SUGGESTED MAINTENANCE INTERVALS

MAINTENANCE DESCRIPTION	FREQUENCY (in hours)
REPLACE BATH OIL	NORMAL CONDITIONS: 50 MUDDY CONDITIONS: 30
REPLACE WIPER SEALS	NORMAL CONDITIONS: 100 MUDDY CONDITIONS: 75
CHECK AIR SPRING AND RELUBE IF NEEDED	50
CHANGE DAMPER OIL	200
CHECK FASTENERS	30
CHECK AIR PRESSURE	30
INSPECT STANCHIONS	EVERY RIDE

TORQUE VALUES

FASTENER	TORQUE
COMPRESSION BOLT (DAMPER SIDE)	70-75 LB-IN 8 NM
COMPRESSION BOLT (AIR SPRING SIDE)	70-75 LB-IN 8 NM
TOP CAPS	110 LB-IN 12.4 NM

REGISTER YOUR LOOP TR ONLINE AT MRPBIKE.COM

A link to registration can be found under the "SUPPORT" heading. While there check out our "TECH RESOURCES" section for more information on the tuning, maintenance, and the technology found in your MRP fork.

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MOUNTAIN RACING PRODUCTS
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GRAND JUNCTION, CO 81505
970.241.3518

MOUNTAIN RACING PRODUCTS
HIGH ALTITUDE PERFORMANCE

LOOP TR OWNER'S MANUAL

IMPORTANT CONSUMER SAFETY INFORMATION

WARNING: RIDING A BIKE IS DANGEROUS. NOT PROPERLY MAINTAINING OR INSPECTING YOUR BIKE AND ITS COMPONENTS IS EVEN MORE DANGEROUS. IT IS ALSO DANGEROUS TO NOT READ AND FOLLOW THESE INSTRUCTIONS.

Thank you for choosing MRP. This owner's manual is your reference guide to using and fine-tuning your suspension fork for optimum performance and comfort. It also provides important information about the proper maintenance of your fork. Carefully read this manual before installing your fork. If you need further assistance, our experienced team is able to advise and assist you to find the exact set up to meet your personal needs.

The fork is an important part of your mountain bike and this owner's manual explains how to install and use it properly. We recommend that it be installed by a qualified bicycle mechanic. Improperly installed forks might cause serious harm to you and may severely damage your mountain bike. Never take any chances with your safety. Before installing and using your new fork, carefully read this owner's manual to learn the correct installation and adjustment procedures and avoid the consequences of an incorrect installation or improper adjustment.

When your fork requires an oil change or other internal maintenance, MRP and experienced suspension service centers are best qualified to provide the necessary service or repairs.

FORK INSTALLATION

1. Remove your old fork from the bicycle. Measure the diameter and length of your old fork's steerer tube to ensure that your new steerer tube is the correct diameter and sufficient length for the installation. If your MRP fork has a tapered steerer tube, be sure to leave enough room above the taper to allow for proper stem installation.
2. Remove the crown race from your old fork.
3. Press the crown race onto your new fork. (See Figure #1)
4. Preassemble the fork on the bike with the headset, stem, and spacers (optional). Refer to your stem manufacturer's instructions to determine how much room is needed to clamp the stem.
5. Mark the steerer tube at the top of the stem. The steerer tube will now need to be cut to the correct length. Disassemble and cut 3mm (1/8") below the mark. Consult your dealer or mechanic if you don't have the proper tools to cut the steerer tube.

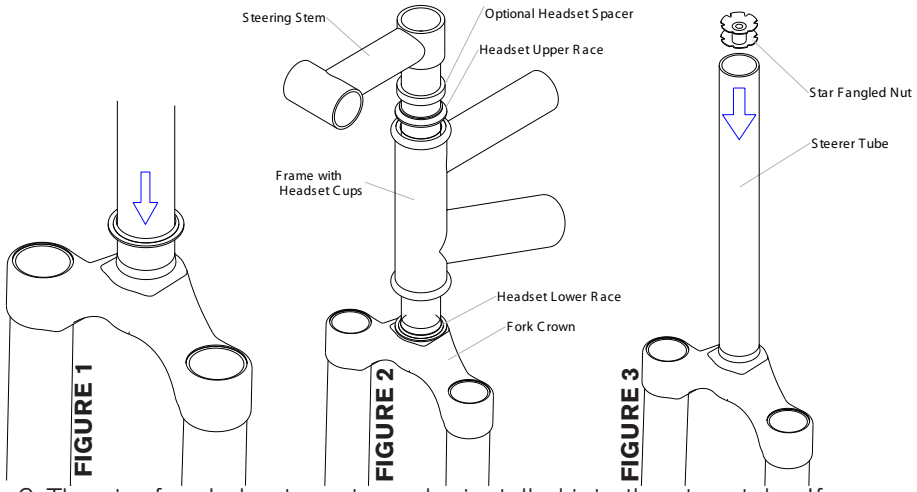
WARRANTY:

MRP suspension products are the highest quality and as such are warranted to be free from defects in materials and workmanship for a period of one year from the date of purchase for the original purchaser. If date of purchase cannot be verified by product registration or proof of purchase then the warranty is one year from the date of manufacture. On receipt of the product by MRP, if it is found to be defective, MRP will determine replacement or repair of the product at its sole discretion. MRP shall not be liable for any indirect, special or consequential damages. Warranty does not apply to any product that has been installed improperly or adjusted using methods not outlined in this manual. Warranty also does not cover products that have been misused or products that have missing/altered serial numbers. This warranty does not cover breakage or damage that may result from crashes, falls, or abuse. Normal wear and tear items such as; seals, wipers, bushings, stanchion coating, stanchions, piston bands, foam rings, bottom out and top out bumpers, or damage caused by lack of proper maintenance as outlined in this manual is not covered by this warranty.

What to do if you need warranty inspection or service:

1. Go to MRPbike.com and locate the warranty contact form in the support section of the site. Alternatively, call or email MRP (info@mrpbike.com) about the troubles you are having and to set up a RA# (Return Authorization Number).
2. Carefully pack and ship your product, be sure to insure the package in case it is lost or damaged in transit. Clearly write the RA number on the outside of the box. (Only the return shipping to the customer is covered under warranty)
3. Wait for an email confirming MRP has received your shipment.

MAINTENANCE AND TUNING NOTES



6. The star fangled nut must now be installed into the steer tube. If you don't have the set tool, we recommend dealer installation of this part. (See Figure #3)
7. Clean and grease all headset bearings and races to prepare them for assembly. Note: Replace the bearings if there is any sign of wear or corrosion.
8. Now loosely assemble the headset, stem and handle bars as done in step four.
9. Install the headset according to the manufacturer's instructions until there is no play and the fork turns smoothly.
10. Install your front brake and adjust according to the manufacturer's instructions.
11. Install the wheel on the fork. Proper installation of the QtapeR axle is communicated in the next section of this manual.
12. Check to see that the brakes are adjusted and properly working. Make sure that the brake cable does not interfere with any part of the bike and is secured under the brake hose clamp on the fork brace. Make sure your brakes are adjusted and functioning properly, and the brake hose does not interfere with any part of the bike when the fork is compressed and released.

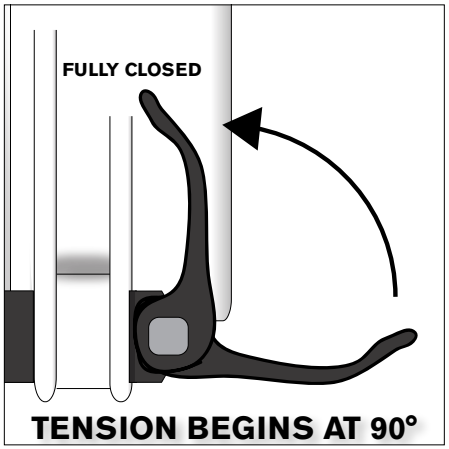
IMPORTANT BRAKE INFORMATION:
THE LOOP TR FORK FEATURES A POST MOUNT FOR 160mm ROTORS. SHOULD YOU WANT TO USE A LARGER ROTOR, MAKE SURE TO USE THE APPROPRIATE DISC BRAKE ADAPTOR AS RECOMMENDED BY YOUR BRAKE MANUFACTURER. FAILURE TO DO SO COULD RESULT IN SERIOUS INJURY OR DEATH.

OPERATING THE QTAPER AXLE

The QtapeR-15 axle operates in a similar manner to a traditional quick release skewer. It's patent pending tapered wedge interface grips both the axle and fork lowers. This provides you with an extremely stiff fork that steers very accurately.

INSTALLING WHEEL

1. Seat hub into the dropouts of the fork.
2. Insert axle through the disc brake side dropout, through the hub and into the captive nut on the non-disc brake side dropout.
3. Thread axle into the captive nut by turning the axle or the nut in a clockwise direction. Position the quick release lever so that when closed, it's parallel with the fork leg and pointing upwards.
4. When you can feel tension on the quick release cam when the lever is pointing straight out from the axle (90 degrees from the fork leg), you've reached the correct starting point tension. If you don't feel the cam start to tension at the 90-degree point, more tension is needed. You should not have to strain to close the lever, but it should close firmly.



IMPORTANT:
DO NOT LUBRICATE AXLE PARTS

REMOVING WHEEL

1. Open the quick release lever all the way. Because the QtapeR system's tapered wedges grip very tightly to the dropouts and the axle, it's normal for the tapered wedges to occasionally remain in their seated position when you open the quick release lever. Should this happen, apply a light tap on the side of the tire with the heel of your palm. This allows the tapered wedges to release.
2. Unthread the axle (counter clockwise rotation) and pull it out from the disc brake side.

IMPORTANT:
WHEN INSTALLING THE WHEEL OR A NEW TIRE, CHECK FOR MINIMUM CLEARANCE. RELIEVE AIR PRESSURE IN THE AIR SPRING AND COMPRESS FORK COMPLETELY TO BOTTOM OUT. THERE MUST BE 1/8" OR 3MM CLEARANCE BETWEEN THE CROWN AND HIGHEST POINT ON THE TIRE AT FULL BOTTOM OUT TO ENSURE ADEQUATE CLEARANCE IN ALL RIDING CONDITIONS.

o-rings should be replaced and coated with fork grease before further re-assembly.

11. 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 spring rods.

12. 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.

13. Use the rebound removal knob to hold the rebound adjustment stationary as the damper screw is tightened (if you do not have the rebound removal knob refer to 14a). 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 hex 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 compression knob to the fully open position and compress the fork until the casting touches the rod of the air spring. Install the Schrader valve and tighten to 75 inch-lbs (8.5 Nm). Remove the Schrader valve cap and inflate the fork to desired riding pressure.

MAINTENANCE AND TUNING NOTES

5. Thread the Schrader valve (with the Schrader cap threaded on) part way into the damper rod and tap the screw firmly with the mallet to unseat the damper rod. Remove the Schrader valve. 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 air chamber, use the snap ring pliers to remove the snap ring at the bottom of the air spring stanchion. Thread the Schrader valve into the end of the spring side rod. Gripping the screw, pull firmly on the rod to remove the negative spring assembly. It will be handy to depress the air release valve in the RAMP knob because the air piston will come out with the rod and negative spring assembly.

7. Leave the Schrader valve in the end of the rod until step 10, below, to keep spacers, o-rings, and other parts on the rod in their proper order. Inspect the negative spring and the top out spring for any wear or damage.

8. With a 2mm hex wrench, loosen all three of the setscrews around the top out guide, back them out so there is 1mm exposed of the setscrew. Slide the top out guide up or down depending on the travel you want (120-150 for 27.5/26 an 120-140 for 29), visually align the three detents in the rod with the setscrews. You can remove one setscrew to get better alignment of the detents and setscrews. With things visually aligned, go ahead and tighten the screws until you feel them touch the control rod, do not tighten down yet. Grab the top out guide and twist it side to side making sure the screws are in the detents in the rod, if not then the top out guide would rotate around the rod easily. With the screws seated in the detents go ahead and tighten the screws down, making sure you are tightening all three at the same pressure. Make sure not to over tighten the screws, as this could strip the threads or deform the top out guide causing friction in the air spring assembly.

9. Before inserting the rod assembly back into the stanchion, make sure the negative and top out springs are well coated in grease. Depress the air release valve in the RAMP knob and Insert the spring rod assembly 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. 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. With 26/27.5 LOOP TR forks, check that the bottom out bumper and washer are on the spring side rod of the air spring. For 29er LOOP TR forks the bottom out bumper should be on the rod without a washer, but have a spool-shaped riser that remains inside the spring side leg of the lower casting. Before reassembling the lower casting to the stanchion assembly, check the o-rings on the air spring screw and damper screw. Damaged

TUNING

Charts and recommendations in this section are meant to be starting points only. Tuning is a highly subjective process, adjust accordingly - and don't hesitate to contact us should you need help in the process.

AIR PRESSURE

MRP forks use the *EQUALAIR* two-chamber air spring and fill from the bottom. The air chambers are self-equalizing, but on first fill it helps to pull the fork apart (pushing the lowers away from the crown) to make sure it is at full extension (and the gauge reading is accurate). On the top of the spring-side fork leg, in the center of the Ramp Control knob, is a bleed button. Should you need to reduce air pressure, do it **ONLY** from this location. Bleeding from the bottom, via the valve or pump, draws air only out of the lower chamber and can expose your brake rotor to

RIDER WEIGHT	PRESSURE	
	LOOP TR 26/27.5	LOOP TR 29
120 - 135	55 - 65	60 - 70
135 - 150	65 - 75	70 - 80
150 - 165	75 - 85	80 - 90
165 - 180	85 - 95	90 - 100
180 - 195	95 - 105	100 - 110
195 - 210	105 - 115	110 -120
210 - 225	115 - 125	120 - 130

REBOUND

Adjustments to rebound can be made by turning the red knob on the bottom of the damper-side fork leg. The total range of rebound adjustment on the LOOP TR is approximately 20 clicks. Your fork comes from the factory at 8 clicks out from full slow.

Rebound damping is what prevents your suspension fork from feeling like a pogo stick. It controls the rebound stroke of the fork after a compression stroke (bump) has occurred. It is also one of the most useful adjustments and it's easy to feel the difference between different settings. Increasing (turn knob clockwise) rebound damping slows the rebound stroke of the fork. Decreasing (turn knob counter clockwise) rebound damping speeds up the rebound stroke of the fork. Ideally, you want to arrive at a setting that allows your wheel to track the terrain and not get bounced off line. In the chart below you'll see a recommended rebound starting point. Utilize this starting point by turning the rebound knob fully clockwise then turning it back counter-clockwise until you reach the desired number of "clicks".

Rider Weight	120 - 135	135 - 150	150 - 165	165 - 180	180 - 195	195 - 210	210 - 225
Clicks	12 - 14	11 - 13	10 - 12	9 - 11	8 - 10	7 - 9	6 - 8

RAMP CONTROL

The Ramp Control unit is located within the air spring assembly, and adjusted via a 16-position knob on the top of the spring-side fork leg. Your fork comes from the factory tuned 5 clicks from the open, most linear position. Clockwise adjustment of the knob will reduce the fork's tendency to bottom-out on hard hits and increase the ending-stroke spring curve.

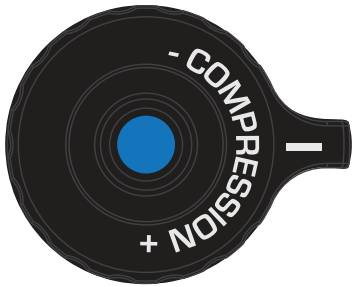
Ramp Control gives you the ability to adjust, on-the-fly, the air spring's ending-stroke curve. Part high-speed compression damping, part bottom-out control, Ramp Control is completely independent of your damper or air spring pressure settings. All MRP forks feature super-supple small-bump compliance, but with Ramp Control you can set your fork up to be super plush but still resist bottoming. Cadillac-plushness not your thing? Dial back the Ramp Control and up your pressure to enjoy a more linear fork that rides high but uses every inch of travel effectively.

Adjusting your LOOP TR to 8 or more clicks of Ramp Control will help you stay in control on particularly steep or fast trails by preserving

COMPRESSION

The compression adjustment knob is located on the top of the damper-side fork leg. There are 8 positions of adjustment. Your fork comes from the factory in the first, least damped position.

As you turn the dial clockwise, you are adding compression damping or slowing the forks compression stroke. It is an adjustment that is subtle, and often overlooked, but can make a big difference in how your fork performs. Aggressive riders tend to like more compression damping because it provides a firmer, more positive feel. Comfort oriented, less aggressive riders tend to like less because it allows more small bump sensitivity. Do not confuse compression damping with spring rate (air pressure). They are very different adjustments, and while adding compression damping may make the fork feel "stiffer", it is not changing the spring rate.



In the eighth, final position of the compression adjustment range our patented magnetic valving provides a highly-damped, supported feel perfect for smooth trails, road stretches and transfer stages. Should you encounter any rough patches however, the magnetic valving will "blow-off" and allow the fork to cycle and your front wheel to track.

TRAVEL ADJUST

IMPORTANT INFORMATION:
TRAVEL ADJUSTMENT ON THE LOOP TR REQUIRES SOME KNOWLEDGE AND FAMILIARITY OF BASIC FORK DISASSEMBLY. IF YOU HAVE ANY RESERVATIONS REGARDING YOUR ABILITY TO DISASSEMBLE THE FORK, TAKE IT TO A QUALIFIED PROFESSIONAL.

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)*
- *Hex keys, 2 & 3 mm*
- *Air piston o-ring 100262*
- *Air cap o-ring 101271 (some will take 100162 and 101285)*
- *Extra o-rings 102523*
- *Fork or suspension oil, 5wt.,3 oz (only about 12 ml will be used)*

1. After removing the fork from the bicycle, release all air pressure from the air spring leg by depressing the air release valve located in the center of the ramp control knob. With the air released take a 10mm wrench and unthread the Schrader valve located on the bottom of the disc leg, until it protrudes roughly 5mm. Thread the Schrader valve cap back on to the valve all the way and use your rubber mallet to tap the Schrader cap to release the control rod from the lowers. Once released continue to unthread the Schrader valve from the bottom of the fork.
2. Slide the lower casting to the fully extended position on the stanchion assembly and turn the compression knob clockwise to the closed position.
3. Loosen the setscrew 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 (if you do not have the removal knob refer to step 4a) 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.