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. Our set up guide may differ slightly from Fox's stock guidelines because our settings are calibrated in the rocky southwest terrain. If you are riding on steeper terrain, or smoother trails, you may require slightly more rebound and compression damping.

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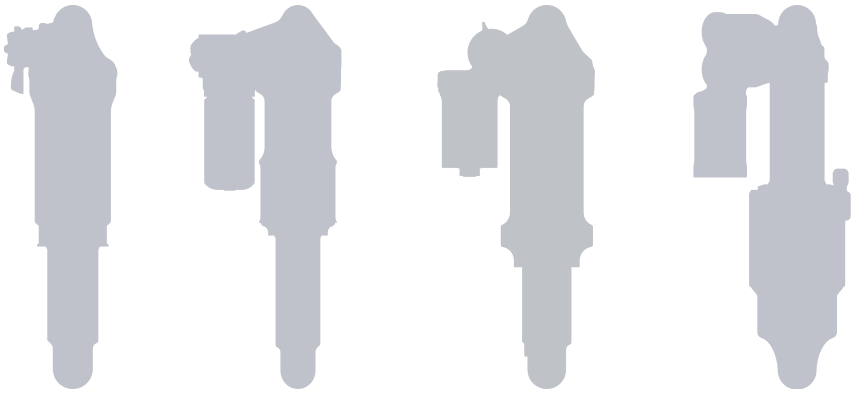
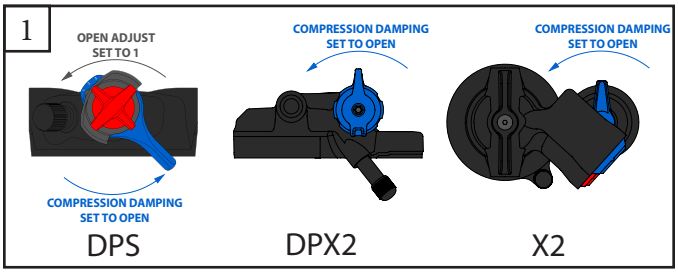


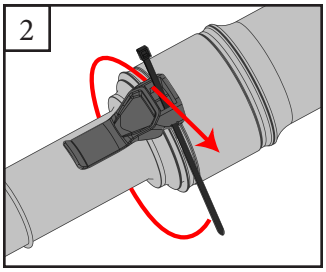
Performance Redefined

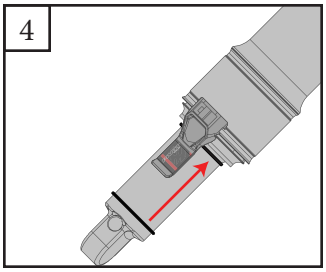
1. *FOX Float DPS* and *Float DPX2*

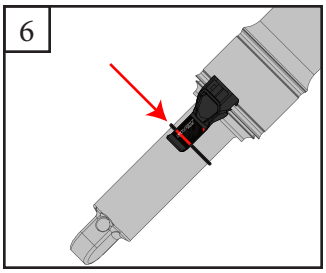
Setting Sag on FOX Float DPS & DPX2

1. Always set sag with the blue compression lever to the open position. (*fig. 1*)
2. If it is not installed already, attach the sag indicator to the bottom of the shock body using the provided zip-tie. (*fig. 2*)
3. 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.
4. With the rider in the saddle and not moving, slide the O-ring up into position against the air can. (*fig. 4*)
5. Once the O-ring is set in place, have the rider slowly step off the bike so as not to move the O-ring.
6. 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. 6*). 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. 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.









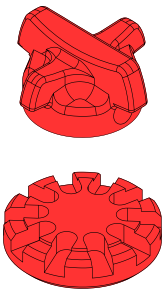
WARNING: Make sure the sag indicator does not contact the frame or linkage through the suspension cycle. Otherwise, the indicator may break while riding.

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: • Mach 5.7 • Mach 5: M-XL • Mach 6 Carbon* • Mach 6 Alloy* • Firebird* • Firebird 29*	Bikes: • Switchblade (V1 & V2) • 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 • Mach 4 Carbon SL	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*

Setting Damping Adjustment on FOX Float DPS

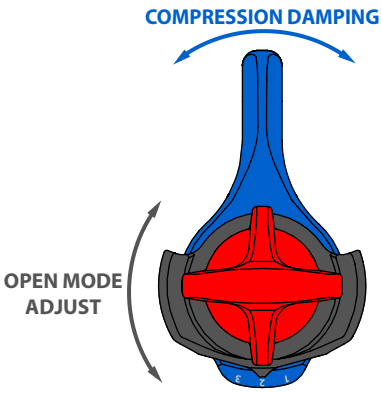


Rebound Damping: Rebound setting is dependent on air pressure. For example, higher air pressures require slower rebound setting. The rebound setting is determined by the air pressure in the shock. We set rebound from the most open or fastest position, so start by turning the *red* rebound dial counterclockwise all the way out. Refer to the table below 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 suspension set up guides always show rebound setting counted from the closed position, so that has been provided in parentheses.

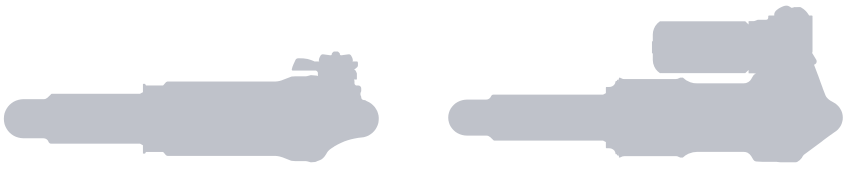
Float DPS Shock	
Air Pressure [psi]	Suggested Rebound Setting
<100	Open
100-120	**3** (11)
120-140	**4** (10)
140-160	**5** (9)
160-180	**6** (8)
180-200	**7** (7)
200-220	**8** (6)
220-240	**9** (5)
240-260	**10** (4)
260-280	**11** (3)
280-300	Closed

Clicks from OPEN (Clicks from CLOSED)

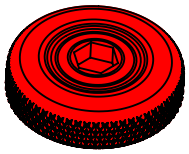
Compression Damping: Because all dw-link® equipped Pivot bikes pedal so efficiently, we use the compression lever as a tuning tool for rider weight and compression support. All bikes can be run with the *blue* lever in full open and perform very well. On Float DPS shocks, this means the lever is turned towards the opposite side of the air valve. Lighter riders under 160lbs 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.



All Factory Series Float DPS 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 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.



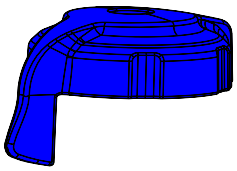
Setting Damping Adjustment on FOX Float DPX2

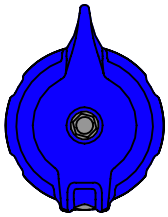


Rebound Damping: Rebound setting is dependent on air pressure. For example, higher air pressures require slower rebound setting. The rebound setting is determined by the air pressure in the shock. We set rebound from the most open or fastest position, so start by turning the *red* rebound dial counterclockwise all the way out. Refer to the table below 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.

Float DPX2 Shock	
Air Pressure [psi]	Suggested Rebound Setting
<120	**3** (11)
120-140	**4** (10)
140-160	**5** (9)
160-180	**6** (8)
180-200	**7** (7)
200-220	**9** (5)
220-240	**10** (4)
240-260	**12** (2)
260-280	**13** (1)
280-300	**CLOSED**

Clicks from OPEN (Clicks from CLOSED)





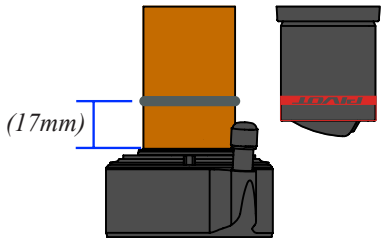
Compression Damping: On Float DPX2 shocks, the compression damping is in the fully open position when the lever is turned up, towards the top tube. Lighter riders under 180lbs will generally run in the full open position most of the time. Riders in the 180lb+ range and more aggressive riders who like 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 160-170lbs., we like to start at 8 clicks in from full open as a good baseline setting. For riders about 190 lbs., we recommend 1-2 clicks out from full closed. Heavier riders and more aggressive riders over 185 lbs. will want to run the lever in the middle setting. The 3mm adjuster only affects the compression adjustment in the open setting. The middle lever setting is about the equivalent of having 3 additional (firmer) compression clicks on the 3mm adjuster.

2. *FOX Float X2 Air*

Setting Sag on FOX Float X2

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. The Phoenix 29 shock does not use the sag indictor sticker. Instead, sag should be set by lining up the the o-ring with bottom of the reservoir.



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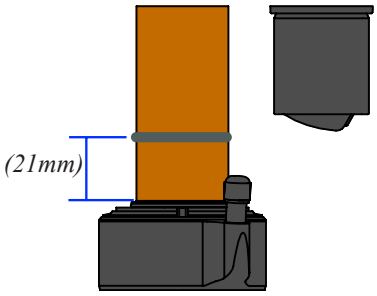

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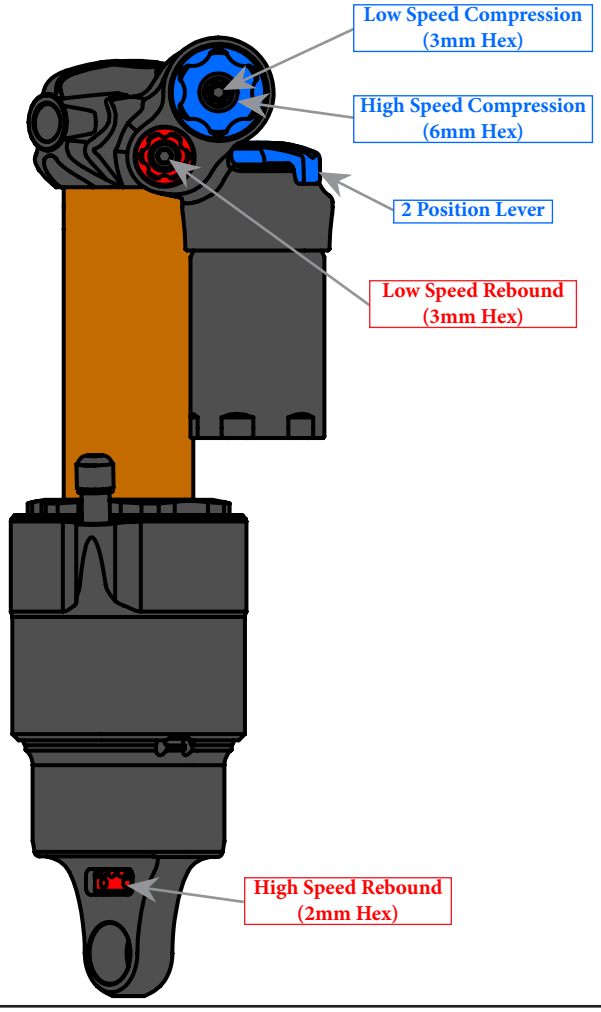
Damping Adjustment on FOX Float X2

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 copied 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 MY2021 X2 shock.



Rebound & Compression Damping Settings Table for FOX Float X2

Suggested Settings MY2021 FOX FLOAT X2				
Air Spring Pressure	Baseline LSR (3mm hex)	Baseline HSR (2mm hex)	Baseline LSC (3mm hex)	Baseline HSC (6mm hex)
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)

Clicks from OPEN (Clicks from CLOSED)

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 200psi 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 200psi 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*

3. FOX Float Air Fork:

Setting Sag on FOX Float Air Fork

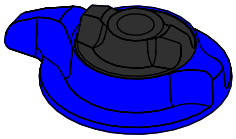
Proper sag for the fork is 15 - 20% of the full fork travel. The table below provides FOX's recommended starting point for fork air pressure to achieve proper sag. However, through Pivot's testing, we have found that for some riders, the recommended is too high and limits the ability to achieve full fork travel. You may need to lower the pressure if full travel is not reached. In general, we find that riders are running 1-2 pressure settings below the air pressure recommended for their rider weight.

RIDER WEIGHT	32 FLOAT Pressure	34 FLOAT Pressure	36 FLOAT Pressure	38 FLOAT Pressure	40/49 FLOAT Pressure
120-130 [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]*
130-140 [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]*
140-150 [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]*
150-160 [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]*
160-170 [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]*
170-180 [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]*
180-190 [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]*
190-200 [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]*
200-210 [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]*
210-220 [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]*
220-230 [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]*
230-240 [lbs]	122 [psi] / *8.4 [bar]*	110 [psi] / *7.6 [bar]*	113 [psi] / *7.8 [bar]*	119 [psi] / *8.2 [bar]*	97 [psi] / *6.7 [bar]*
240-250 [lbs]	126 [psi] / *8.7 [bar]*	114 [psi] / *7.9 [bar]*	117 [psi] / *8.1 [bar]*	123 [psi] / *8.5 [bar]*	101 [psi] / *7.0 [bar]*

Setting FIT4 Damping Adjustment on FOX Float Air Fork

Rebound Damping: 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.

Compression Damping: 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.



FIT4 Compression Knob

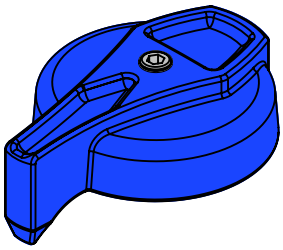
FIT4 DAMPER REBOUND SETTINGS		
RIDER WEIGHT	**32-AX & 32-SC**	**32/34/36/38**
120-130 [lbs]	**2** (12)	**Open** (14)
130-140 [lbs]	**3** (11)	**1** (13)
140-150 [lbs]	**4** (10)	**2** (12)
150-160 [lbs]	**4** (10)	**3** (11)
160-170 [lbs]	**5** (9)	**5** (9)
170-180 [lbs]	**6** (8)	**6** (8)
180-190 [lbs]	**6** (8)	**7** (7)
190-200 [lbs]	**7** (7)	**8** (6)
200-210 [lbs]	**8** (6)	**9** (5)
210-220 [lbs]	**10** (4)	**10** (4)
220-230 [lbs]	**11** (3)	**11** (3)
230-240 [lbs]	**12** (2)	**12** (2)
240-250 [lbs]	**13** (1)	**13** (1)

Clicks from OPEN (Clicks from CLOSED)

Setting GRIP Damping Adjustment on FOX Float Air Fork

Rebound Damping: 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.

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 until the lever is turned halfway. The second half of the lever adjustment affects the high speed compression circuit. Of course, fully closed provides a nearly locked out feel for climbing.



GRIP Compression Knob

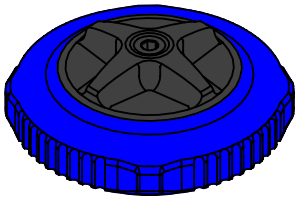
GRIP DAMPER REBOUND SETTINGS	
RIDER WEIGHT	Suggested Setting
120-130 [lbs]	**2** (21)
130-140 [lbs]	**3** (20)
140-150 [lbs]	**4** (19)
150-160 [lbs]	**5** (18)
160-170 [lbs]	**6** (17)
170-180 [lbs]	**7** (16)
180-190 [lbs]	**8** (15)
190-200 [lbs]	**9** (14)
200-210 [lbs]	**10** (13)
210-220 [lbs]	**11** (12)
220-230 [lbs]	**12** (11)
230-240 [lbs]	**13** (10)
240-250 [lbs]	**14** (9)

Clicks from OPEN (Clicks from CLOSED)

Setting GRIP2 Damping Adjustment on FOX Float Air Fork

Rebound Damping: The Grip2 dampers have both lowspeed and high speed rebound damping. Both knobs are located on the bottom of the driveside 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.

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 2 clicks in and turn the *black* dial 5 clicks in.



GRIP2 Compression Knob

GRIP2 DAMPER REBOUND SETTINGS		
RIDER WEIGHT	34/36/38 *LSR / HSR*	40/49 *LSR / HSR*
120-130 [lbs]	**3 / Open** (12 / 10)	**5 / Open** (10 / 10)
130-140 [lbs]	**4 / Open** (11 / 10)	**6 / 1** (9 / 9)
140-150 [lbs]	**5 / 1** (10 / 9)	**7 / 2** (8 / 8)
150-160 [lbs]	**6 / 2** (9 / 8)	**7 / 2** (8 / 8)
160-170 [lbs]	**7 / 3** (8 / 7)	**8 / 3** (7 / 7)
170-180 [lbs]	**8 / 4** (7 / 6)	**8 / 3** (7 / 7)
180-190 [lbs]	**8 / 4** (7 / 6)	**9 / 4** (6 / 6)
190-200 [lbs]	**9 / 5** (6 / 5)	**10 / 5** (5 / 5)
200-210 [lbs]	**9 / 5** (6 / 5)	**10 / 5** (5 / 5)
210-220 [lbs]	**10 / 6** (5 / 4)	**11 / 6** (4 / 4)
220-230 [lbs]	**11 / 7** (4 / 3)	**12 / 7** (3 / 3)
230-240 [lbs]	**11 / 7** (4 / 3)	**12 / 7** (3 / 3)
240-250 [lbs]	**12 / 8** (3 / 2)	**13 / 8** (2 / 2)

Clicks from OPEN (Clicks from CLOSED)