

## **Joplin Rebuild Instructions**

This is a step by step list of instruction on how to rebuild the Crankbrothers Joplin post. It may not always be required to completely tear-down the post to do the work needed to a repair. Below is a list of tools you will need. This is a messy procedure. Latex gloves, apron and eye protections should be used.

### **Tool List**

1. Flat blade screwdriver
2. Phillips screwdriver
3. Ratchet with extension rod and 10mm socket
4. 19mm box wrench
5. T10 torx driver (in Joplin tool kit)
6. Avid hydraulic brake bleed kit or other syringe (in Joplin tool kit)
7. Shock pump
8. Schrader valve core removal tool
9. Push rod (in Joplin tool kit)
10. Spring compression tool (in Joplin tool kit)
11. 2 pin tool (in Joplin tool kit)
12. Push pin tool (in Joplin tool kit)
13. Loop for inspecting seals and valve (in Joplin tool kit)
14. Grease
15. 5wt. shock oil



**Step 1**  
Unscrew base cap nut (part #90450) using 10mm socket.



**Step 2**  
Unscrew logo lock ring (part #100665) by hand.



Step 3  
Remove inner tube assembly.



Step 4  
Unscrew guide block (part # 90449) by removing torx screw (part #90492) with T10 wrench. Replace guide block if worn.



#### Step 5

Remove the glide ring (part #90448) and slide the logo lock ring off the inner tube.



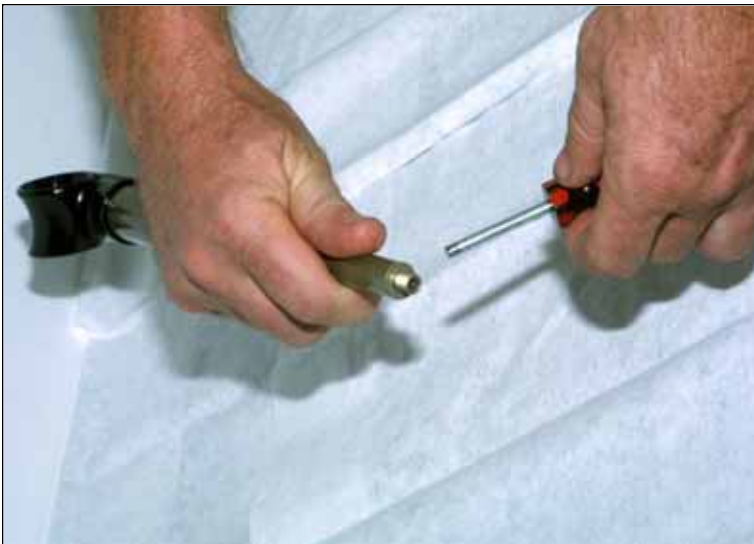
#### Step 6

Unscrew the micro Schrader cap at the end of the small inner tube (part #90818).



#### Step 7

Depressurize the post by letting the air out of the Schrader valve. For this step, it is best to have the post upside-down. Activate the lever on the post to let the air move towards the valve and then depress the Schrader valve using a shock pump or small screwdriver. It is best to release a small amount of air, activate the lever again and release a small amount of air. Repeat this until more oil than air is coming out. You will develop a feel for this in time.



#### Step 8

Unscrew the valve core (part #90417) from the post using a Schrader tool.



#### Step 9

Pump the oil out of the post by pushing the smaller of the two copper tubes (part#90447) in and out of the post. To finish it off, activate the lever on the post. This will allow any oil in the top of the chamber out (careful, this last bit usually comes out under pressure.).



#### Step 10

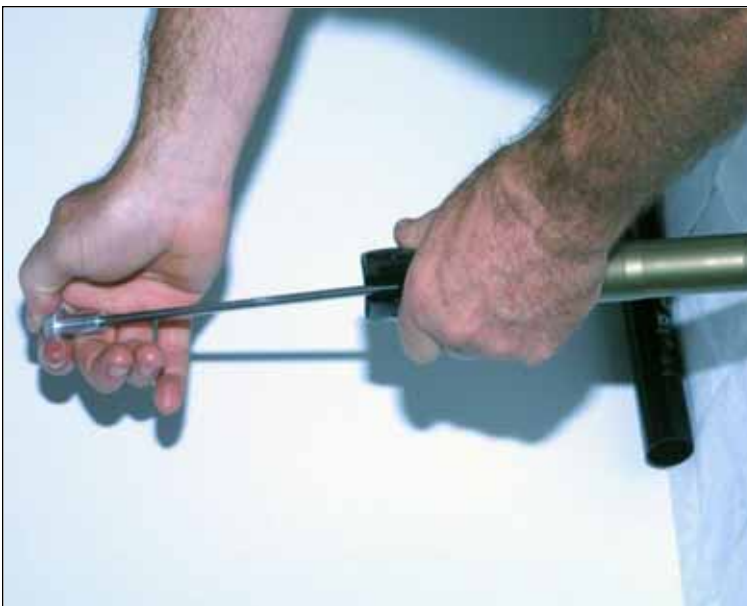


Unscrew the 3 remaining torx screws and pull the small tube out of the post. This will bring with it the seal head (part #90460). Inspect the inner and outer seals and replace if necessary.



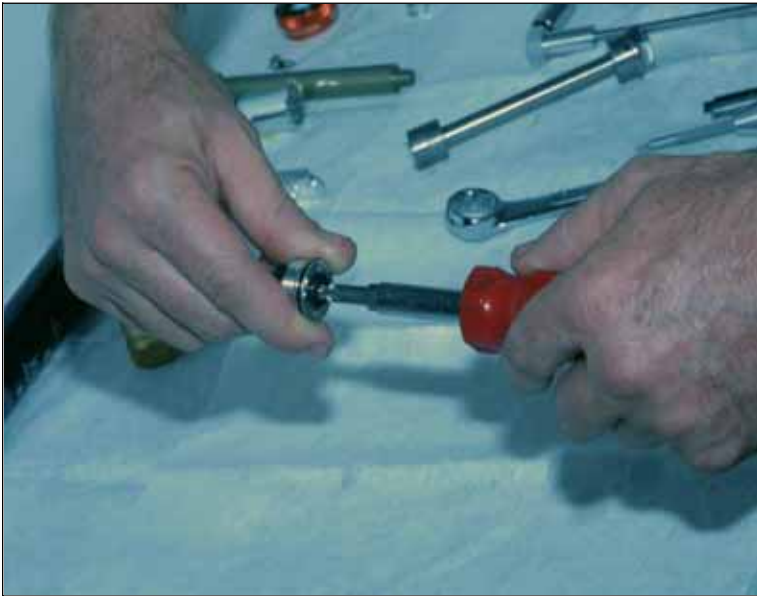
#### Step 11

Unscrew valve body assembly using the long 2-tip pin tool with the 19mm nut at the opposite end.



#### Step 12

Once unscrewed, you will need to use the push rod to extract the valve body assembly.



### Step 13

Place the valve body assembly in the silver compression tool (it screws together. One side has flats while the other is round and knurled.) to keep the spring from expanding and remove the Phillips screw (part #90479) on the valve body assembly.



### Step 13 A

Unscrew the compression tool and inspect the parts of the valve body assembly. If the valve (part #90823) is worn or deformed, replace. Also inspect the valve body o-ring (part #90192) and replace if worn.





#### Step 14

Install valve assembly into compression tool and tighten to compress spring.



#### Step 15

Install and tighten Phillips screw.



#### Step 16

Before reinstalling the valve body, apply a light coating of 5wt. shock oil to the o-ring and threads.



#### Step 17

Install valve body assembly back into inner tube (part #90453).



#### Step 18

Torque the assembly to 6Nm using the 2 tip pin tool and torque wrench.



#### Step 19

Install the small inner tube (part #90447) into the seal head (part #90460). Coat with 5wt. oil and install the seal head back into the post and fix with the 3 torx screws.



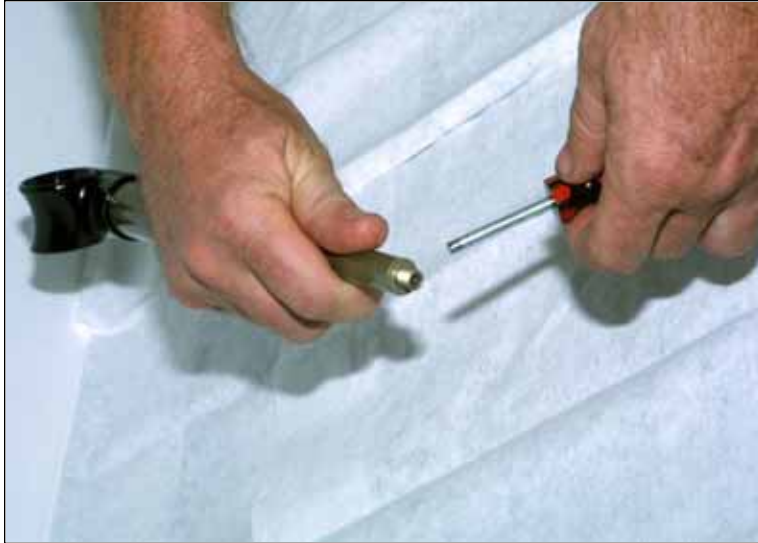
#### Step 20

Measure out 55cc (ml) of 5 wt. shock oil.



#### Step 21

With the post inverted, fill the post with the 5wt. shock oil thru the hole for the Schrader valve (the best tool for this is the syringe and attachment from an Avid bleed kit). The trick with this is that air will be escaping thru the same hole that the oil is going into. It is helpful to pull-up on the plunger to suck out air and make room for the oil. You may also need to activate the lever a few times to allow all 55cc's into the post.



#### Step 22

Once the oil is in, screw the valve core (part #90417) back into place.



#### Step 23

Pressurize the post to 70-75psi. Activate the lever. The air pressure should drop some. Pressurize to 70-75psi again and keep repeating until you can activate the lever and have no drop in pressure when the lever is activated.





#### Step 24

Inspect the rod wiper (part #90455) and replace if necessary.



#### Step 25

Slide the lock ring/rod wiper assembly onto the inn tube. Inspect the guide block (part #90449) and replace if worn. Install using T10 torx to 4Nm. Lube the post with an all-purpose grease. NOTE: orientate the guide block so that the text on the outer tube is centered on the front or back when installed in the frame.





**Step 26**

Install the base cap nut (part #90450) and torque to 4Nm. NOTE: The nut may not stop spinning as the tube with the threads is free to rotate. Tightening this nut too much will snap the threads and cause a major failure.

# The End