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08

MOJO
SET-UP GUIDE
#



WELCOME HOME

That's right, welcome back home to Ibis, or if it's your first time here, nice to have you join us. We've been around since 1981, back in the Paleolithic era in mountain bike time. Bikes were heavy, rigid and mostly steel back then. Both mountain bike technology and Ibis have come a long way since that stone age of mountain biking. Today we like riding them more than ever - especially the Mojo - and hope you do to.

--Scot Nicol
--founder emeritus, bfd.



INTRODUCTION

Congrats on your purchase of an Ibis Mojo Carbon or Mojo SL. At Ibis we think you should be spending a lot more time riding your bike and a lot less time working on your bike. We've designed the Mojo with that in mind. First, two requests:

- 1) Read this guide!**
- 2) Perform the proper setup!**

You'll be glad you did. After the initial tuning, there shouldn't be a whole lot to do to keep the Mojo humming along for a long time.



CARE AND FEEDING

The carbon fiber monocoque frame is extremely strong, and should provide years of trouble-free use, provided you care for it properly and don't overly huck every 50 foot gap you see.



Keep your bike clean and inspect it often. Although each and every bike gets tested at the factory for strength, it never hurts to look at the areas where the 'tubes' join, where the shocks and dropouts mount and any other areas that may receive stress during usage. Check for loose bearings, headsets, shocks and forks and such. Visually inspect the bike before each ride and also during each cleaning.

COMPONENTS

We've chosen a nice little medley of components for you in our SX, XT XTR and WTF groups. If you choose not to use our kits and want to build from scratch, here's a bit of info to help you on your shopping spree:

The Mojos (both Carbon and SL) are designed for a 140mm travel front fork, but 130 through 160mm travel forks also work well. The fork that comes with the Mojo is the Fox Float RLC with 140mm travel, or the 130 mm Manitou MRD in the WTF Group.

140 FORK

Headset
INTEGRATED

Both Mojos use the integrated headset based on the Cane Creek IS standard (aka the 36° / 45° or 41 mm standard). These are available from Cane Creek and probably others. On our kits we use the Cane Creek IS2.

Disk brake only, with an international standard mounting on the Mojo and a post mount on the fork, but these may vary with each model.

Brakes
Seatpost
& Lubrication

The seatpost diameter is 31.6 mm.

Your Ibis seat tube comes pre-treated with a coating of non-conductive LPS-1 lubricant to protect the frame and seatpost against corrosion. If your bike is frequently wet, you might consider treating the frame / seatpost a few times a year. We do not recommend using grease on your seatpost in an Ibis Carbon frame. We do recommend using either the FSA or the Tacx Carbon Assembly Compounds. Not only are they corrosion inhibitors, they also contain a suspension of microscopic plastic beads which increase friction, thus decreasing the clamping force needed to secure the seatpost.

FRONT
DERAILLEUR

The Mojo uses a 34.9 mm top pull, bottom swing derailleur.

CABLE ROUTING

Here's a little advice on how to set up the cabling on your Mojo. The derailleur housing and rear brake hydraulic hose can be routed around the opposite side of the stem. The length of housing between the rear top tube stop and the upper swing arm stop for the rear derailleur should be kept as short as possible to keep it from bowing out and contacting your leg.



We recommend you use a piece innertube about 3 cm long, feeding the rear brake and derailleur cables through it just behind the seat tube as shown. Zip Ties work well too.

BOTTLECAGE

There are two heavy duty Riv-Nut inserts on the underside of the down tube to allow the mounting of a bottle cage. We've put it there primarily for a spare water bottle, a tool kit or for a battery if you're night riding.

Please don't attempt to retrieve a water bottle from this cage location during riding!

There are extra long socket head screws provided for you use in these holes. They are longer than your average screw. We suggest using a heavy-duty cage for holding batteries since the lighter weight cages don't seem to hold up to this sort of abuse.

SWINGARM REMOVAL

At the beginning of this setup guide, we mentioned that we were believers in the ride-your-bike-more/work-on-your-bike-less school of thought. In this section of pivot bearing replacement, that philosophy shows.

The pivot assemblies on the Mojo are designed to be easily removed and replaced. We send you new pivots before you take your old ones out, so there is almost no downtime for the maintenance. No bearings to press out or to axles hammer. A couple of hex keys and a little twisting and the whole assembly is ready for replacement.

New upper and lower pivot assemblies are available in the »buy« section of our website, or you can have your dealer order them from Ibis for you. Replacement is super simple requiring no special tools:





01

Put your freshly cleaned Mojo in a workstand. Remove the front derailleur and the cranks.

Pull the swing arm and the lower link away from the front triangle. It may take a bit of cajoling to get it removed from the tube that's in the frame. Try to pull more or less straight backwards.



06

Notice that the two upper links are being pulled across the seat tube where the front derailleur mounts.

02

Working on the links is much easier without the shock, so remove the bolts that hold the shock in place with two 4 mm and one 6 mm Allen wrench.



07

Remove the axle in the lower link that passes through the swingarm using two 5 mm Allen wrenches and detach the lower link from the swingarm.

03



Rotate the swingarm up to gain better access and remove the upper link screws at the seat tube using a 5 mm Allen wrench.



08

Remove the remaining screws in the upper links of the swingarm with a 5 mm Allen wrench as well.

09



04



05

Remove the axle in the lower link that passes through the front triangle with two 6 mm Allen wrenches.

10

CONGRATS! You have your mojo in pieces now.



To reassemble your bike follow the steps 01 to 10 in reverse order. Remember to use a little loctite blue thread locker on all fasteners during reassembly otherwise all your pretty bits will be strewn along the trail.

SHOCK SET UP

This part is really important. With the purchase of your new Ibis Mojo, you have hopefully been provided with a manual for your shock. If not, please ask your dealer to provide you with one, as each bike is shipped with a shock tuning guide courtesy our friends at Fox or DT Swiss depending on the shock you're using. Their guides are excellent, so we suggest you use these as a guide for properly tuning your new bike. However, if you don't have one, here are a few basics we recommend for the initial setup so you can get started.

TWO WAYS TO SET UP SAG

1) PERCENTAGE OF BODY WEIGHT

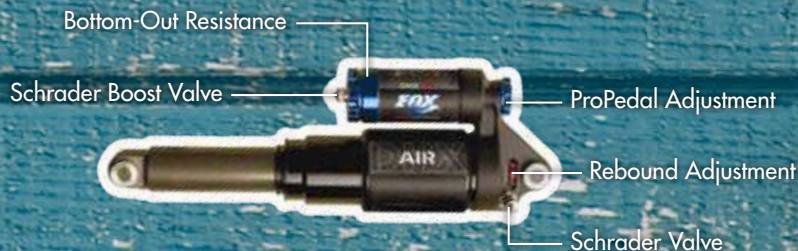
If you're using a Fox RP23, start with an initial air pressure in the shock of approximately **90% of your body weight**. you can vary it in 5 or 10 psi increments to see what you like the best. Lower pressures will give a softer ride with the bike setting further into it's travel, higher pressures reduce sag and produce a firmer ride. If you're using the DT Swiss XR Carbon, start with 80-85% of body weight and vary it in 5 psi increments to achieve your desired ride.

2) SIT ON IT

This method works on any shock. Compatible shocks will have a 7.875" (200 mm) overall length and 2" (51 mm) of travel (leverage ratio is 2.8:1). Sit on your bike in a normal riding position. Reach down and slide the O ring up the shock shaft against the wiper seal. Next, gently step off of the bike taking care not to further compress the suspension. The distance from the O ring to the wiper seal should be about 10 - 13 mm for XC type riding and 13 - 15 mm for more aggressive off road riding.

FOX DHX AIR SETTINGS

First, here's Fox's picture of the shock, we will refer to some of the parts named here:



SAG

To set the sag, you need to set the air pressure in the rear shock. With the DHX Air, you should start with 0.50 inches (12 mm) of sag. Sit on your bike in a normal riding position. Reach down and slide the O ring up the shock shaft against the wiper seal. Next, gently step off of the bike taking care not to further compress the suspension.

REBOUND

The DHX AIR has adjustable rebound damping. It's adjusted by turning the clicker just below the upper eyelet mount. Turning the red clicker clockwise slows the rebound, and counterclockwise achieves faster rebound. Generally you want it as fast as you can set it without getting bounced off the saddle after a bump or drop. The number of clicks to achieve this changes depending on the main spring air pressure. There are 22 clicks of adjustment. Start in the middle and experiment from there.

PROPEDAL

ProPedal is a damping system used by Fox to reduce pedal-induced suspension bob. The Mojo is good at minimizing pedal suspension bob due to the design of the DW Link suspension, but even with the Mojo there are situations where you might want to use some ProPedal. ProPedal is adjusted using the blue dial at the top of the reservoir. Clockwise adjustment increases ProPedal, and vice versa. There are 15 clicks of adjustment. Adjust it to where you like it.

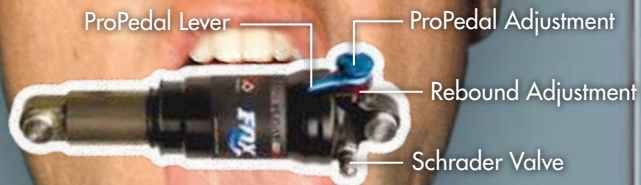
BOTTOM OUT RESISTANCE

The DHX Air has an added feature of Bottom Out resistance. This can be set by a knob adjuster at the bottom of the reservoir. There are three rotations of adjustment available. Start with a maximum pressure in the Schrader boost valve of 125 psi.

For more bottom out resistance, turn the knob clockwise, it might help to use a 4mm Hex key inserted in the holes in the knob if you have difficulty moving it by hand.

FOX RP23 SETTINGS

First, here's Fox's picture of the shock, we will refer to some of the parts named here:



REBOUND

The RP23 has adjustable rebound damping. It's adjusted by turning the clicker on the inside of the propedal adjust lever. Turning the red clicker clockwise slows the rebound, and counterclockwise achieves faster rebound. Generally you want it as fast as you can set it without getting bounced off the saddle after a bump or drop. The number of clicks to achieve this changes depending on the main spring air pressure. Experiment. It's easy, fun and profitable. OK, maybe not profitable.

PROPEDAL

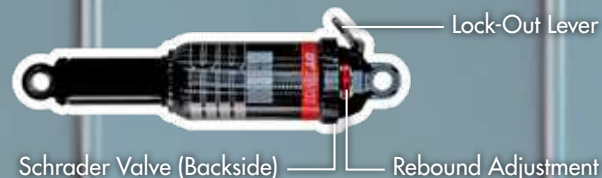
ProPedal is a damping system used by Fox to reduce pedal-induced suspension bob. The Mojo is good at minimizing pedal suspension bob due to the design of the DW Link suspension, but even with the Mojo there are situations where you might want to use some ProPedal.

ProPedal is turned on or off with the simple movement of an easily accessible lever. You can run the shock open (lever to the right), or with one of the three ProPedal settings on the RP23 (ProPedal lever to the left, and the three settings are adjusted by pulling out and turning the outer blue knob on top of the lever). ProPedal is OFF in the picture above.

For off road use a good all around setting is # 1. You can then either leave it on for the descent or flip the lever to the drive side of the bike to turn the ProPedal off resulting in a smoother descent. If you are riding on the road or doing a lot of out of the saddle climbing off road the #2 position works well. For out of the saddle sprinting try ProPedal setting #3 for a near lock-out. Again, it's a matter of personal preference, so please experiment.

DT SWISS XR CARBON SETTINGS

First, here's DT's picture of the shock, we will refer to some of the parts named here:



REBOUND

The DT Swiss XR Carbon has adjustable rebound damping. It's adjusted by turning the clicker at the top of the shock just behind the forward eyelet. Generally you want it as fast as you can set it without getting bounced off the saddle after a bump or drop.

LOCK-OUT

The DT Swiss XR Carbon shock is also equipped with a lock-out lever located at the top of the air canister. Flip the lever to the left to lock-out the shock, or flip it to the right to open it up. Be careful, the lock-out on the DT XR will transform your 5.5" full suspension bike into a hardtail! Great for chasing cars etc.

FORK SET UP

We supply our complete bikes with either a Fox Float RLC or a Manitou MRD. Here are some tips to get you started:

FOX FLOAT RLC SETTINGS

First you need to set the sag. Use the chart on the next page to set the air pressure and then take a sag reading (the air cap is at the top of the left fork leg under a cap). Fine tune the sag depending on your style of riding. Use 5 lb. PSI adjustments to get it to the place you want it.

Rebound damping, lockout and compression damping are all adjusted via the knobs at the top of the right fork leg. The blowoff threshold is adjusted at the bottom of the right leg. There's a tremendous amount of adjustability with this fork, so don't hesitate to experiment. Again, read the manual!

PARTS

Here's a complete parts listing for Mojo. Find these online at the 'buy' portion our website or get them directly from your Ibis dealer. Contact us or your dealer for more info.

fox float rlc

AIR SPRING SETTING GUIDELINES

Rider Weight		Air Pressure
< 125 lbs.	< 57 kg	45 psi 3,1 bar
125 - 135 lbs.	57 - 61 kg	50 psi 3,4 bar
135 - 145 lbs.	61 - 66 kg	55 psi 3,8 bar
145 - 155 lbs.	66 - 70 kg	60 psi 4,1 bar
155 - 170 lbs.	70 - 77 kg	70 psi 4,8 bar
170 - 185 lbs.	77 - 84 kg	80 psi 5,5 bar
185 - 200 lbs.	84 - 91 kg	90 psi 6,2 bar
200 - 215 lbs.	91 - 98 kg	100 psi 7,0 bar
215 - 230 lbs.	98 - 104 kg	110 psi 7,6 bar
230 - 250 lbs.	104 - 113 kg	125 psi 8,7 bar

FOX FLOAT RLC - SAG SETUP

Travel	XC/Race Team	All-Mountain Plus
140 mm (5.5")	21 mm (7/8")	35 mm (1.38")

MANITOU MINUTE MRD SETTINGS

The settings and procedures for the MRD forks are much the same. Start with 35-45% of the rider's weight in the main air spring, or sag of about 10-20% of travel.

Tip: The air valve on a Manitou MRD fork is located at the bottom of the left (non-drive side) fork leg. When removing a shock pump from the air valve it is possible that a small amount of lubricant will be expelled. As the air valve is adjacent to your disk brake rotor it is advisable to wrap the rotor with a CLEAN rag to prevent the expelled lubricant from getting on the rotor.

The MRD forks have Absolute Damping, and a simple turn of the knob located on the top right leg is all that is needed to add platform to the system. Turning the knob clockwise (as you are looking from the rider's position) increases platform incrementally from an open position to what is essentially a closed position for increased efficiency, while turning the knob counterclockwise decreases the amount of platform.

ITEM	DESCRIPTION	QTY
01	203784-Brace-UpperLink-Ibis	1
02	203812-Shaft-Pivot-Lower-FT	1
03	203813-Nut-Pivot-Shaft-Lower-FT	1
04	203828-LowerLink-M6-Washer	1
05	203830-Bolt-Button-M8	4
06	203888-Pin-Upper-Shockeye	1
07	203889-Washer-M6-IMMT	2
08	203894-M6-Pin-LowerLink-SA	1
09	M8x60-SHCS-Bolt	1
10	Ibis-Assy-LowerLink	1
11	Ibis-Assy-UpperLink	2
12	M5-LO-SHCS-Bolt	2
13	M6-LO-SHCS-Bolt	1
14	Seat-Binder	1
15	Shock-Reducer-FOX-UpperPivot	2
16	203810-Derailleur-Hanger	1

DERAILLEUR HANGAR REPLACEMENT

Sometimes the derailleur hanger gets bent and needs to be replaced. It's not a bad idea to order an extra and carry a spare. Do we really need to tell you how to do replace this bit? We didn't think so.



IBIS WARRANTY

Ibis Cycles warrants Ibis frames to be free from defects in materials and workmanship for a period of 3 years from date of sale. This limited warranty applies to the original owner and is nontransferable. Ibis will, at its sole discretion, repair or replace any frame or component that it determines to be defective.

This warranty does not cover normal wear and tear, nor does it apply to damage that is the result of abuse, neglect, improper assembly, improper maintenance, alteration, misuse or massive hucking. The costs of disassembly, reassembly or repair of any attached components are not covered by this warranty and are the responsibility of the original owner. Under no circumstance are the costs of shipping to or from Ibis covered by this limited warranty.

This warranty applies exclusively to Ibis bicycles manufactured after July 1, 2005.

NO FAULT REPLACEMENT

Should your Ibis be involved in a crash or other non-warranty situation, Ibis Cycles will make replacement parts available at a minimum charge to the original owner. Ibis Cycles does this at its sole discretion and reserves the right to refuse this offer, so don't go crashing your bike on purpose. We already know that one.

Unless otherwise provided, the sole remedy under the above warranty, or any implied warranty, is limited to the replacement of defective parts with those of equal or greater value at the sole discretion of Ibis Cycles. In no event shall Ibis Cycles be held responsible for direct, incidental or consequential damages, including, without limitation, damages for personal injury, property damage, or economic losses, whether based on contract, warranty, negligence, product liability, or any other theory.

WARRANTY REGISTRATION

Don't forget to register your warranty online at www.ibiscycles.com/warranty_reg

SERIAL NUMBER

We recommend you write down your serial number for future reference. It's located under the bottom bracket. Do it now. It'll be a lot easier than calling us and having us go through our records.



PROUD OWNER - RIDE MORE, WORK LESS!

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