

## **Enduro Spec/MX-Tech Beta X-Trainer Lucky Installation**

Thank you for your purchase of arguably the best drop in fork kit on the market. The install for the XT Lucky is very straight forward and requires only basic hand tools but some knowledge of basic suspension operation and terminology. If at ANY POINT during the installation something doesn't look or feel right, STOP. Please email [support@endurospec.com](mailto:support@endurospec.com) with any questions or concerns.

All work will be completed on the BRAKE SIDE leg. The spring side is not disturbed unless you are replacing seals or swapping a spring while installing a Lucky. This will not be covered in this installation. Refer instead to your factory Beta service manual.

### **READ AND THEN RE-READ THIS MANUAL FIRST**

#### **Tools Required:**

Stock Beta X-Trainer Fork Cap Tool (a 50mm WP cap tool will work in a pinch)

10mm allen wrench or hex socket

2 Pin adjustable spanner wrench (included with Lucky) or HDR Lucky fork cap tool (optional)

Suspension fluid oil height tool (to measure final oil height in mm)

17mm open end wrench

High quality 5w fork oil

#### **Removal of stock cartridge**

1. Loosen stock XT fork cap of the BRAKE SIDE leg. Drain old fluid into suitable container for disposal or recycling. **Tip:** if you don't have soft vice inserts to hold the fork tube in a bench vice, loosen the cap while the fork is still on the bike.
2. Support the lower axle lug in a vice and remove the stock 10mm allen bolt in the bottom of the fork. **Tip:** If no soft jaws are available, use a shop rag to protect the axle lug from damage. Remove the stock cartridge by pulling it up and out of the outer tubes. Now is a great time to replace your fork seals and clean up the stock tubes to prepare for Lucky install.

#### **Prepare and install the Lucky**

1. A small container for o-ring grease has been included with your Lucky. On the bottom of the lucky cartridge is an o-ring that seals the unit to the inside bottom of the axle lug. **MAKE SURE THIS O-RING DOESN'T FALL OFF DURING INSTALL.** Use some grease to hold this o-ring in place during installation. We have already pre-greased this, but double check.
2. Temporarily remove the bottom adjuster bolt that comes already installed into the Lucky. This bolt holds the Lucky into the fork bottom. **DO NOT MAKE ANY COMPRESSION CLICKER ADJUSTMENTS WITH THIS BOLT REMOVED.** It holds the compression adjuster needle in place once installed. The adjuster is preset to fully stiff (clockwise) for installation and bleeding.

3. With the Lucky fork cap still installed on the unit, drop it slowly into the fork bottom and use the bottom adjuster bolt to center and install the unit. Hand tighten the bolt then finally torque to 20 ft/lbs.

### **Bleeding Procedure**

1. You will need approx. 500cc of high quality 5w oil available for the Lucky side install. Oil is measured via air gap or oil height, not by a volume measurement. We overfill the fork tube to bleed the unit then draw out the extra oil to set the air gap measurement. The compression adjuster is preset to fully stiff and rebound clicker to fully fast. This is the best way to bleed the unit. We will make clicker adjustments once the bleed is complete.
2. Fill the unit while slowly bleeding the cartridge up and down. Don't be impatient and create bubbles. Slow and steady until the motion of the unit is smooth and air free. This can take several minutes. It can be helpful to fill the unit up and set it off to the side and do something else while the cartridge fills up via gravity. Bubbles will appear as this is happening.
3. Once the motion feels smooth and has no more air in the system you will need to set the air gap. We do this by measuring the air between the top of the fluid level and the top of the fork tube, when everything is fully collapsed.
4. Remove the Lucky fork cap, collapse the fork and Lucky until it is fully seated. The last few inches are harder than the first part of the travel. This is normal and is the Huck Valve in the bottom of the fork doing it's job. Use a fork oil height tool to set the air gap to the spec listed on your settings sheet they we included just for you. The range is 80-120mm. Once you have set this height, pull up the outer fork tube to evacuate any trapped oil between the inner and outer tubes. THEN RECHECK/SET the oil height. If you skip this step you will end up with too much oil in the fork. Oil height can vary between 90-40mm of measured air gap. Refer to your spec sheet we included.
5. Re-install the fork cap and use your 2 pin spanner wrench (included) OR HDR Lucky fork cap tool and a 17mm open wrench to tighten the cap to the lock nut (looks like a spring guide in a traditional fork). DO NOT OVER TIGHTEN THIS UNION. The units are very robust and have been tested to exceed significant torque, so if you strip this out you used EXCESSIVE force to install the cap. Don't be that guy.
6. Slide outer tube up and tighten the Lucky fork cap using the 2 pin spanner wrench. Snug not tight.
7. Set your clickers to recommended settings included in your settings sheet. Top cap is Rebound and bottom of fork is Compression. Full clockwise is fully stiff/slow, counter clockwise full soft/fast. DO NOT SMASH THE CLICKER ADJUSTER DOWN. This will damage internal components. Just softly set your clickers fully clockwise, this is ZERO. Counter-clockwise, count out the number on your spec sheet.
8. Install new Lucky fork into triple clamps and torque to factory spec. The spring side is typically installed with 5mm of tube protruding out of the top of the triple clamp. Match the two fork legs so they are even on the clamps. Note, the Lucky cap is slightly taller than the stock cap so use the top of the tube where it meets the cap as your measuring point.
9. Congratulations, you're done. Re-install front wheel and brake caliper and RIDE YOUR BIKE!