SOUP
1234

IR OUI / POL to-5

SPROUTS
6 5

SHOCKTECH

• TOUGH • RELIABLE • EFFECTIVE •



SHOCKTECH

PARK WORKS. KINGSLEY. BORDON. HANTS
TEL.0420 489313 FAX.0420 487718

OWNERS MANUAL

SHOCKTECH SUSPENSION FORKS:

The Shocktech suspension fork has been designed to be effective over the largest PSD (particle Size Distribution) envelope possible, whilst ensuring that maintenance is both quick and simple. This has been achieved by using elastomer technology. These rubber cartridges are immune to atmospheric condition, ozone, U.V light and a variety of chemicals. Their elastic properties provide both the spring and dampening mechanisms. Installing different elastomer combinations will produce various ride characteristics.

Shocktech forks are fully assembled and ready to be fitted to your bike. Different density elastomers and all components are available from your local stockist.

Shocktech forks are available in three steer column diameters; 1" (standard) 1.125"(Oversize) and 1.25". All three diameters fit into our universal crown. The steer columns are sold 7.5" in length with extended thread (4") for you to cut to suit.

Shocktech forks are supplied with the soft ride elastomers fitted as standard (unless otherwise notified by your stockist) and come with an allen wrench and full installation and maintenance manual.

GUARANTEE:

Our guarantee is that these forks will be free from manufacturing defect for 12 months from the date of purchase. Any fork returned to TMS Systems and found to be defective in materials or workmanship will either be repaired or replaced at our discretion.

Please note that the warranty does not cover damage as a result of crashes or falls.

This guarantee does not affect your statutory rights.

PLEASE NOTE IF HYDRAULIC BRAKES ARE FITTED WE RECOMMEND AN ADDITIONAL BRAKE BOOSTER IS MOUNTED.

DO NOT USE SOLVENTS TO CLEAN THESE FORKS

INSTRUCTIONS FOR INSTALLING SHOCKTECH FORKS

Note: You will need a new front brake inner and outer cable.

1. Remove existing forks.
2. Measure the length of the steering tube accurately.
3. Screw the existing head locknut onto the SHOCKTECH fork steering column.
4. Cut the new steering column with a hacksaw to the measured length (or ask your local cycle shop to do it for you). It is essential the thread is not damaged. If it is slightly damaged the thread will be remade by removing the locknut slowly.
5. Remove the locknut.
6. Carefully remove the existing bearing race (and dust ring if present) from the forks and clean and grease it with good quality waterproof grease. If it is at all damaged replace it before continuing.
7. Assemble the bearing race (and dust ring if present) on the SHOCKTECH steering column.
8. Offer the forks up to the bikes head tube, ensuring all cables are the correct way round.
9. Secure the top head race by assembling the lock ring and locknut in the correct position. **Do not overtighten as the bearing races will be damaged if you do.**
10. Assemble the stem and handle bars to the correct height and tighten Allen bolt.
11. Adjust the quick release levers to suit the SHOCKTECH forks.(Adjust as tight as possible).
12. Fit inner and outer brake cable sleeve.
13. fit brake mountings to brake posts.
14. Adjust brake cable to suit, **making sure the new cable bypasses the existing stem cable mounting and seats directly into the brake arch.**

IMPORTANT: There are no safety locking devices on SHOCKTECH forks.The user must check the quick release levers every time before use.

Also check crown allen bolts on a regular basis

If the bike is to be used on the road ensure a front reflector is fitted.

CHANGING ELASTOMERS:

1. Disengage the brakes.
2. Remove Top Post Caps.
3. Slide wrench into top post and unscrew Allen bolt.
4. Pull Top Post from Cylinder and retrieve Elastomers,wear ring and washers

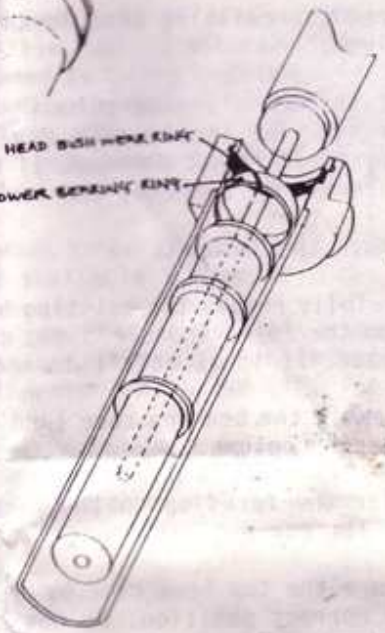
DO NOT REMOVE BRAKE POSTS OR BRAKE ARCH

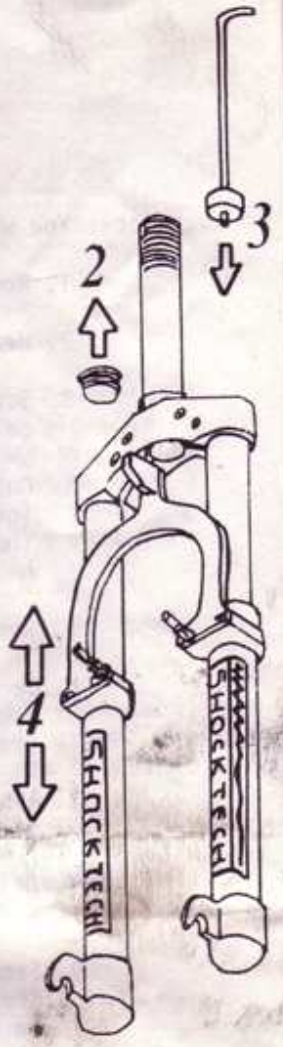
The removal of the wiper ring and Head wear ring is not necessary every time you service the forks.

5. Select new elastomer configuration (see table 1.)
6. Clean all components
7. Ensure all wipers and wear rings are in good condition.Replace if necessary.
8. Grease all components thoroughly.
9. Replace head wiper and wear ring (if removed)
9. Slide components onto allen bolt as shown in Fig.1



fig 1





DO NOT PLACE THE LOWER WEARING RING ON THE END OF THE TOP POST AT THIS TIME

NOTE: Allow approx. 1" (25mm) between lower wear ring and the end of the Top Post.The bottom elastomer will only be half on the allen bolt.

10. Pinch the lower wear ring to enable it to be inserted into the cylinder past the head wear ring. (Fig.2)

THE LOWER WEAR RING MUST PASS THROUGH THE HEAD WEAR RING BEFORE SLIDING THE TOP POSTS INTO THE CYLINDERS

Ensure that the wiper ring does not fold inwards during this operation.This will lead to impaired performance.

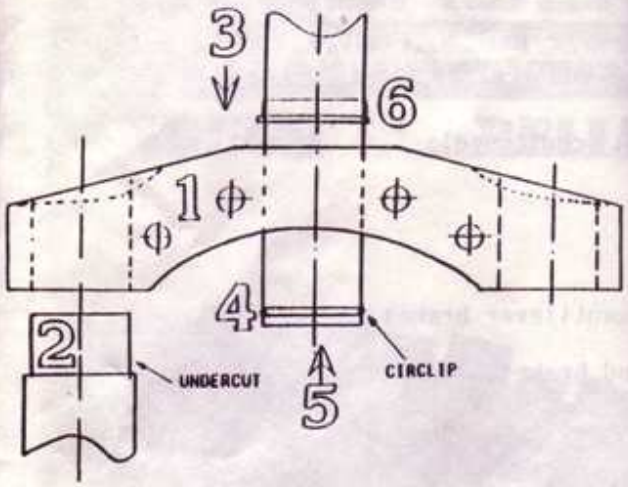
11. Exert downward pressure when tightening the Allen bolts with the wrench. (Finger tight is sufficient, maximum 7Nm torque). **Do not fully tighten one leg without already starting the other.**

12. Replace top post caps and engage brakes.



fig 2

MAINTENANCE



SECTION THROUGH SHOCKTECH FORK



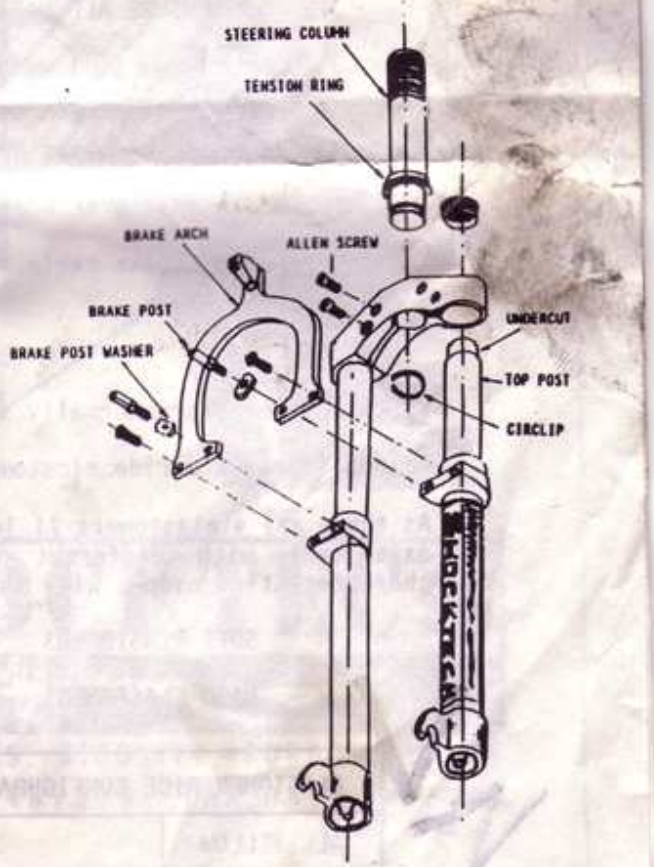
STEER COLUMN & TOP POST:

REMOVAL:

1. Loosen Allen screws.
2. Remove top posts by twisting.
3. Place a piece of sacrificial wood over the end of the steer column and gently tap until the circlip protrudes 2" from crown.
4. Remove the circlip
5. Push steer tube up through crown (in opposite direction to 4. until clear of of the crown.
6. Remove tension ring,making sure not to damage the steer column thread.

REASSEMBLY:

1. Clean all components thoroughly.
2. Repeat 6. to 2. in reverse.
3. Prior to replacing allen screws, apply locktite or similar to top post undercut and allen screw holes.
4. Tighten allen screws to **20 Nm** torque.



IMPORTANT: The undercut on the top post indicates the maximum extent to which the post should enter the crown.

DO NOT DISTURB GLUED JOINTS UNLESS ABSOLUTELY NECESSARY.

MAINTENANCE (continued):

BRAKE ARCH:

REMOVAL:

1. Disengage brake cable from cantilever brakes.
2. Withdraw 6mm allen screws and brakes.
3. Withdraw brake posts,washers and arch screws.

REASSEMBLE:

1. Clean all components thoroughly.
2. Replace Arch screws,brake posts and washers. (finger tight)

ENSURE ALL MATING SURFACES ARE FLUSH.

3. Locate Brake post washers as required, and hold in place whilst brake posts are torqued to clamp in position.
4. Torque Brake posts and arch screws to 7 Nm.
5. Mount cantilever brakes and replace Allen screws.
6. Engage brake cable.

ELASTOMERS:

SHOCKTECH forks are normally supplied with soft ride elastomers.

Alternative Hard ride elastomers are available.

As there are 4 elastomers (1 long, 2 short and 1 rebound) the individual can experiment with different combinations to obtain the perfect ride characteristics over a wide variation in terrain.

SOFT ELASTOMERS - YELLOW

HARD ELASTOMERS - WHITE

ELASTOMER RIDE CONFIGURATION:			RIDE
ALL YELLOW			SOFT
LONG YELLOW	SHORT YELLOW	SHORT WHITE	MEDIUM/SOFT
LONG YELLOW	SHORT WHITE	SHORT WHITE	MEDIUM
LONG WHITE	SHORT YELOW	SHORT WHITE	MEDIUM/HARD
ALL WHITE			HARD

table 1.