M3ZZER EXPERT SET-UP GUIDE

SPRING ADJUSTMENT

EXPERT AIR SPRING

BOTTOM OF LEG

INCREMENTAL VOLUME ADJUST (IVA)

TOP OF LEG

Rider Weight		Mezzer Expert Spring Pressure, psi [Bar]									
lbs.	Kg	140mm		150mm		160mm		170mm		180mm	
		Air	IVA	Air	IVA	Air	IVA	Air	IVA	Air	IVA
>220	>100	83 [5.7]	4	79 [5.4]	4	75 [5.2]	3	71 [4.9]	3	67 [4.6]	2
200	91	73 [5.0]	4	69 [4.8]	4	66 [4.6]	3	62 [4.3]	3	59 [4.1]	2
180	82	64 [4.4]	4	60 [4.1]	4	57 [3.9]	3	54 [3.7]	3	51 [3.5]	2
160	73	55 [3.8]	4	52 [3.6]	4	49 [3.4]	3	46 [3.2]	3	43 [3.0]	2
140	64	47 [3.2]	4	44 [3.0]	4	41 [3.8]	3	38 [2.6]	3	36 [2.5]	2
120	54	40 [2.8]	4	37 [2.6]	4	35 [2.4]	3	32 [2.2]	3	30 [2.1]	2
MAX PRESSURE NOT TO EXCEED 120 PSI [8.3 BAR]											

SET-UP NOTES

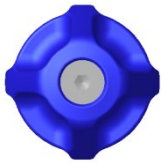
- TABULATED PRESSURES SHOULD BE ADJUSTED UP OR DOWN TO MATCH RIDER WEIGHT.
- PRESSURE RECCOMENDATIONS SHOULD YIELD 20-25% SAG MEASUREMENT WITH RIDER IN STANDING POSITION (WEIGHT DISTRIBUTED 70% ON PEDALS 30% ON HANDLEBARS) SEE OWNERS MANUAL FOR SAG MEASUREMENT PROCEDURE.
- ADJUST IVA PISTON POSTION TO CHANGE END OF STROKE RAMP . POSITION 1 IS LARGEST AIR VOLUME WITH PISTON CLOSEST TO THE TOP CAP. LARGER AIR VOLUME RESULTS IN A MORE LINEAR SPRING CURVE. SMALLER AIR VOLUME RESULTS IN A MORE PROGRESSIVE SPRING CURVE.
- MAX PRESSURE NOT TO EXCEED 120 PSI [8.3 BAR].
- FORK SHOULD BE UNWEIGHTED WHEN ADJUSTING AIR PRESSURE. COMPLETELY THREAD SHOCK PUMP ONTO AIR VALVE

DIAL IT IN! TUNING DEFINITIONS:

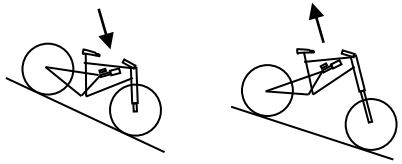
- DOWNHILL: MAXIMUM SUPPORT FOR STEEP TECHY DECSENTS AND BIG LANDINGS
- ENDURO: FIRM SUPPORT PAIRED WITH SUPPLE HIGH-SPEED FOR ALL-DAY EPICS
- TRAIL: PEDALING EFFICIENCY BALANCED WITH MODERATE SMALL BUMP COMPLIANCE

DAMPING ADJUSTMENT

TPC REBOUND



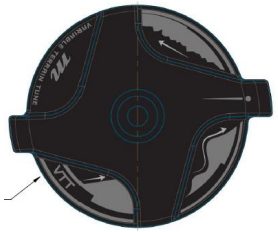
CONTROLS SPEED AT WHICH WHEEL RETURNS TO SAGGED POSITION AFTER COMPRESSION EVENT



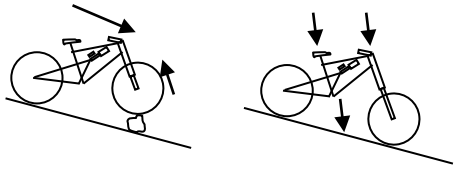
FUNCTIONAL DESCRIPTION	ADJUSTMENT RANGE [OPEN-CLOSED]	DOWNHILL TUNING	ENDURO TUNING	TRAIL TUNING
	MIN 10 - 0 MAX	3-6	4-7	5-8

- REBOUND SPEED IS DEPENDENT ON AIR SPRING PRESSURE. RECOMMENDED SETTINGS ARE FOR AN AVERAGE RIDER (170 LBS [77 KG]). REBOUND SETTING WILL VARY FOR DIFFERENT RIDER WEIGHTS AND /OR SPRING PRESSURES.
- FOR BEST PERFORMANCE REBOUND SPEED SHOULD BE EQUAL FOR FRONT AND REAR WHEELS.

VTT-6 POSITION



VTT CONTROLS DAMPING FORCE FOR UNSPRUNG WHEEL MOVEMENT; ROOTS, ROCKS, BRAKING BUMPS, ETC. **AND** SPRUNG CHASSIS MOVEMENT; PEDALING, PUMPING, BERMS, G-OUT ETC.



ADJUSTMENT RANGE [OPEN-CLOSED}	MAXIMUM COMFORT	INCREASED SUPPORT	MAXIMUM SUPPORT
MIN 1 - 6 MAX	1-2	3-4	5-6

- VTT SIMULTANEOUSLY ADJUSTS THE HIGH SPEED AND LOW SPEED DAMPING CHARACTERISTICS.
- INCREASE VTT TO IMPROVE SUPPORT OFF LIPS OF JUMPS, PREVENT BOTTOMING ON LANDINGS, AND REDUCED PEDAL-BOB DURING CLIMBING.
- REDUCE VTT FOR INCREASED RIDER COMFORT AND IMPROVED TRACTION IN WET, ROOTY, ROCKY TERRAIN.
- ARM FATIGUE IS TYPICALLY A RESULT OF EXCESS DAMPING. REDUCE VTT FOR A MORE COMPLIANT RIDE.