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2 N·m (18 lbf·in) max. 2,5 mm

1 N·m (9 lbf·in) max. T10

3 N·m (27 lbf·in) max. T25

0,5 N·m (5 lbf·in) max. 2,5 mm
MIN→MAX ≈ 12–14 clicks
Welcome to the PASSION PEOPLE,
Congratulations on your purchase of the latest generation MAGURA suspension fork – developed in Germany.
This owner's manual is an integral part of your MAGURA product and gives you details of the required tools, correct installation, safe use, maintenance and setup options.
Please read this manual carefully before you install or use your MAGURA product. Always observe and follow all instructions on installation, use and maintenance provided in this manual and in user instructions by third-party manufacturers whose products you use on your bicycle (headset, stem, wheels, brakes, etc.).
Remember that the mechanic who installs your MAGURA product is responsible for the suitability and compatibility of all the components technically linked to your MAGURA product.

**WARNING**
Failure to observe the instructions in this manual can lead to serious or fatal accidents.
You can find the diagrams that this manual refers to in the folder in the front cover.
The figures in this manual may differ slightly from your MAGURA product, however, the required steps are the same for all types and variants – if not stated to the contrary.
The type name (1), variant (2) and dimension (3) of your MAGURA suspension fork are located on the rear right of the fork crown [A1].
Please note that the geometry and riding behaviour of your bicycle may change due to installing a new suspension fork.
During the first few rides using your new MAGURA suspension fork, familiarize yourself with those characteristics of your bicycle (cornering, sag, braking, etc.), which may have changed.

**LEGEND**
☞ The pointing finger prompts you to perform an action.
→ The arrow shows results or requirements.
⚠ This notice gives you additional information or tips.
(3) refers to an item number in the graphic area – e.g. item ③.
[B2] refers to a diagram in the graphic area – e.g. figure B2.

**WARNING**
This notice warns you about a dangerous situation which can lead to serious or fatal injury if not avoided.

**WARNING**
This notice warns you about a dangerous situation which can lead to minor or slight injury if not avoided.

**NOTICE**
These notice warn you about the risk of material or environmental damage.
Keep this manual for other users of your MAGURA product. Make sure that each user reads, understands and observes this manual.
If you sell or give away your MAGURA product, be sure to hand over this manual to the new owner.
Visit www.magura.com for more tips and information on your MAGURA product. You can also exchange experiences, ask questions and generally “talk shop” with many PASSION PEOPLE members on the MAGURA Forum.
We wish you great success and a great ride
Your MAGURA Team
Some of the features detailed are optional variants.

Your MAGURA suspension fork is equipped as designed by your dealer or the bicycle manufacturer.

<table>
<thead>
<tr>
<th>Specifications</th>
<th>TS8</th>
<th>TS6</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TechniCal SpeCifiCatiOnS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type name suspension fork</td>
<td>TS8</td>
<td>TS6</td>
</tr>
<tr>
<td>Variant</td>
<td>150</td>
<td>140</td>
</tr>
<tr>
<td><strong>Suspension</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air pressure max. bar (psi)</td>
<td>10 (150)</td>
<td></td>
</tr>
<tr>
<td>Damping</td>
<td>Oil</td>
<td></td>
</tr>
<tr>
<td>Pressure level control [TD]</td>
<td>DLO³</td>
<td>albert SL • eLECT • DLO³ • DLO²</td>
</tr>
<tr>
<td>Applications</td>
<td>AllMountain</td>
<td>XC, XC Race</td>
</tr>
<tr>
<td>Total weight max.</td>
<td>1¾&quot; • 1¾&quot;–1.5&quot; tapered • 1.5&quot;</td>
<td></td>
</tr>
<tr>
<td><strong>SpecifiCatiOns</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Steerer (A) [TD]</strong></td>
<td>mm</td>
<td>255</td>
</tr>
<tr>
<td><strong>Suspension travel (B) [TD]</strong></td>
<td>mm (in)</td>
<td>150 (5.9)</td>
</tr>
<tr>
<td><strong>Height (C) [TD]</strong></td>
<td>mm ±3</td>
<td>530</td>
</tr>
<tr>
<td>26&quot;</td>
<td>539</td>
<td>529</td>
</tr>
<tr>
<td>650B</td>
<td>561</td>
<td>551</td>
</tr>
<tr>
<td>29&quot;</td>
<td>559</td>
<td>549</td>
</tr>
<tr>
<td>Rim brake bridge²</td>
<td>–</td>
<td>Cantilever socket</td>
</tr>
<tr>
<td>Disc brake bridge⁴</td>
<td>26&quot;</td>
<td>Postmount 7&quot;</td>
</tr>
<tr>
<td>650B</td>
<td>Postmount 7&quot;</td>
<td>Postmount 6&quot; • Postmount 7&quot;</td>
</tr>
<tr>
<td>29&quot;</td>
<td>Postmount 7&quot;</td>
<td>Postmount 6&quot; • Postmount 7&quot;</td>
</tr>
<tr>
<td>Ø Disc brake rotor min.–max.</td>
<td>mm</td>
<td>180–210</td>
</tr>
<tr>
<td>650B</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>29&quot;</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>Tire dimension max.</td>
<td>26&quot;</td>
<td>26 × 2.6 (62-559)</td>
</tr>
<tr>
<td>650B</td>
<td>26 × 2.4 (60-559)</td>
<td>–</td>
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<tr>
<td>29&quot;</td>
<td>–</td>
<td>–</td>
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<tr>
<td>Installation dimensions hub (D) [TD]</td>
<td>mm</td>
<td>100</td>
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<tr>
<td>Quick release system⁴ [TD]</td>
<td>26&quot;</td>
<td>MAGURA M15</td>
</tr>
<tr>
<td>650B</td>
<td>MAGURA M15 • QR (9 mm)</td>
<td>–</td>
</tr>
<tr>
<td>29&quot;</td>
<td>MAGURA M15</td>
<td>–</td>
</tr>
</tbody>
</table>
| ¹ 650B = 27.5" ² Maximum permitted total weight = rider + bicycle + luggage ³ With lower leg with postmount 6" / QR (9 mm). ⁴ Only 26". ⁵ Postmount 7" always with MAGURA M15, postmount 6" always with QR (9 mm).
Safety

**INTENDED USE**

**WARNING**

Any use other than the intended use can lead to accidents that cause serious or fatal injury.

MAGURA TS8 and TS6 suspension forks are designed and intended only
- for installation on standard, commercially available bicycles designed according to the dimension of the suspension fork – 26", 650B (27.5") or 29".
- for use with a front wheel that corresponds to the dimension of the suspension fork – 26", 650B (27.5") or 29".
- for the specified application – see Specifications, page 13.
- for the maximum permissible total weight – see Specifications, page 13.

MAGURA TS8 and TS6 suspension forks provided with the disk brake bridge in the dimension postmount 7" are designed and intended only
- for mounting a disc brake (Ø 180–210 mm).
- for use of the MAGURA M15 thru axle and a front wheel hub suitable for this.

MAGURA TS8 and TS6 suspension forks provided with the disk brake bridge in the dimension postmount 6" are designed and intended only
- for mounting a disc brake (Ø 160–210 mm) or
  - for mounting a V-brake or a hydraulic rim brake.
- for use of a commercially available quick release skewer (QR) and a front wheel hub suitable for this (axle diameter 9 mm).

MAGURA suspension forks must never be used in combination with front wheel motors!

**BASIC SAFETY INSTRUCTIONS**

Always remember that riding a bicycle entails risk both for the rider and other road users, and for the bicycle and its components. Despite the use of safety gear and complete safety equipment, accidents that cause serious or fatal injury can occur.

Always use your common sense and avoid any unreasonable actions!

**Installation & Maintenance**

**WARNING**

Danger of accident due to damaged suspension fork caused by incorrect or impermissible installation work.
- Never overestimate your technical capabilities. Commission a bicycle workshop or an authorized MAGURA service centre with all installation and maintenance work. This is the only way to ensure that work is conducted in a professional manner.
- Never make changes to your MAGURA product (e.g. tapping thread on the steerer, milling the disc brake bridge, removing the hanger on the dropouts, drilling, painting, opening the eLECT unit, etc.).
- Always observe all min./max. values stated – see Technical Specifications, page 13.
- For assembly steps that require a specific tightening torque for a screw union, always use a torque wrench set up for the required torque.
- Always maintain your bicycle in technically perfect working order.

Danger of accident due to improper accessories.
- Use only MAGURA original parts and lubricants.
- Never install mounting clips, luggage carriers, mudguards or similar on your MAGURA suspension fork.
  If needed, fit a MAGURA approved mudguard.
On the road

**WARNING**

**Danger of accident due to component failure.**
- Before each ride, make sure that the quick release system on your wheels is fitted correctly and that your wheels will not work loose.
- Before each ride, make sure that the handlebar and stem are correctly fitted and will not twist.
- Before each ride, work the suspension multiple times to make sure that your MAGURA suspension fork is leak tight and shows no sign of oil leaks on screws, sliders and seals, or any other visible mechanical damage.
- Before each ride, make sure that your brakes are working properly and that the brake pad thickness is sufficient.
- Never exceed the maximum permissible total weight – see Specifications, page 13.
- During riding, avoid uncontrolled hard dipping/bottoming out of your MAGURA suspension fork.
- After a crash, check your MAGURA suspension fork for signs of damage and perfect function.
- Never use your MAGURA suspension fork in case of visible damage, unusual noise, or if you are unsure as to its condition. In this case, have your suspension fork checked in a bicycle workshop or directly by MAGURA Service.

**Danger of accident due to improper behaviour or improper equipment during riding.**
- Never use your MAGURA suspension fork for downhill, freeride, freestyle applications, or other disciplines that involve jumping with the bicycle, or where extreme loads are to be expected.
- Always observe the traffic regulations in the country where you are riding (lighting, reflectors, etc.) and the local regulations relating to mountain biking.
- When riding, always wear a high quality (e.g. ANSI certified), undamaged cycling helmet and clothing that fits snugly but does not impair your actions.
- Only ride your bicycle if you are in good physical condition and your bicycle and all of its components are in perfect working order.

**NOTICE**

**Reduced eLECT operation at low temperatures.**
The capacity of NiMH rechargeable batteries and Li batteries is highly restricted even at ambient temperatures of about 0 °C (32 °F).

Transport & storage

**WARNING**

**Danger of accident due to damaged components.**
- Never transport your bicycle using vehicle bicycle carriers that require you to secure the fork by its dropouts without the front wheel.
- Always install a suitable spacer between the dropouts on your MAGURA suspension fork if you stow your bicycle with the wheels removed (transport bag, carton, etc.).

**NOTICE**

**Discharge of the rechargeable battery due to unintentional eLECT activity.**
- Switch off eLECT whilst your bicycle is being transported.

**Harmful exhaustive discharge of the rechargeable battery if not used for a long time.**
- Switch off eLECT during long periods when it is not in use.
- Charge the eLECT battery about 1× per month.

**NOTICE – ENVIRONMENT**

Never dispose of batteries, rechargeable batteries and electronic devices with normal domestic waste; instead, always take them to a specified collecting facility.
**INSTALLATION**

**INSTALLING THE SUSPENSION FORK**

- Make sure that the frame, headset, stem, and adjusting nut match the steerer on your suspension fork – see Technical Specifications, page 13.

**Shortening the steerer**

**NOTICE**

Suspension fork unusable due to over-shortened steerer.
- Measure carefully and check the calculated length before cutting.
- Originally allow for 1 additional spacer – you can always shorten again, but you can’t extend!

Correct calculation of length L of your steerer [B1]:

\[
L = (A1 + A2 + H + S + V) - 2 \text{ mm}
\]

- Use a sharp, finely toothed metal saw, or pipe cutter, to shorten the steerer to the required length – deburr.

**Fitting the headset**

**NOTICE**

Damage to the suspension fork.
- When installing the bearing seat and adjusting nut do not rest the suspension fork on the dropouts.

Increased bearing wear.
- Make sure that the lower bearing seat lies totally flat and flush against the headset.

- Grease the bearing seat [B2] and steerer contact area.
- Using a suitable installation aid tap the bearing seat into its position on the steerer – rotate the steerer through 5–10° after each tap.

- Using a suitable installation aid, tap the adjusting nut carefully and straight into the steerer [B3].

**Installing the suspension fork**

- Install the suspension fork with headset components, spacers and stem on the frame.
- Adjust the headset so that it is free of play.
- Align the stem straight.
- Tighten the clamping screws on the stem to the tightening torque stated by the manufacturer.

**Fitting the brake**

- Make sure that the front wheel brake dimensions and type match your suspension fork – see Technical Specifications, page 13.

1. Secure the front wheel brake with a low tightening torque at first. Fine adjustment and final installation with clean routing and possibly shortening of the brake tubing is performed with the front wheel fitted.

**WARNING**

Danger of accident due to damaged components.
- Never exceed the maximum tightening torques of the fastening screws:
  - Disc brake (postmount) max. 10 N·m (89 lbf·in).
  - Cantilever socket max. 6 N·m (53 lbf·in).

- Secure the brake hose for the front disc brake with the tubing guide [C1].
- Tighten the screw on the tubing guide with a tightening torque of max. 2 N·m (18 lbf·in).
Fitting the Front Wheel

**WARNING**

Danger of accident due to front wheel blocking because of faulty installation work.
- Make sure that a minimum gap of at 2 mm exists between rotating parts (hub, fastening screws on the brake disc, etc.) and the suspension fork. Replace the parts if needed.
- Make sure that the brake cable can never touch the tire.
- Make sure that, when fully depressed, your suspension fork has a minimum clearance of 6 mm between the tire and the crown. Replace the tire if needed.
- Make sure that the front wheel brake system is correctly fitted and adjusted.

Danger of accident due to quick release system failure due to impairment through soiling.
- Whenever you install the front wheel, make sure that the dropouts on your suspension fork and all the parts of your quick release system are clean.

Danger of accident due to faulty installation work.
- MAGURA suspension forks with dropouts for thru axle (PM 7") must be combined exclusively with the MAGURA M15 thru axle clamping system.
- Make sure that the dimensions and type of the front wheel hub, wheel, tires, quick release system and disc brake rotor match your suspension fork – see Technical Specifications, page 13.
- If applicable mount the disc brake rotor on the front wheel hub.

**CAUTION**

Danger of injury on sharp and/or hot disc brake rotor when removing the front wheel.
- Always mount the clamping lever on the front wheel quick release on the right-hand side.

Inserting the clamping lever on the right can also reduce brake disc squeal.
- Centre the front wheel precisely in the dropouts of your MAGURA suspension fork – check for correct direction of rotation.
- Adjust and close the quick release skewer in line with the user's instructions.

**WARNING**

Danger of accident due to faulty installation work.
- MAGURA M15 must be combined exclusively with MAGURA suspension forks with dropouts for thru axle (PM 7").

- Insert the front wheel into the dropouts (1) on your MAGURA suspension fork – check for correct direction of rotation.
- Push the MAGURA M15 axle from the right through the dropout and hub axle [D1].
- Screw the MAGURA M15 axle clockwise finger-tight into the left dropout of your suspension fork.
- Tighten the MAGURA M15 axle with a tightening torque of **10 N-m (89 lbf-in)**.
- Insert emergency tool (2) into the MAGURA M15 axle from the left.
- Familiarize yourself with the force required to reach the required tightening torque. This will allow you to tighten your front wheel securely without a torque wrench even when you are away from home.
Fitting the remote control lever (RCL²)

You will notice that DLO² is suitable for remote control because the blue dial is returned to its original position by a return spring if turned by hand. Blue dials that do not have a return spring do not support remote control with RCL²! However, retrofitting is possible at a MAGURA service centre. DLO³ is not suitable for remote control!

**WARNING**

Danger of accident due to faulty installation work.
- Make sure that the RCL² cannot interfere with brake and gear shift actuation and function in any lever position.

**NOTICE**

Damage to material due to faulty installation work.
- Never fit the clamps in the wider area of the handlebar.
- Never exceed the maximum tightening torques.

There are 3 different fastening options for the RCL² [E1]:
- Standard clamp (1) – for fitting next to the brake lever.
- Standard clamp with spacer (2) and long clamping screw (3) – for fitting next to the brake lever in combination with twist shifters.
- Remote mix clamp (4) – only for direct fitting to brake levers of MAGURA MT Series and HS Series (MAGURA rim brakes) as of model year 2011.

RCL² for DLO² is generally mounted on the right [E2] – however, it can be mounted on the left side if required.

Define the position of the standard clamp on the handlebar.
- Make sure that the brake and gear shift actuation and function is not impaired in any RCL² lever position.
- The lever (5) and return dial (6) on the RCL² must be easily reachable.
- Tighten the clamping screw (7) (3) on the standard clamp with a tightening torque of max. 3 N·m (27 lbf·in).
- Tighten the sleeve nuts (8) on the Remote Mix clamp with a tightening torque of max. 3 N·m (27 lbf·in).

Fitting the RCL² Bowden cable

**WARNING**

Danger of accident due to faulty installation work.
- Make sure that the Bowden cables on the RCL² can never interfere with steering.

- The outer sleeve must be laid via the shortest route, without torsion or kinking, between the stops (9) on the RCL² and the fork crown [E2].
- Shorten the outer sleeve of the Bowden cable with suitable Bowden cable pliers.
- Make sure that the lever on the RCL² is relieved – press the return dial if necessary.
- Feed the inner cable through the RCL², outer sleeve and stop on the fork crown.
- Make sure that the outer sleeve is firmly seated in the stops.

Fit the inner DLO² cable [E3]:
- Remove the cover on the “DLO²” by unscrewing counter-clockwise.
- Loosen the clamping screw (10) by 2–3 turns.
- Tension the inner cable and insert it into the groove on the rotating dial and under the washer on the clamping screw and hold in place.
- Tighten the clamping screw with a tightening torque of max. 2 N·m (18 lbf·in).
- Trim the inner cable to a length of approx. 2 cm after the clamping screw.
- Push the end of the inner cable through the cutout into the inside of the rotating dial.
- Replace the cover on the “DLO²” by screwing it on clockwise.
- Retension the inner cable after the first 10–20 actuations.
**Taking the eLECT into operation**

**Charging the eLECT rechargeable battery**

1. Charge your eLECT rechargeable battery before taking it into operation for the first time [E4].

---

**WARNING**

**Danger of accident due to improper accessories.**

- When charging the rechargeable battery, exclusively use intact micro-USB cables/chargers that are also suitable for mobile smartphones.

- Remove the cover on the “eLECT” by unscrewing counter-clockwise.

- Switch off the eLECT (OFF) [E4].

- Connect the micro-USB plug to the charging socket.

- Connect the mains adapter to the mains.

- LED (1) flashes slowly (1 s)

- Rechargeable battery is charged (approx. 3 h).

- LED (1) lights up (——).

- Rechargeable battery is charged.

- Your eLECT rechargeable battery is protected against overcharging. Avoid unnecessary electricity consumption by disconnecting the mains adapter and micro-USB cable from the mains after charging.

- Disconnect the micro-USB plug from the charging socket.

- LED goes out.

- Switch on the eLECT (ON) [F2].

- Replace the cover on the “eLECT” by screwing it on clockwise.

---

**Installing the eLECT remote control**

1. The eLECT remote control makes it possible to change over from automatic to manual mode. If you operate the eLECT exclusively in automatic mode, you do not need to install the remote control.

---

**WARNING**

**Danger of accident due to faulty installation work.**

- Make sure that the eLECT remote control cannot interfere with brake and gear shift actuation and function in any lever position.

---

There are 2 attachment options for the eLECT remote control [E5]:

- Standard clamp (1) – for fitting next to the brake lever.

- Direct fitting – exclusively – to brake levers of MAGURA MT Series and rim brakes of HS Series as of model year 2011.

1. The eLECT remote control (2) is generally mounted on the right – however, it can be mounted on the left side if required.

- Define the position of the standard clamp on the handlebar.

- Brake and gear shift actuation and function are not allowed to be impaired by the eLECT remote control.

- Place the rubber half shell (3) between the handlebar and the remote control.

- Tighten the clamping screws (4) on the standard clamp with a tightening torque of max. 1 N·m (9 lbf·in).

- or:

- Replace the sleeve nuts of the MAGURA brake lever clip (6) with adapter sleeve nuts (5). Install the upper adapter sleeve nut with a spacer washer (7) [E5].

- The arrows on the brake lever clip always point upward.

- First tighten the top then the bottom adapter sleeve nut to a tightening torque of max. 3 Nm (27 lbf·in).

- Put on the remote control.

- Tighten the clamping screws (8) of the remote control to a tightening torque of max. 0.5 Nm (5 lbf·in).

---

**Synchronising the eLECT remote control**

- Press and hold the button on the eLECT unit for at least 8 s [E6].

- LED of the eLECT unit lights up (——).

- Press and hold the button on the remote control for at least 3 s.

- LED of the remote control lights up (——).

- Synchronisation is performed.

- LED of the eLECT unit flashes 3× quickly (0.5 s) and LED of the remote control flashes 6× quickly (0.5 s) green.

- Synchronisation is completed.
Before you go for your first ride with your new MAGURA suspension fork, take some time to adjust the suspension and damping to match your personal weight and style of riding. This is absolutely necessary to make best use of your suspension fork’s characteristics.

**AIR PRESSURE GUIDELINES**
① Note that the specified air pressure values are for reference only. You should adjust them for your personal riding style, your seating position, the characteristics of the road, and the geometry of your bicycle.

<table>
<thead>
<tr>
<th>Rider’s weight</th>
<th>Air pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>kg</td>
<td>lb</td>
</tr>
<tr>
<td>50–59</td>
<td>110–124</td>
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<tr>
<td>60–69</td>
<td>125–149</td>
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<td>70–79</td>
<td>150–174</td>
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<td>80–89</td>
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<td>90–99</td>
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<td>100–109</td>
<td>225–249</td>
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<td>110–119</td>
<td>250–274</td>
</tr>
<tr>
<td>120–130</td>
<td>275–286</td>
</tr>
</tbody>
</table>

**ADJUSTING THE SUSPENSION (AIR PRESSURE)**
① The air suspension on your MAGURA suspension fork helps to compensate for uneven terrain and keeps your front wheel in contact with the ground at all times.
Insufficient air pressure causes a pronounced drop, frequent bottoming out and a spongy ride.
Excessive air pressure reduces the maximum suspension travel and provokes a hard response from your suspension fork.
As a general rule, the higher your weight and speed, and the rougher the terrain, the higher the air pressure will need to be.

**NOTICE**
- Material damage due to severe bottoming out caused by insufficient air pressure.
- Never use your suspension fork if there is insufficient or no air pressure.
- Material damage due to excessive air pressure.
- Never exceed the maximum permissible air pressure of 10 bar (150 psi).
- Air leaking due to incorrect fitting of the valve cover.
- Never use the suspension fork without a valve cover.
- Always keep the valve cover seals clean.
- Always firmly close the valve cover.

- Remove the valve cover (1) by turning counter-clockwise [F3].
- Shift the lever (2) on the pump head to the upper position (Position A) [F4].
- Screw the union nut (3) on the pump head onto the valve until hand tight.
- Shift the lever (2) on the pump head to the lower position (Position B).
  - The valve pin is pressed in; the valve is open.
  - You can read off the current pressure on the pump pressure gage.
- Adjust the air pressure if needed.
- Pushing the ventilation button (4) fully gradually reduces the pressure. Pushing the ventilation button lightly completely evacuates the pressure.
- Shift the lever (2) on the pump head to the upper position (Position A).
  - The valve pin is released; the valve is closed.
  - No loss of pressure when you remove the union nut.
- Remove the union nut.
Check the air pressure

The negative suspension stroke – or sag – is designates the distance by which your suspension fork drops if you apply your own bodyweight to it; this gives you some initial feedback as to whether the air pressure setting is in the right range.

<table>
<thead>
<tr>
<th>Suspension travel</th>
<th>sag ≈ 20–30%</th>
</tr>
</thead>
<tbody>
<tr>
<td>mm</td>
<td>in</td>
</tr>
<tr>
<td>80</td>
<td>3.1</td>
</tr>
<tr>
<td>100</td>
<td>3.9</td>
</tr>
<tr>
<td>120</td>
<td>4.7</td>
</tr>
<tr>
<td>140</td>
<td>5.5</td>
</tr>
<tr>
<td>150</td>
<td>5.9</td>
</tr>
</tbody>
</table>

Make sure that DLO³ or DLO² is disabled (OPEN/OFF)[F1].
Make sure that eLECT is switched on (ON) [F2] and is in "DLO² deactivated (OFF)" status.
Push the rubber ring (5) [F5] on the left stanchion right down.
Mount your bike carefully – don’t bob up and down.
The suspension sag will depend on your bodyweight.
Carefully dismount.
Measure the distance between the rubber ring and the scraper.
The negative suspension stroke should be 20–30% of the total possible suspension travel on your suspension fork – see Dimensions, page 13.
Increase the air pressure if the negative suspension stroke is above 30%.
Reduce air pressure if you have a negative suspension stroke below 20%.
To finely adjust the air pressure in your suspension fork, you will need to go for a trial run on a typical test route.
Increase the air pressure if the suspension bottoms out more than 1 or 2 times.
Reduce the air pressure if your suspension fork don’t achieve the potential stroke (you can see this by checking the final position of the rubber ring).

Adjusting the damping (rebound damper)

The rebound damping setting defines the speed at which your MAGURA suspension decompresses.
A high rebound damping setting (+) causes slower decompression thus reducing ground contact and possibly impairing traction and control.
Lower rebound damping setting (-) causes faster decompression which causes the front wheel to jump and can thus also impair traction and control.
As a general rule, the higher your bodyweight and speed, and the rougher the terrain, the higher the rebound damping will need to be.
Make sure that DLO³ or DLO² is disabled (OPEN/OFF)[F1].
Make sure that eLECT is switched on (ON) [F2] and is in "DLO² deactivated (OFF)" status.
Start by turning the red adjusting dial counter-clockwise to the stop (-)[G1].
Turn the red adjusting dial 6–7 clicks in clockwise direction (+).
This sets the rebound damping to an average value.
A short test is necessary for granular adjustment of the damping:
while sitting on the saddle, ride off a low step (curb or similar).
Increase the rebound damping gradually by 1 click (+) – if the suspension rebounds more than 1 or 2 times.
Gradually reduce the rebound damping by 1 click (-) – if your suspension decompresses too slowly.
ADJUSTING THE DAMPING (COMPRESSION DAMPER)

① The compression damping of all MAGURA suspension forks is factory set and cannot be changed.

However, with the compression lever of the DLO³, you can preset the compression damping on your MAGURA suspension to suit your own needs [G2].

☞ OPEN – Suspension fork is fully activated.
☞ Sensitivity (compression behaviour) fully present.

☞ FIRM – Suspension fork is less active.
☞ This favours an aggressive riding style.
☞ Sensitivity (compression behaviour) is reduced.
☞ Bottoming behaviour is reduced.
☞ Feedback from the ground is greater.
☞ The negative suspension stroke – or sag – is kept.

☞ CLOSE – Suspension fork is very hard on compression.
☞ Sensitivity (compression behaviour) is greatly reduced.
☞ Uphill riding is favoured.
☞ The negative suspension stroke – or sag – is kept.

① Your suspension fork will still buffer and damp hard knocks in enabled state (CLOSE), if you forget to disable (OPEN) before riding downhill.

CALIBRATING eLECT

① Before your eLECT can work properly, you need to calibrate the system.

Different positions of your bicycle (e.g. -1.5°/0°/+1.5°) during the calibration enable you to preset the responsiveness of eLECT according to your requirements [G3].

① If you switch off your eLECT unit (OFF) [F2], DLO² remains in its current status – activated (ON) or deactivated (OFF).

The following steps must be performed before calibration:

☞ – see TAKING the eLECT INTO OPERATION, page 19.
☞ – see ADJUSTING THE SUSPENSION (AIR PRESSURE), page 20.
☞ – see ADJUSTING THE DAMPING (REBOUNDB DAMPER), page 21.
☞ Rear frame suspension and inflation pressure matched to one another.

☞ Switch on eLECT (ON) [F2] or perform a reset if eLECT was already switched on – see PERFORMING AN eLECT RESET, page 26.

☞ Move your bicycle to a neutral position (0°) [G3].
☞ Press and hold the button on the eLECT unit for 3–5 s [G3].
☞ LED of the eLECT unit lights up (——)
☞ Calibration is performed.
☞ LED of the eLECT unit flashes 2× quickly (0.5 s).
☞ Neutral calibration (0°) is completed.

① If you would like to preset eLECT more accurately according to your requirements, you should now take a test ride on a representative test route, and conduct several calibrations if necessary.

Proceed stage-by-stage until the responsiveness of your eLECT corresponds to your requirements.

At each stage, it is recommended that the front or rear wheel of your bicycle should be raised by 1–2 cm in each case. Use corresponding wooden boards to increase the height [G4].

☞ Move your bicycle to a negative position (e.g. -1.5°) [G3].
☞ Perform the calibration as described above.
☞ eLECT activates DLO² on relatively slight inclines or even when riding on the flat.

or:

☞ Move your bicycle to a positive position (e.g. +1.5°) [G3].
☞ Perform the calibration as described above.
☞ eLECT only activates DLO² on steeper inclines.

For more information: – see LOCKING OUT THE SUSPENSION FORK – DLO², page 23.
BEFORE EACH RIDE

WARNING

Danger of accident due to component failure.

- Before each ride, make sure that the quick release system on your wheels is fitted correctly and that your wheels will not work loose.
- Before each ride, make sure that the handlebar and stem are correctly fitted and will not twist.
- Before each ride, work the suspension multiple times to make sure that your MAGURA suspension fork is leak tight and shows no sign of oil leaks on screws, sliders and seals, or any other visible mechanical damage.
- Before each ride, make sure that your brakes are working properly and that the brake pad thickness is sufficient.
- Never use your MAGURA suspension fork in case of visible damage, unusual noise, or if you are unsure as to their condition. In this case, have your suspension fork checked in a bicycle workshop or directly by MAGURA Service.

Make sure that DLO³ or DLO² is disabled (OPEN/OFF) [F1].

Make sure that eLECT is switched on (ON) [F2] and is in “DLO² deactivated (OFF)” status.

Deflect the suspension multiple times with the front wheel brake on.

- The damper unit is reliably flooded with oil.
- The damping unit on the suspension fork will now work reliably from the start of your ride.

Make sure that the suspension fork respond perfectly and with sufficient sensitivity.

If needed, do some “minor service work”.

See the maintenance guide on www.magura.com >>> service >>> downloads.

Check the air pressure – see ADJUSTING THE SUSPENSION (AIR PRESSURE), page 20.

Check the eLECT rechargeable battery capacity – see CHECKING THE ELECT RECHARGEABLE BATTERY CAPACITY, page 24.

LOCKING OUT THE SUSPENSION FORK – DLO²

1. Activating Dynamic Lockout DLO² saves energy riding uphill. This sets the compression damping to the maximum value. Your MAGURA suspension fork will hardly deflect when you stand on the pedals.

- OFF – Suspension fork is fully activated [H1].

- ON – Suspension fork is very hard on compression.

- Sensitivity (compression behaviour) fully present.

- Sensitivity (compression behaviour) is greatly reduced.

- Uphill riding is favoured.

- The negative suspension stroke – or sag – is kept.

1. Your suspension fork will still buffer and damp hard knocks in enabled state (ON), if you forget to disable (OFF) before riding downhill.

... with eLECT in automatic mode

1. eLECT takes over automatic control of the DLO² of your MAGURA suspension fork. It is a precondition that the system must have been calibrated correctly – see CALIBRATING eLECT, page 22.

Every time that eLECT is switched on (ON), it starts in automatic mode [F2].

If the rechargeable battery is too low, DLO² is deactivated (OFF) – your MAGURA suspension fork is fully activated.

- Press the button on the eLECT unit 1× briefly [H2].

- LED of the eLECT unit flashes 1× (2 s).

- Rechargeable battery capacity high. DLO² is ready to operate in automatic mode.

or:

- LED of the eLECT unit flashes 2× quickly (0.5 s).

- Rechargeable battery capacity low. DLO² is ready to operate in automatic mode. Remaining riding time approx. 4 h.

or:

- LED of the eLECT unit flashes 4× very quickly (0.25 s).

- Rechargeable battery capacity exhausted. Sleep mode – DLO² deactivated (OFF).
... with eLECT in manual mode

1. The eLECT remote control permits manual activation or deactivation (ON/OFF) of DLO².
   The first time you press the button on the remote control, you exit automatic mode and change the current DLO² status – from activated to deactivated (ON–OFF) or vice versa (OFF–ON).
   Each further press of the button switches between activating and deactivating DLO² (ON–OFF).
   Returning to automatic mode is only possible directly on the eLECT unit – see ... with eLECT in automatic mode, page 23.

2. Press the button on the remote control 1× briefly [H2].
   - LED of the remote control lights up (——).
   - LED of the remote control flashes 1× (2 s) green.
   - Rechargeable battery capacity high. DLO² activated (ON) or deactivated (OFF).
   or:
   - LED of the remote control flashes 4× very quickly (0.25 s) red.
   - Rechargeable battery capacity exhausted. Sleep mode – DLO² deactivated (OFF).

3. Your suspension fork will still buffer and damp hard knocks in enabled state (ON), if you forget to disable (OFF) before riding downhill.

⚠️ WARNING

Danger of accident due to pressurised parts.
1. Never open your MAGURA suspension fork via the top screws in the fork crown or the screws at the bottom end of the stanchions. Contact your authorised MAGURA service centre if your suspension fork needs a major service. This is the only way to ensure that work is conducted in a professional manner.

1. Visit www.magura.com >>> service >>> downloads for a maintenance guide for your MAGURA suspension fork in PDF format. The guide gives you step by step instructions for easier maintenance work that you can perform on your suspension fork yourself.

 AFTER EACH RIDE

ивать Clean the stanchions with a clean, dry cloth [J2].

 NOTICE

Increased wear on seals due to soiling.
1. Do not apply lubricants to the stanchions.

Checking the eLECT rechargeable battery capacity

ивать Press the button on the eLECT unit 1× briefly [H2].
   - LED of the eLECT unit flashes 1× (2 s).
   - Rechargeable battery capacity high. DLO² is ready to operate in automatic mode.
   or:
   - LED of the eLECT unit flashes 2× quickly (0.5 s).
   - Rechargeable battery capacity low. DLO² is ready to operate in automatic mode. Remaining riding time approx. 4 h.
   ※ Charge the rechargeable battery – see Charging the eLECT rechargeable battery, page 19.
   or:
   - LED of the eLECT unit flashes 4× very quickly (0.25 s).
   - Rechargeable battery capacity exhausted. Sleep mode – DLO² deacti-
How frequently you need to maintain your MAGURA suspension fork depends on how often you use it, but also on weather influences. Perform the following maintenance steps more frequently if you use your bicycle in extreme conditions (rain, dirt, high mileage, etc.).

**NOTICE**

Corrosion and material damage due to water penetration.
- Never use a pressure or steam cleaner to clean your bicycle – the seals on your bicycle components are not built to withstand this pressure.
- You should even exercise care if you use a water hose. Never point the water jet directly at seal areas.

- Clean the suspension fork with water, detergent and a brush.
- Make sure that DLO³ or DLO² is disabled (OPEN/OFF)[F1].
- Make sure that eLECT is switched on (ON)[F2] and is in "DLO² deactivated (OFF)" status.
- Deflect the suspension multiple times with the front wheel brake on.
- Make sure that the suspension fork respond perfectly and with sufficient sensitivity.
  If needed, do some “minor service work”.
  See the maintenance guide on www.magura.com >>> service >>> downloads.
- Check the air pressure – see ADJUSTING THE SUSPENSION (AIR PRESSURE), page 20.
- Check the tension and ease of operation of the RCL² inner cables – make sure that the corresponding dial immediately responds to you actuating the RCL² – see Fitting the RCL² Bowden cable, page 18.

MAGURA suspension forks have internal permanent lubrication and excellent sealing material so that very little maintenance work is required for the internal components. Once a year, you will need to have your MAGURA suspension fork serviced in a professional bicycle workshop or by an authorised MAGURA service centre.

If you are a frequent user, also consider the fact that this exposes your suspension fork to more wear and thus requires more frequent maintenance intervals and checks.

**EXCHANGING THE BATTERY/RECHARGEABLE BATTERY**

**NOTICE**

Damage to material due to faulty installation work.
- The rechargeable battery of the eLECT unit is exclusively allowed to be exchanged directly at MAGURA.

- The battery of your eLECT remote control must be exchanged if the LED of the remote control does not give a signal when actuated, or indicates a corresponding fault signal – see RECTIFYING eLECT FAULTS, page 26.
- Unscrew and remove the clamping screws (1) of the eLECT remote control.[J1].
- Remove the remote control.
- Use a coin to unscrew the battery compartment cover (2) counter-clockwise.
- Remove the exhausted battery.
- Insert a new battery (CR 2032) (3) – positive terminal (+) outward!
- Make sure that the rubber seal is clean, undamaged and fits accurately in its seat.
- Use a coin to screw the battery compartment cover closed clockwise.
- Install the remote control – see Installing the eLECT remote control, page 19.
- Synchronise the remote control – see Synchronising the eLECT remote control, page 19.

If eLECT has already been calibrated, there is no need for recalibration after a battery change and synchronisation!
## Rectifying eLECT Faults

<table>
<thead>
<tr>
<th>Fault</th>
<th>Cause</th>
<th>Rectification</th>
</tr>
</thead>
<tbody>
<tr>
<td>LED flashes 3× slowly (1 s). Synchronising.</td>
<td>Connection problem, synchronisation failed.</td>
<td>✅ Check the battery of the remote control. ✅ Remove disruptive influences. ✅ Perform a reset. Perform synchronisation again.¹</td>
</tr>
<tr>
<td>LED flashes 4× very quickly (0.25 s). When button pressed.</td>
<td>Rechargeable battery capacity exhausted. Sleep mode.</td>
<td>✅ Charge the rechargeable battery.²</td>
</tr>
<tr>
<td>eLECT unit is not working.</td>
<td>Rechargeable battery capacity exhausted. Sleep mode. Incorrect calibration.</td>
<td>✅ Check the rechargeable battery capacity.³ ✅ Perform a reset and test. Perform the calibration again if necessary.⁴</td>
</tr>
<tr>
<td>eLECT unit pointing in the wrong direction.</td>
<td></td>
<td>✅ Make sure that the direction arrow[2] is pointing forward in the riding direction[E4].</td>
</tr>
<tr>
<td>LED flashes 4× very quickly (0.25 s) red.</td>
<td>Rechargeable battery capacity exhausted. Sleep mode.</td>
<td>✅ Charge the rechargeable battery.²</td>
</tr>
<tr>
<td>LED flashes 3× slowly (1 s) green. Synchronising. When button pressed.</td>
<td>Connection problem, synchronisation failed. Battery capacity high.</td>
<td>✅ Remove disruptive influences. ✅ Perform a reset. Perform synchronisation again.¹</td>
</tr>
<tr>
<td>LED flashes 3× slowly (1 s) red. Synchronising. When button pressed.</td>
<td>Connection problem, synchronisation failed. Battery capacity exhausted.</td>
<td>✅ Exchanging the battery.⁵ ✅ Remove disruptive influences. ✅ Perform a reset. Perform synchronisation again.¹</td>
</tr>
</tbody>
</table>

¹ – see Synchronising the eLECT remote control, page 19. ² – see Charging the eLECT rechargeable battery, page 19. ³ – see Checking the eLECT rechargeable battery capacity, page 24. ⁴ – see Calibrating eLECT, page 22. ⁵ – see Exchanging the battery/rechargeable battery, page 25.

### Performing an eLECT reset

- ✅ Switch off the eLECT (OFF) [F2].
- ✅ Leave the eLECT switched off for at least 10 seconds.
- ✅ Switch on the eLECT (ON).
**Warranty**

Parts, components and assemblies subject to normal wear and tear are not covered under this warranty.

The warranty can expire when use according to the terms is no longer applicable. To this appropriate use also belongs the conditions for operating, maintaining and servicing as prescribed in the manual.

Like every other product, the fork also contains parts that wear out as time passes by. The life span of these parts depend on the type and frequency of use, as well on care and maintenance. Please note that the usual wear of parts is normal and therefore no reason for objection. This especially applies to: bushings, seals and the surface of the stanchions.

Machining or facing of the disc mounts on the fork is not allowed, as the corrosion protection will be damaged. It’s not necessary, as the mounts are machined previously before coating.

Warranty duration and laws may vary from state to state and/or country to country.

Warranty cases should be dealt normally by your dealer. But you can send warranty cases also directly to MAGURA or the official service partners. We point out that a warranty case can only be handled with an enclosed proof of purchase.

The warranty can expire when:
- Abnormal strain, neglect, abuse and/or misuse.
- Accident or collision damage.
- Application of not-original MAGURA parts and lubrication products.
- Changing the surface (e.g. painting, machining or facing of the disc mounts, ...).
- Changing of the structure (e.g. drilling holes, assembly of lowriders, ...).
- Opening the eLECT unit.
- Removal or garble of the serial number.
- Incorrect maintenance.
- Transport damage or loss.
- Exceeding the system weight of 130 kg (286 lb).

**Declaration of Conformity**

We, MAGURA GmbH & Co. KG, declare that the eLECT system for electronic control of compression stage damping is in accordance with the requirements of the EU Directives 1999/5/EC (radio equipment and telecommunications terminal equipment) as well as 2004/108/EC (electromagnetic compatibility).

The detailed original declaration of conformity (also USA, Canada, Japan and Australia/New Zealand) can be requested at www.magura.com

The staff at MAGURA work continuously on improving our products in the context of ongoing technical development. For this reason, we reserve the right to make changes compared to the figures and descriptions in this User Manual. This does not entitle you to claim for changes to products that we have already delivered. For up-to-date information, visit www.magura.com

Technical dimensions and weights are to be understood subject to normal tolerances.

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