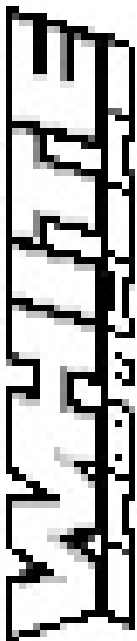


AP-1 Installation instructions

INSTRUCTIONS

AP-1



Congratulations! You have just purchased the best performing suspension seatpost available. The AP-1, with its proprietary air spring / air damping technology, solid brass guide pin and Teflon coated bushings, provides the ultimate in adjustability, durability and performance. We urge you to carefully read these instructions for the maximum performance and product life, and to help make your bicycling experience more enjoyable and trouble free.

IMPORTANT CONSUMER SAFETY INFORMATION

RIDING A BIKE IS DANGEROUS. NOT PROPERLY MAINTAINING OR INSPECTING YOUR BIKE IS EVEN MORE DANGEROUS. IT IS ALSO DANGEROUS NOT TO READ AND FOLLOW THESE INSTRUCTIONS.

1. Do not ride with the seatpost extended above the "max height" line marked on the post. Do not scratch the seatpost to mark your preferred seat height, instead, use a piece of tape, if necessary.
2. Before each ride check to ensure that the seatpost has the proper air in it, that the brass guide pin and screw are securely tightened. Not securing the brass guide pin can cause serious and/or fatal injuries.
3. Always use genuine White Brothers parts. Use of other aftermarket replacement parts voids the warranty and could cause structural failure to the seatpost.

PERFORMANCE TUNING

Prior to installing the seatpost, you should adjust the air pressure to fit your weight and riding style. Use a high-pressure shock pump with a standard schrader valve fitting to set the pressure in the post according to the figures in Table 1. **WARNING: DO NOT** test the post by pushing the bottom of the post against the floor or any hard surface, since this may damage the schrader valve and air cap.

TABLE 1

<u>Your Weight</u>	<u>Plush Action</u>	<u>Firm Action</u>
110	67 psi	73 psi
120	73 psi	80 psi
130	79 psi	87 psi
140	86 psi	93 psi
150	92 psi	100 psi
160	98 psi	107 psi
170	104 psi	113 psi
180	110 psi	120 psi
190	116 psi	127 psi
200	122 psi	133 psi
210	128 psi	140 psi
220	134 psi	147 psi
230	141 psi	153 psi

INSTALLATION

1. Install the saddle to the seatpost:
 - a. Remove the front and rear clamp screws from the post clamp assembly.
 - b. Remove the upper clamp assembly and grease the lower clamp surface, clamp, washers, clamp screws and seat clamp.
 - c. Install saddle and insert upper assembly through the rear of the saddle rails.
 - d. Hand tighten clamp screws and adjust saddle orientation.
 - e. Tighten front and rear clamp screws with the saddle in its preferred position. **Note:** Do not over-tighten clamp screws. When adjusted correctly, make sure the clamp screws protrude from the seat clamp pins. If the screws do not protrude from the seat clamp pins, you must use longer screws.
2. Use a file to deburr the inside of the bicycle frame's seat tube. Scoring or scratching to the outside of the seatpost's outer tube may cause premature failure.
3. Install the seatpost in the bicycle seat tube. **NOTE:** Do not ride with the seatpost extended above the "max height" line marked on the post. Tighten the binder bolt or quick release to the Manufacturer's specifications.

INSTALLATION CONTINUED

4. **WARNING:** If your seatpost does not fit in your bicycle's seat tube, you must use shims to ensure a proper and safe fit. Shims are available at your local bike shop. The AP-1 comes in either 26.8 mm or 27.2 mm sizes. These sizes will fit most bikes by themselves or with shims.

TUNING TIPS

- After ride testing the initial pressure setting, you can adjust the pressure to soften or firm up the action if necessary.

NOTE: Even a few psi can have a noticeable affect.

- The AP-1 is designed so that the damping adjusts automatically with the air pressure, so the only tuning you need to do is adjust the air pressure.

- Excessive pressure results in an uncomfortable ride and stresses the top out bumper of the post, so it is better to progressively increase the pressure setting until the right level is reached instead of over inflating and then reducing pressure later.

- **NOTE:** A degree of bushing friction is normal during the initial break in period. The action of the post will become smoother after the first two to five hours of riding.

MAINTENANCE

WARNING: before performing any maintenance on the seatpost, you must DEFLATE the post. Failure to deflate the post may result in damage to the seatpost and may cause serious and/or fatal injuries.

-Under normal circumstances the Airpost does not require lubrication by the user. If an unusual degree of friction develops, the dust boot can be raised and a small amount of lubricant can be wiped on the stanchion shaft. Lubricant may also be applied through the guide pin hole with the guide pin removed (see below). Only a light, non-lithium fork grease such as Buzzy's Slick Honey should be used.

-If excess rotational play develops, the brass guide pin can be replaced without disassembly of the post. **WARNING:** The post must be removed from the bike and all of the air must be let out of the post by pressing the valve core. Use a 3mm allen key to loosen the screw on the backside of the brass guide pin.

Failure to deflate the post may result in damage to the post and may cause serious and /or fatal injuries. NOTE: The screw in the brass pin is held in place with loctite, and may require some force to break free. After removing the screw, press the brass guide pin out and install a new brass pin by lining the slot in the stanchion with the hole in the outer tube.

WARNING: When replacing the brass guide pin, loctite must be used to keep the screw tight. Replacement guide pins and other parts are available through your local bike shop, or contact White Brothers at the address to the right.

AP-1 AIRPOST



WARRANTY

White Brothers warrants this product for a period of one year from original date of purchase to be free from defects in materials or workmanship. White Brothers will repair or replace, at the option of White Brothers, any product that is found to be defective in materials and workmanship. This warranty is the sole and exclusive remedy. White Brothers shall not be held liable for any direct, special, or consequential damages. This warranty does not apply to products that have not been properly installed and adjusted according to the installation and tuning instructions. This warranty does not cover any product that has been subject to misuse. This warranty does not apply to damage to the product caused by a crash or abuse of the product or any other circumstances in which the product was subject to forces or loads beyond its design. This warranty does not cover parts that are subject to wear and tear as a normal part of usage, this includes, but is not limited to, wear on the brass guide pin, bushing, or top out bumper. The warranty does not cover anodization damage or modifications to the product. **PROOF OF PURCHASE IS REQUIRED.**

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