

SHOCKSTOP PRO SUSPENSION SEATPOST V2

INSTRUCTIONS

Thanks for choosing the Redshift Sports ShockStop PRO Suspension Seatpost!

With up to 20mm of suspension travel, and swappable internal spring and elastomer components, the ShockStop PRO Suspension Seatpost delivers the perfect "Race-Tuned" suspension feel for performance-focused riders.

This seatpost is different than other seatposts, so please read these instructions and warnings completely before installing or using the seatpost. If you are unfamiliar with bike maintenance or seatpost installation, or if you lack the required tools, please visit your local bike shop or contact Redshift Sports customer service for assistance (support@redshiftsports.com). Improper installation or use may void the product's warranty.

Check out www.redshiftsports.com/faq for instructional videos and additional resources.

COMPATIBILITY

This seatpost is designed for bicycle frames with a 27.2mm diameter circular seat tube. The seatpost may be used with larger diameter seat tubes by using the correct diameter seatpost shim. In order to reduce stresses on the post and frame, only use seatpost shims of at least 100 mm (4 in.) in length. Using the seatpost in a different diameter seat tube without an appropriate shim may cause damage or failure of the seatpost or bicycle frame.

⚠ WARNING! The maximum rider weight limit for the seatpost is 110 kg (242 lb).

⚠ WARNING! Seatpost is not compatible with rear luggage racks which clamp directly to the seatpost tube.

INTENDED USE



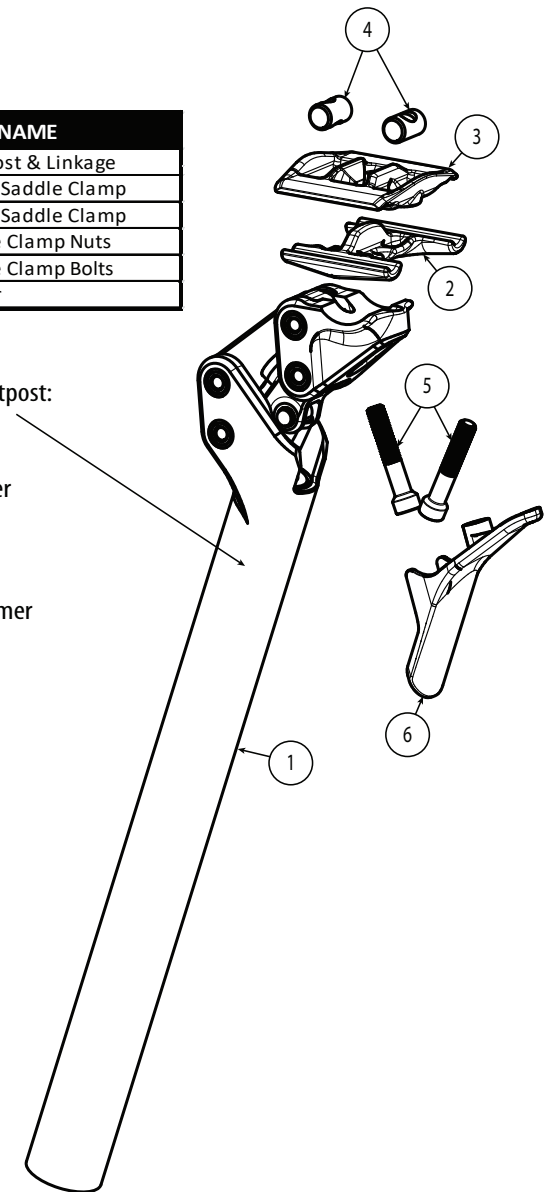
#	QTY	PART NAME
1	1	Seatpost & Linkage
2	1	Lower Saddle Clamp
3	1	Upper Saddle Clamp
4	2	Saddle Clamp Nuts
5	2	Saddle Clamp Bolts
6	1	Fender

Pre-installed inside seatpost:

- Outer Coil Spring
- Inner Coil Spring
- Green (Soft) Elastomer with End Caps

Included in box:

- Red (Medium) Elastomer with End Caps



⚠ WARNING

- Failure to follow these instructions and warnings may result in malfunction or breakage of this component, possibly causing serious injury or death.
- Always use a torque wrench when installing or adjusting fasteners, and always tighten to Redshift torque specifications (or the bike manufacturer's torque specification). Periodically check all fasteners for tightness using a torque wrench, since fasteners can loosen under the influence of road vibration.
- This seatpost is designed for use in a 27.2 mm diameter seatpost. It may be used with larger seat tube diameters by using an appropriate diameter shim at least 100mm (4 in.) in length.
- Do not raise the post beyond the minimum insertion line.

- Periodically clean and inspect all surfaces of this component for hairline cracks or signs of damage. If you find any cracks or damage, immediately cease using the part and contact Redshift Sports customer service.
- This seatpost is intended for road and light off-road use only. It is NOT intended for extreme off-road use or jumping. Unintended use may lead to breakage of the component, possibly causing serious injury or death.
- Never place your hands or fingers near the seatpost linkages while riding. Doing so may cause pinching or crushing injuries.
- For metal-framed bicycles, ensure that the post and the inside of the seat tube are covered with a thin layer of bicycle grease prior to installation. Failure to do so may cause the post to seize inside the bicycle frame.

SETTING UP

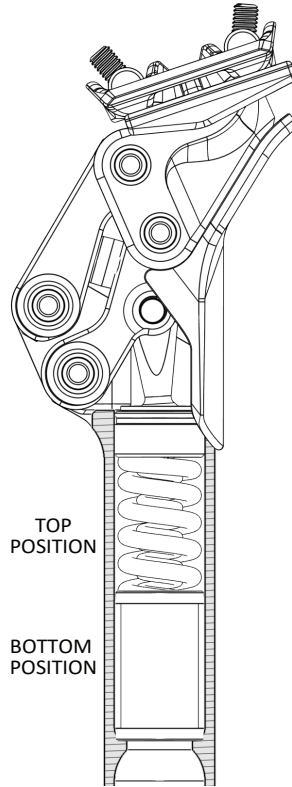
The ShockStop PRO Seatpost V2 has space for two energy absorbing elements inside the post. It ships pre-configured with the coil springs and a soft elastomer (green). A medium elastomer (red) is also included in the box. The seatpost can be configured with any combination of two elements and the chart below provides some guidance if you would like to make a change.

For most riders, we recommend riding the seatpost in the as-shipped configuration and only making adjustments if you feel that you'd prefer a softer or stiffer configuration after some initial riding.

SUGGESTED CONFIGURATIONS

RIDER WEIGHT	TOP POSITION	BOTTOM POSITION
< 135 lb < 61 kg	Outer Coil Spring	Green Elastomer (including end caps)
135-175 lb 61-79 kg	Outer + Inner Coil Springs	Green Elastomer (including end caps)
175-242 lb 79-110 kg	Outer + Inner Coil Springs	Red Elastomer (including end caps)

⚠️ 110 kg (242 lb) is the maximum rider weight



Additional configurations are possible. Please see www.redshiftsports.com for full details.

For detailed instructions on how to change the springs/elastomers, go to the **"INSTRUCTIONS TO CHANGE SPRINGS/ELASTOMERS"** on the next page.

MAINTENANCE

The ShockStop Seatpost is designed to run quietly and smoothly with minimal maintenance. If you encounter any issues with your seatpost, please visit www.redshiftsports.com/faq for instructional videos and troubleshooting help, or contact us at support@redshiftsports.com.

🔍 **NOTE:** DO NOT USE GREASE OR ANY LUBRICATION ON PIVOT BUSHINGS. THEY ARE DESIGNED TO RUN DRY AND WILL PERFORM BETTER AND LAST LONGER WITH NO LUBRICANT.

INSTALLING THE SEATPOST

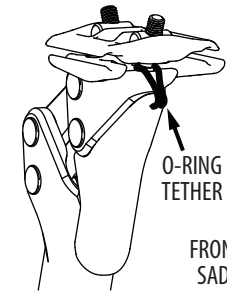
NOTE: TO ACCOUNT FOR SAG (THE INITIAL SUSPENSION TRAVEL WHEN YOU SIT DOWN), YOUR SADDLE SHOULD BE POSITIONED APPROXIMATELY 5 MM HIGHER AND 4 MM FURTHER FORWARD THAN YOUR SADDLE POSITION WHEN USING A RIGID SEATPOST.

1. Prior to removing your existing post, you may wish to measure and record the existing height, fore-aft position, and tilt angle of your saddle for future reference.
2. Remove your existing seatpost and saddle. Clean the inside of the bicycle's seat tube and ensure that the inside of the seat tube is free of burrs and sharp edges. Apply a thin layer of grease to the inside of the seat tube. DO NOT grease seat tubes of carbon frames unless specified by the frame manufacturer.
3. Insert the seatpost into your bicycle seat tube to the approximate desired height. Do not twist the seatpost during insertion. Ensure that the seatpost is inserted far enough into the seat tube that the minimum insertion line on the seatpost is not visible above the frame's seatpost clamp.
4. Tighten the bicycle's seatpost clamp bolt according to the bicycle manufacturer's torque specification.

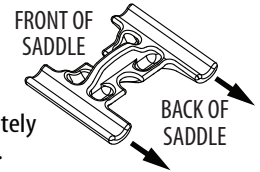
5. Use a 4mm hex wrench to loosen the saddle clamp bolts until the threads are barely engaged in the nuts. Install the saddle between the upper and lower clamp. Some saddle rail shapes may require the bolts to be fully unthreaded from the nuts to install the saddle.

🔍 **NOTE:** POSITION LOWER CLAMP WITH LONGER RAIL SUPPORTS TOWARD THE BACK OF THE SADDLE

6. If installing the seatpost fender, completely remove rear saddle clamp bolt from the nut, loop fender o-ring around bolt under the upper saddle clamp, and reinstall bolt as shown in the picture.



PRO TIP: Stick the fender magnet to your saddle's rails to keep it out of the way while you make adjustments.



7. Use a 4mm hex wrench to lightly tighten the front and rear clamp bolts to hold the saddle in place. Make sure that the hex wrench is inserted completely into the hex hole in the bolt heads to avoid damaging or stripping the bolt.
8. Position the saddle in the desired fore-aft position within the saddle clamp.
9. Use a 4mm hex wrench to adjust the saddle angle by tightening or loosening the front or rear saddle clamp bolts. Once the desired saddle angle is achieved, alternately tighten both bolts in quarter turn increments, using a torque wrench for the front bolt and a standard hex wrench for the rear bolt. Stop tightening both bolts once the front bolt reaches 6 N-m of torque. Do not exceed 9 N-m.

⚠️ **WARNING!** ADJUSTING THE SADDLE CLAMP TILT BEYOND ITS RANGE MAY DAMAGE THE SEATPOST: WHEN TIGHTENING THE REAR BOLT (TILTING REARWARD), THE UPPER SADDLE CLAMP MUST NOT BE IN CONTACT WITH THE REAR PORTION OF THE LINKAGE MECHANISM.

WHEN TIGHTENING THE FRONT BOLT (TILTING FORWARD), THERE MUST BE A GAP OF AT LEAST 2MM BETWEEN THE UPPER SADDLE CLAMP AND THE UPPER LINKAGE.

⚠️ **WARNING!** DO NOT OVER TIGHTEN SADDLE CLAMP BOLTS! OVERTIGHTENING MAY LEAD TO SEATPOST FAILURE, POTENTIALLY CAUSING SERIOUS INJURY OR DEATH. ALWAYS USE A TORQUE WRENCH WHEN ADJUSTING SADDLE CLAMP BOLTS.

11. Install fender against rear linkage by placing the fender magnet on the front saddle clamp bolt.
12. Adjust saddle height if necessary.

WARRANTY

We stand behind the products we sell and want you to have an amazing experience with your Redshift components. Warranty details and return instructions for all Redshift products can be found at www.redshiftsports.com/warranty

INSTRUCTIONS TO CHANGE SPRINGS/ELASTOMERS

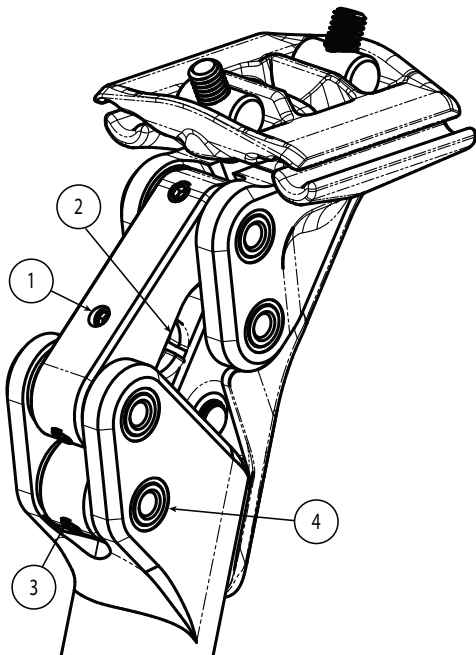
Check out www.redshiftsports.com/faq for the latest instructions and instructional videos.

Remove Rebound Elastomer

1. Using a 2.5mm hex wrench, tighten the rebound elastomer set screw (#1) by turning it clockwise until the suspension mechanism moves enough for the rebound elastomer (#2) to freely spin around the set screw.
2. Rotate the rebound elastomer (#2) until the open end is visible when looking from the side.
3. Press sideways on the rebound elastomer (#2) from the open end to get it to pop off of the set screw and fall out the other side of the linkage (don't lose the rebound elastomer!). You may need to use a small hex wrench or other thin tool to assist with getting the elastomer off the set screw.
4. Once the rebound elastomer (#2) is removed, loosen the rebound elastomer set screw (#1) by turning it counter-clockwise until the set screw is no longer visible between the linkages (the set screw will stick out from the front of the linkage). If you can push the suspension mechanism up until the two linkages are touching, then you have turned out the set screw far enough.

Remove Front Lower Shaft

5. Using a 2.5mm hex wrench, remove the lower front shaft set screw (#3) by turning it counter-clockwise. It may be helpful to push the suspension mechanism down in order to make the set screw more accessible.
6. Press the lower front shaft (#4) out. You may need to use a tool like a pen or a pencil to assist with pressing out the shaft. A 5mm hex wrench also works well.
7. Rotate the entire mechanism forward so that you can access the inside of the seatpost. Depending on the size and orientation of your saddle, the saddle may need to be removed to provide enough access to the internal parts of the seatpost.



Remove Internals

8. Pull upwards on the ball and socket joint (#5). It's possible that the elastomers & spings will come out with the ball and socket, but they may need to be shaken out by turning the seatpost upside down and lightly hitting it with your hand.
9. Ensure that no grit or dirt gets into the seatpost. If necessary, clean and re-grease the inside surface of the post.

Reinstall Internals

10. If not already greased, apply grease to all surfaces of the elastomers & springs, including the top and bottom end caps.
11. Install the elastomers and coil spring(s) inside the post. Always install the elastomer first, followed by the coil spring(s), so that the coil spring(s) are always in the top position. If you're installing two elastomers, place the softer elastomer in first, followed by the stiffer elastomer.

NOTE: Always install two shock absorbing elements (either an elastomer plus coil spring, or two elastomers). The elastomer must have both plastic endcaps installed. The seatpost can not be ridden with only one elastomer or one coil spring.

12. Clean and re-grease the bottom and outer diameter of the socket joint (the surface that runs along the inside of the post).
13. Install the ball and socket joint (#5) so that the half-round cutout is oriented to engage with the lower linkage bushing (#6), as shown in the figure below.
14. Rotate the entire mechanism back around until the lower linkage shaft hole lines up with the holes in the post.
15. Ensure that the half-round cutout on top of the ball and socket joint is engaged with the bushing at the bottom of the lower linkage (#6).
16. Reinstall the lower front pivot shaft (#4). It should install with some light hand pressure.
17. Reinstall and tighten the lower front shaft set screw (#3) and torque it to 4Nm.

Reinstall Rebound Elastomer

18. Tighten the rebound elastomer set screw (#1) until the linkages are separated enough to freely install the rebound elastomer.
19. Install the rebound elastomer (#2) over the set screw (it may be helpful to slightly bend open the elastomer to help getting it on the set screw).
20. Loosen the rebound elastomer set screw (#1) until the set screw is no longer causing the suspension mechanism to move. When looking at the front of the linkage, the top of the set screw should be just 1 or 2 turns below the face of the linkage.

