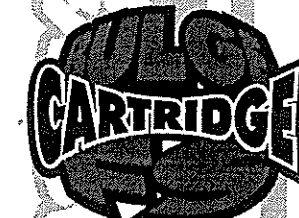


# ANSWER PRODUCTS

## SERVICE MANUAL



**FS Titanium**



**FS**

**Answer Products, Inc.**  
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Phone: 805-257-4411 • Sales Fax: 805-294-4179

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### **MANITOU PRECISION SUSPENSION**

**CONGRATULATIONS FOR CHOOSING THE LATEST STATE OF THE ART MOUNTAIN BIKE SUSPENSION FORK AVAILABLE. THE 1997 LINE OF MANITOU FORKS ARE THE ONLY FORKS UTILIZING THE POSI-LINK ANTI-FLEX BONDED SYSTEM. PLEASE READ THIS MANUAL ENTIRELY PRIOR TO WORKING ON YOUR MANITOU FORK. THIS MANUAL COVERS THE 1997 MANITOU FS AND FS TI SUSPENSION FORK.**

All 97 Mach 5 forks are available without a cable hanger on the arch. The suspension spring rates are provided by a combination of spring and high resilient MicroCellular polyurethane elastomers. The FS TI uses a combination of a MCU and a Titanium Spring while the FS is entirely MCU. The FS and FS TI are equipped with the hand adjustable compression and rebound damping.. All models are equipped with a 2nd stage that provides smooth progression and absorption for large hits. Standard travel for the FS and FS TI is 3.0" (76MM).

### **CONSUMER SAFETY INFORMATION**

**IMPORTANT:** The Manitou Fork is a competition off road fork, and as such, does not come with proper reflectors for on road use. Have your dealer or mechanic install proper reflectors to meet the Consumer Product Safety Commission's (C.P.S.C.) Requirements for Bicycles Standard if the fork is going to be used on public roads at any time. If you have questions regarding C.P.S.C. Standards contact your dealer.

### **IMPORTANT SAFETY INFORMATION**

1. Never remove or have the steer tube removed from the crown. The steer tube is press fit assembled at the factory. Pressing the steer tube out will permanently damage the crown beyond repair and render it unsafe for use.
2. Never attempt to thread a threadless steertube. Machining threads will weaken the steer tube and cause an unsafe condition. Obtain the proper crown/steerer from your Manitou dealer.
3. Any alterations or modifications to your fork are unsafe. Contact Answer Products Technical Support for additional technical or safety information.
4. Do not use the Manitou Fork if any parts are broken, bent, cracked, or damaged. Contact your dealer or Answer Products Technical Support, (805) 257-4411, if you have any questions concerning the integrity of your fork.
5. Answer Products recommends that you periodically inspect your fork for wear and damage. Inspect the Crown, Inner Legs, and Outer Leg Dropout areas for cracks or damage. Before every ride check to ensure that proper preload exists and that the positive rebound stop is in order to insure that the fork does not over extend.

### **WARRANTY INFORMATION**

Any Manitou Fork found by the factory to be defective in materials and / or workmanship within one year from the date of purchase will be repaired or replaced at the option of the manufacturer, free of charge, when received at the factory, freight prepaid. This warranty does not cover breakage or bending that may result from crashes or falls. All seals, bushings and urethane damping components are guaranteed for the life of the product. Simply return any worn parts to Answer for free replacement.

This warranty does not cover any fork that has been subject to misuse or whose serial number has been altered, defaced or removed. This warranty does not cover paint damage. Any modifications made by the user will render the warranty null and void. This warranty is expressly in lieu of all other warranties, and any implied are limited in duration to the same duration as the expressed warranty herein. Answer shall not be liable for any incidental or consequential damages. Some states do not allow the exclusion or limitation of implied warranties, incidental or consequential damages, so the above limitations and exclusions may not apply to you. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

If for any reason warranty work is necessary, return the fork to the place of purchase. In the USA, dealers should call Answer Products for a return authorization number (RA#). At that time instructions for repair, return, or replacement shall be given. Customers in countries other than USA should contact their dealer or local distributor.

## INSTALLATION INSTRUCTIONS

Figures 1, 2, &3

Insure that the proper steer tube diameter and length has been delivered with your Manitou. The steer tube may need to be cut to length to fit your bicycle head tube. If you are not familiar with this procedure or do not have the proper tools to cut the steer tube it is recommended that you seek a qualified bicycle mechanic to perform installation.

**WARNING:** The steer tube is a one time precision press fit at the factory and cannot be removed from the crown. Replacement of the entire crown/steerer assembly must be done to change steer tube lengths or diameters. Removing and replacing the steer tube will result in an unsafe condition and should never be done.

**Note:** Some low profile brakes may not clear the brake arch. Remove the brake post and install the thicker brake post spacers available at your dealer. Align holes in spacer inward and torque brake post to 90-110 INCH-LB (10-12 N-m).

1. Remove old forks from bicycle.
2. Measure and cut the steer tube to fit your bicycle head tube.
3. Remove crown race from old forks and press onto Manitou steerer until seated on crown (Figure 1).
4. Clean and grease headset bearings and races of bicycle.
5. Install lower bearings on fork crown race.
6. Insert steer tube into head tube of frame.
7. Install upper bearings and race, tighten either the headset nut or the threadless stem bolt until slack just disappears.
8. Install washer and headset lock nut or for threadless stems tighten the stem pinch bolts.
9. Install stem and handlebars to desired height and torque stem bolt/clamping system to manufacturers instructions.

**IMPORTANT:** Do not run your brake cable through the stem cable system of your bicycle. Bypass the stem routing completely and go directly to the brake arch of the Manitou Fork.

10. Install cantilever brakes and adjust per manufacturers instructions.

**Note:** All 97 Manitou Forks are equipped with a secondary catch dropout.

11. Adjust front wheel quick release to clear the 0.275" (7MM) thick secondary catch dropout. The quick release must be tightened after it is properly seated into the dropout counter bores. Insure that there is adequate thread engagement (4 or more threads with the release adjusted to lock) due to the wider adjustment. Install front wheel to bicycle per manufacturers specification.
12. Obtain new brake inner and outer cable.
13. Trim outer cable length to fit into new brake cable retainer on brake arch. Do not use old retainer.

FIGURE 1: RACE INSTALLATION

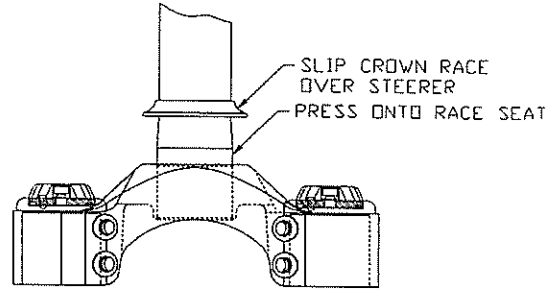


FIGURE 1B: BRAKE ARCH CLEARANCE

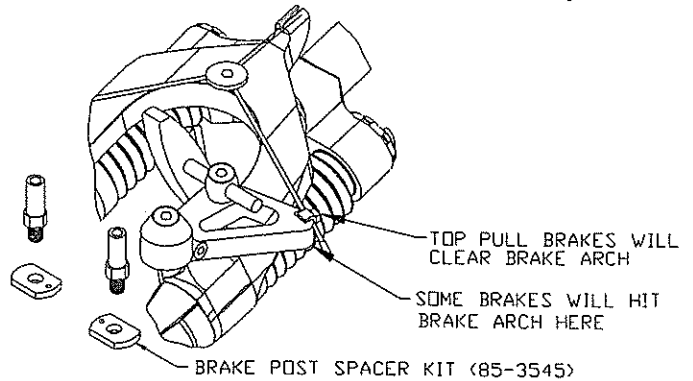
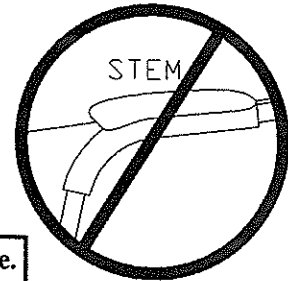
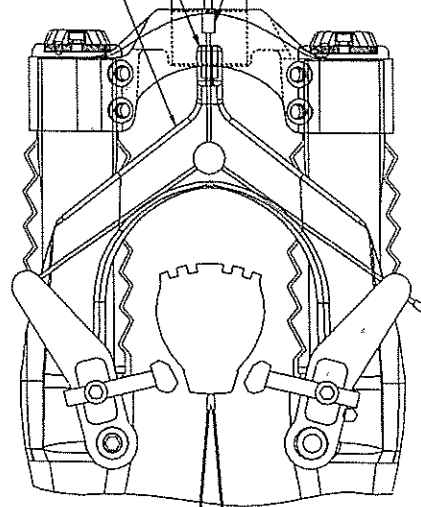


FIGURE 2: BRAKE CABLE ROUTING

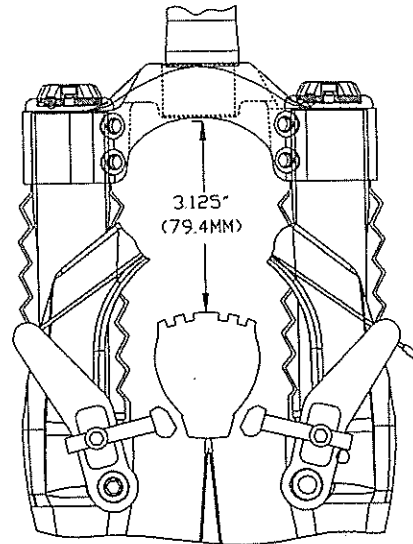


BRAKE RETAINER  
BRAKE ARCH  
TRIM CABLE CASING LENGTH TO FIT BRAKE RETAINER ON ARCH. USE METAL FERRULE AND BE SURE FERRULE & CABLE ARE SEATED IN BRAKE RETAINER COUNTERBORE



**IMPORTANT:** When installing wheel or any new tire be sure to check the minimum tire as shown in figure 3. With the fork fully extended measure from the highest point on the tire to the bottom of the crown. Minimum clearance is 3" (76MM).

FIGURE 3: TIRE CLEARANCE



**SPARE PARTS**  
Tables 1&2

Spare parts can be ordered through your local dealer. If you have any problems that you cannot resolve with your dealer, you may call Answer Products Technical / Warranty Service Department at (805) 257-4411, 8:00 AM to 5:00 PM, Pacific Standard, Monday through Friday. **NOTE: COMPRESSION STACK SPARE PARTS INCLUDING MCU'S, SPRINGS, AND CONNECTORS APPEAR IN TABLE 3 ALONG WITH A SETTING CHART, TABLE 3, ON PAGE 10.**

TABLE 1: SPARE PARTS

PART NAME	PART NUMBER
SKEWER ROD, 7" (FS LEFT)	040625
SKEWER ROD, 8" (FS RIGHT)	041288
CUP WASHER 2ND STG	040691
CROWN PINCH BOLT, 5MM (FS & FS TI)	041319
LOWER BUSHING	040918
BUSHING SPACER	040919
UPPER BUSHING	041225
BRAKE POST	040921
DAMPER SHAFT SLEEVE	040928
BRAKE POST SPACER	040943
DUST SEAL	041245
COMPRESSION ROD (FS)	040923
COMPRESSION ROD (FS TI)	041027
INNER LEG RIGHT (FS & FS TI)	041127
INNER LEG LEFT ASSY (FS & FS TI)	041315
SERVICE MANUAL (FS & FS TI)	041303
FELT WIPER	041318
COMPRESSION ROD SCREW	060268
97 FS OUTER LEG / ARCH ASSEMBLY	85-3487
97 FS TI OUTER LEG / ARCH ASSEMBLY	85-3488
BRAKE POST SPACER KIT	85-3545
FDRK BOOT KIT, BLACK 97 FORKS	85-3475
97 FS STICKER SET	85-3480
97 FS TI STICKER SET	85-3482
97 FS & FS TI ADJUSTER ASSEMBLY KIT	85-3486

ADJUSTER ASSY 97 SX TI  
(85-3486)

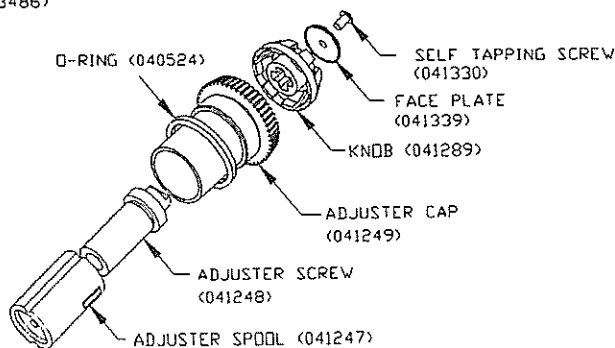


TABLE 2: CROWN/STEERER ASSEMBLY GUIDE

STEER TUBE LENGTH	STEER TUBE DIAMETER		
	1.000 IN (25.4 MM) STANDARD	1.125 IN (28.6 MM) OVERSIZE	1.250 IN (31.8 MM) EVOLUTION
12.0 IN CM (305 MM) THREADLESS	X	85-3680	85-3681
12.0 IN AL (305 MM) THREADLESS	X	85-3682	85-3683

**CROWN/STEERER ASSEMBLY**

ALL 97 FS BULGE LEG MODELS  
(INCLUDES ALL PARTS SHOWN)

FS & FS TI  
CROWN/STEERER  
(4 BOLT PINCH)

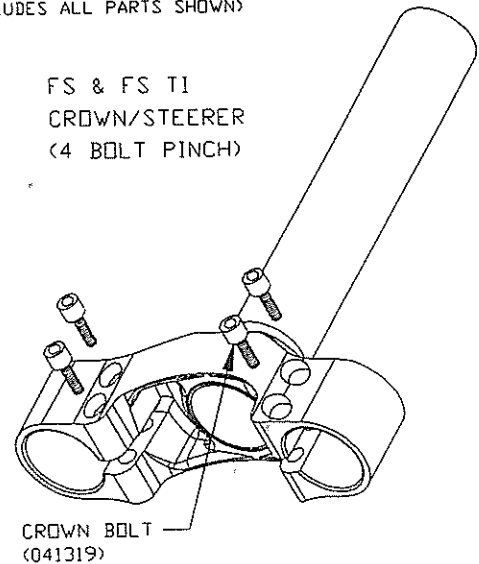


FIGURE 4: 97 FS, & FS TI FORK SCHEMATIC

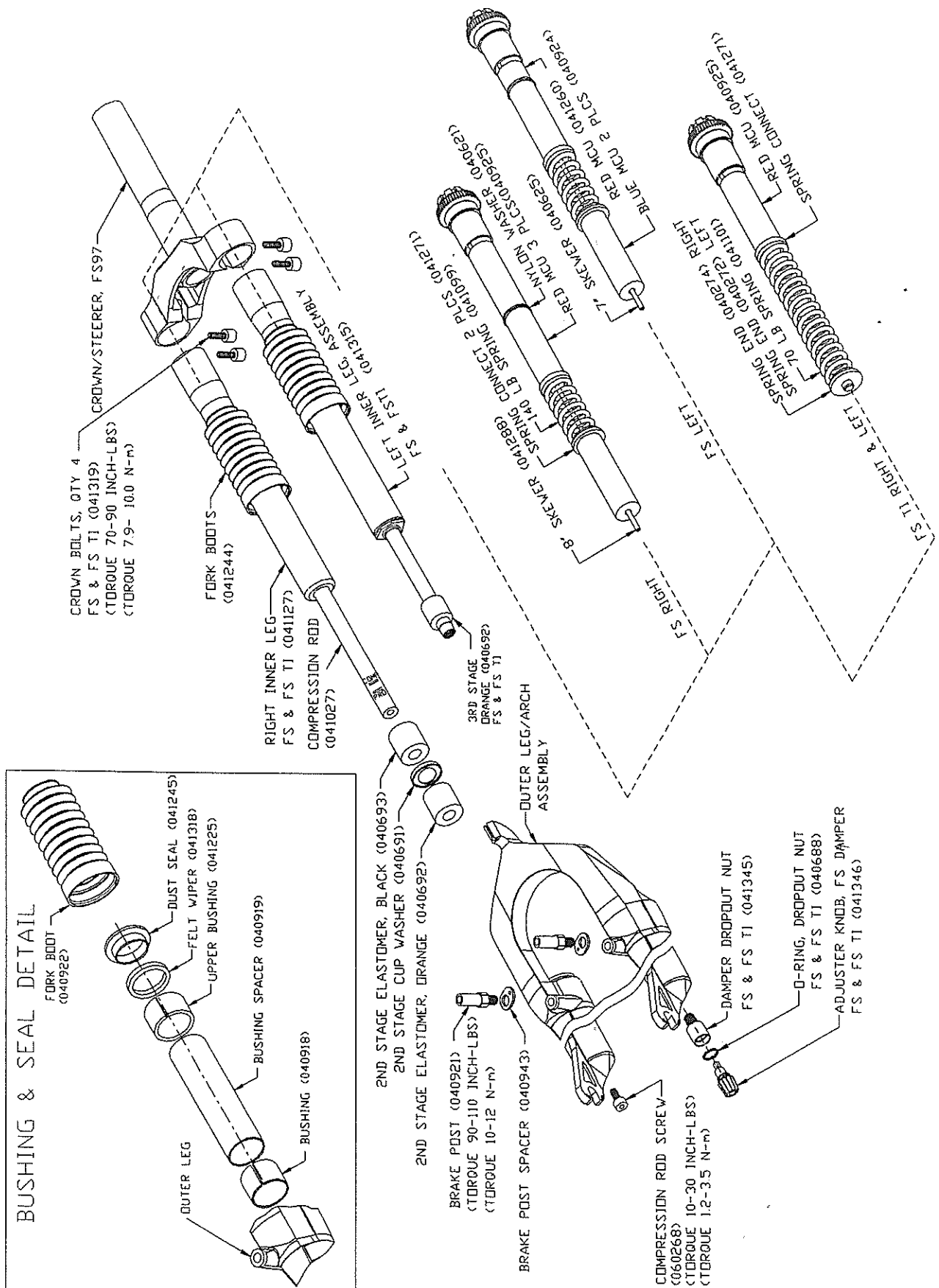
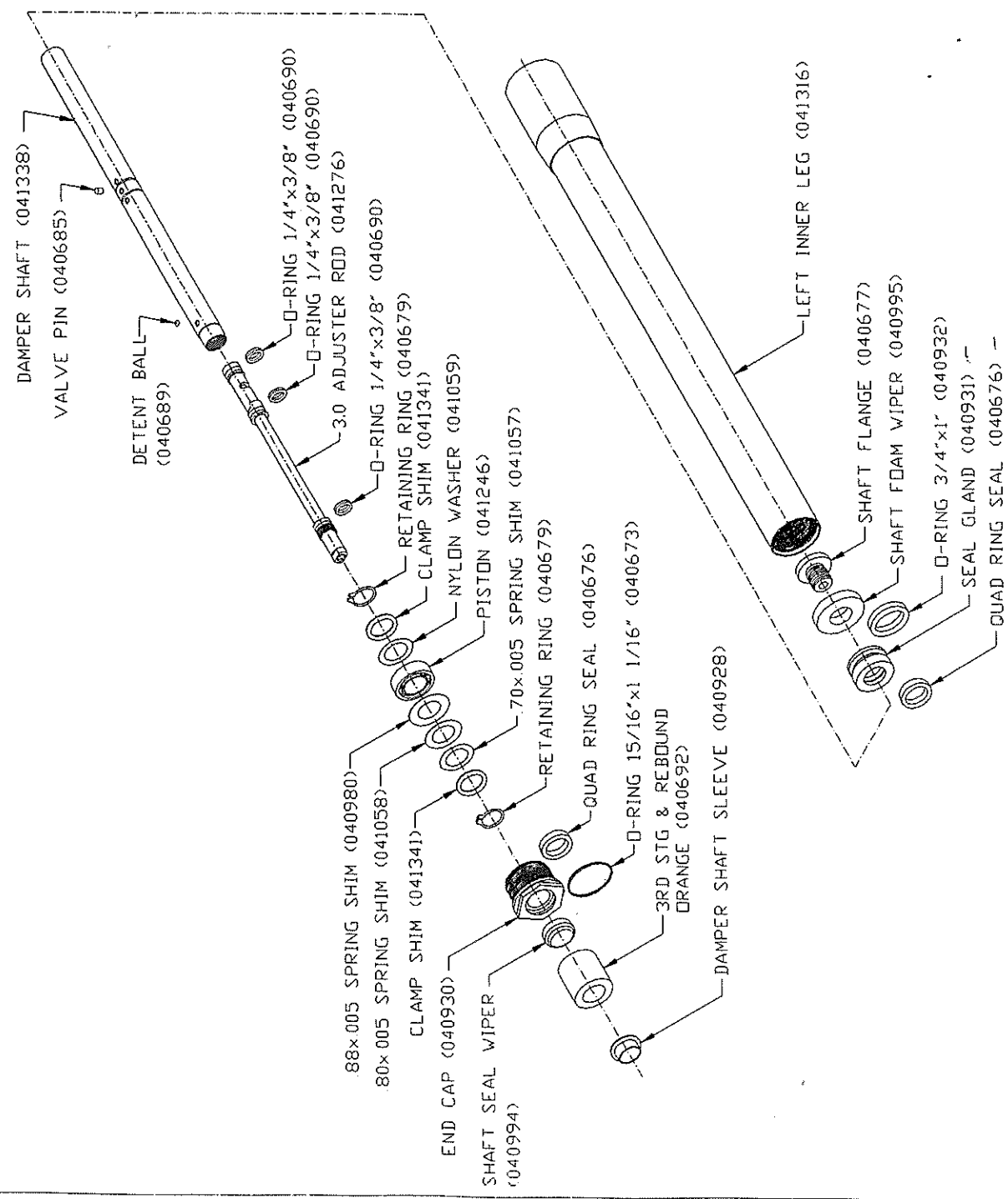


FIGURE 5: 97FS & FSTI DAMPER SCHEMATIC

DAMPER SPARE PARTS	
PART NAME	PART NUMBER
NYLON WASHER, PRD C	040682
O-RING, 15/16" x 1 1/16"	040673
QUAD RING, 1/2"x11/16"	040676
DAMPER SHAFT FLANGE	040677
RETAINING RING	040679
DAMPER VALVE PIN	040685
DAMPER DETENT BALL	040689
O-RING, 1/4"x3/8"	040690
3RD STG ORANGE ELAST	040692
DAMPER END CAP	040930
DAMPER SEAL GLAND	040931
O-RING, 3/4"x1"	040932
SPRING SHIM .88x.503x.005	040980
SPRING SHIM .80x.503x.005	041058
SPRING SHIM .70x.503x.005	041057
SHAFT SEAL WIPER	040995
SHAFT FOAM WIPER	040995
DAMPER PISTON	041246
3.0 ADJUSTER ROD	041276
DAMPER SHAFT, FS	041338
97 CLAMP SHIM	041341



## MAINTENANCE

**NOTE: The Manitou should not be used if any parts appear to be or are damaged. Contact your local dealer or Answer Products for replacement parts.**

Your Manitou Fork is a sophisticated bicycle component and should be periodically inspected and maintained. Moisture and contamination may build up inside the fork and affect the performance and life. To insure long life it is recommended that the fork be periodically disassembled, cleaned, dried and re-greased. **Note: Frequent inspection and cleaning of the inner leg under the fork boots will keep the fork performing well and prevent wear and damage to internal parts.** When cleaning the fork, it is **NOT RECOMMENDED** to direct water spray at the seals.

Before every ride you should:

1. Ensure that quick release skewers are properly adjusted and tight.
2. Wipe the inner legs clean & check entire fork for any obvious damage.
3. Check headset slack.
4. Insure that the front brake cable is properly seated in the cable retainer & check brake adjustment

## GENERAL DISASSEMBLY

**NOTE: The Fork does not need to be removed from the bicycle for general disassembly-assembly or cleaning and the inner legs may be left in the crown. It is also not necessary to disassemble the 96 Manitou Forks for compression elastomer replacement. Elastomer replacement is accomplished by removing the adjuster assembly per figure 7**

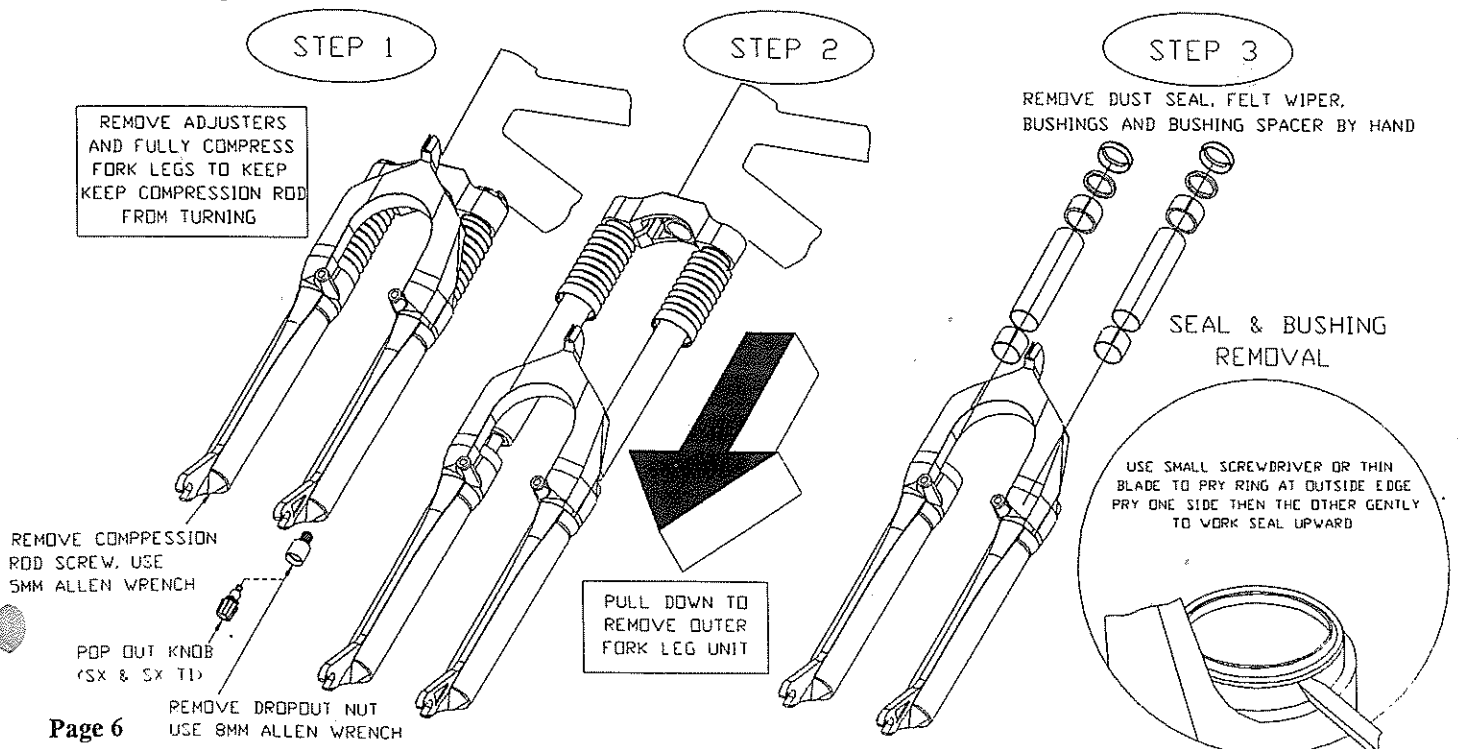
### Removal of outer leg / arch assembly Figure 6:

1. Use a 5MM allen wrench to remove the 6MM lower compression rod screw from the right leg dropout. Pop out the damping adjuster knob from the left dropout, a small screwdriver may be helpful. Use a 8MM allen wrench to remove the dropout nut. Fully compress the fork to prevent the compression rod and damper shaft from turning while removing screws.
2. Pull outer leg assembly down to remove from the inner legs and crown.
3. Remove fork boots.

**Note: It is not recommended to remove the dust seal every time the fork is disassembled. The seal and bushings may be cleaned and re-greased in place. The felt wiper may be removed, cleaned, and re-greased without removing the seal.**

4. Use a small screwdriver or thin blade to gently pry up dust seal, Figure 6 view.
5. Remove upper bushing and felt wiper.
6. Remove bushing spacer and lower bushing. It may be necessary to use a small hook like a spoke to catch the bottom edge of bushing and pull it out.

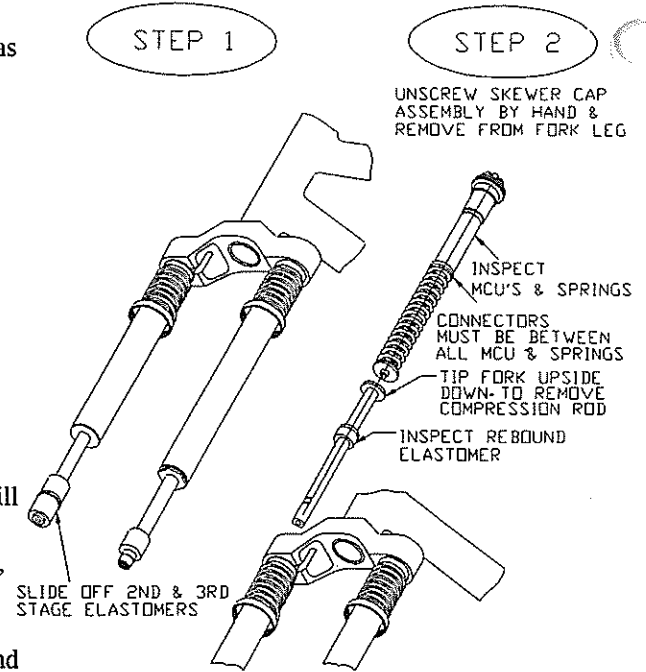
FIGURE 6: FORK DISASSEMBLY



**Compression Stack & Compression Rod Removal Figure 7:**

1. Slide off 2nd and 3rd stage elastomers from right leg compression rod.
2. Unscrew and remove the adjuster assemblies or clip adjuster by hand.
3. Turn fork upside down to remove the compression rod. If forks are installed on the bicycle give the rod a quick upward thrust and catch it as it pops up above crown.

FIGURE 7: COMPRESSION ROD REMOVAL

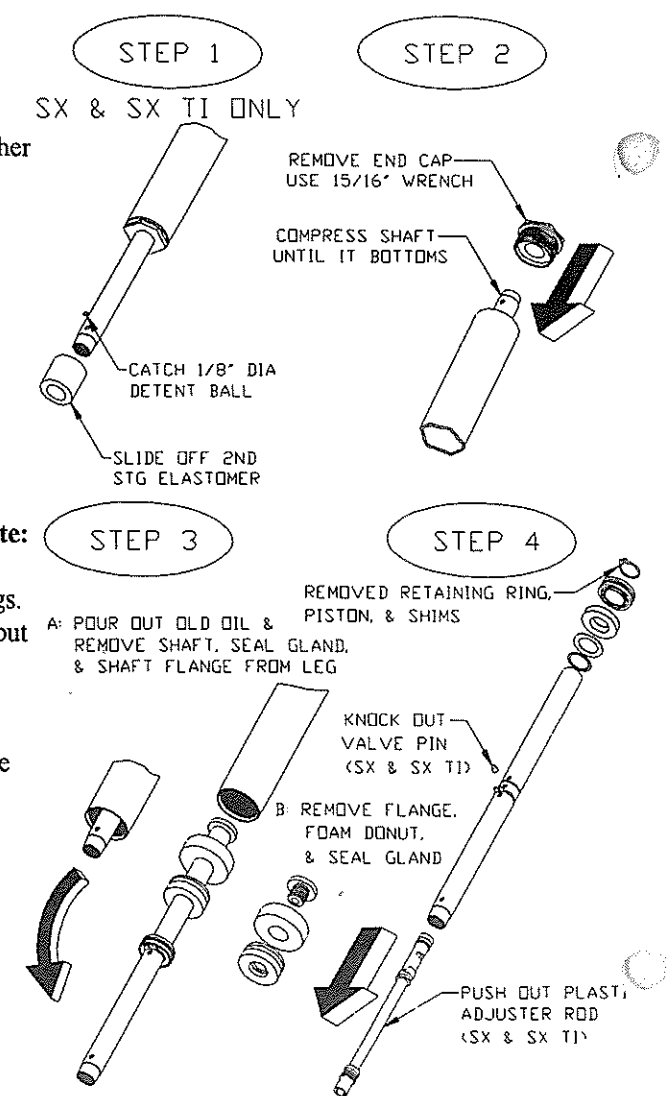


**Left Inner Leg Damper Disassembly Figure 8:**

**Note: Damper disassembly is best done with the left inner leg removed from the crown. Complete disassembly is not recommended unless all seals need to be changed.**

1. Slide off 2nd stage elastomer and catch the 1/8" diameter detent ball. The ball is held in by the elastomer.
  2. Compress the shaft until it bottoms out in the leg and remove the end cap. Pour out the oil and discard appropriately. Replace oil with Finishline 5 weight or equivalent oil. For complete disassembly continue with step 3.
  3. Pull the shaft out of the inner leg. The flange on the end of the shaft will pull out the seal gland. **Note: The seal gland may be tight in the leg.**
  4. Using a 5MM allen wrench, remove the shaft flange, foam donut wiper, and seal gland from the shaft.
  5. Remove retaining ring, piston, and shim stack from top end of shaft. Knock shaft against soft surface, like rubber, to remove the valve pin and push out the plastic adjuster rod from top end of shaft.
- Note: The retaining rings must be replaced every time they are removed from the shaft. Do not remove them unless necessary.**

FIGURE 8: DAMPER DISASSEMBLY



**DAMPER INSPECTION**

1. Check the shaft for scratches, wear at the retaining ring grooves and other obvious damage.
2. Check the damper bore of the inner leg for deep gouges.
3. Check the seal gland and end cap seal grooves for damage.
4. Check shims for permanent bends or damage.
5. Check all other parts for obvious damage, replace if necessary.
6. Replace all seals and retaining rings that have been removed.

**INSPECTION**

1. Check the fork boots and felt wiper for tears, wear through or other obvious damage.
2. Check the dust seal for tears or damage. Replace if needed.
3. Inspect the lower and upper bushing for excessive wear or damage. **Note: The upper and lower bushing are not identical and may not be interchanged.** Check the drag between the bushings and the inner legs. Drag should be very slight, enough to hold the weight of the inner leg but not more. Replace if necessary.
4. Check all MCU & springs for obvious damage. Replace if necessary.
5. Check the preload adjuster and connectors. Replace if damaged.
6. Check the outer leg / arch assembly for nicks or deep gouges on outside and inside. Replace if damaged.
7. Check the inner leg for deep gouges and other obvious damage. Minor wear resulting in color change is not detrimental to the gold anodized surface. Replace if wear is excessive or damaged.
8. Check inner legs at the bottom of the crown for cracks or for flaking anodize. Replace if cracked or if gold anodize is beginning to flake.
9. Check the underside of the crown for cracks. Replace if cracked.



## RE-ASSEMBLE

### Left Inner Leg Damper Figure 9:

1. Install three o-rings onto adjuster rod and one onto piston.
2. Install quad seal and o-ring into seal gland.
3. Install quad ring and shaft seal wiper into end cap.
4. Grease all seals lightly with a seal grease.
5. Put on the lower retaining ring first. Open the retaining ring just enough to slide on shaft without scratching shaft.
6. Gently push plastic adjuster rod into shaft until groove in rod lines up with the center hole in the shaft. Be careful not to damage o-rings as they slide past the holes in the shaft.
7. Drop in the valve pin and slide on the clamp shim, valve stack, and retaining ring. Refer to Figure 5 for correct shim stack placement.
8. Slide seal gland onto shaft. Put the quad ring end of the seal gland on first. Do not damage the quad ring seal.
9. Slide on the foam donut wiper and screw on shaft flange.
10. Insert shaft and gland assembly into inner leg. Gently work the seal gland o-ring past the threads in the inner leg.
11. Fully compress the shaft to bottom the seal gland in the inner leg.
12. Fill with 5 weight Finishline or equivalent fork oil.
13. Stroke the shaft slowly until air bubbles come to the surface. Let them settle and add oil until it is half way up the threads.
14. Find the bleed hole in the end cap. Install by holding the leg at a 45 degree angle with the bleed hole up. Screw in cap without O.D. o-ring by rotating leg until seated and excess oil bleeds out. Back off, install o-ring, and torque to 30-50 IN-LB (3.4-5.6 N-m).
15. Place detent ball into hole in shaft and slide on 2nd stage elastomer over it.

### Bushings and Seals Installation Figure 10:

1. Install both bushings with bushing spacer between them
2. Lightly grease the inside diameter of both bushings.
3. Liberally grease the felt wiper and install.
4. Install dust seals by pressing into leg. Use 1 1/2" thin wall tube, or large socket, with mallet to tap in seal. Take care not to damage leg or seal, see figure 10 view.

### Compression Rod & Boots Figure 11:

1. Clean all parts thoroughly.
2. Grease compression rod lightly. Be sure rebound elastomer is installed onto compression rod.
3. Drop compression rod down into inner legs. Shake inner leg to get rod through inner leg plug.
4. Slide on black second stage, cup washer, and orange 3rd stage elastomer.
5. Slide boots onto inner legs.

FIGURE 9: DAMPER ASSEMBLY

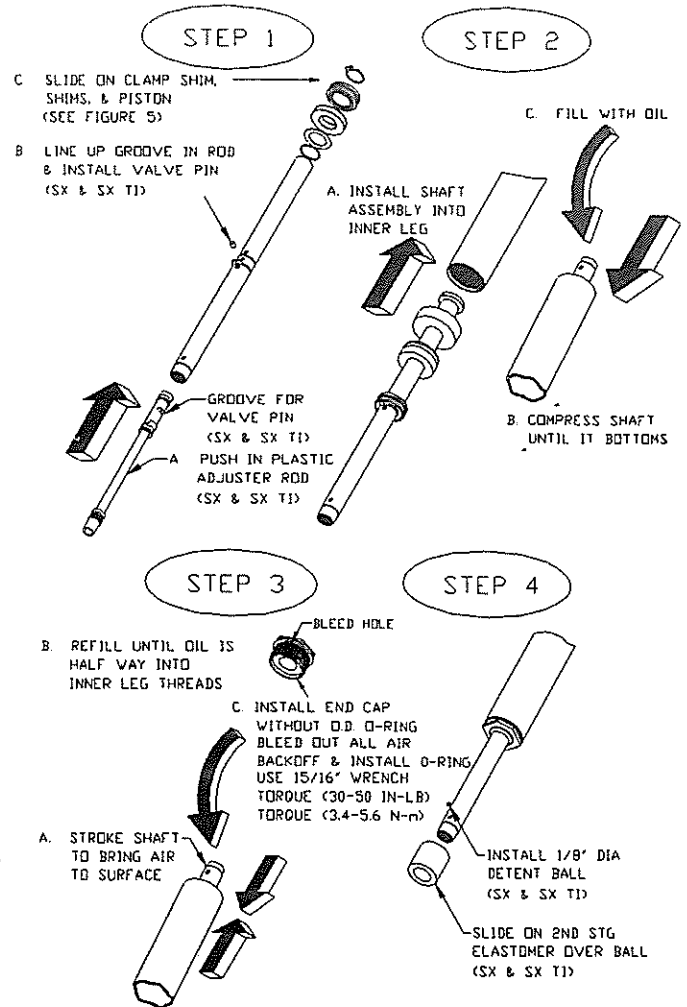
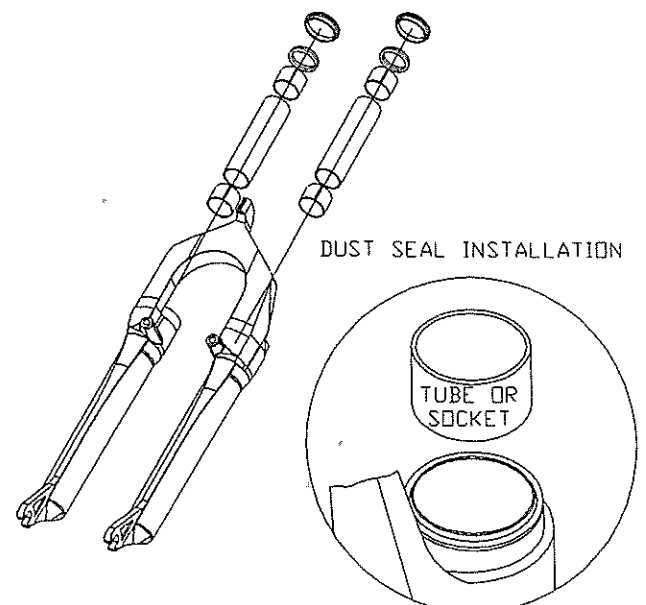


FIGURE 10: SEAL & BUSHING ASSEMBLY

INSTALL BUSHINGS, BUSHING SPACER, FELT WIPER, AND DUST SEAL



**Outer Leg Assembly Figure 12:**

1. Slide Outer leg / Arch assembly onto inner legs and fully compress.
2. Install and torque 6MM compression rod screw and dropout nut to 10-30 inch-lb. (1.1-3.5 N-m). **Over torquing the dropout nut may damage the damper shaft.**
3. Pop in damper adjuster knob. O-ring holds knob in place.
4. Slide skirt of fork boots onto the outer leg groove. Be sure the lip snaps into the groove.
5. Clean adjuster cap threads and skewer thoroughly. Clean threads on inside of inner leg.
6. Assemble MCU's, springs, and connectors.
7. Install adjuster assembly into inner leg just hand tight.

**INNER FORK LEGS & CROWN**

During normal maintenance the inner fork legs do not need to be removed from the crown. It is recommended that the torque joints be left undisturbed.

**Disassembly Figure 13:**

1. Loosen the four 5MM allen screws.
2. Remove adjuster assemblies.
3. With twisting movement remove the inner fork legs.

**Re-assemble:**

1. Clean mating surfaces of crown and inner fork legs.
2. Install inner fork legs into crown until they bottom up against the step at the top of the crown.
3. Install adjuster assemblies until hand tight.
4. Tighten and torque four 5MM allen bolts to 70-90 inch-lb.
6. Inspect to verify minimum clearance between tire and crown per figure 3, page 3.

**WARNING: Do not over tighten or under tighten crown pinch bolts. Over tightening may collapse inner legs and bind skewer threads. Under tightening may cause legs to slip in crown.**

**BRAKE ARCH**

**NOTE: The 97 Mach 5 brake arch is permanently bonded to the outer legs and is not removable. If the unit is damaged or if the bond is broken or separated it must be replaced. Using the fork with a damaged brake arch bond is unsafe and could cause serious injury. Contact Answer Products if you suspect that your brake arch bond is damaged.**

FIGURE 11: COMPRESSION ROD ASSEMBLY

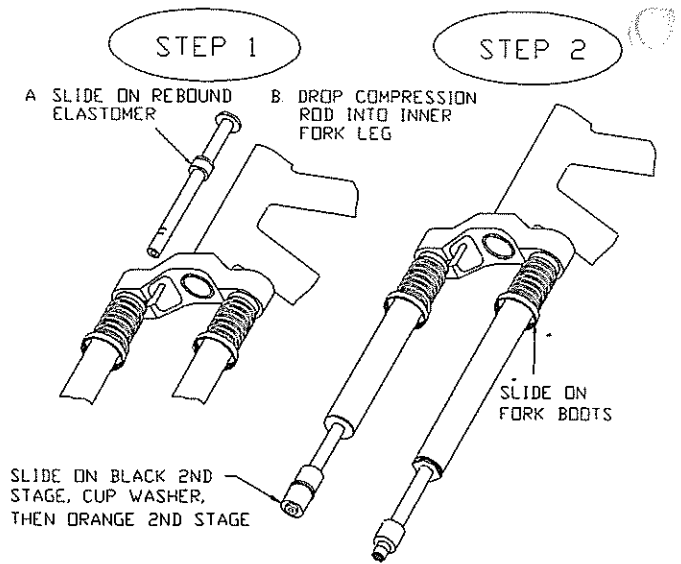


FIGURE 12: OUTER LEG ASSEMBLY

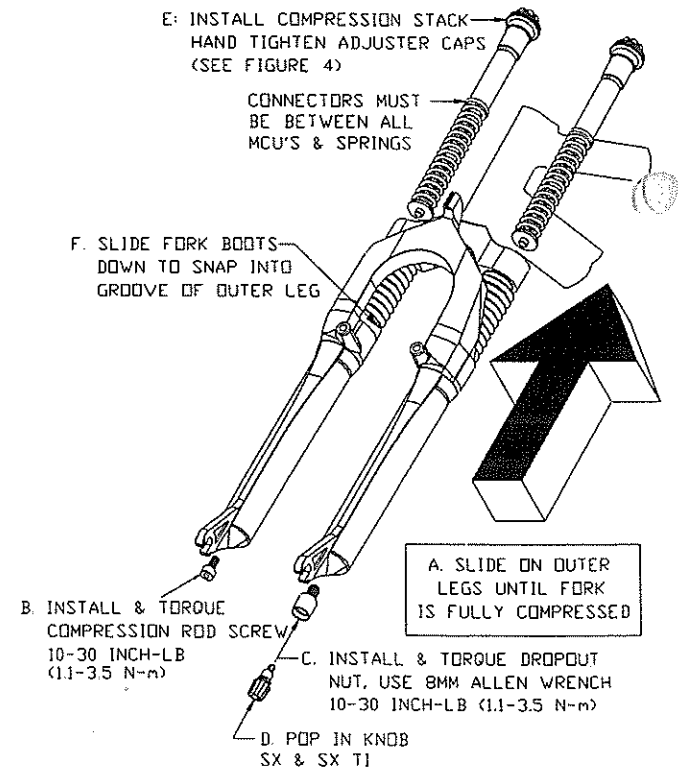
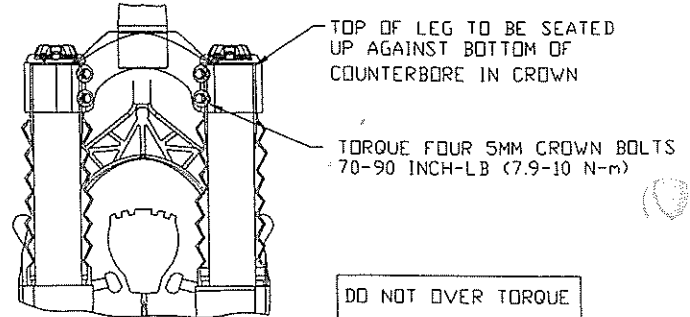


FIGURE 13: INNER FORK LEGS & CROWN



## ADJUSTING RIDE QUALITIES Figures 13 & 14

Manitou forks offer a wide adjustment range to suit individual riding preference and rider weight by simply changing the MCU elastomers or springs. Each production fork comes with an all red compression stack and a stock spring appropriate for an aggressive rider of 155-180 lb. Softer, blue and harder, yellow MCU's and soft and firm MCU Springs kits for the FS TI are available from your dealer.

### Fine Tuning Figure 13:

Fine tuning adjustments for the FS and FS TI are made by rotating the adjuster knobs or adjuster the clip adjusters located on top of the crown. Rotating the knob clockwise will firm the ride, adding preload to the compression stack. This will firm the initial travel for small bumps but will not limit the full travel for large bumps. Rotating the knobs counter clockwise will soften the ride. Five revolutions of the adjuster knob will take the adjuster from full soft to the extreme firm ride setting, changing the preload 3/8 inch (12.7MM). It is not necessary to have the right and left adjusters set exactly the same.

### Fine Tuning the Damping Figure 14:

Fine tuning damping adjustments, FS and FS TI are made by rotating the adjuster knob located at the bottom of the left dropout. Rotating the knob clockwise will increase the low speed compression and the rebound damping, rotating the knob counter clockwise will reduce the amount of low speed compression and rebound damping. Full adjustment, nine clicks of the detent, will almost lockup the fork preventing it from returning after compression. It is not recommended to ride the fork with full damping. Large changes to the compression damping can be accomplished by disassembling the left damper leg and changing the shim stack and/or oil weight. The SX damper is built at the factory with SAE 5 weight oil. It is not recommended to exceed SAE 7 weight. Tuning the shim stack is described in detail in the race tuning instructions.

### Compression Stack Replacement Tuning:

Normal riding should result in 2 1/2" - 2 3/4" (63.5 - 70MM) of travel. Large hits should use full travel, 3" (76MM). Using a zip tie as shown in Figure 14 is a good way to measure travel. To do this you must remove the fork boots, test ride, and then replace the fork boots. An excessively soft compression stack will rely too heavily on the second stage elastomer. A mushy feel with frequent noticeable bottoming will occur. An excessively firm compression stack will not use full travel. If your forks are too soft or too firm and need elastomer replacement remove the adjuster assemblies, replace the MCU's and ride test. Disassembly of the fork is not required. Soft and firm ride kits are available through your dealer as an accessory. The soft ride kit for the FS consists of six blue MCU's, the firm ride kit consists of six yellow MCU's. The TI Spring kits consist of a soft or firm spring with two blue and two red MCU's. Any combination of MCU's can be used to obtain the ride that suits your preference, although it is not recommended to use a soft MCU like blue in a stack of hard MCU's like yellow. The soft elastomer will be overpowered by the firm ones.

FIGURE 13: FINE TUNING FS & FSTI

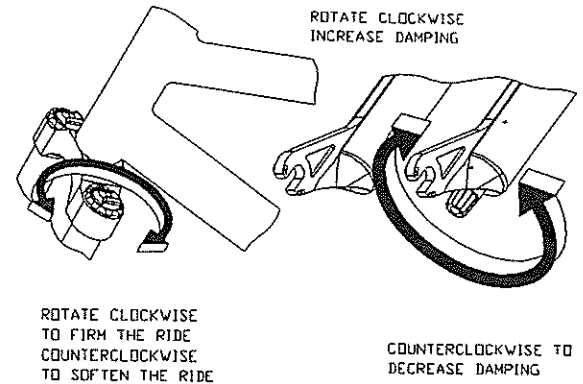


FIGURE 14: ZIP-TIE TRAVEL INDICATOR

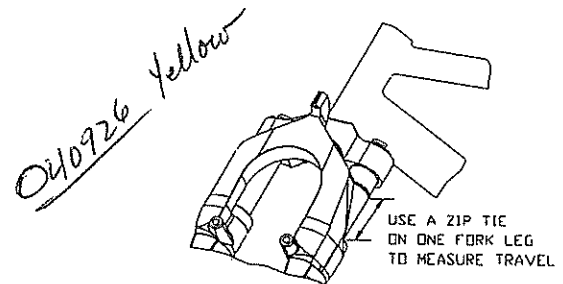


TABLE 3: ELASTOMER & SPRING RIDE KITS			
COLOR	STIFFNESS	RIDE KIT	PART NO.
BLUE	SOFT	SOFT RIDE	85-3590
RED	MEDIUM	STOCK RIDE	85-3591
YELLOW	FIRM	FIRM RIDE	85-3592
TI SPRING & MCU RIDE KITS			
SOFT TI SPRING		SOFT RIDE	85-3639
STOCK TI SPRING		STOCK RIDE	85-3634
FIRM TI SPRING		FIRM RIDE	85-3640
FS & FSTI REBOUND			041267
SX 2ND STAGE ELASTOMER, BLACK			040693
SX 3RD STG ELASTOMER, ORANGE			040692
2ND STAGE CUP WASHER			040691
NYLON WASHER			040621
MCU SPRING CONNECTOR			041271
SPRING END			041272
FS TI SPRING END			041274

## TROUBLE SHOOTING

*Fork seems to "top out" or has a slight clunking feel when front wheel comes off the ground:*

Excessive preload or insufficient rebound damping will result in a "top out" . Selecting elastomers that better fit your weight and riding style and having the preload adjuster set mid to low range and increasing the rebound damping will eliminate "top out".

*The fork feels less active and is not getting the travel it used to when it was new:*

Chances are that the fork is developing stiction. Cleaning and applying fresh oil to the felt wiper will help however every two months complete disassembly, cleaning, and re-greasing is recommended especially after mud rides. This will keep the fork in good shape and working like new.

*Outer legs feel loose on inner legs and bushings, a knock or rock can be felt when pushed from side to side:*

The bushings may be worn. Disassemble per instructions, check both the upper and lower bushings for excessive damage and replace if necessary. Clean, grease, and reassemble.

## CYCLE COMPUTER INSTALLATION INSTRUCTIONS:

Follow the instructions in your owners manual with the following exceptions:

**WARNING: DO NOT DRILL A HOLE IN THE DROPOUT. THIS MAY WEAKEN THE DROPOUT, WILL VOID THE WARRANTY, AND MAY CAUSE AN UNSAFE CONDITION WITH RISK OF INJURY. DO NOT USE THE TEMPLATE PROVIDED IN THE 95 OR 96 SERVICE MANUAL.**

**ANSWER**  
**ANSWER PRODUCTS**  
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