

ANSWER
MANITOU

1998



MACH 5
PRO, SX, SXR, SXRS, SXTi

OWNER'S
MANUAL

Internationale Betriebsanleitung

Manual Internacional

Manuel International

Manuale Internazionale

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ADJUSTING RIDE QUALITY

Mach 5 TPC forks offer a wide adjustment range to suit individual riding preference and rider weight by simply changing the MicroCellular Elastomer (MCU's). Fine tune adjustments can be made using the preload adjusters located on top of the fork crown. Softer blue Elastomers, and harder yellow Elastomers are available from your dealer.

NOTE: Since 98 model forks use a compression stack in the right leg only, MCU's and Springs used in previous Manitou forks are NOT interchangeable with later versions of SX model Forks.

Compression Spring Fine Tuning: Figure 6

Fine tuning adjustments to the spring rate are made by rotating the adjuster knobs located on top of the crown. Note the 98 Pro uses compression spring systems in both right and left legs. Both right and left knobs on top of the crown adjust preload. The 98 SX, SXR, SXRS, and SXTI use a compression spring system in the right leg only. The right knob for those models is used to adjust preload. Rotating the knobs clockwise will firm the ride, adding preload to the compression stack. Rotating the knobs counter clockwise will soften the ride. Four full revolutions will take the adjuster from full soft to the extreme firm setting.

Compression Damping Fine Tuning: Figure 7

The 98 Pro does not have adjustable compression damping. To adjust the compression damping for the SX and SXR remove the compression damping assembly from the top of the left leg. Adjust the set screw (see exploded view) in the valve seat to increase compression damping and out to reduce the compression damping. Try adjusting one full turn at a time. To adjust the SXTI simply rotate the compression damping knob located on top of the left leg and crown. Rotating the knob clockwise will increase the damping, rotating the knob counter clockwise will reduce the damping. Excessive damping will give you a harsh ride over sharp bumps like rocky sections, but will feel good in large hits like G-outs. Insufficient compression damping will bottom out in the large hit G-outs and bob a little while climbing, but feel plush on the sharp hits. A correctly adjusted fork will perform good in all conditions.

Rebound Damping Fine Tuning: Figure 8

The 98 Pro does not have adjustable rebound damping. To adjust the rebound damping for the SX the left leg must be disassembled as follows:

1. Remove compression damping assembly from the top of the leg and drain the oil by turning the fork upside down.
2. Remove the dropout nut located at the bottom of the left leg and pull the leg out of the casting.
3. Unscrew the damper end cap and pull out the lower shaft assembly.
4. Adjust the set screw in the valve seat to increase rebound damping and out to reduce the rebound damping. Try adjusting one full turn at a time.
5. Re-assemble and add oil to the proper level. Stroke the leg several times to bleed the air out before checking the oil level.

To adjust the SXR, SXRS, SXTI simply rotate the rebound damping knob located on bottom of the left leg. Rotating the knob clockwise will increase the damping, rotating the knob counter clockwise will reduce the damping. Excessive rebound damping will give you a harsh ride over repetitive bumps (like breaking bumps) because the fork will pack up. Insufficient rebound damping will make the fork over active and top out. We suggest that you try adjusting your fork on the very active side, or minimum rebound. Then try it over a variety of terrain and tune in more rebound from there.

Figures 9, 10, 11, 12, 13 are schematics of the PRO, SX, SXR, SXRS, and SXTI fork models. ■

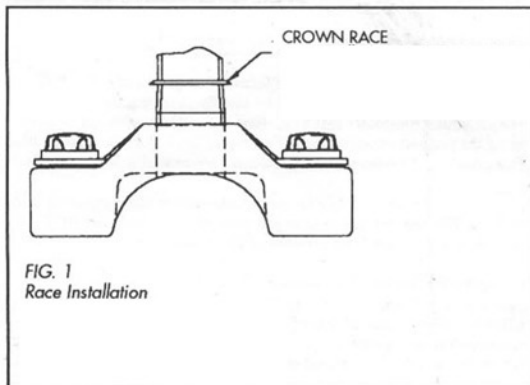
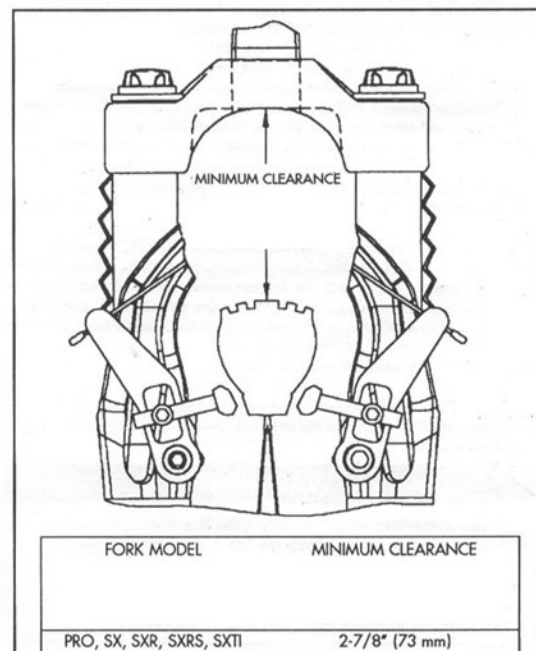
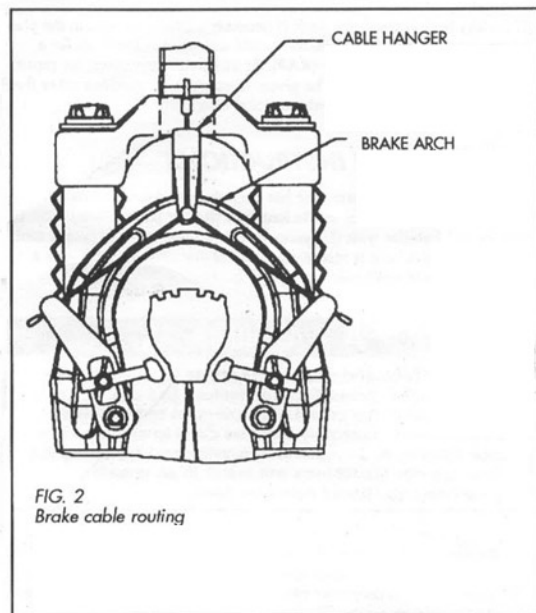


FIG. 4
Lubing bushing

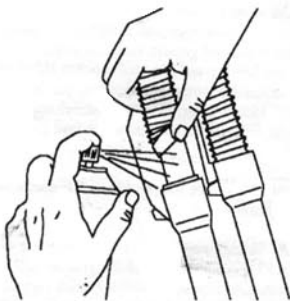


FIG. 5
Oil level

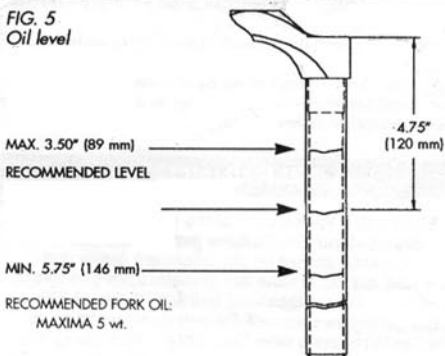


FIG. 6
Fine tuning compression spring

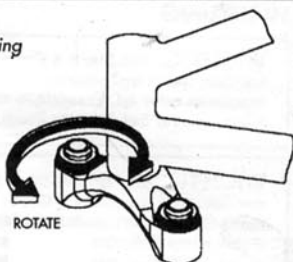


FIG. 7
Fine tuning compression damping

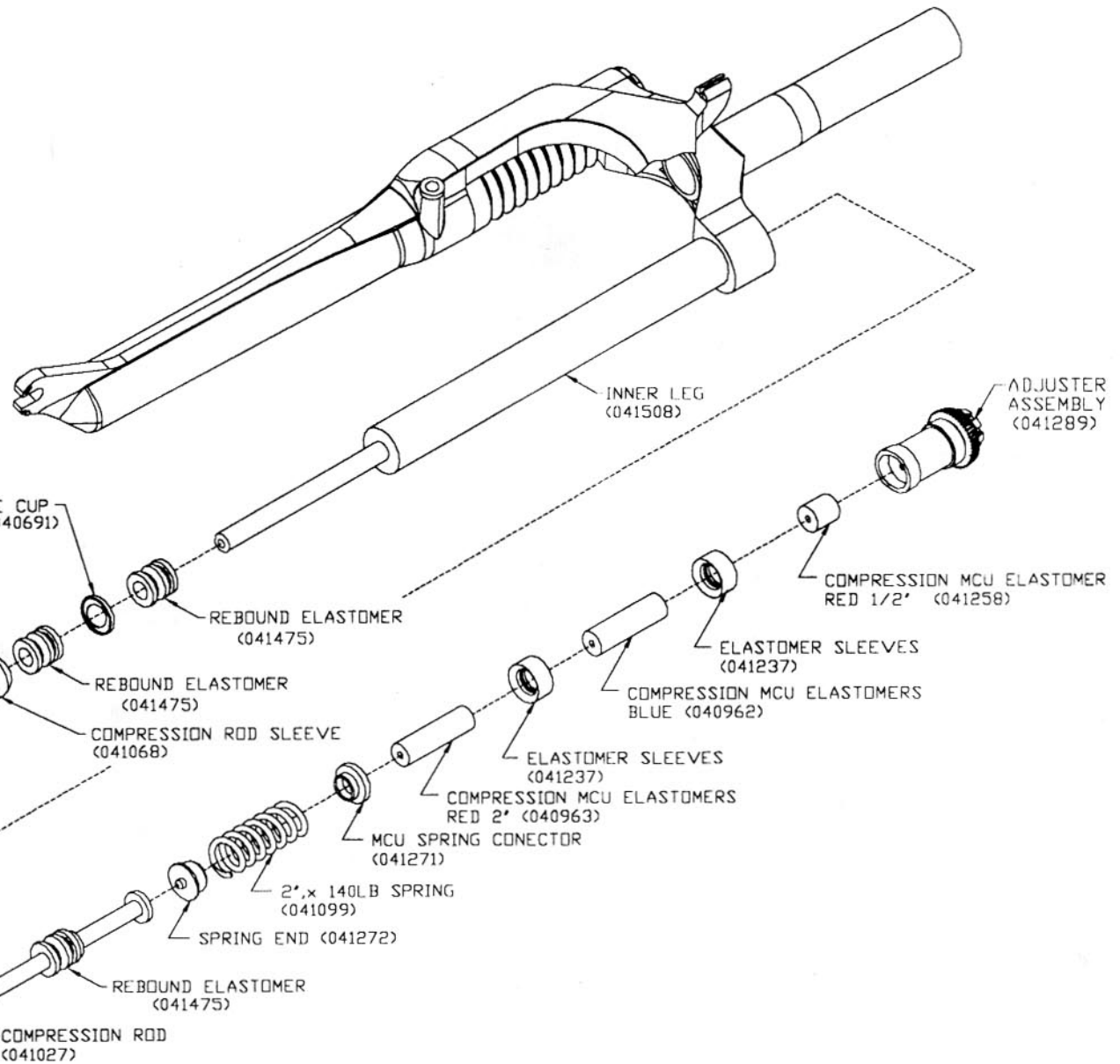
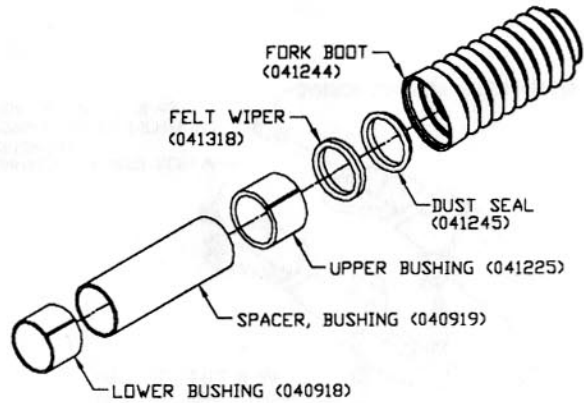


FIG. 8
Fine tuning rebound damping



FIGURE 9: 98 PRO FORK SCHEMATIC

BUSHING & SEAL DETAIL



BUSHING & SEAL DETAIL

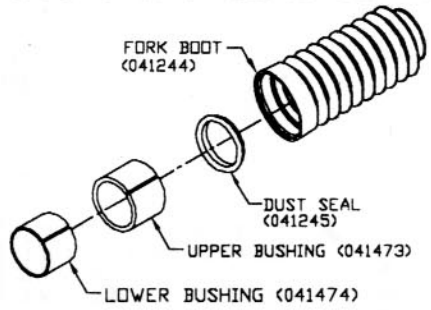
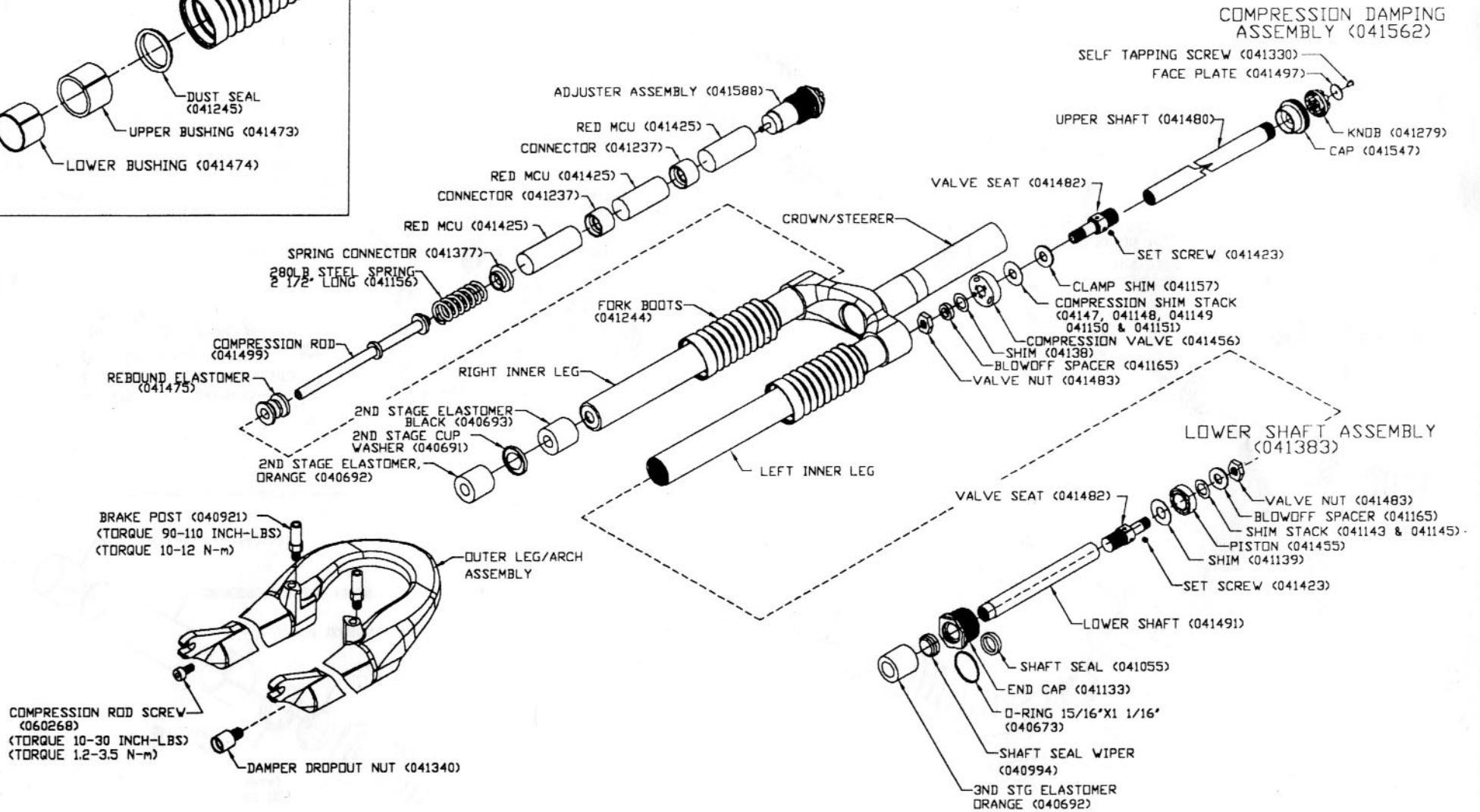


FIGURE 10: 98 SX FORK SCHEMATIC



BUSHING & SEAL DETAIL

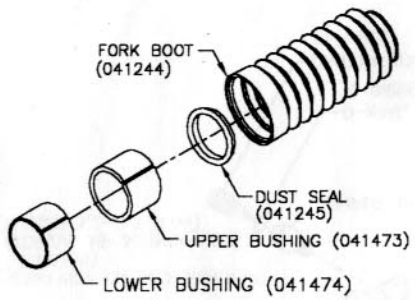
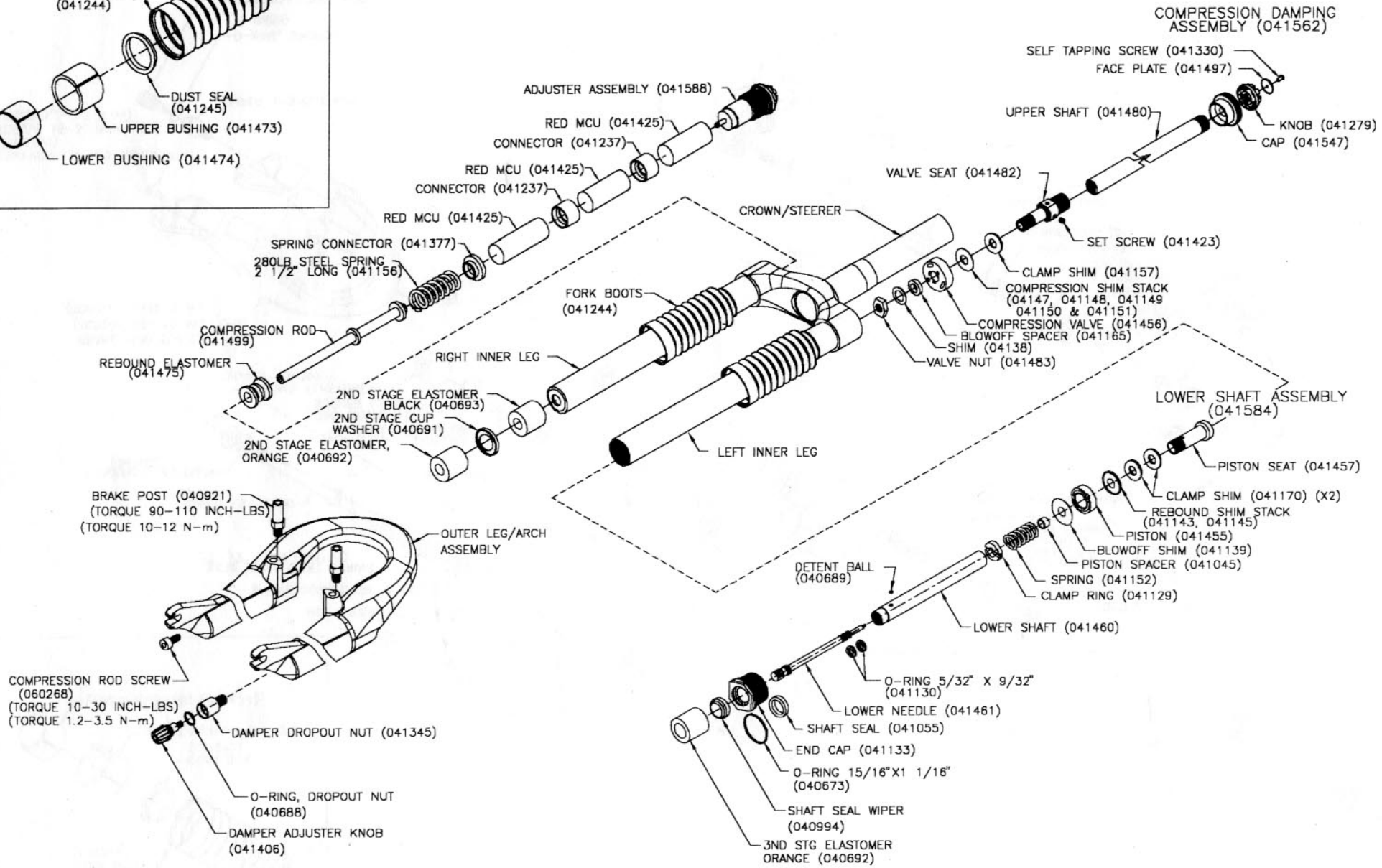


FIGURE 11: 98 SXR FORK SCHEMATIC



BUSHING & SEAL DETAIL

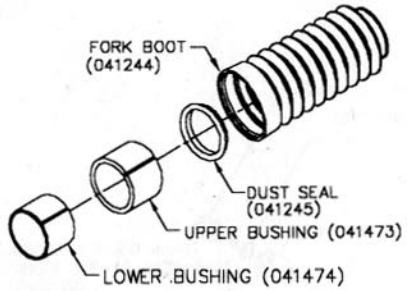
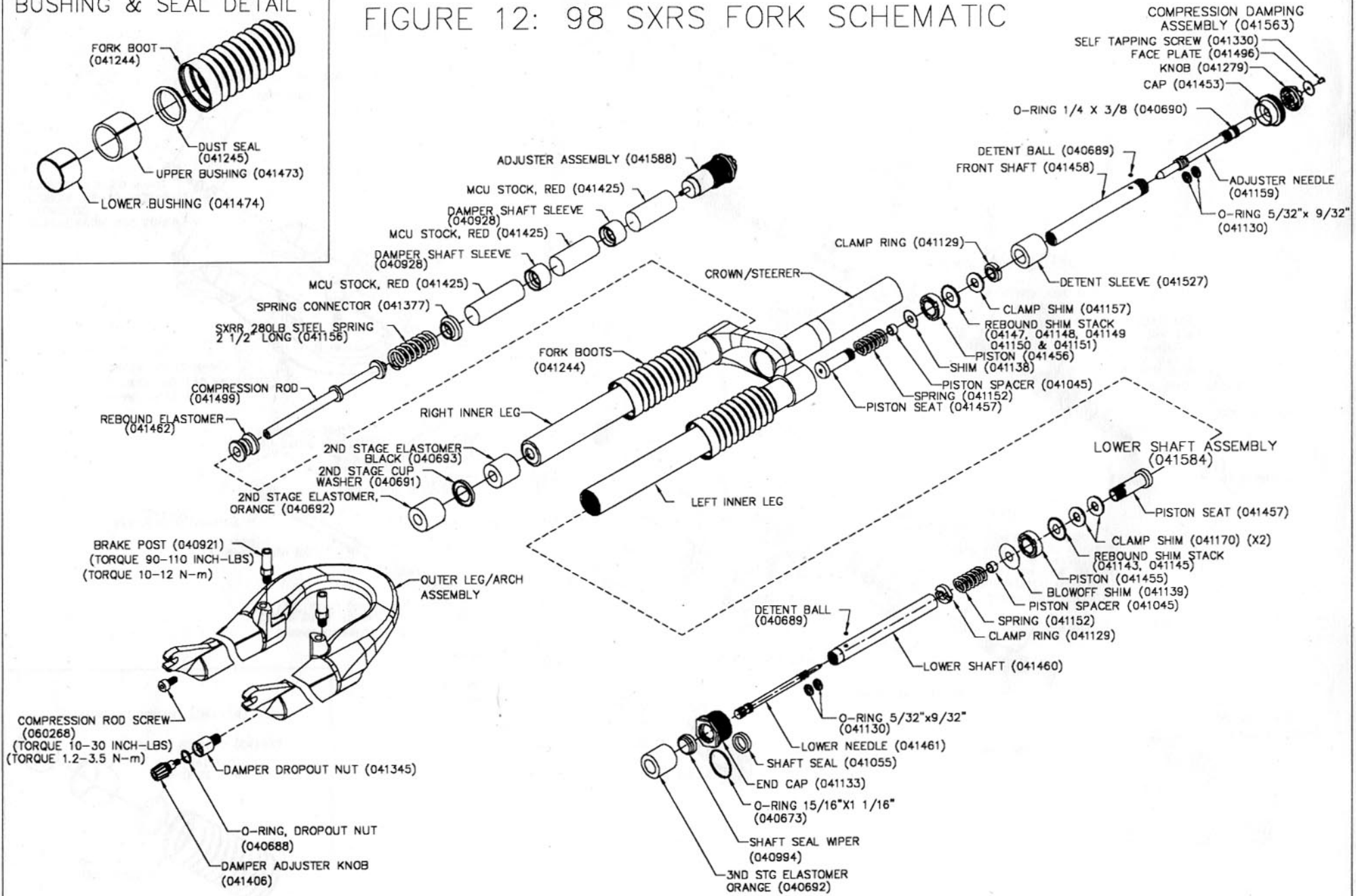


FIGURE 12: 98 SXRS FORK SCHEMATIC



BUSHING & SEAL DETAIL

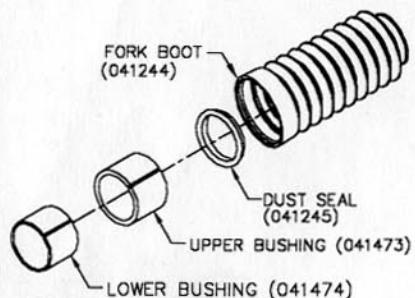


FIGURE 13: 98 SXTI FORK SCHEMATIC

