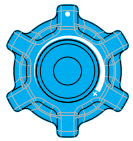
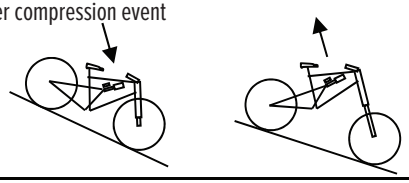
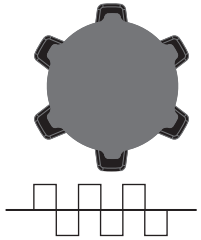
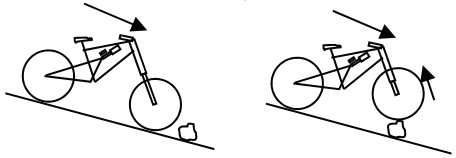
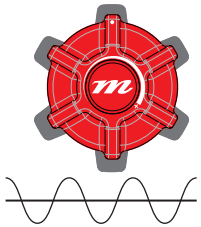
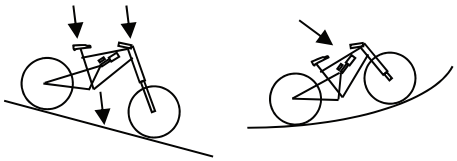
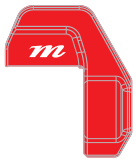
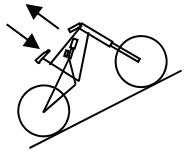
MARA PRO SET-UP GUIDE

SET UP NOTES

- SET SAG TO 20-30% OF TRAVEL WITH RIDER IN THE ATTACK POSITION AND SHOCK IN PARTY MODE.
  (This is the standing position a rider should be in while riding aggressively. A deep bend in knees and elbows with heavy feet, light hands. The head and eyes up scanning the trail ahead.)
  SEE OWNERS MANUAL FOR SAG MEASUREMENT PROCEDURE.
- FURTHER ADJUST PRESSURE BASED ON PERFORMANCE
- MAX PRESSURE NOT TO EXCEED 250 PSI [17.2 BAR]
- SHOCK SHOULD BE UNWEIGHTED WHEN ADJUSTING AIR PRESSURE.
- BASELINE SETTING IS RECCOMENDED SETTING FOR AVERAGE TERRAIN
- MAKE CHANGES AS SMALL AS 3PSI AND 1 VOLUME RING TO INFLUENCE CORNERING CHARACTERISTICS AND BOTTOMING FEEL.

DAMPING ADJUSTMENT	FUNCTIONAL DESCRIPTION	RECOMMENDED SETTINGS BASED ON 170LB RIDER	
REBOUND 	Controls speed at which wheel returns to sagged position after compression event 	– MIN 12 - 0 + MAX	**BASELINE REBOUND: MAX -5** • 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” off jump lips and busy wheel activity on square edged rocks. Reduce rebound damping to improve tire traction or ground following.
HI- SPEED (OUTER) 	Controls damping force for unsprung wheel movement; roots, rocks, braking bumps, etc. 	– MIN 0 - 6 + MAX	**BASELINE HI-SPEED: MIN +3** • Reduce high speed compression to eliminate spiking or harshness. • Add high speed compression when the rear wheel i s busy and overshooting square edged bumps. The bike will skate around and be difficult to steer accurately in this condition.
LO-SPEED (INNER) 	Controls damping for sprung chassis movement; pedaling, pumping, berms, g-out etc. 	– MIN 24 - 0 + MAX	**BASELINE LO-SPEED: MAX-15** • Opening lo-speed from closed reduces initial compression force and improves small bump sensitivity. • Lo-speed adjuster controls the chassis movement and rider inputs. Increase lo-speed to improve support off lips of jumps and prevent bottoming on landings, and reduce wallowing from steering or body movements.

DAMPING ADJUSTMENT	FUNCTIONAL DESCRIPTION	PARTY MODE	WORK MODE
PLATFORM 	Activates platform mode for more efficient climbing 	• “Open Mode” • Adjustments to lo-speed and high-speed compression and rebound are active	• “Closed Mode” • Adjustments to lo-speed and high-speed compression are deactivated • Rebound remains fully active • Separate internal circuit with pre-defined platform