



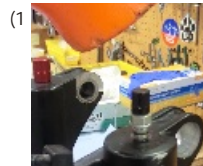
LOOP SL

Travel Change Instructions

Necessary tools:

- Socket wrench, 10 mm
- Socket wrench, 24 mm
- Rubber or plastic mallet
- Rebound removal knob WB-97-702 (optional)
- Open-end wrench, 10 mm
- Snap ring pliers (fine tip)
- Small flat blade screw driver
- Pliers
- Hex keys, 2 & 3 mm

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 black air release cap on the crown. Then release air out of the Schrader valve on the bottom of the disc leg. 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 cap back on to the valve and use your rubber mallet to tap the Schrader cap and release the control rod from the lowers. Once released, continue to unthread the Schrader valve from the bottom of the fork.

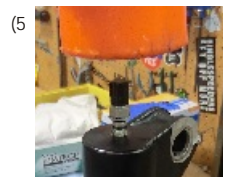


2) Slide the lower casting to the fully extended position on the stanchion assembly and turn the compression knob clockwise to the closed position.

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 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 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) Check that all pressure has been released from the air chamber. Using snap ring pliers remove the snap ring at the bottom of the air spring stanchion.

7) With the snap ring removed, gently pull on the air spring rod so that the end of the top out spacer is showing. Gently pull the top out spacer, with travel spacers attached on some models, out of the stanchion set it aside. Note: You do not need to remove the air spring assembly when changing the travel on your fork.

8) The top out spacer will, in some cases, have travel adjustment spacers attached depending on the travel the fork was ordered at. These spacers reduce the travel by 10mm and 20mm off the max travel available for the fork model (LOOP SL 27.5 = 110mm, LOOP SL 29 = 100mm). The spacers are in 10mm and 20mm lengths. Travel adjustment on MRP forks can only be done in the increments outlined, and in the range of travel the fork is intended to have.

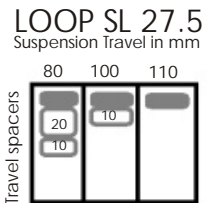


INCREASE TRAVEL

To increase the travel, remove the length of the spacer equal to the amount of travel you want the fork to increase by.

EXAMPLE: You want to make your LOOP SL 29 80mm fork a 100mm fork; Remove the 20mm travel spacer.

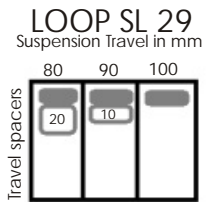
If you are setting the fork at its max available travel then remove all the travel spacers from the top out spacer. The top out spacer will be all that you need inside the fork to achieve max travel.



REDUCE TRAVEL/ AXLE-TO-CROWN

To reduce the travel, add the length of spacer equal to the amount of travel you want the Travel/axle-to-crown shortened by.

EXAMPLE: You want to make your LOOP SL 27.5 100mm fork a 80mm fork; Add a 10mm and 20mm travel spacer to the top out spacer.



The shortest recommended travel on the LOOP SL forks, 27.5 and 29, is 80mm. Reducing the travel on your fork more than what MRP has set as the minimum travel, may compromise the performance of the fork.

9) With the travel spacer/s set to your desired travel and locked into the top out spacer, or just the top out spacer, insert the top out spacer into the air spring stanchion. If you are reducing travel you may need to give the top out spacer a push to get it fully inserted.

10) Re-install the snap ring by inserting one end into the groove at the bottom of the stanchion. Then work your way around pushing the snap ring into place. Once in place, grab the air spring rod and give it a tug to make sure the snap ring is properly installed and will not come out.



11) 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.

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 20 cc of fork oil into the screw hole of the spring leg for lubrication, 10 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.



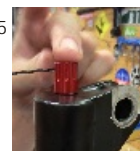
13) Resume sliding the casting onto the stanchions until the casting touches the damper rod. Use the corner of a shop rag or cotton swabs to remove excess oil that may have gotten into the end of the damper rod, then install the damper screw.

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).



16) With the **EQUALAIR** spring in your fork you will first want to inflate the fork to 50psi with a bicycle shock pump. Then pull the lowers away from the crown allowing the two chambers to equalize in air pressure; you can leave the pump attached during the inflation process. Now inflate the fork to your desired air pressure and pull the lowers away from the crown again. Again re-inflate the **EQUALAIR** spring to your desired pressure and remove the air pump and install the air cap.



17) Install your fork on to the bike. Reset your sag as the air pressure for the new travel and geometry of the bike may require a little different pressure for proper sag.