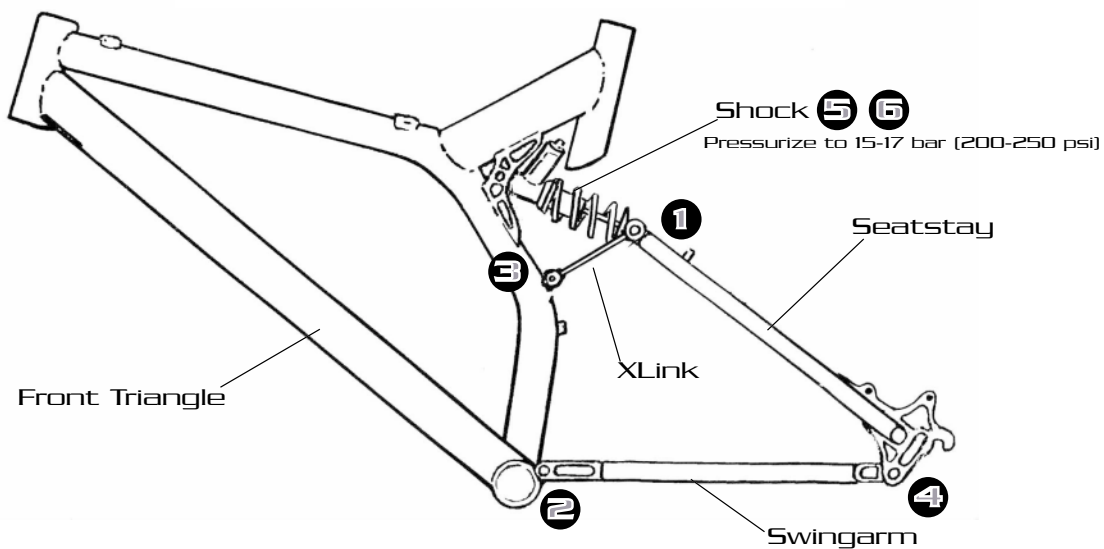
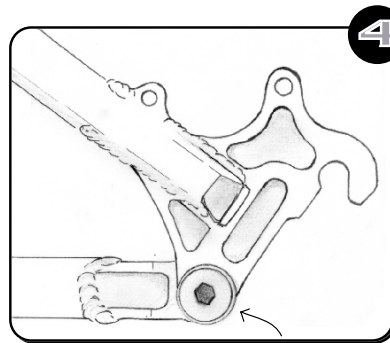
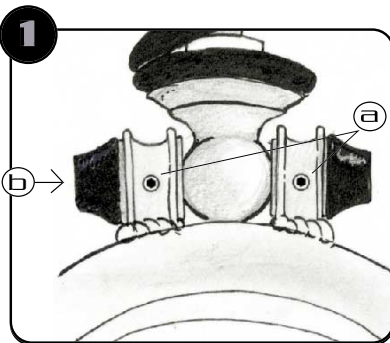


Joint Cleaning & Greasing



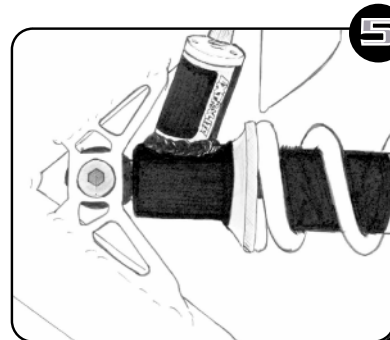
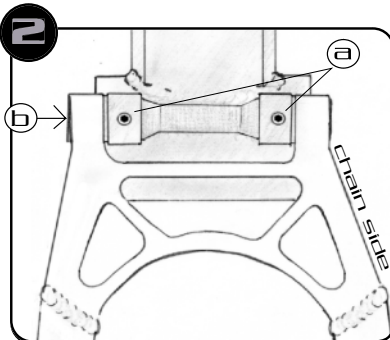
Your FI's linkage joints are highly precision machined, using milled "PEEK" bushings and CNC "HART-COAT" treated pivot/bolts. This system insures high responsiveness and years of life with only regular cleaning and greasing. After riding in wet conditions or bike washing muddy water may enter and dry up into the joints, leaving a thin abrasive film in the long run. After several wetting and dryings sand particles will create a true abrasive layer sticking to the bushings. This could wear prematurely the Hart-Coat pivot surface. Therefore remove every dirt from the bushing, and bring it to its original cream-white color, avoid using sharp tools, aggressive solvents or abrasives. Inadequate joint cleaning voids the limited warranty. Always use quality tools and insure a precise and complete fit. When reassembling liberally grease the pivot surface and thread (use quality waterproof grease). Grease will prevent aluminium thread seizing and water/dirt entering. We recommend to protect your shock with a shock boot when riding in wet condition. This prevent shock shaft and seal premature wear.

- 1**
- Ⓐ Unscrew with 2.5 mm allen key.
 - Ⓑ Push the $\phi 10$ axle with a $\phi 8$ mm flat and smooth rod.
- Reassemble carefully aligning bushings and seatstay mountings.



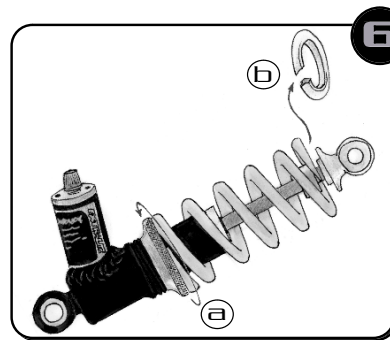
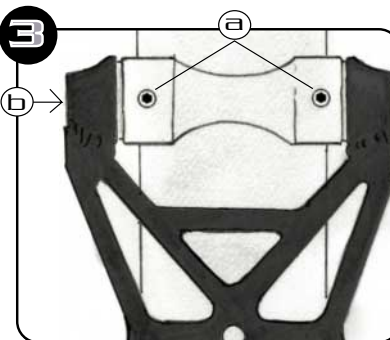
- 4**
- Unscrew the pivot/bolt using a 6mm allen key. Reassemble carefully aligning the thin aluminium thread ($M10 \times 1$ mm). Grease well.

- 2**
- Ⓐ Unscrew with 2.5 mm allen key.
 - Ⓑ Push the $\phi 12$ axle with a $\phi 8$ mm flat and smooth rod.
- Reassemble carefully aligning frame mountings and bushings. Insert the swingarm axle from left to right, keeping the small hole on the chainside.



- 5**
- Unscrew the pivot/bolt using a 6mm allen key. Reassemble carefully aligning the thin aluminium thread ($M10 \times 1$ mm). Grease well.

- 3**
- Ⓐ Unscrew with 2.5 mm allen key.
 - Ⓑ Push the $\phi 10$ axle with a $\phi 8$ mm flat and smooth rod.
- Reassemble carefully aligning frame mountings and bushings.



- Shock Spring Removing:**
- Ⓐ Completely unscrew the preload threaded ring.
 - Ⓑ Pull out the spring round shoulder through its lateral cut.
- ⚠ WARNING:** do not scratch the shock shaft's smooth surface.
- Reassemble in reversed sequence.
- ⚠ Spring round shoulder:** 1mm grooved side must centre the spring base: rounded side, external.