MASTODON PRO SET-UP GUIDE

SPRING ADJUSTMENT

INCREMENTAL VOLUME ADJUST

TOP OF FORK

! ALWAYS DEPRESSURIZE ! AIR SPRING BEFORE ADJUSTING IVA

SEE USER MANUAL FOR IVA ADJUSTMENT PROCEDURE

MAIN AIR SPRING

BOTTOM OF FORK

SET-UP NOTES

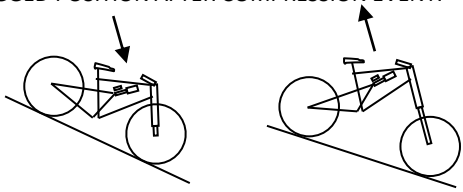
- FORK SHOULD BE UNWEIGHTED WHEN ADJUSTING AIR PRESSURE.
- RECOMMENDED PRESSURES SHOULD BE ADJUSTED UP OR DOWN TO MATCH RIDER WEIGHT AND SHOULD YIELD 20-25% SAG MEASUREMENT WITH RIDER IN STANDING POSITION (WEIGHT DISTRIBUTED 70% ON PEDALS 30% ON HANDLEBARS) SEE OWNERS MANUAL FOR SAG MEASUREMENT PROCEDURE.
- MAX PRESSURE NOT TO EXCEED: MAIN 150 PSI.
- 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.
- TURN REBOUND ADJUSTMENT KNOB FULL CLOCKWISE (CW) TO SET MAXIMUM, "ZERO" POSITION. REBOUND DAMPER SETTING IS COUNTED COUNTERCLOCKWISE (CCW) FROM MAXIMUM.
- TURN VTT-6 ADJUSTMENT KNOB FULL COUNTERCLOCKWISE (CCW) TO SET MINIMUM, POSITION "1". VTT-6 DAMPER SETTING IS COUNTED CLOCKWISE (CW) FROM MINIMUM. MAXIMUM (CW) IS POSITION "6".

RIDER WEIGHT		SPRING PRESSURE, psi														RECOMMENDED REBOUND SETTING (CCW FROM MAX)
		80mm		100mm		120mm		130mm		140mm		150mm		160mm		
lbs	Kg	MAIN	IVA	MAIN	IVA	MAIN	IVA	MAIN	IVA	MAIN	IVA	MAIN	IVA	MAIN	IVA	
120	54	70	5	63	4	54	3	54	2	50	2	51	1	49	1	14
140	64	83	5	75	4	65	3	65	2	60	2	62	1	59	1	12
160	73	97	5	88	4	76	3	76	2	71	2	73	1	69	1	10
180	82	111	5	100	4	87	3	87	2	81	2	83	1	79	1	8
200	91	124	5	113	4	98	3	98	2	91	2	93	1	89	1	6
220	100	138	5	125	4	110	3	110	2	102	2	104	1	98	1	4
240	109	150	5	138	4	121	3	121	2	112	2	114	1	109	1	2

DAMPING ADJUSTMENT

TPC REBOUND

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



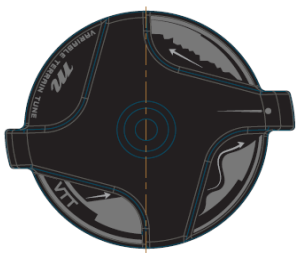
FAST - SLOW

− MIN 20 - 0 + MAX

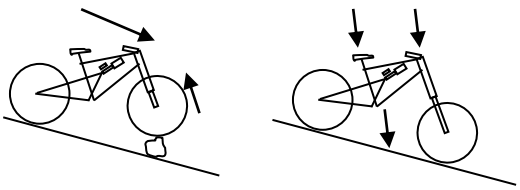
SEE TABLE ABOVE FOR RECOMMENDED SETTING BY RIDER WEIGHT

- REBOUND SPEED IS DEPENDENT ON AIR SPRING PRESSURE. REBOUND SETTING WILL VARY FOR DIFFERENT RIDER WEIGHTS, SPRING PRESSURES AND/OR RIDER PREFERENCES.
- 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.



SOFT - FIRM

− MIN 1 - 6 + MAX

MAXIMUM COMFORT 1-2

INCREASED SUPPORT 3-4

MAXIMUM SUPPORT 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.