MANITOU

MARA INLINE COMP SET-UP GUIDE

SET-UP NOTES

- Recomended setup is based off of 20-30% sag for the given rider weight. Consult frame manufacture for further specific sag measurement. For sag measurement procedure watch this SAG SET-UP VIDEO
- Max pressure not to exceed 350 psi [10.3 bar?].
- Further adjust pressure based on performance.
- Shock should be UNWEIGHTED when adjusting air pressure.
- Baseline setting is reccomended setting for average terrain.
- Make changes as small as 3 psi and 1 volume ring to infulence cornering characteristics and bottoming feel.
- Mara Gen 2 Balance Groove shocks use air cans with Balance Groove Technology. This groove balances the positive and negative air pressures as the shock is cycled. Below are a few notes for setting up and servicing the shock.
- Pressure should be increased in increments of 75psi.
- With the shock pump attached cycle the shock a few times past the sag point to balance the positive and negative chambers.
- The first few cycles may feel firm / top out, this is normal until the negative is balanced.
- When the desired air pressure is achieved, cycle the shock and recheck the pressure.

Consult the **manitou technical reference** section of for additional info.

IPA COMPRESSION ADJUSTMENT

AGGRESSIVE DESCEND

- Plush setting
- Aggressive terrain

TRAIL CONTROL

- Smooth flow conditions
- Berm corners

TECHNICAL CLIMB

- Moderate platform for absorbing bumps without loss of traction and pedal bob

AGGRESSIVE CLIMB

- Firmest platform for most efficient pedaling

REBOUND ADJUSTMENT

TURNING THE REBOUND KNOB CLOCKWISE WILL INCREASE THE AMOUNT OF REBOUND DAMPING ON THE SHOCK

- Rebound speed is dependent on air spring pressure. Rebound setting will vary for different rider weights and /or spring pressures, 360 degrees of adjustment is available. (Recommended setting for 170lbs rider is - 1/2 turn)
- For best performance rebound speed should be equal for front and rear wheels.
- Add rebound damping to reduce “kick” off jump lips and busy wheel activity on square edged rocks. Reduce rebound damping to improve tire traction or ground following.

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