



SET-UP NOTES

Consult frame manufacture for recommended sag measurement. If not available 25-30% is a good starting point. For sag measurement procedure watch this [SAG SET-UP VIDEO](#)



- Max pressure not to exceed 350 psi.
- Further adjust pressure based on performance.
- Shock should be UNWEIGHTED when adjusting air pressure.
- Baseline setting is recommended setting for average terrain.
- Make changes as small as 3 psi and 1 volume ring to influence cornering characteristics and bottoming feel.
- Low Speed Compression and Rebound settings are counted from closed (Counter Clock Wise). Due to design the High Speed Compression clicks are counted from Open (Clockwise)

- 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.

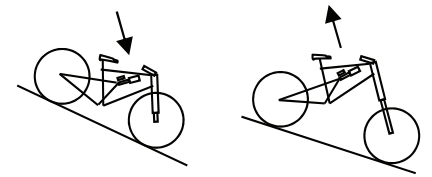
Consult the **manitou technical reference** section of for additional info.

RECOMMENDED SETTINGS BASED ON
170LB RIDER

DAMPING ADJUSTMENT

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

- Rebound speed is dependent on air spring pressure. 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.
- Add rebound damping to reduce “kick” on jump lips and busy wheel activity on square edged rocks. Reduce rebound damping to improve tire traction or ground following.

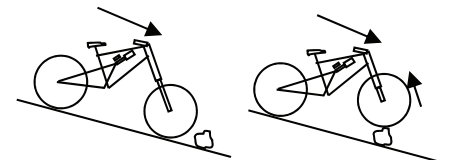


SOFT MIN — 12-0 + FIRM MAX

BASELINE REBOUND:
MAX -6

HIGH-SPEED (OUTER) CONTROLS DAMPING FORCE FOR UNSPRUNG WHEEL MOVEMENT; ROOTS, ROCKS, BRAKING BUMPS, ETC.

- Reduce high speed compression to eliminate spiking or harshness.
- Add high speed compression when the rear wheel is busy and overshooting square edged bumps. The bike will skate around and be difficult to steer accurately in this condition.

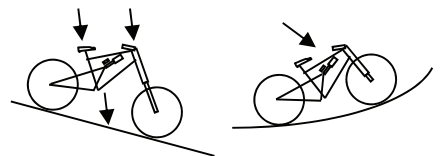


SOFT MIN — 0-6 + FIRM MAX

BASELINE HIGH-SPEED:
AGGRESSIVE TUNE +3, COMPLIANT TUNE +1

LOW-SPEED (INNER) CONTROLS DAMPING FOR SPRUNG CHASSIS MOVEMENT; PEDALING, PUMPING, BERMS, G-OUT, ETC.

- Opening low-speed from closed reduces initial compression force and improves small bump sensitivity.
- Lo-speed adjuster controls the chassis movement and rider inputs. Increase low-speed to improve support off lips of jumps and prevent bottoming on landings, and reduce wallowing from steering or body movements.



SOFT MIN — 30-0 + FIRM MAX

BASELINE LOW-SPEED:
AGGRESSIVE TUNE -10, COMPLIANT TUNE -15

PLATFORM ACTIVATES PLATFORM MODE FOR MORE EFFICIENT CLIMBING.

- NOT INCLUDED ON MARA PRO PB DH

PARTY

- **Open Mode**
- Adjustments to lo-speed and high-speed compression and rebound are active.

WORK

- **Close Mode**
- Adjustments to lo-speed and high-speed compression are deactivated
- Rebound remains fully active
- separate internal circuit with pre-defined platform