

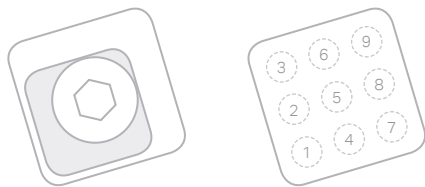
RIDE-9™ Setup Guide

2018 Instinct

This guide introduces the geometry and suspension of the 2018 Rocky Mountain Instinct. 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 Instinct Ride-9™ configuration shown

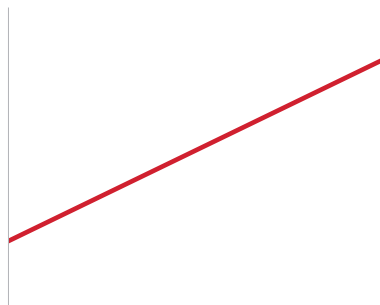
► SETUP TIPS

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%).

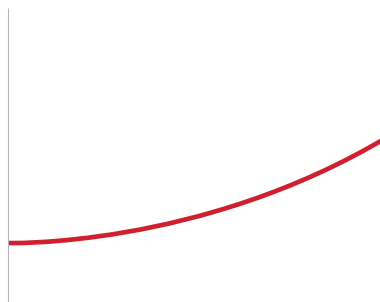


High Rising Rate



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.

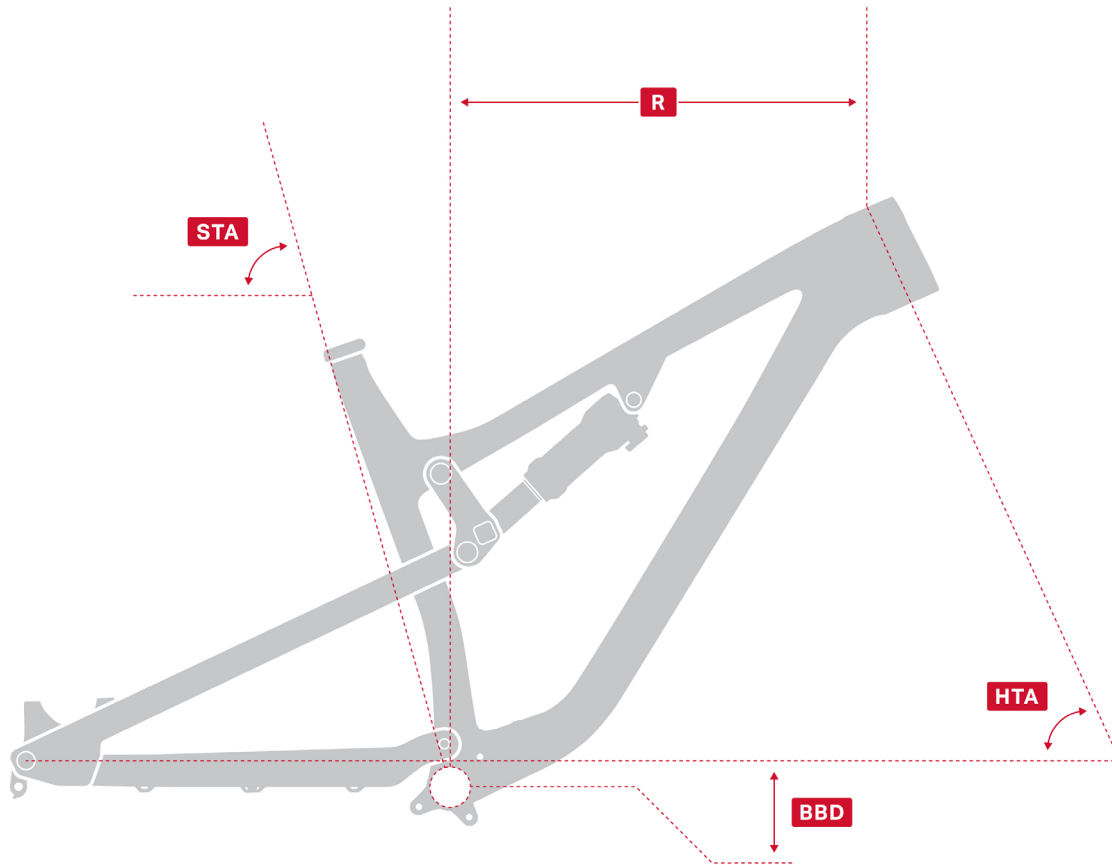


Progressive Rising Rate



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 Instinct 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.

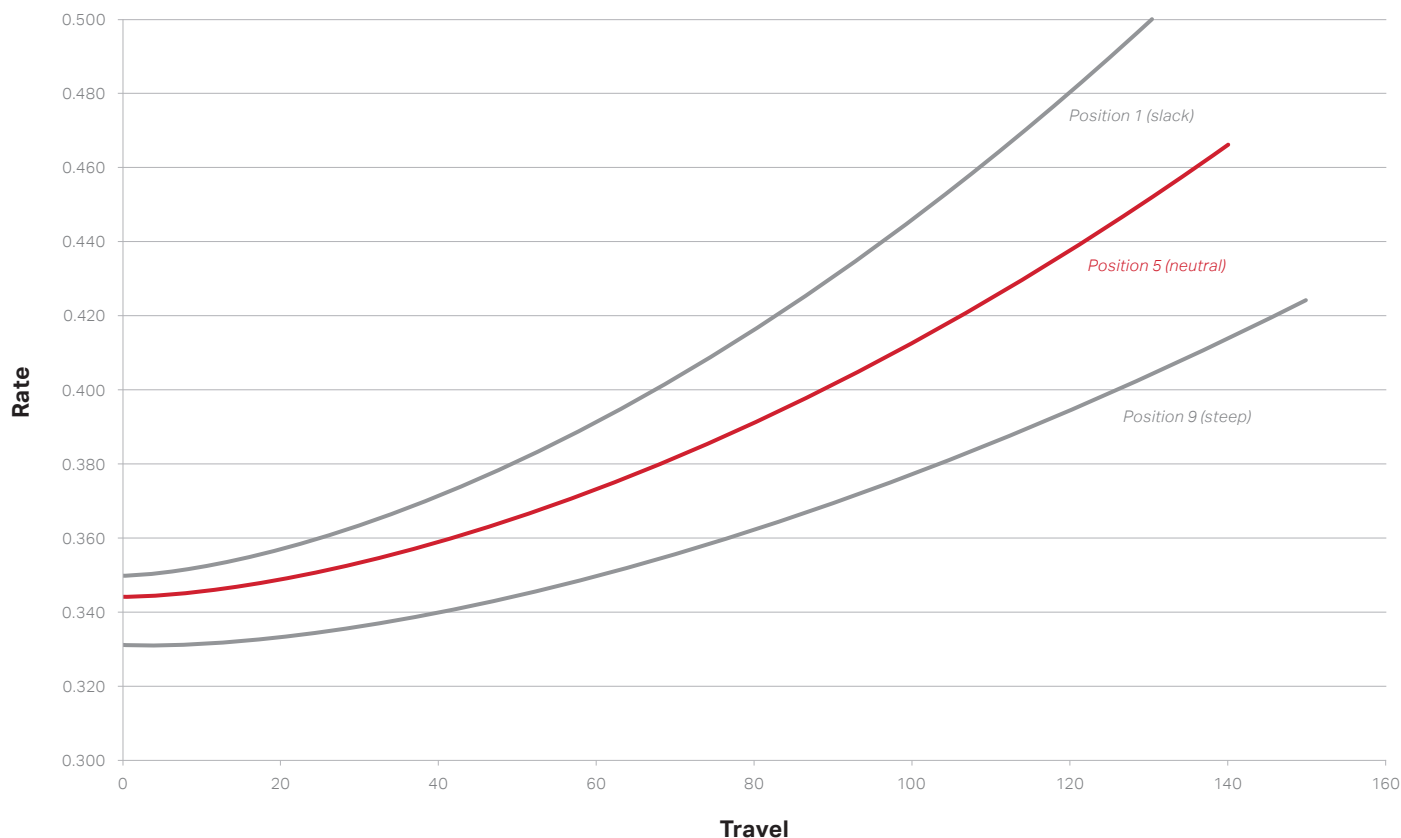
We've shortened the rear centre, lengthened the reach slightly, and steepened the seat-tube angle—allowing for shorter stems and wider bars without sacrificing a powerful pedaling position.

Riders	Geoff Gulevich & Thomas Vanderham
Photo	Margus Riga
Location	Whistler, BC

► SUSPENSION INFORMATION

We tuned our four-bar Smoothlink™ suspension to increase the Instinct'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 20% and 50%.

2018 Instinct Suspension Curve — Slack, Neutral, and Steep RIDE-9™ Positions



► 2018 INSTINCT 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
45.8%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
S	66°	74.5°	392	576	95	436	36	816	1154	408	607
M	66°	74.5°	432	601	100	436	36	811	1179	432	611
L	66°	74.5°	470	626	110	436	37	810	1206	455	621
XL	66°	74.5°	508	656	120	436	36	809	1237	482	630

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 INSTINCT 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
44.4%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
S	66.1°	74.6°	392	576	95	436	35	816	1154	409	606
M	66.1°	74.6°	432	601	100	436	35	812	1179	433	610
L	66.1°	74.6°	470	626	110	436	35	811	1206	456	620
XL	66.1°	74.6°	508	656	120	436	35	810	1237	483	629

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 INSTINCT RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

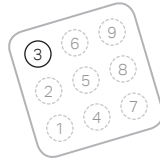
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
42.4%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
S	66.2°	74.7°	392	576	95	435	33	817	1153	411	605
M	66.2°	74.7°	432	601	100	435	34	812	1179	434	610
L	66.2°	74.7°	470	626	110	435	34	811	1206	457	619
XL	66.2°	74.7°	508	656	120	435	34	810	1237	484	628

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 INSTINCT RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

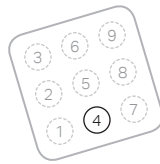
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
38.4%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
S	66.4°	74.9°	392	575	95	435	32	817	1153	412	604
M	66.4°	74.9°	432	600	100	435	32	813	1179	436	608
L	66.4°	74.9°	470	625	110	435	32	812	1206	458	618
XL	66.4°	74.9°	508	655	120	435	32	811	1237	486	627

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 INSTINCT 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
36.4%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
S	66.5°	75°	392	575	95	435	30	818	1153	413	603
M	66.5°	75°	432	600	100	435	30	814	1179	437	608
L	66.5°	75°	470	625	110	435	30	813	1205	460	617
XL	66.5°	75°	508	655	120	435	30	812	1237	487	626

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 INSTINCT 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
34%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
S	66.6°	75.1°	392	575	95	435	28	818	1153	415	602
M	66.6°	75.1°	432	600	100	435	28	814	1179	439	607
L	66.6°	75.1°	470	625	110	435	28	813	1205	461	616
XL	66.6°	75.1°	508	655	120	435	28	812	1237	489	625

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 INSTINCT 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
31.4%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
S	66.7°	75.2°	392	574	95	435	27	819	1153	416	601
M	66.7°	75.2°	432	599	100	435	27	815	1179	440	606
L	66.7°	75.2°	470	624	110	435	27	814	1205	462	615
XL	66.7°	75.2°	508	654	120	435	27	813	1237	490	624

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 INSTINCT 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
29.0%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
S	66.9°	75.4°	392	574	95	434	25	819	1153	417	600
M	66.9°	75.4°	432	599	100	434	25	815	1178	441	605
L	66.9°	75.4°	470	624	110	434	25	815	1205	464	614
XL	66.9°	75.4°	508	654	120	434	25	814	1237	491	623

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 INSTINCT 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
26.3%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
S	67°	75.5°	392	574	95	434	23	820	1153	419	599
M	67°	75.5°	432	599	100	434	23	816	1178	443	604
L	67°	75.5°	470	624	110	434	23	815	1205	465	613
XL	67°	75.5°	508	654	120	434	23	815	1236	493	622

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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