

Seatpost Maintenance

- Remove seatpost after every wash or once per month to clean and re-grease between the seatpost and frame. If this is not done, the seatpost can bond itself in the frame and will be VERY difficult to remove.

Tools Needed for Maintenance:
 5mm and 6mm hex wrenches
 Cloth for cleaning
 Bike Grease and WD-40
 Acetone or Grease Cleaner
 Wax Lubricant

STEP 1: Remove seatpost from bicycle and remove preload endcap, TCR spacer, spring and suspension guide. Make sure you count the number of turns on the preload cap when removing.

STEP 2: Clean TCR spacer, spring and suspension guide. There is no need to remove seat.

STEP 3: Apply WD-40 or equivalent to inside of lower housing at top where suspension guide assembly is located. Apply new grease to spring and apply grease to threads in lower housing at the preload endcap. Install internals as in Figure 1 and set preload endcap.

STEP 4: Install seatpost on bicycle and apply a light lubricant to the inside of each pivot pin. A wax lubricant works best. Move the suspension up and down, being sure that it operates smoothly and no squeeks are present. Maintenance should be done with every wash or once per month.

Rebuilding Seatpost

Tamer suspension seatposts are designed to last a long, long time. In fact, you may never need to rebuild your Pivot Plus XC/Road seatpost. But if you think your bushings are worn, contact Tamer and we can help you make that determination. We require that the bushings be replaced by us at our factory.

LIMITED WARRANTY

Tamer will repair or replace free of charge any parts found upon examination by Tamer to be defective in material or workmanship, subject to the following limitations, for a period of two (2) years from the original date of purchase.

1. This warranty applies only to the original consumer purchaser.
2. The purchaser shall pay all transportation costs on warranty.
3. This warranty does not cover product failure due to damage in transit, misuse, abuse, negligence, accidents, and alterations. The warranty does not extend to non-durable components that are subject to normal wear and tear, including but not limited to bushings.
4. All warranty work shall be performed only by Tamer. Tamer assumes no responsibility, and this warranty shall be void where repairs have been made or attempted by others.

This warranty is the only warranty provided by Tamer, and Tamer DISCLAIMS ALL OTHER WARRANTIES, WHETHER EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO ALL WARRANTIES FOR MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. Tamer shall not be liable for consequential, indirect, special or punitive damages, including with out limitation, physical injury, and shall in no event be liable in excess of the purchase price of the product. This warranty give you specific legal rights, and you may also have other rights, which vary from state to state.

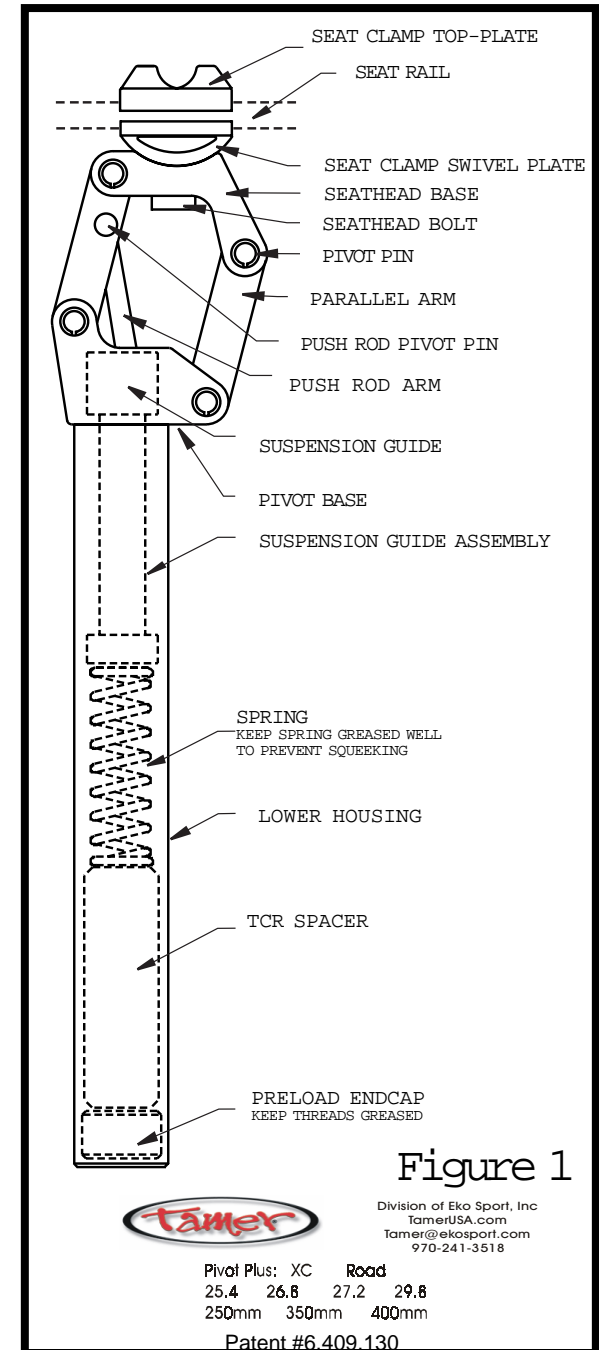
Tamer products are manufactured to precise standards and carefully inspected before shipment. This Limited Warranty is a statement of our intention to provide our customers with the highest quality in materials and workmanship to ensure many years of dependable service.

In the event of a defect covered by this warranty, contact Tamer.



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Pivot Plus XC/Road Suspension Seatpost Instructions



- Tamer recommends your seatpost be installed by a professional bicycle dealer to ensure proper tool usage.

- Before installing your Tamer seatpost, make sure the post is the correct size for the frame and that the bicycle seat tube is free of burrs so that the seatpost can slide smoothly up and down in the frame. If your seat tube is larger than your seatpost, you will need to purchase a seatpost sizer for the proper fit. Tamer seatpost sizers are available from your local bicycle dealer or Tamer.

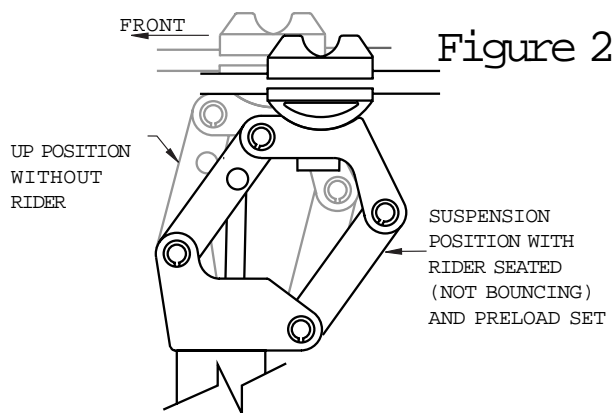
- Please refer to Figure 1 for identification of all suspension seatpost parts.

INSTALLATION OF SEAT

STEP 1: Using a standard, “L”-shaped 6mm hex wrench, loosen the seathead bolt enough to allow you to install your seat into the seat clamp. Do not clamp the seat tight yet. Please note, the seathead bolt can only be accessed while the suspension is in the fully raised position.

STEP 2: Install the seatpost into your bicycle. Adjust seat tilt to your preference and fully tighten the seathead bolt. The swivel plate grooves may not match the seatpost grooves exactly.

STEP 3: Adjust the seatpost to your desired ride height. **WARNING: NO LESS than 3 inches of the seatpost must be inserted in the bicycle seat tube for safe operation.** Mark the position with a piece of tape. This mark will aid you as you may have to remove and install the seatpost to set up the suspension.



SUSPENSION SETUP

Preload Endcap: The preload endcap serves two functions on your suspension seatpost. First, it is the endcap at the bottom of your seatpost that holds the spring and spacers inside the housing. Second, it is used to adjust the amount of preload on the spring, allowing you to adjust the suspension to your weight and riding style. The preload endcap requires a 5mm hex wrench to adjust it. Turn the endcap clockwise to increase preload. Turn it counterclockwise to decrease preload. Preload adjustment is for fine tuning; general ride characteristics should be set with spring selection.

WARNING! Preload endcap **MUST NOT** protrude beyond end of seatpost housing while in use.

- Be sure to keep the preload endcap threads greased to prevent gauling of the threads.

STEP 1: After correct seat height is determined, sit on the seatpost in your normal riding position without bouncing and observe the position of suspension collapse. You need a small amount of sag on the post. (SEE FIGURE 2) Remove the seatpost from the bicycle and adjust the preload endcap for either increased preload (turn clockwise) or decreased preload (turn counterclockwise) to get the desired amount of sag. Re-install the post on your bicycle and recheck the amount of sag. Repeat this step until the desired amount of sag is achieved. Use the chart for Recommended Preload Settings as a guide.

STEP 2: Ride the post and observe the suspension action. You should bottom out the seatpost once during the ride to get the most effective use of the travel. If road riding* you will set the seatpost up softer, or with more sag, than for off-road riding. After the ride, make fine tune adjustments with the preload endcap for personal preference and ride characteristics. There are a full 14 turns of preload available. The stock spring will easily handle up to a 185 pound rider.

*The Pivot Plus Road should be set up as in STEP 1 above and Figure 2. It uses a shorter push rod and greater leverage ratio designed for the small, high frequency vibrations encountered in road riding. Additional sag may not be required.

SUSPENSION SELECTION

The stock spring in the Pivot Plus fits a very wide range of rider weights and riding styles. When adjusting the preload for rider preferences, keep in mind that turning the preload adjuster 1 full turn either way will make a large difference in the ride characteristics. With the design of the leverage system, a small amount of adjustment makes a noticeable difference.

The Pivot Plus comes stock with a spring that is specially designed to accommodate a wide range of riders weights. By adjusting the preload setting, the stock spring should work for most riders.

RECOMMENDED PRELOAD SETTINGS

The following are only preload suggestions. Additional fine tuning may be required to achieve the desired ride.

WEIGHT	PRELOAD
100 lbs	3 turns
135 lbs.	5 turns
160 lbs.	7-8 turns
185 lbs.	9-11 turns
210 lbs	11-13 turns
240 lbs.	13-14 turns

- If the preload endcap is adjusted to the full soft position (bottom of the endcap is flush with the bottom of seatpost), you may need to change to a softer spring.