FOX 36 **RAMP CONTROL** CARTRIDGE INSTALLATION

TOOLS NEEDED:

- Shock pump
- 6 point chamfer-less 32mm socket (preferred) or precision adjustable wrench
- 10mm wrench
- 12mm wrench
- Shimano HG Cassette Tool
- 10mm soft jaws
- Seal Pick
- Flat screwdriver
- Torque wrench
- Mallet
- Ratchet with the following sockets:
  - 11mm deep socket
  - 13mm socket
  - 15mm socket
- 6mm hex wrench
- 2mm hex wrench

ADDITIONALLY, WE RECOMMEND YOU HAVE ON HAND:

- Safety glasses, replacement bath oil, and Loctite 262

ATTENTION:

If air pressure is not released from fork before upgrade cartridge installation, injury or damage to fork may occur!

NOTICE:

A video of this installation procedure is available online at MRPbike.com. Please use this a reference as the installation guide herein is only to be used by those with high-levels of technical knowledge of the Fox 36 fork and MRP Ramp Control Cartridge system.

1. Remove the blue air cap and release the air pressure.
2. With a chamfer-less 6-point 32mm socket or very carefully with a precision adjustable wrench, unthread the spring-side top cap assembly completely. Remove the entire assembly from fork.
3. Then remove the rebound knob cover and use a 2mm hex wrench to back out the set screw and remove the rebound knob.
4. Using 10mm and 15mm sockets, remove the bottom nuts and crush washers of the fork. Hold the fork lowers just above horizontal to keep bath oil from escaping.
5. To dislodge the shafts from the casting, use a mallet. We do not recommend that you strike the rebound adjustment stem directly, rather, find a socket or suitable substitute to protect the rebound adjustment stem on the damper side. Remove the casting from the upper assembly, being careful not to lose oil from inside the casting.
6. Using a pick and flathead screwdriver, remove the spring retaining ring from the bottom inside of the spring-side stanchion. Pull the air-shaft to remove the spring assembly from the stanchion.
7. Clamp the spring assembly in vise using 10mm soft jaws. Remove the piston bolt. Remove the transfer shaft bushings and seal as well. Install the new piston bolt included with your Ramp Control upgrade kit. Apply Loctite to its threads and torque the bolt to 50 in-lb (5.7Nm). **Do not allow any Loctite to contaminate the o-ring!**





8. Turn the shaft around and remove the base stud from the bottom- of the air shaft. Install the valve assembly included in our Ramp Control upgrade kit in its place. Apply Loctite to the threads in the air shaft and torque the assembly to 50 in-lb (5.7Nm). **Do not allow any Loctite to contaminate the o-ring!**



9. Lubricate the inside of the stanchion with slick honey. Reinstall the upgraded air-spring assembly into the spring-side stanchion. Re-install the spring retaining ring ensuring that it fully seats into the retention slot.
10. Reinstall the lowers - again, being careful not to lose bath oil from them. If you have lost oil or you are due for lower leg service, drain the lowers and inject or pour the appropriate type and amount of oil (10cc air leg, 30-40cc damper leg) in the castings before seating the rods into the casting and tightening the bottom nuts. We generally recommend you add at least 10ccs of oil to ensure the fork is sufficiently lubricated.
11. Tighten the bottom nuts to 50 in-lb (5.7Nm)
12. Reinstall the rebound knob and cover.
13. Remove the dust cap from the upgrade cartridge to access the lock nut. Using a 11mm socket, remove the lock nut and Ramp Control knob in order to access to the cassette tool interface.
14. Lightly grease the o-ring on the Ramp Control cartridge and thread it into the top of the spring-side stanchion using a cassette tool. Torque to 220 in-lb (24.8 Nm). Insert the Ramp Control knob into the top cap ensuring that the hex is fully seated in the cap. Tighten the lock nut by hand, while holding Ramp Control knob, using an 11mm socket.

ATTENTION:

Failure to hold Ramp Control knob while tightening hex and surpassing 2 Nm of torque will result in damage.

15. Your air spring now features independent positive and negative air chambers. Always remove all air from the negative when adjusting spring pressure. Fill the positive chamber first, then the negative. We recommend that you match your positive and negative pressures, or run slightly higher pressure in your negative chamber. The latter will soften your initial stroke feel and improve small bump sensitivity. **Do not set your negative spring pressure to more than 10 psi over what you've set your positive pressure to - at the risk losing travel.**
16. As a suggested starting point for air-spring setup, we recommend setting the positive pressure at approximately 40% of body weight in pounds. In kilograms, we recommend setting the positive pressure at approximately 90% of body weight. Then fill the negative chamber to a value roughly 10% more - **but not exceeding a 10 psi difference, MAX.**

FOR MORE INFORMATION PLEASE VISIT US ON THE WEB AT
MRPBIKE.COM
OR CALL US AT (970)241-3518, WE'LL BE GLAD TO ASSIST YOU!

IMPORTANT CONSUMER SAFETY INFORMATION

WARNING: RIDING A BIKE IS DANGEROUS. NOT PROPERLY MAINTAINING OR INSPECTING YOUR BIKE AND ITS COMPONENTS IS EVEN MORE DANGEROUS. IT IS ALSO DANGEROUS TO NOT READ AND FOLLOW THESE INSTRUCTIONS.

1. DO NOT PERFORM ANY MODIFICATIONS OR ADJUSTMENTS THAT ARE NOT OUTLINED IN THIS MANUAL.
2. MRP RECOMMENDS THAT YOU WEAR PROPER SAFETY EQUIPMENT EVERY TIME YOU RIDE, INCLUDING AN APPROVED BICYCLE HELMET. NEVER RIDE AT NIGHT WITHOUT LIGHTS.
3. ALWAYS USE GENUINE MRP PARTS. USE OF AFTERMARKET REPLACEMENT PARTS AND UPGRADES VOIDS ANY WARRANTY AND COULD CAUSE STRUCTURAL FAILURE.

MRP HIGHLY RECOMMENDS THAT YOU HAVE YOUR RAMP CONTROL CARTRIDGE INSTALLED BY A PROFESSIONAL MECHANIC.