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2011-2013
LOOP Wiper Seal
Installation
102675

Necessary tools, parts, and supplies:

Socket wrench, 10 mm
Socket wrench, 24 mm
Rubber or plastic mallet
Rebound removal knob WB-97-702 (optional)
Open-end wrench, 10 mm
Wiper seal 102094
Foam ring 102431
O-ring 102523
Fork or suspension oil, 5 wt., 3 oz (only about 12 ml will be used)

Removal and Installation

1) After removing the fork from the bicycle, loosen the air side screw until it protrudes 3 - 5 mm from the bottom of the fork and tap it firmly with a mallet to unseat the compression rod inside the leg. Remove the screw. Release all air pressure from the air spring leg by depressing the valve core in the cap. Lubricating oil may drip from the leg with the screw removed and pressure released.

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

3) Loosen the set screw 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 spring side screw part way into the damper rod and tap the screw firmly with the mallet to unseat the damper rod. Remove the screw. Slide the fork lower casting off of the stanchion assembly. 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. Go ahead and 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. Go ahead and discard the worn wipers.

8) Clean any left over grease out of the wiper seat. Take a rag and some alcohol and, clean all oil and grease residue out of the wiper seat. We need the wiper seat to be clean and dry, to get a proper press fit of the wiper seal in the seat.

9) Make sure wiper seal and seat are clean. Set the dry foam rings at the bottom of the seat, just above the bushing.

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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 socket to gently press the seal into place.

11) Takes some fork oil and pour over the foam rings, getting them wet with oil. Also take the provided tubes of Slick Honey, and smear over the wiper seal. You can take the excess and pack 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) Check that the bottom out bumper and washer are on the compression rod of the air spring, if 26/650 model Loop fork. 29-inch Loop models have bottom out bumper on the rod without a washer, but have a spool-shaped riser that remains inside the spring side leg of the lower casting. Inflate the air spring leg to

40-50 psi for reassembly. Do not exceed 50 psi.

14) 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 10 ml of fork oil into the screw hole of the spring leg for lubrication, 2 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.

15) 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.

16) 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).

16a) 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).

17) 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). Inflate the fork to working pressure.