

## M3ZZER PRO SET-UP GUIDE

SPRING ADJUSTMENT				Rider Weight		Mezzer Pro Spring Pressure, psi [Bar]								
			lbs	Kg	140mm		150mm		160mm		170mm		180mm	
9		CNE			Main	IRT	Main	IRT	Main	IRT	Main	IRT	Main	IRT
SPRING			>220	>100	82 [5.7]	116 [8.0]	77 [5.3]	109 [7.5]	73 [5.0]	105 [7.2]	68 [4.7]	100 [6.7]	64 [4.4]	92 [6.3]
		ATE	200	91	75 [5.2]	107 [7.4]	70 [4.8]	101 [7.0]	66 [4.6]	97 [6.7]	62 [4.3]	91 [6.3]	58 [4.0]	85 [5.9]
AIR		W ( )	180	82	68 [4.7]	97 [6.7]	63 [4.3]	93 [6.4]	59 [4.1]	90 [6.2]	56 [3.9]	83 [5.7]	52 [3.6]	78 [5.4]
ADO		E NAME RETE TITE	160	73	60 [4.1]	90 [6.2]	56 [3.8]	85 [5.9]	52 [3.6]	84 [5.8]	50 [3.4]	77 [5.3]	46 [3.2]	73 [5.0]
l E	воттом	TOP OF	140	64	52 [3.6]	84 [5.8]	49 [3.4]	77 [5.3]	46 [3.2]	76 [5.2]	44 [3.0]	71 [4.9]	41 [2.8]	67 [4.6]
	OF LEG	= LEG	120	54	44 [3.0]	79 [5.4]	42 [2.9]	72 [5.0]	40 [2.8]	70 [4.8]	38 [2.6]	65 [4.5]	35 [2.4]	60 [4.1]

- 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.
- INCREASE IRT PRESSURE +10 [+0.7 BAR] PSI FOR DOWNHILL APPLICATION. REDUCE IRT -10 PSI [-0.7 BAR] FOR TRAIL APPLICATION.
- MAX PRESSURE NOT TO EXCEED 120 PSI [8.3 BAR], IRT 200 PSI [13.8 BAR]
- FORK SHOULD BE UNWEIGHTED WHEN ADJUSTING AIR PRESSURE. PRESSURIZE IRT CHAMBER FIRST.

DIAL IT IN! TUNING DEFINITIONS:

CIRCUIT (HBO) THAT INCREASES DAMPING IN THE FINAL MM OF TRAVEL. HBO PREVENTS

HARD BOTTOMING EVENTS AND REDUCES OCCURRENCE OF FULL TRAVEL USE.

- 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	FUNCTIONAL DESCRIPTION	ADJUSTMENT RANGE [OPEN-CLOSED]	DOWNHILL TUNING	ENDURO TUNING	TRAIL TUNING			
	CONTROLS SPEED AT WHICH WHEEL RETURNS TO SAGGED POSITION AFTER COMPRESSION EVENT		3-6	4-7	5-8			
THE PROPERTY.		<ul> <li>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.</li> <li>FOR BEST PERFORMANCE REBOUND SPEED SHOULD BE EQUAL FOR FRONT AND     REAR WHEELS.</li> </ul>						
Mazzer	CONTROLS DAMPING FORCE FOR UNSPRUNG WHEEL MOVEMENT; ROOTS, ROCKS, BRAKING BUMPS, ETC.	— H H H H H H H H H H H H H H H H H H H	1-2	2-3	3-4			
Mazzer Ma		HI-SPEED AND LO-SPEED ADJUSTERS ARE INTERDEPENDENT; TO ACHIEVE MORE SUPPORT OR MORE COMPLIANCE BOTH HI-SPEED AND LO-SPEED MAY NEED ADJUSTMENT. ARM FATIGUE IS TYPICALLY A RESULT OF EXCESS HI-SPEED. REDUCE HI-SPEED FOR A MORE COMPLIANT RIDE.						
Mazzer	CONTROLS DAMPING FOR SPRUNG CHASSIS MOVEMENT; PEDALING, PUMPING, BERMS, G-OUT ETC		2-5	3-7	1-4			
MHZZER CO-Speed A		<ul> <li>LO-SPEED ADJUSTER CONTROLS THE CHASSIS MOVEMENT. INCREASE LO-SPEED TO IMPROVE SUPPORT OFF LIPS OF JUMPS AND PREVENT BOTTOMING ON LANDINGS.</li> <li>MEZZER PRO MC<sup>2</sup> DAMPER CONTAINS AN INDEPENDENT HYDRAULIC BOTTOM-OUT</li> </ul>						

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