SUGGESTED MAINTENANCE INTERVALS

MAINTENANCE DESCRIPTION	FREQUENCY (in hours)
REPLACE BATH OIL	NORMAL CONDITIONS: 50 MUDDY CONDITIONS: 30
REPLACE WIPER SEALS	NORMAL CONDITIONS: 100 MUDDY CONDITIONS: 75
CHECK AIR SPRING AND RELUBE IF NEEDED	50
CHANGE DAMPER OIL	200
CHECK FASTENERS	30
CHECK AIR PRESSURE	30
INSPECT STANCHIONS	EVERY RIDE
CLEAN DIRT AND MUD FROM STANCHIONS	EVERY RIDE

TORQUE VALUES

FASTENER	TORQUE
COMPRESSION BOLT (DAMPER SIDE)	70-75 LB-IN, 8 Nm
COMPRESSION BOLT (AIR SPRING SIDE)	70-75 LB-IN, 8 Nm
BOLT-ON AXLE (OPTIONAL)	105 - 130 LB-IN, 12-15 Nm
TOP CAPS	110 LB-IN, 12.4 Nm

REGISTER YOUR RIBBON ONLINE AT MRPBIKE.COM

A link to registration can be found under the "SUPPORT" heading. While there check out our "TECH RESOURCES" section for more information on the tuning, maintenance, and the technology found in your MRP fork.

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HIGH ALTITUDE PERFORMANCE



mrp ribbon

OWNER'S MANUAL

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.

Thank you for choosing MRP. This owner's manual is your reference guide to using and fine-tuning your suspension fork for optimum performance and comfort. It also provides important information about the proper maintenance of your fork. Carefully read this manual before installing your fork. If you need further assistance, our experienced team is able to advise and assist you to find the exact set up to meet your personal needs.

The fork is an important part of your mountain bike and this owner's manual explains how to install and use it properly. We recommend that it be installed by a qualified bicycle mechanic. Improperly installed forks might cause serious harm to you and may severely damage your mountain bike. Never take any chances with your safety. Before installing and using your new fork, carefully read this owner's manual to learn the correct installation and adjustment procedures and avoid the consequences of an incorrect installation or improper adjustment.

When your fork requires an oil change or other internal maintenance, MRP and experienced suspension service centers are best qualified to provide the necessary service or repairs.

FORK INSTALLATION

1. Remove your old fork from the bicycle. Measure the diameter and length of your old fork's steerer tube to ensure that your new steerer tube is the correct diameter and sufficient length for the installation. If your MRP fork has a tapered steerer tube, be sure to leave enough room above the taper to allow for proper stem installation.
2. Remove the crown race from your old fork.
3. Press the crown race onto your new fork. (See Figure #1)
4. Preassemble the fork on the bike with the headset, stem, and spacers (optional). Refer to your stem manufacturer's instructions to determine how much room is needed to clamp the stem.
5. Mark the steerer tube at the top of the stem. The steerer tube will now need to be cut to the correct length. Disassemble and cut 3mm (1/8") below the mark. Consult your dealer or mechanic if you don't have the proper tools to cut the steerer tube.

SAMPLE RIDER SETUP PROFILES

Rider A:
Races enduros, rides with an aggressive all-mountain style. The fork is a Ribbon 27.5 170mm and settings would likely be:
Air Pressure:
Positive pressure slightly higher than recommended and negative pressure set the same for a neutral off-the-top feel.
Rebound:
Generally on the faster end of the recommended range (for improved high-speed control).
Compression:
Knob position in middle of range to filter out some rider-induced movement caused by standing pedaling.
Ramp Control:
6 clicks - providing some additional bottom out resistance for fast, square edged hits.

Rider B:
Rides very technical, predominately slow-speed trails. The fork is a Ribbon 29 140mm and settings would likely be:
Air Pressure:
Positive pressure set at recommended value for weight and negative pressure set slightly higher for super supple small bump performance.
Rebound:
Set at recommended value for weight.
Compression:
Little to no added damping.
Ramp Control:
12 clicks - resisting bottom-out on all but the biggest hits, but maintaining a plush overall stroke due to negative pressure setting and light low-speed compression damping.

WARRANTY:

MRP suspension products are the highest quality and as such are warranted to be free from defects in materials and workmanship for a period of one year from the date of purchase for the original purchaser. If date of purchase cannot be verified by product registration or proof of purchase then the warranty is one year from the date of manufacture. On receipt of the product by MRP, if it is found to be defective, MRP will determine replacement or repair of the product at its sole discretion. MRP shall not be liable for any indirect, special or consequential damages. Warranty does not apply to any product that has been installed improperly or adjusted using methods not outlined in this manual. Warranty also does not cover products that have been misused or products that have missing/altered serial numbers. This warranty does not cover breakage or damage that may result from crashes, falls, or abuse. Normal wear and tear items such as; seals, wipers, bushings, stanchion coating, stanchions, piston bands, foam rings, bottom out and top out bumpers, or damage caused by lack of proper maintenance as outlined in this manual is not covered by this warranty.

What to do if you need warranty inspection or service:

1. Go to MRPbike.com and locate the warranty contact form in the support section of the site. Alternatively, call or email MRP (info@mrpbike.com) about the troubles you are having and to set up a RA# (Return Authorization Number).
2. Carefully pack and ship your product, be sure to insure the package in case it is lost or damaged in transit. Clearly write the RA number on the outside of the box. (Only the return shipping to the customer is covered under warranty)

RAMP CONTROL™

The Ramp Control unit is located within the air spring assembly, and adjusted via a 16-position knob on the top of the spring-side fork leg. Your fork comes from the factory tuned 5 clicks from the open, most-linear position. Clockwise adjustment of the knob will reduce the fork's tendency to bottom-out on hard hits and increase the ending-stroke spring curve.



Ramp Control gives you the ability to adjust, on-the-fly, the air spring's ending-stroke curve. Part high-speed compression damping, part bottom-out control, Ramp Control is completely independent of your damper or air spring pressure settings. All MRP forks feature super-supple small-bump compliance, but with Ramp Control you can set your fork up to be super plush but still resist bottoming. Cadillac-plushness not your thing? Dial back the Ramp Control and up your pressure to enjoy a more linear fork that rides high but uses every inch of travel effectively.

Adjusting your Ribbon to 8 or more clicks of Ramp Control will help you stay in control on particularly steep, violent, or fast trails by preserving the last portion of the stroke for big hits.

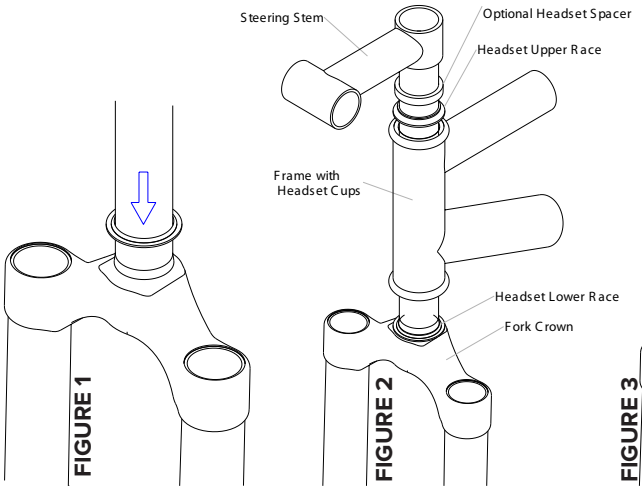
LOW-SPEED **COMPRESSION**

The compression adjustment knob is located on the top of the damper-side fork leg. There are 8 positions of adjustment. Your fork comes from the factory in the first, least-damped position.



As you turn the dial clockwise, you are adding compression damping or slowing the forks compression stroke. It is an adjustment that is subtle, and often overlooked, but can make a big difference in how your fork performs. Aggressive riders tend to like more compression damping because it provides a firmer, more positive feel. Comfort oriented, less aggressive riders tend to like less because it allows more small bump sensitivity. Do not confuse compression damping with spring rate (air pressure). They are very different adjustments, and while adding compression damping may make the fork feel "stiffer", it is not changing the spring rate.

In the eighth, final position of the compression adjustment range our hydraulic valving provides a highly-damped, supported feel perfect for smooth trails, road stretches and transfer stages. Should you encounter any rough patches however, the valving will "blow-off" and allow the fork to cycle and your front wheel to track.



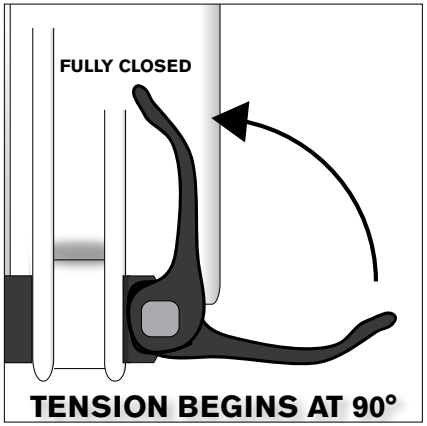
6. The star fangled nut must now be installed into the steer tube. If you don't have the set tool, we recommend dealer installation of this part. (See Figure #3)
7. Clean and grease all headset bearings and races to prepare them for assembly. Note: Replace the bearings if there is any sign of wear or corrosion.
8. Now loosely assemble the headset, stem and handle bars as done in step four.
9. Install the headset according to the manufacturer's instructions until there is no play and the fork turns smoothly.
10. Install your front brake and adjust according to the manufacturer's instructions.
11. Install the wheel on the fork. Proper installation of both the QR and bolt-on axle is communicated in the next section of this manual.
12. Check to see that the brakes are adjusted and properly working. Make sure that the brake cable does not interfere with any part of the bike and is secured under the brake hose clamp on the fork brace. Make sure your brakes are adjusted and functioning properly, and the brake hose does not interfere with any part of the bike when the fork is compressed and released.

IMPORTANT BRAKE INFORMATION:
THE RIBBON FORK FEATURES A POST MOUNT FOR 180mm ROTORS. SHOULD YOU WANT TO USE A LARGER ROTOR, MAKE SURE TO USE THE APPROPRIATE DISC BRAKE ADAPTOR AS RECOMMENDED BY YOUR BRAKE MANUFACTURER. FAILURE TO DO SO COULD RESULT IN SERIOUS INJURY OR DEATH.

OPERATING THE QR AXLE

IMPORTANT:
DO NOT LUBRICATE AXLE PARTS

1. Seat hub into the dropouts of the fork.
2. Insert axle through the disc brake side dropout, through the hub and into the captive nut on the non-disc brake side dropout.
3. Thread axle into the captive nut by turning the axle or the nut in a clockwise direction.
4. Position the quick release lever so that when closed, it's parallel with the fork leg and pointing upwards.When you can feel tension on the quick release cam when the lever is pointing straight out from the axle (90 degrees from the fork leg), you've reached the correct starting point tension.
5. Close the quick release cam completely.



IMPORTANT:
IF YOU DON'T FEEL THE CAM START TO TENSION AT THE 90-DEGREE POINT, MORE TENSION IS NEEDED. YOU SHOULD NOT HAVE TO STRAIN TO CLOSE THE LEVER, BUT IT SHOULD CLOSE FIRMLY.

OPERATING THE BOLT-ON AXLE

1. Seat hub into the dropouts of the fork.
2. Insert axle through the disc brake side dropout, through the hub and into the captive nut on the non-disc brake side dropout.
3. Using a 6mm hex tool, thread axle into the captive nut and tighten to 12-15 Nm. **DO NOT TIGHTEN THE BOLT-ON AXLE USING THE 8mm HEX FITTING ON THE CAPTIVE NUT.**

IMPORTANT:
WHEN INSTALLING THE WHEEL OR A NEW TIRE, CHECK FOR MINIMUM CLEARANCE. RELIEVE AIR PRESSURE IN THE AIR SPRING AND COMPRESS FORK COMPLETELY TO BOTTOM OUT. THERE MUST BE 1/8" OR 3MM CLEARANCE BETWEEN THE CROWN AND HIGHEST POINT ON THE TIRE AT FULL BOTTOM OUT TO ENSURE ADEQUATE CLEARANCE IN ALL RIDING CONDITIONS.

FULFILL™ AIR SPRING FILL PROCEDURE

1. Unthread and remove the negative air chamber cap found on the bottom of the spring leg.
2. Attach a high-pressure, suspension specific pump to the valve and using the pump's bleed button, remove all pressure. Remove the pump.
3. Unthread and remove the positive air chamber cap (at the top of the spring leg) and attach a high-pressure suspension specific pump to the valve.
4. Fill the positive air chamber to the desired pressure (a chart can be found below). Remove the pump and re-install the positive air chamber cap.
5. Return to the negative air chamber; attach the pump, fill to the desired pressure, remove the pump, and re-install the negative air chamber cap.

AIR PRESSURE CHART

*Most Ribbon users are opting for positive air pressure values (in psi) equal to **roughly 40% of their weight in pounds**. Negative chamber pressure can be slightly higher or lower than that, depending on preferred feel. A sample of those settings is presented below:*

WEIGHT (LBS.)	***POSITIVE PRESSURE (PSI.)***	***NEGATIVE CHAMBER***		
		FIRM	***NEUTRAL***	***PLUSH***
150	***60***	*57*	***60***	***65***
160	***65***	*62*	***65***	***70***
170	***70***	*67*	***70***	***76***
180	***75***	*71*	***75***	***81***
190	***80***	*76*	***80***	***86***
200	***85***	*81*	***85***	***92***

REBOUND

Rebound damping is what prevents your suspension fork from feeling like a pogo stick. It controls the rebound stroke of the fork after a compression stroke (bump) has occurred. Increasing (turn knob clockwise) rebound damping slows the rebound stroke of the fork. Decreasing (turn knob counter clockwise) rebound damping speeds up the rebound stroke of the fork. Ideally, you want to arrive at a setting that allows your wheel to track the terrain and not get bounced off line. In the chart to the right you'll see a recommended rebound starting point. Utilize this starting point by turning the rebound knob fully clockwise then turning it back counter-clockwise until you reach the desired number of "clicks".

WEIGHT (LBS.)	***REBOUND CLICKS***
120	***13 - 15***
130	***12 - 14***
140	***12 - 14***
150	***11 - 13***
160	***11 - 13***
170	***9 - 12***
180	***8 - 10***
190	***8 - 10***
200	***7 - 9***
210	***7 - 9***