



PICTORIAL INSTRUCTIONS FOR



SKAREB SUPER®

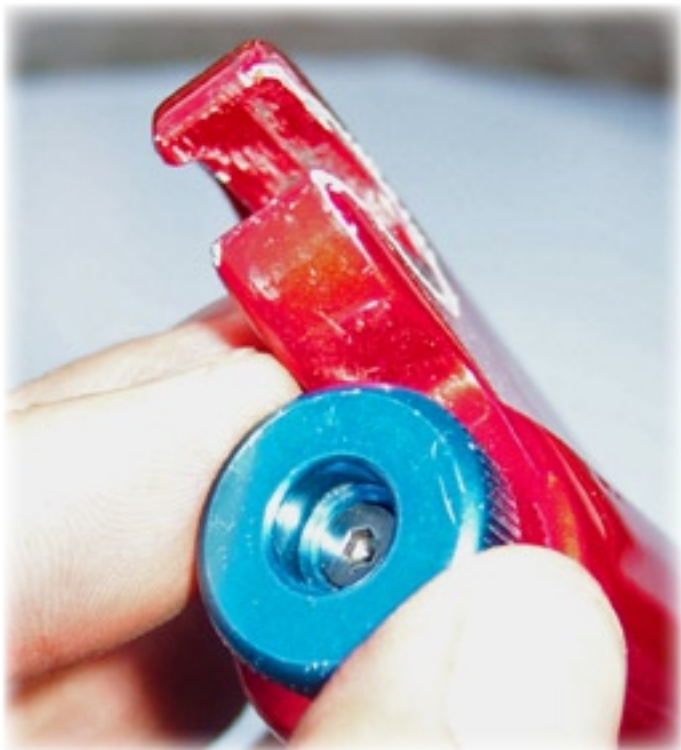
"RIDE KIT" INSTALLATION INSTRUCTIONS

RECOMMENDED PARTS:

- Proper "Ride Kit" (spring)
- Plastic bucket/drain pan
- 2mm Allen wrench
- 4mm Allen wrench
- 8mm Allen wrench
- Pocket screwdriver
- Adjustable flat-jawed wrench
- Clean, "lint-free" rags
- 5w/30 synthetic motor oil
- "Super-Slick Grease" or "PrepM"
- Oil syringe (or other measuring device)
- Shock pump



NOTE: These instructions are based on having the suspension fork removed from your frame. If you prefer to make the changes without removing your fork, adapt these instructions accordingly.



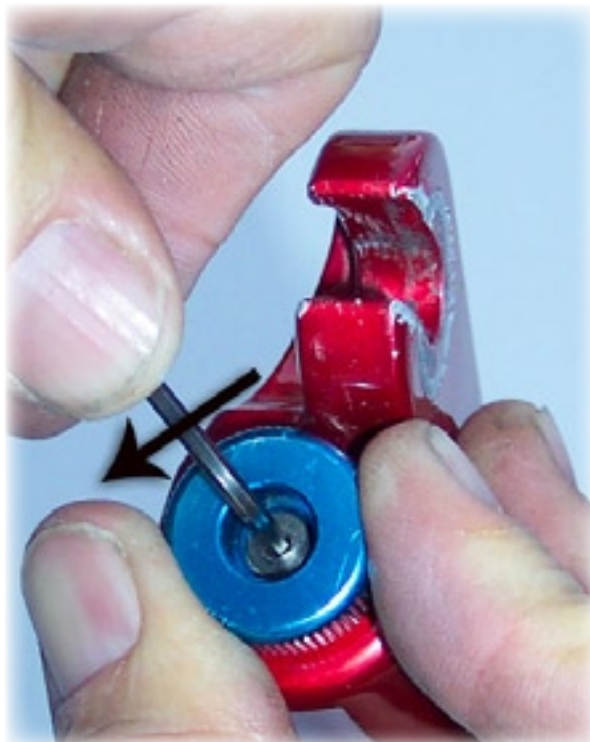
1) Remove the rebound adjusting knob.

The knob is located at the bottom Right side of the fork from the rider's view. *Center the knob* to avoid putting pressure on the rebound adjusting components while removing the retaining screw.

Use a 2mm Allen wrench to remove the set screw.

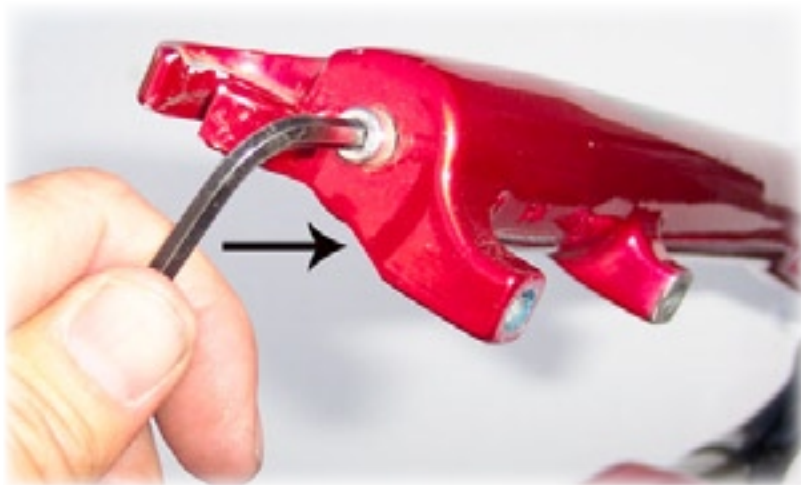
Hold the knob to keep it from rotating while tightening the screw.

Pull the knob straight out.





2) Use an 8mm Allen wrench to turn the damper rod *Clockwise* up into the fork leg. Be prepared for oil at this point...



3) Use an 4mm Allen wrench to remove the fixing bolt from the bottom of the air spring leg. Turn *Counter-Clockwise* to remove.



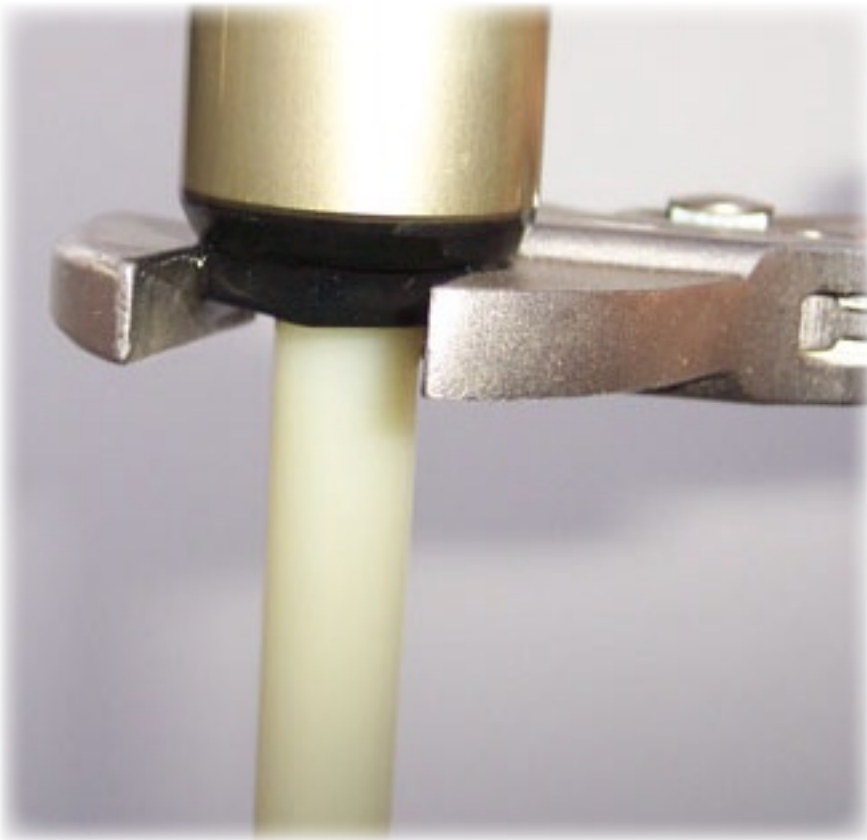
4) Remove the Schrader Valve cap at the top of the left leg and release the air pressure. Be prepared for a small amount of oil to discharge with the air.

5) Pull the Outer Leg Assembly off.

(Also known as the "slider" or "lowers")

Set the lowers aside in a suitable place for the semi-bath oil to drain out.





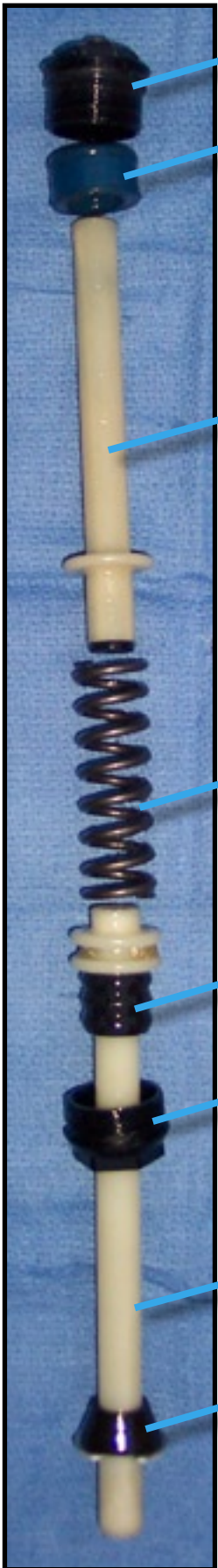
6) Using a good-quality adjustable wrench or flat-jawed pliers, carefully loosen the end cap at the bottom of the spring leg (stanchion).

Finish unwinding the end cap by hand and remove the compression rod. The coil spring and air push rod will also come out.





SKAREB®
RIDE KIT



AIR CAP

AIR PISTON

AIR PUSH ROD

COIL SPRING

TOP OUT BUMPER

STANCHION END CAP

COMPRESSION ROD

BOTTOM OUT BUMPER

Manitou's Air/Coil system delivers a very plush ride. However, the benefits of this system cannot be realized without proper sizing of the coil spring. This ensures proper "sag" and small bump compliance. As the Coil Spring is compressed, the Air Push Rod begins to drive the air piston in what becomes a seamless transition to a progressive air spring. In addition to the system components shown here (left), the air spring stanchion leg contains a bracket and negative coil spring, which is located just below the air piston.

Here are the available "Ride Kits" for the Skareb air forks:

GREEN
X-SOFT
100-125 LBS
85-5573

BLUE
SOFT
125-150 LBS
85-5575

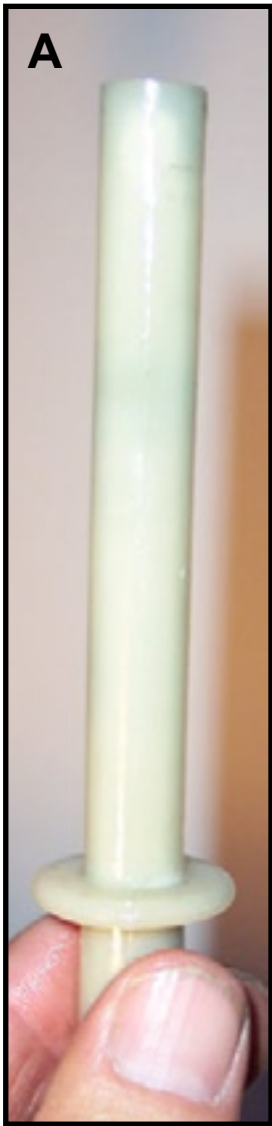
RED/PURPLE
MEDIUM
150-190 LBS
85-5577

YELLOW
FIRM
190-215 LBS
85-5579





7) Install the new Ride Kit.



A) Start the Air Push Rod into the stanchion.



B) Follow with the properly sized coil spring.



C) Follow with the Compression Rod.



D) Carefully thread in the End Cap and tighten with the flat-jawed pliers.

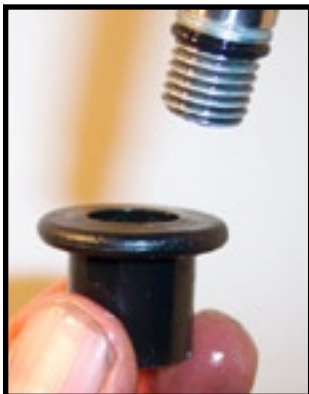
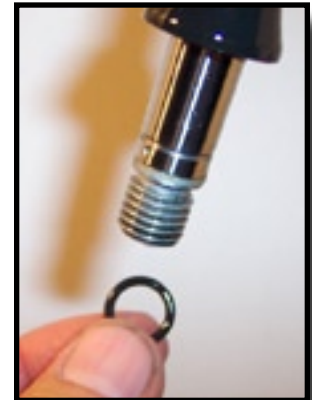
NOTE: The Air Push Rod must go through the negative coil spring and its support plate inside the stanchion. During Step C, if the Compression Rod does not want to fit into the stanchion tube all the way, jiggle the assembly to line up the Air Push Rod and help it through.



8) Pump about 50 PSI into the air chamber to extend the Compression Rod.

9) Prepare the bottom of the rebound damper rod for re-assembly.

Check the O-Ring. If damaged, be sure and replace it. If you do not have a factory O-ring, you can match this one up with a standard rubber one from the hardware store....



Be sure the spacer is in place, oriented as shown, and pushed up between the O-ring and the Bottom Out Bumper.

10) Generously coat the insides of the seals and wipers with Super Slick Grease.*

*by "Rock 'n' Roll Lubrication"





11) With the upper assembly of the fork angled about 15 degrees above horizontal position, start the lower assembly onto the fork legs. Carefully work the wipers and seals over the stanchion tube end caps, so as not to damage the seals. Leave about an inch of space between the rod ends and the bottom of the lower legs (to allow room to inject the semi-bath oil).



12) Inject 15-20cc of multi-viscosity synthetic motor oil into each fork leg.

Use Manitou Semi-Bath Oil (by Motorex) or similar (Mobile 1 Synthetic, Amzoil 5w/30 Synthetic, etc.).

13) COVER THE HOLES with a towel to prevent oil from ejecting. Push the lowers the rest of the way onto the upper assembly. You should be able to see the Compression Rod threads just inside the fixing bolt hole on the air spring side.





14) Lube the threads and O-ring of the fixing bolt and start it into the compression rod threads.



Tighten with 4mm Allen wrench.
Manitou specs call for 13-53 Inch
Pounds (NOT Foot Pounds!).

15) Relieve the air from the air
spring chamber to allow the fork to
compress.



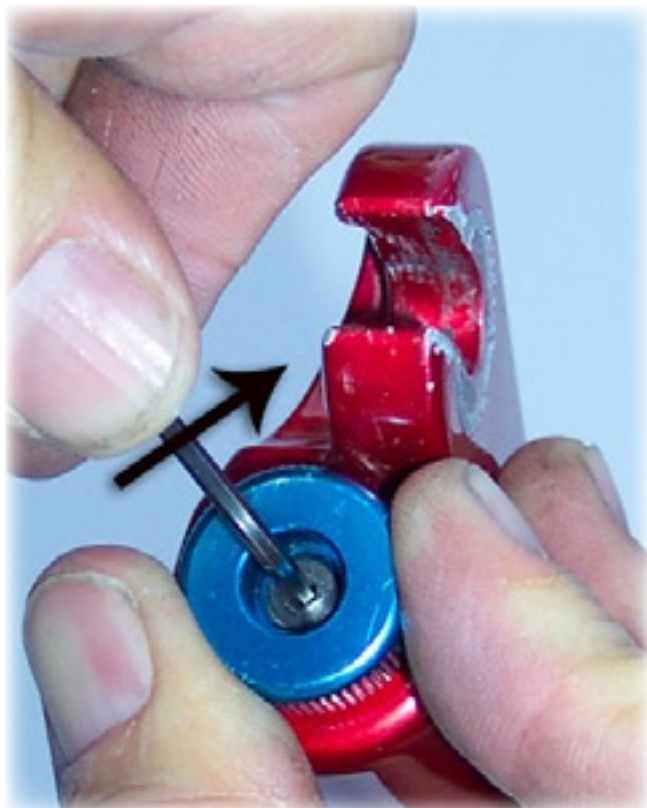
16) Slightly compress the lowers against
the Rebound Damper Rod and use the
8mm Allen wrench to tighten the rod into
the lowers. Turn the rod *Counter-Clock-*
wise to tighten. Manitou specs call for
13-20 Inch Pounds (NOT Foot Pounds!).



17) Install the Rebound Adjusting Knob.

Start the knob by hand into the Rebound Damper Shaft. Be sure to line up the hex surfaces correctly.

Tighten the set screw with the 2mm Allen wrench. Just snug the screw up. Don't overdo it or the threads in the damper will strip.





If you have been running the wrong Ride Kit, it is possible that you have been running the wrong air spring pressure in an effort to compensate.

Manitou's *general* guidelines for air pressure are as follows:

80mm Travel Forks: 75% of rider weight.

100mm Travel Forks: 50% of rider weight.

With the correct Ride Kit and air pressure, *general* guidelines for proper "sag" measurement* are as follows:

80mm Travel Forks: 12-16mm

100mm Travel Forks: 18-24mm

*Sag is also known as "negative travel," and allows your front wheel to track small dips in the terrain.

To check sag:

- a) Install a cable tie around one of the stanchion tubes and slide it down to the top of the wiper.
- b) Have someone support the bike while you sit on it in normal riding position, wearing your full riding gear. This would include a hydration pack and/or any water bottles you would normally ride with.

Note: If you have a very aggressive riding style, you may want to measure sag while crouched over the bike in "attack" position.

- c) Carefully get off the bike (so as not to cause any further compression of the fork).

- d) Measure how far the cable tie traveled. This measurement is the sag.

