

A motocross rider wearing a helmet and a jersey with 'KROOZTUNE' and 'FA48' logos is riding a dirt bike through a forest. The rider is leaning forward, and the bike is kicking up dirt. The background is a dense forest with tall trees and sunlight filtering through the leaves.

Kit Install

FA48 Flow Adjuster

WP XPLOR FORK

KROOZTUNE

SETTING SHEET

Suggested FA Compression setting - FA adjuster Cap

FA Adjuster (Top Cap) – Controls fork dive, resistance to bottoming and general overall stiffness.

Once kit is installed, wind in the FA adjuster knob in clockwise (full hard) until it gently stops. Count Clicks back out to the setting required.

Firm - 8-10 clicks out

Medium - 14 clicks out

Soft - 20 clicks out

DO NOT WIND CLICKER TOO MUCH WHEN NOT ASSEMBLED AS IT COULD DISENGAGE THE BRASS DRIVE PIN

Compression base adjuster (RHS FORK ONLY) – Controls fine adjustments, harshness and sharp edge bump absorption.

Firm – 8 clicks out

Medium – 10 clicks out

Soft – 14 clicks out

Suggested Rebound - 10-12 clicks out. Consult OEM manual for further info.

Setting

Our kit comes with 3 shim/setting options. We install Medium as a 'Base setting' on all our kits unless advised otherwise on purchase. Setting Option:

1. Soft - Plush feel, absorbs all initial hits with ease.
2. Medium - Average fitness, Average speed, great all-round setting. A balance between soft and firm. Bump absorption with great hold up.
3. Firm - Suits Ex Mx racer or fit / fast/ tall guy riding on the trails at pace. This setting works well for guys that like a firmer mx style feeling.

See the table below for tuning guidance once installed, highlighting the main issues we found on our testing program. We would adjust in these increments until great rider feeling is achieved.

Trouble shoot / issues	FA CAP ADJUSTER	FA BASE ADJUSTER
Fork diving / running low	1 click in/firmer	
Fork Bottoming hard	1-2 clicks in/firmer	
Fork Diving and overall soft	1-2 clicks in/firmer	1-2 clicks in/firmer
Fork running high in stroke/hard	1-2 clicks out/softer	
Fork harsh on small rocks/ roots		1-2 clicks out/softer
Small bump absorption tuning		Adj Softer or harder
Jumps / fork dive / ride height feel	Adj softer or harder	
Too Hard all over	2 clicks softer	2 clicks softer

****Clicks firmer 'in' clockwise direction / softer is 'out' anticlockwise** All Setting adjusted from the supplied 'Base Clicker' Setting – Medium'**

Fitting of our FA48 kit is mainly done in the LHS (Compression) fork only. The only addition to the rebound fork (RHS) will be a base adjuster/piston/shims. This part is only fitted to this side for maximum adjustability and effectiveness.



Disassemble Forks and drain completely of oil. Lay out on the bench and take note of all parts. Xplor forks are different each side, take care to not mix up each fork's internal parts. We advise to complete one fork at a time. The Rebound adjustable Fork is always fitted to the RHS leg and has the Red Base. 'R' Rebound – RHS.

Compression adjustable fork is LHS and is where most of our kit is fitted. See layout in pic for basic grouping



LHS Comp Fork Kit Install

Main parts

- Cartridge housing and black spring seat (top L)
- Fork Cap
- Compression Rod
- Base Compression Assembly (Lower R)



Using our Shaft Clamp tool hold the Compression Rod in a vise. Remove the OEM Black piston band gently using a small screwdriver/tool.

Gently heat the Steel OEM Compression assembly to loosen the OEM Loctite and undo with a 21mm Spanner

Set OEM compression assembly aside it is no longer required.



Take care to inspect our FA48 Mid valve assembly and order of parts.

This is supplied pre-assembled for clarity and ease of install.



Undo the 10mm hex nut and lay all parts out on a bench so you have our post ready for install (Bottom in Pic)

Parts order: Top - Bottom

10mm Hex Nut, Blue top Plate, Conical spring, check plate and piston.

Tip: Use a small screwdriver to transfer all shims and comp spring onto to avoid small part order mix up.



Apply Loctite 268 or any such medium strength Thread lock to the 'FA' post thread.



Thread Post into the Compression Rod that should still be clamped in the vise. Thread on as much as possible with fingers only.



Undo rod from the vise and use our multi clamp tool to clamp the rod from the FA post end. You will see this clamp has special cut outs to fit FA post end.

In the workshop we use two Jam nuts to lock together and turn the rod to tighten our FA post onto the rod. You can see in the Pic we have used the spring guide and Cap to lock together and use to tighten the rod end. A Light torque of 12n will suffice.



Hold Rod back in the vise for ease of FA post re-assembly. Transfer the Comp spring and shim stack back onto the FA Post. If in doubt check the supplied setting for any changes or shim stack order.



Assemble Piston, check shim, conical spring (tight coils to top) and top plate. Apply Loctite and very lightly wind on the 10mm nut until it gently stops. **Now check that no shims (top or bottom of piston) are snagged between the piston and the post or any part. Gently flick the shims down and check they 'float' with no interference. If you tighten the nut down with tool it will bend and damage any shims caught up in parts. Patience is key here for trouble free performance once installed.

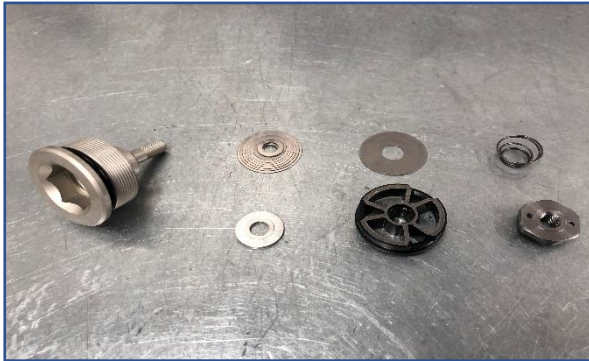


Replace the OEM black piston band onto our FA piston.



Gently slide compression rod back into cartridge housing and re fit spring guide.

Pic – Cartridge assembly / base comp assembly



Undo Base Compression assembly using a 17mm hex on the bottom and a 17mm socket on the top nut. Lay out parts and take note of order.

Top – Bottom: 17mm Hex Nut, Spring, Check shim, Piston, Shim stack/setting, base shims, Comp assembly housing.



Refit the OEM base shims.

Usually WP install Qty4 of a 16x.2mm shim.

These shims do not do anything other than space the valving thickness so as the nut tightens up on assembly. Also they provide a flat shim seat surface.

You can remove or add similar shim to space shim stack as necessary. Our settings run 3-4 of these near always.



Install the Krooztune supplied Base Compression shim stack.

Refer to setting sheet supplied with the kit for any changes or setting/shim order.



Install our Blue 4 port pistons with small ports facing down. Large ports towards the check shim and nut. Add Loctite to thread and gently wind on nut by hand.

As previously practiced ensure the free operation of the top check shim by flicking with finger or such tool. The lower Shim stack has no float it should be clamped tight with the top nut tightened.



Installed all parts ready for fork re-assembly.

We will use the Krooztune 'FA' Adjuster cap and our Acedal/Plastic top spring seat replacing the OEM top cap.

This spring seat is shipped inside the FA Cap, it may be in there still if you cannot locate this part.

****Swap OEM bleed screw onto our FA cap**



Apply assembly grease/lube onto the piston o-ring



Locate Cartridge into the LHS fork leg. It may take some jiggling to seat the cartridge on its internal hex. Once the cartridge has been seated into the fork, wind in carefully the Base Compression assembly and torque to 22n.

Stand fork up right, oil fill, bleed by pumping cartridge up and down and set oil height to specs found on setting sheet. Install fork spring, tighten cap to spring guide and tighten main FA cap. Set FA adjuster clicker to spec



Rebound Adjustable Fork / RHS

Cartridge Housing

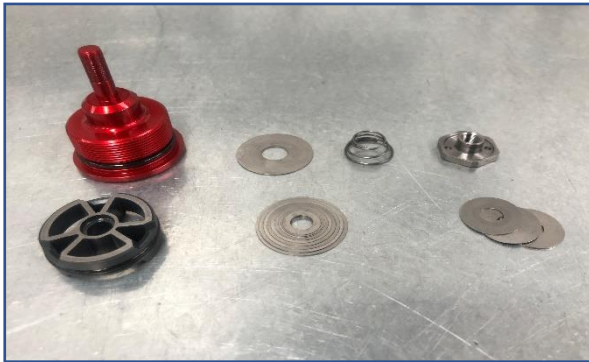
Rebound Rod

Compression Base Assembly Red

Complete disassembly of this RHS cartridge is not completely necessary. Base adjuster Mods only are required for this instance.



OEM Compression base Red / FA Adjustable Base



Disassemble the RED Compression base assembly , same as done previously for LHS fork.



Using same order of install as the other fork.

Refit the OEM base shims. 3 or 4 16x.2mm shims

Krooztune Setting/shims

Blue 4 port piston (small ports facing shims/down), check shim, spring and nut.

(OEM shims, Red post and piston left over)



Re assemble rebound rod into the cartridge housing as same as previously done on the LHS fork.

Refit cartridge assembly to RHS fork, Apply assembly grease to the piston o-ring and wind in the Black 'FA' base adjuster assembly. Torque to 24n

Stand upright, oil fill, bleed and set oil height. Assemble spring and tighten on OEM rebound cap. Set clicker to spec