

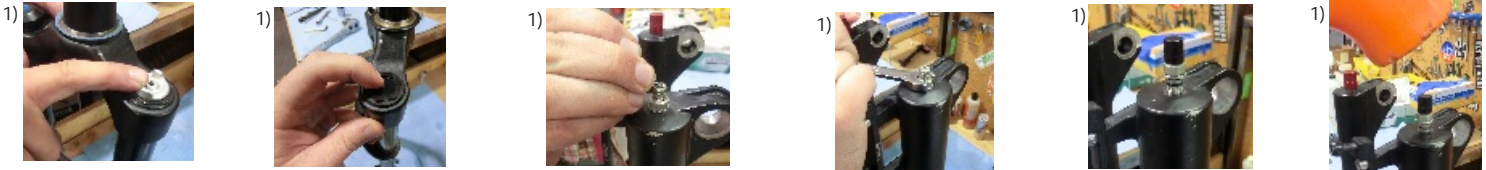


# LOOP SL, LOOP TR, STAGE WIPER SEAL KIT

### Necessary tools:

- Socket wrench, 10 mm
- Wiper installation tool for 32mm or 34mm
- Rubber or plastic mallet
- Rebound removal knob WB-97-702 (optional)
- Open-end wrench, 10 mm
- Hex keys, 2 and 3mm

1) After removing the fork from the bicycle, release all air pressure from the air spring leg. Depress the air release valve located in the center of the ramp control knob (STAGE, LOOP TR), or in the center of the black air release cap (LOOP SL). NOTE: Turn the RAMP control to the softest setting (counterclockwise) on LOOP TR and STAGE forks, to make sure all air is released. 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 onto 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 two 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) Use a rag to wipe off the wiper seals, so dirt does not fall into the lower casting. Pull the foam rings out from under the wiper seal and discard.

7) Using a DH tire lever (what we use), or a large flat ended tool. Pry the wiper seal out of the casting, making sure not to scar the side of the casting. Discard the worn wipers.

8) Clean any leftover grease out of the wiper seat. Take a rag and some alcohol (91% isopropyl alcohol) and clean all oil and grease residue out of the wiper seat. The wiper seat needs to be clean and dry to get a proper press fit of the wiper seal in the seat.

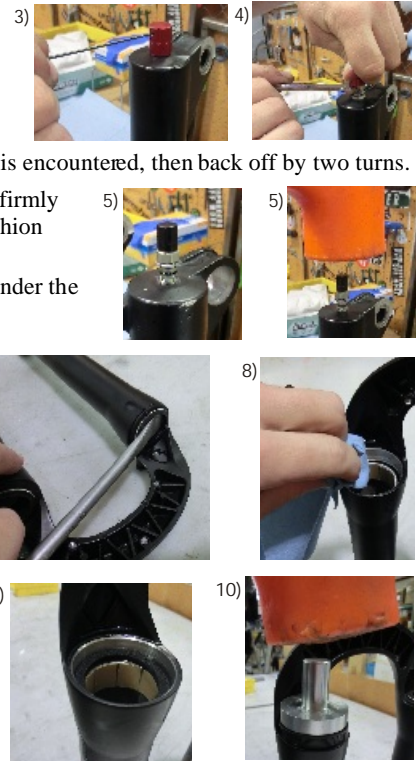
9) Set the dry foam rings at the bottom of the seat, just above the bushing.

10) Using a wiper seal installation tool, press the wipers in until fully seated. If you do not have a wiper installation tool, you can use a rigid tube that fits over the seal. You can also remove the tension spring off the upper lip and use a 33mm (LOOP) or 42mm (STAGE) socket to gently press the seal into place.

11) Take some fork oil and pour over the foam rings, getting them wet with oil. Smear the provided tubes of Slick Honey, over the wiper seals and pack any excess between the foam ring and wiper seal.

12) 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.

13) 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 20cc of fork oil into the screw hole of the spring leg for lubrication, 10cc 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 air spring rods.

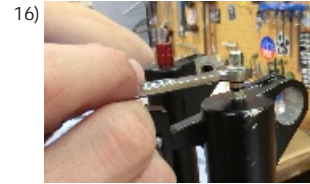
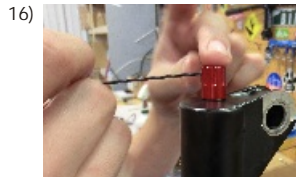
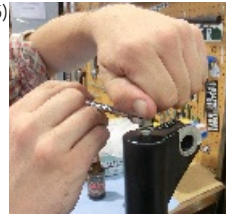


14) Resume sliding the casting onto the stanchions until the casting touches the damper rod. Use the corner of a shop rag or cotton swabs to remove excess oil that may have gotten into the end of the damper rod, then install the damper screw.

15) 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).

15a) 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).

16) 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).



17) 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.



18) Install the fork on to the bike.

Contact MRP with any questions or if you need help with this service (970) 241-3518