



## ***DUC32 112mm & SC32 88mm 29er set-up guide - overview***

Air Side: 35cc of oil in air cartridge.  
Use less for lighter riders/more for heavy riders.  
**Maximum oil volume in air cartridge = 44cc**

Standard negative spring (5Nm) for most riders up to 180lbs.  
6Nm spring (heavy) for big riders 185lbs +

Damper side: Stock oil is good for light riders. Stock = 8wt.  
10wt oil for medium wt. riders 150 – 190lbs  
15wt for heavy riders 190 – 225lbs  
Stock shim stack - is good for most

Damper pressure (bottom of internal cartridge valve) 85psi - most riders.  
This can be used to tune bottom out resistance, max = 100psi.

Install 29er spacers into fork per 29er installation instructions.

The 29er fork set-up should not need more than approximately 10% more pressure than that of the standard 26" forks PSI listed for the rider weight in the fork manual.

### ***See below information for more in-depth tuning***

The damper can be tuned several ways to accommodate different rider weights, ride style and terrain. In stock form, the fork can accommodate riders from 140 to 190lbs and then can be internally tuned for personal preference.

1. Damper pressure: This can be adjusted from 60psi to 100psi to change the overall progressiveness at the bottom of the forks stroke (stock is 120psi).
2. Oil viscosity: increasing oil viscosity (thicker) will slow rebound range down with a minimal increase in compression damping. Lighter viscosity will increase rebound speed with less compression damping.
3. Shims: The shim stack can be manipulated to accommodate medium to larger hits. Stock form will accommodate most riders, even with changing oil viscosity to accommodate slower or faster rebound control.

### Oil viscosity in damper guide:

- 8wt oil: average rider weight (stock) approx: 140-180lbs
- 5wt oil : lighter rider, faster rebound approx: 100-150lbs
- 10wt oil: average rider weight, slower rebound approx: 140-180lbs
- 12wt oil: heavier rider, regular rebound range approx: 170-205lbs
- 15wt oil: heavier rider weight slower rebound approx: 190-230lbs

### Main air chamber cartridge guide:

Adding or subtracting oil volume from the main air cartridge will affect the progressiveness (spring rate) of the fork.

Stock oil volume is 35 - 40cc. Viscosity of oil in air chamber will not affect performance. Maverick recommends Fox's Float Fluid or SRAM's Red Rum. This will provide the best lubrication for the main piston o-ring. 10-15wt oil will substitute.

### Air cartridge oil volume guide:

25 - 30cc of oil for lighter riders – approx 100 – 140lbs rider weight  
30 - 40cc of oil for average riders – approx 145 – 185lbs rider weight  
35 - 44cc of oil for bigger riders – approx 185 – 225lbs rider weight

### Negative spring:

Stock 5Nm spring will accommodate main air spring pressures from 85psi – 115psi. For bigger riders, a heavier spring may be necessary to control top out and small bump compliance at higher air pressures. 6Nm spring for pressures over 115psi will help overall feel.

### Negative spring guide:

4Nm negative spring (Grn): 70 – 85psi for light riders 100 – 135lbs  
5Nm negative spring(no color): (stock) 85 – 115psi /140 – 185lbs  
6Nm negative spring(Yel): 115 – 150psi for heavier riders 175 – 225lbs

### Notes:

Lower pressures with a heavier negative spring may cause the fork to not fully extend and effectively lower ride height.

Higher pressures and a lighter negative spring will fully extend the fork, but may cause hard top out feel, but give the fork a firmer feel at the top of its travel.

### Setting oil volume in air cartridge:

- Remove star air cap on left leg, release air pressure.
- Remove Schrader valve core with a core tool.
- Over a small drip pan turn fork upside down, with valve hole over pan, cycle fork a few times to remove all oil in air cartridge.
- Under Main Air Cartridge Guide above, with small syringe, install oil into Schrader core hole, following the desired tuning guide volumes.
- Reinstall Schrader core.
- Pressurize with standard shock pump to appropriate PSI.
- RIDE!

### Installing New Negative Spring:

- Follow online DUC service guide to remove legs from uppers and removing cartridges from lower stanchions.
- Unscrew upper silver 21mm seal head nut and pull out air piston and assembly rod.
- We recommend fully cleaning all assembly parts of old oil and debris.
- Slide silver seal head nut and off air rod.
- With a small flat head screw driver unseat the current negative spring from the main air piston and upper spring guide, by putting driver in-between end of spring and plastic piston and twisting.

- If new spring has paint on it, we recommend you remove the paint and clean spring off.
- Push (snap) upper plastic spring guide onto new spring
- Slide spring onto air rod; make sure top out o-ring is in place.
- Snap spring onto main air piston perch. (careful not to damage main piston o-ring)
- Fill the clean, empty air tube with the appropriate oil volume for rider weight from above air cartridge oil volume guide.
- Slather main air piston o-ring with “slick honey” grease or the like.
- Slide and silver seal head onto air rod.
- Slide air piston assembly into air tube.
- Put 1-2cc of oil on top of assembly to keep o-ring in oil at all times.
- Screw silver seal head nut into tube and tighten to 40-50in/lb.
- Reinstall air cartridge per assembly instructions.