

design, allowing the piston to be removed during routine service without removing the cylinder. The system can be configured with either a schrader valve, or a high quality stainless needle gland fitting. This makes the design easy, compact, and 100% reliable.

Quality: Like anything MXT makes, the quality is second to none. The parts are machined from 7075 T6 aluminum and anodized.

Fitment: 2015 Factory Edition KTM's and all 2016 KTM and Husqvarna models with newer chassis.

DIY Skill level: Intermediate



A48-R

Fits:

WP AER48mm Forks (Including aftermarket replacement.)

All KTM with AER48

All Husky with AER48

The innovative MXT A48R system is the first true off-road air fork that helps manage the hyper-progressive nature of all production air forks. The MXT A48R has been in development for an extensive period of time.

Currently, air fork systems work by using single-volume pressure regions. Air pressure changes depend upon the position of the stroke to change volume. This is similar to a hyper-progressive spring rate, where the air spring is the largest contributor to net force, and the most changed as a function of position.

MXT saw a need to create a more linear force instead of the stock hyper-progressive characteristic, and achieved this by incorporating an additional compression region. The new high pressure region is positioned above the main pressure region, and is separated by a piston. As the main pressure region increases in pressure, it reaches a point at which the separation piston starts to compress. This effectively slows the rate at which the volume change accelerates. MXT engineered this to occur in the middle of the stroke, which limits the progressive nature of the air fork. Finally, near the end of the stroke, the compensation effect of the high pressure region stops. At this point, the pressure dramatically rises, maintaining the original air spring effect which allows for excellent bottoming control.

UPDATE: Kit now comes with a tunable balance chamber feature. This addition allows the effect of the balance chamber to be tuned so riders can increase or decrease the duration of the balance chamber.

Leaf Spring Mid-valve Kit.

To compliment our tuning work on the AER fork, we have developed a highly tunable mid-valve to replace the sharp feeling rigidly clamped stock mid-valve. The MXT Leaf Spring kit breaks the deflection into three tunable regions which can easily adjust lift, spring rate, spring preload, main stack stiffness and sub-stack stiffness. The mid-valve can now be configured for low lift heights, and if desired, very soft shim settings. The deflection is so subdivided, the shims will not fatigue as quickly as typical. Additionally, the system

comes with a rebound separator check valve that isolates the rebound bypass from the compression stroke.



AER LEAF SPRING MIDVALVE KIT W/PISTON & SHIMS

Parts includes:

KYB mid-valve check valve

Mechanical O-ring

Midvalve post

WP AER mid-valve piston

Preassembled mid-valve baseline shims stack



MXT LUCKY 4CS

MXT LUCKY 4CS System.

The new MXT Lucky System (Lucky) is the newest advancement for WP 4CS forks. The Lucky system is the result of innovative engineering and a commitment to bring riders the best value in the suspension market. Lucky Nichols, a professional suspension tuner, was discussing some long range fork projects with Jeremy Wilkey, and suggested that the existing MXT 4CS Asymmetrical kit could be “repackaged” with the new cartridges and hardware that MXT is currently producing. Major enhancements include:

- Over a pound lighter than stock 4CS forks
- Increased cartridge volume to a 22mm diameter
- A redesigned Huck Valve
- New compression and rebound adjusters
- Quality machining to reduce friction
- DIY: Drop in ready system

As a pioneer of 4CS solutions, MXT has made many improvements to the stock system by building on the existing strengths. MXT continues to refine the 4CS product using solid in-house engineering based on rider feedback. Attention was given to make the 4CS forks “plush” while maintaining the control required to ride aggressively.

The Lucky forks exhibit better handlebar feel, steering response, and traction since they are lighter than stock. An increase in cartridge volume provides more control and support through the middle of the stroke. As an example, riders also notice the inherent stiffness of a stock 4CS fork. This is due to a valving set-up that requires stiff settings to control large fork movements, which produce frictional effects and forces created by cartridge pressurization. With the Lucky, the new 3 port mid-valve piston can be adjusted to improve the

initial feel and reaction. The Lucky also includes the proven Huck Valve, designed to increase volume while allowing for additional pressure transfer parallel to the system. New adjusters were added to simplify tuning for the rider. Finally, attention was given to better machined bearings and pressurized seal surfaces to reduce friction.

Traditional stock bottoming control system is limited in that it can't manage multiple speeds or accelerations inside its travel. Stock systems can be adjusted to provide good control for either low or high-speed bottoming, but doing so limits the ability to absorb the other. The MXT Huck Valve manages the limitations of typical bottoming control systems. The MXT Huck Valve has speed sensitive bottoming control, by incorporating a pressure sensitive valving mechanism. This allows for both high entry speeds and low entry speeds effectively. MXT Huck Valve equipped forks allows the set-up to be plusher while not sacrificing the overall control of the fork.

Prototypes were made, dyno tested, and put to the track for real world testing. After excellent results from a diverse group of riders on various terrains, the Lucky 4CS System entered production and is ready to ship today.



MXT PSF2 DUAL SPRING CONVERSION

The MXT PSF2 conversion features dual springs, dual cartridges, the Huck Valve, and is “drop-in ready” with no modifications required.

Fits: Honda CRF450 2015-2016 PSF2 forks Suzuki RMZ250 2016-2017MXT PSF2 features:

- Dual fork springs
- A redesigned Huck Valve
- New compression and rebound adjusters
- Quality machining to reduce friction
- DIY: This MXT PSF2 is designed to be drop in ready

Riders struggle to adjust stock PSF2 forks with traditional tuning, because the air system creates an inconsistent feel. As an example, a rider can become sensitive to the forks slightest internal pressure changes that occur during normal operation.

MXT engineered new internal components to improve rider experience and performance. The MXT PSF2 comes with new drop in dual cartridges, and dual coil springs. This unique solution provides maximum performance and consistent operation. Other features include ease of adjustment combined with the superior feel of the proven Huck Valve. The cartridges come standard with very broad and efficient leaf spring mid-valves, and sub-valve equipped compression adjusters. Finally, attention was given to better machining all around to reduce friction and to maximize weight savings over traditional spring forks.

Traditional stock bottoming control system is limited in that

it can't manage multiple speeds or accelerations inside its travel. Stock systems can be adjusted to provide good control for either low or high-speed bottoming, but doing so limits the ability to absorb the other. The MXT Huck Valve manages the limitations of typical bottoming control systems. The Huck Valve has speed sensitive bottoming control, by incorporating a pressure sensitive valving mechanism. This allows for both high entry speeds and low entry speeds effectively. MXT Huck Valve equipped forks allows the set-up to be plusher while not sacrificing the overall control of the fork.

With research and development complete, the MXT PSF2 can offer a true "works" solution with the least amount of weight while taking advantage of the trusted fork spring operation.



MXT XPLR

The new MXT XPLR Cartridge System (XPLR) is the result of innovative engineering and a commitment to bring riders the best value in the suspension market. Major enhancements include:

- 1.5 pounds lighter than a stock 4CS fork
- Huck Valve
- Leaf Spring Midvalve
- Dual cartridges
- DIY: This XPLR is drop in ready

The stock WP XPLR fork is a very low cost design that offers riders very soft suspension. In fact, riders who are more aggressive and attempt to push the stock forks at a higher than trail tour pace – find the forks too soft, unpredictable and easy to bottom. Due to the low cost design its very challenging to achieve a set-up that is firm enough for race pace, or even aggressive trail riding and yet soft enough to be comfortable. For this reason, we set out to develop a fork kit that would solve the issues by adding dual compression and rebound cartridges. These dual cartridges distribute valving equally between the both forks. Each side also has leaf spring midvalves, optimized pressure balance, and provides a broad performance profile for riders who expect a plush ride while maintaining excellent traction and control.

Traditional stock bottoming control system is limited in that it can't manage multiple speeds or accelerations inside its travel. Stock systems can be adjusted to provide good control for either low or high-speed bottoming, but doing so limits the ability to absorb the other. The MXT Huck Valve manages the limitations of typical bottoming control systems. The Huck Valve has speed sensitive bottoming control, by incorporating a pressure sensitive valving mechanism. This allows for both high entry speeds and low entry speeds effectively. MXT Huck Valve equipped forks allows the set-up to be plusher while not sacrificing the overall control of the fork.

Bottom line, if you are looking for stronger suspension and better performance in the trails, this is one upgrade worth taking advantage of.



WP TRIPLE COMPRESSION ADJUSTER ORANGE

The MX-TECH WP 3 Way compression adjuster:

It features 3 independent adjustments to the following circuits.

LSB:20 Clicks Standard Adjustment is 5 clicks out. This stands for Low Speed Bypass. The Low Speed Bypass, adjusts the amount of fluid pressure that can bypass past the adjustment circuits. It has the effect of delaying the speed at which the MSC comes into effect and makes the shocks action more loose and free in both directions.

MSC:20 Clicks Standard adjustment is 12 Clicks out. This stands for Mid-speed compression. Inspired by and designed around Enzo Racing's (Ross Maeda) system. The Mid Speed compression regulates a sub valve which reduces or increases the amount of pressure that goes through the stiffer main compression valve. It has a primary effect on chassis pitch and response to large g-loads and higher speed shaft movements.

LSR:10 Clicks Standard Adjustment is 5 Clicks. This stands for Low-Speed rebound. We used 3 letter acronyms, had we used 4 we would have choosing ULSR. Or Ultra low speed rebound. It is reducing the force created by the rod charge, and has a ability to calm the shock in large rolling undulations at corner entry or at times when the chassis is partially

unweighted (Such as hardpack corner entry), without having to over adjust the shocks primary clevis located traditional rebound adjuster. This creates a calmer more planted chassis without a sacrifice in the shocks ability to follow the ground while under throttle in low traction.

We recommend the following adjustment procedure. To optimize the adjustments. Start with the LSB. Typically this is the least adjusted circuit, and in many ways has the greatest impact on overall feel. We recommend that use it to create the feeling of movement that you are looking for based on your conditions, it is not uncommon to end up with the adjuster at 1-2 clicks out in some MX conditions, and offroad and 2 stroke riders may end up at 15. Either way once the "gross" feel is achieved us the MSC speed adjuster to adjust for the feel in larger faster movements that your after. You will turn it frequently, and you will see that the majority of your riding adjustments will be done to this circuit after you initially set the LSB.

The LSR is the last adjuster to tune. It effect is somewhat elusive in certain conditions. Until you recognize the symptoms and response I recommend you wait until you are riding a slick hard surface with bumps and undulations. Pay attention to the adjusters effect at corner entry and the feel of the bike as you brake or drop off a ledge. Adding LSR will slow the lift and give the rider a calmer feeling bike. Once you notice the effect tuning this circuit it will become more intuitive. You may be asking yourself why would I not just run it full in? The effect can still limit traction and can increase the shocks tendency to pack up when on the gas over larger rollers. So like all adjusters there is a sweet spot that balances the positive and negative aspects.

Fitment:

KTM offroad linkage models 2011-2016 125-505

PDS models 2012-2016

Husky 2014-2016 125-450