

OWNERS MANUAL FOR

DH < 2



DOWNHILL

WHITE BROTHERS CYCLING
A DIVISION OF EKO SPORT, INC.
580 NORTH WESTGATE DR.
GRAND JUNCTION, CO 81505
WWW.WHITEBROTHERSCYCLING.COM

Owners Name: _____

Address: _____

Phone: _____

Purchase Date: _____

Purchase Location: _____

Serial # _____

Located on the backside of the right axle clamp)

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 FORK 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 YOUR FORK.. RETURN IT 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 FORK'S LIFE AND PERFORMANCE.

5.) WHITE BROTHERS RECOMMENDS THAT YOU WEAR PROPER SAFETY EQUIPMENT EVERY TIME YOU RIDE, INCLUDING AN 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.**

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 DH-2 fork features lightweight, dual rate coil springs and an externally adjustable hydraulic damper. This technology is borrowed from motorcycling and offers the best possible suspension action. Steering accuracy is improved over conventional MTB forks by utilizing dual billet aluminum steering crowns, oversized 31.75mm fork tubes, inverted stanchion/slider design and large 20mm axle. Fork travel has been set at 6.10" (155mm) to offer the best performance for downhill racing terrain. An optional 7.09" (180mm) kit is available if longer travel is desired. A combination coil spring and high-cushion bottom bumper is used to minimize hard bottoming.

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

White Brothers Forks are designed for offroad use only. They are not equipped with proper reflectors for road use. If you are going to use your fork on the road, 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 fork on public land and trails, please respect the rights of other users and stay on established paths and trails. By mountain biking responsibly, you help to ensure the future of our sport.

FORK INSTALLATION

White Brothers DH-2 Fork 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.

NOTE: Some frames are not adequately reinforced to handle loads applied by stiffer dual crown forks. Check with your frame manufacturer to verify dual crown fork compatibility.

- 1.) Remove old fork from the bicycle. See your bicycle's owner's manual. Measure the diameter and length of your old fork's steerer tube to insure that the White Brothers Fork steerer tube is the correct diameter and has sufficient length for the installation. **NOTE:** Add .65" (16mm) to length if you are upgrading from single crown fork to dual crown model.
- 2.) Remove the crown race from your old fork. **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, top crown, stem spacer (optional), and steering stem onto fork steerer tube. Refer to headset owner's manual if you have any questions about this preassembly (figure 2).
- 5.) Read step 11 and check tire clearance prior to cutting steerer tube. 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. **NOTE:** The DH-2 fork will not work on frames with head tubes longer than 5 1/2". **NOTE (IF INSTALLING WB MX BAR MOUNTS):** Preassemble headset by: Sliding fork steerer tube through headset bearings. Then install top headset, top crown and 5 to 10mm stem spacer. Mark steerer tube at top of stem spacer. 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 nut 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.
- 9.) Install the top steering crown. Install the steering stem (threadless type is required) and handlebars. Set your bars to your desired height.
- 10.) Install the threadless mounting cap. Tighten the top threadless stem bolt until there is no play in the fork tube. The fork 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.) **TIRE CLEARANCE:** The fork tubes can be adjusted up or down in the fork crowns to adjust ride height and steering geometry. **NOTE:** At full extension of the fork, a minimum of 6 1/2" (165mm) clearance must exist between tire and the bottom of the crown (w/fork equipped with 6" travel internals). If fork has been modified to 7" travel with WB option kit, a minimum 7 1/2" (190mm) clearance must exist between tire and the bottom of the steering crown. **NOTE:** DH-2 Fork

has approximately 3/4" negative travel. Pull up to fully top out fork to make this measurement. **WARNING:** Any less clearance than this will allow the tire to contact the bottom of the crown when the fork is fully compressed. This could stop the wheel from revolving throwing the rider and causing possible injury or death. Next check to make sure the top of the fork tubes fit all the way through the top steering crown. If insufficient clearance exists, you must switch to a smaller diameter front tire. Tighten upper and lower crown pinch bolts to secure fork legs into position.

12.) Install your front brakes and adjust following the manufacturers specifications. See additional instructions below. **NOTE: Only disc type brakes can be used with the White Brothers DH-2 Fork.**

13.) **RIM CENTERING:** See your dealer or professional wheel builder to have the rim of your choice laced to your downhill hub. The wheel builder will need to lace rim so that it is directly centered between the fork legs, If you are using a 110mm hub you will need to supply your wheel builder with the 10mm axle spacer (supplied) to achieve correct wheel alignment.

14.) **WHEEL/BRAKE INSTALLATION:** The White Brothers DH-2 Fork is designed for a downhill type hub utilizing a 20mm axle. Install front wheel with disc rotor next to left side of fork. Slide axle all the way through. Make sure disc rotor doesn't contact left fork axle seat when axle is tightened fully. If it does, a custom spacer will have to be fabricated to space hub/rotor away at least 3mm from left fork axle seat. At this time the brake caliper should be mounted and alignment checked with the disc rotor. Follow the disc brake manufacturers installation instructions to insure correct brake rotor, brake caliper alignment.

15.) **FINAL WHEEL INSTALLATION:** Lightly grease front axle and install front wheel to fork. Tighten axle completely. Now tighten both left and right fork axle seat pinch bolts. Follow the disc brake manufacturers installation instructions and recommended torque for mounting brake caliper to left fork leg.

16.) Route hydraulic brake cable up to the brake lever. Make sure that cable is routed so that it cannot foul on tire, fork crowns, or steering stops through full up and down fork travel and side to side steering radius.

17.) Check to see that your brakes are adjusted and working.

18.) **STEERING CLEARANCE:** Due to the White Brothers DH-2 double crown design, the fork tubes or fork steering crowns will contact the bicycle frame at full steering lock to the left and right. To eliminate the chance of damage to the fork or frame, a cushion stop must be fabricated to eliminate metal to metal contact. Fork bumpers, elastomers or thick pieces of rubber will work fine. Secure in place to the frame or fork with zip tie or glue.

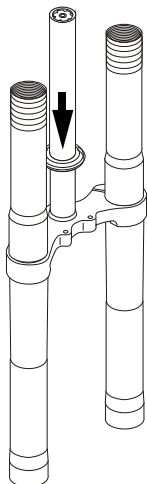


FIGURE 1

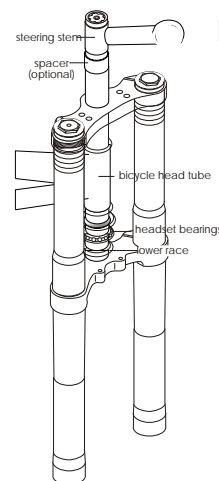


FIGURE 2

TUNING

***To get the most from your White Brothers fork, 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 fork will reduce and the fork will absorb the bumps better. After this initial break-in, fine tuning the spring preload and hydraulic damper may be beneficial to achieve the best possible fork performance for your weight and riding style.

Tuning Your Springs

There are two ways to adjust your fork. The first is by changing the changing the spring for a completely different rate. The spring basically controls the quality of the ride. A stiff spring handles major obstacles and dropoffs better, but doesn't give as smooth of ride over braking bumps and other small obstacles. Your White Brothers Fork comes with a standard rate spring installed. For the majority of riders, this should give a compliant ride, yet remain resistant to bottoming. If forks are too stiff or too soft with the spring supplied, WB offers an optional Soft (pn 97-3518) and Heavy (pn 97-3508). Contact your WB dealer to order these. A fine tuning adjustment for you fork is spring preload. As delivered, the spring preload is correct for most riders. Spring preload is the amount of pressure that the spring has against it at the full extended position (spacers are used to adjust spring preload, see items #8 and #10 on the exploded view page 8). With the correct preload on the spring, with no load on the bike, the fork should come within 3/4" to 1" of returning to full extension after being compressed. Too much sag, add (1) 2mm or 5mm spacer. Too little sag, remove (1) 2mm spacer. **Note:** if your fork has an excess of stiction, complete basic service first before preload adjustment.

Tuning Your Hydraulic Damper

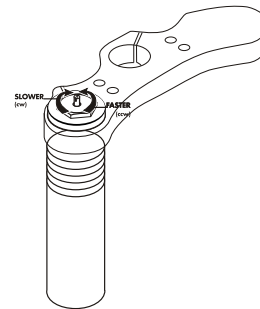
Adjusting the hydraulic damper should only be done after you are completely happy with your spring choice, and the proper spring preload has been set.

Your White Brothers DH-2 fork comes with the damping adjusted in the middle of its range. The standard setting is 3 turns out from all the way in (clockwise). Use the following guidelines to determine if further adjustment is needed.

A) If your fork rebounds too slowly, turn the adjustment screw on the top of the right fork leg one turn counter-clockwise (8 turns out is the maximum)(figure 3). The fork should absorb and return fast enough to absorb the next major obstacle. A sign that your fork is rebounding too slowly is if it feels like it pack-ups or continues to compress as you go through rough sections.

B) If your fork is rebounding too fast, turn the adjustment screw on the top of the right fork leg clockwise 1/2 turn at a time. A sign that your fork is rebounding too quickly is if the fork deflects and the bicycle is hard to hold in lines. The front wheel will also bounce and appear "busy," ie, you get an additional bounce after landing from a drop. **NOTE:** If a stiffer spring is installed, your standard setting should be 1 turn stiffer (clockwise). A light rider that has installed a softer spring will usually be most satisfied with the damping set at a lighter setting (4 to 6 turns out).

C) Tuning air pressure. The fork is set at 50psi. The minimum air pressure is 50psi. At this setting the fork is very plush. To get a stiffer feel, as well as faster rebound, add pressure up to a maximum of 150psi. If rebound is too fast, turn damper adjuster clockwise.



TROUBLE SHOOTING

PROBLEM

The fork has "stiction" (moves up and down in jerky movements). See Tuning section for break-in notes

CAUSE

This is normally caused by lack of lubrication or dirt in the seals and/or bearings, or forks are not sufficiently broken in

SOLUTION

Clean and lubricate the fork as described in the maintenance section

PROBLEM

The fork returns to it's full height too aggressively, feels like an air fork or "tops out"

CAUSE

Too much spring preload or (or the hydraulic damper needs serviced)

SOLUTION

Reduce the spring preload or service hydraulic damper

PROBLEM

The fork bottoms too easily

CAUSE

Incorrect spring choice

SOLUTION

Install stiffer optional springs and re-adjust damper setting

PROBLEM

The fork settles too far into its travel

CAUSE

This is normally caused by a lack of spring preload

SOLUTION

Increase the spring preload

PROBLEM

The fork bounces up and down rapidly

CAUSE

Insufficient rebound damping

SOLUTION

Increase damping by adjusting clockwise (2) clicks at a time (or the hydraulic damper needs serviced)

PROBLEM

The fork has heavy feel, doesn't return quickly enough for consecutive bumps

CAUSE

Too much rebound damping

SOLUTION

Decrease damping by adjusting counterclockwise (1) turn at a time

PROBLEM

The fork doesn't use its full travel

CAUSE

Incorrect spring choice

SOLUTION

Install softer optional springs and re-adjust damper setting

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 fork, inspect, clean and re-grease them after 30 hours of use. If the fork appears to be relatively clean, you can probably go 40 hours between servicing. If the fork appears dirty, you should service them every 20 hours. The three things that will most effect the service interval and performance of your fork is water, mud and dust. How much time you use your fork in those conditions will determine how much service it requires. **NOTE:** When cleaning the fork, it is not recommended to direct water spray at the seals. **NOTE:** Neglecting proper fork maintenance will reduce the fork life. Internal build up of water and dirt, or a lack of lubrication will cause excessive wear to the fork. In harsh conditions it is advisable to inspect the fork for dirt ingestion after each ride. Basic service should include disassembly of the fork, cleaning and re-greasing all shafts and seals. At this time, the fork should be carefully inspected for wear and damage before reassembly. **NOTE:** Disassembly of the hydraulic damper should be left for a dealer who is familiar with servicing the WB hydraulic damper and has the special tools that are required.

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

Basic Fork Disassembly

- 1.) Disconnect from brake caliper. Remove wheel assembly by loosening fork axle seat pinch bolts and removing front axle.
- 2.) Loosen pinch bolts in steering crowns and slide each fork leg down and out of steering crowns.

RIGHT FORK LEG (DAMPER SIDE) DISASSEMBLY

- 3.) Unthread top fork cap (counterclockwise) utilizing a 25mm (1") open end wrench or adjustable wrench. If a better hold is needed, return leg into crown, tighten and proceed to loosen cap (figure 4).
- 4.) Once top fork cap is loosened sufficiently that it is no longer attached to fork stanchion, grasp lower fork leg at axle seat and compress fork approximately 3". Loosen damper shaft from fork cap by securing the shaft in aluminum clamp blocks pn 97-700 and turning counter clockwise until cap can be removed from damper shaft (figure 5).
- 5.) Remove small collar from top of damper rod or inside cap. Remove outer fork leg from inner leg (figure 6). **NOTE:** Have pan under fork to catch small amount of oil that is in fork. No further disassembly is required on right fork leg unless hydraulic damper is to be serviced.

HYDRAULIC DAMPER SERVICING

NOTE: Disassembly of the hydraulic damper should be left for a dealer who is familiar with servicing the WB hydraulic damper. Special tools are required along with experience in servicing hydraulic damper units.

- 6.) **CAUTION:** Damper oil is under pressure, directions for disassembly must be followed very carefully. **ALWAYS WEAR SAFETY GLASSES AND PROTECT YOUR CLOTHES SHOULD OIL SPRAY OUTWARDS.** First, remove the core of Schrader valve.

NOTE: The failure of the piston o-ring will cause oil to squirt out of Schrader valve. Cover valve core with a rag when removing. The core should remain out until you reassemble the leg. Fold a thick cloth or shop rag and then fold again to get 4 layers, place over the end on the shaft. Next hold the rag tightly to the shaft and gently unscrew the needle holding the end of the shaft down in a drain pan. This will release the oil pressure in a controlled manner. Place leg in vise with soft jaws and unscrew the seal head with a pin spanner. After all threads are showing use a rag and pull up on seal head to expose the o-ring and remove from leg. Grasp damper rod and lift up slowly. Remove nylon seal head and complete damper rod assembly from fork leg. Dump old oil out of fork leg. Remove damping adjust needle assembly from damping rod by unthreading counter clockwise and pulling out of damping rod. Inspect small o-ring on damping adjust needle assembly and replace if damaged in any way. Also inspect o-ring on nylon seal head for swelling and replace if damaged in any way. Also inspect damping piston ring to ensure its sealing surface is smooth with no gouges or scratches. Replace if necessary. If damper was leaking oil at seal head, replace this seal. It is

recommended that you always replace seal # WB-97-1409 every time damper is disassembled. **NOTE:** Readjusting damper shim stack is not recommended. If damping does not meet rider's requirements, call the WB suspension service department for recommendations on valving adjustments. Check the shims to make sure that they lay flat against the piston. Carefully check that the rebound shim that is touching piston on all sides. Replace if necessary. If shim stack is removed be extra careful not to mix the shims. The shim on the shaft side must float on the aluminum collar along with the spring.

FLOATING PISTON DISASSEMBLY

With schrader valve still out, remove floating piston with air pressure by gently turning inner leg upside down, then place inner leg flat on a level surface (table). Next, with a compressed air gun, gently introduce air into the air valve. **NOTE:** Use eye protection with high-pressure discharge operations. As pressure builds, the air valve piston will be forced out. Now inspect piston for wear or damage. The o-ring should be replaced every time the piston is removed.

REASSEMBLE DAMPER & FLOATING PISTON

- 7.) Apply non-lithium grease to groove of inner leg. Then install floating piston by carefully easing it past the threads of inner leg. The hollow side must face the air source or to the bottom of the leg. Continue piston down into leg to a depth of eleven inches from top of tube. This depth is the proper piston height in the leg. Next install schrader valve. Fill the leg to the top with fork oil 3wt. to 5 wt. At this point insert the needle into the shaft and screw in until the o-ring is just below the end of the shaft. Grease the inner lip of seal head before installing on shaft. Install seal head with new seal and o-ring on shaft; take care not to damage the small o-ring on threads of the shaft. Install rod assembly with piston ring into leg. Use your fingers to compress the piston ring taking care not to bind the ring. The tabs should not overlap. Install in leg slowly. The shaft has a hole in it that should face away from you. Cover it with your free hand. Oil will squirt out when installing in leg. Push piston and rod under oil until the hole in shaft is just under the oil level. Use one hand to keep shaft from moving down any further and push the seal head into leg with your other hand. Note the seal head has a hole in it; keep your hand over hole when installing seal head. Keep pressure between the piston and the seal head when screwing the seal head into the leg. **DO NOT LET THE SHAFT MOVE INTO LEG UNTIL THE LEG IS PRESSURIZED.** If this happens you will have to start over. Push seal head down past the o-ring until the threads are touching top of leg. Let go of shaft and screw in the seal head with a pin spanner. Fill the leg with 50-150 psi using a shock pump. Now push the shaft down to see if it compresses and extends smoothly. It should be in the fast return position. Now screw in the shaft to see if the return slows down. If the shaft works in both directions the



FIGURE 4

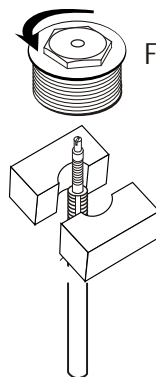


FIGURE 5



FIGURE 6

MAINTENANCE cont.

assembly is complete. Adjust the setting after the cap is installed.

8.) 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.

9.) Once the legs are clean, inspect seals for tears or cracks. Next, inspect the fork tubes for wear, nicks or scrapes. If there is noticeable play between fork legs and fork tubes, the DU bushes located inside the outer fork leg may require replacement. Consult White Brothers or your dealer if servicing or repair is necessary. Special tools (available from White Brothers) are required to replace and reinstall DU bushes.

10.) If everything is free of problems, coat all parts with a light coating of suspension lube or other suitable, non-lithium grease. Also lube the DU bushings that are located inside fork outer leg by dipping a socket extension in grease and applying the grease to the DU bushings.

11.) If they are being replaced, install oil seals back into lip of outer leg, then snap circlip into next lip, then wiper seal. Apply recommended grease to seals. Carefully slide outer fork leg over inner fork leg making sure not to curl seal lips (oil seal and wiper seal) under during this process. Stroke outer fork leg to make sure it is sliding smoothly over inner leg.

12.) Securing damper shaft with aluminum clamp blocks pn 97-700 in vise, thread fork cap with small spacer in cap onto damper shaft clockwise until fully tightened. Thread the fork cap into outer fork leg and tighten fully. Stroke fork to check for smooth operation. Adjust damping adjust needle to 3 turns out (counter clockwise) or the position you have found to work best for you from past experience.

LEFT FORK LEG (SPRING SIDE) DISASSEMBLY

1.) Unthread top fork cap (counterclockwise) utilizing a 25mm (1") open end wrench or adjustable wrench. If a better hold is needed, return leg into crown, tighten crown, and proceed to loosen cap (figure 4).

2.) Once top fork cap is loosened sufficiently that it is no longer attached to fork stanchion, grasp lower fork leg at axle seat and compress fork approximately 1". Loosen dummy rod from fork cap by inserting 9/16" wrench onto nut under fork cap and turn counter clockwise until cap can be removed from dummy rod (figure 7).

3.) Remove 9/16" nut, alloy top spring collar, main spring and any nylon spring spacers. Remove outer fork leg from inner leg. Spacers usually are stuck in outer leg. Tap leg on workbench to remove them from threaded end of outer leg. There can be 3-5 spacers in leg.

4.) To disassemble and inspect negative spring, secondary compression spring and dummy shaft system, remove the spring guide with a 19mm wrench. Dummy shaft system with negative spring and bumper can be

removed at this time (figure 8). Inspect rebound bumper for cracks or distortion; replace if necessary. Secondary compression bumper, nylon spring collar and secondary compression spring will stay in fork leg. Inspect and clean these parts.

OPTIONAL 7" TRAVEL KIT INSTALLATION

See figure 9 for proper sequence of parts for 7" travel. Dummy shaft system changes are: 6" travel limiter pn. P3308 is replaced by 7" travel limiter spacer and nylon washer pn P3321 & P3322.

Compression spring changes are: 7" kit nylon spring separator is installed on top of main spring and 7" kit spring is installed next. No other changes are necessary.

LEFT FORK LEG (SPRING SIDE) ASSEMBLY

5.) 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.

6.) Once clean, inspect seals for tears or cracks. Next, inspect the fork tubes for wear, nicks or scrapes. If there is noticeable play between fork legs and fork tubes, the DU bushes located inside the upper fork stanchion may require replacement. Consult White Brothers or your dealer if servicing or repair is necessary.

7.) If everything is free of problems, coat all parts with a light coating of suspension lube or other suitable, non-lithium grease. Also lube the DU bushings that are located inside fork outer leg by dipping a socket extension in grease and applying the grease to the DU bushings.

8.) Install into outer fork leg (if they have been removed), oil seal, circlip and wiper seal. With fork laid over on its side mounted in vise (so dummy rod doesn't fall into lower fork leg), slide outer leg onto inner leg. Be careful not to fold seal lips on oil seal and wiper seal when sliding outer leg onto inner leg.

9.) Then install spring spacers, main spring, and upper spring seat. Next, thread jam nut down until there is 1/2" (13mm) of exposed thread to engage in top cap. The shaft has 9 mm flats to hold if the jam nut is hard to thread on or off. Thread fork cap onto dummy rod and tighten full against 9/16" nut.

10.) Thread fork cap into outer fork leg and tighten fully. Stroke fork to check for smooth operation.

11.) Reinstall fork legs into fork crowns as instructed in Fork Installation section.

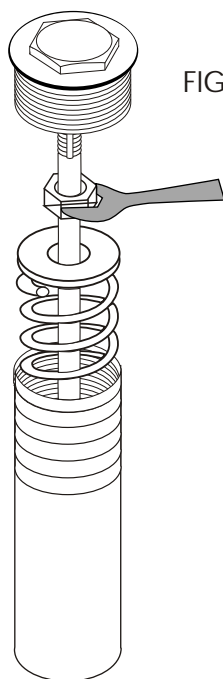


FIGURE 7

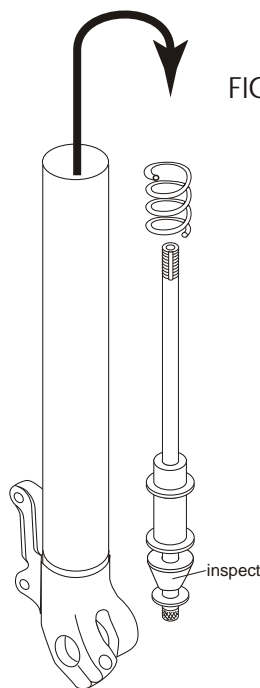


FIGURE 8

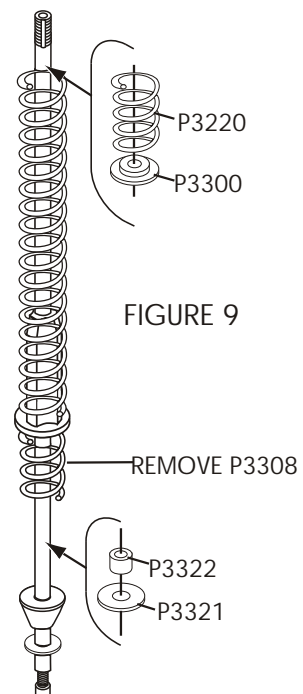
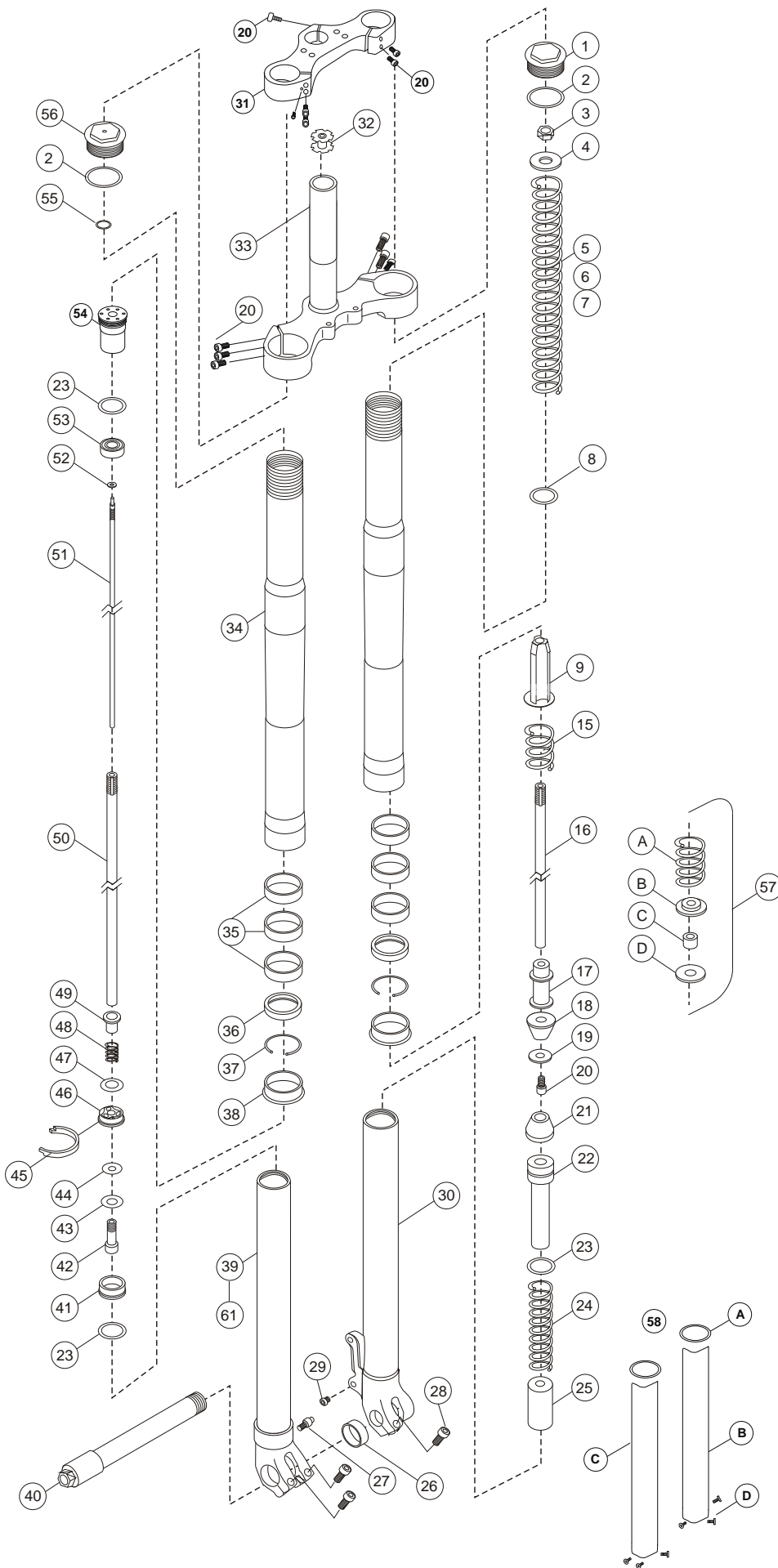


FIGURE 9

EXPLODED VIEW- DH-2



	Part#	Discription	
-	97-770	OWNERS MANUAL	1
-	P0104	DECAL-DH-2	2
-	P1162	ADJUSTABLE OFFSET CROWN- OPTION	*
59	P4006	NUMBER PLATE SCREW	2
58*	P4200	FORK GUARD MOUNT	1
58D	P4005	SCREW NYLON GUARD GUIDE	6
58C	98-406-2	RH STONE GUARD	1
58B	98-406-1	LH STONE GUARD	1
58A	P3027	O RING GUARD GUIDE	2
58	98-406/411	STONE GUARD KIT-406(W/O MOUNT), 411 (W/MOUNT)	*
57D	P3321	REBOUND BUMPER WASHER	1
57C	P3322	REBOUND BUMPER SPACER	1
57B	P3300	SPRING GUIDE, DOUBLE	1
57A	P3220	SPRING AUX.	1
57	97-898	7" TRAVEL KIT	1
56	P2348	FORK CAP	1
55	97-1416	O-RING SHAFT	1
54	P2200/2201	SEAL HEAD,2200(2000),2201(2001/2)	1
53	97-1409	DAMPER SEAL	1
52	97-1418	O-RING NEEDLE	1
51	P2036	NEEDLE ASSEMBLY	1
50	P2028	DAMPER ROD	1
49	P2014	CHECK VALVE GUIDE	1
48	P2015	CHECK VALVE SPRING	1
47	P2004	CHECK VALVE 22X12X.02	1
46	P2012	PISTON	1
45	P3000	PISTON RING	1
44	P2006	LOW SPD SHIM 22X8X.15	1
43	P2005	HIGH SPD SHIM, 20X10X.15	1
42	P4010	BOLT DAMPER	1
41	P2010	PISTON, FLOATING	1
40	97-3677	AXLE- UD 180	1
39	P1511/P1514	LEG ASSEMBLY, RH 1511(PRESS),1514 (THREAD)	1
38	97-1351	WIPER SEAL	2
37	P4301	C-CLIP	2
36	P3060	OIL SEAL	2
35	97-986	DU BUSHING	6
34	P1564	OUTER LEG-(RED)	2
33	P1159-1	LOWER CROWN ASSY	1
32	97-9300	STAR NUT, 1 1/8"	1
31	1158-1	UPPER CROWN ASSY	1
30	1510/1509-1	LEG ASSY LH-1510(2000),1509-1(2001/2)	1
29	P4050	AXLE CLAMP RETAINER	2
28	97-9200	BOLT, AXLE CLAMP	3
27	P4205	SCHRADER VALVE ASSEMBLY	1
26	97-3667-1	AXLE SPACER	1
25	P3307	BOTTOMER SEAT	1
24	97-3500	SPRING, STD 70	1
23	P3021	O-RING S. HEAD LIMITER	3
22	P3309	BOTTOMER STOP	1
21	97-3341	COMPRESSION BUMPER	1
20	97-852	BOLT, M6	12
19	97-4110	WASHER, TOP OUT	1
18	97-3342	REBOUND BUMPER	1
17	P3308	REB COMP STOP	1
16	P2026	DUMMY ROD	1
15	P3208	NEGATIVE SPRING	1
14	P3305	SPRING CARRIER	1
13	P4300	SPIRAL RETAINING RING	1
12	P3320	SPRING GUIDE SEAT	1
11	97-3915	SPACER, 2MM (2000 or older only)	*
10	97-3914	SPACER, 5MM (2000 or older only)	*
9	P3304	SPRG GUIDE	1
8	P3312	PRE-LOAD SPACER (2001/2 ONLY)	*
7	97-3518	SPRING, SOFT	*
6	97-3508	SPRING, HEAVY	*
5	97-3507	SPRING, STD	1
4	P2503	TOP SPRING SPACER	1
3	97-4100	JAM NUT	1
2	P3020	O-RING TOP CAP	2
1	P2349	FORK CAP	1

MAINTENANCE

DATE	SERVICE PERFORMED	DATE	SERVICE PERFORMED

WARRANTY

White Brothers forks are designed to enhance riding pleasure 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 fork by White Brothers, if they are found to be defective, White Brothers will determine whether to replace or repair the fork. 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 your proof of purchase, including your name, address, phone number and fork serial number (located on lower left leg) must be returned within 30 days of purchase to activate and validate this warranty. 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:

Eko Sport, Inc.
C/O White Brothers Customer Service
580 North Westgate Dr.
Grand Junction, CO 81505
Phone (970) 241-3518
Fax (970) 241-3529
www.whitebrotherscycling.com

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

