MTT SUSPENSION FORK

- Spring and Preload Configuration
- Installing and Removing the Suspension Unit

DISCLAIMER
This document is intended for dealers and expert mechanics only
Parts Required

MTT Suspension Fork Spring Kit

Soft, Medium, Hard

- Item: 30001753

The kit contains the springs and Preload spacers
Hiride Tool Kit:

- Item: 30002092

Standard Tools & Materials:

- 24mm wrench
- 8mm Allen key
- M8 Screw
- Magnet
- Pick
- 13mm socket wrench
- Grease
• Remove the lock-out knob
• Loosen the stem bolts
• Remove the headset compressor using an 8mm Allen key
• Remove the lockout shaft
• Add grease to the 13mm socket wrench so that the top cap nut will stick to the socket once loosened
• Unscrew the top nut in the steerer
• Insert the HiRide Custom Tool in the steerer and engage it with the top cap
• Unscrew the top cap inside the steerer using the 24mm wrench
• The suspension will easily compress once the top cap has been loosened
• De-couple the top cap from the piston shaft using the 4.5mm Allen key.

IMPORTANT NOTES
• The 4.5mm Allen key must be turned CLOCKWISE to de-couple the top cap.
• Hold the tool with both hands to keep the tool aligned.
Pull out the top cap using the pick.

TIP
Fix an M8 Screw in the top cap thread (one rotation is enough) to pull out the top cap from the steerer.
• Remove the spring and Preload spacer attached using the magnet
• Select a new spring and Preload configuration (information provided in the next pages) and insert it in the fork.
• Make sure the spring and the preload spacer are inserted correctly with the preload spacer downwards and the spring upwards.
Setup Customisation

The MTT Suspension fork can be customized with three different springs at our retailers using a dedicated tool:

<table>
<thead>
<tr>
<th>STIFFNESS</th>
<th>HARD</th>
<th>MEDIUM</th>
<th>SOFT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>21.5 N/mm</td>
<td>16.5 N/mm</td>
<td>12 N/mm</td>
</tr>
<tr>
<td>COLOR</td>
<td>RED</td>
<td>BLACK</td>
<td>WHITE</td>
</tr>
</tbody>
</table>

Preload can also be adjusted using dedicated spacers, in order to tune the fork SAG:

<table>
<thead>
<tr>
<th>PRELOAD</th>
<th>HIGH</th>
<th>MEDIUM</th>
<th>LOW</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6mm</td>
<td>3mm</td>
<td>1mm</td>
</tr>
<tr>
<td>COLOR</td>
<td>RED</td>
<td>BLACK</td>
<td>WHITE</td>
</tr>
</tbody>
</table>

Create speed.
### Setup Chart

The setup chart is a recommendation. Users can tune their setup with any spring and preload combination.

<table>
<thead>
<tr>
<th>RIDER WEIGHT</th>
<th>EASY GRAVEL</th>
<th>MIXED TERRAIN</th>
<th>ROUGH GRAVEL - TRAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;60 Kg</td>
<td>Soft Spring WHITE - 12 N/mm</td>
<td>Soft Spring WHITE - 12 N/mm</td>
<td>Soft Spring WHITE - 12 N/mm</td>
</tr>
<tr>
<td>PRELOAD</td>
<td>No Spacer</td>
<td>Low Spacer WHITE - 1 mm</td>
<td>Medium Spacer BLACK - 3 mm</td>
</tr>
<tr>
<td>60-70 Kg</td>
<td>Soft Spring WHITE - 12 N/mm</td>
<td>Soft Spring WHITE - 12 N/mm</td>
<td>Medium Spring BLACK - 16.5 N/mm</td>
</tr>
<tr>
<td>PRELOAD</td>
<td>Medium Spacer BLACK - 3 mm</td>
<td>High Spacer RED - 6 mm</td>
<td>Medium Spacer BLACK - 3 mm</td>
</tr>
<tr>
<td>70-80 Kg</td>
<td>Soft Spring WHITE - 12 N/mm</td>
<td>Medium Spring BLACK - 16.5 N/mm</td>
<td>Hard Spring RED - 21.5 N/mm</td>
</tr>
<tr>
<td>PRELOAD</td>
<td>High Spacer RED - 6 mm</td>
<td>Low Spacer WHITE - 1 mm</td>
<td>Low Spacer WHITE - 1 mm</td>
</tr>
<tr>
<td>80-90 Kg</td>
<td>Medium Spring BLACK - 16.5 N/mm</td>
<td>Medium Spring BLACK - 16.5 N/mm</td>
<td>Hard Spring RED - 21.5 N/mm</td>
</tr>
<tr>
<td>PRELOAD</td>
<td>Low Spacer WHITE - 1 mm</td>
<td>Medium Spacer BLACK - 3 mm</td>
<td>Medium Spacer BLACK - 3 mm</td>
</tr>
<tr>
<td>&gt;90 Kg</td>
<td>Hard Spring RED - 21.5 N/mm</td>
<td>Hard Spring RED - 21.5 N/mm</td>
<td>Hard Spring RED - 21.5 N/mm</td>
</tr>
<tr>
<td>PRELOAD</td>
<td>Medium Spacer BLACK - 3 mm</td>
<td>High Spacer RED - 6 mm</td>
<td>High Spacer RED - 6 mm</td>
</tr>
</tbody>
</table>
• Insert the top cap using the HiRide custom tool
• Make sure the suspension is full extended before tightening the top cap
Tighten the top cap to 25 Nm using the 24mm wrench while keeping the suspension extended.
IMPORTANT NOTES
• The 4.5mm Allen key must be turned COUNTERCLOCKWISE to couple the top cap
• Don’t over-tighten. Stop as soon as you feel resistance

• Couple the top cap with the piston shaft using the 4.5mm Allen Key

IMPORTANT NOTES
• The 4.5mm Allen key must be turned COUNTERCLOCKWISE to couple the top cap
• Don’t over-tighten. Stop as soon as you feel resistance
• Tighten the top nut using the 13mm socket wrench

IMPORTANT NOTES
• Don’t over-tighten. Stop as soon as you feel resistance
• Insert the lockout shaft
• Tighten the headset compressor to 15 Nm using the 8mm Allen key

TORQUE SETTING
Apply 15 Nm Torque
• Tighten the stem bolts
• Take the lock-out knob and look at the headset compressor from above. Before installing the lock-out knob, make sure that the lock-out knob flaps are aligned with the lock-out shaft, in order to engage it properly.
• Install the lock-out knob by gently pressing it on the headset compressor
• Test the function of the fork and check for potential play in the headset (with the fork locked out)

Enjoy your new setup!
Installing and Removing the Suspension Unit

- Insert the suspension unit in the housing on the fork crown.
- Align the suspension with the fork: the L mark (non-drive side) and R mark (drive side) must be aligned with the Left and Right bolt holes on the fork crown.
- Apply Loctite 243 on the bolts and install them without tightening on the fork crown interface plate.
- Tighten the bolts to 6 Nm according to the pattern shown below.
- Tighten now the bolts to 9 Nm (final torque setting) according to the same pattern.
- To remove the suspension unit for service or warranty, remove the bolts and uninstall the suspension unit from its housing on the fork crown.
- Important note: it’s highly recommended to heat the screws with a heat gun to crystallize the Loctite and avoid the risks of stripping or breaking the bolts.

Create speed.