



MONIQUE

OWNER'S MANUAL

Introduction

Congratulations on the purchase of your Monique Monoski!

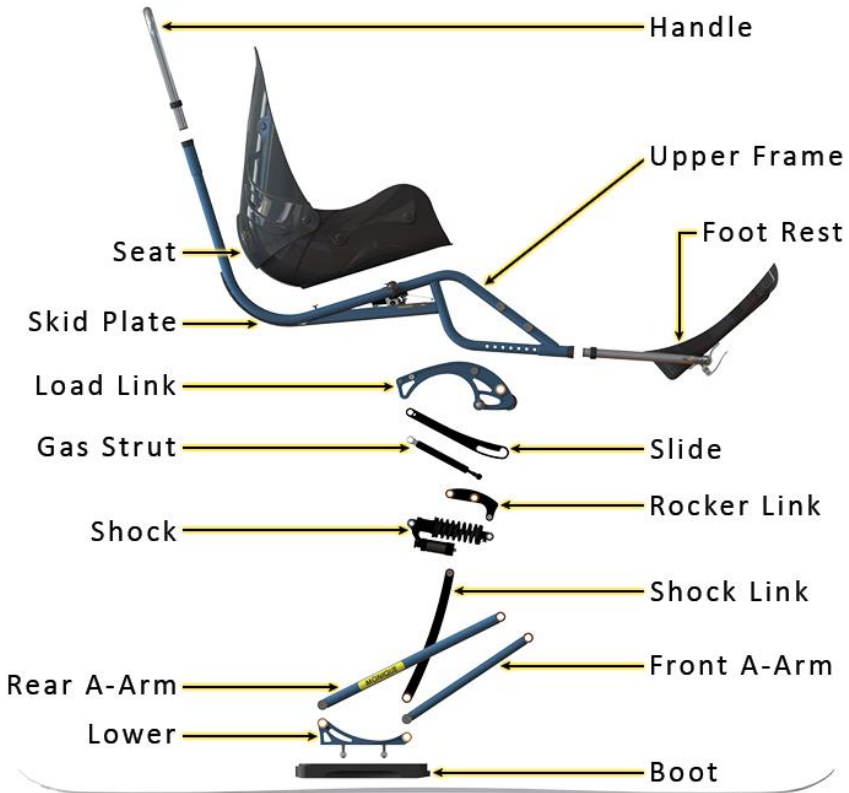
In this manual you will find vital information on initial assembly, proper usage, maintenance and troubleshooting for your Monique.

Please read the manual in its entirety before using your Monique on the slopes.

Contents

I) Initial Assembly	4
II) Know Before You Go	7
How to Load the Chairlift	8
Ski & Binding	13
Seat	14
Footrest	16
Center of Mass Adjustment	18
Tethers	19
Shock Setup	20
III) Shock Tuning	22
IV) Chairlift Evacuation	24
V) Accessories	26
Superlite Outriggers	26
Ready to Ride Ski Package	27
VI) Maintenance	28
Schedule	29
Load System	32
Shock Servicing	38
Seat Liner	39
Parts Reference	40

Below shows major component names that will be referred to in this manual.



More detailed drawings can be found in later sections.

1) Initial Assembly

Parts List & Tools

Your Monique comes partially assembled. You will need an M6 Allen to finish assembly. Your ski will come with a frame, seat, footrest, handle, shock, gas struts as well as any additional spare parts you ordered.

For Steps 1-6 please also see the Initial Assembly Video on the product manuals page of our website.

1) Shift the Lever to the “Up” position and pull the A-Arms down.

2) Install the Gas Struts.

The left and right Gas Struts have been labelled with corresponding red and green stickers.

- Remove the stickers and the lock pins from the Ball Sockets.
- Thread the Gas Struts into the Eyelets on the Frame.
- Snap the Ball Sockets onto the Ball Studs.
- Secure the Lock Pins onto the Ball Sockets.

3) Remove the rear Shock Bolt and Shock Spacers.

You will need an M6 Allen.



4) Remove the front Shock Bolt.

Shift the Lever to the “Load / Ski” position and push the A-Arms up to expose the front Shock Bolt in the Rocker Link. You will need an M6 Allen.



5) Install the front eyelet of the Shock.

Feed the Shock into the Rocker Link from the back side of the Load Link. The rebound knob must face down. Fasten with an M6 Allen.



6) Install the rear eyelet of the Shock to the Load Link.

Pull the A-Arms down to align the rear eyelet. Install the Shock Spacers between the Shock and the Load Link with the wide side of the flanges facing out.



7) Compress the Monique into the lowered skiing position.

Compress with the Shifter Lever in the “Load / Ski” position.



8) Set up the Seat.

See the image to the right for proper setup.

- The waist and thigh use pads secured with a ratcheting ladders.
- The seat angle adjustment has two extension buckles at the front of the thighs secured to two ratcheting ladders from the seat back.
- On the seat back is a Velcro limiter strap. Loop it under the webbing guide and back over onto itself.

**9) Remove and discard the wooden dowels from the foot and handle tubes.**

The pin does not go through the dowel. Remove the dowel first and then remove the pin.

**10) Install the Footrest.**

Be careful to slide each side in straight and at the same time. Slide / tap the footrest into the tubes. If necessary, a rubber mallet can be used to overcome initial friction. If necessary, tighten the ankle angle adjustment clamps.

**11) Install the handle.**

II) Know Before You Go

The following covers a checklist every user and instructor must be familiar with before taking the Monique out on the slopes.



A copy of this section is provided in a separate manual. If the Monique is being used by an adaptive ski program, the guide should be kept in a publicly known location. It is the responsibility of the adaptive ski program to ensure every user is familiar with the entirety of this section before taking the Monique out on the slopes.

Red warnings emphasize mis-use practices that reduce a skier's safety and damage your equipment. Damage or wear resulting from mis-use is not covered under warranty.

How to Load the Chairlift ✓

The Monique has a unique load system that works differently than other sit skis. It is imperative to learn how to use it properly.

1) Release the seat angle ratchet strap

This minimizes forward lean on the skis in the raised position and reduces teeter while sitting on the chair.

There is a Velcro limiter strap on the seat back and a ruler on the inside of the ladder straps. They will help you remember where the seat angle was at.



2) Push the shifter forward into the “Up” position



This is the only approved method for loading a Monique on a chairlift.



3) Before pushing out to the chair, lift straight up until the ski locks in the raised position



4) Push out to the "Load Here" line

Pay attention to where you line up in relation to the chair. Be aware of grab handles, footrests, or other add-ons that may interfere when lowering the safety bar.

Never push out to the "Load Here" line with the ski down and then lift up. Lifting before you push out ensures you are in a safe place and have time to adjust if the ski does not lock up on the first try.

5) While waiting for the chair, push the shifter backwards into the “Load/Ski” position

With the shifter in the “Load/Ski” position, the ski will remain locked up, but it is now tensioned to load the chair. This is what makes the Monique different from other sit skis.

Once tensioned, calmly wait for the chair. Repositioning or bouncing while the ski is tensioned could inadvertently unlock it from the raised position.



6) As the chair approaches, lift up to unlock the ski

This frees the load system, allowing the skier to sit down on the chairlift and the skis to freely compress as you exit the load area.



Never load the chairlift with the shifter in the “Up” position. This is uncomfortable for the skier and places stresses on the load system above what it was designed to handle.

7) Sit down on the chair

The skier should sit as far back on the chair as possible.



8) Lower the chairlift safety bar as soon as possible

9) Attach a properly sized retention strap

Slipknot one end of a retention strap to the single tether connection point, loop the retention strap through the seat's grab handle, around an approved part of the chairlift, and clip the strap back to the single tether connection point.



Looping through the seat's grab handle ensures the skier can't lean too far forward and teeter.

The retention strap must be properly sized and limit a skier's movement so they cannot inadvertently slide off the chair. The connection point is not load rated to arrest a skier in the event the ski slides off of the chair.

**10) Prepare to unload
the chairlift**

The ski is already unlocked and ready to unload. Double check the shifter lever is still in the “Load/Ski” position. If so, you do not need to shift before unloading.

Wait until you are as close as possible to the top before releasing the retention strap. Hold onto the chairlift and raise the chairlift safety bar.

11) Push off the chair

Once off the chair, the frame will settle down and automatically lock into the ski position.

**12) Ski away a safe
distance from the
unload area and adjust
the seat angle**

Ski & Binding ✓

Several setup and safety considerations are recommended in order to use the Monique with a traditional alpine ski and binding.

Boot Sole Length (BSL):

- 325 mm
(aligns with RESNA suggested standard)



Ski & Binding Setup:

Minimum:

- The forward pressure of the binding must be adjusted to the Monique.
- The heel of the binding must be pinned or blocked to avoid inadvertent release.
- The DIN should be set to (but not past) the binding's maximum DIN.
- The ski must have metal reinforcement where the binding is mounted (Mounting in fiberglass / wood is not recommended).
- The binding's maximum DIN should be 15 or greater and have metal construction where the boot contacts the binding.

Recommended:

- The toe of the binding should be pinned or mounted with a toe plate to avoid inadvertent release.
- Use a stiff ski with positive camber and traditional sidewall construction.
- The binding should be professionally mounted to the ski with helicoil inserts and high strength epoxy.
- The binding's maximum DIN should be 18 or greater and have predominantly metal construction.

Skis and bindings should only be set up by knowledgeable or trained individuals. If you do not have the knowledge or means seek outside help.

Seat ✓

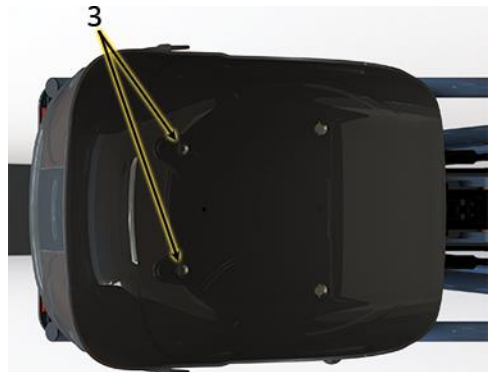
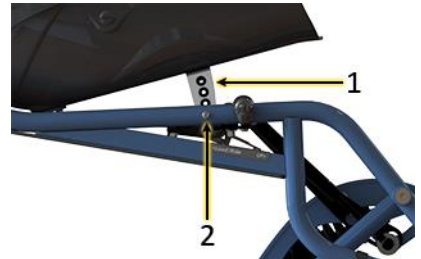
Choose the appropriate size:

- Small (12") | Medium (14") | Large (16") | Extra Large (18")

* We measure seat size by the shell width at the hips. This measurement takes a thin liner or padding into account. If using our Seat Liners, they are approximately 3/4" thick on each side and you can subtract approximately another inch of width from the stated measurement.

To change a seat:

- 1) Remove the seat liner.
- 2) Shift the ski into the "Up" position and raise up.
- 3) Remove the two ¼-20 button head socket screws² with a 5/32" Allen wrench. The Adjustable Dump Bracket¹ will stay attached to the seat.
- 4) Remove the rear two ¼-20 truss head bolts³ using a #2 Philips screwdriver.
- 5) Align the new seat on the frame.
- 6) Reinstall the ¼-20 truss head bolts³ finger tight.
- 7) Align the adjustable dump bracket² and refasten the ¼-20 button head socket screws².
- 8) Finish fastening the two ¼-20 truss head bolts³.



Excessive hip foam reduces the skier's ability to safely control the ski. Foam can be used to fit half sizes but should not be used in lieu of the proper size shell.

Adjust the dump angle:

- Low angle = shorter, good core strength, or less forward weight (amputees, high atrophy, etc.)
- High angle = taller, weaker core strength, or looking for improved suspension performance.

**To adjust the dump angle:**

- 1) Shift the ski into the “Up” position.
- 2) Remove the two ¼-20 button head socket screws² with a 5/32” Allen wrench.
- 3) Pivot the seat to the desired adjustable dump position.
- 4) Thread one of the ¼-20 button head socket screws² in 2-3 turns.
- 5) Go to the other side and thread the second ¼-20 button head socket screw² in completely.
- 6) Return to the first button screw and finish fastening it into position.

Large foam wedges raise the skier outside of the shell reducing the skier's ability to safely control the ski. Foam can be used for pelvic support, but should not be used in lieu of the proper seat dump angle.

Footrest ✓

Choose the appropriate size:

Approximate skier height:

- Small = 4'1" – 5'1"
- Med = 5'0" – 5'8"
- Large = 5-7" – 6'3"+

Small:

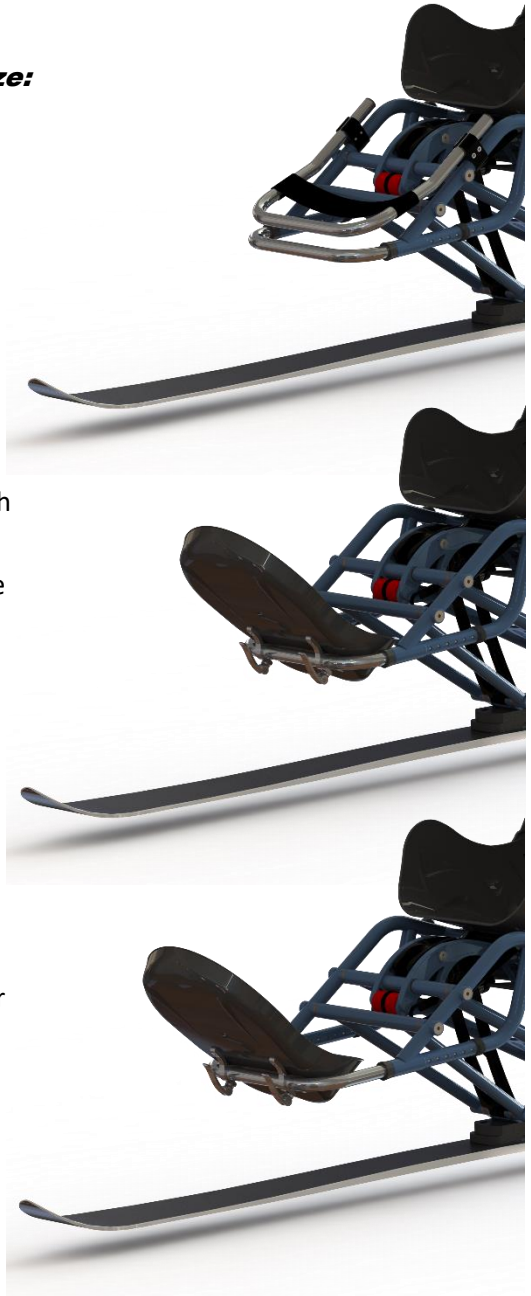
Attaches to the upper frame with quick release tube clamps. It must be used with a U-Loop. The U-Loop provides structural protection to the frame.

Medium:

Slides into the frame and has 4" of length adjustment.

Large:

Begins one hole before where the medium footrest ends. Taller skiers can be accommodated by increasing the seat dump angle and tucking their knees more.



Foam weakens the skier's connection with the ski and increases their risk for injury by moving their feet outside of the plastics protection. Never use foam on the Footrest.

Adjust the ankle angle:

Adjusting the ankle angle distributes pressure evenly across the footrest.



To adjust the ankle angle:

- 1) Release the clamp levers⁴ at the front of the Footrest bar.
- 2) Align the skier's feet flush with the footrest plastic.
- 3) Re-clamp levers⁴ facing up as shown.

If the clamps are loose, release the lever, place thumb pressure on the head of the socket bolt on the inside of the footrest, spin the lever clockwise to tighten, and then re-clamp the lever.

The clamp should only need finger pressure to tighten, but if conditions require more, the socket bolt can be tightened with an M5 Allen.

Failure to adjust the ankle angle creates stress at the heels of the footrest. This can cause the aluminum clamps to crack, fail and break. This stress is catastrophically aggravated by able bodied skiers wearing ski boots.

Center of Mass Adjustment ✓

Sit skiers do not have as much leverage over the noses and tails of their skis compared to stand up skiers. To compensate we adjust the skier's center of mass to start at the ski's sweet spot.



A dowel test is recommended before going out on the slopes:

- Loosen the two 3/8-16 Flat Socket Cap Bolts with a 7/16" Allen wrench.
- With a skier in the ski, place a dowel underneath the center of the bindings mounting line.
- Adjust the lower along the slot until the skier's balance fore aft is centered on the dowel.
- Retighten the two 3/8-16 Flat Socket Cap Bolts.

Once on the slopes you may need to fine tune the skier's balance:

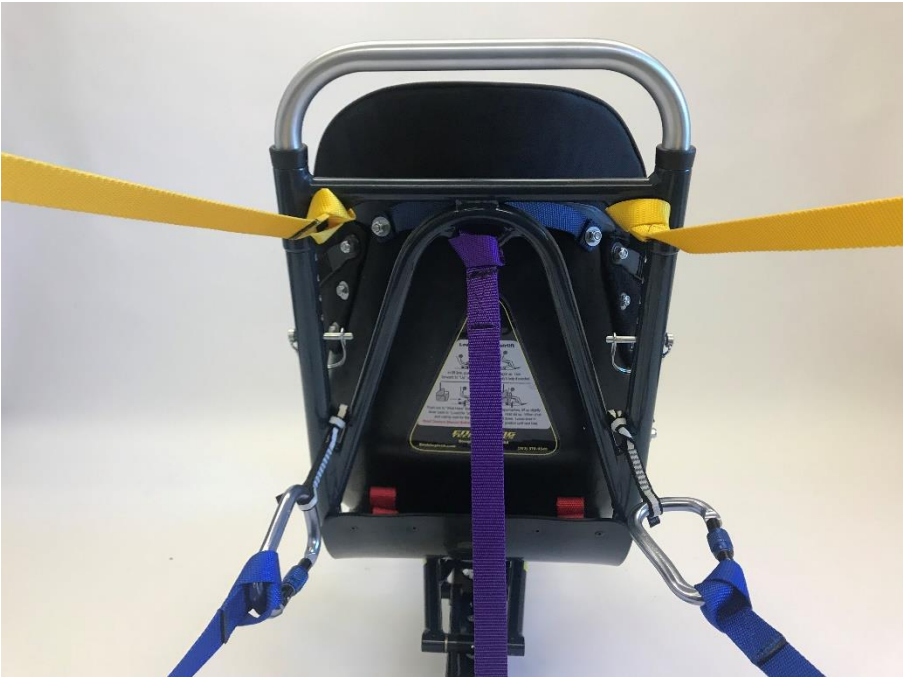
- If the nose of the ski is washing out, move the frame towards the front of the slot.
- If the tail of the ski is washing out, move the frame towards the rear of the slot.

The Monique is designed to be balanced at the center of the binding's mounting line. Balancing at any other location will diminish suspension performance and ski control.

Tethers ✓

- High tether points = most trails / carving turns
- Low tether points = narrow trails / sliding the tails
- Single tether point = speed control only

We do not recommend attaching metal carabiners directly to the connection points. We've pictured two approved options below. We recommend slip knotting tethers directly to the frame or attaching carabiners to a runner. This prevents metal on metal wear and reduces the chance of inadvertent release.



Tethering is a dynamic skill. Enabling Technologies only recommends tethering connection points and is not responsible for tethering practices. Programs and individuals are responsible for learning and executing safe tethering practices.

Never attach an open gate carabineer directly to the connection points. An open gate carabineer can inadvertently release while tethering.

Shock Setup ✓

Choose the appropriate spring:

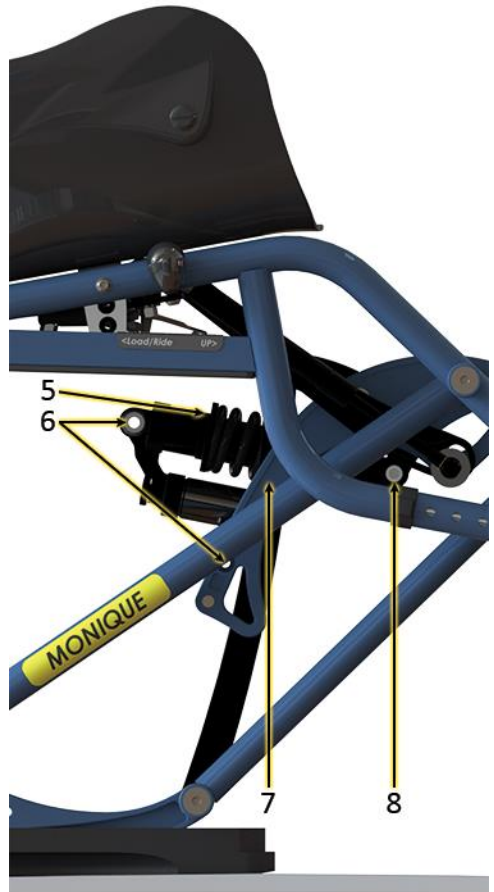
We recommend jumping to the next spring rate once the skier's weight exceeds half of the spring rate:

- 130-155 lbs = 300 lb spring
- 160-205 lbs = 400 lb spring
- 210-250 lbs = 500 lb spring

To change a spring:

See the Product Manual section of our website for a video!

- 1) Shift the Monique into the "Up" position.
- 2) Remove the M8 socket bolt⁶ from the shock's rear eyelet using a M6 Allen wrench.
- 3) Compress the A-arms to expose and remove the M8 socket bolt⁵ at the shock's front eyelet. The shock will feed out the rear of the Load Link⁷.
- 4) Completely loosen the preload coil nut⁵, remove the spring retainer from the shock's shaft and swap in the new spring.
- 5) Tighten the coil preload nut⁵ at least one full turn
- 6) Reinstall the shock.



A 400lb spring is not a universal recommendation for suspension setup. When the wrong spring rate is used it reduces the skier's ability to absorb the terrain and causes premature wear to the shock and ski.

Set the skier's sag:

Sag adjusts the shock to the ideal starting position within its travel.



Middle Image:

- When sag is set correctly, the Monique's Shock Link bolt will be partially exposed at the rocker link as shown.

Left Image:

- If the Shock Link Bolt Head is fully exposed, the frame is sitting too low in its travel. Tighten the coil nut's⁵ preload. Do not tighten more than 4 full turns.

Right Image:

- If the Load Link covers the Allen portion of the Shock Link bolt, frame is sitting too high in its travel. Loosen the coil nut's⁵ preload. The spring requires at least one full turn of preload.

Set the shock to the recommended base setting:

Verify a previous user hasn't changed any adjustments. Rebound and low speed compression have been custom valved so the middle of the range is a fair starting point. High speed compression should be adjusted back 10 clicks counter clockwise from fully closed. This will be sufficient for most new skiers. More in depth tuning can be found in the next section.

If the proper sag cannot be achieved within the turn limits outlined above, you must change the spring to a different weight before using the Monique on the slopes.

III) Shock Tuning

The following steps are recommended for fine tuning your shock. As an additional resource, we recommend seeing MRP's Owner's Manual. It can be found online at www.mrpbike.com/tech-resources.

All adjustments are measured by fully closing the knob clockwise and counting down in the counter clockwise direction. The dial may have range past zero, but it is relatively ineffective adjustment.

Set Sag Before You Make Any Adjustments:

The appropriate spring must be installed and set to the correct sag before you can fine tune your shock. Sag sets the shock to a starting window. The adjustment knobs help you adjust within that window.

Step 1)

Set rebound and low speed compression to the middle of their adjustment range.

Step 2)

Set the high speed compression to fully open and add resistance during harsh bottom out instances.

High speed compression (HSC) controls the shock's threshold for fast movements. Such movements can be caused by quick impacts with moguls or choppy trails. The goal is to run as little HSC as possible to keep a plush ride without harshly bottoming out.



- If the shock is harshly bottoming out turn the adjuster clockwise to add bottom out resistance.
- Lighter and beginner skiers will run less HSC than heavier and aggressive skiers.

Once a high speed compression setting has been found it will usually be left unchanged. The goal is to set bottom out resistance for the biggest impact

each skier will see. Rebound and low speed can later be used to tune out wallowing or harshness that comes from that setting.

Step 3)

With the rebound set to mid-range, adjust as necessary.

Rebound (R) controls the speed at which the shock will return to the sag position. When the rebound is properly set the ski will keep traction with the snow without “pogoing” the skier out of impacts.



- If the ski is returning too fast, turn the adjuster clockwise to slow the shock’s return.
- If the ski is returning too slow, turn the adjuster counter clockwise to speed up the shock’s return.
- Lighter and beginner skiers will run slower rebound than heavier and aggressive skiers.

If the shock is returning too slow and not returning to the sag position after every impact, less spring is available for the next impact. This is known as “packing” and can give the impression the shock is too soft. It is often mistaken for running too little low speed compression.

Step 4)

Where high speed compression is for quick impacts, low speed compression (LSC) controls resistance for slower movements. It plays a major role in the stability of the ski and overall how stiff or soft it feels.



- To make the suspension stiffer and more supportive, turn the adjuster clockwise.
- To make the suspension softer, turn the adjuster counter clockwise.
- Lighter and beginner skiers will run softer low speed compression than heavier and aggressive skiers.

IV) Chairlift Evacuation

The chairlift evacuation straps should be permanently attached to the Monique.



For Monique's the front evacuation strap is 6" shorter than the rear evacuation straps.

- The front evacuation strap should be slip knotted around the front dowel pin on the Load Link as shown above. The excess strap can be wrapped around the dowel pin and secured with a Velcro strap.
- The rear straps should be slip knotted around the Seat Pivot Cross Member and fed between the Skid Plate and Skid Plate Support. Excess strap can be folded and secured to itself with a Velcro strap.

The user is responsible for familiarizing themselves with each ski areas unique procedures for chairlift evacuations.



In the event of a chairlift failure, wait for professionally trained rescue professionals to deploy the evacuation system. It is designed so trained professionals can lower the skier to the ground without having to take the skier out of the ski. The straps make a 3 point system and should be joined with a rated locking carabineer.

The evacuation system must routinely be inspected for frayed or cut webbing. Any webbing showing signs of wear should immediately be replaced. Even if never used, all webbing should be replaced after 7 years as a safety precaution. The actual lifespan of webbing depends on how frequently it is used. With moderate use and high UV exposure, the lifespan may be closer to two to five years.

V) Accessories

Superlite Outriggers

Used to assist in balancing, stopping, turning, and getting on and off the lift, outriggers are a vital part of the skiing experience. Superlite's versatility comes from their setup options which accommodate a wide range of skiers. We recommend the regular size for the Monique.



<https://enablingtech.com/collections/superlite-outriggers>

Ready to Ride Ski Package

Several setup and safety considerations are recommended in order to use the Monique with a traditional alpine ski and binding. Often this makes it difficult to find a shop that is willing to mount a mono-ski how it needs to be setup. Our ready to ride ski packages come already mounted, eliminate the need to buy a pair of skis, and meet all of our recommendations for mono-skis.



<https://enablingtech.com/collections/mono-ski-skis-bindings-parts-accessories>

VI) 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.

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.)

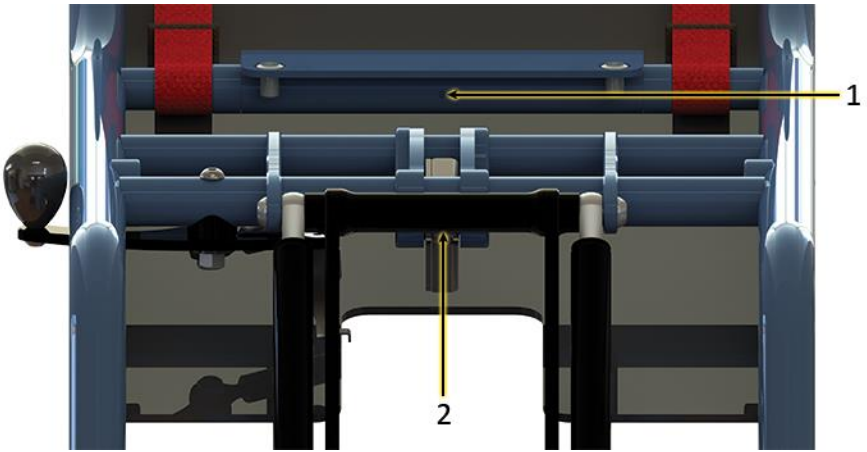
Periodically:

- 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

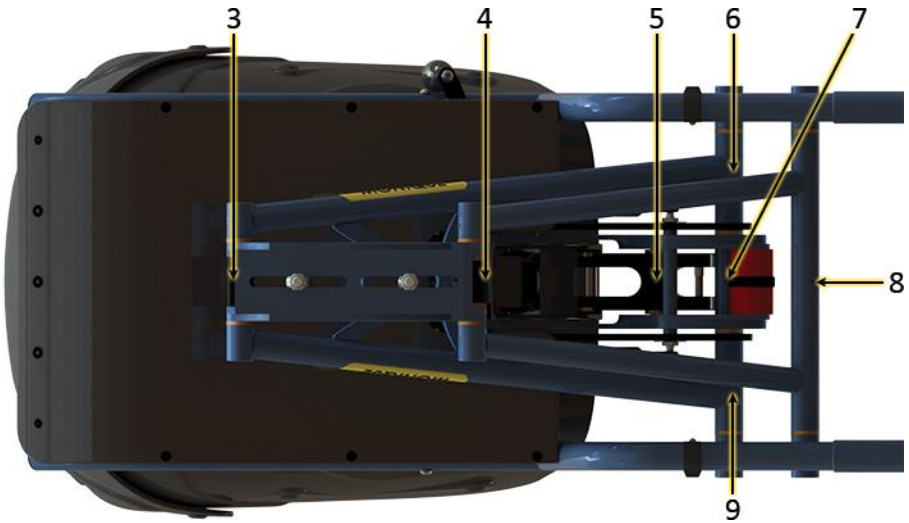


Lube the Seat Pivot with WD-40:

- 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.

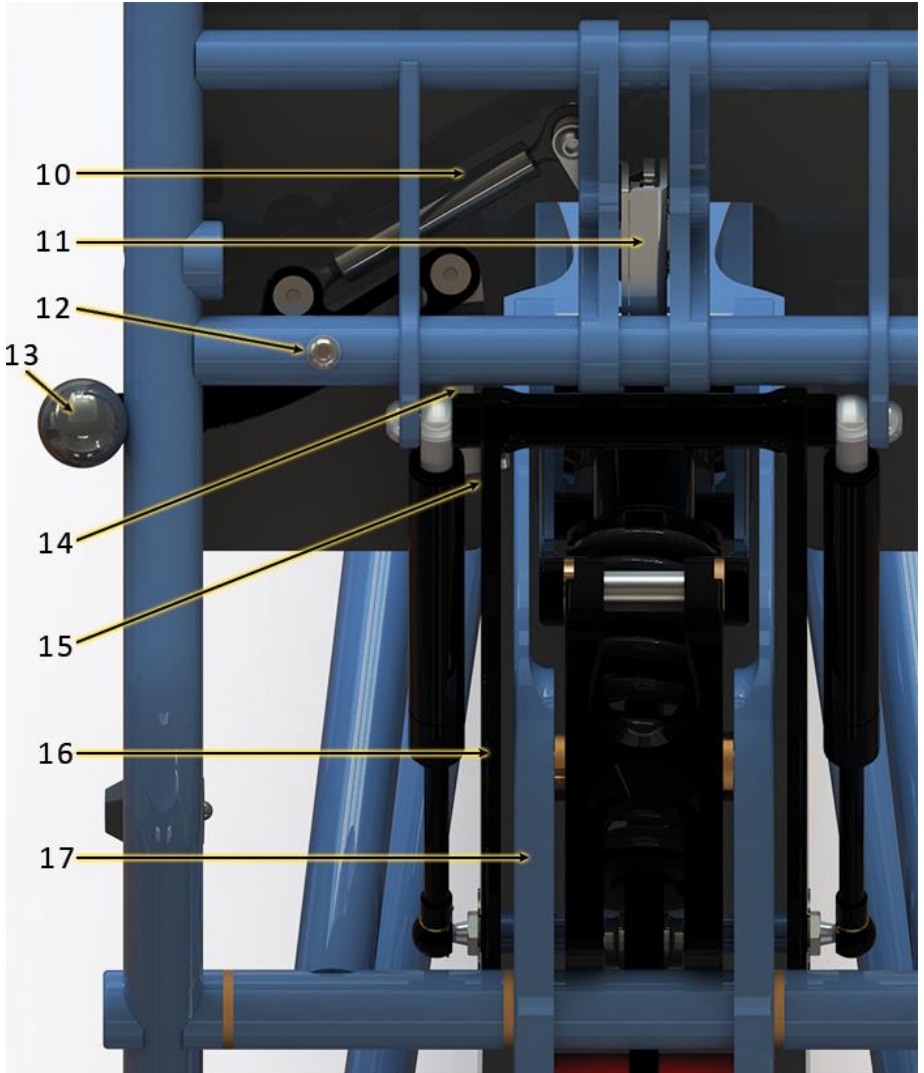


Lube the bronze bushing pivots with white lithium grease:

- 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.

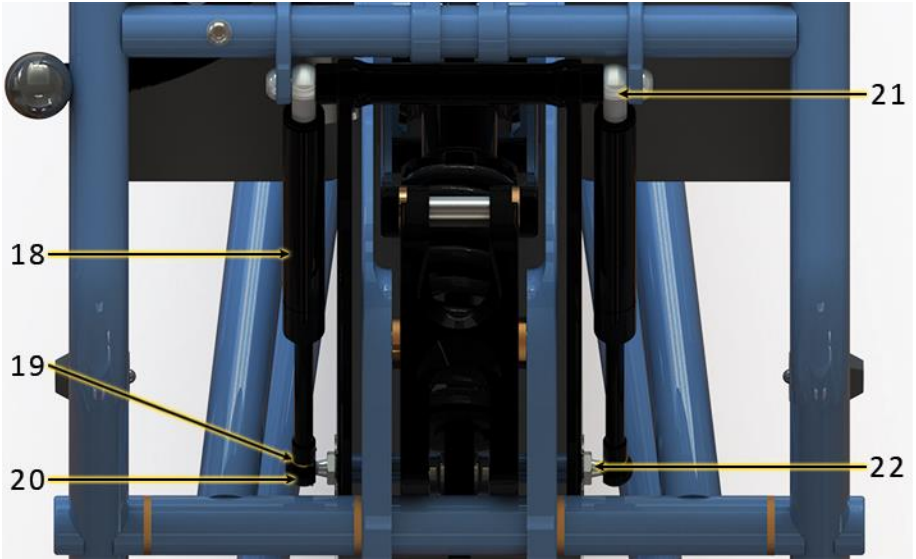
Step 5)

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 burs, 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

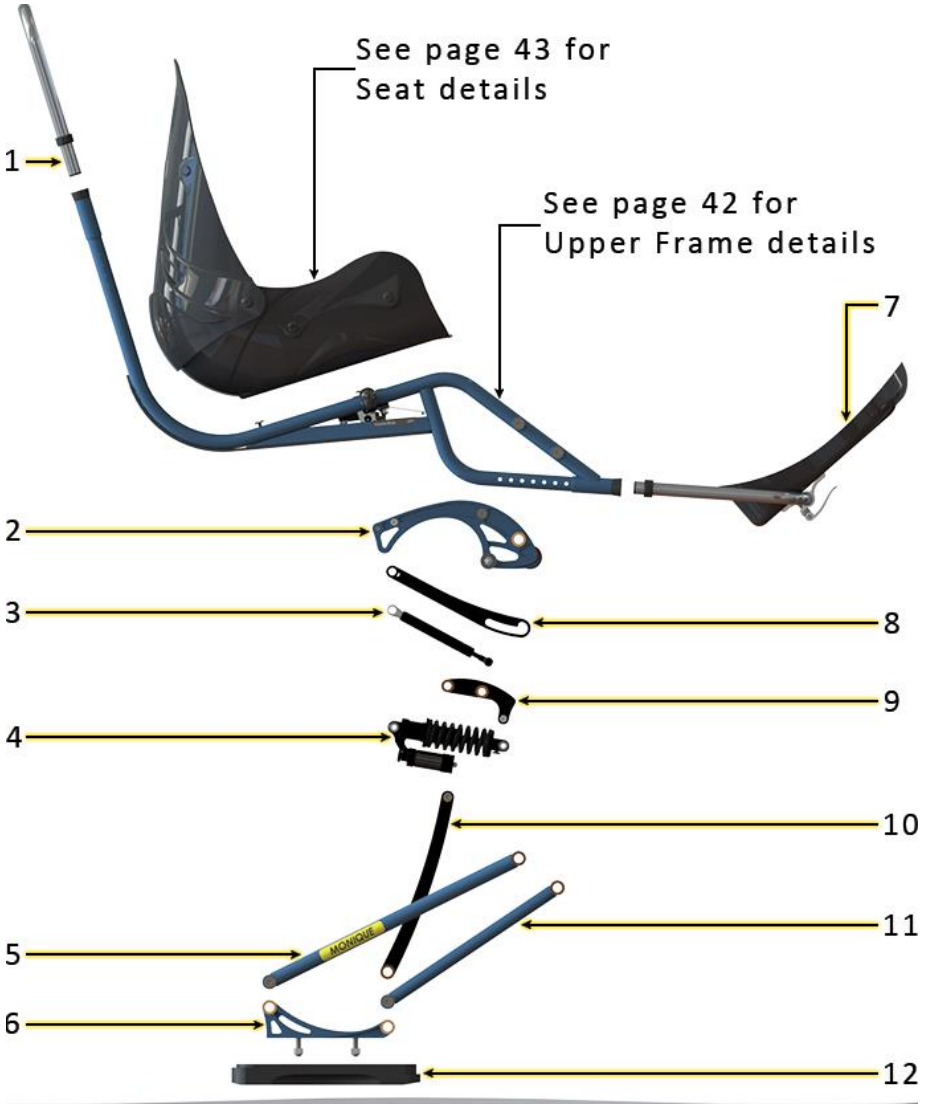


If it becomes necessary to wash your seat liner:

- 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.

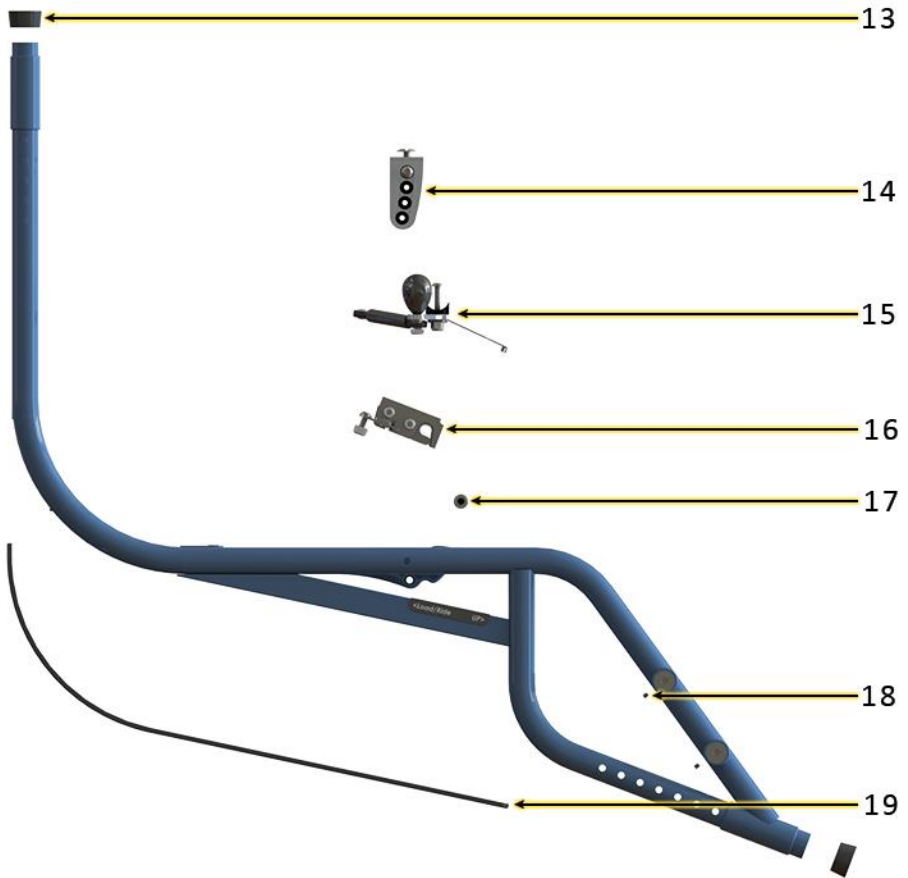


Within the parts list, **black text** designates standard available parts that can be purchased online at www.enablingtech.com.

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]

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.

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