

MXT AER CARBON CARTRIDGE SYSTEM INSTALL

What to do first:

Carefully read the instructions. The installation of this system is not intended for the inexperienced suspension technician. Very serious damage can occur to your equipment and rider harm can occur if the details of the installation are not handled correctly. If you have doubts, please contact an experienced suspension professional for assistance, or MXT can easily handle the work for you. Also, understand this is only a general guide. Many specific details are not covered as they relate to basic suspension knowledge and assumed understanding of the systems function.

- Remove your OEM Fork Cartridges left and right.
- Disassemble and clean the fork tubes, seals and bushings.
- Using a 48mm Fork tube clamp remove the Lug by heating them gently until the loctite releases and the axle block unthreads. Be very careful to not slip the chrome leg in your shaft blocks as the tubes finish can be damaged. Also place just enough heat to release the loctite, but, do not overheat the axle blocks. Do this to both sides.
- After the lugs cool remove the OEM inserts.
- Carefully clean all threads and surfaces of all the parts.
- Place your 48mm tubes back in tube clamp and install the axle block insert in the chrome leg.
- Place red loctite on the threads uniformly.
- Tighten the axle clamp down with significant torque.
- Repeat both sides.
- Check the tubes for marks, polish as required.
- Install seals bushings and tubes.
- Adjust compression adjuster full hard and the rebound adjuster 19 clicks out.
- Set preload (6-8mm) with the cartridge out and install necessary spacers in the tube prior to installing in the cartridge. All spacers go on the bottom of the spring.
- Install the cartridges in the tube using the spring. Carefully push and align the hex on the cartridge base with the hex in the lug. If you need to adjust the indexing of the parts we suggest you carefully turn the compression adjuster full soft and use the adjuster to gently index the cartridge until it snaps in place.
- Tighten the bottom nut.
- Adjust the compression full hard.

Bleeding:

- Set the compression clicker all the way in.
- Put the fork cap on the rod with several turns. (Rebound needle and spring are not captured in the rod and the fork hydraulic pressure will launch them out of the rod if the cap is not on).
- Pour oil in the collapsed tube. (The fork will take about 620cc in total)
- Let the oil percolate into the lower tube. After you have filled the lower cavity of the fork 2-3 times, allowing the lower region to refill each time, top the oil off near the top of the collapsed tube. You should have emptied nearly 500cc in the tube by this point. (It will take a little time for this to occur) Note: to speed up the process hold the rod nearly topped out as you add oil allowing the cartridge to fill from the bottom side.
- Now extend the cartridge rod and install it on the outer tube until the o-ring is sealing it, but, you don't need to fully tighten to the tube.
- Compress the fork completely and pump it near bottom several times. You should feel consistent damping effect against the natural air spring effect of the collapsed tube. If you don't, start over, adding more oil.
- Slowly compress the rod. Warning-***pushing and pulling the rod quickly will only aggravate your difficulty*** in bleeding. Slowly compressing the rod and then refilling the cartridge will quickly bleed the system.
- Once you have a consistent feel, remove the fork cap from the outer tube. Compress the fork rod and then remove the fork cap.
- Top the fork off with oil (high quality fork oil weight 2.5) and draw the oil level down to the specified level. 90mm for MX. 100-110 mm for Off Road.
- Screw the cap back on the rod, then extend the cap and rod all the way out. Then, raise the outer tube against the cap and collapse the outer tube again. Reset the oil height. (It will have gone up about 10mm)
- Install the spring, double checking preload.
- Tighten the fork cap.
- Set the Clickers. Baseline settings are 12 clicks out for both compression and rebound