

For any full suspension bike, proper set up is critical. Proper set up begins with setting the sag, which is the amount of rear shock travel used when the rider weight is on the bike. Use the chart below to find the correct sag for your Marin mountain bike.

| Bike Model | Years | Stroke (mm) | Recommended % Sag | Sag in mm | Suspension System |
|--------------|---------|-------------|-------------------|-----------|-------------------|
| Attack Trail | 2014-18 | 57 | 32 | 18.24 | Quad Link |
| Mount Vision | 2014-17 | 57 | 32 | 18.24 | IsoTrac |
| Rift Zone | 2015-17 | 38 | 30 | 11.40 | IsoTrac |
| Hawk Hill | 2017-18 | 51 | 30 | 15.3 | MultiTrac |
| Rift Zone | 2018 | 50 | 30 | 15 | MultiTrac |
| B-17 | 2018 | 50 | 30 | 15 | MultiTrac |
| Wolf Ridge | 2018 | 57 | 25 | 14.25 | R3ACT - 2Play |

Follow this process to set your own sag:

I. Step 1: Find a basic starting pressure

Starting pressure (PSI) suggestions, by suspension system [body weight is you plus your riding gear]:

- ✓ **Quad Link:** Begin with body weight in pounds
- ✓ **IsoTrac:** Begin with body weight in pounds
- ✓ **MultiTrac:** Begin with body weight in pounds, minus 20lbs
- ✓ **R3ACT - 2Play:** Begin with body weight in pounds, plus 20lbs

**Example: If you and your gear weigh 180 pounds, your starting pressure on a MultiTrac suspension would be 160 PSI.*

II. Step 2: Fine tune pressure by setting your sag

Process to set sag:

1. Get all your riding gear on (helmet, shoes, hydration pack, etc.).
2. Grab your bike and find flat ground and something to lean on.
3. Inflate the shock to the basic starting pressure (see step 1).
4. Get on the bike and cycle the rear suspension up and down to make sure the air is transferred equally in both air chambers.
5. Reach down and push/pull the O-ring on the shock against the seal, try to do this without moving the shock up and down.
6. Climb off the bike carefully and measure the distance from the shock seal to the O-ring [see image].
7. This measurement should match the sag in mm in the chart above.
 - a. If there's too little sag, remove air and repeat 1-7.
 - b. If there's too much sag, add air and repeat 1-7.



What the O-ring looks like after
Step 2 [1-5]



Measuring the SAG in mm-
Step 2 [6]

III. Step 3: Setting your damping

Rebound damping:

Rebound damping controls the rate at which your shock returns to top out. More rebound damping will slow the shock down on return, less damping will make it return very fast. The perfect rebound setting is not too fast or too slow, after you set the sag adjust the rebound accordingly.

- Too fast rebound will make the rider feel like they are being pushed up after a bump.
- Too slow rebound will make the rider feel like the shock is stuck down after a bump.

IV. Step 4: Go ride!