

Challenge Front suspension Instruction

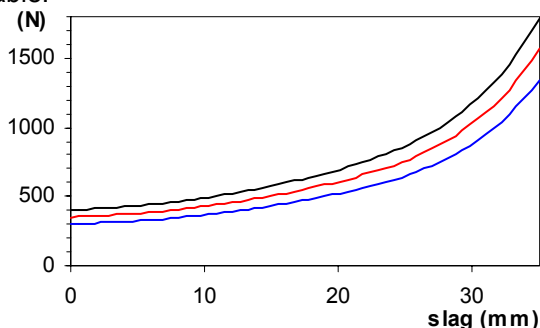
The challenge front suspension is designed for maximum comfort, low weight and long life with minimum of service. A yearly greasing of the sliding surfaces and regular inspection is all it needs. We use parts with stiff, reliable are highly resistant against wear, used in car and plain manufactory.

Simple inspection

The dust cap has to close correctly around the bearing plate and buffering. Look regularly for damages of the carbon parts. Damaged parts have to be replaced directly to avoid further harm. Check if both fixation screws in the gaffels and the rubber buffer are in place.

Adjusting

The hart of the suspension is a gas cartridge, responding after a load of 350N. Control the cartridge for play by pressing the suspension in by hand. A clear sound is a result of play. Adjust this play by screwing the positioning screw in little by little. If necessary the final pressure can be raised by screwing in maximal 3mm (3 turns) after adjusting play. This final pressure has no influence on the starting response. At the high end 1mm results in 100N. On request there are also 300 and 400N cartridges available.

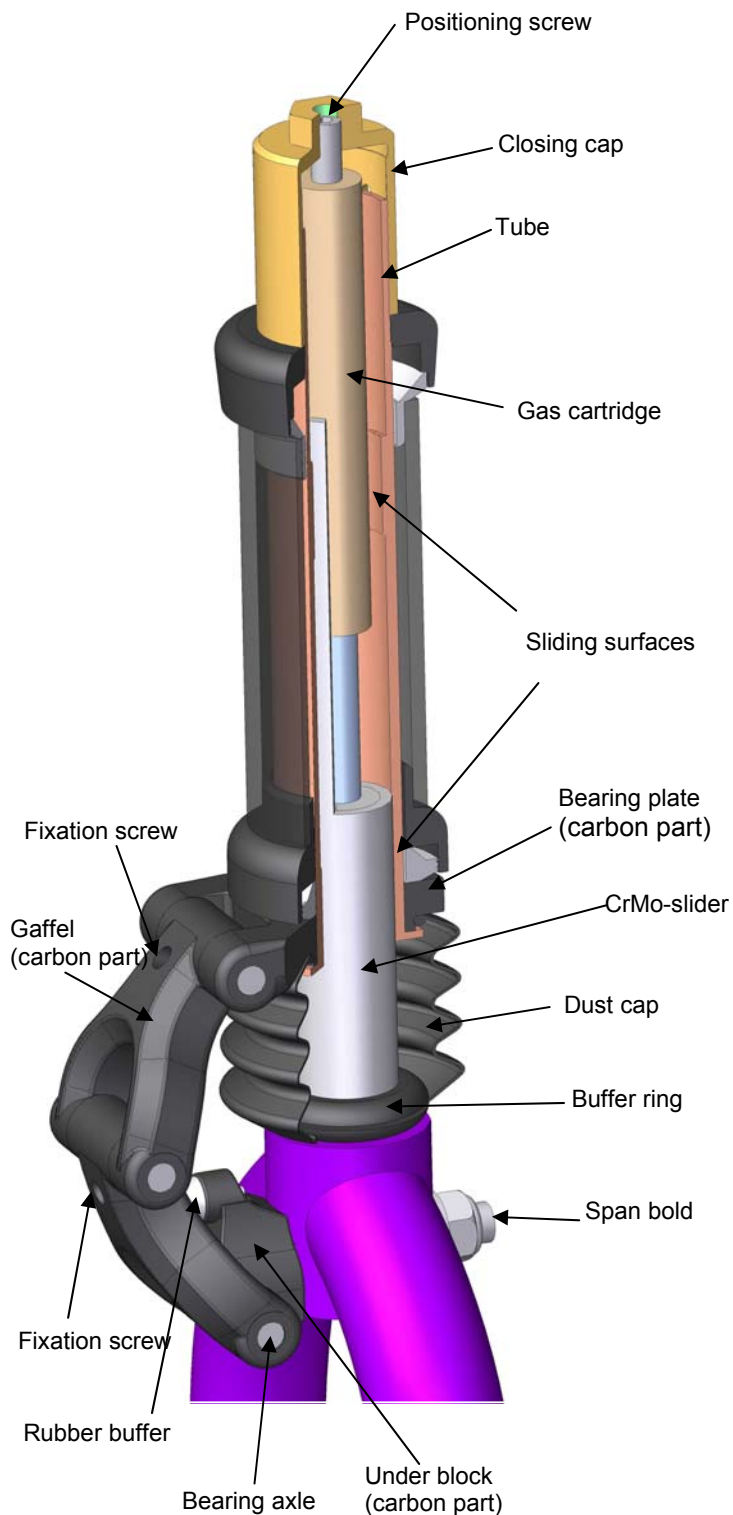


Maintenance

Remove sand and dirt regularly. The dust cap has little howls to avoid vacuum. It is important to clean these to avoid penetration of dust and dirt. The easiest way of cleaning is with a lot of water. Never use a high pressure cleaning device for your bike, it will damage bearings.

Bring once a year our bike to a dealer to inspect and grease the bike as well as the front-suspension.

Play in the in the steering or a bad steering control can be coarsed of a fall whits damaged the injection molded carbon parts. Replace directly. Never let a suspension on the road with damaged or cracked carbon parts.



The gas cartridge in under an enormous pressure, never open it or heat it up.