FORK SERVICE MANUAL

REBOUND TYPE I

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FROG
KENDA

REBOUND TYPE I

Ensure forks are cleaned after every ride. We recommend they are serviced, lubed, and tuned by your local bike shop after 100 hours of riding, or 6 months (whichever is earlier). Do not apply pressure from a water jet directly onto wiper seals or frame bearings.

This manual is for the Type I fork rebound, as illustrated by the photographs to the left and below.
If you are servicing a different Frog Bikes MTB fork, please see the Fork Service Manual for Rebound Type II.

DISASSEMBLE

1. Set fork in locked out position and remove from frame.

2. Remove blue air valve dust cap.

3. De-pressurise fork via air valve.

4. Frog 69/72 MTB Only. Remove Rebound control knob using 1.5mm Allen key. **N.B Under the grub screw is a small bearing and spring. Take care not to lose these parts.**

5. Remove red lockout adjustment lever. **N.B Lever should be in locked out position.**

6. Remove circlip.

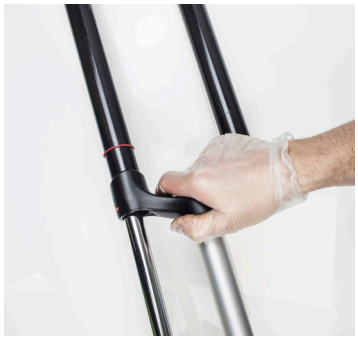
7. Lift out lockout control rod.

8. Remove 3 Ball bearings and springs using a magnetic pick.

9. Undo lower stanchion bottom bolts. 6mm/5mm. **N.B Compress forks & make an initial sharp twist to break thread seal.**

10. Slide inner and outer stanchions apart.

11. Unscrew alloy lockout top cap using 22mm socket.



12. Slide out oil cartridge from inner stanchions.

13. Holding the oil cartridge firmly undo the top bolt inside the alloy top cat.

14. Remove rubber top out buffer from inner air rod.

15. Slide inner air rod up and use a 24mm socket to undo and remove alloy bottom air cap. Then slide out air valve piston assembly.

16. Unscrew alloy air valve seal top cap using 24mm socket.

17. Remove wiper seal from outer Legs.
N.B Use a large tyre lever to pry out seal. New wiper seals must be used.

18. Degrease/Clean all parts, Check for damage or wear and lay out in order of re-assembly.

RE-ASSEMBLY

1. Attach alloy lockout top cap to oil cartridge using the lock-out assembly bolt.
N.B. This bolt should be threaded locked using Locktite 242 or similar.

2. Add a small amount of grease to each of the 3 holes in the lockout assembly bolt.

3. Carefully relocate the springs and ball bearings.

4. Relocate the lockout control rod.
N.B take care not to dislodge the ball bearings.

5. Re-fit circlip, locating correctly into the recess.

6. Lightly grease lockout top cap thread and outer surface of the oil cartridge.

7. Relocate cartridge into the lockout side of the Inner stanchions.

8. Tighten using 22mm socket. 18Nm

9. Grease air valve piston assembly.

10. Relocate into the inner stanchion from the bottom.

11. Grease the thread on the bottom alloy air cap

12. Re-tighten in the inner stanchions. 18Nm

13. Pull out inner air rod and fit rubber top out buffer.

14. Add approx. 6ml of 5W fork oil down the Air side inner stanchion.

15. Re-fit the alloy air valve seal top cap using 24mm socket. 18Nm

16. Soak each NEW foam ring in 80W gearbox oil until saturated.

17. Slide NEW wiper seals & soaked foam rings onto the Inner stanchion legs and lightly grease.

18. Apply grease over the foam rings.

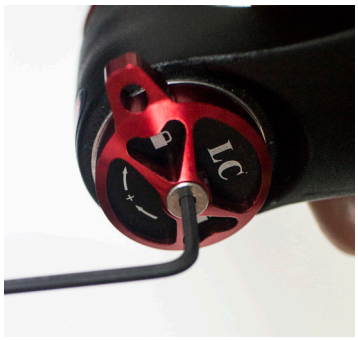
19. Grease the outer stanchion bushes and foam rings using a dowel rod.

20. Slide the inner and outer stanchions back together.
N.B. The fork brace is on the back of the outer stanchions!

21. With the forks upside down and compressed, relocate the Inners rods. The threads will become visible. Re-tighten the bottom bolts taking care to use the correct bolt per side. 6Nm

22. Push wiper seals back down into position.

23. Re-assemble Rebound control knob. Apply a small amount of grease to hold spring and bearing in place. Insert back into bolt and tighten the grub screw in place using 1.5mm Allen key.



24. Re-fit red lockout adjustment lever. The fork should be in locked out position with cap in the appropriate position.

25. Pressurise the fork using a shock pump to approx. 50psi. (0271)
N.B. Correct pressure can be set for rider afterwards.

26. Finally, re-fit the blue air valve dust cap. Test fork the correct way up on a soft surface. Re-fit forks to frame.

CAUTION

Frog Mountain Bikes fall into Condition 3 specified in EN17406 (see table below for details).

As such, it is not intended for aggressive downhill riding, jumps, dirt jumps or freeride. Improper use can result in failure of the fork, which could cause accidents or even death. Disregarding these instructions will void the warranty of the fork.

Conditions	1	2	3	4	5	6
Description	Applies to bicycles and EPACs used on regular paved surfaces where the tyres are intended to maintain ground contact at average speed with occasional drop.	Applies to bicycles and EPACs and includes Condition 1 as well as unpaved and gravel roads and trails with moderate gradients. In this set of conditions, contact with irregular terrain and repeated tyre contact with the ground may occur. Drops are intended to be limited to 15 cm or less.	Applies to bicycles and EPACs and includes Condition 1 and Condition 2 as well as rough trails, rough unpaved roads, and rough terrain and unimproved trails that require technical skills. Jumps and drops are intended to be less than 60 cm.	Applies to bicycles and EPACs and Includes Condition 1, 2, and 3, or downhill gradients on rough trails at speeds less than 40 km/h, or both. Jumps are intended to be less than 120 cm.	Applies to bicycles and EPACs and includes Condition 1, 2, 3, and 4; extreme jumping; or downhill gradients on rough trails at speeds in excess of 40 km/h; or a combination thereof.	Applies to bicycles and EPACs and includes Condition 1, to be used in competition or otherwise at high speed in excess of 50 km/h such as when descending or sprinting.
Typical average speed range km/h	15 to 25	15 to 25	Not relevant	Not relevant	Not relevant	30 to 55
Intended drop/jump height cm	< 15	< 15	< 60	< 120	> 120	< 15
Intended riding purpose	Commuting and leisure with moderate effort	Leisure and trekking with moderate effort	Sportive and competitive with moderately challenging technical trail features	Sportive and competitive with highly challenging technical trail features	Extreme sports	Sportive and competitive with intensive effort
Type of bicycle (examples)	City and urban bikes	Trekking bike, travel bike	Cross country and marathon	All mountain, trail	Downhill, dirt jump, freeride	Road racing, time trial, triathlon
Recommended riding skills	No specific riding skills required	No specific riding skills required	This requires technical skills and practice	This requires technical skills, practice and good riding control	Extreme technical skills, practice and riding control	This requires technical skills and practice

WARNING: The use of the bikes outside of their recommended riding condition will void any manufacturer's warranty.

NOTE: Once the forks are serviced, extra grease may seep through the seals within the next couple of rides. This is completely normal, and a sign of a lubricated & serviced fork.