

mmp

Rustler

INSTRUCTION MANUAL



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IMPORTANT CONSUMER SAFETY INFORMATION

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

1. NEVER REMOVE STEERER TUBE FROM CROWN. THIS IS A PRESSED IN PART. REMOVING IT WILL RENDER BOTH THE CROWN AND STEERER TUBE INOPERABLE. * MAKE SURE THE FORK CAPS AND ALL FORK HARDWARE (pinch bolts, etc.) ARE TIGHT BEFORE EACH RIDE.
2. DO NOT PERFORM ANY MODIFICATIONS OR ADJUSTMENTS THAT ARE NOT OUTLINED IN THIS MANUAL. SEE THE TUNING SECTION FOR MORE DETAILS.
3. INSPECT YOUR FORK BEFORE EVERY RIDE. INSPECT THE CROWN, TUBES, AND AXLE SEAT AREAS FOR ANY SIGNS OF FATIGUE, BENDING, CRACKING OR OTHER DAMAGE. IF YOU NOTICE ANY TYPE OF DAMAGE, DO NOT RIDE IT. RETURN IT TO YOUR DEALER OR TO MRP FOR A COMPLETE INSPECTION AND NECESSARY REPAIR.
4. PERFORM ALL RECOMMENDED MAINTENANCE ACCORDING TO THE MAINTENANCE SECTION OF THIS MANUAL. FAILURE TO PERFORM MAINTENANCE COULD DRASTICALLY REDUCE THE FORK'S LIFE, PERFORMANCE AND CAUSE YOUR FORK TO BE A SAFETY HAZARD.
5. **MRP** RECOMMENDS THAT YOU WEAR PROPER SAFETY EQUIPMENT EVERY TIME YOU RIDE, INCLUDING AN APPROVED BICYCLE HELMET. NEVER RIDE AT NIGHT WITHOUT LIGHTS.
6. ALWAYS USE GENUINE MRP PARTS. USE OF AFTERMARKET REPLACEMENT PARTS AND UPGRADES VOIDS THE WARRANTY AND COULD CAUSE STRUCTURAL FAILURE.
7. **MRP** FORKS ARE DESIGNED FOR OFF ROAD USE ONLY. THEY ARE NOT EQUIPPED WITH REFLECTORS FOR ROAD USE. IF YOU ARE GOING TO USE YOUR FORK ON THE ROAD, HAVE A DEALER OR MECHANIC INSTALL REFLECTORS THAT MEET THE CONSUMER PRODUCT SAFETY COMMISSION'S REQUIREMENTS.
8. ALL MRP 20MM FORKS ARE DESIGNED BASED ON THE IS DISK BRAKE STANDARD. IF YOUR MRP FORK HAS A 20MM THROUGH AXLE, IT IS

CRITICAL TO SAFETY AND FUNCTION THAT YOU ONLY USE A DISK BRAKE PROPERLY DESIGNED FOR THE 20MM IS DISK BRAKE STANDARD. SIMPLY SPACING A NON 20MM DISK BRAKE TO WORK ON THE 20MM FORK MAY RESULT IN INSUFFICIENT THREAD ENGAGEMENT WHEN ATTACHING THE BRAKE. THIS CAN RESULT IN SERIOUS BODILY INJURY OR DEATH. ONLY USE DISK BRAKES PROPERLY DESIGNED FOR THE 20MM IS DISK BRAKE STANDARD.

**IF SERVICE BECOMES NECESSARY OR REMOVAL OCCURS, PLEASE CALL MRP CUSTOMER SERVICE FOR PRODUCT EVALUATION AND DIAGNOSIS.*

INTRODUCTION

Thank you for purchasing your new MRP fork. Our forks are designed to help you perform at your absolute peak. Your new MRP fork has oil damping and utilizes an air spring for light weight performance. The air spring and damper is set stock to satisfy a wide range of rider weights and riding styles. Fine tuning can be easily accomplished by changing air pressure of the air spring. See the adjustment and maintenance section for rider weight versus air pressures settings. For very heavy or very light riders the external damper can be adjusted to give a wide range of rebound damping. Steering accuracy is improved over conventional MTB forks by utilizing superior materials and design. These include oversized 32mm fork tubes, a torsion box design steering crown with pressed in tubes, a one piece billet brake arch and extra thick drop-outs. The MRP forks bootless design allows a considerable amount more slider/stanchion overlap than competitor forks which increases the fork steering accuracy. Fork travel has been chosen to offer the best performance possible for each fork's intended use. To ensure peak performance, proper installation and periodic maintenance is required. When riding on public land, please respect the rights of others and stay on established paths and trails. By riding responsibly, you are helping ensure the future of our sport.

FORK INSTALLATION

MRP forks feature a 1-1/8" threadless steer tube. If you have a threaded type fork on your bicycle, consult your dealer for the appropriate upgrade parts necessary to convert to a 1-1/8" threadless steer tube.

1. Remove your old fork from the bicycle. Measure the diameter and length of your old forks steerer tube to ensure that the MRP steerer tube is the correct diameter and sufficient length for the installation.
2. Remove the crown race from your old fork.
3. Press the crown race onto your new MRP fork. **(see Figure #1)**
4. Preassemble the headset by sliding the fork steerer tube through the bearings. Then install the headset upper race, headset spacer (optional), and stem onto the fork steerer tube. Adjust with optional spacers to your preferred height. **(See Figure #2)** Refer to the head set owner's manual if there are any questions about the pre-assembly.
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 steer 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 top cap into the star fangled nut. Tighten until there is no play in the steering. The fork should rotate freely in the head tube. Straighten the stem in relation to the front tire and tighten the pinch bolts on the stem. If there are any questions consult your dealer or mechanic.
10. Install your front brake and adjust according to the manufacture's instructions.
11. Adjust the quick release on the hub to clear the secondary catches on the drop-outs. Tighten the quick release after the axle is properly seated in the drop-out. Ensure that there is sufficient thread engagement (5 or more threads with the quick release in the lock position) due to the thicker MRP drop-outs. Install the front wheel per manufactures specifications.
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 when the fork is compressed and released.

WARNING: All MRP forks are designed based on the IS disk brake standard. If your MRP fork has a 20mm through axle, it is critical to safety and function that you only use a disk brake properly designed for the 20mm IS disk brake standard. Simply spacing a non 20mm disk brake to work on the 20mm fork may result in insufficient thread engagement when attaching the brake. This can result in SERIOUS BODILY INJURY OR DEATH. ONLY USE DISK BRAKES PROPERLY DESIGNED FOR THE 20MM IS DISK BRAKE STANDARD.

WARNING: When installing the wheel or a new tire, check for minimum clearance. Measure from the highest point on the tire to the under side of the crown. There must be 1/8" or 3mm more clearance than the fork's travel to ensure adequate clearance in all riding conditions. Any less clearance can result in the tire hitting the crown resulting in serious injury or death.

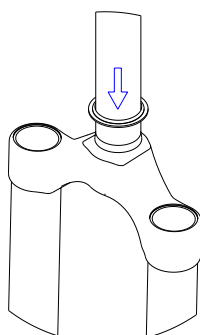


Figure #1

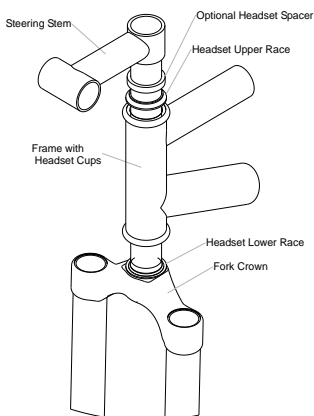


Figure #2

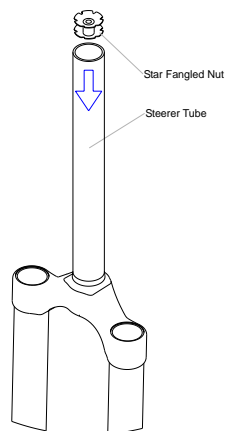


Figure #3

TUNING

To get the most out of your MRP fork, it is important that you tune the fork to fit your weight, riding style and the terrain you ride.

INITIAL BREAK-IN PERIOD:

Your new fork is designed to break-in over a period of 10 hours or more of riding. As all the parts bed into each other, the stiction (friction) of the fork decreases and the sensitivity increases. After the initial brake-in period, fine tuning the air pressure and damping adjustments may be beneficial to achieve the best possible performance.

TOOLS NEEDED:

Shock Pump.

4mm hex wrench

6mm hex wrench

AIR SPRING / OIL DAMPER

Your new MRP fork is designed with a air spring and oil damping. The following guidelines for adjusting and maintaining your fork will enable you to enjoy maximum performance and longevity from your fork.

1. First, test ride the fork over easy terrain. If after riding the fork over varied terrain you decide that more tuning is necessary, continue to the next step.
2. The compression or spring of the fork can be changed two ways: 1) by adjusting the spring air pressure 2) by adjusting the rebound setting.
3. To adjust the air pressure remove the dust cap from the left leg (disc brake leg) to expose the air valve. Add or remove pressure using a high pressure air pump to achieve your desired spring support. 50-100psi. is the user range. The fork is delivered with 80 psi.
4. **Rebound adjustment** is done by turning the knob on the bottom of the right leg. Turn the knob clockwise for slower rebound. To speed up rebound, turn the knob counter-clockwise. Start with a middle setting and fine tune the rebound from there. Proper rebound will allow the tire to track the ground over consecutive bumps. Too slow of rebound will pack-up (feel stiff over consecutive bumps) while rebound set too fast will cause the fork to top out harshly. Usable adjustment range is 1.5 turns total from bottom.

MAINTENANCE

Your MRP fork requires periodic maintenance to ensure peak performance and long life. Neglecting proper maintenance will reduce the fork's life. Internal build up of water and dirt or a lack of lubrication will cause excessive wear and void the warranty.

REPLACE BATH OIL	NORMAL CONDITIONS: 45-50 MUDDY CONDITIONS: 25-30
CHECK AIR SPRING AND RE-LUBE	25
CHANGE DAMPER OIL	150
CHECK FASENERS	25-30
INSPECT STANCHIONS	EVERY RIDE
CHECK AIR PRESSURE	EVERY RIDE
CLEAN DIRT AND MUD	EVERY RIDE
CHECK ADJUSTMENT	EVERY RIDE

BEFORE EVERY RIDE: Visually inspect your fork for bent or broken parts, loss of oil, abnormal sounds or other indications of possible fork failure. Compress your fork to verify proper function. Check all other bicycle components to ensure proper working order.

AFTER EVERY RIDE: Clean and dry the exterior of your fork. When cleaning the fork, do not direct the water spray at the seals. Visually inspect your fork for damage.

***MRP recommends that you consult with a qualified technician before performing major service.**

TROUBLE SHOOTING

Fork Feels Sticky

This is usually caused by:

1. A lack of lubrication. Clean and lubricate the fork as outlined in the maintenance section.
2. Contamination inside the fork. Clean and lubricate the fork as outlined in the maintenance section.
3. Fork is not sufficiently broken in. Contact MRP for further technical information.

The Fork Bottoms Too Easily

1. Incorrect spring air pressure. Add air pressure as outlined in #3 of the tuning section.
2. Insufficient compression damping. Add compression damping by adding air (0-45 lb range) to the top of the right leg.

The Fork Doesn't Use Full Travel

1. Incorrect spring air pressure. Remove air pressure as outlined in #3 of the tuning section.
2. Excessive compression damping. Reduce the compression damping by removing air (0-45 lb range) from the top of the right leg.

Damping Adjustment is Not Working

1. Damper may need servicing. Contact MRP for technical information.

25-50hr RECOMMENDED SERVICE

Necessary tools, parts, and supplies:

Hex Key, 6mm

Hex Key, 4mm

Socket wrench, 24 mm

Rubber or plastic mallet

Fork or suspension oil, 5 wt., 3 oz (only about 12 ml will be used)

- 1) After removing the fork from the bicycle, loosen the air side screw until it protrudes 3 - 5 mm from the bottom of the fork and tap it firmly with a mallet to unseat the compression rod inside the leg. Remove the screw. Release all air pressure from the air spring leg by depressing the valve core in the cap. Lubricating oil may drip from the leg with the screw removed and pressure released.
- 2) Slide the lower assembly to the fully extended position on the stanchion assembly.
- 3) Remove the rebound adjuster on the bottom of the fork by pulling it straight out with your fingers, or a set of pliers can be used.
- 4) Remove the damper screw using a 6mm hex wrench.
- 5) Thread the spring side screw part way into the damper rod and tap the screw firmly with the mallet to unseat the damper rod. Remove the screw. Slide the fork lower assembly off of the stanchion assembly. Lubricating oil may drip from the lowers and stanchions.
- 6) Use a rag to wipe off the wiper seals, making sure dirt does not fall into the lower assembly. Inspect the wipers for damage and wear, replace wipers if needed.
- 7) Remove the foam rings from under the wiper seals and soak in a oil bath. Squeeze the foam rings in the oil so that we get them nice and saturated with fresh oil before re-installing. Install the foam rings under the wiper seals then pack Slick Honey around the foam ring and coat the ID of the wiper seal in the process. Set aside when finished.
- 8) Take your 24mm socket and remove the air cap off the crown to inspect air piston for oil and slick honey. If the air piston is dry but there is still some Slick Honey on the piston, just add three drops of fork oil to make the piston wet with oil. If no Slick Honey is present then take a Q-tip and smear a small amount as deep as you can reach on the ID of the stanchion, then add the three drops of oil. Now re install the air cap using the 24mm socket and tighten it to a recommended 60in/lbs torque.
- 9) Before reassembling the lower assembly to the stanchion assembly, check the bottom out bumper is still in the bottom of the disc side leg. Also set the air spring to 40-50psi for reassembly of the fork.

10) With the stanchion assembly still inverted, slide the lower assembly onto the stanchions. As soon as the lower bushings in the casting engage the stanchions, stop and pour approximately 20 ml of fork oil into the screw hole of the spring leg for lubrication, 10 ml of oil into the damper leg. Hold the fork at an angle while pouring to avoid getting oil in the ends of the damper and compression rods.

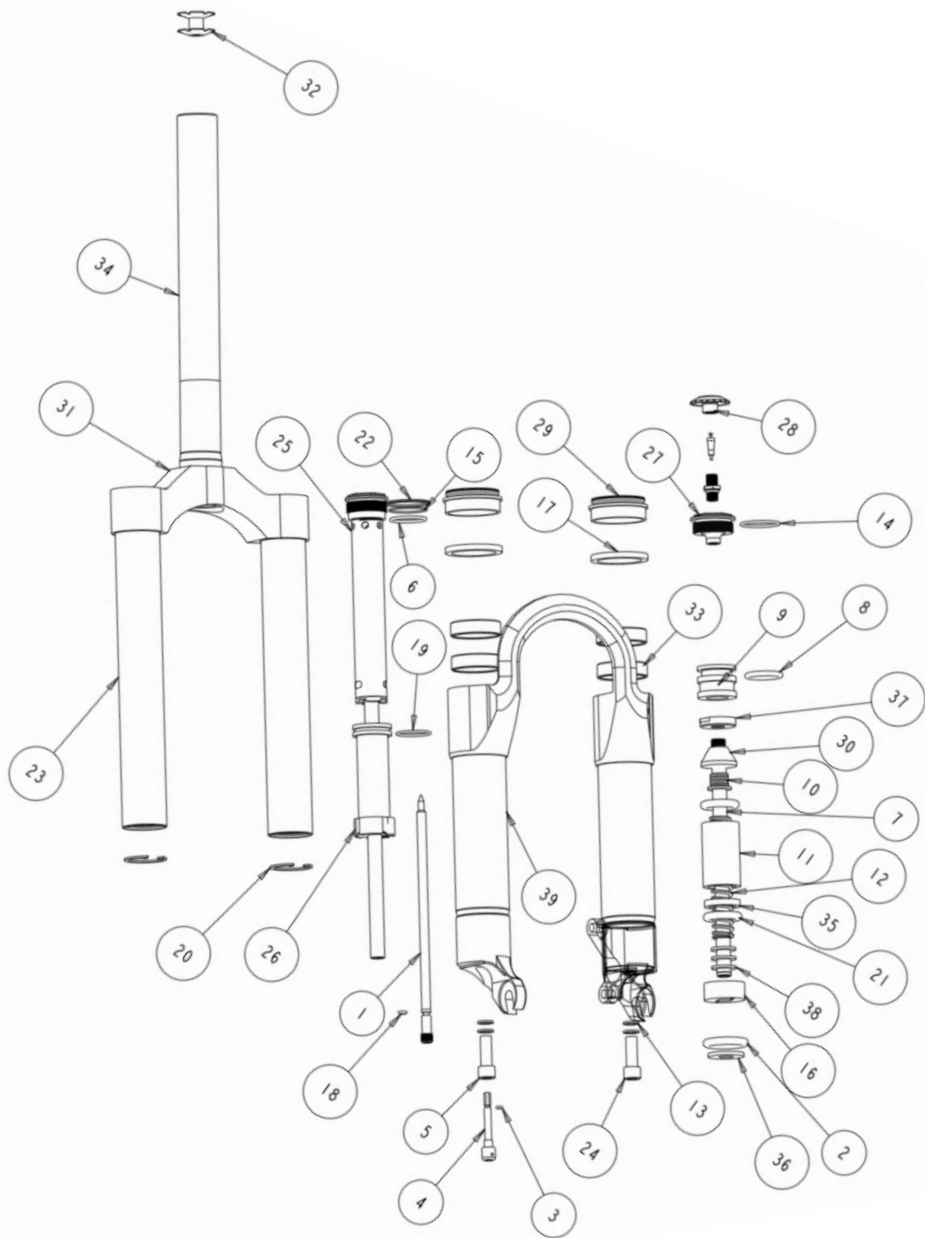
11) Resume sliding the lowers onto the stanchions until the lower assembly touches the damper rod.

12) Wipe away any oil on the damper screw and install the red rebound knob. Install the air spring screw and tighten to 75 inch-lbs (8.5 Nm). Inflate the fork to working pressure.

SERVICE NOTES

1	1	REBOUND NEEDLE	ASSEMBLY	TBT
2	1	ORING-316	PART	100009
3	1	ORING-003	PART	100032
4	1	REBOUND KNOB	PART SS	100052
5	1	DAMPER SCREW	PART	100063
6	1	ORING -M22	PART	100162
7	1	SPRING ROD	PART	100168
8	1	ORING- 211	PART	100262
9	1	PISTON	PART	100572
10	1	SPRING GUIDE	PART	100576
11	1	TOP OUT SPACER	PART	100577
12	1	NEGATIVE SPRING	PART	100662
13	4	WASHER	PART	101245
14	1	ORING-022	PART	101271
15	1	ORING M26	PART	101285
16	1	STANCHION PLUG	PART	102424
17	2	FOAM RING	PART	102431
18	1	ORING-M1	PART	100085
19	1	ORING-M1	PART	102459
20	2	SNAP RING	PART	102531
21	2	ORING-M5	PART	102536
22	1	CAP SUPORT RING	PART	102579
23	2	STANCHION	PART	103203
24	1	SPRING SCREW	PART	100063S
25	1	DAMPER RC	ASSEMBLY	TBT
26	1	RESERVOIR	ASSEMBLY	TBT
27	1	AIR CAP	ASSEMBLY	WB-11-5034
28	1	DUST COVER	ASSEMBLY	WB-11-5035
29	2	WIPER SEAL	PART	WB-97-1351
30	1	TOP OUT BUMPER	PART	WB-973342
31	1	CROWN	PART	WB-97-3706-1
32	1	STAR NUT	PART	WB-97-9301
33	4	BUSHINGS	PART	102470
34	1	STEER	PART	WB-P1252-1
35	1	SPRING SPACER	PART	WB-P3311
36	1	WASHER	PART	WB-P3321
37	1	SPRING STOP	PART	WB-P4600
38	3	TOP OUT SHIM	PART	WB-P2210-1
39	1	FORK LOWER	ASSEMBLY	TBT

Rustler EXPLODED VIEW



WARRANTY CLAIMS

MRP forks 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. On receipt of the fork, if it is found to be defective, MRP will determine replacement or repair of the fork. This warranty is the sole and exclusive remedy. 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 forks that have been misused, or forks that have missing/altered serial numbers (located on the back of the right fork stanchion). The fork is not warranted against damage in the appearance of the fork or for modifications not outlined in this manual. This warranty does not cover breakage, bending, or damage that may result from crashes, falls or abuse. Normal wear (i.e. seals, bushings, sliders finish, etc) and tear and damage caused by lack of proper maintenance is not included. ***The warranty registration card must be filled out and returned within 30 days of purchase to activate and validate this warranty.** A copy of the proof of purchase must be included with all warranties. Customers in the US please contact your MRP or your dealer for a Return Authorization Number (RA#) before returning the forks. All forks returned for inspection must be sent freight paid to:



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