

Stumpjumper

Rhyme



USER MANUAL



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SPECIALIZED BICYCLE COMPONENTS

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0000051143_UM_R3, 04/17

Please note all instructions are subject to change and updates without notice.

Please visit www.specialized.com for periodic tech updates.

Feedback: techdocs@specialized.com

INTRODUCTION

This user manual is specific to your Specialized Stumpjumper FSR or Rhyme FSR bicycle. It contains important safety, performance and technical information, which you should read before your first ride and keep for reference. You should also read the entire Specialized Bicycle Owner's Manual ("Owner's Manual"), because it has additional important general information and instructions which you should follow. If you do not have a copy of the Owner's Manual, you can download it at no cost at www.specialized.com, or obtain it from your nearest Authorized Specialized Retailer or Specialized Rider Care.

Additional safety, performance and service information for specific components such as suspension or pedals on your bicycle, or for accessories such as helmets or lights, may also be available. Make sure that your Authorized Specialized Retailer has given you all the manufacturers' literature that was included with your bicycle or accessories. If there is a difference between the instructions in this manual and the information provided by the component manufacturer, please refer to your Authorized Specialized Retailer.

When reading this user manual, you will note various important symbols and warnings, which are explained below:

	WARNING! The combination of this symbol and word indicates a potentially hazardous situation which, if not avoided, could result in serious injury or death. Many of the Warnings say "you may lose control and fall." Because any fall can result in serious injury or even death, we do not always repeat the warning of possible injury or death.
	CAUTION: The combination of the safety alert symbol and the word CAUTION indicates a potentially hazardous situation, which, if not avoided, may result in minor or moderate injury, or is an alert against unsafe practices.
	The word CAUTION used without the safety alert symbol indicates a situation which, if not avoided, could result in serious damage to the bicycle or the voiding of your warranty.
	INFO: This symbol alerts the reader to information which is particularly important.
	GREASE: This symbol means that high quality grease should be applied as illustrated.
	CARBON FRICTION PASTE: This symbol means that carbon friction paste should be applied as illustrated to increase friction.
	TORQUE: This symbol highlights the correct torque value for a specific bolt. In order to achieve the specified torque value, a quality torque wrench must be used.
	TECH TIP: Tech Tips are useful tips and tricks regarding installation and use.

INTENDED USE

The Stumpjumper FSR and Rhyme FSR bicycles are intended and tested for Mountain Bike (condition 4) use only. For more information on intended use and structural weight limits for the frame and components, please refer to the Owner's Manual.

WARRANTY

Please refer to the written warranty provisions provided with your bicycle, or visit www.specialized.com. A copy is also available at your Authorized Specialized Retailer.

GENERAL NOTES ABOUT ASSEMBLY

This manual is not intended as a comprehensive assembly, use, service, repair or maintenance guide. Please see your Authorized Specialized Retailer for all service, repairs or maintenance. Your Authorized Specialized Retailer may also be able to refer you to classes, clinics or books on bicycle use, service, repair, and maintenance.

	WARNING! Due to the high degree of complexity of the Stumpjumper FSR and Rhyme FSR, proper assembly requires a high degree of mechanical expertise, skill, training and specialty tools. Therefore, it is essential that the assembly, maintenance and troubleshooting be performed by an Authorized Specialized Retailer.
	WARNING! Many components on the Stumpjumper FSR and Rhyme FSR, including, but not limited to, the rear suspension and cable guides, are proprietary to the Stumpjumper FSR and Rhyme FSR. Only use originally supplied components and hardware at all times. Use of other components or hardware will compromise the integrity and strength of the assembly. Stumpjumper FSR and Rhyme FSR specific components should only be used on the Stumpjumper FSR and Rhyme FSR and not on other bicycles, even if they fit. Failure to follow this warning could result in serious injury or death.
	WARNING! Never modify your frame or bicycle in any way. Do not sand, drill, file, or remove parts. Do not install incompatible forks or suspension parts. An improperly modified frame, fork, or component, can cause you to lose control and fall.
	CAUTION: Do not face or ream the bottom bracket shell! This can prevent proper installation of the crank. Your Specialized frame does not require any bottom bracket shell pre-installation preparation, as all surfaces have been precisely machined to specific tolerances at the factory for proper interface with OSBB/BB30 compatible crankset.
	In order to successfully build the Stumpjumper FSR and Rhyme FSR bicycles, it is very important to follow the order of operations as outlined in this manual. Modifying the order of assembly will result in a longer build process.

- Inspect the fork, stem, seatpost and seat tube, to ensure that there are no burrs or sharp edges. Remove any burrs or sharp edges using fine grit sandpaper.
- All edges of the stem in contact with the steerer tube should be rounded out to eliminate any stress points.

WARNING! Burrs and sharp edges can damage the carbon and alloy surfaces of the components. Any deep scratches or gouges in the stem or fork can weaken the components.

- Stumpjumper FSR and Rhyme FSR bicycles use a 11/8" (41.8mm x 8mm x 45°) Campagnolo Standard compatible top and 1.5" (52mm x 7mm x 45°) bottom bearing. Ensure that replacement bearings are compatible with the Specialized headset specification. No tools are needed for installation or removal of both bearings. Grease bearing surfaces before installation.

SEATPOST

- Stumpjumper FSR and Rhyme FSR frames have a 30.9mm seatpost diameter and require that the seatpost have a tolerance of 30.78mm to 30.95mm.

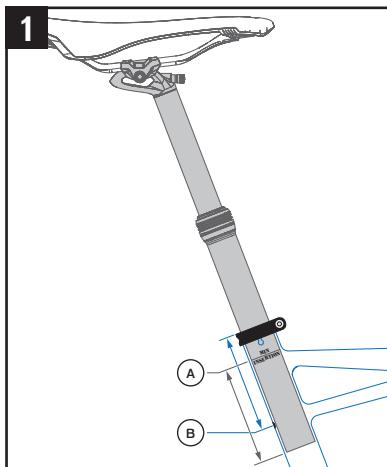
SEATPOST MINIMUM INSERTION:

To prevent damage to the frame and/or seatpost, it is important to have a minimum amount of seatpost insertion in the seat tube. This minimum insertion must meet the following requirements:

- The seatpost must be inserted into the frame deep enough so the minimum insertion/maximum extension (min/max) mark on the seatpost is not visible (fig.1A).
- The seatpost must also be inserted into the seat tube deep enough to be visible through the sight hole (fig.1B), or if no sight hole is present, the insertion must meet or exceed the minimum measured insertion depth (fig.1B) required by the size of the frame (see below).
- If the seatpost and frame minimum insertion requirements differ from each other, always use the longer minimum insertion. For example, if the frame requires 70mm, but the seatpost requires 100mm, then 100mm is the minimum insertion required.

- **SMALL / MEDIUM FRAME SIZE:** Minimum insertion 70mm
- **LARGE / X-LARGE FRAME SIZE:** Minimum insertion 100mm

If the seatpost is at the min/max mark and the seatpost is not visible through the sight hole or does not meet or



exceed the minimum measured insertion depth of the frame, the seatpost is not inserted deeply enough into the seat tube and should be lowered until it can be seen through the sight hole. This may result in the saddle being too low. If so, the seatpost must be replaced with a longer seatpost.

	WARNING! Failure to follow the seatpost and frame minimum insertion requirements may result in damage to the frame and/or seatpost, which could cause you to lose control and fall.
	If the seatpost is cut short, the min/max mark on the seatpost may no longer be accurate. Before cutting the seatpost, note the min/max depth required by the seatpost manufacturer.
	WARNING! For general instructions regarding the installation of the seatpost, refer to the appropriate section in the Owner's Manual. Riding with an improperly tightened seatpost can allow the saddle to turn or move and cause you to lose control and fall.
	WARNING! Inspect the seatpost and seat tube to ensure that there are no burrs or sharp edges. Remove any burrs or sharp edges using fine grit sandpaper.
	Do not apply grease to the contact surfaces between the seatpost and the seat tube. Grease reduces the friction, which is critical to proper seatpost grip. Specialized recommends the application of carbon assembly compound (fiber paste), which can increase friction between carbon surfaces. Please visit your Specialized Authorized Retailer for additional information.

PF30 BOTTOM BRACKET

PF30 bottom brackets (73mm width x 46mm): Specialized recommends the use of the SRAM PF30 BB or Praxis Conversion BB, depending on the desired crank spec. Other crank/BB options exist for PF30 BB shells. Please refer to the Bottom Bracket Instruction Guide, or to the desired crank/BB manufacturer for additional information.

Refer to the manufacturer's instruction guide for installation procedures. Additional information is available at www.specialized.com.

FRONT DERAILLEUR

■ **2x-compatible Stumpjumper/Rhyme models:** Only with the SRAM A3 MDM front derailleur with Taco Blade.

S161900001	DER SRAM MY16 FRONT DER X7 MDM 2X10 38/36T BLK BP FOR TACO BLADE
S141900001	DER MY14 ENDURO 29 FRONT DER MOUNT - TACO BLADE WITH BOLT

REAR AXLE

2016-2018 6Fattie and all 2017-2018 Stumpjumper FSR and Rhyme FSR models are equipped with 148 Boost rear hub spacing and require a 148mm Boost compatible rear wheel.

2016 650b and 29" Stumpjumper FSR and Rhyme FSR models are equipped with 142+ x 12mm rear hub spacing, and require a 142 or 142+ compatible rear wheel.

For additional information regarding compatibility, please refer to www.specialized.com.

SPARE PARTS

Specialized offers replacement parts for most FSR models, available through your Authorized Specialized Retailer.

53216-9100	SWAT EMT MINI-TOOL ONLY
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GENERAL NOTES ABOUT MAINTENANCE

The Stumpjumper FSR and Rhyme FSR are high performance bicycles. All regular maintenance, troubleshooting, repair and parts replacement must be performed by an Authorized Specialized Retailer. For general information regarding maintenance of your bicycle, please refer to the Owner's Manual. In addition, routinely perform a mechanical safety check before each ride, as described in the Owner's Manual.

■ Great care should be taken to not damage carbon fiber or composite material. Any damage may result in a loss of structural integrity, which may result in a catastrophic failure. This damage may or may not be visible in inspection. Before each ride, and after any crash, you should carefully inspect your bicycle for any fraying, gouging, scratches through the paint, chipping, bending, or any other signs of damage. Do not ride if your bicycle

shows any of these signs. After any crash, and before you ride any further, take your bicycle to an Authorized Specialized Retailer for a complete inspection.

- While riding, listen for any creaks, as a creak can be a sign of a problem with one or more components. Periodically examine all surfaces in bright sunlight to check for any small hairline cracks or fatigue at stress points, such as welds, seams, holes, and points of contact with other parts. If you hear any creaks, see signs of excessive wear, discover any cracks, no matter how small, or any damage to the bicycle, immediately stop riding the bicycle and have it inspected by your Authorized Specialized Retailer.
- Lifespan and the type and frequency of maintenance depends on many factors, such as frequency and type of use, rider weight, riding conditions and/or impacts. Exposure to harsh elements, especially salty air (such as riding near the ocean or in the winter), can result in galvanic corrosion of components such as the crank spindle and bolts, which can accelerate wear and shorten the lifespan. Dirt can also accelerate wear of surfaces and bearings. The surfaces of the bicycle should be cleaned before each ride. The bicycle should also be maintained regularly by an Authorized Specialized Retailer, which means it should be cleaned, inspected for signs of corrosion and/or cracks and lubricated. If you notice any signs of corrosion or cracking on the frame or any component, the affected item must be replaced.
- Regularly clean and lubricate the drivetrain according to the drivetrain manufacturer's instructions.
- Do **not** use a high pressure water spray directly on the bearings. Even water from a garden hose can penetrate bearing seals and crank interfaces, which can result in increased bearing and crank wear, which can affect the normal function of the bearings. Use a clean, damp cloth and bicycle cleaning agents for cleaning.
- Do **not** expose the bicycle to prolonged direct sunlight or excessive heat, such as inside a car parked in the sun or near a heat source such as a radiator.
- When placing the frame and/or bicycle in a repair stand, clamp the stand to the seatpost and not the frame. Clamping the frame can cause damage to the frame that may or may not be visible, which may impair the structural integrity of the frame.



WARNING! Failure to follow the instructions in this section may result in damage to the components on your bicycle and will void your warranty, but, most importantly, may result in serious personal injury or death. If your bicycle exhibits any signs of damage, do not use it and immediately bring it to your Authorized Specialized Retailer for inspection.

BIKE SETUP SPECIFICATIONS

FRAME SPECS:

ITEM	SPEC
Headset	11/8" / 1.5"
Seat Collar Diameter	34.9mm
Seatpost Diameter	30.9mm
Derailleur Hanger	S162600002
Bottom Bracket Shell	PF30 73 x 46mm
Chinguide tabs	ISCG 05
Rear Hub Spacing	2016 650b / 27.5" / 29": 142+ x 12mm 2016 6Fattie: 148 Boost x 12mm 2017-2018 All models: 148 Boost x 12mm
Front Derailleur	2016 650b / 27.5" / 29": Taco Blade / SRAM MDM compatible 2016 6Fattie: 1x drivetrain only 2017-2018 All models: 1x drivetrain only
Max fork travel	All models: 150mm



WARNING! Specialized frames are compatible **ONLY** with forks that have a specific maximum amount of travel (see table above). Use of different styled forks or forks with longer travel may result in catastrophic failure of the frame which may result in serious personal injury or death.

BOLT SIZE / TOOLS / TORQUE SPECS



WARNING! Correct tightening force on fasteners (nuts, bolts, screws) on your bicycle is important for your safety. If too little force is applied, the fastener may not hold securely. If too much force is applied, the fastener can strip threads, stretch, deform or break. Either way, incorrect tightening force can result in component failure, which can cause you to lose control and fall.

Where indicated, ensure that each bolt is torqued to specification. After your first ride, and consistently thereafter, recheck the tightness of each bolt to ensure secure attachment of the components. The following is a summary of torque specifications in this manual:

FSR PIVOT TORQUE SPECS:

LOCATION	ALLEN KEY	TORQUE (in-lbf)	TORQUE (Nm)
Main (bottom bracket)	8mm	182	20.5
Dropout	5 or 6mm	113	12.8
S-Link @ seat tube	6mm	96	10.8
S-Link @ extension	6mm	148	16.7
Lower shock mount	6mm	175	19.8
Upper shock eye	6mm	113	12.8
Taco blade	4mm	104	11.8

GENERAL TORQUE SPECS:

LOCATION	ALLEN KEY	TORQUE (in-lbf)	TORQUE (Nm)
Seat collar	4mm	45	5.1
Water bottle boss	3mm	25	2.8
12mm rear axle	5mm	133	15.0
Derailleur hanger	4mm	35	4.0
SWAT bezel bolts	2.5mm	6	0.7
Housing exit port	3mm	6	0.7
Frame protector	3mm	6	0.7
Chainstay protector	2.5mm	6	0.7
Rear brake housing guides	3mm	6	0.7



CAUTION: Ensure that all contact surfaces are clean and bolt threads are greased or have a threadlocking compound (refer to the instructions for each bolt) prior to installation.

TOOLS REQUIRED

- | | | |
|--|--|---|
| ■ 2.5, 3, 4, 5, 6, 8mm Allen keys
■ Torque wrench | ■ High-quality grease
■ Blue threadlocker (Loctite 242) | ■ Cable and housing cutters
■ High pressure shock pump |
|--|--|---|

FRAME LINKAGE ASSEMBLY

When assembling the pivots, it's recommended to follow a specific order of assembly (fig.2), and torque all pivot axles (torque specs on page 5) only once all pivots have been assembled, in the same order as assembly.

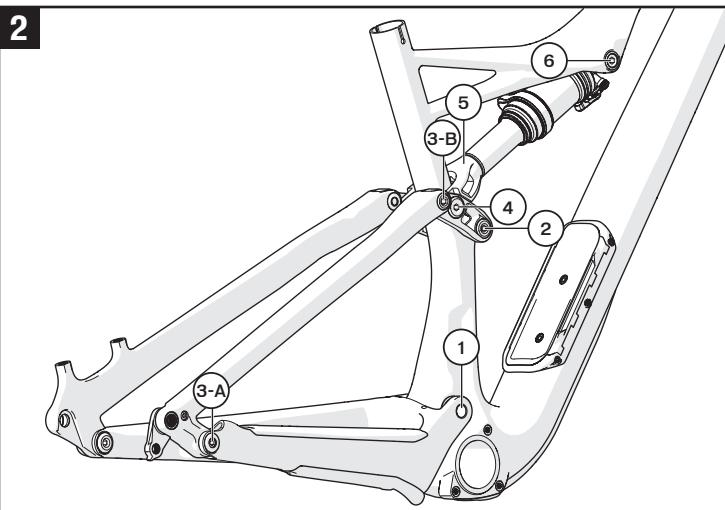
For each pivot area, grease the surface of the spacer that's in contact with the bearings. Also, ensure that the pivot axles have a blue locking compound on the threads. Apply grease to each axle surface, including the threads.

With all the bearings installed in the frame, seatstay and link, follow the specific order as listed below:

1. Main (bottom bracket) pivot	4. Link @ extension pivot
2. Link @ seat tube pivot	5. Lower shock mount
3. Dropout (Horst link) pivot (3-A) and link @ seatstay pivot (3-B)	6. Upper shock eye mount



The order of assembly for the seatstays (3) doesn't matter. Install the seatstays by assembling either the Horst (A) or Link (B) pivot first, followed by the remaining pivot assembly.



SWAT BIKE EQUIPMENT

Stumpjumper FSR and Rhyme FSR frames are compatible with certain SWAT (Storage, Water, Air, Tools) components. SWAT components are listed below:

- SWAT CC (Conceal Carry) is top cap, chain tool and mini tool holder that fits inside the steerer tube.
- SWAT TCCT (Top Cap Chain Tool) is a top cap and chain tool that fits inside the steerer tube.
- SWAT down tube storage is an access port at the base of the down tube to store essentials.
- SWAT EMT Mini Tool is a tool that can fit in several places (under a bottle cage, above the upper shock eye bolt or in a SWAT CC tool holder), depending on the bike model.

CARBON STUMPJUMPER FSR / RHYME FSR:

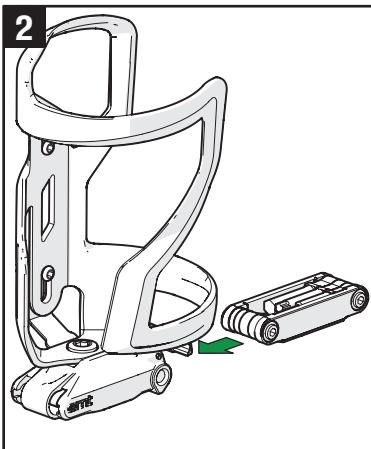
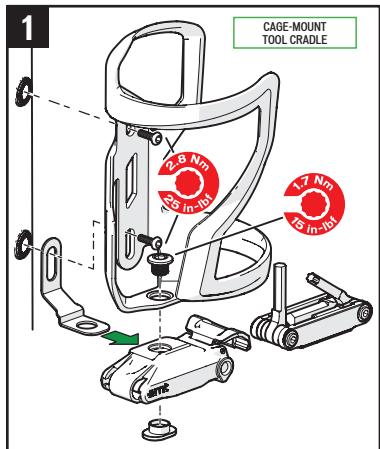
- All carbon Stumpjumper FSR and Rhyme FSR frames have down tube storage.
- All carbon Stumpjumper FSR and Rhyme FSR frames are equipped with a top tube storage slot for the EMT mini-tool. The EMT mini tool is available separately (see page 3) for bikes that do not ship with the tool. The slot will not accept a mini tool if the bike is equipped with an Ohlins STX22 rear shock.

ALLOY STUMPJUMPER FSR / RHYME FSR:

- Alloy frames do not have down tube storage or the top tube storage slot for the EMT mini tool. The EMT tool can be installed with the Z Cage II (See page 7).

EMT TOOL

ALLOY FRAMES / CARBON FRAMES (with Ohlins rear shock): Specialized Z Cage II / Cage-Mount Tool cradle



- Install the metal bracket into the Cage-Mount Tool cradle (the round hole goes into the cradle, the oblong hole aligns with the Z Cage's lower frame mounting hole).
- Align the hole at the base of the Z Cage II over the hole in the Cage-Mount Tool cradle.
- Insert the T-Nut into the Frame Tool cradle from below.
- Thread the T-Bolt into the T-Nut. Torque the T-Bolt to 15 in-lbf (1.7 Nm).
- Install the EMT tool into the cradle.

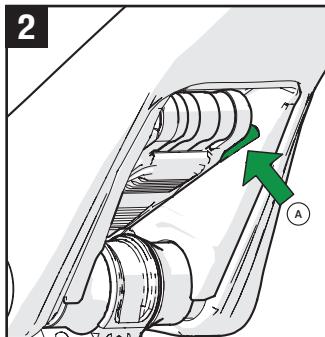
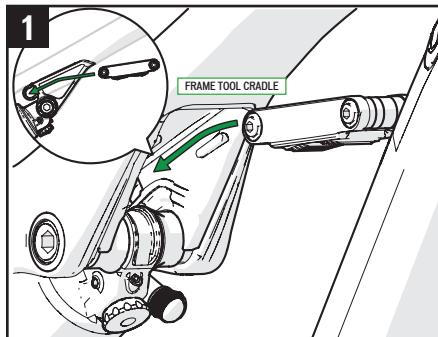


The EMT Tool with Cage-Mount Tool cradle and Z Cage II can be installed on many bike models. Some frames are not compatible due to interference between the frame and the Cage-Mount Tool cradle. Verify that the fit is unobstructed before installation.



The Z Cage II is available in left- or right-side bottle entry options.

CARBON FRAMES (without Ohlins rear shock): Frame Tool cradle above the upper shock eye

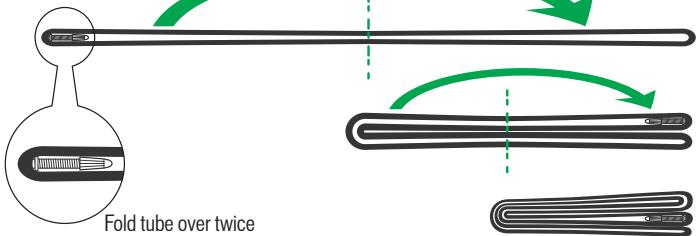


- Insert the tool into the cradle from an angle. As the tool slides into position, press the tool upward, making sure the tool's external pivot bolts are above the small retainer bumps (fig.2-A). Ensure that the tool clicks into place at the back, to hold it in snugly.
- Press up on the tool as it slides into the cradle until the tool clicks into place.
- To remove the tool, apply upward pressure with a finger or two and pull the tool toward the head tube.

SWAT DOWN TUBE STORAGE

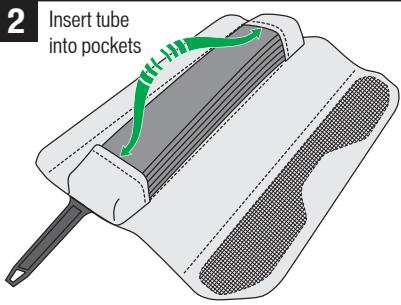
- Specialized Stumpjumper FSR and Rhyme FSR carbon frames are equipped with an access door on the down tube to store SWAT storage pouches for a pump or two CO2 cartridges, and a tube.

1



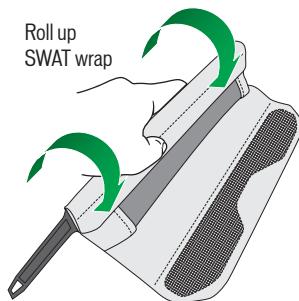
2

Insert tube into pockets



3

Roll up SWAT wrap



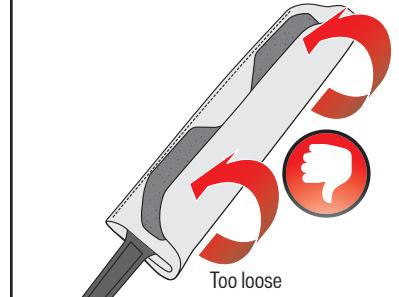
4

Correct tightness



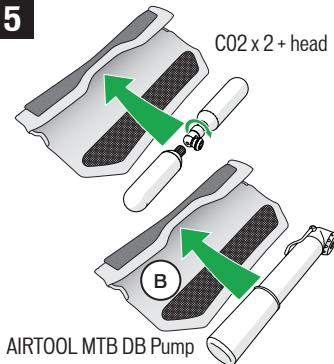
6

Too loose



5

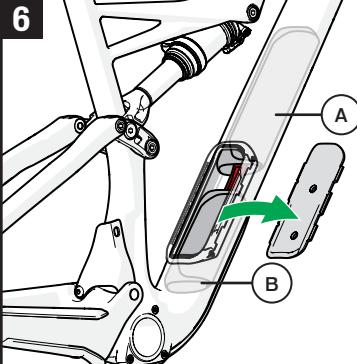
CO2 x 2 + head



6

A

B



INTERNAL CABLE ROUTING

The Internal Cable Routing (ICR) system has internal tubes molded into the down tube to route the cables cleanly and easily. Each hole has an optimal component (see fig.1).

- Carbon frames: Full down tube internal routing (*Shifter(s), rear brake, Command Post*)
- Alloy frames: Partial down tube internal routing (*Shifter(s), Command Post*)



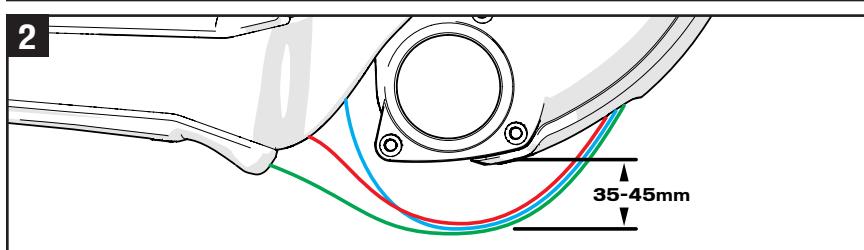
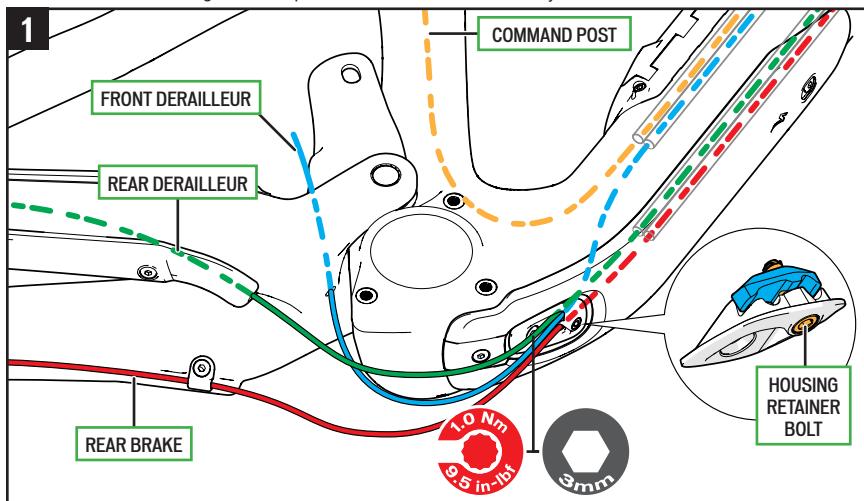
If running a Command Post IR, it is recommended to refer to the Command Post IR Adjustable-Height Seatpost Instruction Guide or other dropper post instruction guide, and complete the installation of the dropper post cable housing before installing any other cable housing.



Front derailleuer routing options apply only to 2016 650b and 29" models.

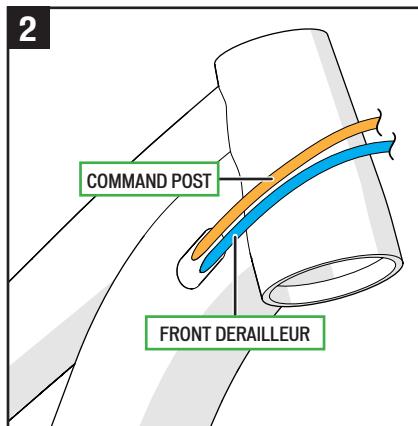
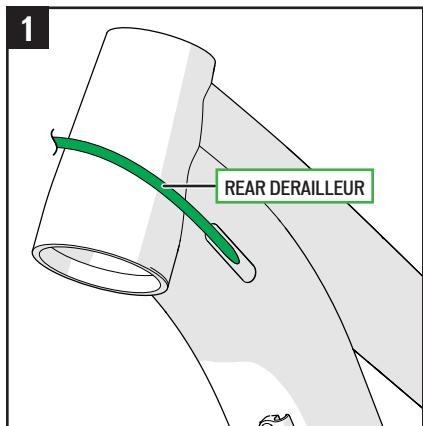
CARBON FRAME

- Use the SWAT Storage door and exit port at the base of the down tube to access and guide the derailleuer and brake housings through the exit port hole and the Command Post housing up the seat tube. It is recommended to run all housings into the frame starting at the head tube.
- Though all housings will fit in any of the down tube routing tubes, Specialized recommends that the housings cross each other and enter in the housing ports on opposite sides of the frame.
- Trim each housing so that the handlebar can rotate 90 degrees in each direction, and that the distance between the housing loops and the bottom bracket shell is 35-45mm (fig.2).
- Refer to the brake manufacturer's instruction guide for internal routing installation and bleeding information.
- Once the brake and shifter installation is complete, tighten the exit port housing retainer bolt, just tight enough to hold the housing loops in place.
- Install the brake housing retainer clip on the underside of the chainstay.

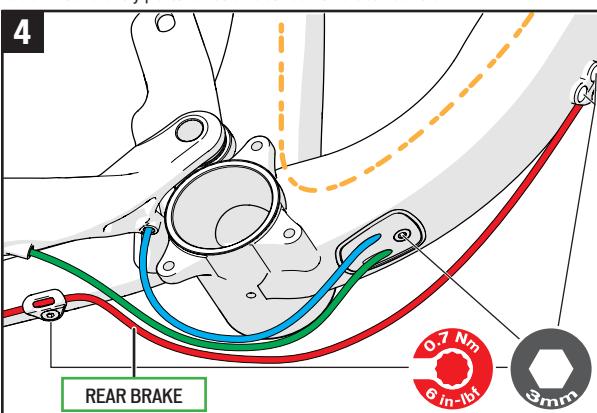
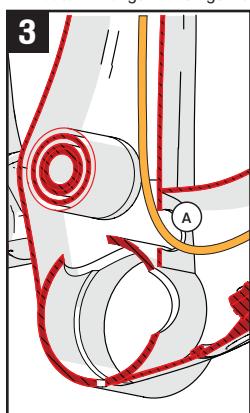


ALLOY FRAME

Routing options: Choose the desired options for the handlebar controls (Front derailleur, rear derailleur, Command Post). Front derailleur routing options apply only to 2016 650b and 29" models.



- Route full length housings into the down tube entry ports for each desired handlebar control.



- Command Post (Fig.3):** Route the housing down the down tube. Once it reaches the bottom bracket junction, remove the down tube housing exit port and guide the housing up over the bottom bracket shell and through the seat tube access hole (A), then up the seat tube.
- Front/Rear derailleur (front derailleur on 2016 650b/29" models only) (Fig.4):** Once the housings exit the down tube exit port hole, install the exit port guide onto the housings, then install the guide into the down tube. Do not fully tighten the guide in place until the housings are fully routed and the housing loops are correctly positioned.
- External rear brake (Fig.4):** Alloy frames are equipped with two single-bolt down tube guides (middle and upper position), one dual-bolt cable down tube guide (lower position) and one single-bolt chainstay guide. Place the guides over the brake housing and fasten the guides using recessed head bolts (M4 x 13 mm).
- Trim each housing so that the handlebar can rotate 90 degrees in each direction, and that the distance between the housing loops and the bottom bracket shell is 35-45mm (Fig.2, page 9).
- Once all the housings are routed and looped properly under the bottom bracket tighten the down tube guide bolt. This will secure the housings in the correct position.
- Alloy frames:** Install foam tubing ("churros") over the derailleur housings before inserting housings into the frame. This prevents the housings from rattling inside the down tube.

AUTOSAG AIR SHOCK SETUP

Stumpjumper FSR and Rhyme FSR models with air sprung rear shocks are equipped with AUTOSAG, a unique new feature designed to simplify and speed up the adjustment of air pressure. The AUTOSAG feature automatically determines the correct amount of sag, and eliminates the need to refer to an air chart to determine the correct pressure based on rider weight. However, the shock still requires compression and rebound adjustment based on type of terrain and rider weight. Please refer to the rebound chart on page 12.



Air pressures, rebound and compression settings are suggested starting point recommendations only. They should be adjusted according to the rider's needs for each type of terrain to achieve optimal performance. Shock air pressure can also be set up manually to rider preference.

STEP 1: SETTING AUTOSAG

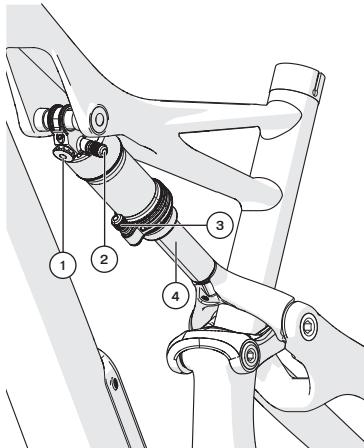
1. Position the shock compression lever or knob (blue) to the full open or off position ① . Remove the positive air valve cap (black) and the AUTOSAG valve cap (red).
2. Attach a high-pressure shock pump to the positive air valve ② .

- Inflate to the rider's weight in pounds (lb) plus 50psi. For kilograms, multiply by three (e.g. 75kg = 225psi).



CAUTION: Do not exceed 350psi before activating the Autosag valve (this is a starting pressure only). After the Autosag is activated, 300 psi is the recommended maximum working pressure when riding.

3. Make sure the rider is wearing all gear that would normally be worn on a ride (shoes, helmet, hydration pack if used, etc.). Mount the bicycle, prop up against a wall, and sit in the saddle in a normal riding position. Do **not** set sag while riding.
4. Press the AUTOSAG valve ③ . Air will release as the suspension settles into its pre-adjusted sag point. Make sure all the air is out and release the valve.
5. Cycle the shock a few times ④ , then dismount the bicycle.
6. Do not depress the AUTOSAG valve again, otherwise the proper sag setting will be lost, and will require this procedure to be repeated from step #2.
7. Put the positive air and AUTOSAG valve caps back on.



Rider weight in pounds (lb) plus the PSI (depending on model as described above) is the lowest amount of pressure that should be in the shock before activating AUTOSAG. If the air pressure is too low, the AUTOSAG button may let air out of the negative chamber, which would result in incorrect sag.



Sag is measured as the distance between the o-ring and the shock body's seal, after the rider's weight has been applied to the bike, with no bounce. When AUTOSAG is correctly set, sag should measure approximately 20-30% of stroke, depending on riding/terrain experience, i.e. travel. If the rider is approaching 300lbs, AUTOSAG may not function, and sag may exceed the bike's prescribed amount.

STEP 2: ADJUSTING REBOUND

Ohlins STX22M Air:

Please refer to the Ohlins STX22M Owner's Manual for rebound instructions.

RockShox Monarch RT3/ RT / Fox DPS:

Refer to the rebound chart to set the rebound damping. Rebound damping controls the rate at which the shock returns after it has been compressed.

- Clockwise for slower rebound (slow speed, bigger hits).
- Counter-clockwise for faster rebound (higher speeds, small bumps, more traction).

REBOUND			
RIDER WEIGHT		CLICKS	
LBS	KG	RS MONARCH RT3/RT 650b/27.5	RS MONARCH RT3/RT 29
90 - 130	41 - 60	7 - 10	8 - 11
140 - 190	64 - 86	5 - 7	6 - 8
200 - 250	91 - 113	3 - 5	4 - 6
260 - 280	118 - 127	1 - 3	2 - 4

REBOUND		
RIDER WEIGHT		CLICKS
LBS	KG	Fox DPS
90 - 130	41 - 60	10 - 14
140 - 190	64 - 86	7 - 14
200 - 250	91 - 113	5 - 10
260 - 280	118 - 127	0 - 5

STEP 3: ADJUSTING COMPRESSION

Ohlins STX22M Air:

Please refer to the Ohlins STX22M Owner's Manual for rebound instructions.

RockShox Monarch RT3 / RT:

Choose the optimal compression setting based on the terrain conditions.

- **OPEN:** Low-speed compression setting optimized for the perfect balance of control and plushness for steep, aggressive descents.
- **PEDAL:** Moderate low-speed compression setting is activated for an optimal blend of pedaling efficiency and bike control on variable terrain.
- **LOCK (RT3 only):** The firmest low-speed compression setting is activated for maximum pedaling efficiency. Refer to the chart to set the compression damping (blue knob).

FOX DPS:

Provides varying levels of compression damping, depending on whether the rider is climbing, trail riding or descending.

- **OPEN:** Low-speed compression setting optimized for the perfect balance of control and plushness for steep, aggressive descents. Factory Series shocks offer three levels of Open mode adjustment. Performance and Evolution shocks are preset with low-speed compression damping.
- **MEDIUM:** Moderate low-speed compression setting is activated for an optimal blend of pedaling efficiency and bike control on variable terrain.
- **FIRM:** The firmest low-speed compression setting is activated for maximum pedaling efficiency.

COIL SHOCK SETUP

Please refer to the Ohlins TTX22M Coil Shock Owner's Manual for all information about setting up the Ohlins coil shock.

SETUP DATA

DATE						
RIDER WEIGHT						
FORK PSI						
FORK REBOUND DAMPING (# of clicks from full slow)						
FORK COMPRESSION DAMPING (# of clicks from full firm)						
SHOCK PSI						
SHOCK REBOUND DAMPING (# of clicks from full slow)						
SHOCK COMPRESSION DAMPING (# of clicks from full firm)						



SPECIALIZED BICYCLE COMPONENTS

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