

Product	Symptom	Cause	Solution	Field Service	Tools	Parts
DUC 32, SC 32	Leaking wiper seals	Damaged or worn wiper seal.	Look for damage or large pieces of dirt in the seal. If damaged, replace. If dirty, clean and re-install	Yes	10mm socket wrench	None or Wiper Seals # 90166
		Dirty seals	Clean seals	Yes	10mm socket wrench	None
		Excessive grease	Pull fork legs and look for excess grease on the inside of the wiper seal. If so then wipe excess grease from the seal.	Yes	10mm socket wrench	None
		Defective Seals	If black (vs Blue) replace	Yes		Wiper Seals # 90166
		Damaged lower legs	Look for scratched or damaged lower legs - replace if needed	Yes, factory service is recommended	Maverick Suspension Tool Kit	# 99004 - Disc side # 99003 - Non-disc side
DUC 32, SC 32	Brake cable rubbing front wheel	Broken upper cable guide	Replace if broken; reposition if not broken	Yes		Upper cable guide - type zip-tie (# 90104) or bolt type (# 99086)
		Stripped upper cable guide threads in upper structure of DUC 32.	Can possibly drill out and replace with a small riv nut. OR Replace with zip-tie type of Upper Cable Guide	Riv nut option - no; Zip-tie option -yes	Specialty for riv nut; None for zip tie type	New Upper Cable Guide # 90104
DUC 32	Tight fit to install crown	On tight side of tolerances	Grease inner side of crown. Install fork and wheel on bike and install handlebars to stem crown assembly and use the extra leverage of handlebars to rock the crowns on.	Yes	Standard tools to install fork.	None
DUC32, SC32	Seal pops out of left (disc side) leg and oil bath falls out	Air has leaked out of the air cartridge into the main leg. When the fork compresses this extra air in the left leg it puts increased pressure on the wiper seal causing it to pop out of the sealhead.	The problem is air loss this is mostly due to damaged O-rings and or some small scoring inside the air tube. The combination of the two usually cause an air leak. Most of the time a new O-Ring can fix the problem. However sometimes the air tube and O-Ring must be replaced.	Dealer serviceable with proper tools	Maverick Suspension Tool Kit	New O-Ring # 90020 and/or a new air tube # 90122
DUC32, SC32	Fork is topping out	Top out bumper is damaged or destroyed	Negative spring is unclipping from the air piston. Disassemble the Air Cartridge and crimp the		Maverick Suspension Tool Kit	None
			The negative spring has worn out the collar on the Air Spring Piston. You will have to replace the piston the top-out bumper and the piston shaft O-ring.		Maverick Suspension Tool Kit	Air Spring Piston # 90150; O-Ring # 90007; and Top-out Bumper # 90101
		Customer is running too much air for the weight negative spring. They will have to be over 120 psi usually to run a heavy negative spring.	Replace negative spring with heavier neg spring. This can also help for people who feel like they want to run more air pressure overall but still have A supple fork at the beging of the travel without bottoming out on big drops. (Extra aggressive or clydesdale Riders)			
		damper is low on oil or has lost its charge	Check damper charge(50)psi cycle damper to feel for gap in oil(low oil) If it is where did it go			
DUC32, SC32	Riders air leg does not extend all the way when inflated.		This is usually because the rider is light under 140lbs and dose not run enough air pressure to fully compress the negative spring. Must switch to a lighter weight negative spring. Available soon hopefully.			
DUC32, SC32	Fork crawls quickly out of Climbing Mode. Will not stay down.		Inspect shim stack to look for any debris that may be causing the shims to not be able to reseat themselves on the piston.			
			check tollerance between the locktube and the piston stud.			
			-check the locktube o rings			
			- inspect glide ring and piston o ring for damage or debris			
			-look for proper oil level and damper charge.			
			-make sure the shims themselves are not damaged or bent.			

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DUC32, SC32	Feel no difference with rebound adjustment	The entire range of the adjustment is usable and does not allow for unusable "show floor" settings.	To reaffirm system is working, place fork in Climbing Mode and compress fork with rebound at each end of adjustment - difference will be noticeable	Yes	None	None
			If rider is over 225 lbs, the require air pressure may result in fast rebound. To slow rebound down, use heavier oil viscosity in the Damper Cartridge	Yes if proper tools	Maverick Suspension Tool Kit	95ml of 10 wt oil or heavier, depending on rider weight and preference
	When hanging bike upside down - some oil leaks from the Right (non-disc) side leg by the green Climbing Mode adjuster	Pre-2005 forks did not have an O-ring around the Damper Rod Bolt, which allows some oil to seep when upside down	Remove the Climbing Mode/Rebound Knobs to access the Damper Rod Bolt. Remove the Damper Rod Bolt (bike should be upright) and line with Teflon plumbers tape (no more than 2 wraps) - it should overlap the bolt head slightly. Reassemble.	Yes	Phillips screwdriver and 10mm socket wrench	None
DUC32, SC32	Magura or Hope disc brake doesn't fit on the disc tabs	Due to design changes the dropout has slight interference with these brakes	Bolt on with a loose fit and mark area of interference and use a half-round file. Use a paper towel inner tube (cardboard) to cover the lower leg to protect in case the file slips. File until interference is eliminated.	Dealer serviceable with proper tools	Half-round file	None
DUC32, SC32	With Climbing Mode activated the front wheel is slightly cocked to the left	There is uneven pressure between the legs while the Climbing Mode is active	Make sure the Quick Flip levers are tightened to the specified torque levels; also check the Damper cartridge is properly pressurized - 60 - 70 psi. The actual effect on riding is virtually non-existent and will automatically correct itself when the Climbing Mode is deactivated.	Yes	Shock pump; 10mm socket wrench	None
Rear Shock	Rear shock losing air	Main seal has debris in it which is causing a leak path next to the stanchion (dirty riding conditions)	Have customer remove damper. Clean shock body and main seal with a clean rag. Re-lubricate shock body, main seal and reassemble.	Yes	4 mm allen wrench	None
		There may be knicks or scratches on the stanchion tube	Use a fine emory stone to buff the scratch smooth (buff only in the direction of the tube travel - lengthwise) or replace stanchion tube	Yes		
		Oil is deposited around the set screw and usually means there is a damaged O-ring	Remove the set screw and remove old O-ring. Replace with new O-ring's and reinstall set screws with a small amount of blue lock tight.	Yes		7.0 model - O-Ring # 90006 7.2/3 model O-Ring # 90057
		Cracked or damaged shock body	Replace shock body	No		Shock body 7.2 # 90197; 7.3 # 90199
		Cracked or damaged stanchion tube	Replace the damper cartridge	No		Damper Cartridge # 30006
Rear Shock	Loss of rebound or poor damping performance	Shock is topping out.	The top out O-ring is damaged. Overhaul the damper and clean all parts. Reinstall the damper parts and new O-ring as the instructions in the service manual indicate. (Hint: Larger riders using more air pressure can run a slightly harder durometer rubber top-out bumper. However this will not feel as good when the shock fully extends and you will feel the end of the travel.) Upgrade to new 2007 damper internals, call for details.	Yes	Maverick Suspension Tool Kit	O-Ring #
			Check to see if there is a good connection between the negative spring and the guide collar. If this comes off it can move freely and cut or damage the top-out O-ring. If this collar is too tight on the damper shaft it can also cause the spring to come off.	Yes		

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		Damper is leaking oil/ Or is low on oil	Remove air pressure and remove oil in damper. Check seal head O-ring. Make sure base cap is tight. Refill and re-charge damper and look for any leaks.	Yes	Maverick Suspension Tool Kit	O-Ring # 90192
Rear Shock	Nochy compression or clunking in compression	Caused by tight bushing in the damper, or a tight negative spring collar can cause the spring to unclip and make noise	Remove damper and take out piston and seal head assembly. Move seal head up and down the piston shaft make sure it moves smoothly. Unclip the negative spring from the piston end and move the negative spring and guide collar up and down the piston shaft. Make sure they move smoothly and easily. Enlarge collar ID and reinstall spring. Or replace the collar	Yes	Maverick Suspension Tool Kit	Negative Spring Collar # 90196
Rear Shock	Poor small bump compliance	Problem rider is running to much air pressure	Remove stock spring and replace with a stiffer spring rating. This will allow the rider to run less air pressure.	Yes	Maverick Suspension Tool Kit	Heavy Spring #
			If riding a Gray MonoLink rider can upgrade to the new Black MonoLink which positions the BB further forward and improves the small bump compliance	Yes	6mm allen wrench; 15mm socket wrench; BB tools	
DUC32 SC32	No rebound or compression, very springy	Cracked shim or incorretly assembled shim stack	Replace shims. Arrange shims in proper order (largest shim always against piston)	Yes	Tool kit	Shims: #90033, 90034, 90035
DUC32. SC32	QR bolt will not sit securley in pocket	Pinched QR bolt on outer edge of slot on drop out. Incorrect depth of pocket	Lower leg needs to be returned to Maverick for repocketing of hole.	No		
ML8	To much sag at correct pressure	Low oil in air chamber	Add oil volume to air chamber. Follow frame manual instnctions for advanced tuning tips	Yes	oil	Red Rum or Fox Float Fluid
Dampers, All	High pitched whistle on rebound after rebuilding	Bad quality oil	Rebuild damper with high quality oil, we recommend Honda. Spectro Finish Line	Yes	Tool kit	Oil
Frame, All	Heavy shifting on front	Poor cable routing or dirt if MonoLink cable noodle	Redo cable routing with high quality housing, cable using sealed ferrules. Also use a small piece of housing LINER on cable as it runs thru the MonoLink noodle. See assembly instnctions.	Yes		Cable housing...
Frame, All	Creaking Monolink	Magnesium link failure or brass bearing cap movement	Pre 2005 frames used Magesium for the MonoLink, possible bearing movement in link. Press in new bearings with green Locktite. Replace MonoLink with new alloy version. Brass bearing caps have become loose, install new caps with Green locktite.	Yes	Maverick tool kit	#99077 MonoLink #90052 Bearing Caps
ML7 frame	Rear end feels loose	Loose bolts	Check all frame bolts for proper torque. Pay attention to upper super stay bolts, make sure they bottom out on the shock body and not the internal threads	Yes	4mm Hex wrench	
Frames, All	Rear end feels loose	loose or bad bearings, loosebrass bearing caps	Replace bearing caps, install with green Locktite. Replace bearings in MonoLink	Yes	Tool kit	#90052 Bearing caps #90074 Bearings (6001)
Frames, All	Many broken derailleur hangars	Chain length, derailleur adjustment....	Align derailleur and hangar with appropriate tools. Install Wheels Mfg hangar that is harder. No warranty on the use of anther Mfg's hangar	Yes		
24/7 hub	Notchy or rough feeling bearings	Dirt incursion into bearings poorly installed bearing	Replace bearings or clean and repack old bearings. We recommend the use of full grease complement bearings. Reset bearings in hub and axle appropriately.	Yes		#90066 (6805 bearing)

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24/7 hub	loose feeling in wheel	Bearings are not fully set into hub and axle, bad bearing	Reset bearings on axle and in hub, insure they are fully bottomed out on all surfaces. Replace worn bearings	Yes		#90066 (6805 bearing)
29er DUC, 29er SC32	Easily bottom out fork	To little oil in air chamber	In the 29er set up the fork needs to have the air chamber volume reduced to operate correctly with the reduced travel. Add up to a total of 45cc of oil into the air chamber. Most riders like about 25 to 30cc of oil volume total. This will enable you to run less pressure as well. See fork intruction manual for this simple procedure	Yes	Schrader core removal tool, syringe, oil (10-15wt)	
29er DUC, 29er SC32	Tire rubs top crown on full compression	Short spacers installed, tire just to big!	There are 2 length version spacers produced. Early version are 32mm, current are 38mm. If using a standard tire you may need the longer spacer to prevent rub (this will shorten the travel). At some point you can only run so large a tire-	Yes	10mm socket	#50007 29er kit
Speedball	Oil coming out of top sealhead or lower shrader valve	Broken guide block screw Blown Schader valve	Bad schrader valve can be replaced, call for rebleed instructions. For broken guide block screw, post will have to be returned to Maverick	Yes	10mm socket	
Speedball seatpost	Spongy at bottom of travel	Air pocket trapped inside outer tube	Unscrew Maverick engraved sealhead cycle post to bottom and retighten seal head hand tight	Yes		
Speedball seatpost	Post very sticky and slow to return	Contaminated lubrication of bushings and guide block	Pull of outer tube per instruction manual, clean with mild degreaser, regrease with a light wheelbearing grease	Yes	10mm socket	Light weight grease
Speedball seatpost	Post will not stay up or down position, even after cycling a few times	Main internal valve has broken check adjustment lever	Post will need to be returned to Maverick or service center "Make sure adjustment lever screw is not screwed in to far to hold in release rod	No		
SpeedBall	Seat clamp head will not tighten up properly	No grease on bolt...	Remove all pieces of clamp assembly and clean, Grease bolt threads and inside of clamp fingers where they touch inside plates. Keep inside conical surfaces of black inner plates clean and grease free. Make sure to set all plates at position of saddle before tightening.	Yes	5mm Hex Grease	Light weight grease "Slick Honey" type
SpeedBall	Seat has side to side play	Lack of maintenance, worn guide block	Grease guide block and bushings frequently, more under any adverse conditions. Post is meant to have minimal play (approx 10-12mm play at nose of saddle) very difficult to detect while riding. Guide block is a wear item	Yes	T20 Torx	#90449 guide block
Frames, All	Cable or cable anchor of front der. hitting shock body	D-mount is to close to shock body	Put .5 to 1mm spacer behind upper D-mount mounting screw, this will push the mount outwards to clear shock body	Yes	4mm Hex wrench	.5/1mm spacers (washers)
DUC32, SC32	Broken damper rod bolt some still stuck in rod	Over torqued bolt	Use a small sharp pointed object to remove (unscrew) piece stuck in rod, sharpened spoke works well. Torque new bolt to 45in/lb MAX	Yes	spoke/axcto blade	#90119 damper bolt