REAR SHOCK SETUP INSTRUCTIONS

Once your bike is assembled, you must set up the rear shock for your individual weight and preferences. This entails adding or removing air pressure and adjusting the damping settings.

Rear Shock Pressure (Air Assist):
There is a schraeder air valve located on the left side of the shock body. Attach the shock pump as shown to add or remove air pressure.

Note: Upon removal of the pump, the pressure in the shock is what was read on the gauge. The small amount of air heard escaping during removal is the pressure inside the pump. When re-installing the pump, the pressure will read lower because air from the shock fills the pump.

As a starting point we recommend the following for determining the pressure for the rear shock:

Rider Weight - lbs (kg)	Shock PSI
< 100 (45)	25
120 (55)	30
140 (65)	35
160 (75)	40
180 (85)	45
200+ (90+)	50 - 60

Or, this formula may be used:
PSI: divide your weight in pounds by 4. Bar: divide your weight in kilograms by 27.

Example: 160lb rider: 160 / 4 = 40 psi
81kg rider: 81 / 27 = 3.0 bar

We encourage you to try pressures different than these recommendations. Don't be afraid to experiment. Try the extremes, you won't damage the shock and will learn how the tuning effects your bike's handling.

These pressures are given as a starting point. The pressure that works best for you may be higher or lower.

Sag:
To achieve the best shifting performance and ride quality with the Maverick "Monolink" suspension design the rear suspension Sag must be set correctly.

With the proper air pressure, when you sit on the bike in your regular, seated position (with cycling gear and water-pack), the rear shock should sag or (compress) approximately 17-20mm on the ML-7 and 14-16mm on the Reposado.

To measure sag accurately it helps to have a friend assist you.

- Slide the shock boot up from the bottom to reveal the damper (upper portion of the shock).

- Place a zip tie around the damper portion of the shock, making sure that the zip tie is all the way down against the black wiper seal.
- Sit on the bike in your normal riding position with all of your cycling gear on.
- Gently step off the bike with out bouncing.
- Carefully slide the boot up to reveal the zip tie with out touching or moving it.
- Measure the distance in millimeters from the top edge of the wiper seal to the bottom edge of the zip tie.
- This is your sag. Remove zip tie when done.
- Fine tune by adding or releasing air pressure.
- Maverick recommends a sag range. This may need to be fine-tuned to different riding styles and trail conditions.

If you cannot achieve the correct sag with in this range, please contact us. We have additional springs to accommodate you.

Rider Weights: (Spring Recommendations)
120lbs And Under: » Call Us
120-189lbs: » Standard Spring
190lbs- Plus: » Heavy Spring (Clydesdale)

Air pressure will vary from 5 to 60psi for most riders. If you cannot get the correct sag within this range, please contact us for optional springs that will accommodate you. Do not run more than 90 psi in the shock.

Damping Adjustment:
The damping adjuster knob is located on the left side of the shock body. There are six settings that determine how fast the shock rebounds (extends) after the suspension is compressed.

The adjuster setting is determined by the amount of air assist pressure you require, and also your personal preference. Production variances and internal wear of the shock may require you to run different settings too. As a rough starting point, set the damping adjuster as follows:

PSI	Bar	Adjuster No.
<10	<1.0	1
10 - 20	1.0 - 1.5	2
20 - 30	1.5 - 2.0	3
30 - 40	2.0 - 2.5	4
40 - 50	2.5 - 3.0	5
50+	3.0+	6