

RETAILER: This framesheet MUST BE provided to the end user.

At Salsa, we believe that a sense of adventure makes life better. The bicycle can be so much more than just a bike; it's a path to new places, new people, and amazing experiences.

Thank you for your purchase. We hope it makes a good riding experience even better!

Salsa. Adventure by bike®.

Thank you for purchasing a Pony Rustler! We want to give you important information about your bike...

▲ WARNING: CYCLING CAN BE DANGEROUS. BICYCLE PRODUCTS SHOULD BE INSTALLED AND SERVICED BY A PROFESSIONAL MECHANIC. NEVER MODIFY YOUR BICYCLE OR ACCESSORIES. READ AND FOLLOW ALL PRODUCT INSTRUCTIONS AND WARNINGS INCLUDING INFORMATION ON THE MANUFACTURER'S WEBSITE. INSPECT YOUR BICYCLE BEFORE EVERY RIDE. ALWAYS WEAR A HELMET.

Intended Use: Condition 4

CONDITION	DESCRIPTION	SALSA MODELS
	This is a set of conditions for the operation of a bicycle on a regular paved surface where the tires are intended to maintain ground contact.	
	This is a set of conditions for the operation of a bicycle that includes Condition 1 as well as unpaved and gravel roads and trails with moderate grades. In this set of conditions, contact with irregular terrain and loss of tire contact with the ground may occur. Drops are intended to be limited to 15cm (6") or less.	Colossal Fargo Marrakesh Vaya Warbird
	This is a set of conditions for operation of a bicycle that includes Condition 1 and Condition 2 as well as rough trails, rough unpaved roads, and rough terrain and unimproved trails that require technical skills. Jumps and drops are intended to be less than 61cm (24").	Beargrease Blackborow Cutthroat Deadwood El Mariachi Mukluk Powderkeg Spearfish
	This is a set of conditions for operation of a bicycle that includes Conditions 1, 2, and 3, or downhill grades on rough trails at speeds less than 40 km/h (25 mph), or both. Jumps are intended to be less than 122cm (48").	Bucksaw Horsethief Pony Rustler Redpoint
	This is a set of conditions for operation of a bicycle that includes Conditions 1, 2, 3, and 4; extreme jumping; or downhill grades on rough trails at speeds in excess of 40 km/h (25 mph); or a combination thereof.	

Frame Compatibility

Wheelsize	27.5+"
Travel	120mm rear; 120-130mm front
Tire clearance	Clearance for 29 x 2.35" tires
Fork	Designed for 120-130mm travel, 51mm offset 29er suspension forks; compatible with 120-130mm, 45mm offset 29er suspension forks, 532 max axle-to-crown
Headset-Upper	1-1/8" zero stack (ZS44/28.6)
Headset-Lower	For tapered: 56mm zero stack (ZS56/40); For straight: 56mm reducing zero stack (ZS56/30)
Rear Shock Size	184 x 44.5mm (7.25 x 1.75")
Rear Shock Mount Size	Front: 8 x 22mm; Rear: none (uses clevis mount)
Seatpost	31.6mm
Seat Collar	Salsa Lip-Lock included; 35.0mm Alu./36.4 Carbon
Front Derailleur	High direct mount; 2x compact; top-pull only
Bottom Bracket	PressFit 41, 92mm
Crankset	Mountain 1x or 2x compatible; max chainring sizes 1x (34t), 2x (38/24t)
Rear Brake	51mm I.S., minimum rotor size 140mm, maximum rotor size 180mm
Rear Spacing	142 x 12mm thru-axle
Bottle Mounts	1 per frame
Derailleur Hanger	FS2322
Rear Thru-Axle	12 x 182L, TP = 1.75 TL = 20
Cable Routing	Full-length housing; 1x, 2x, moto/regular, and dropper/stealth dropper routing-compatible

Please refer to the Split Pivot Suspension Set-Up Guide for information on setting proper suspension.

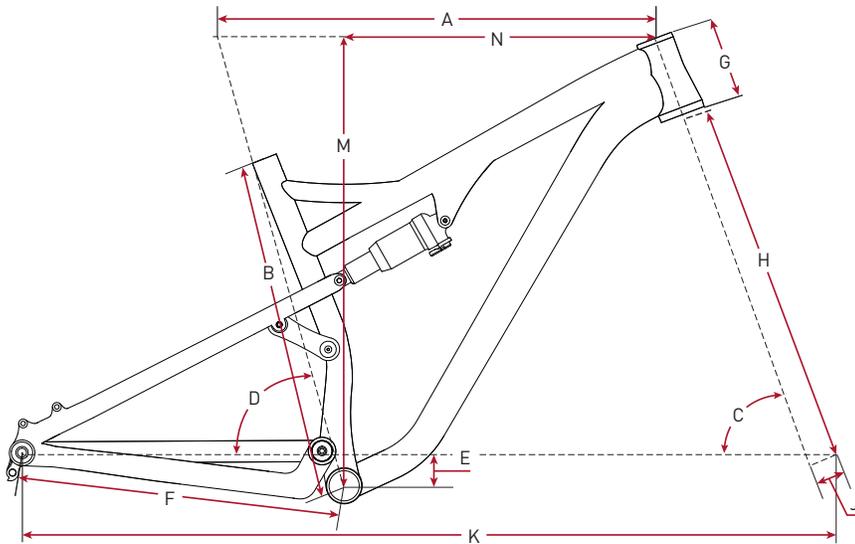
▲ WARNING: DO NOT USE SUSPENSION FORKS EXCEEDING 532MM AXLE-TO-CROWN. DOING SO WILL VOID THE FRAME WARRANTY AND MAY RESULT IN DAMAGE OR FAILURE OF THE FRAME AND POSSIBLE INJURY OR DEATH TO THE RIDER.

▲ WARNING: USE ONLY REAR SHOCKS THAT MATCH THE SPECIFIED DIMENSIONS (LENGTH AND STROKE). ATTEMPTING TO USE OTHER SIZE SHOCKS WILL VOID THE FRAME WARRANTY AND MAY RESULT IN DAMAGE OR FAILURE OF THE FRAME AND POSSIBLE INJURY OR DEATH TO THE RIDER.

Using shocks tunes outside the recommended tune is not recommended. Using a different tune may result in less than optimal performance.

Please refer to the Split Pivot Suspension Service Guide for proper torque specs, bearing sizes, and pivot maintenance.

Frame Geometry



WITH 130MM SUSPENSION FORK

	Small	Medium	Large	X-Large
Recommended Rider Height	165–175cm	175–183cm	183–190cm	190cm–UP
A. Toptube Effective	591.7	611.8	631.8	651.8
B. Seat Tube Length	407	457	508	534
C. Headtube Angle	67.5°	67.5°	67.5°	67.5°
D. Seat Tube Angle	73.0°	73.0°	73.0°	73.0°
E. BB Drop	31.8	31.8	31.8	31.8
F. Chainstay Length	437	437	437	437
G. Headtube Length	100	110	110	120
H. Fork Length	542	542	542	542
J. Fork Offset	51	51	51	51
K. Wheelbase	1134.6	1155.5	1175.5	1196.5
M. Stack	609.2	618.6	618.7	628.1
N. Reach	404.8	422.0	442.1	459.4
P. Standover	747.0	761.4	783.7	801.5

Measurements listed are based on:

- An unsprung bike (no sag)
- An average 120/130mm suspension fork
- A 29 x 2.25" tire measuring 740mm in diameter
- Standover (P) measured vertically from the top of the toptube/brace intersection (50mm forward of BB center for size SM)

Measurements in millimeters unless noted.



ONY RUSTLER FRAMESHEET

Care & Maintenance

Keep your frame clean. Dirt and road grime lead to oxidation and fading of the finish, and they make it hard to do a thorough inspection. Dirt will accelerate any abrasion of the paint that comes from rubbing, such as places where the cable housing touches the frame. In extreme cases, this type of abrasion could remove frame material.

When your bicycle is not being ridden, store it where it will be protected from rain, snow, sun, etc. Rain or snow may cause the metal on your frame to corrode.

If your bicycle was exposed to moisture during a ride, thoroughly dry the bicycle before storing it. If water got inside the frame, tilt the bicycle to drain the water. If necessary, remove the seatpost and turn the bicycle upside down. This is especially critical if there is a large amount of water inside. If water freezes inside your frame, the expansion of the ice can crack and rupture the structure.

Before storing your bicycle for an extended period of time, clean and lubricate the frame with a frame wax, polish, or protectant. Do not store the bicycle near electric motors, as ozone from motors destroys paint. Before riding the bicycle again, follow the pre-ride checklist to be certain it is in good working order.

Inspection

Before every ride carefully inspect your frame for signs of fatigue. If any frame part shows signs of damage or fatigue, consult your dealer or replace the frame before riding the bicycle.

▲ WARNING: An improperly modified frame, fork, or component can cause you to lose control and fall. NEVER MODIFY YOUR FRAMESSET.

▲ WARNING: Attaching incompatible clamping devices to a fork can lead to fork breakage, causing a loss of control. If you are not sure if a device is compatible, consult your dealer.

SERIAL NUMBER: _____

Get a pen and write down the serial number of your Salsa immediately. The number is stamped into the bottom of the bottom bracket shell. Having this number is imperative if your bike ever gets stolen or if you ever have questions about your frame...we are constantly improving our products and sometimes the serial number is the only way to tell one generation of product from another.

Warranty Information:

Proof of purchase is required before a warranty claim is processed. Salsa Cycles therefore strongly encourages warranty registration at salsacycles.com. Failure to register will not affect consumer rights under the limited warranty stated above, so long as the consumer can show in a reasonable manner proof of original ownership and the date the Salsa Cycles product was purchased.

If you have any questions contact warranty@salsacycles.com

SALSA CYCLES

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SPLIT PIVOT® SUSPENSION SETUP

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Getting Started

Proper suspension setup is important to get the most out of your Salsa Split Pivot suspension bike and preventing damage to the damper units, the frame, and/or yourself. Initially, setup should be performed at home or at your shop prior to heading to the trail. This will give you adequate time to properly set and check the shock and fork pressure as well as dial in the base damper settings. After initial setup, subsequent use of the bike will only require a quick air pressure check, and verification of the damper settings in addition to your normal pre-ride inspection.

Compatibility

This setup guide is for Salsa Spearfish, Horsethief, and Bucksaw bikes featuring Split Pivot Technology.

Tools Required

Bike with pedals

Shock pump

Measuring device (ruler, tape, or calipers)

Riding gear (including hydration pack w/water, tool kit, and anything else you regularly carry)

A clear space with a flat, firm floor

Friend or a sturdy wall

Instructions

Step 1: Determine Target Sag

The recommended amount of sag for Salsa Split Pivot models is 30% of the rear shock stroke and 25% of the front fork travel. These amounts are listed in the table below in millimeters. Note the sag amounts for your particular bike model and record them in the "Goal" column of the table in Step 4.

Step 2: Set Initial Pressures

Knowing your riding weight isn't necessary, but if you can estimate, it will help you get closer to the actual final pressure from the onset. This should help reduce the number of guess-and-check cycles needed to hone in on the actual final pressure settings that achieve the proper sag amount for your bike. Use the table below to estimate the starting initial shock and fork pressures. Record these pressures as "Press. 1" in the table in Step 4.

Step 3: Prep the Bike

Ensure tire pressure is adequate, set the saddle height to your normal riding position. Set any low-speed compression levers/adjusters on the rear shock and fork to the fully open setting. If performing this setup on your own, position the bike on a firm level surface next to a sturdy wall so that when you are on the bike, you can lean your near hand or shoulder lightly against the wall for balance. If performing this setup with a friend or your mechanic, have them straddle the front tire facing the bike and firmly hold the handlebars between the grips and stem, in order to balance you as you are on the bike.

Step 4: Check Rear Shock Sag

Climb on the bike, clip-in if needed, and bounce the rear suspension a couple times. Settle into a normal seated position. While remaining seated and still, push the o-ring on the shaft of the rear shock firmly against the wiper seal. Then carefully dismount the bike without further compressing the rear suspension. Using your measuring device, measure the distance between the seal and o-ring and record it below.

	SAG GOAL	Press. 1/ Sag 1	Press. 2/ Sag 2	Press. 3/ Sag 3	Press. 4/ Sag 4
REAR SHOCK		/	/	/	/
FRONT FORK		/	/	/	/

Step 5: Adjust Rear Shock Pressure

Compare the measured sag amount to the goal amount. If the measured amount is less than the goal amount, lower the pressure in the shock. If the measured amount is more, increase the pressure in the shock. Then repeat Steps 4 and 5 until the measured amount is the same as the goal amount. Note your final rear shock pressure. You can now use this pressure as your stock rear shock pressure before each ride without having to work through this process again.

Step 6: Check Front Fork Sag

With the rear shock pressure now dialed in, climb back on the bike and settle into a neutral standing position. Bounce the front fork a few times and remain in that neutral standing position. Slide the o-ring on the fork stanchion tube down flush against the wiper seal without further compressing the fork. Then dismount the bike towards the rear end to ensure the fork does not compress further. **Note:** It helps to lower or remove the seat for this step, as you don't need it.

Step 7: Adjust Front Fork Pressure

Compare the measured sag amount of the fork to the goal amount. Like the rear shock, adjust the fork pressure up or down and repeat Steps 6 and 7 until the goal amount is reached. Note your final front fork pressure. You can now use this pressure as your stock fork pressure before each ride without having to work through this process again.

Lastly, please note that these pressure settings apply to you and the amount of gear you were wearing when you performed the setup. Riding with more or less gear/water will require you to adjust your rear shock and front fork pressures accordingly.

Rebound & Compression Settings for Rear Shock & Front Fork

Rebound and compression settings will vary between riders. Rider weight, riding style, ability level, and terrain all dictate what settings should be used. Heavier riders require more air pressure in the rear shock unit and the front fork than lighter riders. Due to the higher internal pressure, larger riders generally need to use more rebound damping than lighter riders to achieve the same appropriate return speed of the front and rear damper units. Likewise, heavier riders also generally require more low-speed compression damping to counteract mass transfer on the chassis. The chart below lists suggested starting settings for bike model and rear shock. These are simply suggested starting points, it is highly likely that you will settle on a slightly different setting to suit your riding.

Important note: Rebound is always measured as clicks back from the full slow setting, thus the minus (-) sign. It is done this way because the full slow setting is more consistent from damper to damper than the full open setting can be.

Low Speed Compression & Split Pivot

Low-speed compression adjustment switches are featured on rear shocks used on Salsa Split Pivot models. Fox uses a 3-position switch called CTD—Climb, Trail, Descend. RockShox has a switch with a Locked, Pedal, and Unlocked settings. When paired with Split Pivot, we recommend using the Descend/Unlocked setting most of the time while riding due to the tuned anti-squat that is already built into the Split Pivot chassis. This offers enough support for efficient pedaling with amazing small bump compliance in most situations. Aggressive riders over 200 lb might find the Trail/Pedal setting more appropriate. For most other riders though, we've found that the Trail/Pedal setting is only needed for extended climbing. The Climb/Locked setting is most useful for commuting to and from the trailhead on the road.

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