

AVALANCHE

SUSPENSION

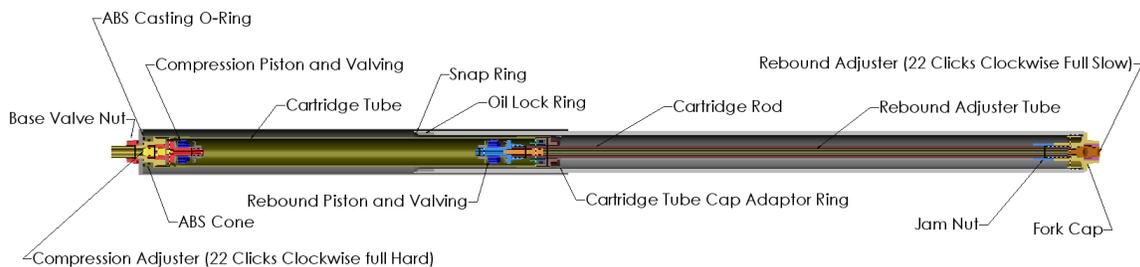
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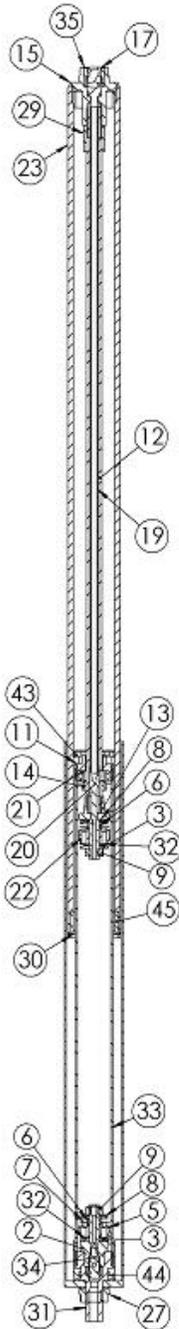
ADVANTAGE PROGRAM

Making suspension better for everyone.



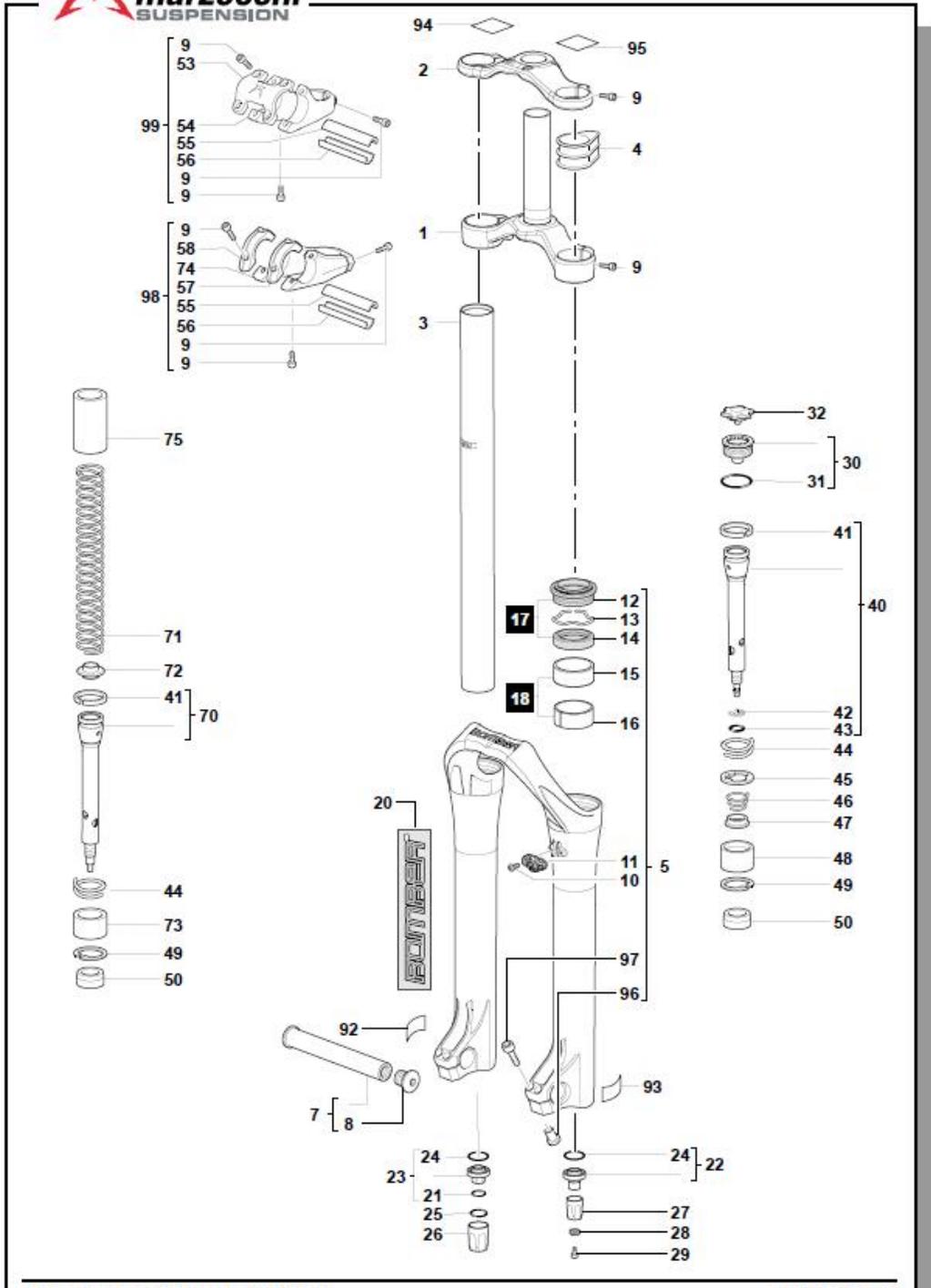
Models Included:
Marzocchi 888
38mm - 2008 and newer





Materials List
Marzocchi 888 38 mm

ITEM NO.	QTY.	Description
2	1	comp arbor bolt
3	1	valve stop
5	1	20 comp piston
6	1	check spool
7	1	check valve
8	1	check valve cup
9	1	6 mm nut
11	1	cart tube end cap
12	1	cart rod
13	1	rebound stem
14	1	20 mm top out washer
15	1	fork cap
17	1	rebound adjuster
19	1	rebound adjuster rod
20	1	rebound needle
21	1	du bushing holder
22	1	20 rebound piston
23	1	slider tube
27	1	Nut adapter
29	1	cart rod jam nut
30	1	snap ring
31	1	Comp bolt adapter 10mm
32	1	comp shims
33	1	cart tube
34	1	high low adj needle-1
35	1	adjuster detent
36	1	check valve cup
37	1	check spool
38	1	check valve
39	1	comp shims
40	1	valve stop
41	1	6 mm nut
42	1	casting dim
43	1	Cart tube end cap adaptor ring
44	1	abscone boxxer
45	1	abs insert



Important info before you start:

The intent is to replace the compression damper because if it was still in place, even with just a little amount of oil it would have heavy damping affects to the forks overall feel, this is due to the end of stroke bottoming control feature. The rebound damper however will not have any damping at the end of stroke when 50 cc of oil or less is in the fork leg, plus the rebound adjuster plunger rod can be removed and or can be set to full fast to further any possible additional damping to the fork.

Some of the pictures show removing the left damper, it is important to check that you remove the compression damper regardless of which leg it is installed in, in this case the previous owner switched the dampers to the opposite leg, please check to be sure, the compression damper has a series of drill holes down the tube in the older forks.

You could drill holes in the lower part of the compression damper tube, and it would defeat the damping, if you need to use the compression damper for the dummy leg.

Preparing your 888 for the Avalanche Advantage Cartridge upgrade kit

The following steps will help guide you through the disassembly process and show you how to install the new cartridge:



Using a 15 mm socket loosen the base nut of the Compression leg



Remove the nut



Pull the slider tube and damper rod from lower legs



Pull the damper and spring assembly from the upper slider tube, it will take a good deal of pulling to overcome the o-ring friction to remove it
Dump any remaining oil from the damper and lower casting



Pull the slider tube from the lower casting.



Locate and inspect the lower grooves in the stanchion.



Install the oil lock ring with the inside chamfer facing out/down, look for an arrow or blue dots to depict the chamfered end. The EVO tapered stanchion requires 2 snap rings, install the first in the upper groove, then the oil lock ring with chamfer facing down and the lower snap ring.



Install the snap ring provided into the groove, make sure it is fully seated.



Install the stanchion in the lower leg.

Clean, inspect and relube the seals and bushings. Install the



Install the cartridge in the lowers, be sure the the o-ring provided does not fall off, you can use grease or rvtv to help secure it.

Install the cartridge in the lowers, be sure the the o-ring provided



Install the o-ring and base nut.

Install the o-ring and base nut.



tighten to approximately 15-20 inch-lbs. It may be necessary to use an impact wrench at the lightest setting to keep the internals from spinning and cinch-up the nut securely.



Remove the fork cap.



Pour approximately 300 ml of cartridge fork fluid into the damper leg, cycle the rod and stanchion up and down until all the air bubbles have dissipated.



With the stanchion and cartridge rod fully compressed adjust the oil height to the value given in the set-up cart of your invoice. Range 110-140 mm.



Install fork cap, be sure that the cap bottoms on rod and bring the blue jam nut up to the cap and tighten them together, approximately 1-2 foot-lbs, be careful not to over tighten as the parts will fail if over torqued.



Fully extend the stanchion and cartridge rod before screwing the fork cap on. The cap does not need to be torqued, snug is sufficient as the upper crown will pinch it securely when installed.

The fork can now be reassembled with the crowns and installed on your frame as described by your owner's manual.

Adjustments and internal settings are described in more detail in the following pages. The fork cap adjuster is the low speed rebound and the standard setting is 12 clicks out (counterclockwise) from full hard. The 10 mm adaptor bolt contains the low speed compression adjuster and the standard setting is 12 clicks out (counterclockwise) from full hard. It can be turned by inserting a small (3.75 mm wide max) flat blade screwdriver up into the lower leg adaptor bolt.

Set-up Options:

Oil Type:

Recommended oil:

[Golden Spectro 85/150 Cartridge Fork Fluid 5wt or equivalent](#)

Pro Honda HP Fork Oil 5wt

Pro Circuit Fork Fluid PC-01

Yamalube 01 Suspension Oil / KYB 01

Bel-Ray Fork Fluid 5wt

There are many others that we have not tested but as long as they say for Cartridge Forks and or 85/150 rating, or at 40C of 15-17 cSt then they will work fine, all 5 wt fork oils are not the same so beware of lesser quality oils that may foam up easily

Oil height:

Standard height: 125 mm from top fully compressed and cap off (approx 300 ml)

Optional Stiffer height: 110 ml

Optional Softer height: 140 ml

Compression and Rebound Settings:

These are rough starting points, adjustments will vary from rider to rider

Standard:

Compression 12 clicks out from full clockwise

Rebound 12 clicks out from full clockwise

Downhill roots/rocky conditions:

Compression 17 clicks out from full clockwise

Rebound 15 clicks out from full clockwise

All Mountain smooth/drops conditions:

Compression 8 clicks out from full clockwise

Rebound 10 clicks out from full clockwise

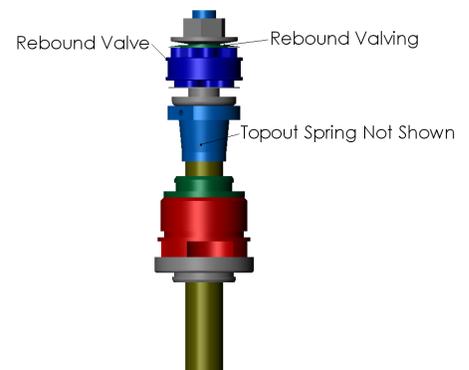
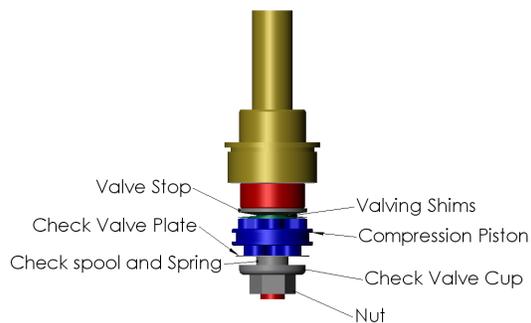
Urban large drops to flat conditions:

Compression 5 clicks out from full clockwise

Rebound 8 clicks out from full clockwise

Revalving the Cartridge Kit:

For more details see above link to 20 mm Cartridge Revalving Procedure:



Standard Valving:
6mm ID Shims

Compression	Rebound
17x.10	17x.10
15x.10	12x.10
16x.10	10x.10
14x.10	16x.10
13x.10	15x.10
12x.10	14x.10
11x.10	12x.10
10x.10	10x.10
8x.20	8x.20

Optional Stiffer Compression/Slower Rebound Valving:

Compression	Rebound
17x.10	17x.10
16x.10	13x.10
15x.10	11x.10
14x.10	16x.10
13x.10	15x.10
12x.10	14x.10
11x.10	12x.10
10x.15	10x.10
8x.20	8x.20

Optional Softer Compression/Faster Rebound Valving:

Compression	Rebound
17x.10	17x.10
14x.10	11x.10
16x.10	9x.10
14x.10	16x.10
12x.10	14x.10
10x.10	12x.10
8x.20	10x.10
	8x.20

Disclaimer

Avalanche Suspension Inc. is not responsible for any damages to you or others from riding, transporting or other use of your Avalanche Advantage or mountain bike. User fully understands that mountain bike riding and/or racing is dangerous and hard on equipment. In the event your Avalanche Advantage cartridge kit fork breaks or malfunctions, Avalanche Suspension Inc. will assume no liability or obligation beyond the repair or replacement of your fork.



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