



SHOCK SETUP

HOW TO OPTIMIZE THE PERFORMANCE OF YOUR NINER

QUICK TIPS:

- Sag can be anywhere from 25-35%
- It's OK to have your rebound on 10/maxed out. It's why it's there
- It is very easy to add/remove bottomless tokens to the debonair can
- The ring will never "blow off" the shock at bottom out. (Fox does "blow off", but both are 44mm stroke)
- Be sure to read each manufacturers setup guide regarding negative/positive air chambers and how to equalize them
- Both the FOX EVOL and RockShox Debonair style shocks that are spec'd on the Jet 9 and RIP family of bikes require higher pressures than you are used to in order to achieve the proper sag. MAX pressure on both shocks is 350psi (even though the fox shock says "300psi", their website does confirm that, with the EVOL can, 350psi is max)

Thanks for making your new bike a Niner! Given the changes in rear shock technology, we thought it best to run through a few set up tips.

Setting Air Spring Pressure & Volume Spacers:

If your new Niner is using one of the new large volume, negative air chamber shock from either Fox or RockShox (EVOL/Debonair), there are few points you need to know to set it up correctly. Air spring pressure and rebound settings are different for every bike and shock type. Recommended starting points for air pressure are listed in the chart below for current Niner full suspension models.

For the new JET and RIP models we use a shock with larger air spring and negative air chambers. The advantages of this type of shock are a plush beginning stroke for small hits and a spring rate that ramps up towards the end of travel for the bigger hits.

These shocks need to be sagged a little more than what you may be used to. Sag of 25-35% is completely normal. The RockShox and FOX rear suspension offerings come equipped from Niner with air volume spacers installed inside the shock. Much like [RockShox's Bottomless Tokens](#) and Fox Air Volume Spacers found in their forks, the air volume spacers in these shocks can be easily adjusted. If you remove factory installed spacers the shock will provide a softer spring rate increase, making full travel more frequent. The need to remove spacers is largely dictated by the air pressure needed in the shock to achieve desired sag. Riders using pressures of 250 p.s.i. may want to have their shop help experiment with this adjustment.



RockShox Monarch set to 30% sag



Fox EVOL set to 30% sag

When setting air pressure for desired sag amount on the RockShox Monarch and Monarch Plus as well as the FOX Float EVOL and FOX Float X EVOL, you will need to use higher pressure than many other shocks. This is due to the large volume of air used on these series. It is completely normal for riders to need 30-60psi over their body weight to achieve desired sag. Please take a moment to review each [manufacturer's steps](#) for setting up the air pressure and, specifically, charging the negative air chamber during setup. Getting these steps right are critical to the setup process! One more point about airing up your shock or fork- when disconnecting the pump from the valve, most of the air you hear escaping is from the pump itself, not your shock. Also, when reconnecting the pump to the shock, remember that the pump is starting with zero psi. Once the pump fully threads on and opens the shock valve, air will travel out of the shock into the pump until they are equal pressure. This will cause the pump gauge to read a lower psi than what you may have originally inflated the shock.

Regarding bottom out of the shock, it should be noted that the RockShox Monarch and Moarch Plus spec'd on the JET 9 RDO will never push the o-ring fully off the shaft of the shock. The FOX Float and Float X EVOL however will often push the o-ring off the shaft at bottom out. They will both achieve full travel, this effect is due to a difference in design. When observing the RockShox in action, many riders may be tempted to think they are not getting full travel, especially if they are used to seeing the o-ring behavior of a FOX rear shock.



RockShox Monarch at full bottom out



Fox EVOL at full bottom out

Rebound Set Up:

Rebound setting usually varies by rider preference. As a generic rule, you want your rebound set as fast as possible without bouncing the wheel off the ground after a compression event. An easy way to test this is to ride the bike off a curb while seated and note the suspension activity. The shock should compress once and return to ride height rather than cycle multiple times after the compression event.

Running the rebound too slow will cause the shock to return too slowly and prevent it from being fully ready for the next compression or hit. This is often referred to as “pack down” and will provide a harsh ride through fast, successive bumps and hits. Rebound adjustment is a highly personalized setting and can vary with air pressure in the shock. As a general rule, the higher the air pressure, the higher the optimal rebound setting is likely to be. If you find the shock needs to be set on the highest rebound setting to accommodate the pressure in the shock, it’s OK. That’s why it has that many clicks.

If you go through all of these steps and still can’t seem to find your optimal tune, Niner recommends contacting your local dealer or a specialized suspension tuning company like [PUSH](#) to assist you.

RIP 9 INITIAL SHOCK SETUP GUIDE

FOXSHOCK PSI	RIDER WEIGHT (LBS)	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
	25% SAG*	75	85	100	115	125	140	155	170	180	195	210	220	235	250	265	275	290	305	315	330	345
30% SAG*	65	80	90	105	115	125	140	150	165	175	190	200	215	225	235	250	260	275	285	300	310	
35% SAG*	55	65	80	90	100	110	120	135	145	155	165	180	190	200	210	220	235	245	255	265	280	

*RECOMMENDED SAG IS 30%
FOR MORE COMPLIANCE SET TO 35% SAG
FOR FIRMER RIDE SET TO 25% SAG

ROCK SHOX PSI	RIDER WEIGHT (LBS)	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
	25% SAG*	85	100	115	125	140	155	170	180	195	210	225	240	250	265	280	295	305	320	335	350	360
30% SAG*	75	85	100	110	125	135	150	160	175	185	200	210	225	235	250	260	275	285	300	310	325	
35% SAG*	60	75	85	95	110	120	130	145	155	165	175	190	200	210	225	235	245	260	270	280	290	

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JET 9 INITIAL SHOCK SETUP GUIDE

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	25% SAG*	135	145	155	170	180	190	200	210	225	235	245	255	265	280	290	300	310	325	335	345	355
30% SAG*	125	135	145	155	165	175	185	195	205	215	225	235	245	255	265	275	285	295	305	315	325	
35% SAG*	110	115	125	135	140	150	160	165	175	185	195	200	210	220	225	235	245	250	260	270	275	

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