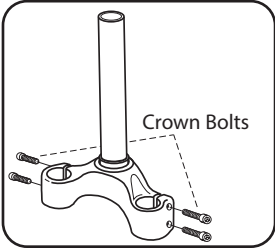
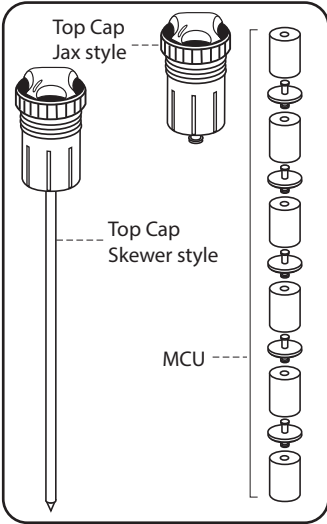
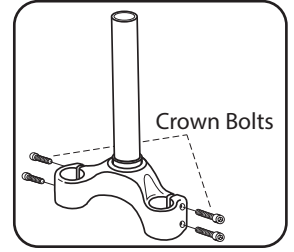


95 - 96 Type 1 MCU

97 - 98 Type 2 MCU

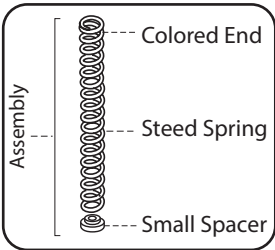
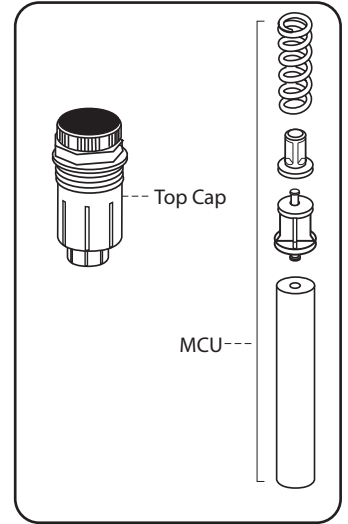


First loosen the 4 crown bolts using a 4mm or 5mm allen wrench respectively. Skip this step if your crown does not have bolts.

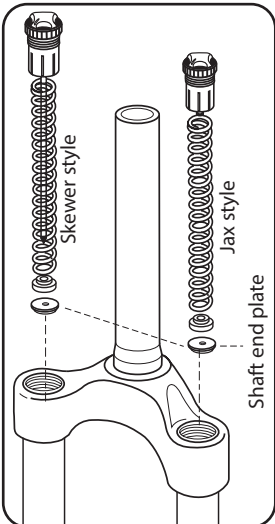
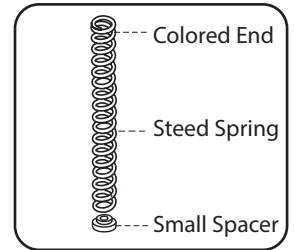


Unscrew top cap assembly counter-clockwise and pull top cap and MCU spring stack out. You may need a set of channel lock pliers to get it started.

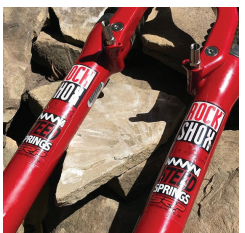
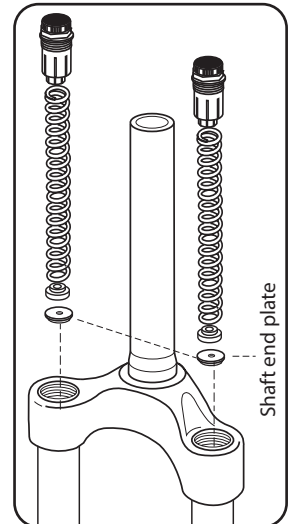
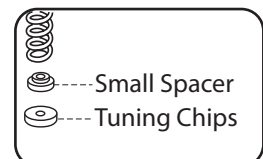
Separate the MCU (elastomers) from the Judy Jax and top cap or if you have the skewer style top cap. Slide the MCU down off the skewer. If your MCU's have turned to mush try using a spoke or coat hanger until you get everything cleaned out.



Place the new Steed spring stack into each fork leg with the plastic spacer down. It should be sitting on top of the plastic shaft end plate (which should stay in the leg). These plates will not come out with the stack, they can only be removed from the bottom. Sometime they will flip over inside the leg. Make sure the tapered side down (falt up) so that is fits into the shafts below.



The Spring stack should sit 1/4" to 1/2" below the crown. If they sit lower due to the smaller sized damper body or there is free play at top out due to shorter top caps add a tuning chip below both stacks. Alternative if you find your springs to soft you can add tuning chips to stiffen the ride. **Tuning chips should never be used to stiffen the 75/80mm travel cartridges and the DH model, as it can permanently damage the springs. They can only be used to level these springs.** After you confirmed the springs fit properly remove them and apply grease to the outside surface. This will reduce friction between the spring and leg. Lastly reinstall the top caps. *Make sure the knob is full wound counter clockwise first*, you may need to push furlmy down and turn to get them on. **See other side**



Last but not least. Apply the Steed Spring decals to each fork leg just below the RockShox decals.
 Tag us on social media: www.instagram.com/specialty_retro_products
www.facebook.com/SpecialtyRetroProducts
 If you have any questions or problems during installation please email us. sales@specialtyretroproducts.com
 If you damage your fork during installation please contact us. We have spare parts. If you are in over your head, we can do the service for you. If you just want to be done with the project we will also purchase your fork for the parts at a fair market price.

With the removal of 2 additional bolts (during the spring installation process) and the grease that we supplied you can easily lubricate the bushings which is a vital part to keeping these old forks going. Please follow these instructions.

REMOVING AND GREASING LOWER TUBES



Figure 2D



Figure 2E



Figure 3A



Figure 3B



Figure 3C

1. To lube upper tubes and bushings the lower tube/brace assembly must be removed. First, disconnect front brake cable and remove front wheel.

2. Using a 5mm hex wrench, remove 6mm bolt at bottom of each lower tube. See fig. 2D. It may be necessary to add preload to the spring stack in order to break the 6mm bolt loose. Add preload by turning the adjuster knobs clockwise and/or compress the fork.

3. After removing both 6mm bolts, pull lower tube/brace assembly free of upper tubes. See fig. 2E.

4. Use a clean, lint-free rag and degreaser to clean the aluminum upper tubes. Clean bushing surfaces inside magnesium lower tube with a clean, lint-free rag. Be certain to reach lower bushings

located 7" inside lower tube (a long 3/8" drive extension or screwdriver works well for this).

5. Apply a light coating of grease such as Judy Butter to the clean bushings (again, a long 3/8" extension without the rag this time works well for lower bushings). See fig. 3A.

NOTE: DO NOT USE LITHIUM-BASED GREASE.

6. Next, apply a light coating of grease to upper tubes (Fig. 3B) and internal lip of dust wiper located on top of each lower tube (Fig. 3C). The primary cause for a sticky Judy is a dry and/or dirty dust seal rubbing on a dry and/or dirty upper tube.

REINSTALLING THE LOWER TUBES



Figure 3D

1. Slide lower tube/brace assembly gently over upper tubes, taking care not to damage dust wiper or lower bushing. (Fig. 3D)

2. Apply medium threadlock such as blue Loctite 242 to threads of 6mm bolts and, using a 5mm allen key, reinstall them through the lower tubes, engaging threads in cartridge and/or neutral shafts.

3. Torque to 60in/lbs. If bolts do not thread into cartridge and/or neutral shafts, check to see if upper tubes have engaged lower bushings. It may be necessary to spread lower tube/brace assembly apart slightly or gently rock assembly side to side while getting lower bushings to mate with upper tubes. **DO NOT FORCE.** Be sure to push protective boots into their retaining grooves on the lower tubes.