



# MANITOU

## MEZZER G2 PRO & LT PRO SET-UP GUIDE

### SPRING ADJUSTMENT

#### SET-UP NOTES

- Fork should be unweighted when adjusting air pressure.
- Pressurize IRT chamber first.
- Recommended pressures are based on 20-25% sag measurement for the given rider weight. Adjust pressure up or down to suit conditions and rider preference. For sag measurement procedure watch the [sag set-up video](#).
- Max pressure not to exceed: main 120 psi, IRT 150 psi.



Scan for Sag Setup

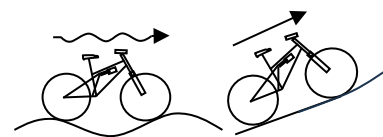
- For E-bike or downhill use increase pressure: main +3~4psi, IRT +5~10 psi.
- For Trail use reduce pressure: main -3~4psi, IRT -5~10 psi.
- Rotate damper adjustment knobs full clockwise (cw) to set maximum "zero" position. Damper settings are counted counterclockwise (ccw) from maximum (i.e. "Max minus 4").
- Consult the manitou technical reference section of [hayesbicycle.Zendesk.Com](https://hayesbicycle.zendesk.com) for additional info.

RIDER WEIGHT		SPRING PRESSURE, PSI												RECOMMENDED REBOUND SETTING (CCW FROM MAX)	
		140mm		150mm		160mm		170mm		180mm (LT ONLY)		190mm (LT ONLY)		LO-SPEED	HI-SPEED
lbs	Kg	MAIN	IRT	MAIN	IRT	MAIN	IRT	MAIN	IRT	MAIN	IRT	MAIN	IRT		
120-140	54-64	40	61	39	59	38	57	37	55	35	53	34	51	9 - 10	7 - 8
140-160	64-73	49	74	48	72	47	70	45	68	44	66	42	64	8 - 9	6 - 8
160-180	73-82	59	87	57	85	55	83	54	81	52	79	51	77	7 - 8	5 - 7
180-200	82-91	68	100	66	98	64	96	62	94	61	92	59	90	6 - 7	4 - 6
200-220	91-100	77	113	75	111	73	109	71	107	69	105	67	103	4 - 5	3 - 6
220-240	100-110	86	126	84	124	82	122	80	120	77	118	75	116	3 - 4	2 - 5
240-260	110-118	95	139	93	137	91	135	88	133	86	131	83	129	2 - 3	1 - 4

### DAMPER ADJUSTMENT

LO-SPEED CONTROLS CHASSIS MOVEMENT. INCREASE LO-SPEED TO IMPROVE SUPPORT DURING PEDALING, PUMPING, AND COMPRESSION THRU BERMS AND OFF THE LIPS OF JUMPS.

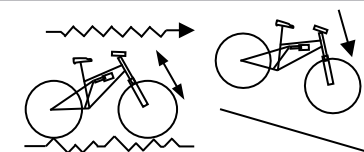
RECOMMENDED LO-SPEED START SETTING CCW FROM MAX		
PLUSH NATURAL	MID MIXED	FIRM PARK
6 - 9	4 - 6	2 - 4



SOFT MIN — 10 - 0 + FIRM MAX  
ADJUSTMENT RANGE

HI-SPEED CONTROLS DAMPING FORCE FOR SMALL HIGH VELOCITY WHEEL MOVEMENT; ROOTS, ROCKS, BRAKING BUMPS, ETC., AS WELL AS DEEP COMPRESSIONS SUCH AS JUMP LANDINGS.

RECOMMENDED LO-SPEED START SETTING CCW FROM MAX		
PLUSH NATURAL	MID MIXED	FIRM PARK
5 - 7	4 - 6	2 - 4



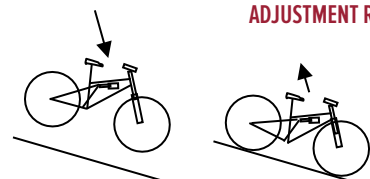
SOFT MIN — 8 - 0 + FIRM MAX  
ADJUSTMENT RANGE

### TPC<sup>2</sup> REBOUND CONTROLS WHEEL RETURN SPEED AFTER A COMPRESSION EVENT

- Lo-speed controls rebound speed in the beginning-stroke, after small bump compression events such as rocks, roots, braking bumps, in addition to chassis input (pedaling and pumping).
- Hi-speed controls rebound speed in the end-stroke, after deep travel compression events such as jump landings and impacting larger square-edge obstacles at high velocities.
- Recommended initial settings by rider weight are shown in the "spring pressure" table above.
- Return speed varies with air spring pressure; rebound setting may vary based on rider weight and rider preferences.
- For best performance, adjust rebound setting to equalize front and rear wheel return speed.



FAST MIN — 10 - 0 + SLOW MAX  
ADJUSTMENT RANGE



FAST MIN — 8 - 0 + SLOW MAX  
ADJUSTMENT RANGE



IRT TOP OF FORK

INFINITE RATE TUNE



BOTTOM OF FORK

DORADO AIR SPRING



LSC

LO-SPEED COMPRESSION



HSC

HI-SPEED COMPRESSION



LSR

LO-SPEED REBOUND



HSR

HI-SPEED REBOUND

MC<sup>2</sup> PRO-X COMPRESSION DAMPING

TPC<sup>2</sup> REBOUND DAMPING

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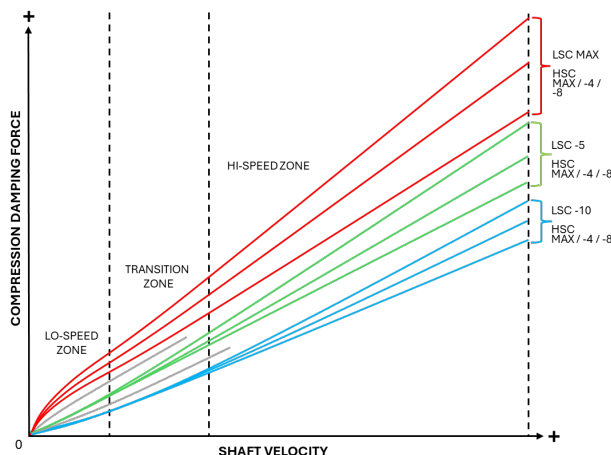


MC<sup>2</sup> PRO-X COMPRESSION DAMPING

### DAMPER TECHNOLOGY

#### MC<sup>2</sup> PRO-X COMPRESSION CONTROLS DAMPING FORCE DURING COMPRESSION EVENTS.

- Compression damping is proportional to the shaft velocity of the fork; faster compressions impart greater damping force.
- All damping events begin at zero shaft velocity. High shaft velocity events must first pass thru the lo-speed zone. Therefore, the LSC adjustment sets the baseline level of damping for all compression events.
- Hi-speed builds upon the lo-speed baseline; HSC adjustment sets the slope or progresivity of damping at high shaft velocities.
- High shaft velocity events can occur anywhere in the stroke of the fork. Small square edge impacts can impart the same shaft velocity using less travel as deep travel compressions .

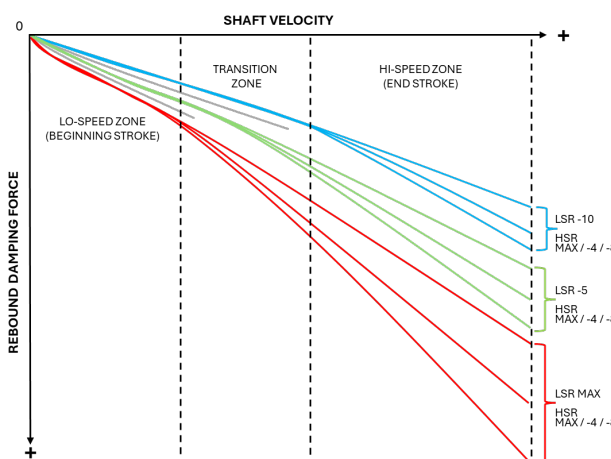


HSC amplitude and range of adjustment is dependent on LSC setting. In order to achieve greater HSC force, LSC may also need to be increased

TPC<sup>2</sup> REBOUND DAMPING

#### TPC<sup>2</sup> REBOUND CONTROLS WHEEL RETURN SPEED AFTER A COMPRESSION EVENT.

- Rebound damping is also proportional to the shaft velocity of the fork; however, in the rebound direction shaft velocity is directly dependent on spring force. HSR has its effect deeper in the stroke as a response to the increased spring force deeper in the travel. LSR has its effect higher in the stroke as a response to the lower spring force higher in the travel
- A faster LSR setting allows the wheel to recover faster following small compression events for increased traction. This can be tuned faster in very low traction (wet, dry technical steep terrain) conditions, to maintain wheel contact with the ground.
- A slower HSR setting will increase chassis stability and control following deep compression events (large jumps and drops).



HSR amplitude and range of adjustment is dependent on LSR setting. In order to achieve greater HSR force, LSR may also need to be increased.

### FEATURED TECHNOLOGIES

**ASP (ACTIVE SPRING PISTON) COMBINES THE LOW-FRICTION FEEL OF A COIL SPRING WITH THE UNIVERSAL ADJUSTABILITY OF AN AIR SPRING. ASP PACKAGES A SMALL COIL SPRING BETWEEN THE AIR PISTON AND THE SPRING SHAFT THAT ELIMINATES FRICTION FROM THE AIR PISTON SEAL IN THE FIRST FEW MILLIMETERS OF FORK COMPRESSION.**

**HBO (HYDRAULIC BOTTOM-OUT) IS AN INDEPENDENT NON-ADJUSTABLE DAMPING CIRCUIT THAT INCREASES DAMPING IN THE FINAL 30MM OF TRAVEL. HBO BUFFERS AGAINST HARD BOTTOMING EVENTS AND LIMITS FULL TRAVEL TO EXTREME COMPRESSION EVENTS TO MAXIMIZE BIG-HIT CONTROL.**

**ABB (AIR-BACKED BLADDER) IMPROVES DAMPER REACTION SPEED AND REDUCES CAVITATION BY PRESSURIZING THE DAMPER OIL THRU AIR PRESSURE AROUND THE DAMPER COMPENSATION BLADDER. OPPOSED TO AN IFP, ABB ELIMINATES THE NEED FOR ADDED DYNAMIC SEALS AND THE ASSOCIATED FRICTION.**

**TSR (TRAIL SIDE RELIEF) SCREWS ON THE BACK OF THE CASTING ALLOW FOR QUICK PRESSURE EQUALIZATION IN THE CASTING BETWEEN ELEVATION TRANSITIONS. RELATIVE PRESSURE BETWEEN THE CASTING AND ATMOSPHERE CAN BUILD AS ELEVATION INCREASES. THE CASTING PRESSURE CAN REDUCE BREAK-AWAY FORCE.**

**TSR PORTS MAY ALSO BE USED TO INJECT A SMALL AMOUNT OF BATH OIL TO RELUBRICATE BUSHING BETWEEN SERVICE INTERVALS (SEE SERVICE GUIDE FOR DETAILS).**

**MBA (MICROMANAGER BUSHING ALIGNMENT) FEATURES A SPECIALLY DESIGNED CNC RING THAT IS INSERTED IN THE DRIVE-SIDE DROP-OUT. THE RING FEATURES TIGHTLY TOLERANCED GEOMETRY NOT ACHIEVABLE DURING CASTING MANUFACTURING THAT COMPENSATES FOR ASSYMETRIC COMPRESSION BETWEEN DROP-OUTS WHEN THE AXLE IS TORQUED DOWN REGARDLESS OF HUB TOLERANCE, ENSURING BUSHINGS REMAIN ALIGNED THROUGHOUT THE TRAVEL OF THE FORK FOR LOWEST FRICTION OF SMALL BUMP AND DEEP TRAVEL EVENTS.**

**HEXLOCK SL2 IS A PATENTED TECHNOLOGY THAT FEATURES HEXAGONAL SHAPED ENGAGEMENT BETWEEN THE THRU AXLE AND THE FORK DROP-OUTS. THE HEXAGONAL SHAPE PREVENTS ROTATIONAL SLIPPING OF THE AXLE DURING TORSIONAL LOADING OF THE FORK INCREASING OVERALL STIFFNESS OF THE FORK AT A LIGHTER WEIGHT THAN A CONVENTIONAL ROUND AXLE.**

ASP

HBO

ABB

TSR

MBA

HEXLOCK SL2

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