



CHANGING TRAVEL FOR LOOP MODEL FORKS WITH INTERNAL TRAVEL ADJUST

Necessary tools, parts, and supplies:

Socket wrench, 10 mm
Rubber or plastic mallet
Rebound removal knob WB-97-702 (optional)
Open-end wrench, 10 mm
Snap ring pliers (fine tip)
Pliers
Hex keys, 2 & 3 mm
Spare o-rings 102523
Fork or suspension oil, 5 wt., 3 oz (only about 12 ml will be used)
Cotton swabs
Shop rags or wipes

1) After removing the fork from the bicycle, loosen the air side screw until it protrudes 3 - 5 mm from the bottom of the fork and tap it firmly with a mallet to unseat the compression rod inside the leg. Remove the screw. Release all air pressure from the air spring leg by depressing the valve core in the cap. Lubricating oil may drip from the leg with the screw removed and pressure released.

2) Slide the lower casting to the fully extended position on the stanchion assembly and turn the blue compression knob clockwise to the closed position.

3) Loosen the set screw on the red rebound knob until the knob can slide off of the damper screw.

4) Remove the damper screw using the rebound removal knob in combination with the open end 10 mm wrench. Holding the removal knob while turning the screw will maintain the position of the rebound needle in the damper rod.

4a) If the removal knob is not used, the rebound needle will unthread to the end of the damper rod as the screw comes out. Use the 3 mm hex key to turn the rebound needle back down into place. Tighten until firm resistance is encountered, then back off by 2 turns.

5) Thread the spring side screw part way into the damper rod and tap the screw firmly with the mallet to unseat the damper rod. Remove the screw. Slide the fork lower casting off of the stanchion assembly and set the casting aside. Lubricating oil may drip from the casting and stanchions.

6) After checking again that all pressure has been released from the Schrader valve, use the snap ring pliers to remove the snap ring at the bottom of the air spring stanchion. Thread the air spring screw into the end of the rod. Gripping the screw, pull firmly on the compression rod to remove the lower air spring assembly. The air piston itself will remain in the stanchion.

7) Leave the screw in the end of the compression rod until step 10, below, to keep spacers, o-rings, and other parts on the rod in their proper order. Note the position of the pin near the top of the compression rod. Use pliers to extract the pin from the hole. A small hammer and punch can also be used to extract the pin.

8) Inserting the pin into a higher or lower hole on the compression rod will increase or decrease travel by the distance between the holes. To shorten travel it may be necessary to push down firmly on the white nylon washers above the top out bumper in order to expose a lower hole on the compression rod. When re-inserting the pin, center it side-to-side in the compression rod.

9) Before inserting the compression rod back into the stanchion, check that the lower edge of the orange top out bumper is tucked into the black cup-shaped carrier just below it. Insert the rod and spring as-

sembly back into the stanchion. Invert the fork and use both hands to align the stanchion plug squarely with the recess in the bottom of the stanchion, then push firmly downward until the plug slides into place. Install the snap ring with the sharp outer edge of the ring facing the lower end of the stanchion. **IMPORTANT:** Rotate the snap ring in the groove to make sure it is properly seated.

10) Before reassembling the lower casting to the stanchion assembly, check the o-rings on the air spring screw and damper screw. Damaged o-rings should be replaced and coated with fork grease before further reassembly.

11) Check that the bottom out bumper and washer are on the compression rod of the air spring, if 26/650 model Loop fork. 29-inch Loop models have bottom out bumper on the rod without a washer, but have a spool-shaped riser that remains inside the spring side leg of the lower casting. Inflate the air spring leg to 40-50 psi for reassembly. Do not exceed 50 psi.

12) With the stanchion assembly still inverted, slide the lower casting onto the stanchions. As soon as the lower bushings in the casting engage the stanchions, stop and pour approximately 10 ml of fork oil into the screw hole of the spring leg for lubrication, 2 ml of oil into the damper leg. Hold the fork at an angle while pouring to avoid getting oil in the ends of the damper and compression rods.

13) Resume sliding the casting onto the stanchions until the casting touches the damper rod. Use the corner of a shop rag or cotton swabs to remove excess oil that may have gotten into the end of the damper rod, then install the damper screw.

14) Use the rebound removal knob to hold the rebound adjustment stationary as the damper screw is tightened. If the screw encounters resistance before fully tightening, oil may still be trapped in the socket of the rebound needle. Remove the screw and use a cotton swab to wick away oil pooled in the hex socket, then install the screw and tighten to 75 inch-lbs (8.5 Nm).

14a) If the rebound removal knob is not used, before installing the screw use the 3 mm allen key to unscrew the rebound needle inside the damper rod until it is near the end of the rod. This should only be done with damper rod fully extended. Use a cotton swab to wick away any oil trapped in the socket of the rebound needle. Insert the key of the damper screw into the socket of the rebound needle and thread the screw into the rod. Tighten the screw to 75 inch-lbs (8.5 Nm).

15) Wipe away any oil on the damper screw and install the red rebound knob. Turn the blue compression knob to the fully open position and compress the fork until the casting touches the compression rod of the air spring. Install the air spring screw and tighten to 75 inch-lbs (8.5 Nm). Inflate the fork to working pressure.