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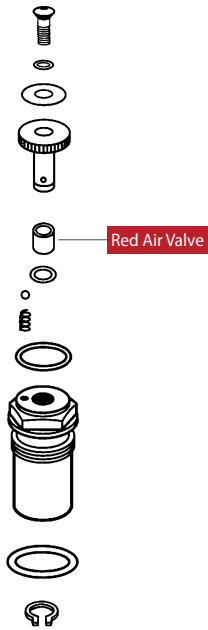


MAG SERIES

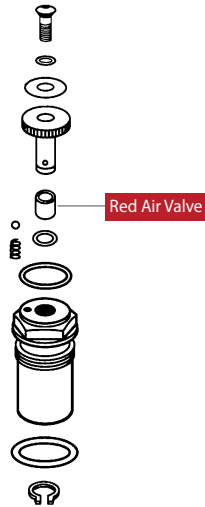
MAG SERIES 1992-97

AIR CAP ASSEMBLIES

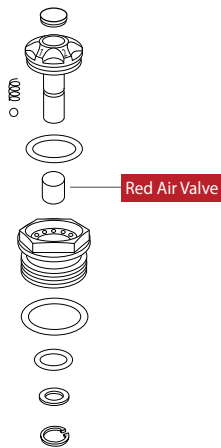
92 Mag 20



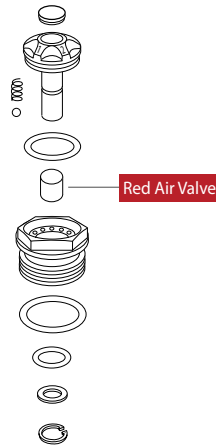
93 Mag 21



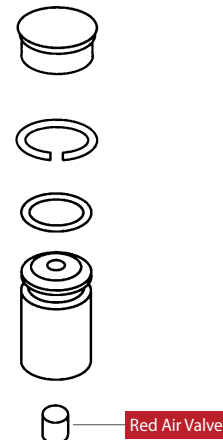
94 Mag 21/SLTI Paris-Roubaix



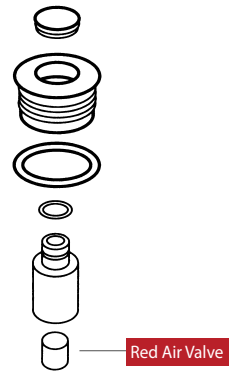
95-97 Mag 21



92 Mag 30
93 Mag 10



94 Mag 10



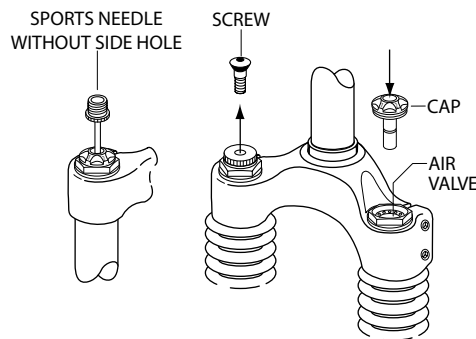
MAG SERIES DISASSEMBLY

Drawings may not match the exact model on which you are working. See the schematics and parts lists for individual model details.

Note: Wear safety glasses. Contents under pressure and oil may shoot out.

DISASSEMBLY

- 1 Remove caps or screws covering air valves.
- 2 Lubricate football needle, then insert it into the valves to depressurize legs, taking care to point it away from your face.



Tip: Lubricating the valve needle reduces valve wear, extending valve life. Judy Butter or Slickolium are two good lubricant choices.

ASSEMBLY & PRESSURIZATION

- 1 Before installing top caps be sure the O-rings are greased and that caps (most models) engage adjuster rod with bottom of adjuster head.
- 2 After caps are attached, pressurize legs to 80-100 psi to seat parts (one hour).
- 3 After 1 hour at 80 to 100 psi, release air and pump to final setting (see tuning charts).
- 4 Attach air valve covers or screws.

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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.



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MAG SERIES TUNING 1992-97



CROSS COUNTRY: Settings, Travel, 46mm (standard)									
Tuning Chart	Year	Model	Rider Weight (lbs)	Air Pressure (psi)	Oil Height (mm)	Oil Weight (SAE)	Valve Spring Preload (mm)	Rebound Bleed Hole(s) (mm)	Compression Bleed Hole (mm)
<p>Note 1: Valve springs in 1993 were 40 lb, from 1994-97 25lb. The softer spring improves responsiveness and is a tuning variable.</p> <p>Note 2: Valve spring preload is set by the number of washers used (thickness).</p> <p>Note 3: Valve plates are a tuning variable. The .005 " relief step machined into plates used from 1994-97 improves small bump response.</p> <p>Note 4: The bleed holes (compression and rebound) are tuning variables.</p>	93-97	MAG 21, 21 SL/Ti	< 140lb (64kg)	35 - 40psi (2.4 - 2.8bar)	45 - 50	5	0 - .5	none	1.5
			140 - 180lb (64 - 82kg)	38 - 42psi (2.6 - 2.9bar)	40 - 45	5	0 - .5		1
			> 180lb (82kg)	42 - 48psi (2.9 - 3.3bar)	35 - 40	8	.5 - 1.0		1
	93-94	MAG 10	< 140lb (64kg)	35 - 40psi (2.4 - 2.8bar)	50 - 55	5	0 - .5		1
			140 - 180lb (64 - 82kg)	38 - 42psi (2.6 - 2.9bar)	45 - 50	5	0 - .5		1
			> 180lb (82kg)	42 - 48psi (2.9 - 3.3bar)	40 - 45	8	.5 - 1.0		1
	92	MAG 20	< 140lb (64kg)	35 - 40psi (2.4 - 2.8bar)	32 - 35	5	0 - .5		1
			140 - 180lb (64 - 82kg)	38 - 42psi (2.6 - 2.9bar)		8	1 - .5		none
			> 180lb (82kg)	42 - 48psi (2.9 - 3.3bar)		8	.5 - 1		none
	92	MAG 30	< 140lb (64kg)	35 - 40psi (2.4 - 2.8bar)	45 - 50	8	n/a		n/a
			140 - 180lb (64 - 82kg)	38 - 42psi (2.6 - 2.9bar)		8			
			> 180lb (82kg)	42 - 48psi (2.9 - 3.3bar)		8			
DOWN HILL: Settings, Travel, 60mm except 92 Mag 20 (46mm)									
	Year	Model	Rider Weight (lbs)	Air Pressure (psi)	Oil Height (mm)	Oil Weight (SAE)	Valve Spring Preload (mm)	Rebound Bleed Hole(s) (mm)	Compression Bleed Hole (mm)
	93-97	MAG 21, 21 SL/Ti	< 140lb (64kg)	38 - 42psi (2.6 - 2.9bar)	40 - 45	5	0 - .5	2 x 1.0	2
			140 - 180lb (64 - 82kg)	40 - 45psi (2.8 - 3.1bar)	35 - 40	5	1 - .5	1 x 1.0	2
			> 180lb (82kg)	42 - 50psi (2.9 - 3.5bar)	30 - 35	8	2 - .5	none	1.5
	93-94	MAG 10	< 140lb (64kg)	38 - 42psi (2.6 - 2.9bar)	45 - 50	5	3 - .5	2 x 1.0	2
			140 - 180lb (64 - 82kg)	40 - 45psi (2.8 - 3.1bar)	40 - 45	5	4 - .5	1 x 1.0	2
			> 180lb (82kg)	42 - 50psi (2.9 - 3.5bar)	30 - 35	8	5 - .5	none	1.5
	92	MAG 20	< 140lb (64kg)	38 - 42psi (2.6 - 2.9bar)	32 - 35	5	0 - .5	none	2 x 1.0
			140 - 180lb (64 - 82kg)	40 - 45psi (2.8 - 3.1bar)	27 - 32	8	1 - .5		1 x 1
			> 180lb (82kg)	42 - 50psi (2.9 - 3.5bar)	22 - 32	8	0 - .5		none
	<p>Tuning Tips: The air chamber size directly affects the force/travel relationship. A small chamber gives a rapidly rising spring rate, while in a bigger chamber the air is compressed during a "hit" at a more gradual rising rate. Chamber size is adjusted by oil height; more oil means less space to put the air and visa versa. Damping is hydraulic: higher viscosity oil dampens more. Mag forks have high "stiction" due to tight seal tolerances needed to hold air, and the need to have a high enough initial air pressure to resist bottoming out on big bumps. Later models (starting from 1993) featured progressively improved response to small bumps using negative springs, weaker valve springs and machined valve plates to reduce stiction force and give quicker response. Damping became more clever too, so besides oil viscosity, revised porting (holes) allows a partial bypass of the system both in compression and damping for more supple response to conditions and rider weight. Many of these parts or modifications are tuning variables.</p>								