PIVOT CYCLES

SUSPENSION SETUP GUIDE

2026

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.

TABLE OF CONTENTS

1. General Information on Suspension Setup

Assistance, Terms, Tools and Pivot Details

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

Scan to visit the Pivot Pro Garage with step by step videos for sag setup and other bike setup.

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. Proper sag is critical to provide the best riding experience.

Equalize: When making changes to the air pressure in a shock or fork you will want to slowly cycle it though 25% of its travel 10 times. This will equalize the positive and negative air chambers for proper sag air pressures and performance.

Adjusters: Most shocks and forks have knobs, dials, or levers that allow for adjustments of the settings. Many are tool-free and adjustable by hand, others require a wrench to make changes.

Click: Adjusters 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 the speed your fork or shock return after being compressed. Rebound adjusters on almost all suspension products are red. The fully open position (fastest return) can be reached by turning counter-clockwise or to "–". Adjust to the fully closed position (slowest return) by turning clockwise or to "+". 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 adjusters are usually blue or black. The fully open position can be reached by turning counter-clockwise or to "–". Adjust to the fully closed position by turning clockwise or to "+"or "FIRM".

Low-Speed: Low speed damping works for loads that result in low shaft speeds at compression or extension. Changes to low speed adjusters are useful to control performance during rider weight shifts, G-outs, pedaling and other slow inputs.

High-Speed: High speed damping works for loads that result in high shaft speeds at compression or extension. Changes to high speed adjusters are useful to control performance during bigger hits, landings, and 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 forks have tool free adjusters, while some shocks require allen wrenches to make damper adjustments. 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 and RockShox 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. You can use the last page of this guide to record your settings and make notes to dial in your perfect 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 adjusters to the fully open position. Pivot counts the clicks from the fully open position, because that way, you won't need to turn all adjusters 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 and RockShox suspension set up guides always count clicks from closed. We reference clicks from open and closed in our setup charts in this guide.

Refer to www.rideFOX.com or www.sram.com for details on your bike's suspension product.

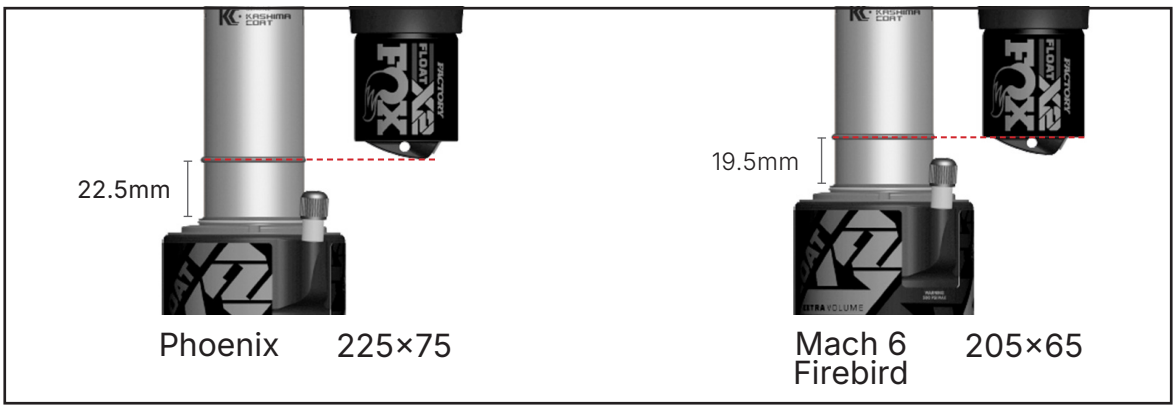
Sag Indicators & Sag Measurements

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.

Bike Model Sag Measurements and Sag Indicators			
• Firebird (All Versions)[1] • Firebird 29[1] • Firebird 27.5[1] • Mach 5.7 • Mach 5: M-XL • Mach 6 (All Versions)[1] • Mach 6 Alloy[1] • Shuttle LT[1]	• Mach 5.5 • Mach 5.7 Carbon • Mach 4: S-XL (≤2010) • Mach 5: XS-S • Mach 429 Alloy • Switchblade (All Versions) • Shuttle AM • Shuttle AM Gen 2 [2] • Shuttle SL • Shuttle SL׳AM • Shadowcat • Trailcat LT	• Mach 4: XXS-XS • Mach 4 SL (V1-V2) • Mach 4 SL V3 190×40	• Mach 4: S-XL (2011≤) • Mach 429 Carbon • Mach 429 SL • Mach 429 Trail • Mach 4 SL V3 190×45[3] • Trail429 (All Versions) • Trailcat SL
30% Sag: 18.8mm (0.74")	30% Sag: 16.5mm (0.65")	30% Sag: 12.4mm (0.49")	30% Sag: 14.0mm (0.55")
Indicator A 	Indicator B 	Indicator C 	Indicator D 
1. 30% Sag Measurement: 19.5mm (0.76"); set between the red line and the end of the indicator. 2. 33% Sag Measurement: 18mm (0.71"); set between the red line and the end of the indicator. 3. 30% recommended sag set to the blue line 13.5mm (0.53").			

Setting Sag on Pre-2026 FOX Float X2

FOX Float X2s before 2026 do not have sag indicators. However you can use the reservior can as a guide. On the Phoenix, sag is correct when the o-ring is lined up with the end of the reservoir. The Firebird and Mach 6 are at proper sag the o-ring will be lined up with bottom of the can of the reservoir. Both of these are represented in the diagram below.



Setting Sag on RockShox Rear Shocks

RockShox rear shocks have a sag percentage gradients on the shaft of the shock for an easy reference. There are not sag indicators for RockShox Suspension products because of this. 30% sag is our recommended percentage for most models and the point that each bikes design is optimized around. Refer to the sag measurements listed above for each model to get the exact sag measurement.

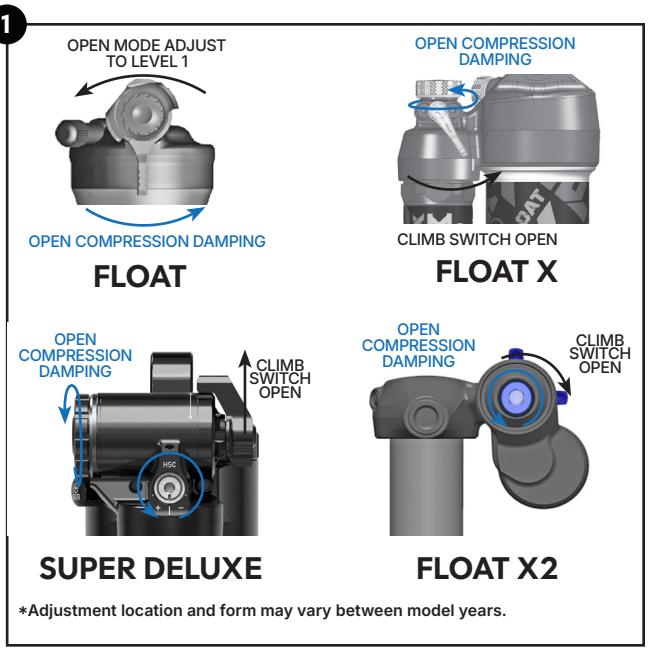
2. Setting Sag on Air Shocks

1. Always set sag with the climb switch 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. Do this by rotating them fully counter-clockwise. (fig. 1)
3. FOX products have our sag indicator installed to quickly measure sag. RockShox products have sag percentage gradients on the shock shaft for easy reference. (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 you 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, slowly step off the bike so 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 on FOX Shocks, or on RockShox, line up the o-ring with the proper sag percentage for your bike.

When adjusting air pressure in the shock, cycle the shock several times at least 25% into its travel before re-checking sag, so the 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 to compress the shock past the sag point.

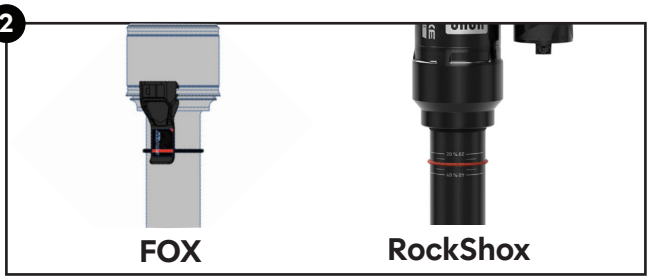
*Do not exceed the maximum air pressure indicated on your shock.

1



*Adjustment location and form may vary between model years.

2



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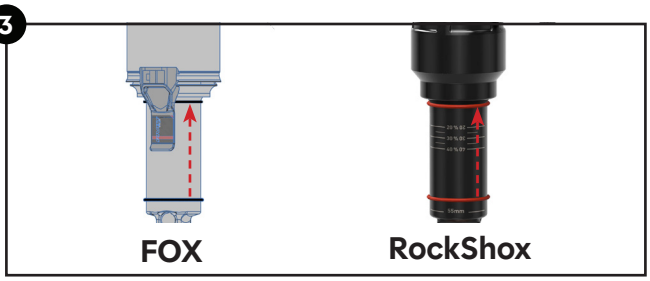

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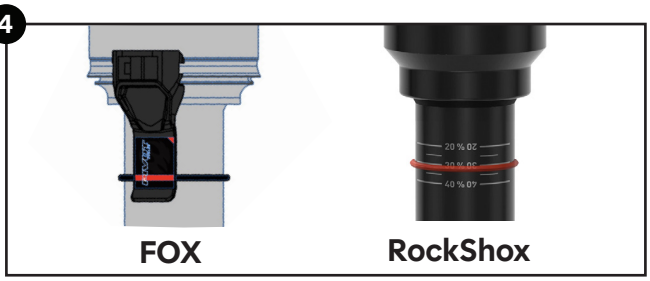


Damping Adjustments on the FOX Float & Float SL

Rebound Damping

- Setting rebound is dependent on air pressure. For example, higher air pressures require a slower rebound setting.
- We set rebound from the most open or fastest position, so start by turning the red rebound adjuster counter-clockwise all the way open.
- 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 **bold** numbers in the chart refer to how many clicks clockwise from the open setting. FOX suspension set up guides always show rebound settings counted from the closed position, so the table includes this as well in parentheses.

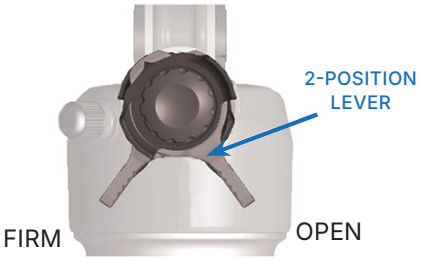
Rotate counter-clockwise for faster return after compression

Rotate clockwise for slower return after compression

Suggested Rebound Settings Float & Float SL	
Shock Air Pressure	**Clicks from OPEN** (Clicks from CLOSED)
<120 psi <8.3bar	**OPEN**
120-140 psi 8.3-9.7 bar	**3** (11)
140-160 psi 9.7-11 bar	**4** (10)
160-180 psi 11-12.4 bar	**5** (9)
180-200 psi 12.4-13.8 bar	**6** (8)
200-220 psi 13.8-15.2 bar	**7** (7)
220-240 psi 15.2-16.5 bar	**8** (6)
240-260 psi 16.5-17.9 bar	**9** (5)
260-280 psi 17.9-19.3 bar	**10** (4)
280-300 psi 19.3-20.7 bar	**11** (3)

Compression Damping

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.

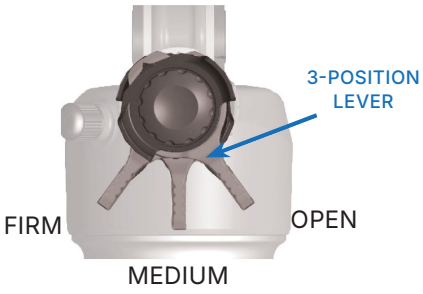


2-Position Lever

On Float shocks there is a two-position lever to select between open and firm. We recommend the open position for almost all riding situations. 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.

3-Position Lever

The Float SL shocks features a three-position lever offering open, medium, and firm settings. Lighter riders under 160 lb. 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 and Float SL shocks feature three additional options that affect the open setting via the black adjuster. 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.

Damping Adjustment on FOX Float X

Rebound Damping

- Setting rebound is dependent on air pressure. For example, higher air pressures require a slower rebound setting.
- We set rebound from the most open or fastest position, so start by turning the red rebound adjuster counter-clockwise all the way open.
- 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 **bold** numbers in the chart refer to how many clicks clockwise from the open setting. FOX suspension set up guides always show rebound settings counted from the closed position, so the table includes this as well in parentheses.

Rotate counter-clockwise for faster return after compression

Rotate clockwise for slower return after compression

Suggested Rebound Settings Float X	
Shock Air Pressure	**Clicks from OPEN** (Clicks from CLOSED)
<120 psi <8.3bar	**3** (9)
120-140 psi 8.3-9.7 bar	**4** (8)
140-160 psi 9.7-11 bar	**5** (7)
160-180 psi 11-12.4 bar	**6** (6)
180-200 psi 12.4-13.8 bar	**7** (5)
200-220 psi 13.8-15.2 bar	**8** (4)
220-240 psi 15.2-16.5 bar	**9** (3)
240-260 psi 16.5-17.9 bar	**10** (2)
260-280 psi 17.9-19.3 bar	**11** (1)
280-300 psi 19.3-20.7 bar	**CLOSED**

Compression Damping

2-Position Lever

- Some Float X shocks feature a two position lever that 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 Adjuster

- 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 knob 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. Refer to the table on the right for suggested starting settings.

Suggested Compression Settings Float X	
Rider Weight	**Clicks from OPEN** (Clicks from CLOSED)
<120 [lbs] <54 [kg]	**OPEN**
140-150 [lbs] 63-68 [kg]	**1** (9)
150-160 [lbs] 68-72 [kg]	**2** (8)
160-170 [lbs] 72-77 [kg]	**3** (7)
170-180 [lbs] 77-81 [kg]	**4** (6)
180-190 [lbs] 81-86 [kg]	**5** (5)
190-200 [lbs] 86-90 [kg]	**6** (4)
200-210 [lbs] 90-95 [kg]	**7** (3)
210-220 [lbs] 95-100 [kg]	**8** (2)
220-230 [lbs] 100-104 [kg]	**9** (1)
>230 [lbs] >104 [kg]	**CLOSED**

Rotate counter-clockwise to open compression (lighter)

Rotate clockwise to close or increase compression (firmer)

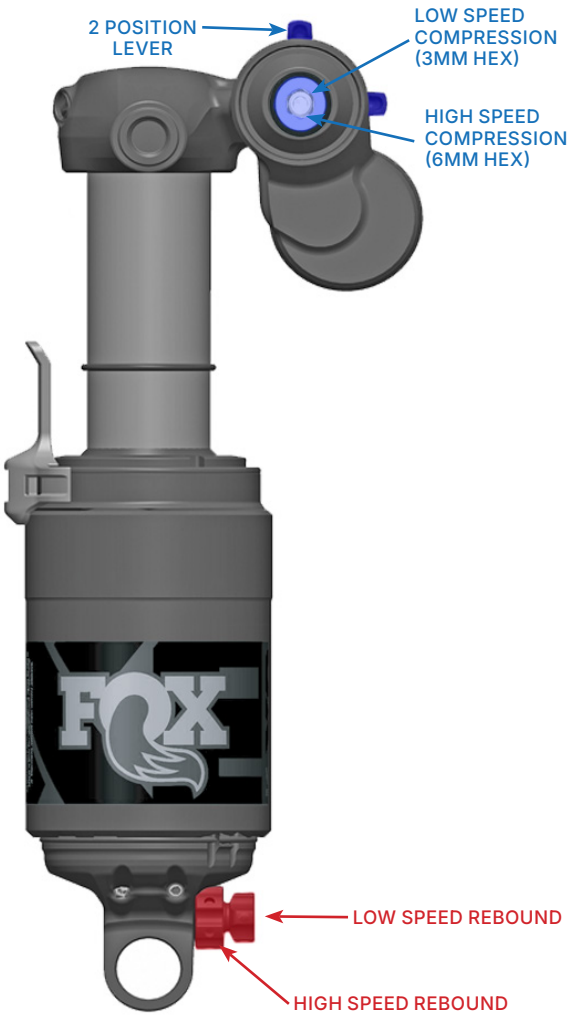
Damping Adjustments on the FOX Float X2

- 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 adjusters, 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. Based on this sag setting you can record your air pressure and use the 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 adjusters should be set. FOX sets up shocks from the closed position, so that has been provided in parentheses.
- The diagrams below show the locations of each adjustment knob on the different versions of the X2 shocks.

2-Position Lever

- Some X2 shocks feature a two position lever that 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.

2026 & Newer



2025 & Prior

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 210 psi in a 2026 or newer X2, the range for LSR is listed as 8-10 clicks in from open; We recommend starting at 10. For HSR the range is 4-5 clicks in from open; We recommend starting at 5. On the compression side for LSC, at 210 psi in the shock, the range is 6-7 clicks in from open; We recommend starting at 6 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 **bold** numbers in the chart refer 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.

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

Rebound & Compression Damping Settings Tables for FOX Float X2

SUGGESTED SETTINGS 2026 & NEWER FOX FLOAT X2

Air Spring Pressure [psi/bar]	Baseline LSR	Baseline HSR	Baseline LSC (3mm)	Baseline HSC (6mm)
	Clicks from OPEN (Clicks from CLOSED)			
<100 psi <6.9 bar	OPEN-2 (14-16)	OPEN-1 (7-8)	OPEN-2 (14-16)	OPEN-1 (7-8)
100-120 psi 6.9-8.3 bar	1-3 (13-15)	1-2 (6-7)	3-5 (11-13)	OPEN-1 (7-8)
120-140 psi 8.3-9.7 bar	2-4 (12-14)	2-3 (5-6)	3-5 (11-13)	1-2 (6-7)
140-160 psi 9.7-11 bar	3-5 (11-13)	2-3 (5-6)	6-7 (9-10)	1-2 (6-7)
160-180 psi 11-12.4 bar	5-7 (9-11)	3-4 (4-5)	6-7 (9-10)	2-3 (5-6)
180-200 psi 12.4-13.8 bar	7-9 (7-9)	3-4 (4-5)	6-7 (9-10)	2-3 (5-6)
200-220 psi 13.8-15.2 bar	8-10 (6-8)	4-5 (3-4)	6-7 (9-10)	3-4 (4-5)
220-240 psi 15.2-16.5 bar	9-11 (5-7)	4-5 (3-4)	6-7 (9-10)	3-4 (4-5)
240-260 psi 16.5-17.9 bar	10-12 (4-6)	4-5 (3-4)	8-9 (7-8)	5-6 (4-5)
260-280 psi 17.9-19.3 bar	11-13 (3-5)	5-6 (2-3)	8-9 (7-8)	5-6 (2-3)
280-300 psi 19.3-20.7 bar	12-14 (2-4)	5-6 (2-3)	8-9 (7-8)	5-6 (2-3)
300-320 psi 20.7- 22.1 bar	13-15 (1-3)	6-7 (1-2)	8-9 (7-8)	5-6 (2-3)

SUGGESTED SETTINGS 2025 & PRIOR FOX FLOAT X2

Air Spring Pressure [psi/bar]	Baseline LSR (3mm)	Baseline HSR (2mm)	Baseline LSC (3mm)	Baseline HSC (6mm)
	Clicks from OPEN (Clicks from CLOSED)			
<100 psi <6.9 bar	OPEN-2 (14-16)	OPEN-1 (7-8)	OPEN (16)	OPEN-1 (7-8)
100-120 psi 6.9-8.3 bar	OPEN-3 (13-16)	OPEN-2 (6-8)	OPEN-1 (15-16)	OPEN-1 (7-8)
120-140 psi 8.3-9.7 bar	1-5 (11-15)	1-3 (5-7)	OPEN-1 (15-16)	OPEN-1 (7-8)
140-160 psi 9.7-11 bar	3-5 (11-13)	2-3 (5-6)	OPEN-1 (16)	OPEN-1 (7-8)
160-180 psi 11-12.4 bar	4-7 (9-12)	3-4 (4-5)	OPEN-2 (14-16)	OPEN-2 (6-8)
180-200 psi 12.4-13.8 bar	5-8 (8-11)	3-5 (3-5)	1-2 (14-15)	1-2 (6-7)
200-220 psi 13.8-15.2 bar	6-9 (7-10)	4-5 (3-4)	1-2 (14-15)	1-2 (6-7)
220-240 psi 15.2-16.5 bar	7-10 (6-9)	4-6 (2-4)	1-3 (13-15)	1-3 (5-7)
240-260 psi 16.5-17.9 bar	8-12 (4-8)	5-7 (1-3)	2-3 (13-14)	2-3 (5-6)
260-280 psi 17.9-19.3 bar	10-14 (2-6)	6-7 (1-2)	2-4 (12-14)	2-4 (4-6)
280-300 psi 19.3-20.7 bar	12-16 (0-4)	6-8 (0-2)	3-5 (11-13)	3-5 (3-5)
300-320 psi 20.7- 22.1 bar	14-16 (0-2)	7-8 (0-1)	4-5 (11-12)	4-5 (3-4)

Setting Damping Adjustment on RockShox SIDLuxe

Rebound Damping on the RockShox SIDLuxe

- Setting rebound is dependent on air pressure. For example, higher air pressures require a slower rebound setting.
- We set rebound from the most open or fastest position, so start by turning the red rebound adjuster counter-clockwise all the way open.
- Refer to the table below for the suggested rebound setting. The number in the chart refers to how many clicks in (clockwise) from the open setting the rebound should be set. Clicks from the closed position, are provided in the table in parentheses.

Rotate counter-clockwise for faster return after compression

Rotate clockwise for slower return after compression

Suggested Rebound Settings	
Shock Air Pressure	**Clicks from OPEN** (Clicks from CLOSED)
<120 psi <8.3bar	**0-1** (9-10)
120-140 psi 8.3-9.7 bar	**1-2** (8-9)
140-160 psi 9.7-11 bar	**2-3** (7-8)
160-180 psi 11-12.4 bar	**3-4** (6-7)
180-200 psi 12.4-13.8 bar	**4-5** (5-6)
200-220 psi 13.8-15.2 bar	**5-6** (4-5)
220-240 psi 15.2-16.5 bar	**6-7** (4-3)
240-260 psi 16.5-17.9 bar	**7-8** (3-2)
260-280 psi 17.9-19.3 bar	**8-9** (2-1)
280-300 psi 19.3-20.7 bar	**9-10** (0-1)

Compression Damping on the RockShox SIDLuxe

- The RockShox Flight Attendant system manages data from all the connected system components to automatically adjust your suspension between Open, Pedal, and Lock.
- With its Active Ride Dynamics the system learns and adapts to your riding to best suit where and how you ride.
- For best performance follow the RockShox Flight Attendant pairing and calibration process. Scan the QR Code below for the setup needed for your system.

Flight Attendant
Welcome Guide

Setting Damping Adjustment on RockShox Super Deluxe

Rebound Damping on the RockShox Super Deluxe

- Setting rebound is dependent on air pressure. For example, higher air pressures require a slower rebound setting.
- We set rebound from the most open or fastest position, so start by turning the red rebound adjuster counter-clockwise all the way open.
- Refer to the table on the right for the suggested rebound setting. The number in the chart refers to how many clicks in (clockwise) from the open setting the rebound should be set. Clicks from the closed position, are provided in the table in parentheses.

*Rebound adjuster shape and location may vary between shock models.

Rotate counter-clockwise for faster return after compression

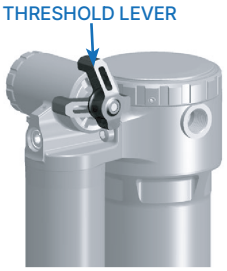
Rotate clockwise for slower return after compression

Suggested Rebound Settings	
Shock Air Pressure	**Clicks from OPEN** (Clicks from CLOSED)
<120 psi <8.3bar	**2-5** (9-12)
120-140 psi 8.3-9.7 bar	**4-6** (8-10)
140-160 psi 9.7-11 bar	**5-7** (7-9)
160-180 psi 11-12.4 bar	**6-8** (6-8)
180-200 psi 12.4-13.8 bar	**7-9** (5-7)
200-220 psi 13.8-15.2 bar	**8-10** (4-6)
220-240 psi 15.2-16.5 bar	**9-11** (3-4)
240-260 psi 16.5-17.9 bar	**10-12** (2-4)
260-280 psi 17.9-19.3 bar	**11-13** (1-3)
280-300 psi 19.3-20.7 bar	**13-14** (1-2)

Compression Damping on the RockShox Super Deluxe

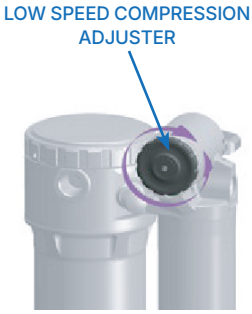
Threshold Lever

- Some Super Deluxe shocks feature a two position lever that 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.



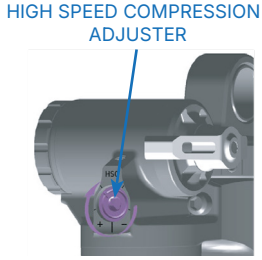
Low Speed Compression Adjuster

- Some Super Deluxe shocks features a low speed compression adjustment knob, which can be used to fine tune the low-speed compression damping for low speed scenarios like rider weight shifts, cornering, or gradual bump impacts.
- This knob offers 5 clicks of adjustment. Turning the knob clockwise will increase low speed compression damping, making the feel firmer. Turning the knob counter-clockwise will decrease low speed compression damping, making for a softer.
- We recommend starting with this set in the middle. If you are a lighter rider or prefer a little softer feeling than the middle offers rotate it counter-clockwise. If you prefer a firmer feel rotate it clockwise.



High Speed Compression Adjuster

- Some Super Deluxe shocks features a high speed compression adjustment knob, which can be used to fine tune the high-speed compression damping for high speed scenarios like square edge bumps.
- This knob offers 5 clicks of adjustment. Turning the knob clockwise will increase high speed compression damping. Turning the knob counter-clockwise will decrease high speed compression damping.
- We recommend starting with this in the middle. If you are a very aggressive rider then rotating the adjustment clockwise will provide more high speed compression damping.



Setting Damping Adjustment on RockShox VIVID Air

Rebound Damping on the RockShox VIVID Air

- Setting rebound is dependent on air pressure. For example, higher air pressures require a slower rebound setting.
- We set rebound from the most open or fastest position, so start by turning the red rebound adjuster counter-clockwise all the way open.
- Refer to the table on the right for the suggested rebound setting. The number in the chart refers to how many clicks in (clockwise) from the open setting the rebound should be set. Clicks from the closed position, are provided in the table in parentheses.

Rotate counter-clockwise for faster return after compression

Rotate clockwise for slower return after compression

Suggested Rebound Settings	
Shock Air Pressure	Clicks from OPEN (Clicks from CLOSED)
<120 psi <8.3bar	Open-4 (16-20)
120-140 psi 8.3-9.7 bar	4-5 (15-16)
140-160 psi 9.7-11 bar	5-7 (13-15)
160-180 psi 11-12.4 bar	7-8 (12-13)
180-200 psi 12.4-13.8 bar	8-10 (10-12)
200-220 psi 13.8-15.2 bar	10-11 (9-10)
220-240 psi 15.2-16.5 bar	11-13 (7-9)
240-260 psi 16.5-17.9 bar	13-14 (6-7)
260-280 psi 17.9-19.3 bar	14-16 (4-6)
280-300 psi 19.3-20.7 bar	16-17 (3-4)

Compression Damping on the RockShox VIVID Air

Low Speed Compression Adjuster

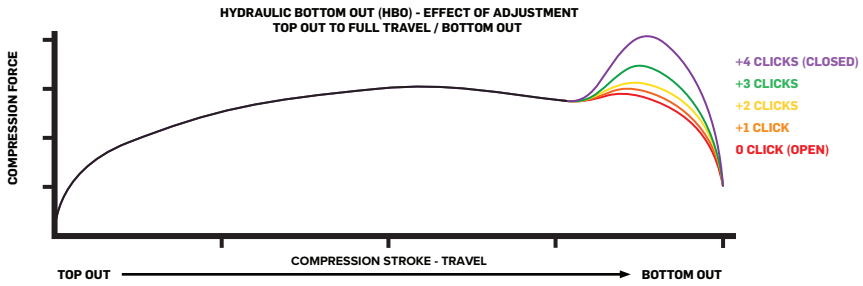
- Some VIVID shocks features a low speed compression adjustment knob, which can be used to fine tune the low-speed compression damping for low speed scenarios like rider weight shifts, cornering, or gradual bump impacts.
- This knob offers 5 clicks of adjustment. Turning the knob clockwise will increase low speed compression damping, making the feel firmer. Turning the knob counter-clockwise will decrease low speed compression damping, making for a softer.
- We recommend starting with this set in the middle. If you are a lighter rider or prefer a little softer feeling than the middle offers rotate it counter-clockwise. If you prefer a firmer feel rotate it clockwise.

High Speed Compression Adjuster

- Some VIVID shocks features a high speed compression adjustment knob, which can be used to fine tune the high-speed compression damping for high speed scenarios like square edge bumps.
- This knob offers 5 clicks of adjustment. Turning the knob clockwise will increase high speed compression damping. Turning the knob counter-clockwise will decrease high speed compression damping.
- We recommend starting with this in the middle. If you are a very aggressive rider then rotating the adjustment clockwise will provide more high speed compression damping.

Hydraulic Bottom Out Adjustment

- The VIVID Air features an adjustable hydraulic bottom out.
- Increased hydraulic resistance (adjust HBO toward +) adds a hydraulic cushion that reduces harshness at bottom out which can be beneficial on larger drops and jumps.
- Refer to the chart below for the effect of increasing the hydraulic bottom out.



Setting Sag on 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 Firebird, Mach 6 or Shuttle LT this distance is 205mm. The correct amount of sag for these models is 19-20mm. 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 186-185mm.

For the Phoenix, the eye to eye is 225mm. Proper sag at 30% is 22.5mm. When you are seated on your Phoenix with all your weight after completing the steps for sag setup the distance from shock bolt to shock bolt should measure 202.5mm.

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 you will need to change out the spring for a lower spring rate.
8. If the sag measurement is more than the recommended sag 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 for your shock to complete your suspension setup.

*Refer to your shock manual for procedures to install and remove springs.

FIREBIRD & MACH 6
Listed below are the recommended spring rates based on rider weight as well as coil length and spring stroke specifications for 205×65 FOX and Marzocchi coil-over shocks used on the Firebird, Mach 6 and Shuttle LT. Some riders may need a lighter or heaver spring to achieve the recommended 30% sag. NOTE: Spring length and spring travel may change for different spring rates. Consult the FOX Spring Information page on their website to confirm the correct size and part number.

SPRING RATE	TOTAL LENGTH	SPRING TRAVEL	I.D.	RIDER WEIGHT
350 lb.	5.24"	2.9"	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)

PHOENIX COIL AND PROGRESSIVITY FLIP CHIP

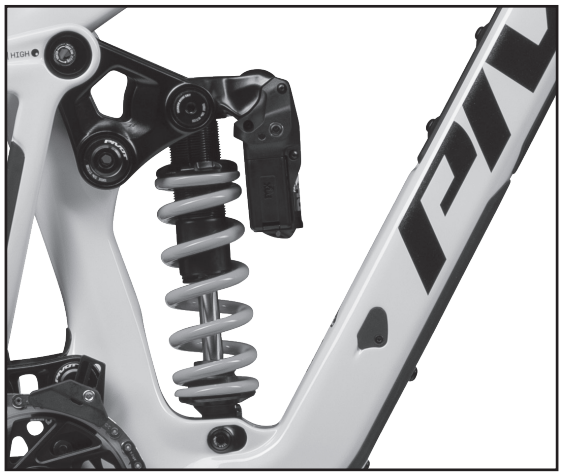
PHOENIX
Listed below are the recommended spring rates based on rider weight as well as coil length and spring stroke specifications for 225×75 FOX and Marzocchi coil-over shocks used on the Phoenix. Some riders may need a lighter or heaver spring to achieve the recommended 30% sag.NOTE: Spring length and spring travel may change for different spring rates. Consult the FOX Spring Information page on their website to confirm the correct size and part number.

SPRING RATE	TOTAL LENGTH	SPRING TRAVEL	I.D.	RIDER WEIGHT
350 lb.	6.69"	3.25"	1.385"	< 130lb.(59kg)
400 lb.	6.63"	3.25"	1.385"	130lb.(59kg) – 150lb.(68kg)
450 lb.	6.76"	3.25"	1.385"	150lb.(68kg) – 170lb.(77kg)
500 lb.	6.91"	3.25"	1.385"	170lb.(77kg) – 190lb.(86kg)
550 lb.	6.93"	3.25"	1.385"	190lb.(86kg) – 210lb. (95kg)
600 lb.	7.11"	3.25"	1.385"	210lb. (95kg) – 230lb. (104kg)
650 lb.	6.81"	3.25"	1.385"	> 230lb. (104kg)

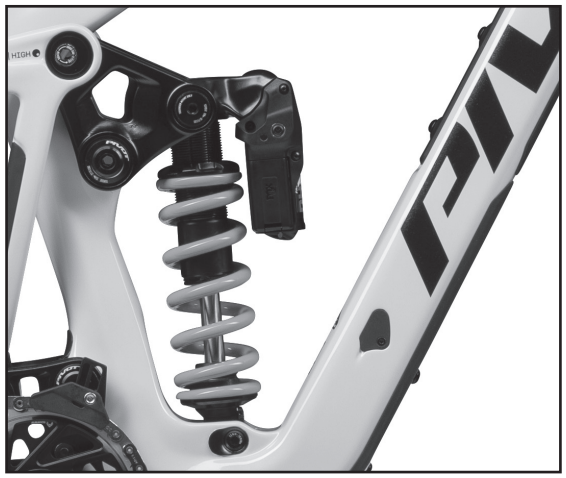
Progressivity Flip Chip

Some Pivot models have a progressivity flip chip at the lower shock mount. This allows you to fine tune the spring curve of the bike for your riding preferences. The progressivity chip has two positions. To change the setting loosen the lower shock bolt until you can remove the flip chip on the non-drive side. Then back out the drive side flip chip too. Rotate both chips 180 degrees and reinsert into the frame. Torque the shock bolt to 13Nm. A step-by-step guide of this process can be found on our website for models with this feature.

The progressive setting is recommended for use with coil shocks. The more progessive setting is with the lower shock bolt in the rear position. This setting provides more ramp up and support at the end of the travel. If you prefer a more consistent feel all the way through the travel and a more supple ride, then you may prefer the linear position. The more linear setting is with the chip flipped so the shock bolt is in the forward position.



Progressive



Linear

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 the tuning chart 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 **bold** numbers in the chart refer 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 of the table shows the locations of each adjustment knob on the DHX2 shock.

For further detail, FOX provides a complete tuning guide for the DHX2 on their website at www.rideFOX.com

Rebound & Compression Damping Settings Table for the DHX2

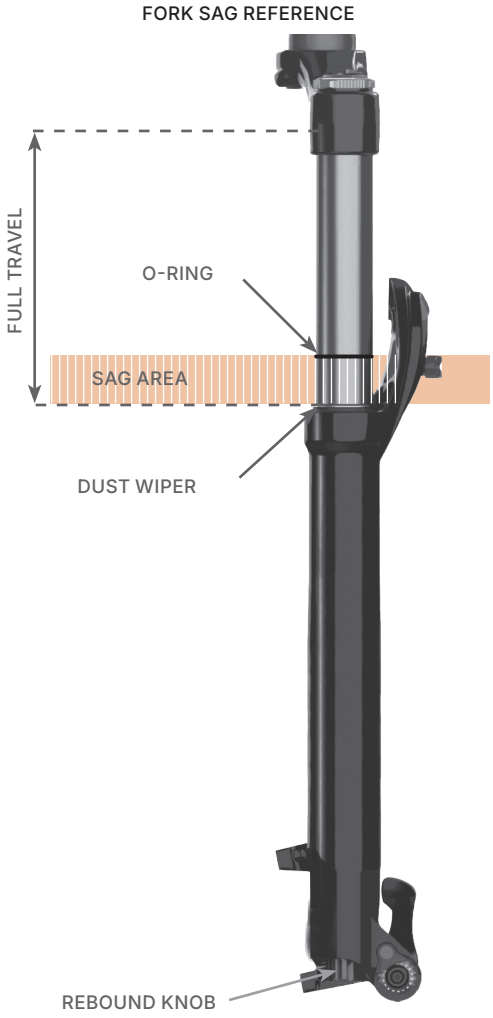
SUGGESTED SETTINGS FOX FLOAT DHX2				
Spring Rate	Baseline LSR	Baseline HSR	Baseline LSC (3mm hex)	Baseline HSC (6mm hex)
	Clicks from OPEN (Clicks from CLOSED)			
200	**OPEN-2** (14-16)	**OPEN-1** (7-8)	**OPEN-2** (14-16)	**OPEN-1** (7-8)
225	**OPEN-2** (14-16)	**OPEN-1** (7-8)	**OPEN-2** (14-16)	**OPEN-1**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

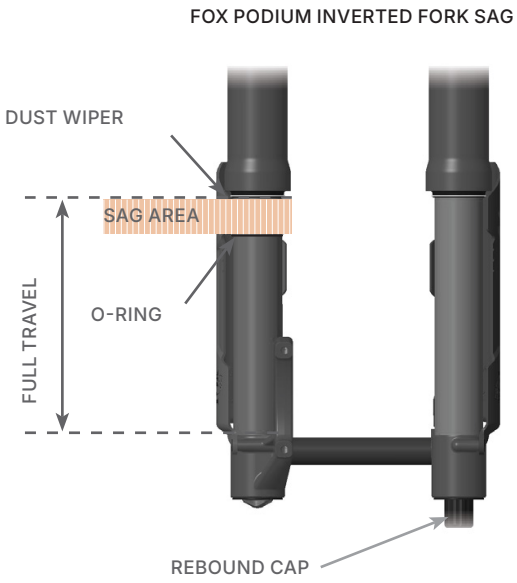
6. Setting Sag on FOX Forks

Fork sag is similar to setting your shock sag and based on your rider weight in your neutral seated riding position. We recommend 15-20% sag for forks. To check your sag follow the same procedures as with shock sag.

1. If your fork 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. Do this by rotating them fully counter-clockwise.
2. 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.
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. While on the bike slide the o-ring 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. For example if you have a 160mm travel fork the sag area should be 24-32mm to get between 15-20% sag.

Always equalized the fork when making air pressure changes but compressing the fork at least 25% into its total travel. If you don't equalize the fork you may end up with more sag than you want.





7. FOX Fork Setup

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 manufacturer's 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 lower pressures than the suspension manufacturer recommends.

For example, based on the charts from FOX, a 200lb. rider with a FOX Float 36 would want to run between 94and 99 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.

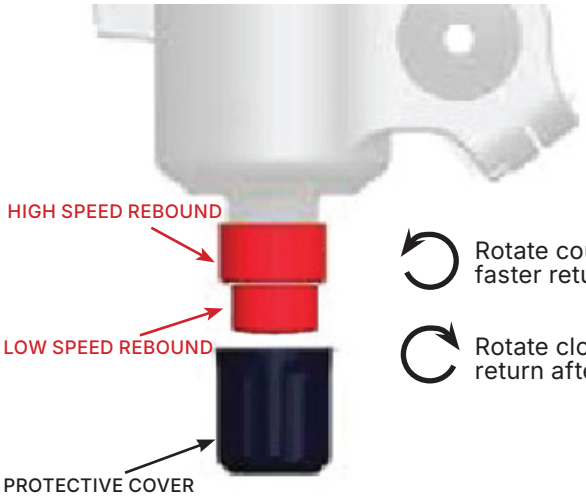
RIDER WEIGHT	FOX Float 32	FOX Float 34	FOX Float 36	FOX Float 38	FOX Podium	FOX Float 40
120-130 [lbs] 54-59 [kg]	57 [psi] 3.9 [bar]	57 [psi] 3.9 [bar]	58 [psi] 4 [bar]	62 [psi] 4.3 [bar]	48 [psi] 3.3 [bar]	46 [psi] 3.1 [bar]
130-140 [lbs] 59-63 [kg]	61 [psi] 4.2 [bar]	61 [psi] 4.2 [bar]	62 [psi] 4.3 [bar]	68 [psi] 4.7 [bar]	52 [psi] 3.6 [bar]	48 [psi] 3.3 [bar]
140-150 [lbs] 63-68 [kg]	65 [psi] 4.5 [bar]	65 [psi] 4.5 [bar]	66 [psi] 4.6 [bar]	72 [psi] 5.0 [bar]	57 [psi] 3.9 [bar]	52 [psi] 3.6 [bar]
150-160 [lbs] 68-72 [kg]	70 [psi] 4.8 [bar]	70 [psi] 4.8 [bar]	70 [psi] 4.8 [bar]	76 [psi] 5.2 [bar]	61 [psi] 4.2 [bar]	58 [psi] 4.0 [bar]
160-170 [lbs] 72-77 [kg]	74 [psi] 5.1 [bar]	74 [psi] 5.1 [bar]	74 [psi] 5.1 [bar]	80 [psi] 5.5 [bar]	65 [psi] 4.5 [bar]	64 [psi] 4.4 [bar]
170-180 [lbs] 77-81 [kg]	80 [psi] 5.5 [bar]	80 [psi] 5.5 [bar]	78 [psi] 5.4 [bar]	84 [psi] 5.8 [bar]	70 [psi] 4.8 [bar]	68 [psi] 4.7 [bar]
180-190 [lbs] 81-86 [kg]	85 [psi] 5.9 [bar]	85 [psi] 5.9 [bar]	82 [psi] 5.7 [bar]	89 [psi] 6.1 [bar]	74 [psi] 5.1 [bar]	72 [psi] 5.0 [bar]
190-200 [lbs] 86-90 [kg]	90 [psi] 6.2 [bar]	90 [psi] 6.2 [bar]	86 [psi] 5.9 [bar]	93 [psi] 6.4 [bar]	80 [psi] 5.5 [bar]	76 [psi] 5.2 [bar]
200-210 [lbs] 90-95 [kg]	96 [psi] 6.6 [bar]	96 [psi] 6.6 [bar]	89 [psi] 6.1 [bar]	97 [psi] 6.7 [bar]	85 [psi] 5.9 [bar]	80 [psi] 5.5 [bar]
210-220 [lbs] 95-100 [kg]	101 [psi] 7.0 [bar]	101 [psi] 7.0 [bar]	94 [psi] 6.5 [bar]	102 [psi] 7.0 [bar]	90 [psi] 6.2 [bar]	84 [psi] 5.8 [bar]
220-230 [lbs] 100-104 [kg]	106 [psi] 7.3 [bar]	106 [psi] 7.3 [bar]	99 [psi] 6.8 [bar]	106 [psi] 7.3 [bar]	96 [psi] 6.6 [bar]	87 [psi] 6.0 [bar]
230-240 [lbs] 104-109 [kg]	111 [psi] 7.7 [bar]	111 [psi] 7.7 [bar]	105 [psi] 7.2 [bar]	110 [psi] 7.6 [bar]	101 [psi] 7.0 [bar]	90 [psi] 6.2 [bar]
240-250 [lbs] 109-113 [kg]	117 [psi] 8.1 [bar]	117 [psi] 8.1 [bar]	109 [psi] 7.5 [bar]	114 [psi] 7.9 [bar]	106 [psi] 7.3 [bar]	94 [psi] 6.5 [bar]

These pressures may differ from those mentioned in FOX manuals.
*Do no exceed the maximum air pressure for your fork indicated by the fork manufacturer.

GRIP X2 Damping Adjustment on FOX Float Air Forks

Rebound Damping

- Setting rebound is dependent on air pressure. For example, higher air pressures require slower rebound.
- The Grip X2 dampers have both low speed and high speed rebound damping. Both red knobs are located on the bottom of the drive side 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 **bold** numbers in the chart refer 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.



Rotate counter-clockwise for faster return after compression

Rotate clockwise for slower return after compression

Suggested GRIP X2 Rebound Settings		
Fork Air Pressure	LSR **Clicks from OPEN** (Clicks from CLOSED)	HSR **Clicks from OPEN** (Clicks from CLOSED)
≤62 psi ≤4.2 bar	**4** (12)	**0** (8)
62-67 psi 4.2-4.6 bar	**5** (11)	**0** (8)
67-72 psi 4.6-5.0 bar	**6** (10)	**1** (7)
72-76 psi 5.0-5.2 bar	**7** (9)	**1** (7)
76-80 psi 5.2-5.5 bar	**8** (8)	**2** (6)
80-84 psi 5.5-5.8 bar	**8** (8)	**2** (6)
84-89 psi 5.8-6.1 bar	**9** (7)	**3** (5)
89-93 psi 6.1-6.4 bar	**10** (6)	**3** (5)
93-97 psi 6.4-6.7 bar	**11** (5)	**4** (4)
97-100 psi 6.7-6.9 bar	**12** (4)	**5** (3)
100-104 psi 6.9-7.2 bar	**12** (4)	**5** (3)
104-107 psi 7.2-7.4 bar	**13** (3)	**6** (2)
107-110 psi 7.4-7.6 bar	**14** (2)	**7** (1)
110-114 psi 7.6-7.9 bar	**14** (2)	**7** (1)
114-118 psi 7.9-8.1 bar	**15** (1)	**8** (0)

Compression Damping

- The Grip X2 damper has adjusters for both low speed and high speed compression damping on the top of the right fork leg.
- The outer dial adjusts high speed compression damping and the inner dial adjusts low speed compression damping.
- We set compression from the open position. Start by turning both compression dials counter-clockwise all the way out. Refer to **bold** numbers on the table to the right as a starting point for your settings. FOX sets compression from the closed position, so that has been provided in parentheses.

LOW SPEED COMPRESSION (LSC)

HIGH SPEED COMPRESSION (HSC)

Rotate counter-clockwise to open compression (lighter)

Rotate clockwise to close or increase compression (firmer)

Suggested GRIP X2 Compression Settings		
Rider Weight	LSC **Clicks from OPEN** (Clicks from CLOSED)	HSC **Clicks from OPEN** (Clicks from CLOSED)
<120 [lbs] <54 [kg]	**3** (13)	**1** (7)
120-150 [lbs] 54-68 [kg]	**4** (12)	**2** (6)
150-180 [lbs] 68-81 [kg]	**5** (11)	**3** (5)
180-210 [lbs] 81-95 [kg]	**6** (10)	**4** (4)
210-240 [lbs] 95-109 [kg]	**7** (9)	**5** (3)
>240 [lbs] >109 [kg]	**8** (8)	**6** (2)

GRIP X Damping Adjustment on FOX Float Air Forks

Rebound Damping

- Setting rebound 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 **bold** numbers in the chart refer to how many clicks clockwise from open. FOX sets rebound from the closed position, so that has been provided in parentheses.

Rebound Adjustment

Rotate counter-clockwise for faster return after compression

Rotate clockwise for slower return after compression

Suggested GRIP X Rebound Settings	
Fork Air Pressure	**Clicks from OPEN** (Clicks from CLOSED)
≤72 psi ≤5.0 bar	**1** (13)
72-76 psi 5.0-5.2 bar	**2** (12)
76-80 psi 5.2-5.5 bar	**3** (11)
80-84 psi 5.5-5.8 bar	**4** (10)
84-89 psi 5.8-6.1 bar	**5** (9)
89-93 psi 6.1-6.4 bar	**6** (8)
93-97 psi 6.4-6.7 bar	**7** (7)
97-100 psi 6.7-6.9 bar	**8** (6)
100-104 psi 6.9-7.2 bar	**9** (5)
104-107 psi 7.2-7.4 bar	**10** (4)
107-110 psi 7.4-7.6 bar	**11** (3)
110-114 psi 7.6-7.9 bar	**12** (2)
114-118 psi 7.9-8.1 bar	**13** (1)

Compression Damping

- The Grip X damper has adjusters for both low speed and high speed compression damping on the top of the right fork leg.
- The outer dial adjusts high speed compression damping and the inner dial adjusts low speed compression damping.
- We set compression from the open position. Start by turning both compression dials counter-clockwise all the way out. Refer to **bold** numbers on the table to the right as a starting point for your settings. FOX sets compression from the closed position, so that has been provided in parentheses.

LOW SPEED COMPRESSION KNOB (LSC)

HIGH SPEED COMPRESSION KNOB (HSC)

Rotate counter-clockwise to open compression (lighter)

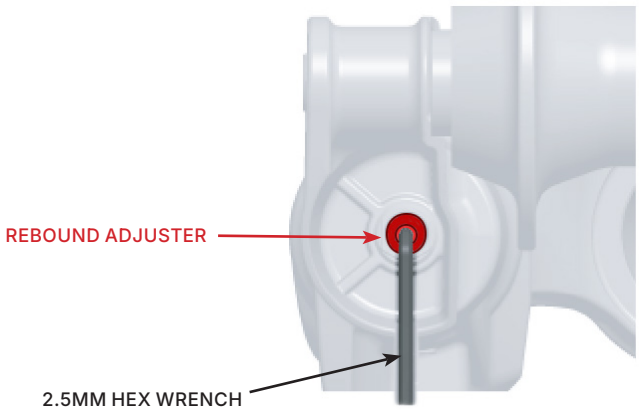
Rotate clockwise to close or increase compression (firmer)

Suggested GRIP X Compression Settings		
Rider Weight	LSC	HSC
	Clicks from OPEN (Clicks from CLOSED)	**Clicks from OPEN** (Clicks from CLOSED)
<120 [lbs] <54 [kg]	**3** (13)	**4** (11)
120-150 [lbs] 54-68 [kg]	**4** (12)	**5** (10)
150-180 [lbs] 68-81 [kg]	**5** (11)	**6** (9)
180-210 [lbs] 81-95 [kg]	**6** (10)	**7** (8)
210-240 [lbs] 95-109 [kg]	**7** (9)	**8** (7)
>240 [lbs] >109 [kg]	**8** (8)	**9** (6)

GRIP SL Damping Adjustment on FOX Float Air Forks

Rebound Damping

- Setting rebound 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. You will need to use a 2.5mm hex wrench to adjust it.
- We set rebound from the most open or fastest position. Refer to the table for the suggested rebound setting. The **bold** numbers in the chart refer to how many clicks clockwise from open. FOX sets rebound from the closed position, so that has been provided in parentheses.



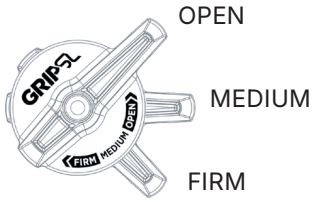
Rotate counter-clockwise for faster return after compression

Rotate clockwise for slower return after compression

Suggested GRIP SL Rebound Settings	
Fork Air Pressure	**Clicks from OPEN** (Clicks from CLOSED)
≤72 psi ≤5.0 bar	**1** (13)
72-76 psi 5.0-5.2 bar	**2** (12)
76-80 psi 5.2-5.5 bar	**3** (11)
80-84 psi 5.5-5.8 bar	**4** (10)
84-89 psi 5.8-6.1 bar	**5** (9)
89-93 psi 6.1-6.4 bar	**6** (8)
93-97 psi 6.4-6.7 bar	**7** (7)
97-100 psi 6.7-6.9 bar	**8** (6)
100-104 psi 6.9-7.2 bar	**9** (5)
104-107 psi 7.2-7.4 bar	**10** (4)
107-110 psi 7.4-7.6 bar	**11** (3)
110-114 psi 7.6-7.9 bar	**12** (2)
114-118 psi 7.9-8.1 bar	**13** (1)

Compression Damping

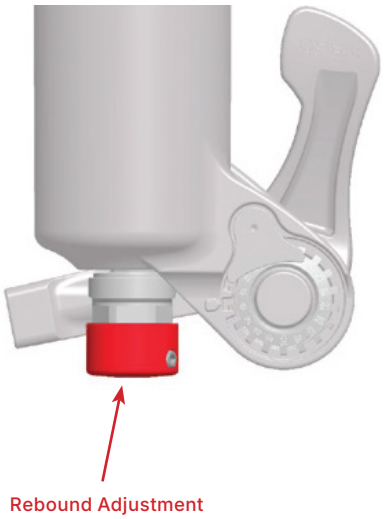
We always start with the lever in the full open position. Most riders will not need to make any changes from this position. However, if you do need more compression support, the lever will provide a low speed compression adjustment . Fully closed provides a nearly locked out feel for climbing.



GRIP Damping Adjustment on FOX Float Air Forks

Rebound Damping

- Setting rebound 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 **bold** numbers in the chart refer to how many clicks clockwise from open. FOX sets rebound from the closed position, so that has been provided in parentheses.



Rebound Adjustment

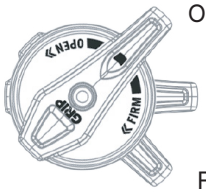
Rotate counter-clockwise for faster return after compression

Rotate clockwise for slower return after compression

Suggested GRIP Rebound Settings	
Fork Air Pressure	**Clicks from OPEN** (Clicks from CLOSED)
≤72 psi ≤5.0 bar	**1** (13)
72-76 psi 5.0-5.2 bar	**2** (12)
76-80 psi 5.2-5.5 bar	**3** (11)
80-84 psi 5.5-5.8 bar	**4** (10)
84-89 psi 5.8-6.1 bar	**5** (9)
89-93 psi 6.1-6.4 bar	**6** (8)
93-97 psi 6.4-6.7 bar	**7** (7)
97-100 psi 6.7-6.9 bar	**8** (6)
100-104 psi 6.9-7.2 bar	**9** (5)
104-107 psi 7.2-7.4 bar	**10** (4)
107-110 psi 7.4-7.6 bar	**11** (3)
110-114 psi 7.6-7.9 bar	**12** (2)
114-118 psi 7.9-8.1 bar	**13** (1)

Compression Damping

The 3-Position Micro Adjust lever is useful to make on-the-fly adjustments to control fork performance. We always start with the lever in the full OPEN position. Most riders will not need to make any changes from this position. MEDIUM may be preferred on smooth XC course and FIRM can be used going to and from the trail or on long fire road climbs.

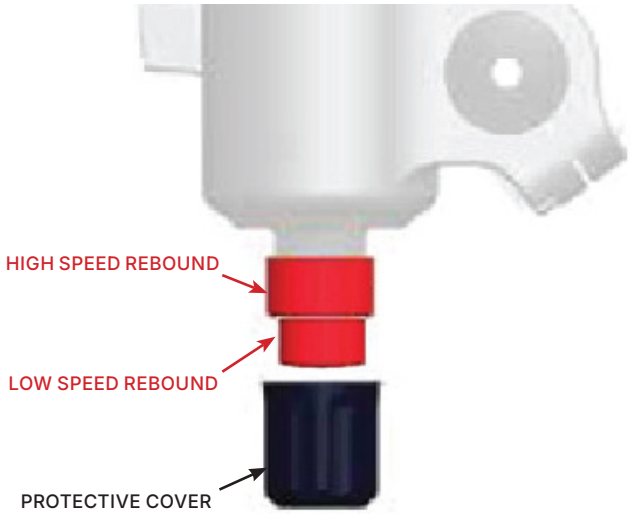


GRIP COMPRESSION KNOB

GRIP2 Damping Adjustment on FOX Float Air Forks

Rebound Damping

- Setting rebound 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 drive side 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 **bold** numbers in the chart refer to how many clicks clockwise from open. FOX sets rebound from the closed position, so that has been provided in parentheses.



Rotate counter-clockwise for faster return after compression

Rotate clockwise for slower return after compression

Suggested GRIP2 Rebound Settings		
Fork Air Pressure	LSR	HSR
	Clicks from OPEN (Clicks from CLOSED)	**Clicks from OPEN** (Clicks from CLOSED)
≤62 psi ≤4.2 bar	**4** (12)	**0** (8)
62-67 psi 4.2-4.6 bar	**5** (11)	**0** (8)
67-72 psi 4.6-5.0 bar	**6** (10)	**1** (7)
72-76 psi 5.0-5.2 bar	**7** (9)	**1** (7)
76-80 psi 5.2-5.5 bar	**8** (8)	**2** (6)
80-84 psi 5.5-5.8 bar	**8** (8)	**2** (6)
84-89 psi 5.8-6.1 bar	**9** (7)	**3** (5)
89-93 psi 6.1-6.4 bar	**10** (6)	**3** (5)
93-97 psi 6.4-6.7 bar	**11** (5)	**4** (4)
97-100 psi 6.7-6.9 bar	**12** (4)	**5** (3)
100-104 psi 6.9-7.2 bar	**12** (4)	**5** (3)
104-107 psi 7.2-7.4 bar	**13** (3)	**6** (2)
107-110 psi 7.4-7.6 bar	**14** (2)	**7** (1)
110-114 psi 7.6-7.9 bar	**14** (2)	**7** (1)
114-118 psi 7.9-8.1 bar	**15** (1)	**8** (0)

Compression Damping

- The Grip2 damper has adjusters for both low speed and high speed compression damping 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 softest 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.

GRIP2 COMPRESSION KNOB

Rotate counter-clockwise to open compression (lighter)

Rotate clockwise to close or increase compression (firmer)

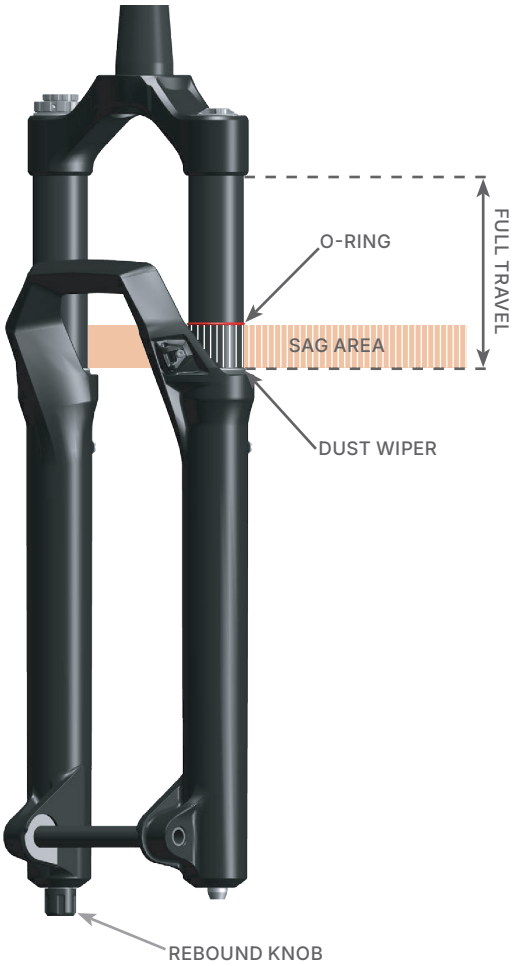
8. Setting Sag on RockShox Air Forks

Fork sag is similar to setting your shock sag and based on your rider weight in your neutral seated riding position. We recommend 15-20% sag for forks. To check your sag follow the same procedures as with shock sag.

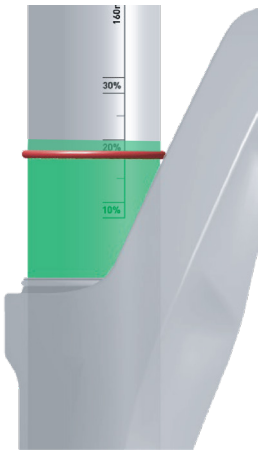
1. If your fork has additional compression and rebound adjustments ensure they are adjusted to be fully open, compression to the softest setting, and rebound to its fastest setting. Do this by rotating them fully counter-clockwise.
2. Find a level surface and something to steady yourself while mounted 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.
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. While on the bike slide the o-ring 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. For example if you have a 160mm travel fork the sag area should be 24-32mm for 15-20% sag.

Always equalized the fork when making air pressure changes but compressing the fork at least 25% into its total travel. If you don't equalize the fork you may end up with more sag than you want.

FORK SAG REFERENCE



FORK SAG GRADIENTS



Some RockShox forks have sag percentage gradients that make it easy to see your fork's sag.

9. RockShox Fork Setup

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 manufacturer's 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 lower pressures than the suspension manufacturer recommends.

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

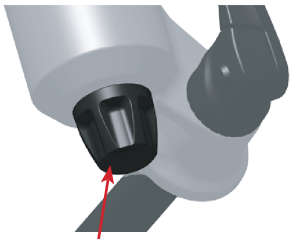
RIDER WEIGHT	RockShox SID	RockShox Lyrik	RockShox ZEB	2027 RockShox ZEB	RockShox Boxxer
120-130 [lbs] 54-59 [kg]	52 [psi] 3.6 [bar]	50 [psi] 3.4 [bar]	48 [psi] 3.3 [bar]	98 [psi] 6.8 [bar]	90 [psi] 6.2 [bar]
130-140 [lbs] 59-63 [kg]	57 [psi] 3.9 [bar]	54 [psi] 3.7 [bar]	52 [psi] 3.4 [bar]	108 [psi] 7.4 [bar]	100 [psi] 6.9 [bar]
140-150 [lbs] 63-68 [kg]	63 [psi] 4.3 [bar]	58 [psi] 4.0 [bar]	55 [psi] 3.8 [bar]	118 [psi] 8.1 [bar]	110 [psi] 7.6 [bar]
150-160 [lbs] 68-72 [kg]	69 [psi] 4.8 [bar]	64 [psi] 4.4 [bar]	59 [psi] 4.1 [bar]	128 [psi] 8.8 [bar]	120 [psi] 8.3 [bar]
160-170 [lbs] 72-77 [kg]	75 [psi] 5.2 [bar]	68 [psi] 4.7 [bar]	65 [psi] 4.5 [bar]	138 [psi] 9.5 [bar]	130 [psi] 9.0 [bar]
170-180 [lbs] 77-81 [kg]	81 [psi] 5.6 [bar]	72 [psi] 5.0 [bar]	69 [psi] 4.8 [bar]	146 [psi] 10.0 [bar]	140 [psi] 9.7 [bar]
180-190 [lbs] 81-86 [kg]	87 [psi] 6.0 [bar]	76 [psi] 5.2 [bar]	73 [psi] 5.0 [bar]	154 [psi] 10.6 [bar]	150 [psi] 10.3 [bar]
190-200 [lbs] 86-90 [kg]	93 [psi] 6.4 [bar]	80 [psi] 5.5 [bar]	77 [psi] 5.3 [bar]	161 [psi] 11.1 [bar]	160 [psi] 11.0 [bar]
200-210 [lbs] 90-95 [kg]	98 [psi] 6.8 [bar]	84 [psi] 5.8 [bar]	81 [psi] 5.6 [bar]	170 [psi] 11.7 [bar]	170 [psi] 11.7 [bar]
210-220 [lbs] 95-100 [kg]	104 [psi] 7.2 [bar]	89 [psi] 6.1 [bar]	85 [psi] 5.9 [bar]	174 [psi] 11.9 [bar]	180 [psi] 12.4 [bar]
220-230 [lbs] 100-104 [kg]	110 [psi] 7.6 [bar]	93 [psi] 6.4 [bar]	90 [psi] 6.2 [bar]	179 [psi] 12.3 [bar]	190 [psi] 13.1 [bar]
230-240 [lbs] 104-109 [kg]	116 [psi] 8.0 [bar]	97 [psi] 6.7 [bar]	94 [psi] 6.5 [bar]	184 [psi] 12.7 [bar]	200 [psi] 13.8 [bar]
240-250 [lbs] 109-113 [kg]	122 [psi] 8.4 [bar]	102 [psi] 7.0 [bar]	99 [psi] 6.8 [bar]	190 [psi] 13.1 [bar]	210 [psi] 14.5 [bar]

These pressures may differ from those mentioned in RockShox manuals.
*Do no exceed the maximum air pressure for your fork indicated by the fork manufacturer.

Charger RC Damping Adjustment on RockShox Forks

Setting Rebound Damping RockShox RC Forks

- Rebound setting is dependent on air pressure. For example, higher air pressures require slower rebound setting.
- To set rebound, start from the open (or fastest) position by turning the rebound dial on the bottom of the right fork leg counterclockwise until it stops clicking.
- Optimal rebound damping allows the fork to extend at a controlled speed to maintain traction and control.
- Refer to the chart to the right for the recommended settings when setting rebound. Clicks from closed are in parentheses.



REBOUND ADJUSTER

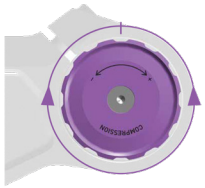
Rotate counter-clockwise for faster return after compression

Rotate clockwise for faster return after compression

Suggested Settings	
Air Pressure	**Clicks from OPEN** (Clicks from CLOSED)
≤90 [psi] ≤6.2 [bar]	**4** (16)
90 [psi] 6.2 [bar]	**5** (15)
100 [psi] 6.9 [bar]	**6** (14)
110 [psi] 7.6 [bar]	**7** (13)
120 [psi] 8.3 [bar]	**8** (12)
130 [psi] 9 [bar]	**9** (11)
140 [psi] 9.7 [bar]	**10** (10)
150 [psi] 10.3 [bar]	**11** (9)
160 [psi] 11.0 [bar]	**12** (8)
170 [psi] 11.7 [bar]	**13** (7)
180 [psi] 12.4 [bar]	**14** (6)
190 [psi] 13.1 [bar]	**15** (5)
200 [psi] 13.8 [bar]	**16** (4)
210 [psi] 14.5 [bar]	**17** (3)

Setting Compression Damping on RockShox RC Forks

- The Charger RC damper found on the RockShox forks features a compression adjustment knob on the top of the right fork leg.
- We recommend starting with this set in the middle of the adjustment range. There are 15 clicks for low speed compression adjustment.
- If adjustments need to be made for your riding preference rotating the knobs counter-clockwise decreases compression damping, for a softer feel. Clockwise increases compression damping for a firmer feel.



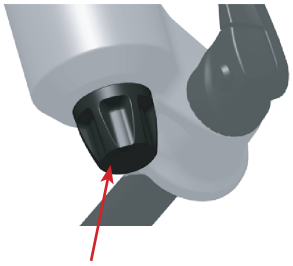
COMPRESSION KNOB

Charger RC2 Damping Adjustment on RockShox Forks

Setting Rebound Damping on the RockShox Charger RC2

- Rebound setting is dependent on air pressure. For example, higher air pressures require slower rebound setting.
- To set rebound, start from the open (or fastest) position by turning the rebound dial on the bottom of the right fork leg counterclockwise until it stops clicking.
- Optimal rebound damping allows the fork to extend at a controlled speed to maintain traction and control.
- Refer to the chart to the right for the recommended settings when setting rebound. Clicks from closed are in parentheses.

Fork Air Pressure	Lyrik	ZEB
	Clicks from OPEN (Clicks from CLOSED)	
<50psi <3.4 bar	**1** (14)	**2** (13)
50-55 psi 3.4-3.8 bar	**2** (13)	**2** (13)
55-60 psi 3.8-4.1 bar	**3** (12)	**3** (12)
60-65 psi 4.1-4.5 bar	**4** (11)	**4** (11)
65-70 psi 4.5-4.8 bar	**5** (10)	**5** (10)
70-75 psi 4.8-5.2 bar	**6** (9)	**6** (9)
75-80 psi 5.2-5.5 bar	**7** (8)	**7** (8)
80-85 psi 5.5-5.9 bar	**8** (7)	**8** (7)
85-90 psi 5.9-6.2 bar	**9** (6)	**9** (6)
90-95 psi 6.2-6.6 bar	**10** (5)	**10** (5)
95-100 psi 6.6-6.9 bar	**11** (4)	**11** (4)
100-105 psi 6.9-7.2 bar	**12** (3)	**12** (3)
105-110 psi 7.2-7.6 bar	**13** (2)	**14** (1)
>110 psi >7.6 bar	**14** (1)	**14** (1)



REBOUND ADJUSTER

Rotate counter-clockwise for faster return after compression

Rotate clockwise for slower return after compression

Setting Compression Damping on RockShox Charger RC2 Forks

- The Charger damper features two knobs on the top of the right fork leg. The upper knob is for low speed compression adjustment and the lower one is for high speed compression adjustments.
- Low speed adjustments affect the feel during rider weight shifts, corners, and gradual bumps while high speed adjustments affect the feel during square edge bumps or quick drops or impacts.
- We recommend starting with both of these set in the middle of the adjustment range. There are 5 clicks of adjustment for high speed and 15 clicks for low speed.
- If adjustments need to be made for your riding preference rotating the knobs counter-clockwise decreases compression damping, for a softer feel. Clockwise increases compression damping for a firmer feel.

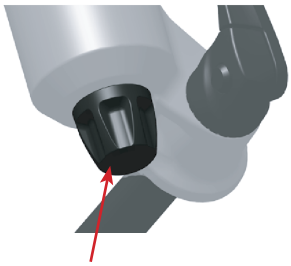
Low Speed Compression Knob

High Speed Compression Knob

2027 Charger RC2 Damping Adjustment on RockShox Forks

Setting Rebound Damping on the RockShox Charger RC2

- Rebound setting is dependent on air pressure. For example, higher air pressures require slower rebound setting.
- To set rebound, start from the open (or fastest) position by turning the rebound dial on the bottom of the right fork leg counterclockwise until it stops clicking.
- Optimal rebound damping allows the fork to extend at a controlled speed and maintain traction and control.
- Refer to the chart to the right for the recommended settings when setting rebound. Clicks from closed are in parentheses.



REBOUND ADJUSTER

Rotate counter-clockwise for faster return after compression

Rotate clockwise for slower return after compression

Suggested Settings		
PSI	BAR	Rebound
<98	<6.7	**2** (13)
98-108	6.7-7.4	**2** (13)
108-118	7.4-8.1	**3** (12)
118-128	8.1-8.8	**4** (11)
128-138	8.8-9.5	**5** (10)
138-146	9.5-10.1	**6** (9)
146-154	10.1-10.6	**7** (8)
154-161	10.6-11.1	**8** (7)
161-170	11.1-11.7	**9** (6)
170-174	11.7-11.9	**10** (5)
174-179	11.9-12.3	**11** (4)
179-184	12.3-12.7	**12** (3)
184-190	12.7-13.1	**14** (1)
>190	>13.1	**14** (1)
Clicks from OPEN (Clicks from CLOSED)		

Setting Compression Damping on RockShox Charger RC2 Forks

- The Charger damper features two knobs on the top of the right fork leg. The upper knob is for low speed compression adjustment and the lower one is for high speed compression adjustments.
- Low speed adjustments affect the feel during rider weight shifts, corners, and gradual bumps while high speed adjustments affect the feel during square edge bumps or quick drops or impacts.
- We recommend starting with both of these set in the middle of the adjustment range. There are 5 clicks of adjustment for high speed and 15 clicks for low speed.
- If adjustments need to be made for your riding preference rotating the knobs counter-clockwise decreases compression damping, for a softer feel. Clockwise increases compression damping for a firmer feel.

Low Speed Compression Knob

High Speed Compression Knob

Adjustable Bottom Out Control

- Some RockShox forks feature an adjustment to control the ending stroke with an independent mechanical bottom out feature. Adjustable Bottom Out (ABO) is easily tunable to rider preference without influencing the linear curve.
- Adjust the ABO by rotating the knob toward the + for more bottom out support, or toward the - for less bottom out support.

Adjustable Bottom Out

10. FOX Live Valve Neo & RockShox Flight Attendant

Pivot offers builds with the latest generation of electronically controlled suspension from FOX and RockShox. These incredibly advanced products automatically adapt your suspension to the terrain faster than the blink of an eye!

The suspension sag and rebound setup for both FOX Live Valve NEO and RockShox Flight attendant is the same process as with any suspension. Once you have your sag and rebound set then each has a specific sequence for setup and calibration.

FOX Live Valve Neo

We offer custom tuned air and coil shocks for our different bike models. After proper setup and system calibration you can fine tune system settings with the app. You can even share custom tunes with other riders via the app. Scan the QR Code for calibration and setup information.

FOX Live Valve Neo Setup

RockShox Flight Attendant

We offer Flight Attendant on the Mach 4 SL. This system integrates all the connected SRAM AXS components to adapt to how and where you ride. The system's Active Ride Dynamics learn from your riding style the more you use it. Scan the QR code below for pairing, calibration, and setup information.

RockShox Flight Attendant Setup

11. MY SETTINGS & NOTES

MY SETTINGS

Shock Air Pressure: .....

Shock Rebound Clicks: LSR..... HSR .....

Shock Compression Clicks: LSC..... HSC .....

Fork Air Pressure: .....

Fork Rebound Clicks: LSR..... HSR.....

Fork Compression Clicks: LSC..... HSC .....

NOTES: