SCRATCH SUSPENSION SETUP GUIDE

PAGE 2 **SCRATCH AIR 8, SCRATCH AIR 6**
PAGE 3 **SCRATCH COIL 9, SCRATCH COIL 7**
PAGE 4 **COIL FORK SETUP**
PAGE 5 **COIL SHOCK SETUP**

SUSPENSION SETUP GUIDE (SCRATCH 9, SCRATCH 7)

Bike	Scratch 9										Scratch Coil 7				
Travel	160mm Front / 170mm Rear										160mm Front / 170mm Rear				
Shock stroke	63mm										63mm				
Shock Sag %	25-35% - sitting on bike										25-35% - sitting on bike				
Shock eye-to-eye at recommended sag	194mm - 200mm										194mm - 200mm				
Fork Sag %	20-25% - standing on bike										20-25% - standing on bike				
Suspension	Front Fox 36 Vanilla RC2 180				Rear Fox DHX Coil RC4						Front Fox 36 Vanilla R 180		Rear Fox Van RC		
Rider Weight (lbs)	Spring	Reb (clicks out)	LS Comp (clicks out)	HS Comp (clicks out)	Spring (lb/in)	Boost Valve (PSI)	Boost Valve Progression (turns out)	Low Speed Compression (clicks out)	High Speed Compression (clicks out)	Rebound (clicks out)	Spring	Reb (clicks out)	Spring (lb/in)	Reb (clicks out)	Compression (clicks out)
Under 120	Black	13	8	12	300	140	3.5	12	12	14	Black	13	300	14	12
120-140	Purple	12	8	12	350	160	3.5	10	12	12	Purple	12	350	12	10
140-160	Blue (std S)	12	8	12	400 (std S)	160	3.5	10	11	10	Blue (std S)	12	400 (std S)	10	10
160-180	Blue (std M)	9	7	10	450 (std M)	160	3.5	9	10	8	Blue (std M)	9	450 (std M)	8	8
180-200	Green (std L)	9	7	10	450 (std M)	160	3.5	9	10	8	Green (std L)	9	450 (std M)	8	8
200-220	Green (std L)	7	6	8	500 (std L)	160	2	7	8	6	Green (std L)	7	500 (std L)	6	6
Over 220	Yellow	7	6	8	550	160	2	6	8	4	Yellow	7	550	4	6

Follow these steps to optimize the performance of your Trek Full Suspension Mountain Bike:

1. Determine rider weight (individual weight plus riding gear).
2. Apply initial pressure and settings as indicated in chart.
3. Install Trek Sag Meter (included with bike purchase). If you cannot locate your sag meter, skip ahead to step 4.
4. Straddle the bike without bouncing up and down.
5. Slide O-ring so that it rests against dust seal.
6. Dismount bike.
7. If o-ring falls within sag meter's window, or if o-ring is within recommended sag measurement, you're ready to ride.
8. If the o-ring falls outside of that window, or is greater or less than recommended measurement, add or subtract pressure as needed.

SCRATCH SUSPENSION SETUP GUIDE (SCRATCH AIR 8, SCRATCH AIR 6)

Bike	Scratch Air 8					Scratch Air 6			
Travel	160mm Front / 170mm Rear					160mm Front / 170mm Rear			
Shock stroke	63mm					63mm			
Shock Sag %	25-35% - sitting on bike					25-35% - sitting on bike			
Fork Sag %	20-25% - standing on bike					20-25% - standing on bike			
Suspension	Front Fox 36 Talas RLC		Rear Fox RP-23 w/XV			Front Float 36 R		Rear Float RP-2 w/XV	
Rider Weight (lbs)	Spring (PSI)	Reb (clicks out)	Spring	Reb (clicks out)	Boost Valve (PSI)	Spring (PSI)	Reb (clicks out)	Spring	Reb (clicks out)
Under 120	42-44	13	130	8	150	42-44	13	110	7
120-140	44-49	12	150	7	175	44-49	12	130	7
140-160	49-52	12	170	6	175	49-52	12	150	6
160-180	52-64	9	190	6	175	52-64	9	170	5
180-200	64-75	9	210	5	175	64-75	9	190	4
200-220	75-85	7	230	4	175	75-85	7	210	3
Over 220	85-105	7	250	4	175	85-105	7	230	2

Follow these steps to optimize the performance of your Trek Full Suspension Mountain Bike:

1. Determine rider weight (individual weight plus riding gear).
2. Apply initial pressure and settings as indicated in chart.
3. Install Trek Sag Meter (included with bike purchase). If you cannot locate your sag meter, skip ahead to step 4.
4. Straddle the bike without bouncing up and down.
5. Slide O-ring so that it rests against dust seal.
6. Dismount bike.
7. If o-ring falls within sag meter's window, or if o-ring is within recommended sag measurement, you're ready to ride.
8. If the o-ring falls outside of that window, or is greater or less than recommended measurement, add or subtract pressure as needed.

COIL FORK SUSPENSION SETUP GUIDE

Tools needed to adjust Fox fork :

Fork sag indicator

A person to hold you up

Follow these steps to optimize the performance of your Trek Full Suspension Mountain Bike front suspension:

1. Install suggested spring rate based on rider weight (include rider + gear)
2. Adjust high speed compression [RC2 only]
   a) Turn adjustment knob clockwise until knob stops – this is your base setting
   b) Turn knob counter-clockwise to your recommended setting.
3. Adjust low speed compression [RC2 only]
4. Turn adjustment knob clockwise until knob stops – this is your base setting
5. Turn knob counter-clockwise to your recommended setting
6. Adjust rebound
   a) Turn adjustment knob clockwise until knob stops – this is your base setting
   b) Turn knob counter-clockwise to your recommended setting
7. Make sure the coil is preloaded properly
   a) Turn spring preload adjustment knob counter-clockwise to minimum setting.
8. Mount bike and have your friend hold you up. Cycle fork, settling into a standing riding stance centered on the bike. Slide o-ring on stanchion down to contact seal head.
9. Dismount and check o-ring placement in comparison to sag indicator marks. Compare your measurement with the suggested fork sag range.
   a) If sag is too great, you can turn preload adjustment knob as necessary. If you reach maximum preload adjustment range and you still have too much sag, it is recommended that you go up to the next spring rate.
   b) If sag is too little and you are at minimum preload, it is recommended that you go to the next softer rate.
   c) If you do not achieve proper sag, swap to the appropriate spring and repeat steps #1-8.
10. It's important to note that spring rate is a highly personal setting. Some riders prefer a firmer spring rate for more control on big hits, while others prefer a lower spring rate for optimized suspension performance on lower-speed technical terrain. Consider riding a variety of spring rates to determine your optimal setting.

SCRATCH COIL SHOCK SUSPENSION SETUP GUIDE

Tools needed [for bikes with Fox coil rear shocks]

17mm socket and ratchet (Fox RC4 only]

tape measure

A person to measure shock eye-to-eye

Follow these steps to optimize the performance of your Trek Full Suspension Mountain Bike rear suspension:

1. Install suggested spring rate based on rider weight [include rider + gear]
2. Adjust high speed compression [RC4 only]
   a. Using a 17mm socket and ratchet, turn adjustment knob clockwise until knob stops – this is your base setting
   b. Turn knob counter-clockwise to your recommended setting. You will feel clicks when turning with the 17mm socket and ratchet.
3. Adjust low speed compression
   a. Turn adjustment knob clockwise until knob stops – this is your base setting
   b. Turn knob counter-clockwise to your recommended setting
4. Adjust rebound
   a. Turn adjustment knob clockwise until knob stops – this is your base setting
   b. Turn knob counter-clockwise to your recommended setting
5. Make sure the coil is preloaded properly
   a. Loosen the collar until the coil is in a fully decompressed state, with the collar tight enough to prevent loose movement of the coil.
   b. Turn the collar clockwise one full turn.
6. Mount bike and cycle shock, settling into a seated riding stance
7. Have your friend measure the eye-to-eye of the shock
8. Compare your measurement with the suggested shock sag range (refer to setup table).
   a. If sag is too great, turn coil collar clockwise up to 2 full turns.

      IMPORTANT: do not turn collar more than 3 total turns from a fully relaxed state, as spring could coil bind before full travel.
   b. If sag is too little and you are at 1 turn in, it is recommended that you go to the next softer rate. The spring must have a minimum of half a turn of preload, but this is an indication that you need the next softer rate.
   c. If this 2.5 -turn range does not achieve proper sag, swap springs and repeat steps #1-8.
9. It's important to note that spring rate is a highly personal setting. Some riders prefer a firmer spring rate for more control on big hits, while others prefer a lower spring rate for optimized suspension performance on lower-speed technical terrain. Consider riding a variety of spring rates to determine your optimal wheel rate setting (spring rate at a given point in travel at the wheel).