

building the best!



SC72UL

SC92UL

OWNERS MANUAL

series



ultralight Fork Log

Owners Name: _____

Address: _____

Phone: _____

Purchase Date: _____

Purchase Location: _____

Serial # : *Located on backside of right fork leg*

Fork Model: _____

Steer Tube Length: _____

Bike Brand: _____

Frame Size: _____

Safety

- 1.)** NEVER REMOVE STEER TUBE FROM CROWN. THIS IS A PRESSED IN PART, REMOVING IT WILL RENDER BOTH CROWN AND STEERER INOPERABLE*. MAKE SURE YOUR FORK CAPS AND ALL FORK HARDWARE (brake studs, pinch bolts, etc.) ARE TIGHT
- 2.)** DO NOT PERFORM ANY MODIFICATIONS OR ADJUSTMENTS THAT ARE NOT OUTLINED IN THIS MANUAL. SEE THE TUNING SECTION OF THE MANUAL FOR MORE DETAILS.
- 3.)** INSPECT YOUR FORKS BEFORE EVERY RIDE. INSPECT THE CROWN, TUBES AND AXLE SEAT AREAS FOR ANY SIGNS OF FATIGUE, BENDING, CRACKING OR OTHER DAMAGE. IF YOU NOTICE ANY TYPE OF DAMAGE, DO NOT RIDE ON THEM. RETURN THEM TO YOUR DEALER FOR A COMPLETE INSPECTION AND NECESSARY REPAIR OR WARRANTY STEPS. PLEASE REFER TO THE WARRANTY SECTION OF THIS MANUAL.
- 4.)** PERFORM ALL RECOMMENDED MAINTENANCE ACCORDING TO THE MAINTENANCE SECTION OF THIS MANUAL. FAILURE TO PERFORM MAINTENANCE COULD DRASTICALLY REDUCE YOUR FORKS LIFE AND PERFORMANCE.
- 5.)** WHITE BROTHERS RECOMMENDS THAT YOU WEAR PROPER SAFETY EQUIPMENT EVERY TIME YOU RIDE, INCLUDING A APPROVED BICYCLE HELMET. NEVER RIDE AT NIGHT WITHOUT LIGHTS!

* IF SERVICE BECOMES NECESSARY OR REMOVAL OCCURS, PLEASE CALL WHITE BROTHERS CUSTOMER SERVICE FOR PRODUCT EVALUATION AND DIAGNOSIS.

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Applications

Thanks for purchasing your new White Brothers Fork. You are in for the best ride of your life. Our forks are designed to give you the level of performance you need to ride at your absolute peak.

The White Brothers Ultra Light Series forks features a lightweight air damper design. This damper is very easily adjusted for a wide range of riding requirements. Additional tuning can be accomplished by adjusting negative spring preload or changing the negative springs to a different style. Steering accuracy is improved over conventional MTB forks by the utilization of superior materials and design. These include oversized 31.75mm fork tubes, a torsion box design steering crown with pressed-in tubes (SC72/92UL models), an extruded magnesium heavy duty brake bridge, and extra-thick machined drop-outs. Fork travel has been chosen to offer the best performance possible for each forks intended use.

Every possible effort has been made to make the White Brothers Forks very light in weight and perform at a level superior to other forks on the market. To insure peak performance, proper installation and periodic maintenance is required. Please read this manual in its entirety to familiarize yourself with the fork and insure your satisfaction with this product.

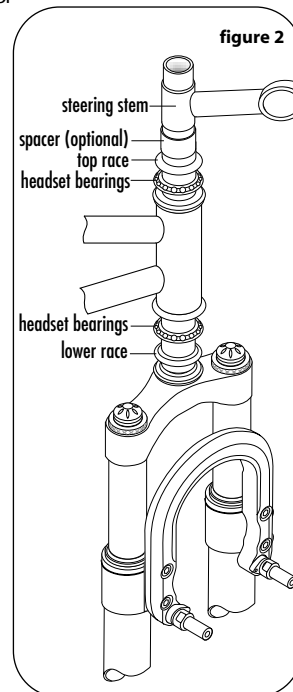
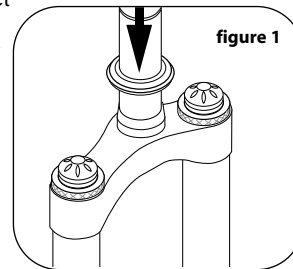
White Brothers Forks are designed for offroad use only. They are not equipped with proper reflectors for on-road use. If you are going to use your forks for road use, have your dealer or mechanic install reflectors that meet the Consumer Product Safety Commission's (C.P.S.C.) requirements for bicycle standards. If you have any questions concerning C.P.S.C. Standards, please talk to your dealer.

When using your forks on public land and trails, please respect the rights of other users and stay on established paths and trails. By mounting biking responsibly, you help to insure the future of our sport.

Fork Installation

White Brothers Ultra Light Series forks features a 1 1/8" threadless steerer tube. If you have a threaded type fork on your bicycle, consult your dealer for the appropriate upgrade parts necessary to convert to a 1 1/8" threadless steerer tube.

- 1.)** Remove old forks from the bicycle. See your bicycle's owners manual. Measure the diameter and length of your old forks steerer tube to insure that the White Brothers fork steerer tube is the correct diameter and has sufficient length for the installation.
- 2.)** Remove the crown race from your old forks. Note: Replace the bearings if there are any signs of wear or corrosion
- 3.)** Press the crown race onto the steerer of your White Brothers fork (**figure 1**).
- 4.)** Preassemble headset by: Sliding fork steerer tube through headset bearings. Then install top headset, stem spacer (optional), and steering stem onto fork steerer tube. Refer to headset owners manual if you have any questions about this preassembly.
- 5.)** Mark steerer tube at top of steerer stem. Steerer must then be cut 3mm (1/8") below this mark. Consult a dealer or mechanic if you do not have the proper tools for cutting the steerer tube.
- 6.)** The special star fangled nut must now be installed into the steerer. We recommend dealer installation of this part since a special tool is required.
- 7.)** Clean and grease all headset bearings and races to prepare them for assembly.
- 8.)** Now assemble headset as done in Step 4 (**figure 2**).
- 9.)** Install the steering stem (threadless type is required) and handlebars. Set your bars to your desire height.
- 10.)** Install the threadless mounting cap. Tighten the top threadless stem bolt until there is no play in the fork tube. The forks should rotate freely in the head tube. Secure the pinch bolts on the steering stem. Consult the installation instructions for your threadless bearing set to insure correct installation and tension of the headset.
- 11.)** Install your front brakes and adjust following the manufactures specifications.
- 12.)** Adjust quick release hub on your front wheel to clear the secondary catches of the forks. The quick release must be tightened after it is properly seated into the dropout counter bores. Insure that there is sufficient thread engagement (5 or more threads with the release adjusted to lock) due to the thicker White Brothers fork dropouts. Install front wheel to bicycle per manufacturers specification.
- 13.)** Check to see that your brakes are adjusted and working. Make sure brake cable doesn't foul on any part of bicycle when fork is compressed and released.



Tuning

To get the most from your White Brothers Pro Forx it is important that you tune the forks to fit your style of riding and the conditions you ride in.

Initial break-in period

Your new fork is designed to break-in over a period of 10 hours or more of riding. As all of the parts bed into each other, the stiction (friction) of the forks will reduce and the forks will absorb the bumps better. After this initial break-in, fine tuning the spring preload and cartridge damper may be beneficial to achieve the best possible fork performance for your weight and riding style.

Adjustment and Maintenance

- . Valve wrench (provided)
- . 4mm allen wrench
- . rear shock pump or other high pressure pump (WB pn 97-725)
- . Air Tight Adapter (WB pn 97-726)
- . Neutral Shaft Retainer Pin Spanner (WB pn 97-716)

The White Brothers Ultra Light Series forks has been fitted with Total Air cartridges for spring and damping. Total Air cartridges are lightweight, adjustable air-sprung shock absorbers which screw into the fork stanchions at the crown. The following guidelines for checking and adjusting your cartridges will enable you to enjoy maximum performance from your fork.

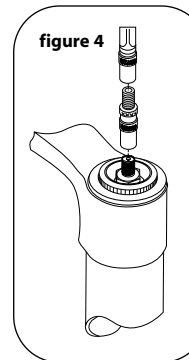
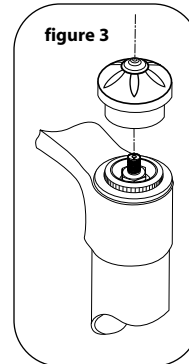
- 1)** IMPORTANT! Always before riding the fork, push down on the bars hard with all your body weight to check for sufficient air pressure in your Total Air cartridges. The fork should not bottom out easily (if more pressure is needed, see No. 4 through 6 below).
- 2)** Test ride the fork first over easy terrain. If after riding over a variety of terrain you decide that tuning is necessary, go on to the next section. Before beginning, make sure you have the necessary tools.

Compression Adjustment

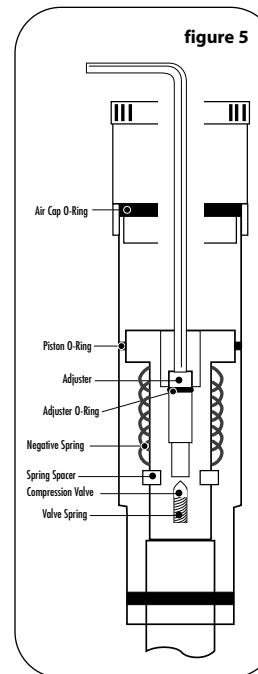
- 3)** The compression or overall "spring" of the fork can be changed two ways; by changing air pressure and by resetting the adjuster. Either change requires re-inflation of the cartridges. Rebound adjustment is done by changing adjusters.
- 4)** If the forks feels too soft or firm, try changing the air pressure as follows:

SC72UL		
Rider Wt. (lbs.)	Plush Ride	Firm Ride
100-120	110-140 psi	125-150 psi
120-140	130-155 psi	140-160 psi
140-160	140-165 psi	150-170 psi
160-180	150-175 psi	160-180 psi
180-200	160-185 psi	170-190 psi
200-220	170-190 psi	180-200 psi
220-	180-195 psi	190-210 psi
SC92UL		
Rider Wt. (lbs.)	Plush Ride	Firm Ride
100-120	105-110 psi	115-125 psi
120-140	110-125 psi	125-135 psi
140-160	125-140 psi	140-150 psi
160-180	140-155 psi	155-165 psi
180-200	155-165 psi	165-175 psi
200-220	165-170 psi	175-185 psi
220-	170-180 psi	185-195 psi

- 5) Unscrew each of the dome-shaped dustcaps so that the schrader valve stem is exposed (figure 3).
- 6) A high pressure shock pump is the best way to inflate cartridges. WB recommends you purchase the BTI High Pressure Air Pump (pn 97-725) and the BPP Air Tight Adapter (pn 97-726). Install the male part of the BPP Air Tight Adapter into the hose end of the BTI High Pressure Air Pump. The pump is ready to use. Thread the pump with adapter onto the fork's schrader valve stem (figure 4). Pump the BTI High Pressure Air Pump until the air pressure is up to pressure recommended on the chart (page 3) for your weight preference and type of fork. Unthread the Air Pump from the schrader valve stem. Repeat this procedure on the other fork leg. After pressurizing is completed, reinstall dome-shaped dustcaps.
- 7) Further tuning can be done by resetting the damping adjuster in each cartridge. Deflate both cartridges. Brush away any dirt or sand around the schrader valve and unscrew it with the tubular socket wrench provided. Set the schrader valve aside only on a dust-free surface.
- 8) The adjuster setting is measured in "turns out", or counterclockwise turns from the fully closed position. Your adjusters are preset at 6 turns out.
- 9) Insert the long end of a 4mm allen wrench through the schrader valve hole (figure 5). Rotate it slightly while pushing down until you feel it seat in the top of the adjuster. Turn the wrench clockwise counting the turns until you reach to fully seated position. NOTE: Do not turn the adjuster hard clockwise against its seat, only turn it until it lightly touches its closed position. Failure to follow these instructions can damage the adjuster spring.
- 10) Now, screw the adjuster counter clockwise to the setting you need. Fewer "turns out" will result in a firmer ride, more turns out will provide a plusher ride. The following guidelines may be useful. NOTE: Never set the adjuster at more than 8 turns out from bottom.



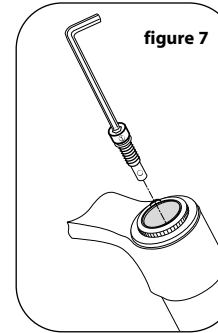
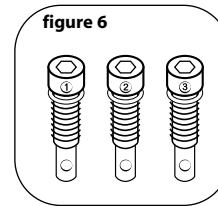
SC72UL			
Rider Wt. (lbs.)	Plush	Medium	Firm
100-120	8	6 1/2	5
120-140	7 1/2	6	4 1/2
140-160	7	5 1/2	4
160-180	6 1/2	5	3 1/2
180-200	6	4 1/2	3
200-220	5 1/2	4	2 1/2
220-	5	3 1/2	2
SC92UL			
Rider Wt. (lbs.)	Plush	Medium	Firm
100-120	8	7	6
120-140	7 1/2	6 1/2	5 1/2
140-160	7	6	5
160-180	6 1/2	5 1/2	4 1/2
180-200	6	5	4
200-220	5 1/2	4 1/2	3 1/2
220-	5	4	3



- 11) When replacing the schrader valve in the air cap, make sure that the o'ring on the schrader valve is free of dust or hair and in good condition. **Warning: Use only the tubular wrench to tighten the schrader valve; ordinary wrenches or pliers can overstress the threads in the nylon air cap.**

Rebound Adjustments

- 12)** Rebound is governed by the size of a small hole in the adjuster. The adjusters installed in your cartridges are rated for “medium” rebound. In the small bag included in the package are adjusters rated for “slow” and for “fast” rebound damping.
- 13)** Adjusters are coded to distinguish them. Slow rebound adjusters are marked #1, medium are marked #2, and fast are marked #3 (**figure 6**).
- 14)** To change an adjuster, deflate both cartridges and remove the schrader valve stems. Insert the long end of a 4mm allen wrench through the hole and into the top of the adjuster. Rotate the adjuster counterclockwise several times until it finally comes loose. When the adjuster is free, it can be withdrawn on the end of the allen wrench by tilting the wrench slightly and pulling it up through the valve stem hole (**figure 7**). **Caution: Just under the adjuster are the compression valve and spring; these may fall out if the fork is turned upside-down while the adjuster is out. If they do fall out, first install the spring, then seat the tapered end of the compression valve in the adjuster and carefully re-install the adjuster into the cartridge.**
- 15)** Insert the new adjuster through the schrader valve hole in the air cap. Follow Steps 9 and 10 for installing and positioning the adjuster.
- 16)** Reinstall the schrader valve, inflate the cartridges and replace the dust cap. The standard rebound settings should suit most applications when the proper air pressure has been used, since damping medium increases with pressure.

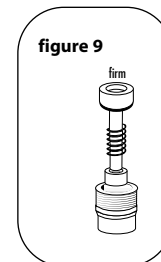
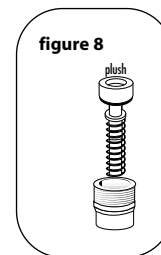


Negative Spring Adjustments

By increasing or decreasing preload, and/or changing negative springs, the action of the White Brothers Ultra Light Series forks can be altered. White Brothers has designed each model of the Ultra Light Series forks to be tunable for a very plush initial ride or adjusted for a firmer, with less pedal induced bio-pacing type of ride. Below list the negative spring tuning options for each fork.

SC72UL: As delivered, the SC72UL fork is equipped with a long negative spring and guide system (**Std. Kit, figure 8**) that offers a plush, responsive initial ride. This system is recommended for most riders. Included with the SC72UL is the (**Pro Kit, figure 9**). The Pro Kit consist of a short negative spring and nylon spacer (replaces the long negative spring and nylon guide). With the Pro Kit installed, the forks are quite stiff at the top of the travel. Bobbing while climbing and pedal induced bio-pacing is reduced with the Pro Kit installed. See figure 8 and 9 for proper installation of the negative spring system.

SC92UL/DC120UL: As delivered, the SC92 and DC120UL fork is equipped with a long negative spring and guide system. This system is recommended for most riders. Optional spacers are included with each fork that will increase the preload on the negative springs and offer a plusher, more responsive initial ride. Normally, we recommend installation of these spacers only when the fork pressure has been adjusted to a very high setting for heavy riders. Install one or three spacers (the more spacers, the softer the initial fork travel) under the negative spring inside the bottom out cap (**figure 10**). **NOTE: Never install more than three spacers under the negative spring, fork travel will be reduced. See exploded view for proper installation of the negative spring system.**



Disassembly/Assembly Negative Spring System

- 1)** Let air out of Total Air Cartridges by removing dome-shaped dust caps and compressing valve core.
- 2)** See Basic Fork Disassembly/Assembly for how to remove and reinstall lower fork legs from fork stanchions.
- 3)** With fork legs removed, loosen nylon bottom out cap from fork stanchion. NOTE: A proper fitting pin spanner or WB pn 97-716 tool is required. Remove entire dummy shaft assembly noting order of parts. Adjust negative spring preload and/or spring per Negative Spring Adjustments above, or simply remove the travel limiter and compression bumper and slide assembly out the top crown with cartridges and top caps removed.
- 4.)** To install Pro Kit remove long negative spring and guide. Then install short spring and spacer supplied in kit.
- 5.)** Reinstall in reverse order.

Maintenance

Your White Brothers fork requires periodic maintenance to insure peak performance and long life. Moisture and contamination may build up inside the fork. We suggest you disassemble your forks, inspect, clean and re-grease them after 30 hours of use. If the forks appear to be relatively clean, you can probably go 40 hours between servicing. If the forks appear dirty, you should service them every 20 hours. The three things that will most effect the service interval and performance of your forks is water, mud and dust. Depending on how much time you use your forks in those conditions will determine how much service they require.

NOTE: When cleaning the fork, it is not recommended to direct water spray at the seals.

NOTE: Neglecting proper fork maintenance will reduce the forks life. Internal build up of water and dirt, or a lack of lubrication will cause excessive wear to the forks.

Maintenance (Total Air Cartridges)

- 1)** Check and top up pressure in the cartridges after approximately 10 hours of typical riding (more often in the case of racing or very hard riding) or if the bike has not been ridden for two weeks or more. Lubricate the cartridge shaft every two months using WB/Englund Suspension Lube or Englund Slick Honey.
- 2)** If unusual pressure loss occurs, remove the cartridges, inflate to at least 150 psi and immerse in water for several minutes with the dust caps removed. Slow bubbling from inside or underneath the air cap usually indicates a contaminated schrader valve o'ring or air cap o'ring. Remove suspect o'rings with a toothpick. If the o'ring is not cut or torn, cleaning and regreasing the o'ring and o'ring seats will usually repair the leak. Slow bubble formation at the top of the schrader valve (one bubble every 30-60 minutes) is normal, more rapid bubbling indicates a loose or defective valve core.
If no leak can be seen after fifteen minutes of immersion, pressure loss probably occurs in use due to a worn or contaminated cartridge body o'ring. The body o'ring is easy to replace with a "Cartridge Body Seal Kit" available through your local dealer or from White Brothers.

* White Brothers recommends that you consult with a qualified technician before performing the following:

Basic Fork Disassembly

- 1)** Disconnect front brake and remove wheel as outlined in your bicycle's owners manual.
- 2)** Remove allen head bolts at the bottom of the forks using a 6mm allen wrench (**figure 1**).
- 3)** Simply slide the lower fork legs off the end of the inner stanchion tubes. Be careful not to damage the seals as you pull inner legs out (**figure 2**).

- 4)** At this point clean all parts with a clean, non-abrasive rag. A mild grease cutting cleaner or solvent might make this an easier task.

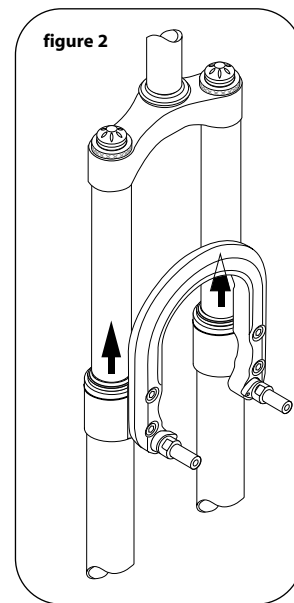
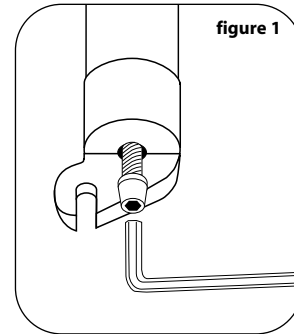
Once clean, inspect seals for tears or cracks. If okay, regrease them with White Brothers Suspension Lube or other suitable, non-lithium grease. If your seals are no longer serviceable, check the General Disassembly Parts Table section of this manual for the proper replacement part numbers. Also, check carefully the DU bushes for wear. This is done by looking at the color of the bushes. If they are **dark grey, the bushes are okay**. If they are **bronze/gold in areas, they are worn and can cause fork stanchion damage**. Your dealer will be able to order any replacement parts you might need.

- 5)** Next, inspect the fork stanchion tubes for wear, nicks or scrapes. If there is noticeable play between lower fork legs and fork stanchions, the DU bushes located inside the lower fork legs may require replacement. Consult your dealer for service options.

- 6)** If everything is free of problems, coat all parts with a light coating of White Brothers/Englund Suspension Lube or other suitable, non-lithium grease. Also lube the DU bushings that are located inside lower fork legs by dipping a socket extension in grease and applying the grease into the inside of the fork stanchion on the DU bushings.

READ PRIOR TO FORK ASSEMBLY: White Brothers Ultra Light Series forks feature a triple lip seal system with wiper seal. 15 cc's of 30wt. Motor oil is also added through top of fork to keep fork internals lubricated and reduce maintenance require-

ments. An optional Slick Kit System is included with each WB Ultra Light Fork. Kit consists of foam wiper that replaces the triple lip seals installed in the fork legs. The slick kit reduces seal tension and decreases stiction in the fork. Since the only the foam wipers are oiled, weight (approx. 30 grams) is saved because additional lubricating only is not added to the fork. The Slick Kit System is recommended for dry conditions and requires more frequent fork disassembly and maintenance schedules.



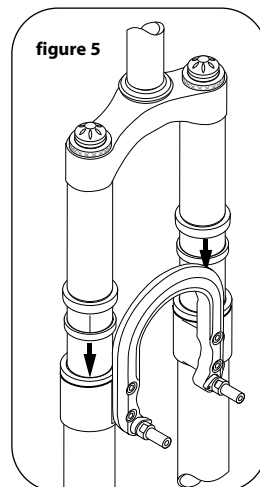
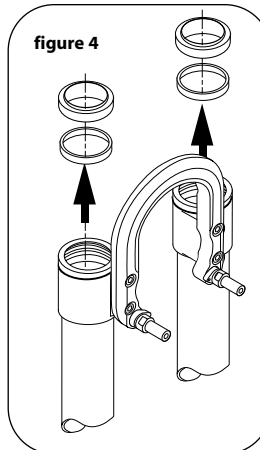
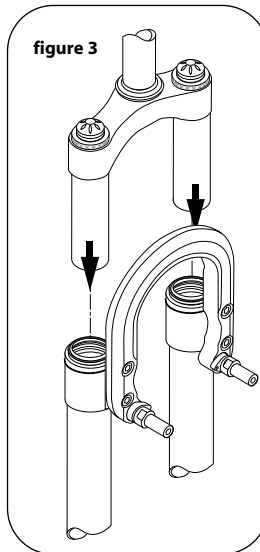
Basic Fork Assembly

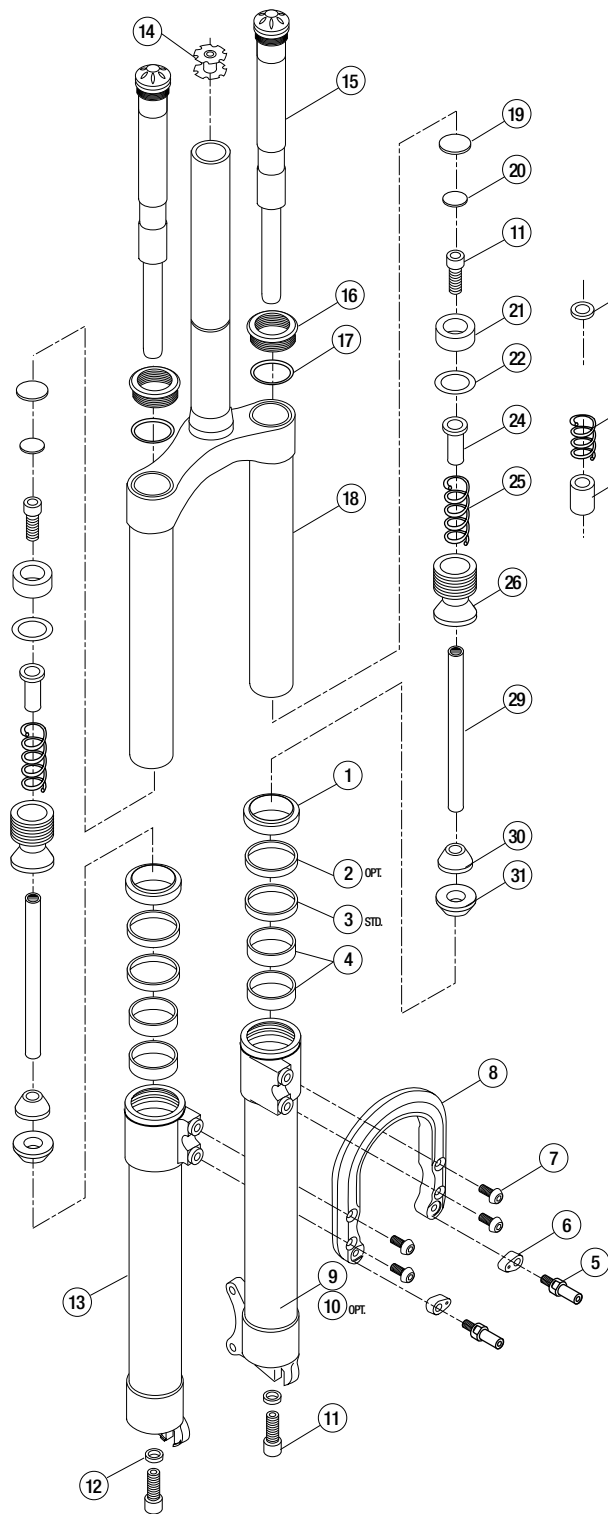
7a) WITH STD. TRIPLE LIP SEAL SYSTEM, (figure 3): Install cone shaped compression bumper and nylon travel limiter (see parts breakdown drawings on page 8 for correct installation of these parts). Carefully install fork legs over fork stanchion tubes rocking legs slightly allowing fork stanchion tubes to engage DU bushings inside of fork legs. Fully compress forks so that 6mm allen bolts can be installed into bottom fork legs and engage internal rods. NOTE: Do not tap fork legs onto stanchions, DU bushings can be dislodged. Slide both fork stanchions into lower fork legs and fully compress. Fully tighten 6mm allen bolts in lower fork legs. Remove complete Total Air Cartridges from top of fork legs and add 15cc's of 30wt motor oil per side. Reinstall and tighten fully the Total Air Cartridges.

7b) WITH SLICK KIT SYSTEM, (figure 4): Remove the top wiper seals and triple lip seals (triple lip seals will not be reinstalled) with a tire tool prying upward. NOTE: Remove top wiper seal tension spring prior to prying seals upward. Be careful not to damage seal or scratch aluminum seal housing. Slide fork seals and Slick Kit foam wipers over both fork stanchion tubes. Seals should be greased and wipers should be oiled prior to assembly. Install cone shaped compression bumper and nylon travel limiter (see parts breakdown drawings on pages 8 through 10 for correct installation of these parts). Carefully install fork legs over fork stanchion tubes rocking legs slightly allowing fork stanchion tubes to engage DU bushings inside of fork legs. Fully compress forks so that 6mm allen bolts can be installed into bottom fork legs and engage internal rods. NOTE: Do not tap fork legs onto stanchions, DU bushings can be dislodged. Slide both fork stanchions into lower fork legs and fully compress. Fully tighten 6mm allen bolts in lower fork legs. Slide the foam ring into each lower fork leg carefully tucking it in on all sides. Finish reassembly by snapping into place the fork seals (figure 5).

8) Make sure fork caps and cartridges are fully tightened into top of fork stanchion tubes. Connect front wheel and brakes as outlined in your bicycles owners manual.

9) Compress your forks to make sure they work smoothly and brake cable doesn't foul on fork in anyway.

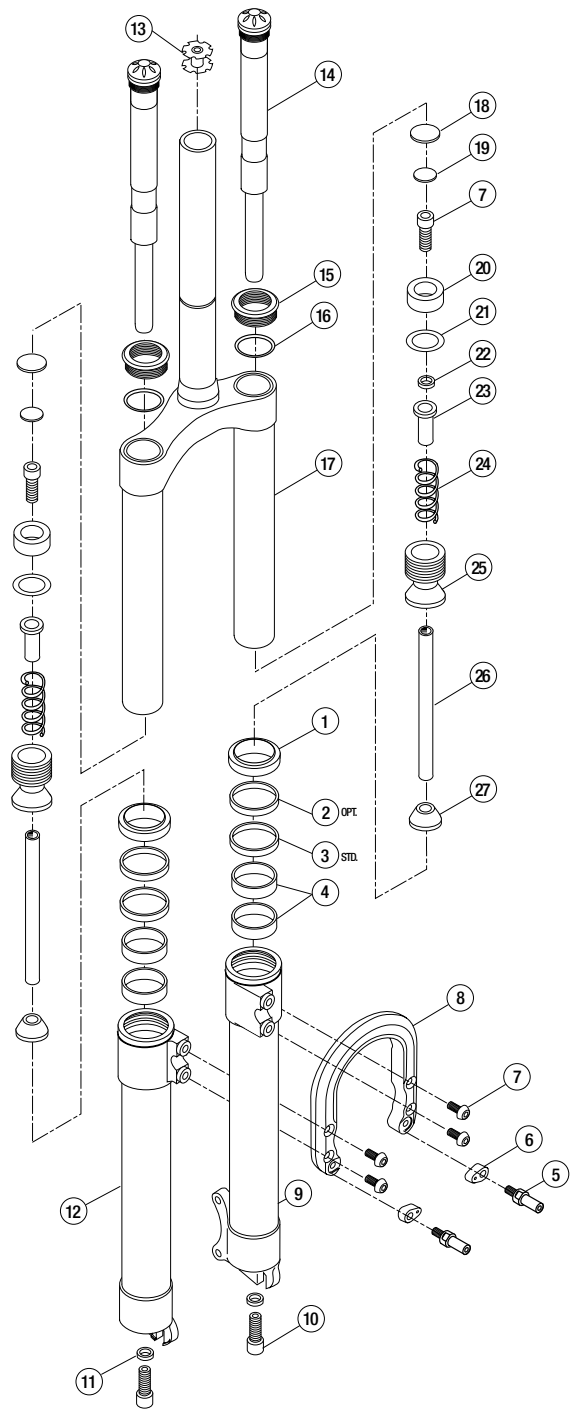




The SC72ul Exploded View

The following illustration and parts table gives you the exploded view of the SC72ul fork. The parts table lists the part number for each individual part in the fork and is the reference you will need if ordering replacement parts. See your local dealer to order the parts that you require.

1	WIPER SEAL	97-1350
2	FOAM RING	97-1358
3	OIL SEAL	P3060
4	DU BUSH	97-986
5	TI BRAKE MOUNT STUD	97-3662
6	BRAKE SPRING RETAINER	97-3663
7	BRACE BOLT (6M)	P4001
8	BRACE	P1602
9	LEG ASSEMBLY (LH)	P1502
10	LEG ASSEMBLY (LH W/ BRAKE MOUNT)	P1500
11	SHAFT BOLT (8mm)	P4000
12	SEALING WASHER	P4000-1
13	LEG ASSEMBLY (RH)	P1501
14	1 1/8" STAR NUT	97-9301
15	AIR DAMPENING SYSTEM (75mm)	97-875
16	TOP FORK CAP	97-3655
17	O-RING	P3023
18	CROWN ASSEMBLY	P1140
19	COMPRESSION PAD	97-858-30
20	PLUG, PUSHER	P2501
21	DUMMY PUSHER '99	P2500
22	O-RING	F-2402
23	PRELOAD SHIM (AS REQUIRED)	P3310-1
24	NEGATIVE SPRING GUIDE	P3310
25	NEGATIVE SPRING	P3202
26	BOTTOM OUT CAP	P3306
27	PRO KIT SPRING	P3202-1
28	PRO KIT SPACER	P3202-2
29	DUMMY SHAFT	P2020
30	COMPRESSION BUMPER	P3290
31	TRAVEL LIMITER	97-3900



The SC92ul Exploded View

The following illustration and parts table gives you the exploded view of the SC92ul fork. The parts table lists the part number for each individual part in the fork and is the reference you will need if ordering replacement parts. See your local dealer to order the parts that you require.

1	WIPER SEAL	97-1350
2	FOAM RING	97-1358
3	OIL SEAL	P3060
4	DU BUSH	97-986
5	STEEL BRAKE MOUNT STUD	97-3665
6	BRAKE SPRING RETAINER	97-3663
7	BRACE BOLT (RM)	P4001
8	BRACE	P1602
9	LEG ASSEMBLY (LH W/ BRAKE MOUNT)	P1500
10	SHAFT BOLT (2mm)	P4000

11	SEALING WASHER	P4000-1
12	LEG ASSEMBLY (RR)	P1501
13	1 1/8" STAR NUT	97-9301
14	AIR DAMPENING SYSTEM (55mm)	97-876
15	TOP FORK CAP	97-3655
16	O-RING	P3023
17	CROWN ASSEMBLY	P1142
18	COMPRESSION PAD	97-858-30
19	PLUG, PUSHER	P2501
20	DUMMY PUSHER '99	P2500

21	O-RING	F-2402
22	PRELOAD SHIM (AS REQUIRED)	P3310-1
23	NEGATIVE SPRING GUIDE	P3310
24	NEGATIVE SPRING	P3203
25	BOTTOM OUT CAP	P3306
26	DUMMY SHAFT	P2021
27	COMPRESSION BUMPER	P3290

Notes

Maintenance Log

date	service performed	date	service performed

WARRANTY RETURNS

White Brothers forks are designed to enhance riding please and as such are warranted to be free from defects in materials and workmanship for a period of six months from the date of purchase. On receipt of the forks by White Brothers, if they are found to be defective, White Brothers will determine replacement or repair of the forks. This warranty is the sole and exclusive remedy. White Brothers shall not be liable for any indirect, special or consequential damages.

Warranty does not apply to any product that has been installed improperly or adjusted using methods not outlined in this manual. Warranty also does not cover forks that have been misused, or forks that are missing or have altered serial numbers (located on the backside of the right fork stanchion). The forks are not warranted against damage in the appearance of the fork or for modifications not outlined in this manual. This warranty does not cover breakage, bending, or damage that may result from crashes, falls or abuse. Normal wear (i.e. seals, bushings, slider finish, etc.) and wear and damage caused by lack of proper maintenance is not included.

A copy of the proof of purchase must be included with all warranties. Customers in the USA please contact your dealer for a Return Authorization Number (RA#) before returning the forks. All forks returned for inspection must be sent freight paid to:

WHITE BROTHERS

A division of EKO Sport Inc.
580 N. Westgate Dr.
Grand Junction, CO 81505
Phone (800) 999-8277 Fax (970) 241-3529
<http://www.whitebrotherscycling.com>

*Customers outside the USA please contact the dealer or distributor in your area