

+WP XACT USD48

KIT INSTALL

Our FA Adjuster Kit is ready for installation on OEM rods and OEM Compression assemblies, as depicted below. After assembling the kit, ensure the cartridges are installed on the correct side, distinguishing between the FA 'Flow Adjuster side' LHS and the rebound 'RHS' side. Although both sides maintain control over rebound and compression, and share the same valving setting, the only difference lies in the adjusters to control the Flow Adjuster mech. The OEM compression clickers on the fork's top remain unchanged. Underneath the RHS fork, rebound clicker adjustment persists, while the LHS underside now features the powerful FA/Flow Adjuster clicker.



All tuning and further information can be found on the spec sheet supplied with the kit

INSTALL :



Strip down fork and disassemble cartridges until you have 2 x comp stacks and cartridge rods as shown in pic.



The OEM bottoming system and lower rod nut use a lot of Loctite from OEM. Shaft clamps and gentle heat will aid removal of these parts.



Mount either one of the cartridge Rod / Post in 12mm shaft clamps in vice. Use gentle heat to loosen oem Loctite and undo the OEM post using a 17mm spanner.



Remove oem adjuster needle and oem piston band. Refit these parts to the Krooztune rebound post.



Clean out all oem Loctite from the threads using small pick or such tool. Blow out with air thoroughly. This is important to allow easy install of the new posts.



Apply a small amount of Loctite to the threads of the RHS krooztune rebound post.

Refit to the rod and lay this cartridge rod aside neatly and mark this side for RHS assembly only.

FOR NON-Flow Adjuster kit (Base Kit) repeat this step and skip all flow adjuster install



Next to fit FA side, Mount the other cartridge rod in clamps and use gentle heat to remove easily as we done before with the 1st rod.



Swap over the OEM piston band onto our krooztune Flow Adjuster post assembly.

You can set aside the adjuster pin and spring as our Krooztune FA adjuster has this already.



Use loctite on threads of FA adjuster assembly with OEM piston band fitted.



Use 10mm Tbar or socket and you can tighten the whole assembly down until firm. Take care not to spin the Triangle Rebound shims out of alignment form ports!

If this happens you will have to undo shim stack nut and strip the FA assembly down to the shaft to tighten.

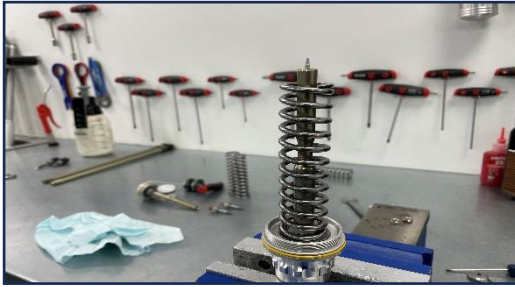
Set aside this Rod for install into cartridge LHS

If you have trouble tightening the assembly and wish to use clamps or want to check / change the shim setting, see FLOW ADJUSTER INSTALL USING THE 12MM FA CLAMP TOOL at end of instruction.



Flow adjuster post installed. Easily identified by the FA Mech/black collar underside of all the shims.

The rebound/rhs does not have this.



Use cap socket, mount in vise and undo oem comp shims and piston.

If changing pressure springs undo oem piston post also. A small gentle heat will help.



Compression assembly. Take note of any pressure spring washer/locations.



Swap pressure springs if required. Use Loctite and remount Piston post.



Install oem check shim, washer, and nut. Use small amount of Loctite and gentle tighten.

e.g. torque 6n only



Install OEM base plate and then krooztune shim setting.

Install krooztune 4 port piston large square ports down towards shims.



Next mark any cartridge as 'R' for RHS so we don't get mixed up after assembling. Slide in the RHS rebound rod as first assembled at the first steps in instruction.



Slide FA cartridge rod into other cartridge ready to be assembled LHS



Use clamps and reassemble bottoming system, adjuster rod and then bottom / nut assembly. Use Loctite and tighten together as per normal fork building procedure.



Sit in vise and fill with oil 1/3 up top alloy housing. Pump up and down to remove air. If needed top up with oil during bleeding.

Leave sit for time period and repeat until air is out from the oil and shims/system.



Use syringe/sucker system or other procedure and set oil height to around 125-130mm from top of alloy housing. Rods fully extended.

Assemble cartridge as per normal WP assembly procedure.



Use cap socket or spanner and fit the compression assembly.

After install of the compression stack, bottom out the system (push down until collapsed) and then tip out any excess oil from small window / hole in top alloy housing. You can also remove oem air bleed screw and sit USD for some period. The cartridge should return to full extension after this bottom out test. If not redo bleed procedure.



Build forks back up as per normal fork build. Place Rebound and FA decals on fork lowers using contact clean on surface to label adjusters.

FA 'Flow Adjuster' LHS/Brake side

Rebound Adjuster RHS



Build forks back up as per normal fork build. Place decals on fork lowers using contact clean on surface to label FA 'Flow Adjuster' and now Rebound Adjuster side.



Left over oem parts

*Pressure springs if swapped out

*Shock piston also in pic if install complete kit

FLOW ADJUSTER INSTALL USING THE 12MM FA CLAMP TOOL



Apply Loctite to the FA Flow Adjuster post.

Shown here with spring and adjuster pin still inserted into it as shipped out.

*Note this pin and spring simply sits into the assembly and can fall out if shaken or such



Ensuring the spring and adjuster pin are still inserted to the FA adjuster post wind into the cartridge rod.

Next using special shape in our clamping blocks, mount into a vise to tighten firm



For tightening our post onto the rod using our clamping block you can simply use a 24mm spanner, the OEM spring guide and OEM cap, without sourcing special tools.



With the FA post securely clamped into the vise use the spring guide and cap, tighten and lock them together on the rod.

Now use cap spanner to tighten firmly the FA post onto the cartridge rod as shown.



Mount cartridge rod with the FA post installed back into a vice using our 12mm clamping blocks



Reassemble all parts back onto the post. See specification for exact order if unsure or have mixed up part order.

FYI - The piston faces flat side up / small ports (Rebound side)

The shim face with a recess on the piston installs down towards the compression side shims.



Fit washer and nut gently by hand and check that the lower comp shims float via flicking them down via such tool.

Do not snag these shims in between the post and the piston. This will damage the shims and bend them out of shape. They should float up and down freely on the spring.



Align all rebound delta shims directly over the piston ports on the rebound face.

Take care they don't spin when tightening the nut. If so gently hold them with tool as shown in pic to avoid any spin/turn when you tension the nut.