

## Preliminary Safety Information

Before beginning any operation read this guide carefully. These instructions will allow you to perform the specified maintenance operations safely. For any problems not mentioned/addressed in these pages, please contact our technical department who will indicate the best solution. This guide is intended for use by professional suspension technicians. **Any damage that occurs during service performed by non authorized personnel may not be covered under warranty.**

Be aware:

- Before starting maintenance equip yourself with adequate protective equipment, we recommend the use of protective gloves and glasses.
- Read carefully the guide's instructions, for any inquiry please do not hesitate to contact your EXT authorized distributor or our technical department.
- The fork contains high pressure gas inside. Before carrying out any kind of maintenance , please make sure you have removed all the pressure from chamber “+” and then “++”.
- For best maintenance practices we suggest to be equipped with the appropriate tools listed in this guide.

## 2.2 General tools

Necessary standard tools.

Description
Bike stand
Degreaser (brake cleaner)
Cleaning wipes
Clean bowls
Fine nose plier
Allen key 2.5mm, 4mm
Valve core screwdriver
Pass through Socket Wrench(19mm) Box end wrench 13mm, 19mm
PickUp Tools
Rubber hammer
Torque wrench 0-25Nm ( to unscrew and screw ) + adapters
Loctite blu 273
Primer Loctite 7649

## 2.3 EXT Tools and consumables

Specific EXT Tool for ERA fork.

CODE	USE
EXT RED ADHESIVE GEL	adhesive gel for component assembly
EXT GREASE L1S	high -flow grease
EXT LUBE EV68S	low friction oil for slinding sliders
TL0464	stanctions lower covers
TL0637	scrapers insertion tool



## Instructions

### Preliminary operations

1. 1 Carefully clean and dry the fork.
2. Take note of pressure adjustments in order to restore them at the end of work. Adjustments must always be trascribed by counting clicks from the fully closed positions ,which means completely screwed in clockwise.
  - LSC
  - HSC
  - LSR
  - Pressure for “++” and “+” volumes.
3. Prepare a clean work surface. Any minimal contamination during assembly/disassembly maintenance operations could compromise the overall final result.

### 2.4.2 ERA basic oil service

It is possible to change the oil by following the steps as shown. Changing the oil frequently(20-30hrs) will allow you to keep the ERA sliding components in excellent condition, and increase wiper seal longevity. This operation may be performed with the fork installed on the bike.

Description	Illustration	EXT Tools
<p>Place the bike on the stand and remove the front wheel. Remove the front brake caliper( also the tube holder) and fix it (as for example with a cable tie) to the handlebar in order to protect it from any oil contamination.</p>		<ul style="list-style-type: none"> <li>• None</li> </ul>
<p>Rotate bike in stand or place the bike upside down on the floor (it should lean on the handlebar and seat). Rotate rebound knob to full open (counterclockwise) Remove the rebound adjust-ment knob (to make it easier to remove, jiggle back and forth).</p>		<ul style="list-style-type: none"> <li>• None</li> </ul>

Stop the foot stud rotation with the 4mm Allen wrench and use the 19mm to unscrew the outer nut. Repeat the operation each side.

**Attention: Rotating the 4mm instead of the 19mm may result in damage to the foot nut. If foot stud does not break free under normal pressure apply heat.** Do not let the central stem fall back into the lower to avoid introducing dirt and impurities. Clean both stems ends with a cloth and put the removed nuts in a safe place.



- Box End Wrench 19mm
- Allen key 4mm
- Clean bowl for storage

Now replace the bike to the normal position on the stand. Place an oil recovery tank under the fork. With the rubber hammer gently hit the lower arch to make it run down about 10 cm. Do not fully extract the lowers. Let all the oil run out from them, for about 10 minutes.



- Rubber hammer

Once again rotate the bike upside down or place on the floor so you will be able to work on the bottom of the lower. Keep the lowers drawn down about 10 cm. Using a graduated syringe insert the correct quantity of oil inside the lowers.

- Hydraulic side: 25cc
- Air side: 10cc

Quantities are slightly lower than those indicated in the rest of this guide due to residues that will remain inside the lowers.



- Syringe 30cc min.
- EXT Lube EV68S

With the aid of the 4mm Allen key, completely reinsert the lowers until the stems come out of it. With the aid of a pick-up tool, clean the stems, threads and nuts from the old Loctite and finally **degrease them thoroughly.**



- Allen key 4mm

Prepare the nuts with the Primer. Place the correct amount of Loctite on the male thread. Lock the nut with the 19mm polygonal wrench and tighten the stem to **9Nm.**



- Primer 7649
- Loctite 243
- Wrench 19mm
- Torque wrench
- Allen key 4mm

Abundantly grease the clicker rebound on the outside and press the red knob back in position.



- EXT grease L1S

Proceed by mounting the front wheel and brake caliper respecting the correct torques and tightening methods.






- None



### 2.4.3 ERA complete lowers service

By following these instructions it is possible to provide a complete service to the lowers in order to restore dust seals smoothness and functionality . To perform this, in addition to the tools, you need the "type A" service kit.

Descrizione	Illustrazione	EXT Tools
<p>Place the bike on the stand and remove the front wheel. Remove the front brake caliper (also the tube holder) and fix it (for example with a cable tie) to the handlebar in order to protect it from any oil spurt.</p>		<ul style="list-style-type: none"> <li>• None</li> </ul>
<p>Rotate bike in stand or place the bike upside down on the floor (it should lean on the handlebar and seat). Rotate rebound knob to full open (counterclockwise) Remove the rebound adjustment knob (to make it easier to remove, jiggle back and forth).</p>		<ul style="list-style-type: none"> <li>• None</li> </ul>
<p>Stop the foot stud rotation with the 4mm Allen wrench and use the 19mm to unscrew the outer nut. Repeat the operation each side. <b>Attention: Rotating the 4mm instead of the 19mm may result in damage to the foot nut. If foot stud does not break free under normal pressure apply heat.</b> Do not let the central stem fall back into the lower to avoid introducing dirt and impurities. Clean both stems ends with a cloth and put the removed nuts in a safe place.</p>		<ul style="list-style-type: none"> <li>• Wrench 19mm</li> <li>• Allen key 4mm</li> <li>• Clean bowl for storage</li> </ul>

Now place the bike in the normal position on the stand. Place an oil recovery tank under the fork legs. With the rubber hammer gently hit the lowers bow to make it run down completely. Let all the oil run out from the stems. Completely remove the lowers, carefully clean the stems bottom and stanchion from any impurities collected by passing over the scrapers.



- Rubber hammer

Remove the sponge rings under the scrapers. Pry with the 13mm wrench and force the scrapers out of their housing using the wrench round part. Clean the inside of the lowers by using a clean cloth.



- Box end wrench 13mm

Thoroughly clean the scraper seats using the degreaser. This is essential to ensure the correct level of sealing between the dust cover and lower. Be careful not to contaminate the DU with the degreaser.



- Degreaser



From the service kit take the new dust seals and check the presence of two snap rings. Using the TL0637 tool, insert them in their seats with the rubber hammer. Check the correct and uniform insertion of seals. **Do not use grease to lubricate the dust cover casing/seats.**



- TL0637
- Rubber hammer

Using a container large enough to contain two sponge rings, fill with EXT HDT-68 PEV oil and soak the sponge rings. Insert them in their seats underneath the dust seals, taking care not to twist them.



- EXT Lube EV68S

Dip a brush with EXT Lube EV68S oil and wet the upper and lower DU on both sides. Grease the scrapers inside. Check and if necessary clean the o-ring stroke indicator.



- EXT Lube EV68S
- EXT Grease L1S

Put the lower on the stanchion. Be very careful not to pinch the seals. Do not insert the lowers completely but keep them extracted by about 10 cm.



- EXT HDT-68 PEV

Replace the bike upside down. Using a graduated syringe insert the correct quantity of oil inside the lowers.

- Hydraulic side: 30cc
- Air side: 15cc



- None

Replace the seals at the stems ends: pre-grease the o-rings and put them in place.



- None

With the aid of the 4mm Allen key, completely reinsert the lowers until the stems come out of it. With the aid of a pick-up tool, clean the stems threads and nuts from the old Loctite and finally **degrease them thoroughly**.



- None

Prepare the nuts with the Primer. Place the correct amount of Loctite on the male thread. Lock the nut with the 19mm polygonal wrench and tighten the stem to 9Nm.



- Primer 7649
- Loctite 243
- Wrench 19mm
- Screw/Unscrew torque wrench
- Allen key 4mm

Abundantly grease the clicker rebound on the outside and then put the red knob back in position.



- EXT grease L1S

Proceed by mounting the front wheel and brake caliper respecting the correct torques and tightening methods.



- None