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
CROWN PINCH BOLTS	70-75 LB-IN 8 NM
TOP CAPS	110 LB-IN 12 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

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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

Dual-crown forks like the Bartlett are a little more difficult to install compared to single-crown models. For this reason, if you are unsure about any part of this procedure, consult a bike shop.

1. If applicable, remove your old fork from the bicycle. Measure the length of your old fork's steerer tube to ensure that the Bartlett's steerer tube is of sufficient length for the installation.
2. Remove the crown race from your old fork (if applicable).
3. Press the crown race onto the Bartlett's steerer tube.
4. Preassemble the headset by sliding the fork steerer tube through the bearings. You may do this with or without the stanchions clamped in the lower crown. Then install the headset's upper race and other

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 e-mail 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 e-mail confirming MRP has received your shipment.

access to the cassette tool interface.
3. Unthread the Ramp Control cartridge assembly from the crown of the fork using a cassette tool.
4. With the cartridge removed, install or remove Huck Pucks. Use up to a 4mm hex key or something of similar diameter inserted into the side of the pucks to tighten or loosen the pucks. Tighten any installed pucks onto the bottom of the cartridge snugly so they do not come loose over time.
5. Re-install the cartridge by threading it back into the fork crown and tighten to 12 Nm.
6. Inflate the air spring as outlined in the previous section. Added Huck Pucks will require slightly lower air pressure values to preserve the previous sag level.

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 damping in order 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.

REBOUND ADJUSTMENT

*Adjustments to rebound can be made by turning the red knob on the bottom of the damper-side fork leg. The total usable range of rebound adjustment on the Bartlett 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.

parts, headset spacers (if desired underneath the upper crown), the upper crown, additonal headset spacers (optional), and stem (if using a traditional steerer tube-clamped stem) onto the steerer tube.
5. Mark the steerer tube at the top of the stem or spacers (if using a direct-mount 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. We do not recommend using a pipe-cutter as it can deform the steerer tube and make headset, spacer, and stem installation more difficult.
6. The star nut must now be installed into the steerer tube. If you don’t have the setting tool we recommend dealer installation of this part.
7. Clean and grease all headset bearings and races to prepare them for assembly.
8. Now loosely assemble the full upper and lower clamp and steerer assembly, and the fork bumpers, headset, spacers, and stem (if applicable). Install the fork bumpers before installing the upper crown (if applicable).
9. Install the headset top cap into the star nut. Tighten until there is no play in the assembly. The fork or upper and lower clamp assembly should rotate freely in the head tube.
10. If you haven’t already done so, install the rest of the fork onto the crowns. Install the fork bumpers on the stanchions between the upper and lower crowns (if applicable). **Compared to fork travel, there must be a minimum of an additional 5mm of stanchion showing between the top of the wiper seals and the lower crown for 29” models and 12mm for 27.5” models (example: 29” with 190mm travel = 195mm of visible stanchion).** You may exceed those values if you’d like to adjust the geometry of your bike.
11. With the fork height set, tighten the two lower clamp pinch bolts on each side to 8 Nm. Then, the single pinch bolts on the upper crown (on each side) to 8 Nm. And finally, the pinch bolt on the steerer tube to 8 Nm.
12. Install the wheel. Insert the axle through the disc brake side dropout, through the hub and into the captive nut on the non-disc brake side dropout. 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**
13. After installation of the rest of the cockpit, install the brake caliper onto the fork. Adjust your front brake according to the manufacturer’s instructions.
14. Clamp the brake hose into the provided hose guide and install it on the fork. Check to see that the brake is adjusted and working properly. Make sure the brake line doesn’t interfere with any part of the bike when the fork is compressed and released.

15. With all front-end parts of the bike installed, check again for proper headset tightness by engaging the front brake and rocking the front of the bike back and forth, looking for knocking in the headset. If needed, loosen the upper crown bolts, tighten the headset top cap, and repeat the relevant portions of step 11 to remove any play in the assembly.

IMPORTANT BRAKE INFORMATION:
THE BARTLETT 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.

AIR SPRING SETUP

The Bartlett uses MRP's FulFill™ air spring system with independent positive and negative chambers. It is critical the you follow the steps below in order for proper suspension function.

Because the Bartlett is a high-performance fork and its desired feel is highly subjective, we recommend experimenting with different air pressure settings in conjunction with Ramp Control settings and air-volume modifications (using the included Huck Pucks).

In testing, we've found that the common usable range for air pressure is between 90-200 PSI. **A good starting point for most riders seems to be a positive pressure (in PSI) equal to approximately 65-70% of body weight in pounds (lbs.).** For example, a 175 lb. rider should start with 118 PSI in the positive chamber. Most riders like slightly more pressure in the negative chamber. You may inflate the negative chamber to as much as 10% or 10 PSI (whichever is greater) more than the positive chamber.

If you are unfamilar with lbs. (pounds) the conversion from kg. (kilograms) is: ***kg. x 2.2 = lbs.***

Here are some examples:

RIDER WEIGHT	POSITIVE PRESSURE	NEGATIVE PRESSURE
150 lbs. / 68 kg.	**101 PSI**	**105 - 111 PSI**
175 lbs. / 79.5 kg.	**118 PSI**	**122 - 130 PSI**
200 lbs. /91 kg.	**135 PSI**	**140 - 149 PSI**
225 lbs. / 102 kg.	**152 PSI**	**158 - 167 PSI**

AIR PRESSURE 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. Locate the positive air chamber cap at the top of the spring leg. Unthread and remove the positive air chamber cap and attach a high-pressure suspension specific pump to the valve.
4. Fill the positive air chamber to the desired pressure. 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.

RAMP CONTROL™ ADJUSTMENT

The Ramp Control cartridge assembly is located at the top of the spring-side fork leg, and adjusted via a 16-position knob there. Clockwise adjustment of the knob will reduce the forks 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. 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.

HUCK PUCK (AIR VOLUME) TUNING

The Bartlett comes stock with two Huck Pucks installed. You may install as many as 5 total (3 additional) Huck Pucks. The installation of Huck Pucks reduces the volume of the positive air spring and thereby changes the overall spring curve. With additional Huck Pucks, the biggest change occurs at the end of the stroke, where it becomes more progressive (less susceptible to bottom-out). This change in performance occurs at all compression speeds, where the Ramp Control function mostly increases ending-stroke ramp on high-speed compression events.

HUCK PUCK INSTALLATION OR REMOVAL

1. Release all air pressure from the negative air spring by depressing the Schrader valve core on bottom of the air leg of the fork. Fully open the Ramp Control adjustment and repeat the same for the positive spring (at the top of the air leg of the fork). To ensure all air is released from both chambers, cycle the fork 2-3 times and depress the positive valve core again.
2. Use an 11mm socket to remove the lock nut on the positive spring's schrader valve and allow for removal of the Ramp Control knob and