MAINTENANCE SCHEDULE

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

REGISTER YOUR FORK 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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MRP IS A DIVISION OF:
MOUNTAIN RACING PRODUCTS
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HIGH ALTITUDE PERFORMANCE

mrp

ribbon coil

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

MAINTENANCE LOG

DATE	PROCEDURE

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)
3. Wait for an email confirming MRP has received your shipment.

SPRING AND TRAVEL CHANGE (CONTINUED)

to hold the Ramp Control adjustment stationary as the spring screw is tightened (if you do not have the rebound removal knob refer to 12b). If the screw encounters resistance before fully tightening, oil may still be trapped in the socket of the Ramp Control needle. Remove the screw and use a cotton swab to wick away oil pooled in the hex socket, then install the screw and tighten to 8Nm.

12b) If the rebound removal knob is not used, before installing the screw use the 3 mm hex key to screw the Ramp Control needle inside the spring rod until it is near the end of the spring rod. Use a cotton swab to wick away any oil trapped in the socket of the Ramp Control needle. Insert the key of the Ramp Control screw into the socket of the Ramp Control needle and thread the screw into the rod. Tighten the screw to 8Nm.

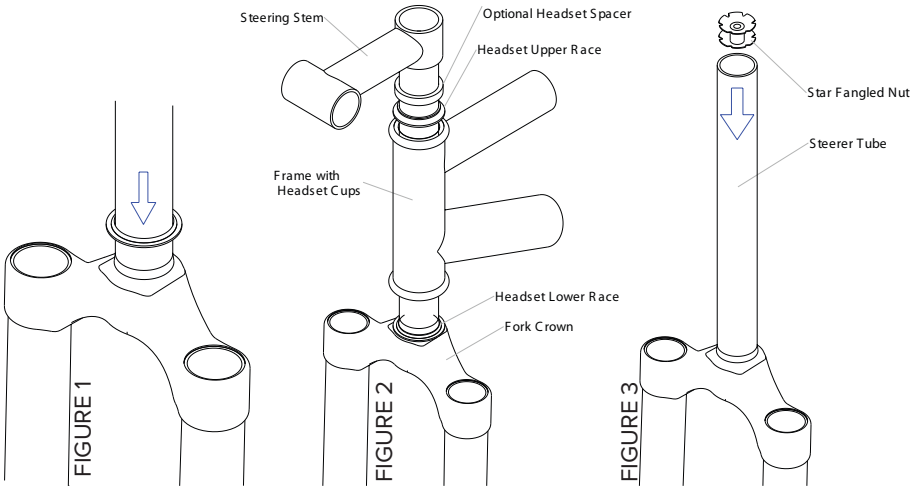
13) Wipe away any oil on the Ramp Control screw and install the orange Ramp Control knob. Now turn the Ramp Control knob counterclockwise until it stops, to set the Ramp Control to its “minimum” setting.

14) **If you backed-out the spring-side top cap in step one, tighten it using an HG-spline cassette tool now.** Install the fork back on your bike and adjust the spring pre-load and Ramp Control to your liking.

PRELOAD ADJUSTMENT

Preloading the coil spring compresses it without initiating travel. As a result, the breakaway force to initiate travel is increased. Thus, greater force is required to achieve a given sag point on a preloaded spring than a spring without preload. Adding preload reduces sag, removing preload increases it.

The Ribbon Coil has adjustable preload underneath the cap on the top of the spring-side fork leg. Your fork is shipped with zero preload. The adjustment is made by a 3mm hex fitting. You have a total range of **approximately ten and half rotations**. Additionally, your fork shipped with a preload washer that can be installed to add the equivalent of two more rotations. Installing that washer and setting preload to max will add approximately 7% to the force required to bottom-out the fork. If you cannot hit your desired sag by tuning preload, consider a lighter or firmer spring rate.



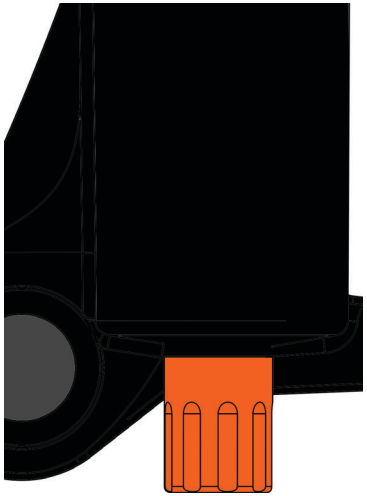
(1/8”) below the mark. Consult your dealer or mechanic if you don’t have the proper tools to cut the steerer tube.

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 the 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

IMPORTANT BRAKE INFORMATION:
THE RIBBON COIL 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.

RAMP CONTROL™ ADJUSTMENT

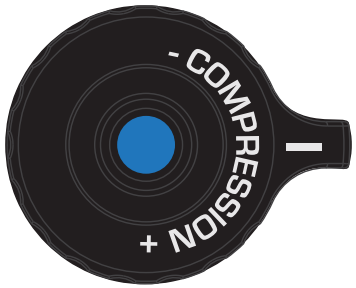
*The Ramp Control adjustment is located at the bottom of the spring-side fork leg. There is a total adjustment range of **20 clicks**. Clockwise adjustment of the knob will reduce the fork's tendency to bottom-out on hard hits and increase the ending-stroke spring curve.*



Ramp Control gives you the ability to adjust the spring's ending-stroke curve. Part high-speed compression damping, part bottom-out control, Ramp Control is completely independent of your damper or preload settings. Ramp Control in the Ribbon Coil works by controlling the flow of ambient air found in the lower leg into the stanchion. Air transits freeley on low and moderate speed compressions regardless of Ramp Control knob position, but during high-speed compressions, when set firmly, transit is impeded - providing a boost to the spring rate.

COMPRESSION ADJUSTMENT

*The compression adjustment knob is located on the top of the damper-side fork leg. There are **8 clicks** 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 supportive feel. Comfort oriented, less aggressive riders tend to like less to maximize small bump sensitivity. Do not confuse compression damping with spring rate. 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 advanced 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 hydraulic valving will "blow-off" and suspension action will resume.

SPRING AND TRAVEL CHANGE (CONTINUED)

O-rings, and install the snap ring with snap ring pliers to hold the spring rod assembly in place. You may need to apply light pressure to the stanchion plug in order to seat the snap ring. Check that the snap ring is seated by rotating it in the interior stanchion groove.

8) Before installing the lower casting, clean and inspect the wiper seals and foam rings for dirt or damage. Replace if needed. Grease the wiper seals with Slick Honey or equivalent before installing the lower casting.

9) With the stanchion assembly inverted, slide the lower casting onto the stanchions. As soon as the lower bushings in the casting engage the stanchions, stop and pour approximately 15cc of fork oil into the screw hole of each leg. Hold the fork at an angle while pouring or use an angled syringe to avoid getting oil in the ends of the damper and spring rods.

10) Resume sliding the casting onto the stanchions until the casting touches the damper rod. Use the corner of a shop rag or cotton swabs to remove excess oil that may have gotten into the end of the damper rod, then install the damper screw. Use the rebound removal knob to hold the rebound adjustment stationary as the damper screw is tightened (if you do not have the rebound removal knob refer to 10b). If the screw encounters resistance before fully tightening, oil may still be trapped in the socket of the rebound needle. Remove the screw and use a cotton swab to wick away oil pooled in the hex socket, then install the screw and tighten to 8Nm.

10b) If the rebound removal knob is not used, before installing the screw use the 3 mm hex key to screw the rebound needle inside the damper rod until it is near the end of the damper rod. Use a cotton swab to wick away any oil trapped in the socket of the rebound needle. Insert the key of the damper screw into the socket of the rebound needle and thread the screw into the rod. Tighten the screw to 8Nm.

11) Wipe away any oil on the damper screw and install the red rebound knob.

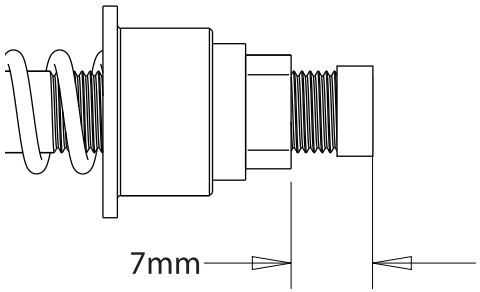
12) Compress the fork until the casting touches the spring rod and use the corner of a shop rag or cotton swabs to remove any excess oil that may have gotten into the spring rod. Use the rebound removal knob

SPRING AND TRAVEL CHANGE (CONTINUED)

spring after very lightly coating it with grease (thick marine variety recommended). Insert the spring through the bottom of the stanchion. **Skip the next step if travel change is not desired and begin re-assembling your fork.**

TRAVEL CHANGE

6) Fork travel is set via the spring seat and lock nut on the spring rod assembly. First, unthread the lock nut from the top of the spring rod with a 15mm wrench (or adjustable) on the lock nut and a 26mm wrench (or vise, or additional adjustable wrench) on the spring seat. For setting the travel you will want to measure from the **top of the spring rod to the top of the lock nut**, as pictured below.



27.5+/29" 160mm illustrated

*Measurements for setting travel are listed from the end of the rod to the top of the lock nut **(as pictured,left)**. The table below lists those measurements. **Note that they differ between 27.5" and 27.5+/29" Ribbon Coil forks of the same travel length.***

MODEL:	DISTANCE:
27.5" 170	5mm
27.5" 160	**15mm**
27.5" 150	25mm
27.5+/29" 160	7mm
27.5+/29" 150	**17mm**
27.5+/29" 140	27mm

Once you have the travel set with the lock nut, carefully thread the spring seat on the spring rod until the two touch. Now with a 15mm (or adjustable) and 26mm wrench (or vise, or additional adjustable wrench) tighten the two parts together snugly but not so tight that you strip either part.

7) Now, lightly grease the top-out spring then insert the spring rod assembly into the bottom of the stanchion. Gently press the stanchion plug into the end of the stanchion making sure not to damage the

REBOUND ADJUSTMENT

*Adjustments to rebound can be made by turning the red knob on the bottom of the damper-side fork leg. The total range of rebound adjustment on the Stage is approximately **20 clicks**.*

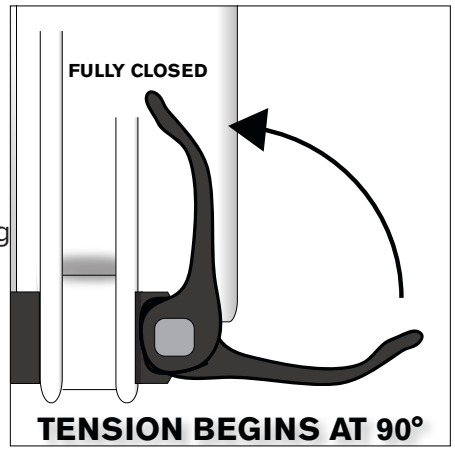
Rebound damping is what prevents your suspension fork from feeling like a pogo stick. It controls the rebound stroke of the fork after a compression stroke (bump) has occurred. Increasing (turn knob clockwise) rebound damping slows the rebound stroke of the fork. Decreasing (turn knob counter clockwise) 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 accompanying chart (above, 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	*REBOUND CLICKS*
120 lbs. / 54 kg.	***14***
130 lbs. / 59 kg.	*14*
140 lbs. / 64 kg.	***13***
150 lbs. / 68 kg.	*13*
160 lbs. / 73 kg.	***12***
170 lbs. / 77 kg.	*10*
180 lbs. / 82 kg.	***10***
190 lbs. / 86 kg.	*9*
200 lbs. / 91 kg.	***9***

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° from the fork leg), you've reached the correct starting point tension.
5. Close the quick release cam completely.



IMPORTANT:
IF YOU DO NOT FEEL THE CAM START TO TENSION AT THE 90º 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 OF CLEARANCE BETWEEN THE CROWN AND HIGHEST POINT ON THE TIRE AT FULL BOTTOM OUT TO ENSURE ADEQUATE CLEARANCE IN ALL RIDING CONDITIONS.

CHANGING SPRINGS AND TRAVEL

Your fork shipped with our medium spring (unless otherwise specified at time of order). We offer four additional springs for tuning: extra-soft, soft, firm, and extra-firm. Soft and firm springs are included with your fork in the original shipping box. ***Visit the Ribbon Coil page at MRPbike.com to see what spring is appropriate for you.*** *These suggestions are based on rider weight and fork travel. A video tutorial is also available there which illustrates the process described below.*

TOOLS REQUIRED
- 1.5mm hex
- 3mm hex
- 10mm wrench
- 15mm wrench (or adjustable wrench)*
- 26mm wrench (or vise, or *additional* adjustable wrench)*
- Snap ring pliers
- Rebound Removal tool (optional)
- Rubber mallet
- HG-spline cassette tool (recommended)

SUPPLIES REQUIRED
- 30cc of 5-10wt fork oil, Slick Honey (or equivalent), & general purpose grease (thick marine variety recommended)

**only if changing travel*

SPRING AND TRAVEL CHANGE (CONTINUED)

1) After removing the fork from the bicycle, remove the dust cover from the spring leg and turn the preload to its lightest setting (fully counterclockwise). **To ease spring installation, you may back-out the top cap several turns using an HG-spline cassette tool (not required).**

2) Skip to step 2a if removal tool is not being used. Loosen the set screws on the red rebound knob and the orange Ramp Control knob until they can slide off of the screw assemblies. Remove the screw assemblies using the rebound removal knob in combination with the open end 10 mm wrench. Holding the removal knob while turning the screw will maintain the position of the rebound and Ramp Control needles in their rods.

2a) If the removal knob is not used, turn the rebound to the full slow position (clockwise), and the Ramp Control knob to the "max" position (clockwise) before removing the knobs. Remove both knobs and set aside. Use a 10mm open end wrench and unthread the damper-side screw assembly, the rebound needle will unthread to the end of the damper rod as the damper screw unthreads. Feel for the threads of the damper screw to release from the rod, and then pull the damper screw straight out of the rebound needle. The rebound needle will now be flush with the end of the damper rod. Use the 3mm hex key to turn the rebound needle back down into place. Tighten until firm resistance is encountered, then back off by half a turn. Repeat the procedure for the Ramp Control screw.

3) Partially thread the spring-side screw assembly into the damper rod (damper-side), loosely install either the Ramp Control or Rebound knob, and tap the knob firmly with the mallet to unseat the damper rod. Repeat the procedure for the Ramp Control rod (spring-side). Slide the fork lower casting off of the stanchion assembly and set it aside. **Lubrication oil may drip from the casting and stanchions, but oil loss can be reduced if the casting is left horizontal.**

4) Use snap ring pliers to remove the snap ring at the bottom of the spring-side stanchion. The spring assembly may pop out slightly if it is under compression. Partially thread the Ramp Control screw assembly into the end of the spring side rod. Gripping the screw, pull firmly on the rod to remove the spring assembly and set it aside.

5) If changing springs, remove the installed spring and install the new