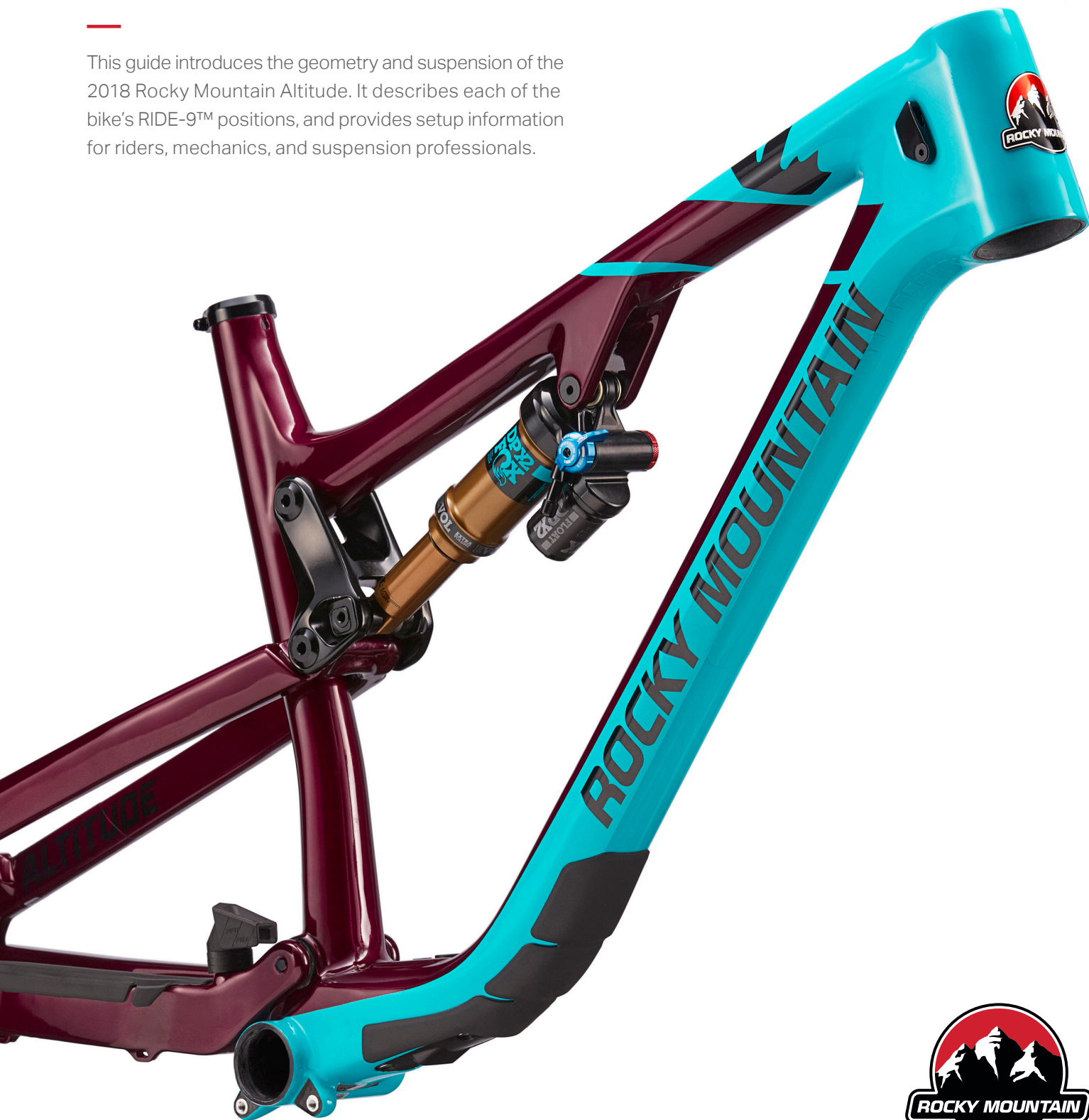


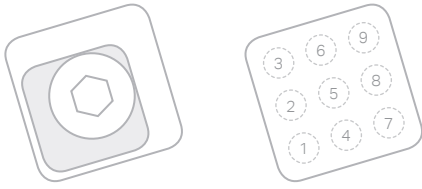
RIDE-9™ Setup Guide

2018 Altitude

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

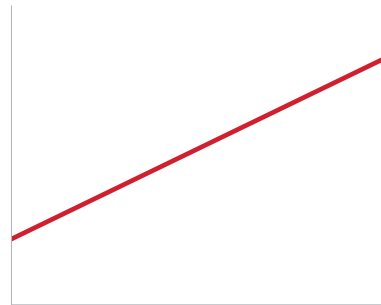
► SETUP TIPS

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%).

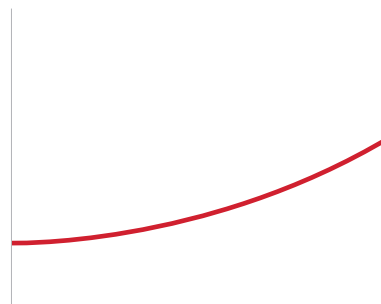


High Rising Rate



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.

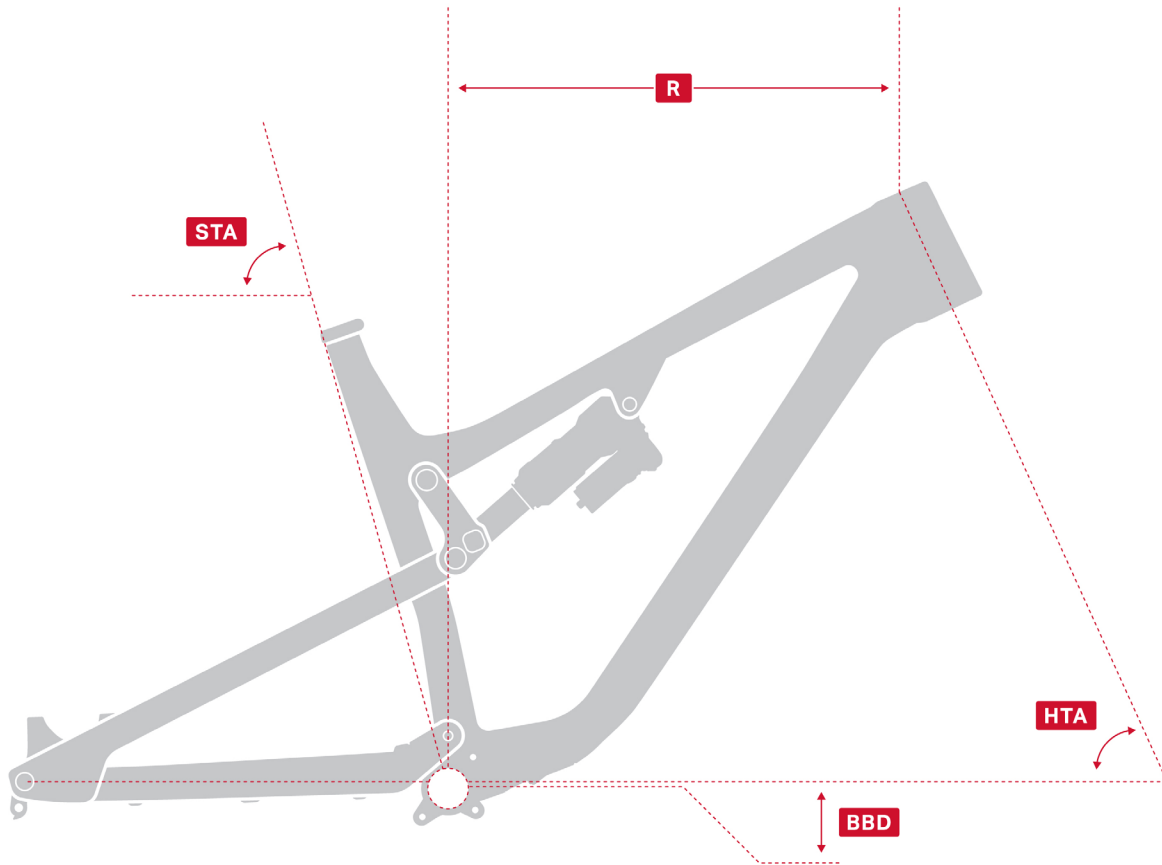


Progressive Rising Rate



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 Altitude 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.

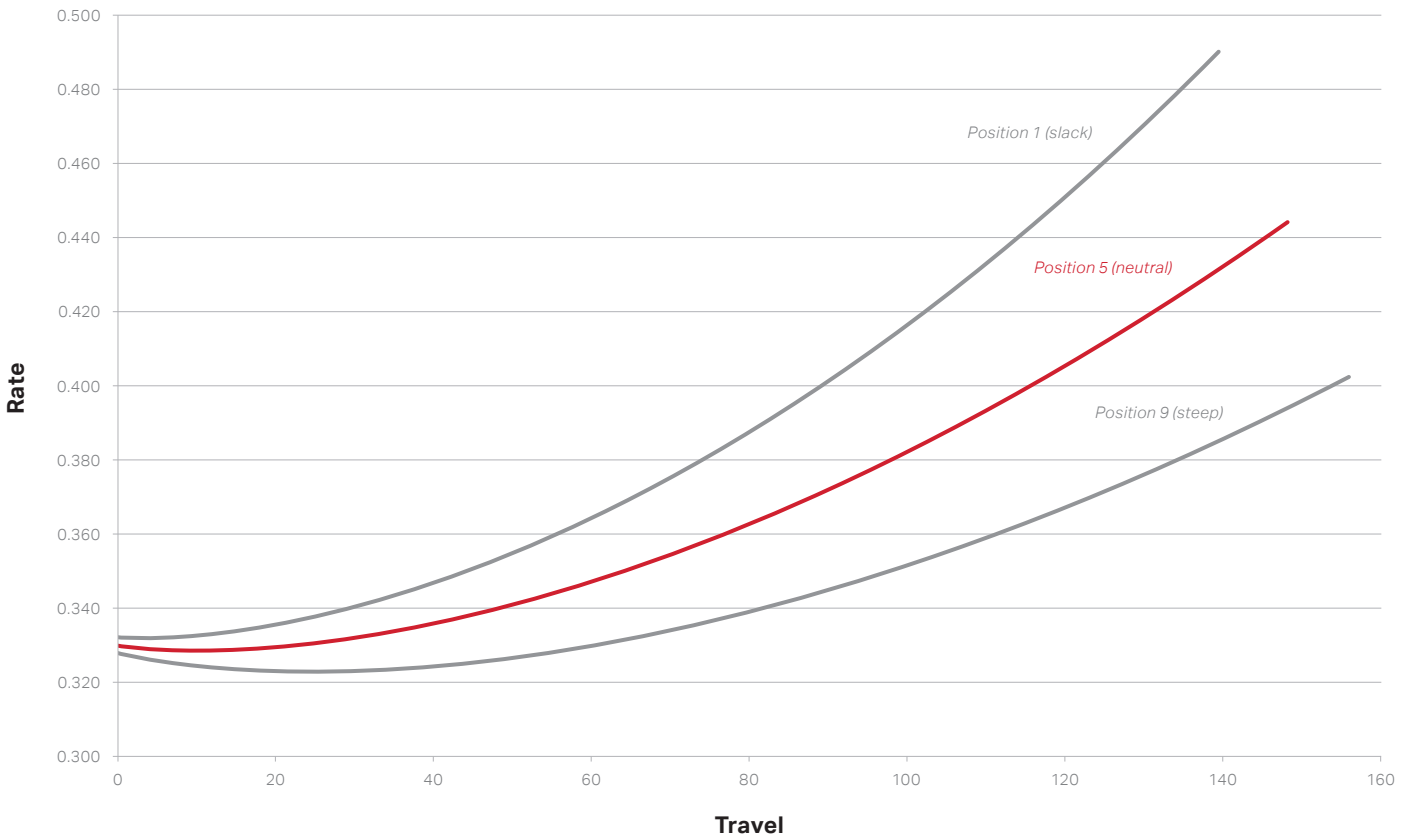
We've shortened the rear centre, lengthened the reach slightly, and steepened the seat-tube angle—allowing for shorter stems and wider bars without sacrificing a powerful pedaling position.

Rider Wade Simmons
Photo Brian Vernon
Location Southern California, USA

► SUSPENSION INFORMATION

We tuned our four-bar Smoothlink™ suspension to increase the Altitude'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 Altitude Suspension Curve — Slack, Neutral, and Steep RIDE-9™ Positions



▶ 2018 ALTITUDE 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
45.7%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
XS	65°	74°	368	548	100	426	14	814	1121	379	586
S	65°	74°	394	578	110	426	14	814	1153	407	595
M	65°	74°	432	603	120	426	14	814	1180	430	604
L	65°	74°	470	628	130	426	14	814	1206	452	614
XL	65°	74°	508	658	145	426	14	814	1239	479	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 ALTITUDE 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
47.2%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
XS	65.2°	74.2°	368	547	100	426	12	814	1121	381	585
S	65.2°	74.2°	394	577	110	426	12	814	1153	409	595
M	65.2°	74.2°	432	602	120	426	12	814	1180	431	604
L	65.2°	74.2°	470	627	130	426	12	814	1206	454	613
XL	65.2°	74.2°	508	657	145	426	12	814	1239	480	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 ALTITUDE RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

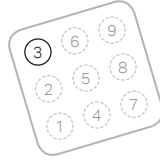
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
40.1%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
XS	65.3°	74.3°	368	547	100	426	10	815	1121	383	583
S	65.3°	74.3°	394	577	110	426	10	815	1153	411	593
M	65.3°	74.3°	432	602	120	426	10	815	1180	433	602
L	65.3°	74.3°	470	627	130	426	10	815	1206	456	611
XL	65.3°	74.3°	508	657	145	426	10	815	1239	482	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 ALTITUDE 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
38.6%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
XS	65.4°	74.4°	368	547	100	425	9	816	1121	383	583
S	65.4°	74.4°	394	577	110	425	9	816	1153	411	593
M	65.4°	74.4°	432	602	120	425	9	816	1180	433	602
L	65.4°	74.4°	470	627	130	425	9	816	1206	456	611
XL	65.4°	74.4°	508	657	145	425	9	816	1239	482	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 ALTITUDE RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

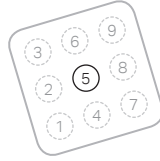
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
34.5%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
XS	65.6°	74.6°	368	546	100	425	7	817	1120	385	582
S	65.6°	74.6°	394	576	110	425	7	817	1152	413	592
M	65.6°	74.6°	432	601	120	425	7	817	1179	435	601
L	65.6°	74.6°	470	626	130	425	7	817	1205	458	610
XL	65.6°	74.6°	508	656	145	425	7	817	1238	484	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 ALTITUDE RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

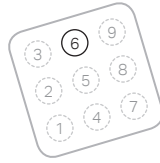
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
29.1%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
XS	65.7°	74.7°	368	546	100	425	5	817	1120	387	580
S	65.7°	74.7°	394	576	110	425	5	817	1152	415	590
M	65.7°	74.7°	432	601	120	425	5	817	1179	437	599
L	65.7°	74.7°	470	626	130	425	5	817	1205	460	608
XL	65.7°	74.7°	508	656	145	425	5	817	1238	486	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)

► 2018 ALTITUDE 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
29.8%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
XS	65.8°	74.8°	368	546	100	424	4	818	1120	387	580
S	65.8°	74.8°	394	576	110	424	4	818	1152	415	590
M	65.8°	74.8°	432	601	120	424	4	818	1179	437	599
L	65.8°	74.8°	470	626	130	424	4	818	1205	460	608
XL	65.8°	74.8°	508	656	145	424	4	818	1238	486	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)

▶ 2018 ALTITUDE RIDE-9™ POSITIONS

POSITION 1
Slack

POSITION 2

POSITION 3

POSITION 4

POSITION 5
Neutral

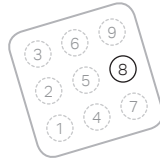
POSITION 6

POSITION 7

POSITION 8

POSITION 9
Steep

Suspension Rise
23.4%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
XS	65.9°	74.9°	368	545	100	424	2	819	1119	389	579
S	65.9°	74.9°	394	575	110	424	2	819	1151	417	589
M	65.9°	74.9°	432	600	120	424	2	819	1178	439	598
L	65.9°	74.9°	470	625	130	424	2	819	1204	462	607
XL	65.9°	74.9°	508	655	145	424	2	819	1237	488	621

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 ALTITUDE 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
22.8%



Suspension Progression
Progressive



	HTA	STA	STL	TTH	HTL	RC	BBD	SH	WB	R	S
XS	66.1°	75.1°	368	545	100	423	-1	820	1119	391	577
S	66.1°	75.1°	394	575	110	423	-1	820	1151	419	587
M	66.1°	75.1°	432	600	120	423	-1	820	1178	441	596
L	66.1°	75.1°	470	625	130	423	-1	820	1204	464	605
XL	66.1°	75.1°	508	655	145	423	-1	820	1237	490	619

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

DEVELOPMENT CENTRE

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