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I. ANSWER PRECISION SUSPENSION

THANK YOU FOR CHOOSING THE LATEST STATE OF THE ART MOUNTAIN BIKE SUSPENSION FORK AVAILABLE. THE 2000 MARS FORK MODELS HAVE STATE OF THE ART MCU/AIR SPRING SYSTEMS. THE MARS SERIES ALL USE THE TWIN PISTON CHAMBER SYSTEM (TPC) THAT SURPASS ALL OTHER TYPES OF OIL DAMPED SYSTEM IN PERFORMANCE AND DURABILITY.

Your 2000 Mars Fork is fully assembled and ready to be installed onto your bicycle and comes equipped with a 1 1/8" threadless steer tube. 2000 Mars's are available with the V-Brake cable hangerless arch and a disk brake post mount system with 74 mm spacing. It is not possible to use cantilever brakes.

II. CONSUMER SAFETY INFORMATION

GENERAL WARNING: Bicycling is a hazardous activity that requires that the rider stay in control of his or her bicycle at all times. Reading this manual entirely and properly maintaining your bicycle and suspension fork and rear shock will reduce the possibility of injury or possible death. Prior to riding your bicycle, you should inspect your suspension fork and shock to ensure that no damage has occurred during the course of riding. Do not ride your bicycle if the fork or shock shows any signs of bending, cracking, leaking, or if it is missing any of the originally supplied components. Any fall from your bicycle can result in serious injury or even death. Following these instruction can help you reduce the risk of being injured.

If you are a moderate or aggressive off-road rider, or ride at least three times a week over rough terrain, Answer recommends returning your suspension fork or shock every 2 years for a through inspection and update. Take your fork to a Manitou authorized dealer who can arrange for shipment to Answer Products, or you may call Answer to have your fork shipped directly at (661) 257-4411.

IMPORTANT: The 2000 Mars Fork is for off road use only and as such, does come with the reflectors for on road use.

1. Never remove or have the steer tube or stanchions (inner legs) removed from the crown. The steer tube and stanchions are press fit assembled at the factory. Pressing them out will permanently damage the crown, steer tube, and stanchions beyond repair and render them unsafe for any continued use.
2. Never attempt to thread a threadless steer tube. Machining threads will weaken the steer tube and create an unsafe condition. The only safe thing to do is obtain the proper crown/steerer from your dealer.
3. Any other alterations or modifications to your fork should be considered unsafe. Contact Answer Products Technical Support prior to modifying your fork in any way for safety information.
4. Do not use any Manitou Fork if any part appears to be broken, bent, cracked, or damaged. Contact your dealer or Answer Products Technical Support, (800) 670-7446, if you have any questions concerning the integrity, condition, or safe operation of your fork.
5. Answer Products recommends that you periodically inspect your fork for wear and damage. Inspect the crown, inner legs, and outer leg dropout and break arch areas for cracks or damage.

III. WARRANTY INFORMATION

Any Answer Products Manitou fork found by the factory to be defective in materials and/or workmanship within one year from the date of purchase will be repaired or replaced at the option of the manufacturer, free of charge, when received at the factory, freight prepaid. This warranty does not cover breakage, bending, or damage that may result from crashes or falls. This warranty does not cover any fork that has been modified, subject to misuse or whose serial number has been altered, defaced or removed. This warranty does not cover paint damage. Any modifications made by the user will render the warranty null and void. This warranty is expressly in lieu of all other warranties, and any implied are limited in duration to the same duration as the expressed warranty herein. Answer Products shall not be liable for any incidental or consequential damages.

If for any reason warranty work is necessary, return the fork to the place of purchase. In the USA, dealers should call Answer Products at (661) 257-4411 for a return authorization number (RA#). Instructions for repair, return, or replacement shall be given at that time at. Customers in countries other than USA should contact their dealer or local distributor. For a list of international distributors, visit our website at www.answerproducts.com.

WARNING: When installing the wheel or any new tire, check the minimum tire clearance. Measure from the highest point on the tire to the bottom of the crown. The minimum clearance allowed 3.23" (82mm) for 80mm travel fork models. Any less clearance can result in accident resulting in serious injury or death. See Figure 2

CYCLE COMPUTER INSTALLATION INSTRUCTIONS:
Follow the instructions in your owner's manual with the following exceptions:

WARNING: DO NOT DRILL A HOLE IN THE DROPOUT. THIS MAY WEAKEN THE DROPOUT, WILL VOID THE WARRANTY, AND MAY CAUSE AN UNSAFE CONDITION WITH RISK OF INJURY.

V. SUSPENSION SETUP:

- If the fork is new, break it in with at least one hour of riding before making any changes.
- Make sure the fork is in good working condition and is properly serviced and lubricated.
- Make changes in small increments.
- Keep a record of all changes made for future reference.

ADJUSTING RIDE QUALITIES:

2000 Mars TPC forks offer a wide adjustment range to suit individual riding preference and rider weight by simply changing the air pressure and MicroCellular Urethane (MCU's).

Compression Spring Fine-Tuning
Fine tuning adjustments are made by adjusting the air pressure and changing the MCU. Use the chart below as a starting point for finding the proper air spring and MCU based on rider weight. Refer to Figures 9 through 11 for MCU replacement.

Rider Weight	Air Spring	MCU
100 - 125	90 psi +/-5psi	Extra soft MCU
125 - 150	100 psi +/-5psi	Blue MCU
150 - 170	110 psi +/-5psi	Blue MCU
170 - 190	125 psi +/-5psi	Red MCU
190 - +	140 psi +/-5psi	Red MCU

Compression Damping Tuning:
To adjust the Mars 1, Mars, and Mars C: Figure 3
Simply rotate the compression-damping knob located on top of the right leg and crown. Rotating the knob clockwise will increase the damping, rotating the knob counter clockwise will reduce the damping. Excessive damping will give you a harsh ride over sharp bumps like rocky sections, but will feel good in large hits like G-outs. Insufficient compression damping will bottom out in the large hit G-outs and bob a little while climbing but feel plush on the sharp hits.

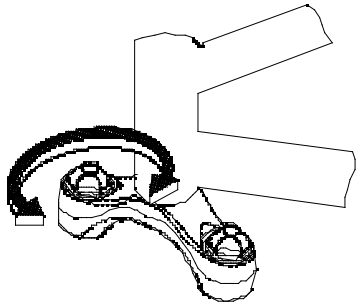


Figure 3: Mars & Mars C compression damping

To adjust the Mars CL: Figure 4
Remove the Anti-Bob compression damping assembly from the top of the right leg. Adjust the setscrew on the valve seat in to increase compression damping and out to reduce the compression damping. Try adjusting one half turn at a time.

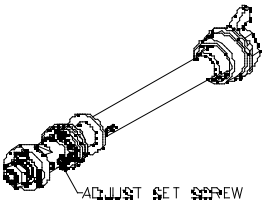


Figure 4: Mars CL compression damping

Rebound Damping Fine Tuning: Figure 5
To adjust the Mars 1, Mars, Mars C, and Mars CL
Simply rotate the rebound-damping knob located on bottom of the right leg. Rotating the knob clockwise will increase the damping, rotating the knob counter clockwise will reduce the damping. Excessive rebound damping will give you a harsh ride over repetitive bumps (like braking bumps) because the fork will pack up. Insufficient rebound damping will make the fork overactive, top out and slap back when landing from a jump. We suggest that you try adjusting your fork on the active side with minimum rebound. Then try it over a variety of terrain and tune in more rebound from there.

For additional tuning tips we recommend that you obtain a copy of the MRD tuning Manual P/N 85-3485 (download from the web at www.answerproducts.com) and check out the MRD Race Tuning kits available at your dealer.

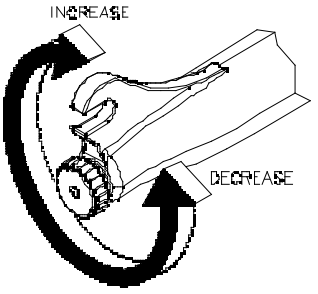


Figure 5: Rebound Damping

VI. TROUBLE SHOOTING

Fork seems to "top out" or has a slight clunking feel when front wheel comes off the ground: Excessive preload or insufficient rebound damping will result in a "top out". Select

MCU's that better fit your weight and riding style, having the air pressure set mid to low range, and increase the rebound damping to eliminate "top out".

The fork feels less active and is not getting the travel it used to when it was new:
Chances are that the fork is developing stiction. Cleaning and applying light oil to the stanchions should eliminate the problem.

Outer legs feel loose on inner legs and bushings, a knock or rock can be felt when pushed from side to side: A very minute knock is normal with the new harder bushings. If the knock is excessive or you can feel the fork rocking then the bushings should be removed and replaced. To do this you must have the Answer Products Bushing Removal Tool P/N:85-3909 and Replacement Tool Kit P/N 85-3911.

A small amount of oil seems to be leaking from top of the right leg at the adjuster cap:
If you store the 2000 Mars Fork upside down for a extended period of time a small amount of oil may leak through the adjuster cap / knob assembly. The cap area is not subjected to damping pressure under normal use. So you will not see any leakage with the fork right-side up.. A small leak in that area will not affect the performance of the fork or cause any type of damage. We recommend that you store your Manitou right side up. If this condition causes any problems please contact your Answer Products dealer or call our warranty tech department for prompt service.

VII. MAINTENANCE

IMPORTANT: The 2000 Mars should not be used if any parts appear to be, or are damaged. Contact your local dealer or Answer Products for replacement parts.

IMPORTANT: Use of fork boots is required to keep your 2000 Mars performing well and your warranty in effect. Use of this fork with the boots removed will shorten the life of the fork, reduce the performance and void the warranty. (This does not apply to Mars 1)

MICROLUBE

All 2000 Manitou forks come standard with the MicroLube lubrication system. Located at the back of the fork is a small fitting that is the heart of the MicroLube system. This is where you inject grease. The major benefits of the MicroLube system are that it is lightweight and effective. Only a small quantity of grease is needed to properly lubricate the fork, and the fitting for injecting grease puts it just where it needs to be. MicroLube also greatly decreases the time you have to spend servicing your fork because you can regrease the fork without disassembly. With MicroLube, you can simply grease your fork as needed, and that's what we recommend. If you feel any stiction developing with your fork, give about 10 squirts with Prep M lube. Push the fork up and down a few times to ensure that the lube penetrates properly and the go ride.
Your 2000 Mars Fork requires periodic maintenance, cleaning, and inspection. Moisture and contamination may build up inside the fork depending on the severity of riding conditions. To maintain top performance it is recommended that the fork be periodically disassembled, cleaned, dried and re-greased using Prep-M grease. See Figure 6.

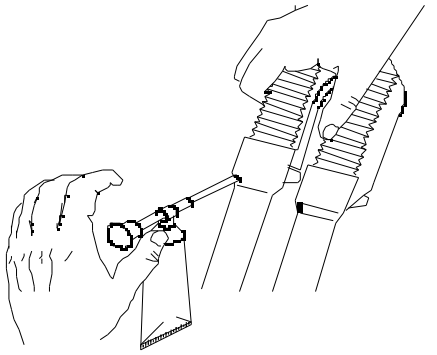


Figure 6: Lubricating The Bushings

IMPORTANT: When filling the fork with grease through the Microlube grease ports it is important to note the grease is being forced between the upper and lower bushing. If the area is overfilled the force of the grease may force the upper bushing and dust seal out.

IMPORTANT: Before every ride you should:
1. Ensure that the quick release skewers are properly adjusted and tight.
2. Check the entire fork for any obvious damage.
3. Check headset adjustment.
4. Ensure that the front brake cable is properly seated in the cable retainer & check brake adjustment.

TPC OIL LEVEL

IMPORTANT: Maintaining the proper oil level in your TPC is very important. Not enough oil will allow foaming and reduce the performance. Too much oil will restrict travel and may cause damage to the system and an unsafe riding situation. Finish reading this entire section prior to making any changes to the oil level.

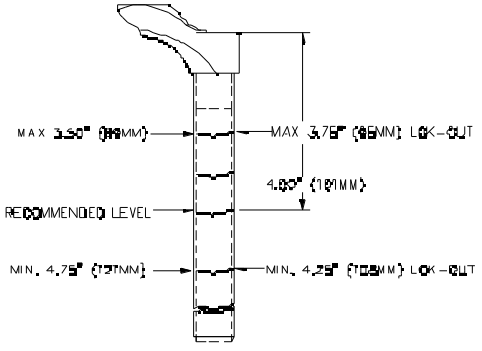


Figure 7: TPC Oil Level

To check the oil level: remove only the compression damping assembly located in

the top of the right leg. Leave the left side spring stack (air spring, MCU) in place to keep the fork fully extended. Use a tape measure or "dip stick" to determine the oil level. Oil level should be between ***4.25" (108MM) and 5.25" (133MM***) below the crown where the damping assembly screws in. The recommended level is ***4.75" (120MM)***. It is recommended that you replace your oil at least once during the year, twice if it has been contaminated with dirt, mud, or other foreign substance. Use SAE 5WT Maxima fork oil or equivalent. See Figure 7.

NOTE: The Fork does not need to be removed from the bicycle for general disassembly-assembly or cleaning. In addition, elastomer replacement is accomplished by removal of outer leg/arch assembly.

INNER FORK LEGS & CROWN

The inner fork legs and steer tube are press fit into the crown and may never be removed. Removing them will make the fork unsafe to use. If you see any slippage contact Answer Technical Staff immediately (800) 670-7446.

BRAKE ARCH

NOTE: The 2000 Mars brake arch is permanently bonded to the outer legs and is not removable. If the unit is damaged or if the bond is broken or separated it must be replaced. Using the fork with a damaged brake arch bond is unsafe and could cause serious injury. Contact Answer Products if you suspect that your brake arch bond is damaged.

REMOVAL OF OUTER LEG / ARCH ASSEMBLY

FIGURE 8:

1. Use a 4MM Allen wrench to remove the lower compression rod screw from the left leg dropout. Pop out the damping adjuster knob from the right dropout. A small screwdriver may be helpful. Use an 8MM allen wrench to remove the dropout nut. Fully compress the fork if needed to prevent the compression rod and damper shaft from turning while removing screws.
2. Pull the outer leg assembly down to remove from the inner legs and crown.
3. Remove fork boots.
4. Bushing replacement will require the use of the bushing removal tool P/N 85-3909 and bushing installation tool P/N 85-3911 which is available from Answer Products. It is recommended that the bushings be left alone unless they absolutely need replacement.

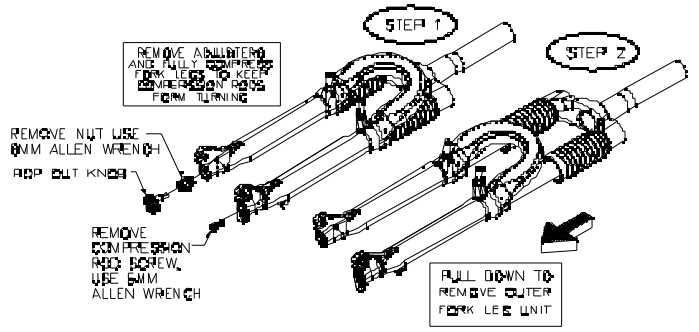


Figure 8: Outer Leg Removal

Note: It is not recommended to remove the dust seal every time the fork is disassembled. The seal and bushings should be cleaned and re-greased in place.

INSPECTION

1. Check the dust seal for tears, wear, or damage. Replace if needed.
2. Inspect the lower and upper bushing for damage to the Teflon coating. Replace using the bushing removal and replacement kits if necessary.
3. Check the outer leg/arch assembly for nicks or deep gouges on outside and inside. Replace if damaged.
4. Remove boots and check the inner legs for deep gouges and other damage. Minor wear resulting in color change is not detrimental to the gold anodized surface. Replace if wear is excessive or if inner legs are damaged.
5. Check inner legs at the bottom of the crown for cracks or for flaking anodize. Replace crown steer leg assembly if cracked or if gold anodize is beginning to flake.
6. Check the underside of the crown for cracks. Replace if cracked.

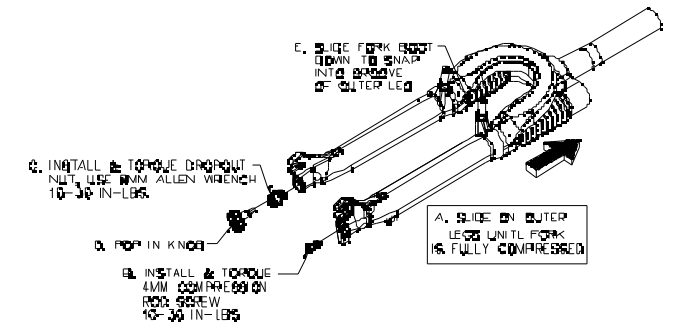


Figure 9: Outer Leg Assembly

OUTER LEG REASSEMBLY

FIGURE 9:

1. Reinstall boots.

2. Slide outer leg / Arch assembly onto inner legs and fully compress.
3. Install and torque 4mm compression rod screw and 8mm dropout nut to10-30 inch-lb. (1.1-3.5 N-m).
   Over torquing the dropout nut may damage the damper shaft.
4. Grease o-ring, pop in damper adjuster knob. O-ring holds knob in place.
5. Slide skirt of fork boots onto the dust seal. Be sure the lip snaps into the groove.
6. Lubricate the fork using the MicroLube system and Prep M grease. See page 4 Maintenance.

COMPRESSION STACK, BOOTS, & COMPRESSION ROD REMOVAL
FIGURE 10:
1. Remove outer leg assembly.
2. Slide fork boots off of inner legs.
3. Press the bottom clip off the compression rod.
4. Slide off the bottom out elastomer from left leg compression rod.
5. Using a 15/16" wrench or socket unscrew the left inner leg cap. Than remove the compression rod, elastomer and push rod.

AIR SPRING DISASSEMBLY
FIGURE 11:
1. Remove compression rod.
2. Let air out of air spring and remove top cap.
3. Push piston out top of left leg, with a _" or smaller rod. Push through the center of the air piston stop. (Air piston stop is not removable).

COMPRESSION ROD & AIR SPRING INSPECTION
1. Check the compression rod for obvious damage.
2. Check the fork boots for obvious damage.
3. Check all MCU's for obvious damage. Replace if necessary
4. Clean and inspect piston and seals, replace if seals are worn, nicked or torn.
5. Check all other parts for obvious damage, replace if necessary.
6. Replace all seals that have been removed.

COMPRESSION ROD & BOOTS REASSEMBLY
FIGURE 12:
1. Clean all parts thoroughly.
2. Grease compression rod lightly. Be sure rebound elastomer is installed onto compression rod.
3. Slide on end cap, black second stage MCU, and install bottom clip.
4. Install into left leg. Torque to 10-20 in-lbs.
5. Slide boots onto inner leg.

AIR SPRING REASSEMBLY
FIGURE 13:
1. Grease piston seals and threads in top of left leg.
2. Push the piston into the leg with the smaller hole facing down. Make certain piston is straight and gently rock it back and forth while pushing down until it is past threads.
3. Install compression rod as described above.
4. Install outer leg assembly as described in section 10.
5. Pour 2.5 CC of 40-wt oil on top of air piston.
6. Install air cap, pressurize system and install knob.

WARNING: Do not fill air spring with more than 175 psi.

REBOUND DAMPER DISASSEMBLY
FIGURE 14:
Note: Disassembly of the damping stack is not required unless you want to change or replace the shim stack.
1. Remove outer leg assembly.

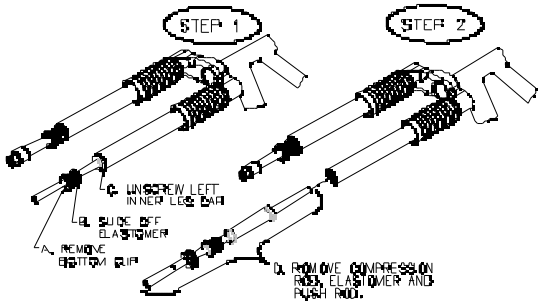


Figure 10: Compression Stack

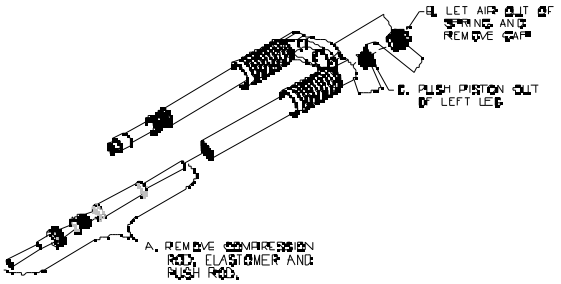


Figure 11: Air Spring Disassembly

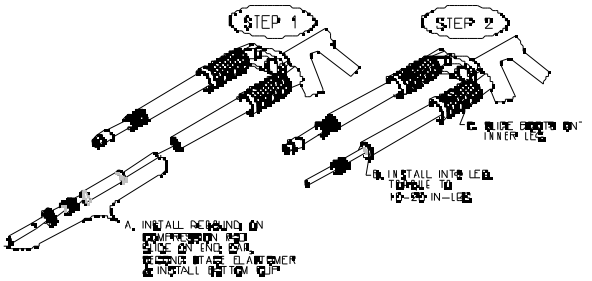


Figure 12: Lower Shaft

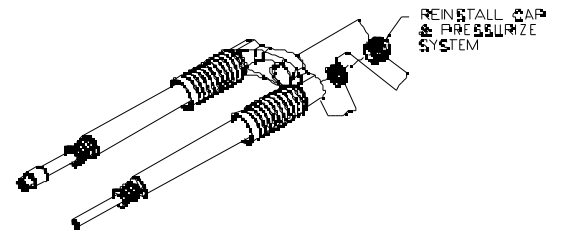


Figure 13: Air Spring Reassembly

2. Remove the right compression damping assembly from the top of the right fork leg and pour the oil out of the top of the fork and discard appropriately.
3. Using a 15/16" open end wrench or socket, unscrew the plastic end cap and pull the lower shaft out of the inner leg.
4. Remove the clear plastic detent sleeve and capture the 1/8" dia. detent ball.
5. Adjuster needle may be unscrewed from the shaft.
6. Remove the retaining ring then slide off the cup washer, & bottom out bumper. Do not remove the threaded plastic end cap at this time. Sliding the seal over the retaining ring groove may damage the seal.
7. Clamp shaft in soft jaws or collet and remove piston as a complete unit, slide end cap off of top of shaft.
8. Remove the valve nut and disassemble damping stack, make note of the exact order of the shims and spacers.

REBOUND DAMPER INSPECTION

1. Check the shaft for scratches, wear, or other obvious damage.
2. Check the seal gland and end cap seal grooves for damage.
3. Check shims for permanent bends or damage.
4. Check all other parts for obvious damage, replace if necessary.
5. Replace all seals that have been removed.
6. Clean shims using lint free rags or paper towels.

REBOUND DAMPER ASSEMBLY

FIGURE 14:

1. Install all o-rings and seals that you removed.
2. Grease all seals lightly with seal grease.
3. Assemble shim stack and spacers onto the piston seat in exact order that they were removed. Apply a small amount of blue Loc-tite to piston seat threads install and hand tighten nut. Be sure large blow off washer will slide over piston spacer and compress the small spring. Torque 12 in-lb. (1.3 N-m) max, over tightening will damage the piston.
4. Apply a small amount of blue Loc-tite to piston seat threads. Install piston seat into shaft. Use wrench flats on piston seat to torque piston seat to 30 in-lb. (3.5 N-m) max.
5. Install lower needle gently into shaft; thread until it stops then back off two turns for initial adjustment.
6. Slide shaft assembly through the plastic end cap, slide on 2nd STG Elastomer, cup washer and snap ring, place detent ball in place and slide clear detent sleeve over it.
7. Insert into right leg and thread in end cap. Torque 30 in-lb. (3.5N-m) max.
8. Install outer leg assembly ,see Figure 9.Add 5 WT Maxima or equivalent oil. Do not over fill. Check oil level, see Figure 8.

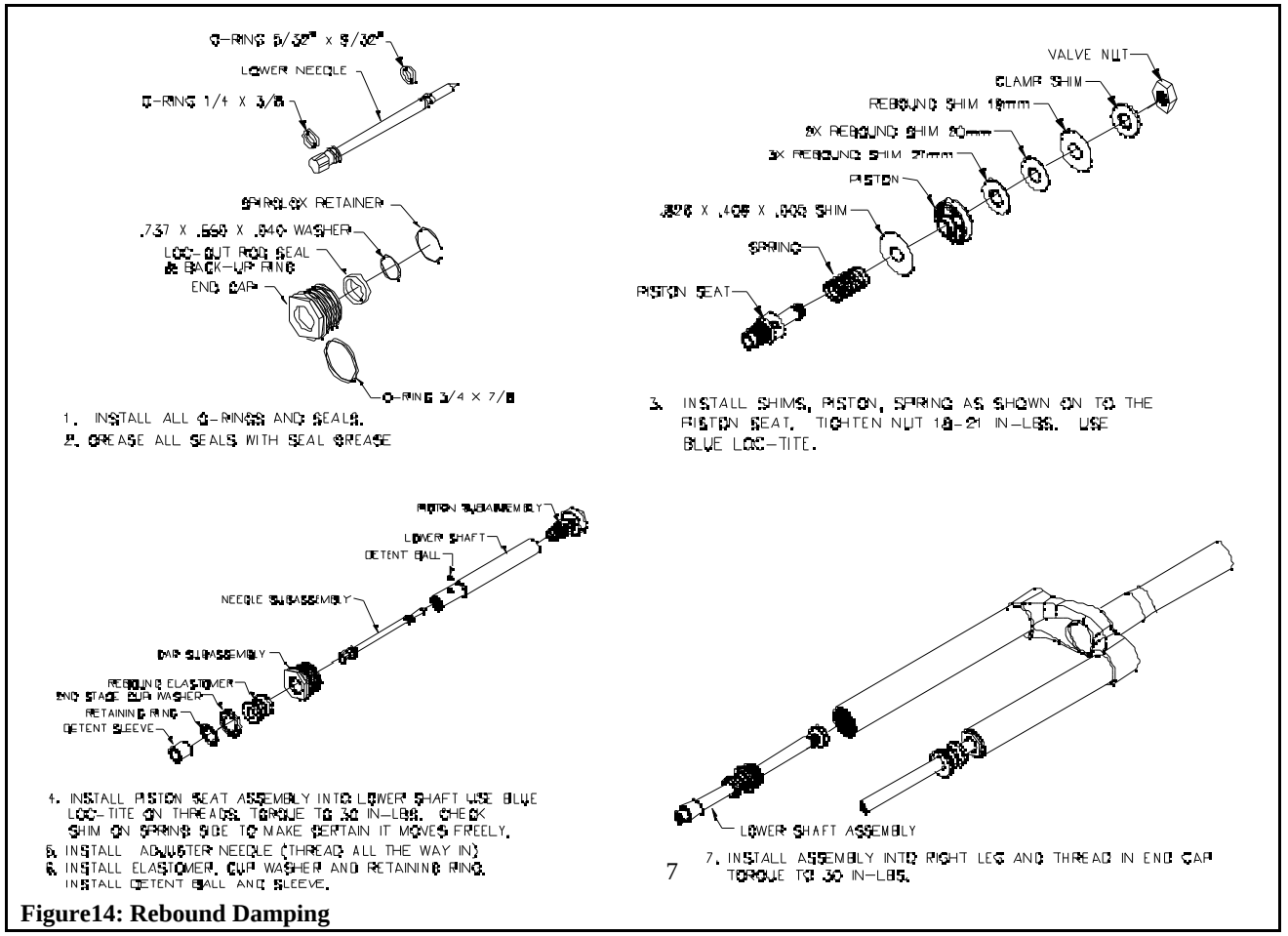


Figure14: Rebound Damping

COMPRESSION DAMPER DISASSEMBLY

FIGURE 15:
Mars 1, Mars & Mars C

1. The compression damping assembly is almost identical to the lower shaft assembly. Remove compression damping assembly from top of right leg.
2. Unscrew the compression damping adjuster all the way until it stops. The knob and the needle do not need to be removed. The shaft also does not need to be removed from the cap. The threads are bonded to prevent leaking.
3. Do not remove piston assembly from shaft. Remove the valve nut and disassemble damping stack, make note of the exact order of the shims and spacers.

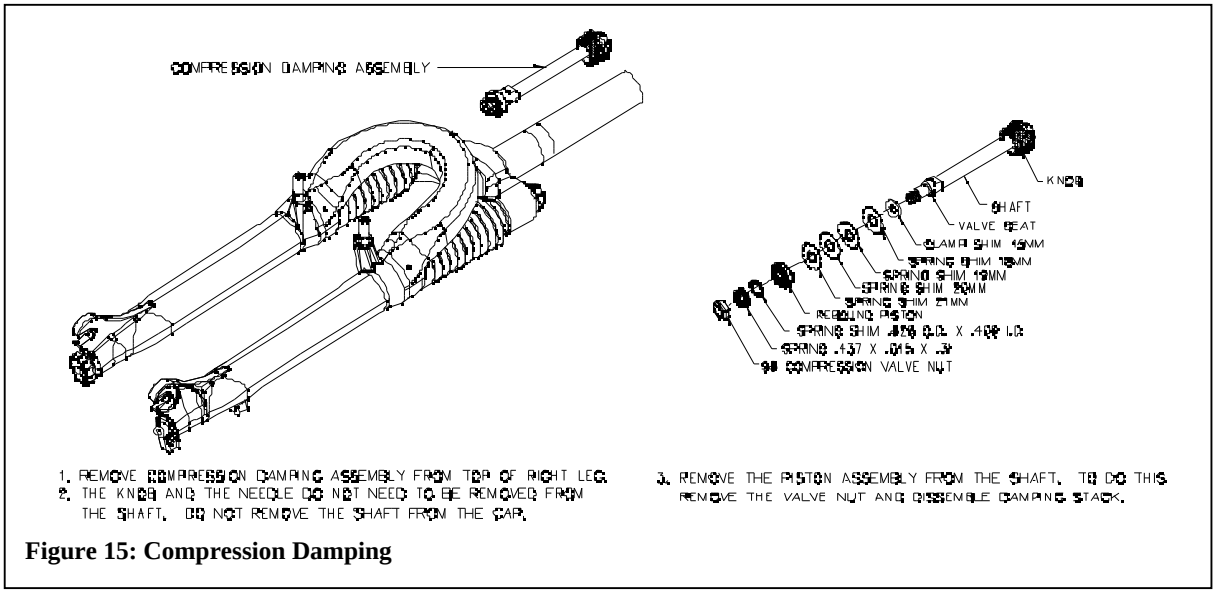


Figure 15: Compression Damping

Mars CL.

1. The Anti-Bob compression-damping shaft is assembled in a fixture at the factory to assure proper alignment of the pistons and should not be disassembled.

COMPRESSION DAMPER INSPECTION

1. Check the cap o-ring, all models, and piston o-ring Anti-Bob only for damage.
2. Check shims for permanent bends or damage.
3. Check all other parts for obvious damage, replace if necessary.
4. Replace all seals that have been removed.

COMPRESSION DAMPER REASSEMBLY
Mars 1, Mars & Mars C

1. Assemble shim stack and spacers onto the piston seat in exact order that they were removed. Refer to Figure 15. Apply a small amount of blue Loc-tite to piston seat threads. Install and hand tighten valve nut. Be sure large blow off washer will slide over piston spacer and compress the small spring. Torque valve nut to 12 in-lb. (1.3 N-m) max, over tightening will damage the piston.
2. Install compression damping assembly into the right leg. The oil level should cover the compression valve when the assembly is installed. See figure 10.

Mars CL

1. Lightly grease the o-rings and threads on the Anti-Bob. With the Anti-Bob open, install the Anti-Bob into the right side leg (Be careful as you do this to avoid damaging the lower rubber o-ring. The fit should be tight, so SLOWLY twist the Anti-Bob as you slowly lower it in the leg. Do not use the Anti-Bob on-off knob to turn the assembly when tightening.
2. Once the Anti-Bob assembly is firmly in place, flip it to the closed position and while holding the front brake, compress the fork. It should only move a very small amount and the Anti-Bob should feel firm. Remember that there is a safety blow off which allows the fork to move under extreme bump forces (when closed), so if you push it very hard, you will see more than a few millimeters of movement. If at the end of installation, the Anti-Bob does not function properly, remove the Anti-Bob and check O-ring for tearing.
3. If you think you've done everything right and the Anti-Bob is still not functioning properly, remove the compression assembly and recheck the oil height.

SPARE PARTS:

Table 1

Spare parts can be ordered through your local dealer. If you have any problems that you cannot resolve with your dealer, you may call Answer Products Technical / Warranty Service Department at (661) 257-4411, 8:00 AM to 5:00 PM, Pacific Standard Time, Monday through Friday. In addition helpful information can be found on the Answer Products Web Site, http://www.answerproducts.com. Included on the site are down loadable manuals and e-mail to technical support.

DESCRIPTION	PART NUMBER
MARS, MARS C & MARS CL YELLOW OUTER ASSEMBLY WITHOUT STICKERS	85-4063
MARS, MARS C & MARS CL BLUE OUTER ASSEMBLY WITHOUT STICKERS	85-4064
MARS, MARS C & MARS CL FIREBALL OUTER ASSEMBLY WITHOUT STICKERS	85-4065
MARS, MARS C & MARS CL BLACK OUTER ASSEMBLY WITHOUT STICKERS	85-4066
MARS, MARS C & MARS CL RED OUTER ASSEMBLY WITHOUT STICKERS	85-4067
MARS, MARS C & MARS CL YELLOW STICKER KIT	85-4090
MARS, MARS C & MARS CL BLUE STICKER KIT	85-4091
MARS, MARS C & MARS CL FIREBALL STICKER KIT	85-4092
MARS, MARS C & MARS CL BLACK STICKER KIT	85-4093
MARS, MARS C & MARS CL RED STICKER KIT	85-4094
MARS AND MARS C STEERER TUBE ASSEMBLY	85-4071
MARS CL STEERER TUBE ASSEMBLY	85-4072
MARS, MARS C & MARS CL BUSHING AND SEAL KIT	85-4068
MARS, MARS C & MARS CL LOWER SHAFT ASSEMBLY KIT	85-4061
MARS AIR SPRING CAP KIT	85-4060
MARS 1, MARS & MARS C COMPRESSION DAMPING ASSEMBLY KIT	85-4062
MARS 1 RED STICKER KIT	85-4105
MARS 1 BLUE STICKER KIT	85-4106
MARS 1 COBALT STICKER KIT	85-4107
MARS 1 YELLOW STICKER KIT	85-4108
MARS 1 CROWN/STEER TUBE/LEG ASSEMBLY	85-4109
MARS 1 BLACK STICKER KIT	85-4110
MARS 1 SEAL/BUSHING KIT	85-4111
MARS 1 LOWER SHAFT ASSEMBLY	85-9112
MARS 1 OUTER ASSEMBLY FIREBALL WITHOUT STICKERS	85-9118
MARS 1 OUTER ASSEMBLY BLACK WITHOUT STICKERS	85-9119
MARS 1 OUTER ASSEMBLY BLUE WITHOUT STICKERS	85-9120
MARS 1 OUTER ASSEMBLY RED WITHOUT STICKERS	85-9121
MARS 1 OUTER ASSEMBLY YELLOW WITHOUT STICKERS	85-9122
MARS 1 OUTER ASSEMBLY COBALT WITHOUT STICKERS	85-9134

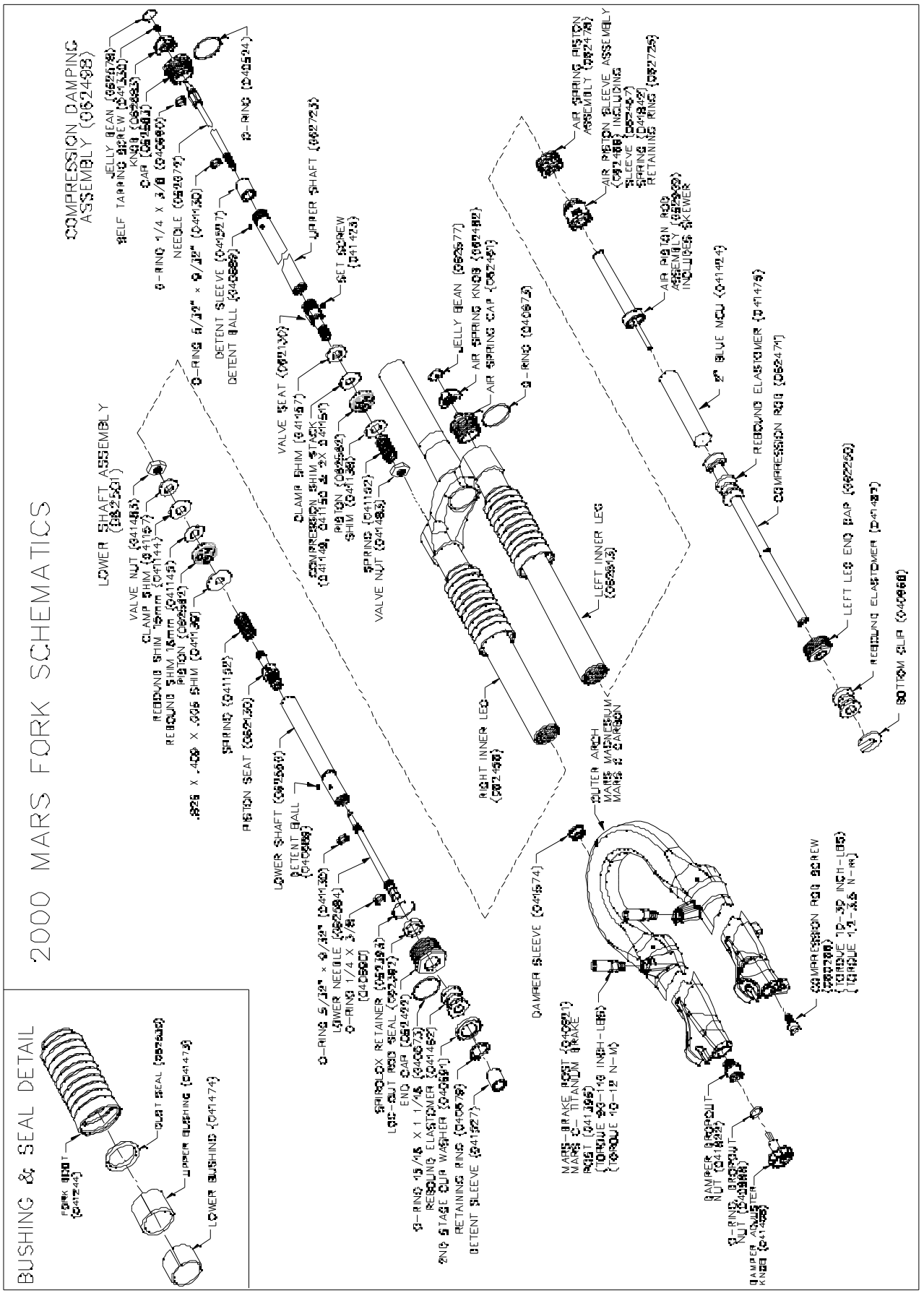
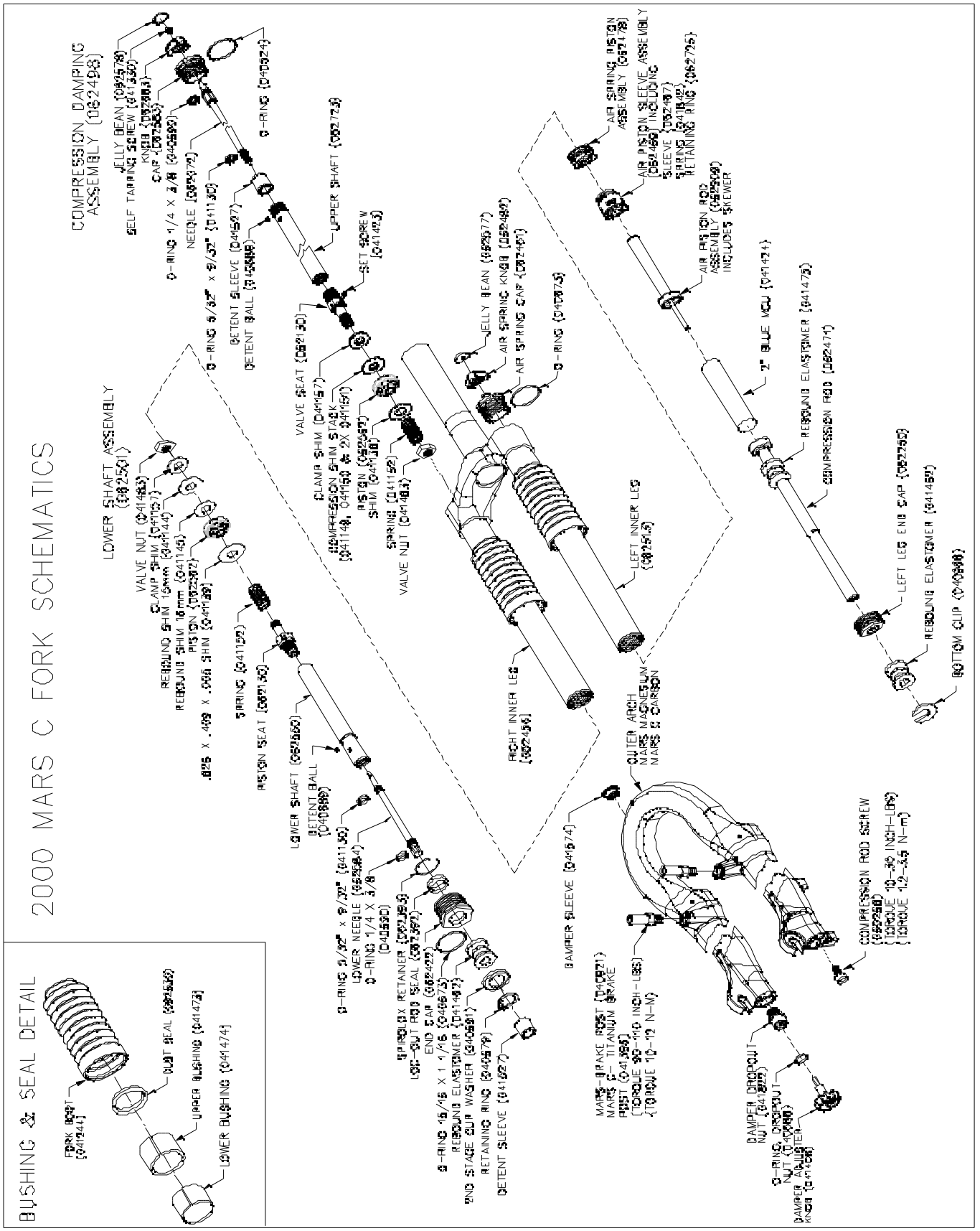


Figure 16: Mars



gure: 17 Mars C

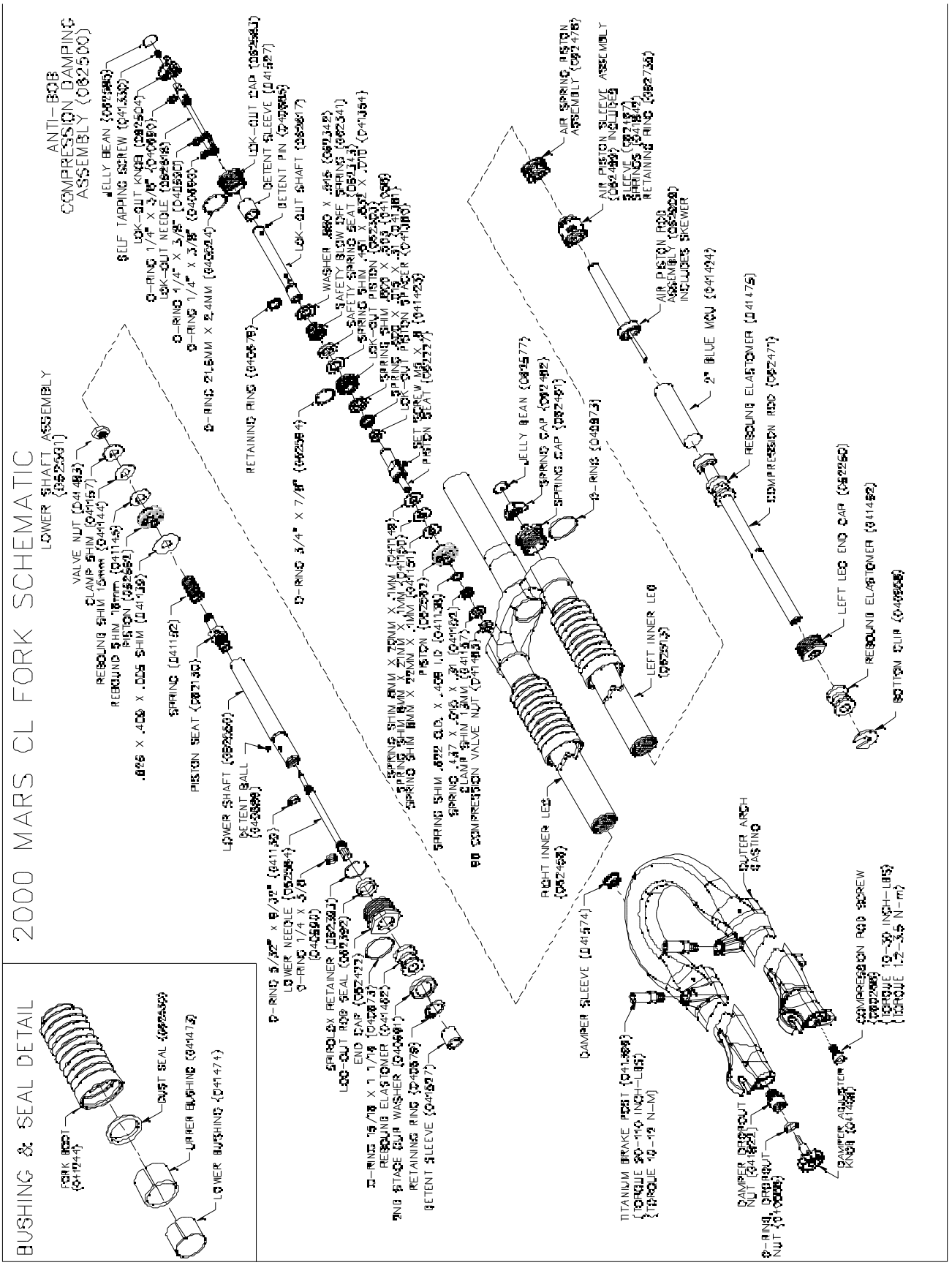


Figure 18: Mars CL

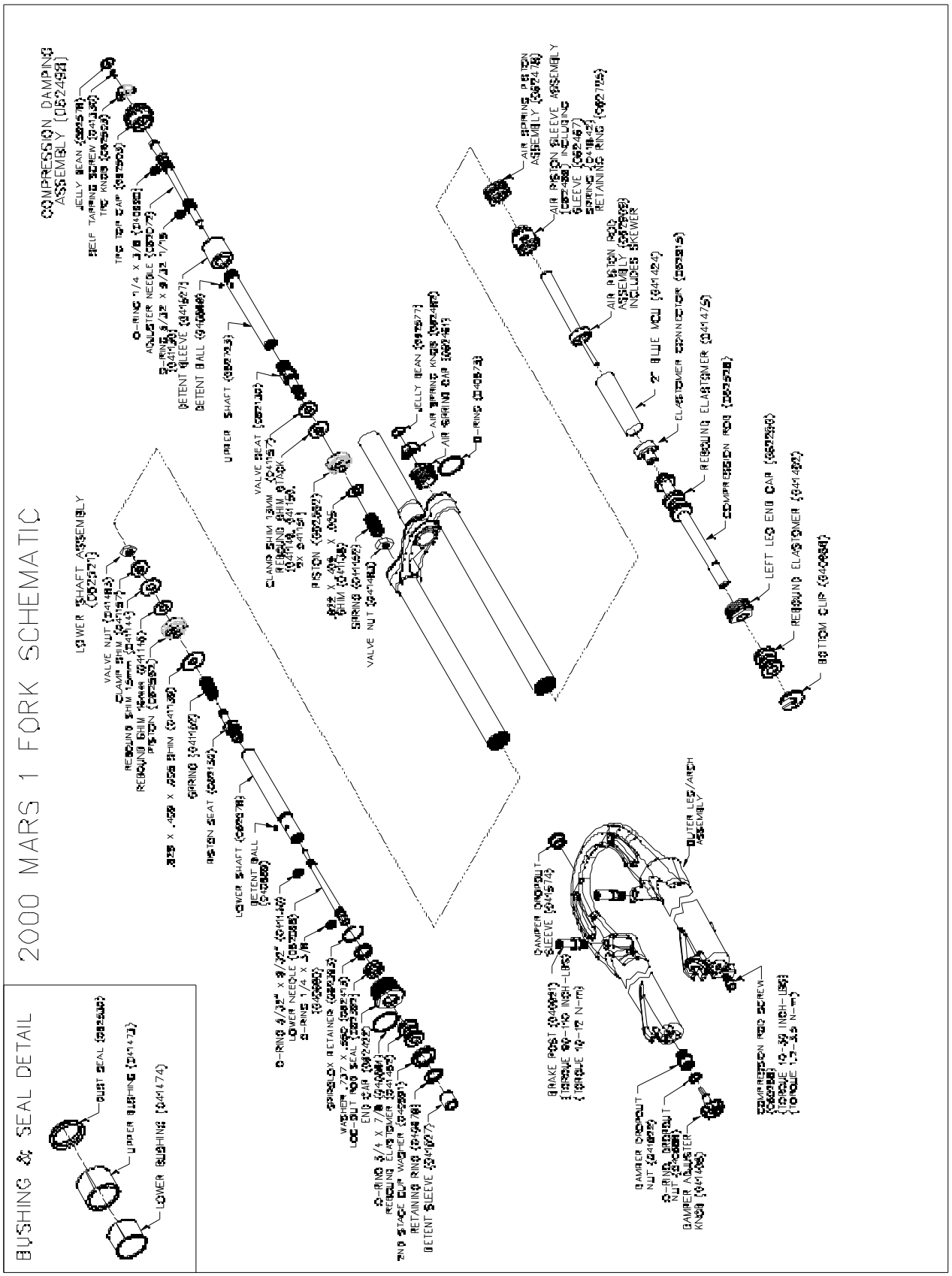


Figure 19: Mars 1

ANSWER

ANSWER PRODUCTS

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IV. INSTALLATION INSTRUCTIONS

Figures 1 & 2

1. Ensure that the proper steer tube length has been delivered on your fork. The steer tube may need to be cut to length to fit your bicycle head tube. If you are not familiar with this procedure or do not have the proper tools to cut the steer tube it is recommended that you seek a dealer with a qualified bicycle mechanic to perform installation.
   Never attempt to thread a threadless steer tube. Machining threads will weaken the steer tube and cause an unsafe condition. The only safe thing to do is obtain the proper crown/steerer from your dealer.

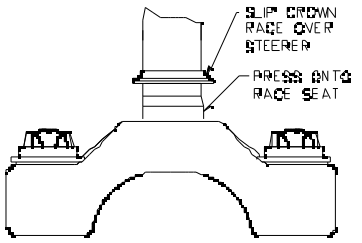


Figure 1: Race installation

WARNING: The steer tube and stanchions (inner legs) are a one time precision press fit at the factory and cannot be removed from the crown. Replacement of the entire crown/steerer assembly must be done to change steer tube diameters or increase length of threaded steer tubes. Removing and replacing the steer tube or stanchions will result in an unsafe condition and should never be done.

2. Remove old fork from bicycle.
3. Measure and cut the steer tube to fit your bicycle head tube.
4. Remove crown race from old fork and press onto 2000 Mars steerer until seated on crown.
5. Clean and grease headset bearing and crown races.
6. Install lower bearings on fork crown race.
7. Install steer tube into head tube frame.
8. Install upper bearing, spacers, and stem.
9. Install handlebars. Torque stem handlebar pinch screw and stem clamping system to manufacturer's instructions.
10. Install stem cap, adjust and tighten headset per manufacturer's instructions.
11. Install brakes and adjust per manufacturer's instructions. **When installing disk brakes, the caliper must fit, or have an adapter to fit, post style mounts with 74mm spacing.**
12. Adjust front wheel quick release to clear the 0.275" (7MM) thick secondary catch dropout. The quick release must be tightened after it has adequate thread engagement (4 or more threads with the release adjusted to bicycle per manufacturer's specifications).
13. Install brake cable per manufacturer's instructions. Route disk brake lines so that they will not kink or be pinched through the full travel of the fork.
14. Check tire clearance with crown. Figure 2.

Note: All 2000 Mars forks are equipped with a secondary catch dropout.

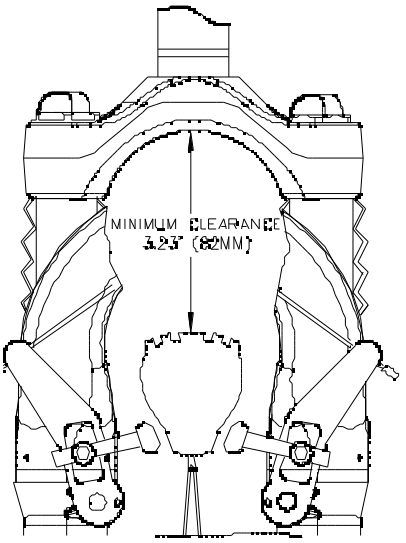


Figure 2: Tire Clearance