



SPLIT PIVOT™ SUSPENSION SETUP

At Salsa, we believe that a sense of adventure makes life better. The bicycle can be so much more than just a bike; it's a path to new places, new people, and amazing experiences.

Thank you for your purchase. We hope it makes a good riding experience even better!

Salsa. Adventure by bike.

▲ WARNING: CYCLING CAN BE DANGEROUS. BICYCLE PRODUCTS SHOULD BE INSTALLED AND SERVICED BY A PROFESSIONAL MECHANIC. NEVER MODIFY YOUR BICYCLE OR ACCESSORIES. READ AND FOLLOW ALL PRODUCT INSTRUCTIONS AND WARNINGS INCLUDING INFORMATION ON THE MANUFACTURER'S WEBSITE. INSPECT YOUR BICYCLE BEFORE EVERY RIDE. ALWAYS WEAR A HELMET.

Additional product and safety information can be found at the website: www.salsacycles.com/safety

Getting Started

Proper suspension setup is important to get the most out of your Salsa Split Pivot suspension bike and preventing damage to the damper units, the frame, and/or yourself. Initially, setup should be performed at home or at your shop prior to heading to the trail. This will give you adequate time to properly set and check the shock and fork pressure as well as dial in the base damper settings. After initial setup, subsequent use of the bike will only require a quick air pressure check, and verification of the damper settings in addition to your normal pre-ride inspection.

Compatibility

This setup guide is for 2014 Salsa Spearfish and Horsethief bikes featuring Split Pivot Technology.

Tools Required

Bike with pedals

Shock pump

Measuring device (ruler, tape, or calipers)

Riding gear (including hydration pack w/water, tool kit, and anything else you regularly carry)

A clear space with a flat, firm floor

Friend or a sturdy wall

Instructions

Step 1: Determine Target Sag

The recommended amount of sag for Salsa Split Pivot models is 30% of the rear shock stroke and 25% of the front fork travel. These amounts are listed in the table below in millimeters. Note the sag amounts for your particular bike model and record them in the "Goal" column of the table in Step 4.

	REAR SHOCK			FRONT FORK	
Model	Wheel Travel	Shock Stroke	30% Sag	Wheel Travel	25% Sag
Spearfish	80mm	38mm	11.4mm	100mm	25mm
Horsethief	120mm	44.5mm	13.3mm	130mm	32.5mm

Step 2: Set Initial Pressures

Knowing your riding weight isn't necessary, but if you can estimate it, it will help you get closer to the actual final pressure from the onset. This should help reduce the number of guess-and-check cycles needed to hone in on the actual final pressure settings that achieve the proper sag amount for your bike. Use the table below to estimate the starting initial shock and fork pressures. Record these pressures as "Press 1" in the table in Step 4.

Model	Initial Rear Shock Pressure	Initial Fork Pressure
Spearfish	Rider weight (lb) – 20 psi	50% of initial rear shock pressure
Horsethief	Rider weight (lb) + 10 psi	33% of initial rear shock pressure + 5 psi

Step 3: Prep the Bike

Ensure tire pressure is adequate, set the saddle height to your normal riding position. Set any low speed compression levers/adjusters on the rear shock and fork to the fully open setting. If performing this setup on your own, position the bike on a firm level surface next to a sturdy wall so that when you are on the bike, you can lean your near hand or shoulder lightly against the wall for balance. If performing this setup with a friend or your mechanic, have them straddle the front tire facing the bike and firmly hold the handlebars between the grips and stem, in order to balance you as you are on the bike.

Step 4: Check Rear Shock Sag

Climb on the bike, clip-in if needed, and bounce the rear suspension a couple times. Settle into a normal seated position. While remaining seated and still, push the o-ring on the shaft of the rear shock firmly against the wiper seal. Then carefully dismount the bike without further compressing the rear suspension. Using your measuring device, measure the distance between the seal and o-ring and record it below.

	SAG GOAL	Press. 1/ Sag 1	Press. 2/ Sag 2	Press. 3/ Sag 3	Press. 4/ Sag 4
REAR SHOCK		/	/	/	/
FRONT FORK		/	/	/	/



SPLIT PIVOT™ SUSPENSION SETUP

Step 5: Adjust Rear Shock Pressure

Compare the measured sag amount to the goal amount. If the measured amount is less than the goal amount, lower the pressure in the shock. If the measured amount is more, increase the pressure in the shock. Then repeat Steps 4 and 5 until the measured amount is the same as the goal amount. Note your final rear shock pressure. You can now use this pressure as your stock rear shock pressure before each ride without having to work through this process again.

Step 6: Check Front Fork Sag

With the rear shock pressure now dialed in, climb back on the bike and settle into a neutral standing position. Bounce the front fork a few times and remain in that neutral standing position. Slide the o-ring on the fork stanchion tube down flush against the wiper seal without further compressing the fork. Then dismount the bike towards the rear end to ensure the fork does not compress further. NOTE: It helps to lower or remove the seat for this step, as you don't need it.

Step 7: Adjust Front Fork Pressure

Compare the measured sag amount of the fork to the goal amount. Like the rear shock, adjust the fork pressure up or down and repeat Steps 6 and 7 until the goal amount is reached. Note your final front fork pressure. You can now use this pressure as your stock fork pressure before each ride without having to work through this process again.

Lastly, please note that these pressure settings apply to you and the amount of gear you were wearing when you performed the setup. Riding with more or less gear/water will require you to adjust your rear shock and front fork pressures accordingly.

Rebound & Compression Settings for Rear Shock & Front Fork

Rebound and compression settings will vary between riders. Rider weight, riding style, ability level, and terrain all dictate what settings should be used. Heavier riders require more air pressure in the rear shock unit and the front fork than lighter riders. Due to the higher internal pressure, larger riders generally need to use more rebound damping than lighter riders to achieve the same appropriate return speed of the front and rear damper units. Likewise, heavier riders also generally require more low speed compression damping to counteract mass transfer on the chassis. The chart below lists suggested starting settings for bike model and rear shock. These are simply suggested starting points, it is highly likely that you will settle on a slightly different setting to suit your riding.

SALSA CYCLES

6400 West 105th Street, Bloomington, MN 55438
Tel: 877-MOTO-ACE Fax: 952-983-6210
www.salsacycles.com

1057 01/14

Spearfish with Fox Float CTD - Factory, Performance, or Evolution Series Rear Shocks & Front Forks:

Rider Weight (lb)	Rear Shock Rebound	Trail Adjust (Factory model only)	Fork Rebound
260+	-3	2	-7
220-260	-4	2	-8
180-220	-5	1	-9
140-180	-6	1	-10
100-140	-7	1	-11

Horsethief with Fox Float CTD - Factory or Performance Series Rear Shocks & Front Forks:

Rider Weight (lb)	Rear Shock Rebound	Trail Adjust (Factory model only)	Fork Rebound
260+	-3	2	-7
220-260	-4	2	-8
180-220	-5	1	-9
140-180	-6	1	-10
100-140	-7	1	-11

Important note: Rebound is always measured as clicks back from the full slow setting, thus the minus (-) sign. It is done this way because the full slow setting is more consistent from damper to damper than the full open setting can be.

Fox's CTD & Split Pivot

The Fox Float rear shocks and front forks featured on all Horsethief and Spearfish models feature Fox's CTD (Climb. Trail. Descend) technology. When paired with Split Pivot, we recommend using the Descend setting most of the time while riding due to the tuned anti-squat that is already built into the Split Pivot chassis. This offers enough support for efficient pedaling with amazing small bump compliance in most situations. Aggressive riders over 200 lb might find the Trail setting more appropriate. For most other riders though, we've found that the Trail setting is only needed for extended climbing. The Climb setting is most useful for commuting to and from the trailhead on the road.