



## SETTING UP YOUR GIDDYUP BIKE

Congratulations on the purchase of your new Transition Bicycle equipped with our GiddyUp suspension platform. Let this manual guide you through our basic setup to completely optimize your riding experience, thus maximizing the amount of smiles per miles available.

There is no 'absolute' in setup, and there will be some variance in our suggested range due to things like ambient air temperature, shock pump calibration, and body positioning. The important thing is to be consistent. Once you get the process dialed, check it the same way every time. Keep track of your settings and as long as you are consistent in your process the changes will make more and more sense over time.

Getting your suspension setup perfectly doesn't happen in one take. This is simply a guide to get you started in the right direction. We encourage you to become familiar with your suspension and setup. A few things to remember as you dial in your settings:

- Make sure to reset your shock O-ring at the beginning of each trail to see how much travel you are using. Regardless of your riding style, when setup perfectly you should bottom out your suspension one or two times on your ride. If you're not, you are not getting the most out of your suspension. And you should only bottom out in the cases you would expect to. If you bottom out too much, you're under-sprung and compromising your ride. Checking and resetting your O-ring regularly will help you determine if you are using your travel effectively. A full bottom out will leave the O-ring just at the end of the shaft, or push it completely off.



*Shock not utilizing enough travel*



*Shock utilizing full travel with proper sag setup*

- In general, we suggest using a bit more sag than most other trail bikes on the market, so do not be alarmed with our numbers. We have tested this extensively and have determined this is the best all around range for most types of riding.

- When checking and adjusting your sag, make sure the tires are properly inflated and you are on a smooth flat surface. Put your riding pack on and as much gear as you ride with. Use this as your 'riding weight' for reference in our quick setup guide.
- Try to use the same shock pump whenever you're setting up your suspension. Even two of the exact same models of pumps may be calibrated slightly differently. It's not safe to assume that because your pump read perfect sag at 150 PSI that every pump will agree with that number.
- Your bike is equipped with a Debonair Rock Shox rear shock. The Debonair models have a large negative air chamber and they need to be cycled up and down number of times after making any large adjustments to air pressure and then checked again. If you skip this step, you will get an incorrect pressure reading. Once you have added or removed air and have disconnected the pump, gently cycle the suspension 5-10 times so the air chambers can equalize and then check the pressure again. Plus it's fun and let's everyone around you know you're really serious about your setup

## FORK SETUP

Begin by setting your fork to recommended settings on the rider weight graph located on the drive side fork leg lower. If your fork doesn't include a weight chart, refer to the owner's manual for sag recommendations. Generally between 20-40%.

## CHECK YOUR SHOCK SAG

1. Check to make sure any compression levers are in the fully open position.
2. Set the rear shock rebound to a relatively quick setting. If you push down on the saddle to compress the suspension and lift up on the saddle quickly, ideally you shouldn't be able to lift the back tire off the ground before the shock is fully extends again. You want to avoid having the rebound too slow at this point. The faster the better here, as a more open rebound speed will allow the shock to move more freely.



*O-ring at top of shock shaft seal*

3. Push the shock O-ring up until it contacts the shaft seal of the shock. Sit on the saddle until the rear suspension settles. Reach down and push the O-ring back up until it is seated against the shock shaft seal again. Then sit in a neutral position and lift both feet off the ground. Gently step off of the bike, making sure not to compress the shock when you stand up and get off the bike.
4. Check where the O-ring is left on the shaft of the shock.



*O-ring at proper sag for 35%*

5. This is your sag. If your shock is not equipped with a sag percentage graph, use the recommended setup chart and measure the distance between the shock shaft seal and the O-ring.
6. If your reading is more than the suggested range, add some air to the shock. If your reading is less than the suggested range, you need to remove some air from the shock.

## ADJUST YOUR SHOCK SAG

1. Thread your shock pump onto the shocks Schrader valve port. If using a digital pump, make sure to turn it on prior to installing. If your reading was anywhere less than the recommended setting, you need to remove a bit of air. If your sag was only slightly off, 5-10 PSI may be enough. If you're way off, you may need to work in larger increments from 20-50 PSI. If you need to release air, use the button by the pressure gauge to slowly let air escape.
2. Once you've adjusted the air pressure, remove the pump and cycle the suspension to allow air bypass the transfer port. Repeat the steps to checking your sag listed above and repeat as necessary.
3. Once your set in the correct range, you're good to go. Remember to re-install the air cap on the Schrader valve and put your shock pump in your backpack so you can make adjustments on the trail.

## ADJUST YOUR SHOCK REBOUND

1. Within reason, rebound settings are much more preferential. Your rebound speed will change by depending on the amount of air in the shock and fork. The lower the pressure is in your shock, the less effect each click of rebound damping will have on the return speed of your shock. For example 10 clicks on the rebound adjuster knob will equate to a slower rebound speed with 140 PSI than with 170 PSI. It's important to note that rebound is always counted in clicks from fully closed (slow), never from fully open (fast).
2. A good ballpark for initial rebound setup is to position the adjustor so that when you compress either the fork or shock from beside the bike, you can just lift the wheel off the ground before it rebounds to full extension. You should not be able to lift the wheel off the ground before the shock or fork fully extend.
3. If the rebound is too slow, your shock will not be able to return to an uncompressed position fast enough. This is known as "packing down" and your suspension will feel muted, or you may feel like you have no rear suspension at all. In these cases, turn the rebound adjuster counterclockwise to increase the rebound speed. If your rebound is too fast, your bike will behave like a pogo. Your back tire may feel like it's being bucked off the lip of a jump or the bike may feel like it's skipping around because the suspension is trying to return too quickly. To adjust in these cases. Turn the adjuster knob in clockwise until it feels right.



# GO SHRED



Test your settings and make sure it feels right. Before you drop into a trail, put your o-rings at the top of the shock and bottom of the fork. At the end of the trail see how much travel you used based on how far down the fork leg or shock it is sitting. This is the best way to see if you are getting the most out of your suspension. If you look like the guy in the picture above then you have successfully setup your suspension.

## GIDDY UP SUSPENSION QUICK SETUP CHART

	PATROL			SCOUT			SMUGGLER		
	MM	INCHES		MM	INCHES		MM	INCHES	
Rear wheel travel	155	6.1		125	4.9		115	4.5	
Shock eye to eye	216	8.5		190	7.5		190	7.5	
Shock Stroke	63	2.5		51	2		51	2	
Reccomended sag	35%	22	0.86	33%	17	0.66	33%	17	0.66
	*Rider weight -10psi			*Rider weight + 5psi			*Rider weight -15psi		
*Rider weight with gear, equivalent to PSI reading in shock									

Example: Rider weight of 170lbs would start with 160psi in shock on Patrol, 175psi on Scout, and 155lbs on Smuggler. Keep in mind, your pressure reading's may differ slightly than what we have listed. However, as long as you're measuring correctly and setting your bike up within the suggested sag range we've suggested you're ready to start dialing your ride in along the way.

We haven't provided a full rider weight chart as there are so many variables to account for with different suspension product on the market, shock pump calibration, external environmental inputs etc. that we simply can't account for everything. We feel it's best to use the settings and information we've provided to get started, and get the fine tuning done along the way. We want you to be as educated as you can about your new bike. And the best way to do so is to dig in, and get your learn on. Remember - THE MORE YOU KNOW

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