi	12 (2)
114-126 psi	13 (1)

Compression Damping

We always start with the lever in the full open position. Most riders will not need to make any changes from this position. However, if you do need more compression support, the lever will provide a low speed compression adjustment. Fully closed provides a nearly locked out feel for climbing.



GRIP Compression Knob



*see page 2

GRIP2 Damping Adjustment on FOX Float Air Fork

Rebound Damping

Rebound setting is dependent on air pressure. For example, higher air pressures require slower rebound setting. The Grip2 dampers have both low speed and high speed rebound damping. Both red knobs are located on the bottom of the driveside fork leg under a protective cover. We set rebound from the most open or fastest position. Refer to the table for the suggested rebound setting. The number in the chart refers to how many clicks clockwise from the open setting the rebound should be set. Fox sets rebound from the closed position, so that has been provided in parentheses.



GRIP2 Damper Rebound Settings			
Fork Air Pressure	34/36/38	Fork Air Pressure	40
	LSR / HSR		LSR / HSR
	Clicks from OPEN* (Clicks from CLOSED)*		Clicks from OPEN* (Clicks from CLOSED)*
≤72 psi	6 / 1 (9 / 8)	≤52 psi	6 / Open (10 / 10)
69-76 psi	7 / 1 (8 / 7)	52-58 psi	7 / 1 (9 / 9)
74-80 psi	8 / 2 (7 / 6)	58-64 psi	8 / 2 (8 / 8)
78-84 psi	8 / 2 (7 / 6)	64-68 psi	8 / 2 (8 / 8)
82-89 psi	9 / 3 (6 / 5)	68-72 psi	9 / 3 (7 / 7)
86-93 psi	9 / 3 (6 / 5)	72-76 psi	9 / 3 (7 / 7)
89-97 psi	11 / 4 (5 / 4)	76-80 psi	10 / 4 (6 / 6)
94-102 psi	12 / 5 (4 / 3)	80-84 psi	11 / 5 (5 / 5)
99-106 psi	12 / 5 (4 / 3)	84-87 psi	11 / 5 (5 / 5)
105-110 psi	13 / 6 (3 / 2)	87-90 psi	12 / 6 (4 / 4)
109-114 psi	14 / 7 (2 / 1)	90-94 psi	13 / 7 (3 / 3)
113-119 psi	14 / 7 (2 / 1)	94-97 psi	13 / 7 (3 / 3)
117-123 psi	15 / 8 (1 / 0)	97-101 psi	14 / 7 (2 / 2)

Compression Damping

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 low speed compression damping. We set compression from the open or fastest position, so start by turning the both the blue and black compression dials counter-clockwise all the way out. Turn blue dial clockwise 3 clicks in and turn the black dial 2 clicks in.



*see page 2

