

RIPMO AF + ripmo

TRACTION TUNED | QUICK SETUP GUIDE



WHAT IS TRACTION TUNED?

We want to promote very responsive suspension performance, so we have developed Traction Tune for the Ripmo. We recommend having high-speed adjustments wide open or close to it, and using just enough low-speed damping to provide stability to the bike.

For maximum traction and performance, your front and rear suspension need to be balanced. To achieve proper balance, you need to setup your suspension so it matches your style and the steepness of your terrain. *Here is the recommended procedure to get the most out of your suspension.*

STEP 1 FORK TUNING

First, set your fork sag with your riding gear on. Determine the sag by picking a riding style listed below. While in a standing position on the bike (*see illustration*), set the sag to the correct number of mm. Use the starting guidelines from the chart below left, these will generally get you close to 28% sag. You will likely need to raise or lower pressures to get the recommended setting.

28% / 45mm Sag:

Best for normal trail riding where efficient pedalling and a stable platform is required.

30% / 48mm Sag:

For aggressive riding in terrain that demands your attention.

32% / 51mm Sag:

Use for rough, steep, slippery trails when maximum control is a must.



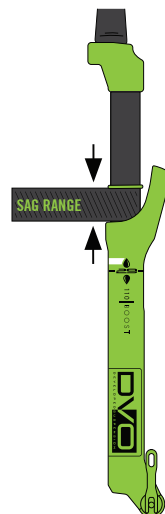
IN MID 2020, WE STARTED SHIPPING DVO ONYX FORKS AS STANDARD EQUIPMENT ON THE RIPMO AND RIPMO AF.



ONYX AIR PRESSURES : 29

RIDER WEIGHT (LB)	28% SAG	30% SAG	32% SAG
120	30	25	20
130	35	30	25
140	40	35	30
150	45	40	35
160	50	45	40
170	55	50	45
180	60	55	50
190	65	60	55
200	70	65	60
210	75	70	65
220	80	75	70
230	85	80	75
240	90	85	80
250	95	90	85

SAG is the amount your fork compresses under your body weight (don't forget to include your riding gear), also referred to as Rider Weight. Remember that these are only starting points and adjustments will vary based on rider ability, trail conditions and personal preference.



ONYX COMPRESSION & REBOUND SETTINGS

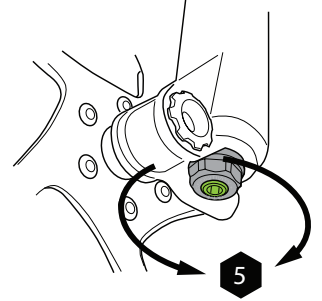
TURNS FROM CLOSED	POSITION	CLICKS FROM CLOSED
HSC	LSC	LSR
5	1-2	30
5	1-2	30
5	1-2	30
5	1-2	28-30
5	2-4	28-30
4-5	2-4	28-30
4-5	2-4	25-30
4-5	2-4	25-30
4-5	2-4	25-30
4-5	2-4	22-30
3-5	2-4	22-30
3-5	3-5	22-30
3-5	3-5	20-30
3-5	3-5	20-30
5 TOTAL TURNS	6-POSITION KNOB	30 CLICKS

OTT EXPLAINED

OTT (Off The Top) is a DVO Exclusive Performance Feature that delivers amazing traction, comfort and control matching a wide range of riders weights and skill levels.

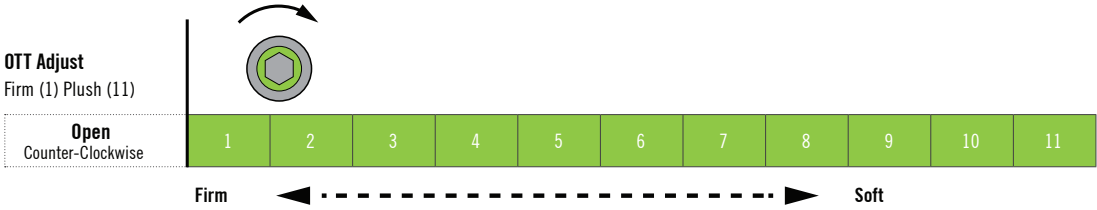
OTT allows the rider to independently adjust the initial 30mm's of the travel by externally adjusting the tension on the negative spring in relation to the amount of air pressure in the main spring.

As a general rule of thumb, the heavier/aggressive rider will use more air pressure and more OTT, and a lighter/less aggressive rider will use lower air pressures and less OTT.



NOTE: Make sure that you always adjust the OTT 1 full rotation at a time, NOT 1 click.

**HEAVIER RIDERS NEED MORE OTT
LIGHTER RIDERS NEED LESS OTT**



Rider Weight		OTT (Rotations)										
lbs	kgs	1	2	3	4	5	6	7	8	9	10	11
120-139	54-63	Firm	Soft									
140-159	64-72		Firm		Soft							
160-179	73-81				Firm		Soft					
180-199	82-90						Firm		Soft			
200-219	91-100								Firm		Soft	
220-239	101-108										Firm	
240+	109+											

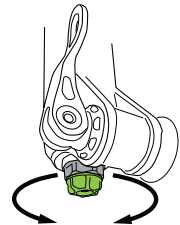
For detailed instructions and videos, visit DVO Tech: tech.dvosuspension.com/setup

STEP 2 FORK REBOUND SETTINGS

DVO REBOUND ADJUSTERS

Once you have the sag set, use the charts on **page 1** to set your compression and rebound settings. From there, adjust to your preference.

DVO ONYX REBOUND ADJUSTERS



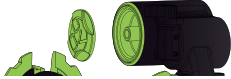
BALANCING YOUR SUSPENSION

It's best to balance your suspension for different types of riding.

- If your normal descent is 10-15% down grade, use recommended pressures.
- If your normal descent is 20-25% down grade, reduce rear shock pressure by 4% and increase fork pressure by 4% over recommended pressure.
- If your normal descent is 30+% down grade, reduce rear shock pressure by 8% and increase fork pressure by 4% over recommended pressure.

STEP 3 SHOCK TUNING

Set the rear sag and rebound using the same technique as the fork pressure. These are just guidelines, so experiment until you find the settings that work for you. Once you have the sag set, use the charts below to set your compression and rebound settings. From there, adjust to your preference.

DVO TOPAZ AIR SHOCK		JADE X COIL SHOCK / BLADDER SETUP		JADE X BLADDER SETUP															
27.5% SAG / 14MM		COIL SPRING WEIGHT GUIDE		JADE X BLADDER SETUP															
RIDER WEIGHT (LB)	PRESSURE (PSI)	RIDER WEIGHT (LB)	SPRING WEIGHT (LB)	The Jade Coil features a bladder in place of a traditional IFP (Internal Floating Piston) for optimum small bump sensitivity. The purpose of the bladder is to separate the air from the oil in the reservoir. To achieve the best performance and durability, it is extremely important to set the air pressure to the proper range (170-200psi).															
120-130	112-123	140-155	350	<ol style="list-style-type: none"> 1. Remove air cap to access air valve. Thread on a suspension specific pump and apply the recommended air pressure. 2. After you are done setting the air pressure, remove the shock pump and securely attach the air cap. 															
130-140	123-134	155-170	400																
140-150	134-144	170-185	450																
150-160	144-155	185-200	500																
160-170	155-166	200-215	550	<table border="1"> <thead> <tr> <th>RIDER WEIGHT (LB)</th> <th>PRESSURE (PSI)</th> </tr> </thead> <tbody> <tr> <td>120-139</td> <td>170</td> </tr> <tr> <td>140-159</td> <td>175</td> </tr> <tr> <td>160-179</td> <td>180</td> </tr> <tr> <td>180-199</td> <td>185</td> </tr> <tr> <td>200-219</td> <td>190</td> </tr> <tr> <td>220+</td> <td>200</td> </tr> </tbody> </table>		RIDER WEIGHT (LB)	PRESSURE (PSI)	120-139	170	140-159	175	160-179	180	180-199	185	200-219	190	220+	200
RIDER WEIGHT (LB)	PRESSURE (PSI)																		
120-139	170																		
140-159	175																		
160-179	180																		
180-199	185																		
200-219	190																		
220+	200																		
170-180	166-177	215-230	600																
180-190	177-187	NOTE: If you upgrade to the Jade X Coil, here are the springs we ship:																	
190-200	187-198	Small:	350																
200-210	198-209	Medium:	400																
210-220	209-220	Large:	450																
220-230	220-230	X-large:	500																
230-240	230-241																		
240-250	241-252																		
FINE TUNE YOUR DVO TOPAZ SHOCK http://tech.dvosuspension.com/tuning/topaztuning/		FINE TUNE YOUR DVO JADE X SHOCK http://tech.dvosuspension.com/setup/jade/		LEARN MORE ABOUT CUSTOM TUNING http://tech.dvosuspension.com/wp-content/uploads/2019/09/Jade-X-Set-Up-Guide-2.pdf															

TORQUE SPECS

HARDWARE	RIPMO V2 - TORQUE SPEC.	RIPMO AF - TORQUE SPEC.	THREAD TREATMENT
Bushings	-	-	On all models, apply Slick Honey (grease) to all bushings during reassembly.
Cable Ports	-	2 Nm	Grease
Clevis to Swingarm Bolts	15 Nm	10 Nm	Titanium Bolts: Loctite 243 on threads, Ti anti-seize under head of bolt
Derailleur Hanger Bolt	5 Nm	5 Nm	Grease
Downtube Rock Guard	2 Nm	2 Nm	Loctite 243
Forward Shock Mount Bolt	10 Nm	10 Nm	Loctite 243 on threads, grease under head of bolt or mylar washer
Lower Link 6mm Preload Bolts	2 Nm	2 Nm	Loctite 243 on threads, grease on flange
Lower Link 5mm Pinch Bolts	10 Nm	10 Nm	Loctite 243
Lower Shock to Clevis Bolt	20 Nm	20 Nm	Ti anti-seize
Rear Brake Caliper	6 Nm	6 Nm	Loctite 243
Seat Binder	5 Nm	5 Nm	Ti anti-seize
Upper Link Bolts	10 Nm	10 Nm	Loctite 243

Hexle: There is not a numerical torque figure for the Hexle. We recommend tightening the 5mm with your multi tool that you carry with you. This way you'll be able to remove it in case of a flat out on a ride.

FOR MORE IN-DEPTH INSTRUCTIONS DOWNLOAD THE FULL SET UP GUIDE AT: ibiscycles.com/support/set-up_guide/