



MONIQUE

MAINTENANCE

Maintenance

Maintaining your Monique is essential to ensuring safe operation. Frequency of required maintenance can vary depending on how often the ski is used and the conditions in which it is used.

If your Monique is used at an adaptive ski program, the maintenance technician should be aware of this section of the manual.

If you have any questions, concerns or additional insight is needed please contact us at info@enablingtech.com. We will always work with you to get your ski back in working condition as quickly and affordably as possible.

The Monique is covered under a Limited Warranty

The Limited Warranty guarantees that this skiing equipment, manufactured by Enabling Technologies, is free from defects in material and workmanship. This product is covered for one year from the date of purchase against such defects. This warranty does not cover damage caused by misuse, skier error or other damage caused by anything other than defects in materials or workmanship.

Schedule

Before Each Use:

Perform a basic safety inspection before each day on the slope.

- Check all fasteners and tighten any that may have come loose.
- Inspect shifter and load components are functioning properly.
- Inspect for any cracks within the frame or skis.
- Inspect for frayed or cut webbing.

After each use:

- Wipe down the ski with a towel and dry thoroughly.
- Remove any unique fitment solutions (tape, foam etc.)

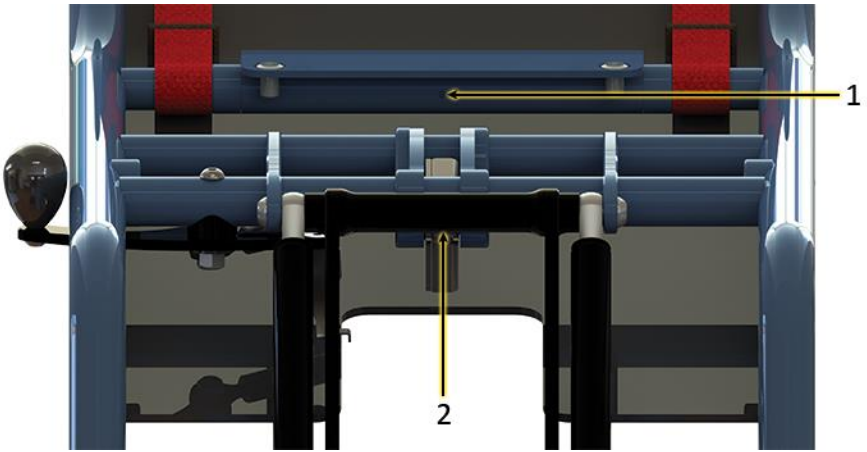
Periodically:

- Wash the ski with mild soap and water. Dry thoroughly.
- Lube the footrests and handle receivers with white lithium grease.
- Inspect shifter and load components for wear.
- Tune your skis.

The Mega III skis can and should be maintained like alpine skis. You should wax your skis every 2-10 days depending on snow conditions. The edges of the ski can be tuned using conventional methods. If you are not familiar with how to tune skis or do not have the means, we recommend visiting a local ski shop.

While we do not recommend using duct tape and other unique fitment solutions, we recognize it is common practice within the adaptive industry. Tape and other unique fitment solutions can hide cracks within the frame, seat, plastic and more. Leaving them on the ski after you are done impairs the next user's ability to perform a thorough safety inspection.

Annually

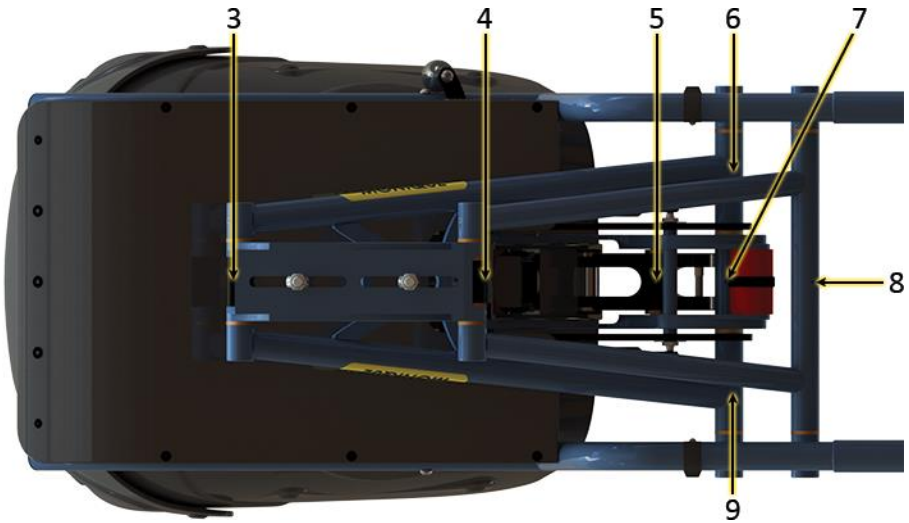


Lube the Seat Pivot with WD-40:

- The Seat Pivot has a port underneath the mounting plate¹.
- To lube:
 - Remove the seat.
 - Squirt WD-40 into the port and in the crack at the sides of the pivot.
 - Carefully move the pivot to work in the WD-40. Make sure it is adequately lubed or the pivot may gall. Stop immediately if you feel resistance. Re-attach the seat to the frame. Ensure the rear seat pivot plate is flush with the seat before fastening. It is possible to cross thread the rear seat inserts if it is not flush.

Lube the Slide Pivot with WD-40:

- The slide has 1 port on the underside of its pivot².
- To lube:
 - Shift the ski into the “Up” position.
 - Squirt WD-40 into the port.
 - Cycle the ski from the raised position to the lowered skiing position a handful of times to work in the WD-40.

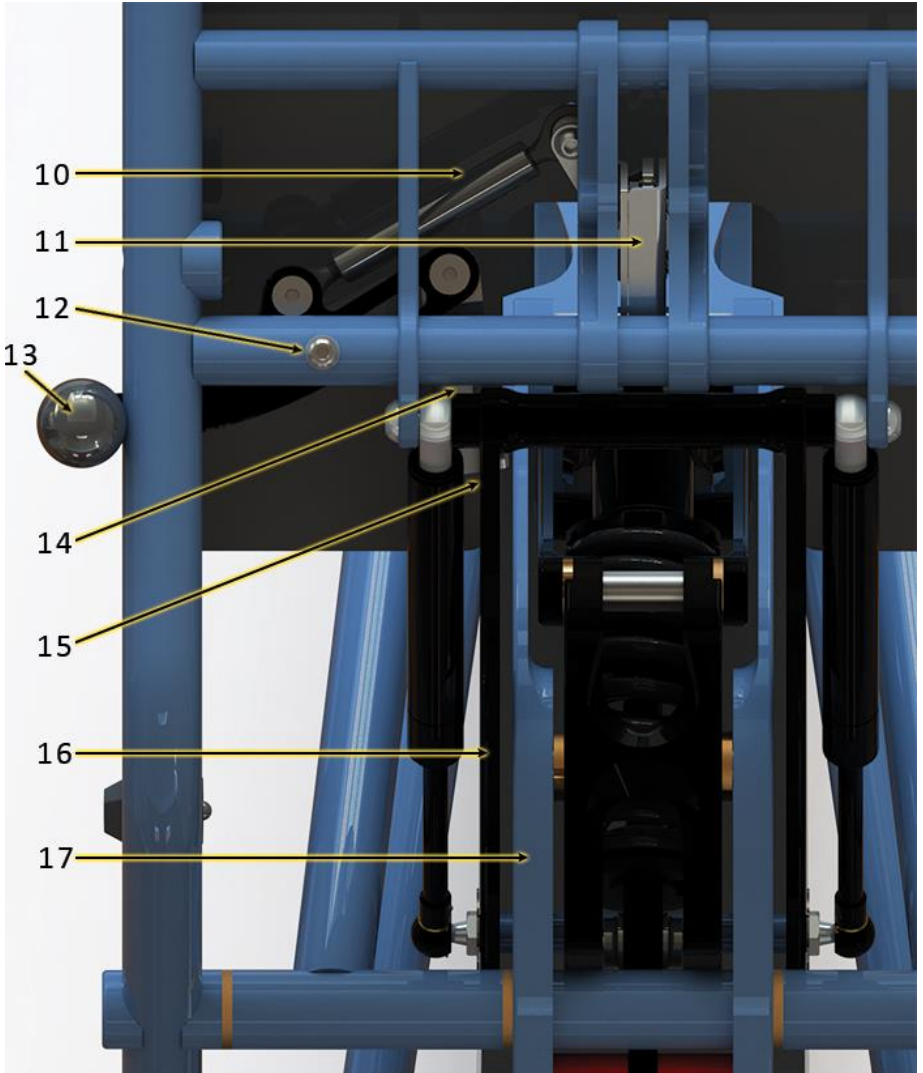


Lube the bronze bushing pivots with white lithium grease:

- Fill the grease ports with white lithium grease using a grease gun. Stop filling when grease seeps out between the bushings or if you feel back pressure from the port.
- Grease ports have been drilled from the underside of parts.
 - 1 port in the Lower Frame³. The ski and ski boot is hidden to show the port. It does not need to be removed.
 - 1 port in the lower pivot of the Shock Linkage⁴.
 - 1 port in the pivot of the Rocker Link⁵. To access the port in the Rocker Link⁵ you will need to remove the shock.
 - 1 port in the Load Link⁷.
 - 2 ports in the upper pivots of the Rear A-Arm^{6,9}.
 - 1 port in the upper pivot of the Front A-Arm⁸.

Load System

The Tensioned Load System is unique to Enabling Technologies. It was designed to be less maintenance than a cable system, but may still require periodic upkeep and trouble shooting.



Testing the Load System

The following outlines an off snow procedure one person can do to simulate on snow use.

Step 1)

With the frame lowered, move the Shifter Lever¹³ to the “Up” position.

- The turnbuckle¹⁰ will open the Rotary Lock¹¹, releasing the ski from its lowered position.
- The Shifter Trigger¹⁴ will tension the Slide¹⁶ to spring backwards.

Step 2)

With the Shifter Lever¹³ still in the “Up” position, raise the frame up.

- When fully raised, the Slide¹⁶ will automatically spring backwards into a locked out position.

Step 3)

Simulate skier weight by pulling down on the handle and then move the Shifter Lever⁶ to the “Load/Ski” position.

- The turnbuckle¹⁰ will release the Rotary Lock¹¹.
- The Shifter Trigger¹⁴ will tension the Slide¹⁶ to spring forwards, but the Slide¹⁶ will remain locked up as long as you are pulling down.

Step 4)

With the Shifter Lever¹³ still in the “Load/Ski” position, stop pulling down on the handle to simulate lifting up / sitting on to the chair.

- The Slide¹⁶ will automatically spring forward into an unlocked position.

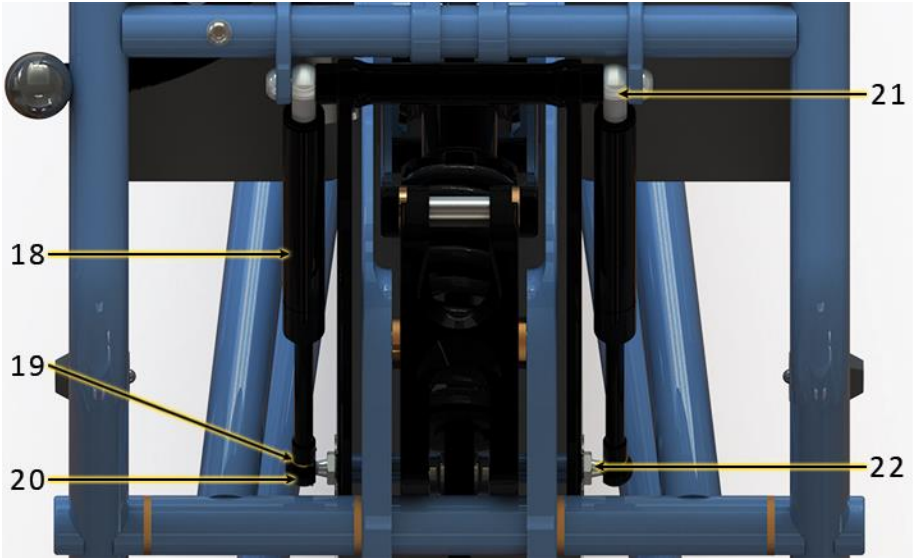
Step 5)

With the Shifter Lever¹³ still in the “Load/Ski” position, pull down on the handle to simulate getting off the chairlift.

- The Rotary Lock¹¹ will automatically lock onto the Load Link¹⁷ once the ski reaches its lowered position.

Inspect the Gas Struts:

Gas struts may prematurely wear due to the environment they are used in. Elevation and cold temperatures can affect their reliability. The tell tales of a worn gas strut is a slow or weak lift into the raised position. No tools are needed to check if the gas struts are working properly.



To remove the gas struts:

- Shift the ski into the raised position.
- Remove the gold colored lock pins¹⁹ from the ball sockets²⁰.
- Pop the ball socket²⁰ off of the ball stud²².
- Unscrew the gas strut¹⁸ from the upper eyelet²¹.

To test if the gas struts are working properly:

- With the gas strut¹⁸ removed, use hand force to compress it against a solid, firm surface.
- If the gas strut¹⁸ can be compressed by hand, replacements are needed and can be purchased online from our website:

<https://enablingtech.com/collections/Monique-parts-accessories>

While the gas struts are removed, inspect that the frame moves freely. If it does not, please contact us to trouble shoot.

Troubleshoot a Load System that is not Working Properly:

Working through the following steps in order will help you trouble shoot your Load System in the most efficient and effective manner as possible.

Step 1)

Remove the seat to improve access to the Load System.

Step 2)

Check the tightness of the Shifter Lever's main pivot bolt¹².

- If it is too loose, the Shifter Trigger¹⁴ will over power the Shifter Lever¹³ and the Shifter Lever¹³ will recoil out of whichever position it is shifted towards reducing the Shifter Triggers¹⁴ ability to tension the Slide¹⁶.
- If it is too tight, the Shifter Lever¹³ will be too difficult to move.

If necessary, adjust the Shifter Lever's main pivot bolt¹² with a 5/32" Allen tool and 7/16" wrench.

Step 3)

Remove the gas struts¹⁸ to improve visibility to the Load System.

Step 4)

Check the tightness of the Shifter Trigger¹⁴ at the Shifter Lever¹³.

- If it is too loose, the Shifter Trigger¹⁴ will have vertical play. This reduces the Shifter Trigger's¹⁴ ability to tension the Slide¹⁶.
- If it is too tight, the Shifter Trigger¹⁴ will not move freely horizontally. This will cause binding while shifting.

If necessary, adjust the Shifter Trigger's¹⁴ bolt at the Shifter Lever¹³ with a 5/32" Allen tool and 7/16" wrench.

Step 5)

Inspect the Slide Slot¹⁵ for burs, notches or wear. Burs, notches and wear can form for a variety of reasons. The most common reason is continued operation of a ski that is not working 100% as intended.

If necessary, the Slide Slot¹⁵ can be cleaned up using fine grit sand paper. To better access the Slide Slot¹⁵, remove the Shifter Trigger¹³ from the Shifter Lever¹³ with a 5/32" Allen tool and 7/16" wrench. Once free, move the Shifter Trigger¹⁴ to the enlarged end of the Slide Slot¹⁵ and rotate the Shifter Trigger¹⁴ to remove it from the Slide¹⁶. If the Slide Slot¹⁵ has been worn beyond repair please contact us.

Step 6)

It is possible to inadvertently bend the Shifter Trigger¹⁴ while cleaning snow out of the ski.

To check if the Shifter Trigger¹⁴ is bent:

- Reinstall the gas struts¹⁸.
- Keeping the ski raised up, shift the Shifter Lever¹³ between its "Load/Ski" and "Up" positions. If working properly the Slide¹⁶ will pivot back and forth with equal crispness.
- Inspect where the Shifter Trigger¹⁴ crosses within the Slide Slot¹⁵. The Shifter Trigger¹³ should cross approximately halfway.

Signs that the Shifter Trigger¹⁴ is bent down:

- The Shifter Trigger¹⁴ crosses the Slide Slot¹⁵ after halfway and applies more pressure to the bottom side of the Slide Slot¹⁵.
- The ski locks out when raised to the "Up" position, but when shifted to the "Load/Ski" position the Slide¹⁶ moves slowly, does not unlock and prevents the ski frame from collapsing.
- With the frame in its lowered position, the Shifter Lever¹³ feels notchy or difficult to shift into the "Up" position.

Signs that the Shifter Trigger¹⁴ is bent up:

- The Shifter Trigger¹⁴ crosses the Slide Slot¹⁵ before halfway and applies more pressure to the top side of the Slide Slot¹⁵.
- When raising the frame into the "Up" position, the Slide¹⁶ moves slowly and does not automatically lock out at the top.
- With the frame raised up, the Shifter Lever¹³ feels notchy or difficult to shift into the "Load/Ski" position.

If necessary, the Shifter Trigger¹⁴ can be removed and trued. Remove the Shifter Trigger¹⁴ from the Shifter Lever¹⁰ with a 5/32" Allen tool and 7/16" wrench. Clamp the Shifter Trigger¹⁴ in a work vice and carefully bend it in the necessary direction. When re-installing the Shifter Trigger¹³ remember to properly check its tightness (Step 4).



Be careful the first time you test the Shifter Trigger¹⁴. If over bent it can create burrs, notches or wear in the Slide Slot¹⁴ (Step 5). It is better to not bend enough and test twice than to over bend the Shifter Trigger¹⁴.

Step 7)

If steps 1-6 did not resolve the issue with your Load System or you noticed a separate unresolvable issue please contact us. We will work with you directly to further facilitate getting your ski operational.

If the Load System is not working 100% as intended, do not ski the Monique until it is corrected. Using the Load System while it is not working at 100% can cause premature and irreparable wear.

Shock Servicing

The table below shows the recommended maintenance and service intervals from MRP for your shock.

	AFTER EACH USE	END OF EACH SEASON	ANNUALLY
Clean under the bottom-out bumper	Yes	Yes	Yes
Clean shock absorber exterior	Yes	Yes	Yes
Check shaft for damage or rust	Inspect	Inspect	Inspect
Check seal head for leaks or loosening	Inspect	Inspect/Replace	Replace
Check nuts for loosening	Inspect	Inspect	Inspect
Check DU bushings	Inspect	Inspect	Inspect
Check spring	Inspect	Inspect	Inspect
Change oil, piston and wearband, clean interior parts, check nitrogen		Recommended	

For necessary service, shocks can be sent to MRP in Grand Junction, CO or to one of their recommended service centers.

If you choose to send your shock to MRP you can use the RA request form on their website: <https://mrpbike.com/pages/ra-request-form>

Seat Liner

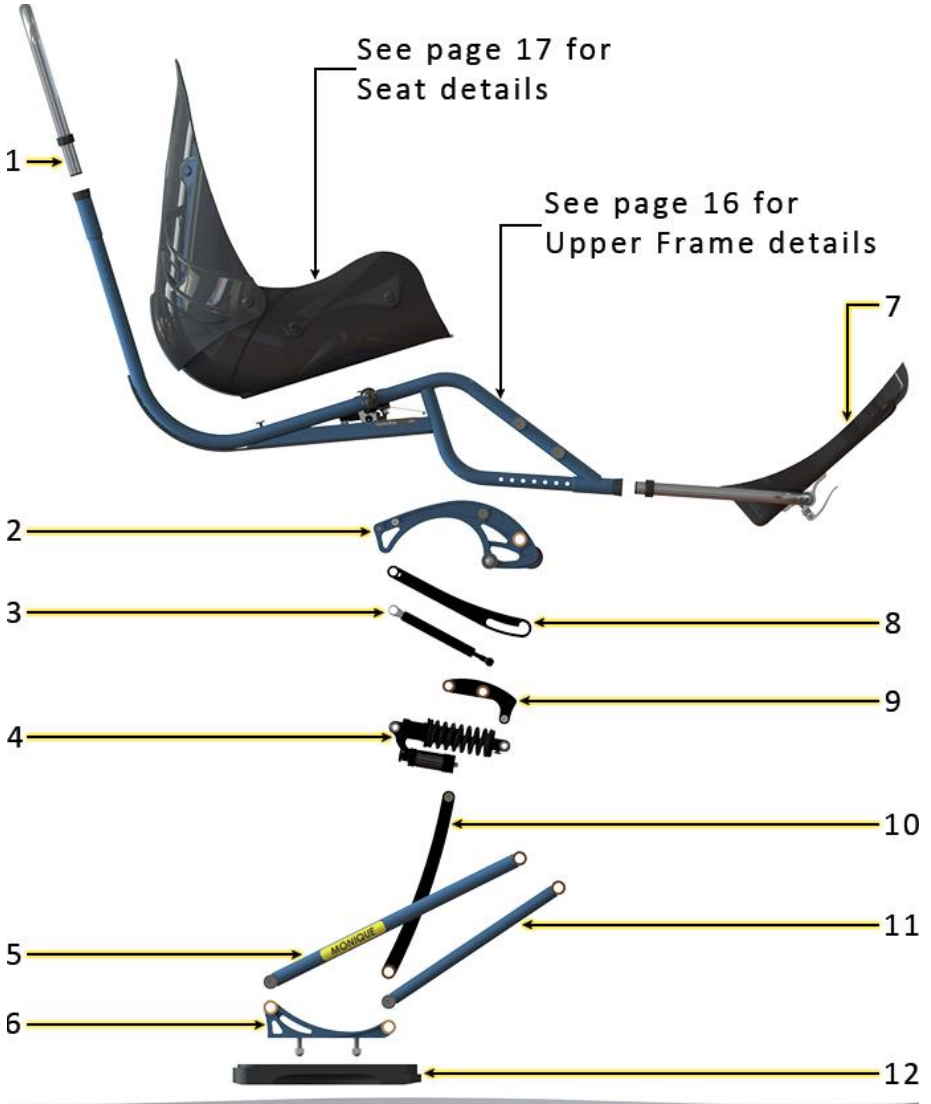


If it becomes necessary to wash your seat liner:

- The outer material of the seat liner can be hand washed with spray cleaners or mild detergents. Oil and grease may need dry cleaning. Avoid chlorine and bleach based cleaners.
- The inner foam is not intended to be washed. Replacements are available if necessary.

Parts Reference

The following section is designed to help identify parts on the Monique.

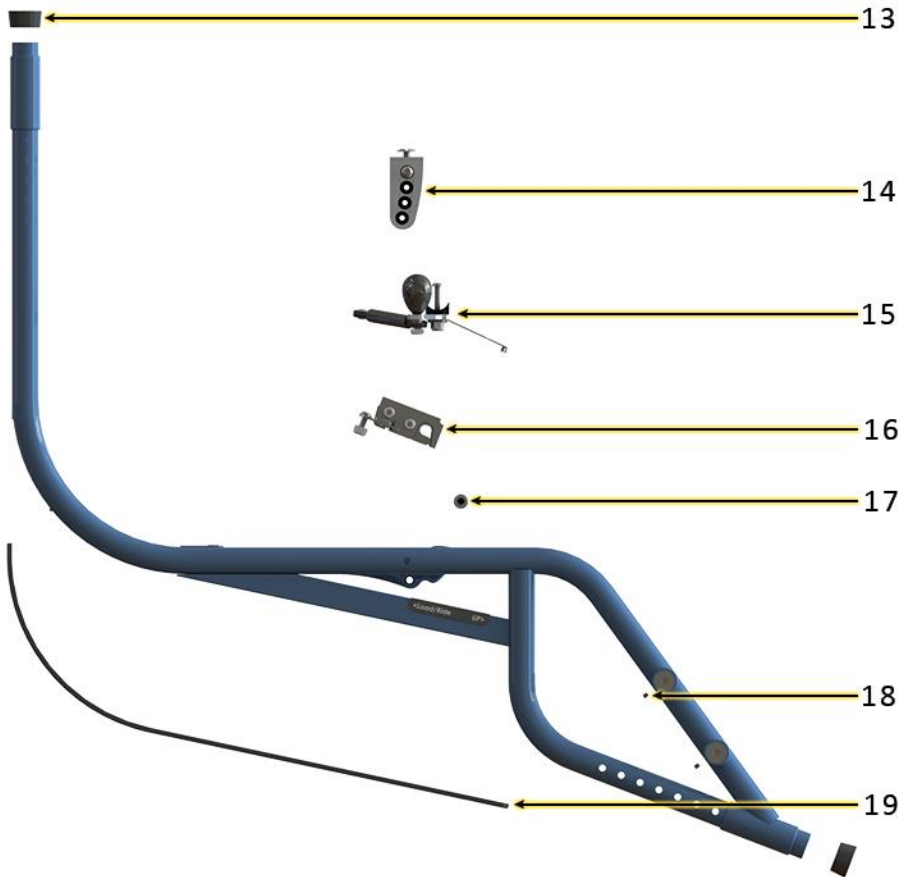


Within the parts list, **black text** designates standard available parts that can be purchased online at www.enablingtech.com.

If you need a part listed with **blue text** or do not see a part you are looking for please contact us at info@enablingtech.com.

- 1) Handle
 - U-Loop
- 2) Load Link
 - Flanged Bushings (2)
 - Shock Spacers & Hardware (1)
 - Gas Strut Ball Studs (2)
 - Black Nylon Washers (2)
- 3) Gas Struts
 - Gas Strut (without end fittings)
 - Ball Socket & Lock Pin (2)
 - Eyelet (2)
- 4) Shock
 - MRP Raze 2CR
 - 300lb, 400lb or 500lb springs
 - Mounting Hardware Kit for Front & Rear Eyelets (2)
- 5) Rear A-Arm
 - Flanged Bushings (2)
 - Upper Axle & Hardware (1)
 - Lower Axle & Hardware (1)
 - Set Screw (1)
- 6) Lower Frame
 - Flanged Bushings (4)
 - Lower Frame & Rear A-Arm Spacer (1)
 - Fore-aft Adjustment Hardware (1)
- 7) Footrests
 - Childs Footrest (not shown)
 - Junior Footrest
 - Adult Footrest
 - Footrest Plastic (1)
 - CNC'd Clamp and Quick Release Hardware (2)
 - Foot Strap and Hardware (1)
 - Quick Release Pins (2)
- 8) Slide
- 9) Rocker Link
 - Flanged Bushings (4)
 - Rocker Link Axle & Hardware (1)
 - Shock Hardware
- 10) Shock Link
 - Flanged Bushings (2)
 - Shock Link Arms, Tie Bridge & Hardware
 - Shock Link Axle & Hardware (1)
- 11) Front A-Arm
 - Flanged Bushings (2)
 - Upper Axle & Hardware (1)
 - Lower Axle & Hardware (1)
 - Set Screw (1)
- 12) Boot

Upper Frame Parts



- 13) Silencers (4)
- 14) Seat Bracket & Hardware
- 15) Shifter
 - Shifter Lever (1)
 - Knob (1)
 - Shifter Trigger (1)
 - Pipe Saddle (1)
 - Rod End Adjuster (1)
 - Hardware
- 16) Rotary Lock & Hardware
- 17) Slide Upper Axle & Hardware
- 18) Set Screws
- 19) Skid Plate, Rivets & Hardware

Seat Parts

- 20) Clam Shell Seat (Small, Medium, Large)
- 21) Seat Liner (1)
- 22) M2 Padded Ratchet Strap & Hardware (2)
- 23) Ladder Strap and Ratchet (2)
- 24) Lift Assist Straps & Hardware (2)
- 25) Pull Back Strap & Hardware (1)
- 26) Velcro Limiter Strap & Hardware (1)
- 27) Chest Strap (1) [if equipped]

**ENABLING
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