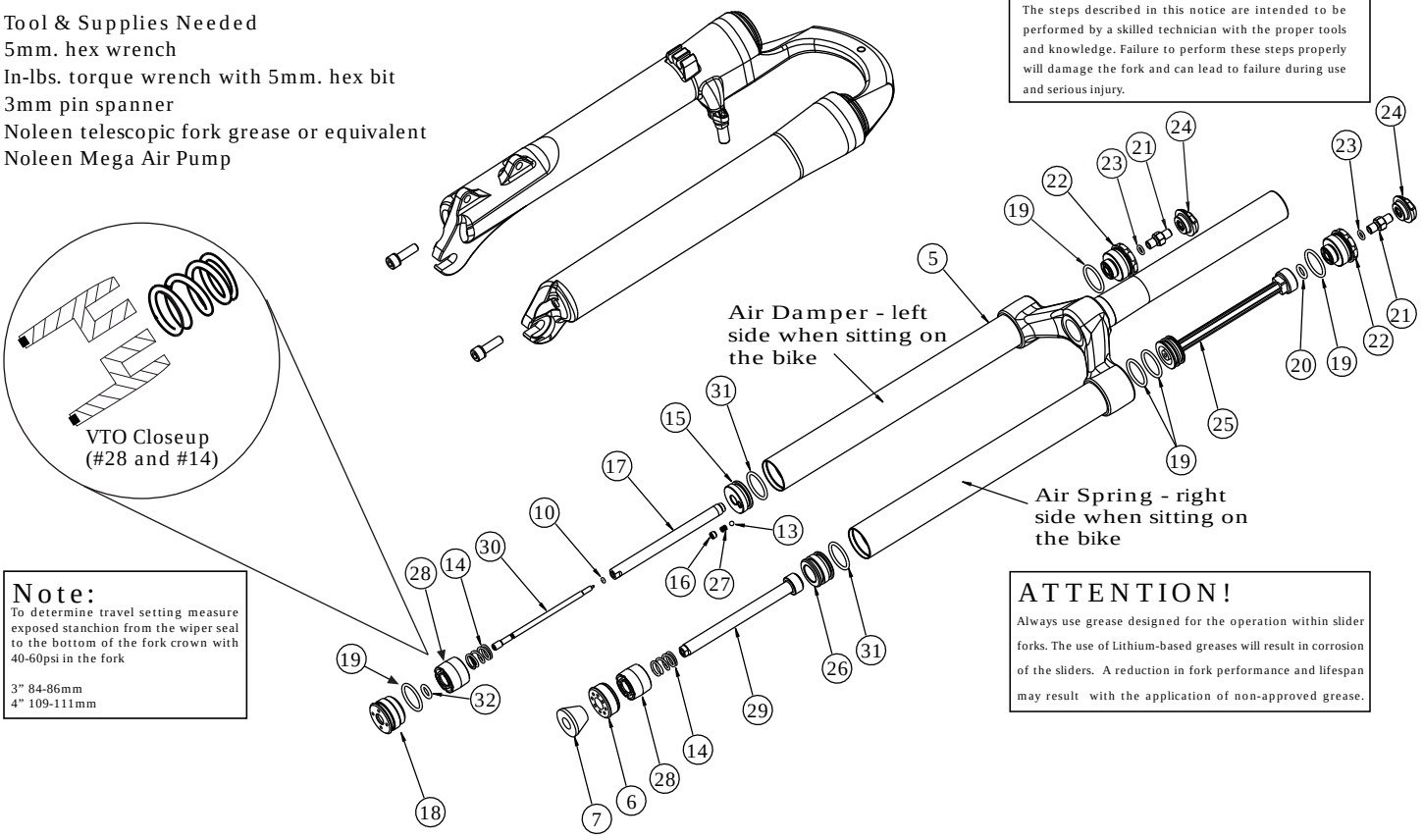
2001 Noleen Mega Air Fork VTO Upgrade (#K013901) Kit Instructions, 75 to 100mm

Tool & Supplies Needed
5mm. hex wrench
In-lbs. torque wrench with 5mm. hex bit
3mm pin spanner
Noleen telescopic fork grease or equivalent
Noleen Mega Air Pump

WARNING!
The steps described in this notice are intended to be performed by a skilled technician with the proper tools and knowledge. Failure to perform these steps properly will damage the fork and can lead to failure during use and serious injury.



Note:
To determine travel setting measure exposed stanchion from the wiper seal to the bottom of the fork crown with 40-60psi in the fork

3" 84-86mm
4" 109-111mm

ATTENTION!
Always use grease designed for the operation within slider forks. The use of Lithium-based greases will result in corrosion of the sliders. A reduction in fork performance and lifespan may result with the application of non-approved grease.

To change the fork travel from 75mm to 100mm, closely follow the following steps:

1. Review the exploded diagram
2. Clean the fork before you begin the disassembly process.
3. Remove the Schrader valve caps (part #24) from the top of both stanchions
4. Disconnect the front brake cable from brake lever. Note: It is not necessary to remove the brakes from the pivots.
5. Loosen and remove the 5mm hex slider bolts (parts #9 & #10) from the bottom of each fork leg.
6. Release the air pressure in the left and right legs by depressing the valve on the Schrader fittings (part #21).

WARNING! Failure to release the air pressure prior to disassembly may result in injury !

7. Remove the slider (part #4) by pulling down, away from the crown.
8. Clean both the inside and the outside of the slider.
9. Use the 3mm pin spanner to remove the threaded rod guide (part #6) and the seal cap (part #18).
10. Remove the top out spring spacers, VTO component, (part #28) from both sides. Removal will adjust fork travel from 75mm to 100mm.
11. Lightly coat the coil springs (part #14) with grease.
12. Reinstall the threaded rod guide (part #6) and the seal cap (part #18) with the use of the 3mm pin spanner.
13. Apply a thin layer of grease on the stanchion tubes.
14. Grease the upper portion of both sliders liberally. Note: Pay attention to the areas between the dirt wipers and the upper bushings. Not enough grease in this section will prematurely dry out the dirt wipers with minimal use, and result in excessive, performance-decreasing stiction.
15. Pressurize the left leg to 50psi using a Noleen Mega Air high-pressure pump.
16. Align the flats on damper shaft (part #17) so they face to the left and the right. See drawing.
17. Remove the spring ring on each dirt wiper and place over each stanchions and move towards crown.
18. With the dirt wiper spring ring on the stanchion, push the slider onto the stanchions.
19. After slider is mounted on stanchions, confirm dirt wiper is correct and install each spring ring onto wiper.
20. Reinstall the 5mm hex slider bolts through the bottom of the sliders.

Note: Do not apply Loctite or other thread locking compound to the threads of the hex slider bolts.

21. Torque the two slider bolts to 60 in-lbs. Note: Do not over-tighten!
22. Reinstall the brake cable into the brake lever.
23. Adjust pressure in left and right legs.

If you wish to change the travel back to 75mm repeat the above steps, but reinstall the two, top-out spring spacers (part #28). Note: Make sure the flat (non-recessed) sides of the top-out spring spacers, VTO component, sit against the top out springs (part #14). When improperly installed with the recessed side against the top-out springs, the fork's spring rate and rebound will be adversely affected. This will result in an audible "click" on each rebound return when the fork hits top out.