SESSION SUSPENSION SETUP GUIDE

PAGE 2 **SESSION 8**
PAGE 3 **SESSION 88**
PAGE 4 **COIL FORK SETUP**
PAGE 5 **COIL SHOCK SETUP**

SESSION SUSPENSION SETUP GUIDE (SESSION 8)

Bike	Session 8						
Travel	203mm						
Shock stroke	70mm						
Shock Sag %	25-35% - sitting on bike						
Shock eye-to-eye at recommended sag	190 - 198mm						
Fork Sag %	20-25% - standing on bike						
Suspension	Front RockShox Boxxer Race			Rear Fox DHX 4.0			
Rider Weight (lbs)	Spring	Rebound (clicks in)	Compression (clicks in)	Spring (lb/in)	Rebound (clicks out)	Boost Valve (PSI)	ProPedal (clicks in)
Under 120	Silver	8	1	300	14	150	0
120-140	Yellow	8	1	350	12	175	0
140-160	Red (std S)	10	2	400 (std S)	10	175	0
160-180	Red (std M)	12	2	450 (std M)	8	175	0
180-200	Blue (L)	14	3	450 (std M)	8	175	4
200-220	Black	16	4	500 (std L)	6	175	5
Over 220	Black	16	4	550	4	175	6

SESSION SUSPENSION SETUP GUIDE (SESSION 88)

Bike	Session 88									
Travel	203mm									
Shock stroke	70mm									
Shock Sag %	25-35% - sitting on bike									
Shock eye-to-eye at recommended sag	190 - 198mm									
Fork Sag %	20-25% - standing on bike									
Suspension	Front Fox 40 Fit RC2				Rear Fox DHX RC4					
Rider Weight (lbs)	Spring	Low Speed Compression (clicks out)	High Speed Compression (clicks out)	Rebound (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)
Under 120	Purple	12	14	10	300	140	3.5	12	12	14
120-140	Purple	10	12	10	350	160	3.5	10	12	12
140-160	Blue (std S)	10	12	8	400 (std S)	160	3.5	10	11	10
160-180	Blue (std M)	8	10	8	450 (std M)	160	3.5	9	10	8
180-200	Blue (std M)	8	10	8	450 (std M)	160	3.5	9	10	8
200-220	Green (std L)	6	10	7	500 (std L)	160	2	7	8	6
Over 220	Yellow	6	8	6	550	160	2	6	8	4

COIL FORK SUSPENSION SETUP GUIDE (SESSION 88 ONLY)

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.

SESSION COIL SHOCK SUSPENSION SETUP GUIDE (SESSION 88 ONLY)

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).