

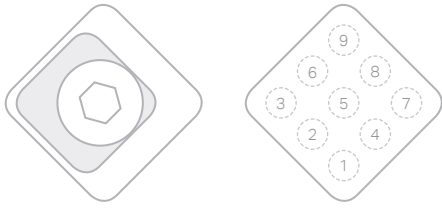
RIDE-9™ Setup Guide

2018 Element

This guide introduces the geometry and suspension of the 2018 Rocky Mountain Element. It describes each of the bike's RIDE-9™ positions, and provides setup information for riders, mechanics, and suspension professionals.



► RIDE-9™ SYSTEM



The RIDE-9™ adjustment system allows riders to quickly fine-tune their geometry and suspension with a pair of Allen keys. Nine configurations are possible thanks to two interlocking chips.

2018 Element Ride-9™ configuration shown

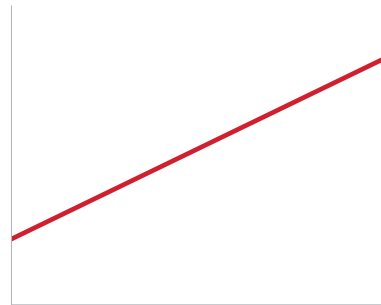
► SETUP TIPS

Suspension and geometry setup are complex art forms with huge variations in rider style, preference, terrain, and ability. We do recommend the use of professional services, but we also believe that learning to dial in your own bike is the best way to fully understand its performance.

Adjust your RIDE-9™ position for geometry before considering suspension effects, or variables like air pressure and shock compression. Make gradual, incremental changes, take notes, and be methodical. Don't adjust in a hurry before a big ride. Take your time and enjoy the process.

► TERMS

Suspension Rise is the difference between how hard it is to move the suspension at the beginning of travel and how hard it is to move the suspension at the end of travel. Higher suspension rise makes a bike softer at the start of travel and firmer at the end of travel; on the other hand, too much suspension rise will cause a bike to feel harsh. We measure suspension rise in percent (eg. 40% is higher rise than 30%).

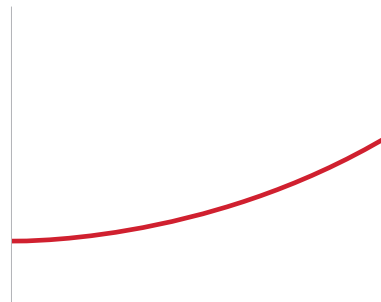


High Rising Rate



Low Rising Rate

Suspension Progression is the function that increases or “ramps up” the rate of rise throughout the suspension curve. More progression means the effects of suspension rise will be felt further into the travel. Suspension that’s too progressive can cause the bike to wallow at sag, while suspension that’s too linear can cause a harsh feeling at sag or allow the bike to approach bottom-out too quickly.

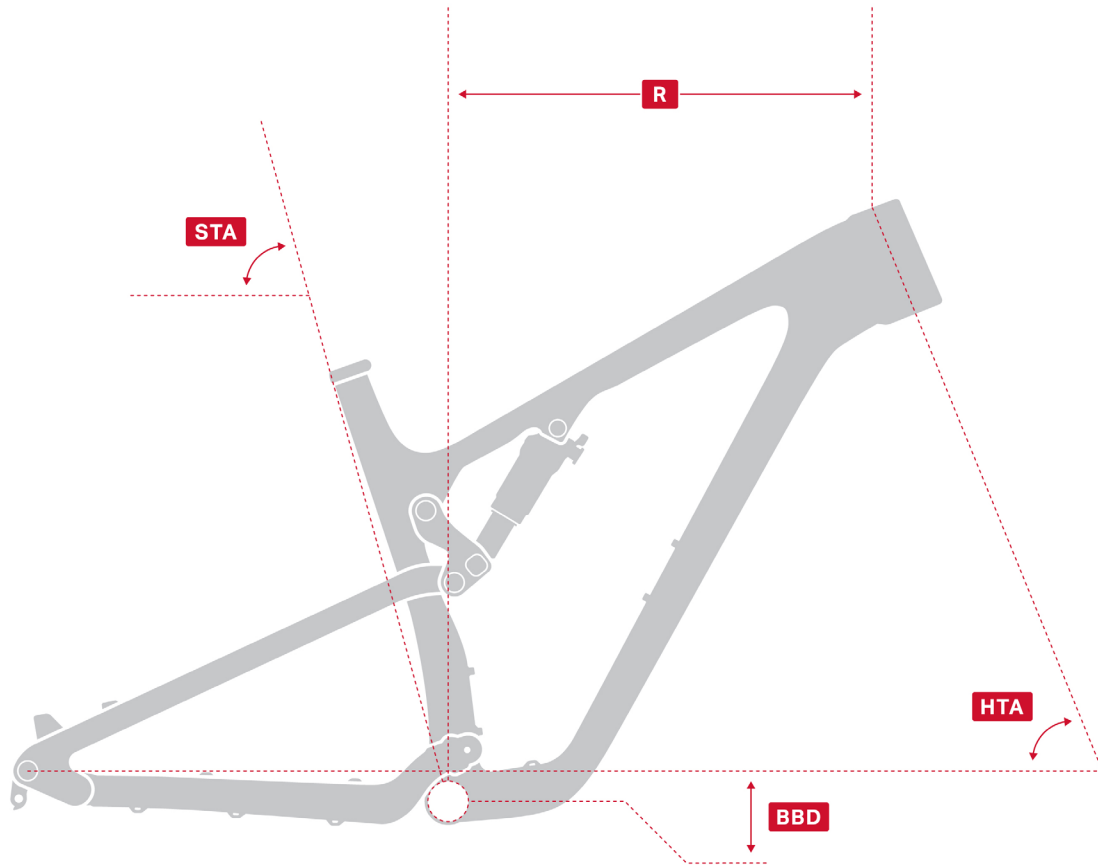


Progressive Rising Rate



Linear Rising Rate

► TERMS (CONTINUED)



Bottom Bracket Drop (BBD) is how far below the height of the axles your bottom bracket is. More bottom bracket drop means a lower bottom bracket, which is critical in determining your centre of gravity. More bottom bracket drop (lower bottom bracket) makes cornering easier and increases the feeling of being “in” the bike, while less bottom bracket drop (higher bottom bracket) makes it easier to avoid pedal strikes.

Head Tube Angle (HTA) is the angle from the ground to the fork. A slacker head tube angle allows the bike to plow over obstacles more easily, while a steeper head tube angle makes the bike respond faster to steering input.

Reach (R) is the horizontal distance measured from the bottom bracket to the head tube. It determines how the bike fits while the rider is standing up. Shorter reach makes the bike more agile and playful. Longer reach provides a roomier cockpit.

Seat Tube Angle (STA) is the angle from the ground to the seat tube, measured from bottom bracket to top of the extended seatpost. Steeper seat tube angles put the rider in a more powerful pedaling and climbing position, but too steep will cause awkward pedaling and steering dynamics.



► GEOMETRY INFORMATION

The Element received a substantial geometry update for 2018, while retaining the confidence and handling that people loved about the previous generation. It's slacker to keep things stable, but uses a longer fork offset to keep steering dynamics precise.

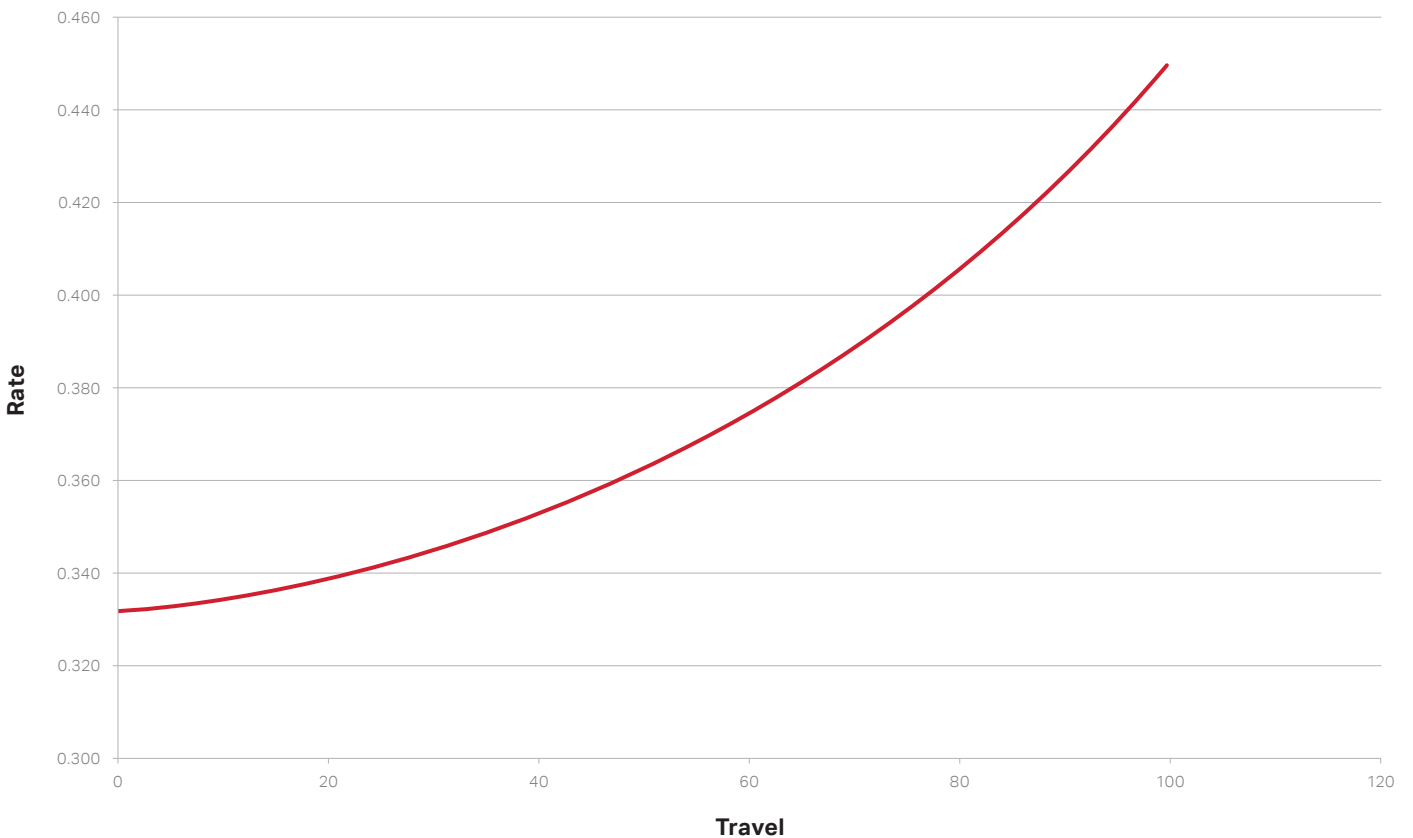
We've shortened the rear centre, lengthened the reach slightly, and steepened the seat-tube angle—allowing for shorter stems and wider bars without sacrificing a powerful pedaling position.

Rider Anderl Hartmann
Photo Dennis Stratmann
Location Kirchberg, Austria

► SUSPENSION INFORMATION

We tuned our four-bar Smoothlink™ suspension to increase the Element's anti-squat values and maximize pedaling performance without sacrificing the traditional Rocky Mountain ride feel. It has a moderately progressive rate curve, and a rising rate that's adjustable between 30% and 40%.

2018 Element Suspension Curve — Neutral RIDE-9™ Position



► 2018 ELEMENT RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

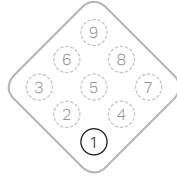
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
40%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	WB	R	S
S	69°	74.5°	394	565	95	439	47	1107	398	604
M	69°	74.5°	432	590	105	439	47	1133	421	613
L	69°	74.5°	470	615	120	439	47	1160	442	627
XL	69°	74.5°	508	645	130	439	47	1191	470	637
XXL	69°	74.5°	546	665	145	439	47	1212	486	651

- HTA** Head Tube Angle (deg)
- STA** Seat Tube Angle (deg)
- STL** Seat Tube Length (mm)
- TTH** Top Tube Horizontal (mm)
- HTL** Head Tube Length (mm)
- RC** Rear Centre (mm)
- BBD** Bottom Bracket Drop (mm)
- WB** Wheelbase (mm)
- R** Reach (mm)
- S** Stack (mm)

► 2018 ELEMENT RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

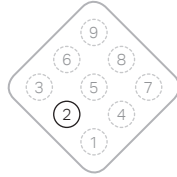
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
40%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	WB	R	S
S	69.1°	74.6°	394	565	95	438.8	45	1107	400	603
M	69.1°	74.6°	432	590	105	438.8	45	1133	423	612
L	69.1°	74.6°	470	615	120	438.8	45	1160	444	626
XL	69.1°	74.6°	508	645	130	438.8	45	1191	471	636
XXL	69.1°	74.6°	546	665	145	438.8	45	1212	488	650

- HTA** *Head Tube Angle (deg)*
- STA** *Seat Tube Angle (deg)*
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- TTH** *Top Tube Horizontal (mm)*
- HTL** *Head Tube Length (mm)*
- RC** *Rear Centre (mm)*
- BBD** *Bottom Bracket Drop (mm)*
- WB** *Wheelbase (mm)*
- R** *Reach (mm)*
- S** *Stack (mm)*

► 2018 ELEMENT RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

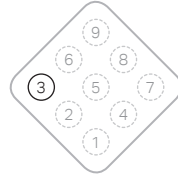
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
40%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	WB	R	S
S	69.25°	74.75°	394	565	95	438.5	43	1107	402	602
M	69.25°	74.75°	432	590	105	438.5	43	1133	424	611
L	69.25°	74.75°	470	615	120	438.5	43	1160	445	625
XL	69.25°	74.75°	508	645	130	438.5	43	1191	473	635
XXL	69.25°	74.75°	546	665	145	438.5	43	1212	489	649

- HTA** Head Tube Angle (deg)
- STA** Seat Tube Angle (deg)
- STL** Seat Tube Length (mm)
- TTH** Top Tube Horizontal (mm)
- HTL** Head Tube Length (mm)
- RC** Rear Centre (mm)
- BBD** Bottom Bracket Drop (mm)
- WB** Wheelbase (mm)
- R** Reach (mm)
- S** Stack (mm)

► 2018 ELEMENT RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

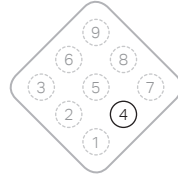
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
35%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	WB	R	S
S	69.35°	74.85°	394	565	95	438.4	42	1106	403	601
M	69.35°	74.85°	432	590	105	438.4	42	1132	425	610
L	69.35°	74.85°	470	615	120	438.4	42	1159	446	624
XL	69.35°	74.85°	508	645	130	438.4	42	1190	474	634
XXL	69.35°	74.85°	546	665	145	438.4	42	1211	490	648

HTA Head Tube Angle (deg)
STA Seat Tube Angle (deg)
STL Seat Tube Length (mm)
TTH Top Tube Horizontal (mm)
HTL Head Tube Length (mm)
RC Rear Centre (mm)
BBD Bottom Bracket Drop (mm)
WB Wheelbase (mm)
R Reach (mm)
S Stack (mm)

► 2018 ELEMENT RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

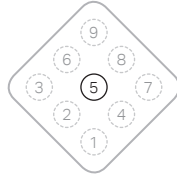
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
35%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	WB	R	S
S	69.5°	75°	394	565	95	438.2	40	1106	404	600
M	69.5°	75°	432	590	105	438.2	40	1132	427	609
L	69.5°	75°	470	615	120	438.2	40	1159	448	623
XL	69.5°	75°	508	645	130	438.2	40	1190	476	633
XXL	69.5°	75°	546	665	145	438.2	40	1211	492	647

HTA Head Tube Angle (deg)
STA Seat Tube Angle (deg)
STL Seat Tube Length (mm)
TTH Top Tube Horizontal (mm)
HTL Head Tube Length (mm)
RC Rear Centre (mm)
BBD Bottom Bracket Drop (mm)
WB Wheelbase (mm)
R Reach (mm)
S Stack (mm)

► 2018 ELEMENT RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

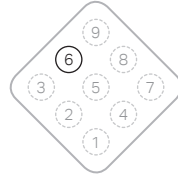
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
35%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	WB	R	S
S	69.65°	75.15°	394	565	95	437.9	38	1106	406	599
M	69.65°	75.15°	432	590	105	437.9	38	1132	429	608
L	69.65°	75.15°	470	615	120	437.9	38	1159	450	622
XL	69.65°	75.15°	508	645	130	437.9	38	1190	477	631
XXL	69.65°	75.15°	546	665	145	437.9	38	1211	493	645

HTA Head Tube Angle (deg)
STA Seat Tube Angle (deg)
STL Seat Tube Length (mm)
TTH Top Tube Horizontal (mm)
HTL Head Tube Length (mm)
RC Rear Centre (mm)
BBD Bottom Bracket Drop (mm)
WB Wheelbase (mm)
R Reach (mm)
S Stack (mm)

► 2018 ELEMENT RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

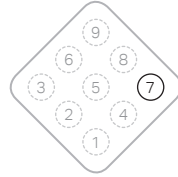
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
30%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	WB	R	S
S	69.75°	75.25°	394	565	95	437.8	37	1105	407	598
M	69.75°	75.25°	432	590	105	437.8	37	1131	429	607
L	69.75°	75.25°	470	615	120	437.8	37	1158	450	622
XL	69.75°	75.25°	508	645	130	437.8	37	1189	478	631
XXL	69.75°	75.25°	546	665	145	437.8	37	1210	494	645

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- R** Reach (mm)
- S** Stack (mm)

► 2018 ELEMENT RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

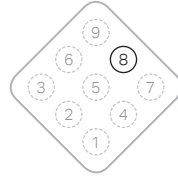
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
30%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	WB	R	S
S	69.9°	75.4°	394	565	95	437.5	35	1105	409	596
M	69.9°	75.4°	432	590	105	437.5	35	1131	431	606
L	69.9°	75.4°	470	615	120	437.5	35	1158	452	620
XL	69.9°	75.4°	508	645	130	437.5	35	1189	480	629
XXL	69.9°	75.4°	546	665	145	437.5	35	1210	496	643

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- WB** *Wheelbase (mm)*
- R** *Reach (mm)*
- S** *Stack (mm)*

► 2018 ELEMENT RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

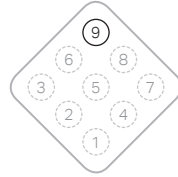
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
30%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	WB	R	S
S	70°	75.5°	394	565	95	437	33	1105	410	596
M	70°	75.5°	432	590	105	437	33	1131	433	605
L	70°	75.5°	470	615	120	437	33	1158	453	619
XL	70°	75.5°	508	645	130	437	33	1189	482	628
XXL	70°	75.5°	546	665	145	437	33	1210	498	642

HTA Head Tube Angle (deg)
STA Seat Tube Angle (deg)
STL Seat Tube Length (mm)
TTH Top Tube Horizontal (mm)
HTL Head Tube Length (mm)
RC Rear Centre (mm)
BBD Bottom Bracket Drop (mm)
WB Wheelbase (mm)
R Reach (mm)
S Stack (mm)



LOVE THE RIDE

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