

# SHOCKSTOP PRO SUSPENSION SEATPOST RT

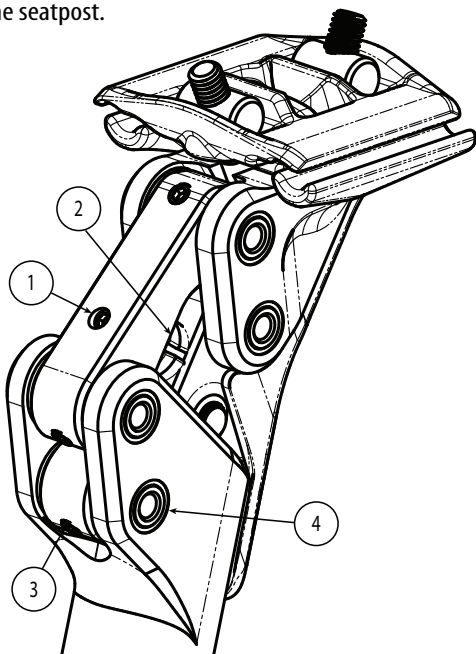
## INSTRUCTIONS TO CHANGE ELASTOMERS

### 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, loosen the lower front shaft set screw (#3) by turning it counter-clockwise at least 2 full turns. 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 thin tool like a pen or a pencil to assist with pressing out the shaft.
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 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. Note that the grease may cause the elastomer end caps to stick to each other and to the bottom of the ball and socket assembly.
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, including the top and bottom end caps.
  11. Install the elastomers inside the post. If you're installing two different durometer elastomers, place the softer elastomer in first, followed by the stiffer elastomer.
- NOTE: Always install both elastomers. The seatpost can not be ridden with only one elastomer.
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. 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.

