



EIGHTPINS



Installation Guide and Manual

Eightpins NGS2 Integrated variable seatpost

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NGS2.0

Lupaan GmbH
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Content

3	General
3	Warranty Policy
3	Service
5	Safety instructions
5	Assembly and service
5	Modifications
5	Before the assembly
6	Part description
7	Compatibilities
9	Installation
19	Manual
21	Manual adjustments
26	Service



General

Thank you for equipping your bike with an Eightpins variable seatpost, a highstandardized, highly technical product for mountain bikes. There is a variety of points to take into consideration assembling and using the seatpost. As a result of the integration of the seatpost, it is designed entirely different in comparison to other variable seatposts. The adjustment of the seat height as well as the adjustment of the travel of the seatpost is realized with one single tube. The mechanics for this is directly connected with the frame via the Postpin axle that absorbs all axial forces. The lateral forces are absorbed by the bushing tubes and thus by the frame. It is therefore crucial to mind the maximal extension as well as the minimum insert length.

Attention! If assembled or used in a wrong way, you may hurt yourself as well as damage the frame or the seatpost.

Make sure all adjustment elements are in place at all times and that the tension of the cable is adjusted correctly. In case you do not have the skills to assemble the seatpost, please refer to your local bike dealer or the service center in your country.

Attention! Read the following assembly information and manual carefully and stepby-step and mount the Eightpins seatpost only according to the instructions.

Warranty Policy

We offer a two-years warranty for your seatpost beginning at the date of purchase. The warranty exclusively includes the repair or exchange of the components damaged. In order to claim a warranty case, the receipt is obligatory. Common wear, usual services and wrong assemblies are not covered by the warranty. If the seatpost has been altered in any way, the warranty automatically expires; the rider is responsible for any damages caused by any alteration of the seatpost.

Service

As to the service, a major advantage of the Eightpins variable seatpost is that the main tube can be dismantled very easily and that the anti-friction bushing can be cleaned and/ or exchanged quickly. In case you notice a higher friction in the system, it can be greased via a grease ort in the outer sleeve. With the right tools and a basic technical understanding, you may service the seatpost yourself including cleaning and greasing the bushings, pumping up the system, readjusting the tension of the overload clutch and exchanging the cable.

In general, not much servicing is required. The locking mechanism does not wear out. In case the gas pressure spring loses pressure, it is to be sent to us or brought to a local service center, as the sealing needs to be exchanged.

The following service activities have to be done regularly.

	Before every ride	Every 20 operating hours	Every 40 operating hours	Every 100 operating hours	Every 200 operating hours
Remove dried dirt with water and mild soap	X				
Cleaning the wiper		X			
Cleaning the bushing tube			X		
Exchange the bushing tube				X	
Exchange the wiper				X	
Exchange the Felt ring				X	
Sealing service of the gas spring					X
Oil refill		X			

For services of all kinds, please refer to your local bike workshop or to Lupaan GmbH:

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Attention! Do not service the mechanics or the gas pressure spring yourself as the system is under high pressure and as one may risk severe injuries.



Safety instructions

Usage as intended

The Eightpins variable seatpost is designed for bicycle frames featuring a Postpin interface. The range of application includes touring bikes, trekking bikes and mountain bikes. Bicycle frames that do not have this feature should not be modified. The Eightpins variable seatpost must only be assembled and combined with the original Eightpins remote lever. Different leverage ratios can cause irreparable damages.

Assembly and service

The assembly and the service of the Eightpins variable seatpost requires a special understanding of technical matters. Do not overestimate your own skills but refer to a professional bicycle shop or to an authorized Eightpins service partner at all times. This is the only way a correct service can be guaranteed.

Modifications

The Eightpins variable seatpost is not to be altered in any way. Do not dismount it, sand it down or paint it. Always use a torque wrench where necessary. Read the manual carefully and follow it step-by-step.

Attention: A seatpost that has not been mounted correctly does not work correctly. This may lead to crashes and injuries. Besides, the frame can be damaged.

Before the assembly

The post-pin mounting interface in the frame contains an adjustment screw on the right side of the frame for vertical alignment of the seatpost. This screw is already set at the factory and glued with a detachable screw glue.

If the adjusting screw is not included in the frame or adjusted correctly, contact the frame supplier.



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Oil refill		X			

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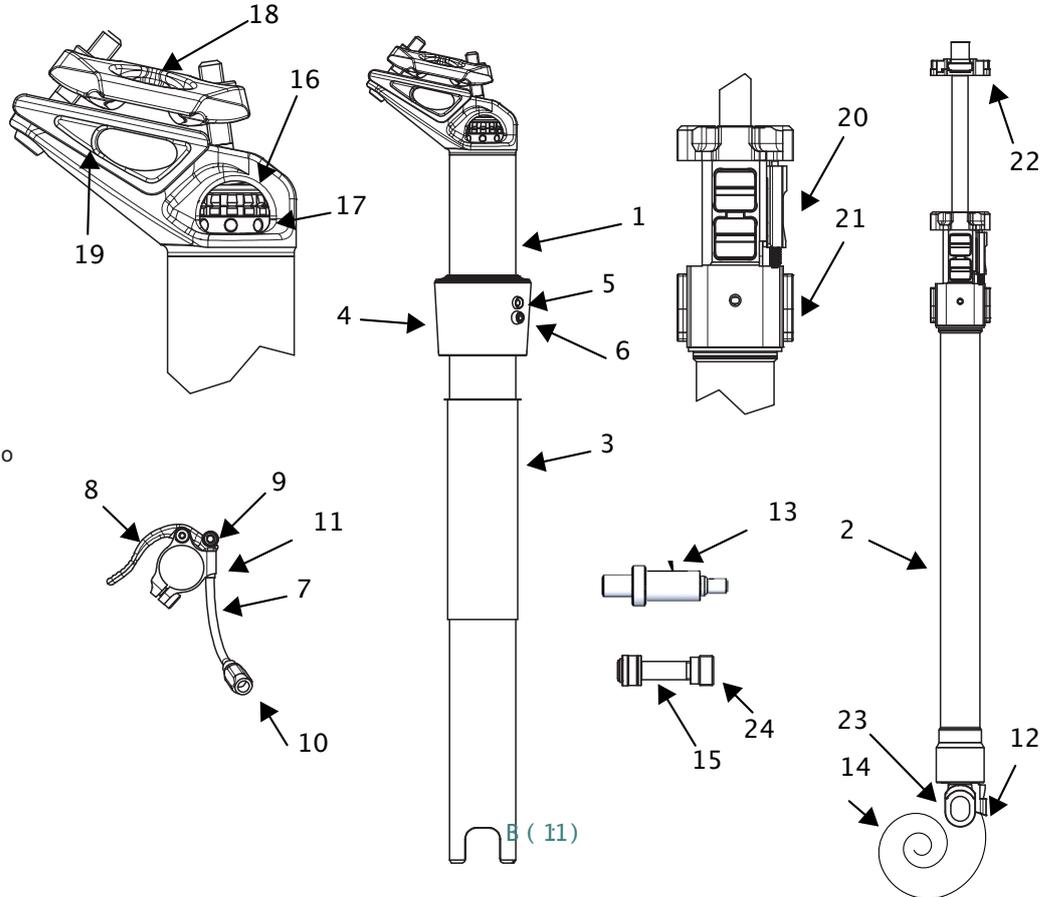
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Part description

- 1 Eightpins Maintube
- 2 Eightpins Cartridge
- 3 Bushing
- 4 Outer sleeve
- 5 Fixing screw
- 6 Lubrication port
- 7 Flex aluminium cable housing
- 8 Remote lever
- 9 Cable clamping nut
- 10 Inline cable adjuster
- 11 End cap small
- 12 Special end cap or FlexChain
- 13 Valve adapter
- 14 Cable: Eightpins or Campagnolo
- 15 Postpin axle
- 16 Seat angle adjuster
- 17 Height adjuster
- 18 Seat clamp top
- 19 Seat clamp bottom
- 20 Release slider
- 21 Guiding inserts
- 22 Height adjusting clamp
- 23 Mounting interface
- 24 Adjusting ring



Compatibilities

The integrated Eightpins variable seatpost is exclusively designed for frames with a Postpin interface. One can not retrofit this interface to a bicycle frame. Refer to your local bike shop in case you are in doubt.

Attention: Eightpins decisively advises its customers not to modify a frame in any way, as this can weaken the frame, cause crashes and lead to severe injuries including death.

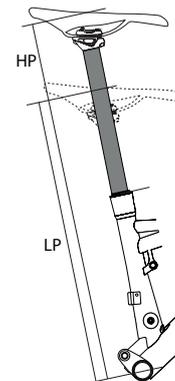
Eightpin's seatposts are divided into two different size schemes. There is a size scheme with 4 sizes: S, M, L and XL and a size scheme with 6 sizes: XS, S, M, L, XL, XXL. The size to use depends entirely on the frame size.

Use only Eightpins cartridges of the correct size for the appropriate frame size. (Example: 6X-L cartridge fits into a frame with 6-fold size scheme with the size L)

The bushing tube length is selected so that it corresponds to the minimum insertion depth of the seattube in the frame. All bending forces are transferred to the frame via the bushing tube. When assembling or exchanging the bushing tube, the correct length must be used. The respective length can be found in the table under the column bushing tube.

It is also important to pay attention to the compatibility of the seatpost tube lengths. The table contains all possible combinations. The corresponding adjustment ranges can also be found in the table. The values refer to the distance between the bottom bracket and the upper edge of the saddle. Included is a saddle with a height of 4cm.

ATTENTION! Only the intended and compatible seat post sizes, strokes and bushing tube lengths specified by the bike manufacturer may be used.



Kartusche/Rahmen		Sattelstützenrohrlängen											
		Hub	Längenbezeichnung	6-XS=330mm	6-S=354mm	6-M=378mm	6-L=402mm	6-XL=426mm	6-XXL=450mm	4-S=342mm	4-M=372mm	4-L=402mm	4-XL=438mm
6X-XS	168	LP	605	629	653					617	647		
Bushing XS L=91,8mm		LP-Spacer Reduced	557										
		HP	707	731	755				719	749			
6X-S	192	LP		647	671	695					656	695	
Bushing S L=97,8mm		LP-Spacer Reduced		599									
		HP		749	773	797				757	797		
6X-M	216	LP			683	707	731					707	
Bushing M L=109,8mm		LP-Spacer Reduced			635								
		HP			785	809	833					809	
6X-L	228	LP				707	731	755			707	743	
Bushing L L=121,8mm		LP-Spacer Reduced				659						659	
		HP				821	845	869			821	857	
6X-XL	240	LP					731	755				743	
Bushing XL L=133,8mm		LP-Spacer Reduced					683						
		HP					857	881					869
6X-XXL	258	LP						767					
Bushing XXL L=139,8mm		LP-Spacer Reduced						719					
		HP						899					
4X-S	168	LP		623	647	671				611	641	671	
Bushing S L=97,8mm		LP-Spacer Reduced								563			
		HP		737	751	785				725	755	785	
4X-M	192	LP			659	683	704					683	713
Bushing M L=109,8mm		LP-Spacer Reduced									605		
		HP			779	803	827				773	803	833
4X-L	210	LP				689	713	737				689	719
Bushing L L=121,8mm		LP-Spacer Reduced				641						641	
		HP				821	845	869			821		851
4X-XL	228	LP						743					731
Bushing XL L=133,8mm		LP-Spacer Reduced											683
		HP							893				

Installation

Frame/seattube



The frame must have a 5mm hole at the top of the seat tube to mount and fix the outer sleeve. If this hole does not exist, refer to the manual of the frame supplier to find out how to drill this hole in the seat tube of the frame.

Cable housing / bowden installation

Install the cable housing in the frame before installing the seat post. Please follow the instructions of the frame manufacturer. The cable housing is to be inserted into the seat tube until about 2 cm of it reach out of it. The second end of the housing – at the top of the frame – is to be cut depending on the frame size. The cable housing is pushed further out of the frame during assembly of the seat post by the length X. Observe the following table when cutting the cable housing and shorten it to the desired length.



Rahmengröße	Länge X	Länge X E-bike / Flexchain
6X-XS	328mm	308mm
6X-S	352mm	332mm
6X-M	376mm	356mm
6X-L	400mm	380mm
6X-XL	424mm	404mm
6X-XXL	448mm	428mm
4X-S	340mm	320mm
4X-M	370mm	350mm
4X-L	400mm	380mm
4X-XL	436mm	416mm
Gravel S	168mm	148mm
Gravel M	192mm	172mm
Gravel L	216mm	196mm
Gravel XL	240mm	220mm

Endcap



There are two different types of end caps which can be fitted to the end of the outer cable at the seatpost side. Left picture shows the special end cap of Eightpins. This is mainly used in non-e-bikes. The right picture shows the Lukon Flex chain end cap version which is mainly used for e-bikes. This version allows a cable routing with very narrow radius around the interface. This is needed if the space between electric motor and seat post is tight and limited.

Installation of the seatpost



Insert the cable into the cable housing until it reaches out of it again at the top of the frame.



Push the bushing tube and the outer sleeve to the lower end of the seatpost.



Hang the cable housing on the cable housing counterunit at the Postpin mounting unit at the lower end of the Eightpins capsule.



Tension the cable at the front end of the cable housing and carefully insert the seatpost into the seat tube of the frame.



The bushing must be carefully inserted into the frame.

Attention! If mounting in aluminum frames with non-anodised inner walls, lubricate the bushing tube with grease before installation.

Attention! When mounting in carbon frames, never treat parts with friction paste



Carefully press the outer sleeve onto the seat tube by hand. Press on until the outer sleeve hits the stop.



While pushing the seatpost downwards, pull the cable in order to have it under slight pressure at all times and that the outer cable does not slip out of the postpin interface socket.



Insert the seatpost until you can see the Postpin mounting unit through the hole of the Postpin interface. You must be able to fully see the slot of the mounting interface through the hole. Insert the Postpin axle into the postpin hole of the postpin interface and tighten it loosely with a 5mm hex key.



Tighten the postpin with a torque wrench with 8 Nm.



Rotate the outer sleeve by rotation so that the mounting hole of the outer sleeve coincides with the mounting hole on the frame.



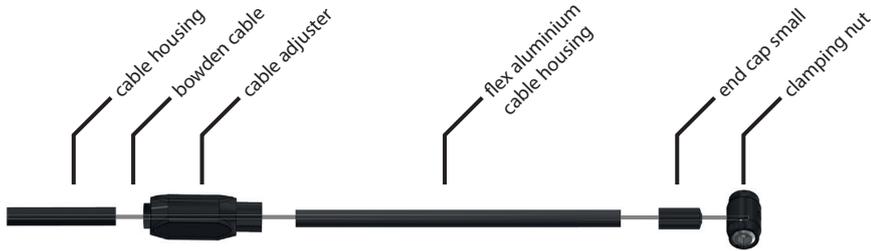
Screw the M5 mounting screw of the outer sleeve into the outer sleeve with a 3mm Allen key.

Attention! The screw must be easy to screw into the outer sleeve. If this is not the case, perhaps the hole in the frame does not coincide with the mounting hole of the outer sleeve. The frame can be squeezed or damaged

Assembly of the remote lever

The cable system of the Eightpins seatpost consists of a common cable housing with a Steel core and a short, more flexible cable housing with an Aluminum core directly at the remote lever. The cable system right at the remote lever consists of a 10 cm Aluminum cable housing, a specific cable tension adjuster and a specific end cap for the remote lever featuring a reduced outer diameter. The specific end cap is installed at the one end of the cable housing, the cable tension adjuster at the other end. The cable tension adjuster is installed so that the side with the 4 mm label is connected with the Aluminum cable housing. The second end is attached to the steel cable housing that reaches out of the frame..

Note: Initially, put the cable tension adjuster into the minimum cable length position.

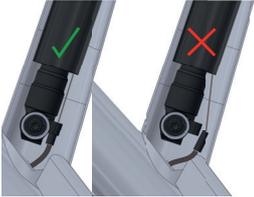


Install the remote lever between the grip and the brake lever and tighten its screw with 2.5 Nm.

Note: The lever can be used with 2-speed drivetrain gear levers and without. Make sure the Eightpins remote lever does not interfere with the gear lever. Further turn it upwards, in order to avoid this.



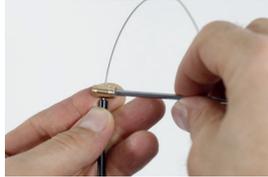
Before the cable is attached to it, pull it firmly until the click mechanics is fully open. You can hear a slight click from the inside of the seat tube. When releasing again, you will hear another click. This process is important to confirm that all components of the cable system sit tightly.



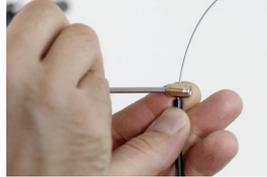
If the cable housing can be pushed into the frame in any way during the check, it has been detached from the cable housing counterpart at the Postpin mounting unit. Take out the seatpost and attach the outer sleeve in the counter part of the mounting interface



Pull the cable clamp of the remote lever over the cable and guide it all the way to the cable housing.



Very slightly tighten its screw with a 3mm Allen key on both sides so it can still be moved. Position it about 2mm away from the cable housing.

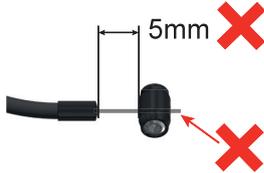


Cut the cable directly at the cable clamp. Pull it away from the cable housing a little bit in order to have the end of the cable itself disappear within it.





The distance between cable clamp and cable housing should still not exceed 3 mm.



Tighten the two screws of the cable clamp simultaneously with a torque wrench with 5 Nm.

Attention! In order to avoid injuries, the cable needs to be pulled into the cable clamp hiding any type of cable bits sticking out of it.



Hold the Aluminum cable housing with your hand.



With the other hand, pull the cable in order to open the click mechanism.



With this pretension, first hang the Aluminum cable housing with the end cap on the remote lever.



In the last step, the end cap can be hanged on the remote lever.





Press the lever in order to control the function of the mechanics.



If the tension is too low, you will feel a low resistance at first before you then feel a higher one.



Adjust the cable tension with the cable tension adjuster in order to minimize the free travel.



The cable tension is adjusted correctly if you feel the higher resistance at the last 2 to 3 mm pushing the lever. If the tension is too high, the click mechanics does not open and the seatpost can not be fixated.

If the tension is too high, the click mechanics does not open and the seatpost can not be fixated. In that case loosen the cable tension again until the locking mechanic works again.

Mounting the saddle



Loosen and remove the rear screw of the saddle clamp.



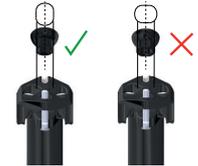
With the saddle angle adjustment screw, loosen the front screw.



Insert the top saddle plate and position it over the saddle rails.



Have the saddle lay on the sockets for the saddle rails and insert the back screw for the saddle fixation again.



ATTENTION: The nuts which are installed in the top seatclamp have two small flat areas which have to be aligned in the long hole parallel to the riding direction.



With the front screw, adjust the saddle angle. Turning it clockwise, the tip of the saddle moves upwards; turning it anticlockwise, the tip of the saddle moves downwards.

With an 5mm bit and a torque wrench, tighten the rear screw with 8 Nm.

Note: Altering the saddle angle, you always need to loosen the rear screw first.

ATTENTION: If the nut are not aligned correctly and the screws get tightened, the nuts get damaged and can't move anymore. This can cause a crack of the screws. High risk of injury!

Attention: The back screw of the seat post head must not be tightened with more than 8 Nm, as it might break and lead to an increased risk of injury.

Saddle angle



Loosen the rear fixing screw on the seat post head with a 5 mm Allen key.

Note! To change the saddle angle, first loosen the rear saddle clamp screw in order to be able to adjust the saddle with the saddle angle adjuster.



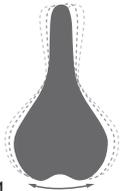
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Alignment of the saddle



The Eightpins NGS2 seatpost has a overload clutch which gives way in case of a fall and lets the saddle turn sideways. This is only roughly set in the assembly. If, after assembly, the saddle is slightly to the side, it can be easily turned to the desired position. The required force is about 45Nm.

Manual

Using the seatpost

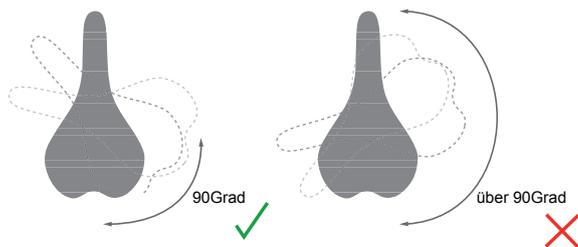
In order to lower the seatpost, push the remote lever at the handlebar and push down the seatpost. In order to keep the new saddle position, release the remote lever. Extending the seatpost again, you need to push the remote lever and without counterforce let it find its original height. The Eightpins variable seatpost works fully mechanically and features click notches every 6 mm.

Attention: The remote lever must not be pushed if the bike hangs on the saddle.

Aligning the seatpost / Operating the overload clutch

The Eightpins seatpost features an overload rotation clutch. This allows for the seatpost to turn away in case of a crash and thus prevents both the saddle and the seatpost from damages. If this has happened, the saddle can simply be brought back into place by turning it. If the breakaway force is too low, it can be increased (refer to the chapter "Service").

Attention: the saddle can be turned to the left or right with a maximum angle of 90°. If it is turned further, it will be damaged severely.!



Note:

After a fall with your bike, or a fall of the bike with possible damage to the seat post tube, the tube must be checked for damage. Particular attention should be paid to: dents, cracks and chips of the paint. The connection between the head and the pipe must also be checked. Pay attention here also to cracks, deformations, etc. and also check the tightness of the screws of the seat clamp. If you are unsure or have any questions, please contact your local dealer before driving on or starting up.

Seat height adjustment top position

Refer to the chapter “Seat height adjustment”.

Adjustment of the saddle angle

Refer to the chapter “Installation of the saddle”.

Before every single ride

Check the following functions of the seatpost before every ride:

- In both rotation directions, there should be no play noticeable.
- The seatpost should not have more play than 2 – 3 mm to the front or back. If the clearance is bigger, check the minimum insert length and whether the bushing tube is ok (also refer to the chapter “Service”).
- The saddle must not have any play, the back screw is to be tightened with 8 Nm
- The mechanics to lower the seatpost has to run smoothly and without friction. In case you notice friction, the bushing tube has to be greased (see chapter service). If the lubrication of the seatpost does not improve, there may be an adjustment error of the adjusting ring in the frame. Other reasons can also be a squeezed bushing tube or the cable in the cartridge is located next to the guiding insert.
- The remote lever is to run smoothly. The tension cable should be adjusted correctly which you can do with the cable tension adjuster (refer to the chapter: “remote mounting”). The lever automatically is to go back into place when released. If this is not the case, you presumably need to replace the cable.
- Check the function of the click mechanism in the top position, in the bottom position and in an intermediate positions. If you hear a grinding noise, the cable tension needs to be controlled.

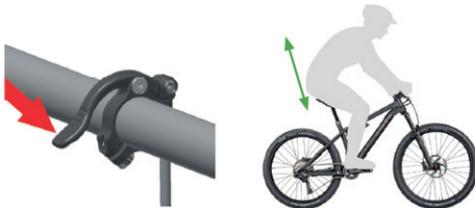
Manual adjustments

Adjusting the saddle height

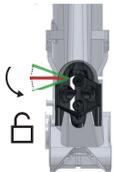
The Eightpins Setback Seatpost Head contains two controls. The **height adjuster** for adjusting the top position of the seat post and the **seat angle adjuster**.



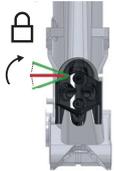
Set the top position of the extended seat post to a lower height:



Adjust the seat height during a test ride by using the dropper function of the seat post. To do this, operate the operating lever on the handlebar and set the saddle to the appropriate height.



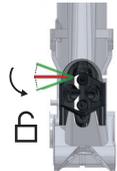
Once the correct height is found, leave the saddle set at this height and get off the bike. Then use a 2.5mm hex wrench or Eightpins adjuster to turn the height adjuster 45° counterclockwise and move to „open“ position. You can then hear how the piston rod moves upwards inside the seatpost.



Then turn the height adjustment control 45 ° clockwise to bring it back to the „closed position“.

Attention! It is important to have the seat height adjustment clamp closed at all times when riding your bike.

Adjust the top position of the extended seat post to a higher position::



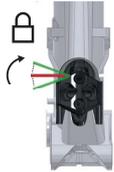
Use a 2.5mm hex wrench or Eightpins adjusting tool to turn the height adjuster 45° counterclockwise and move to „open“ position.



While pressing the remote lever on the handlebar, pull the seat post out by hand until the desired height is reached. Release the control lever and then push the seat post either up or down until the locking mechanism engages the toothing again.

Achtung! Die Sattelstütze kann so auch zu weit oder ganz heraus gezogen werden.

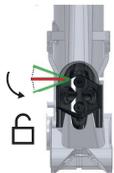
You can feel it immediately if the seat post is pulled too far out. It is no longer guided by the lower bushing. The seatpost wobbles strong and has great play. If that happens, just push the control lever and gently push the seat post down. When it enters the lower bushing again, you will feel a slight resistance. Then release the control lever and press the seat post slightly downwards. The seat post then locks again in the top position.



Then turn the height adjustment control 45 ° clockwise to bring it back to the „closed position“.

Lower the lowest position

If the height of the seatpost is still too high at the lowest adjustable height, the seatpost can be lowered 24mm lower by the integrated stroke reduction of the gas spring in the seat post. To do this, the saddle tube must be pulled out completely.



Use a 2.5mm hex wrench or Eightpins adjusting tool to turn the height adjuster 45 ° counterclockwise and move to „open“ position.



While pressing the remote lever on the handlebar, pull the seat post completely out.



Now press down the height adjustment clamp on the upper end of the piston rod at least 30mm and turn it 180 degrees. Then let the piston rod go out.



Reassemble the seat post tube by inserting the height adjustment clamp back into the tube. The two guides of the height adjustment clamp must again engage in the longitudinal guide grooves on the inside of the seat post.

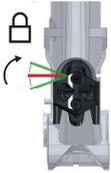


Now carefully move the seat post downwards and insert it carefully into the wiper.

Achtung! Do not allow the seat post tube to collide with the piston rod. There is a risk of scratches and damage to the piston rod which could lead to air loss. führen können. Ausschluss der Garantie!



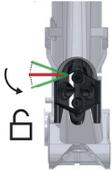
Press the remote lever and push the seat post down to the desired height.



Then turn the height adjustment control 45 ° clockwise to bring it back to the „closed position“.

Service

Removal of the seat post for service purposes



Use a 2.5mm hex wrench or Eightpins adjusting tool to turn the height adjuster 45° counterclockwise and move to „open“ position.



While pressing the remote lever on the handlebar, pull the seat post out completely.

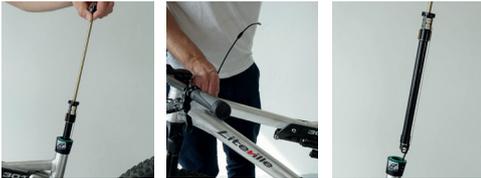
Removal of the cartridge



Operate control lever. Hold the cable clamping nut and pull or tilt it forwards. Then pull the end cap cover out of the remote.



Loosen the post pin axle with a 5mm Allen key and pull it out..



Pull out the cartridge at the piston rod and at the same time push the cable housing into the frame to support it.



Unhinge the cable at the click mechanics. With your thumb, push the release slider downwards. Hold the release slider in this position with your thumb. Carefully unhinge the cable by guiding it upwards.



Attention! Never pull the cable to much forward at an angle. This can damage the release slider



Remove the cable housing from its counterpart.

Removal of the outer sleeve and the bushing tube



Unscrew the fixing screw of the outer sleeve with a 3mm allen key.



Pull the outer sleeve upwards by hand.

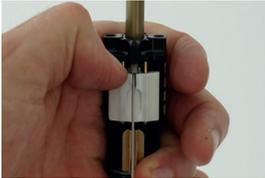


Pull the bushing tube out of the seat tube.

Reinstall the cartridge



Hook the end cap of the outer cable into the counterpart of the mounting interface of the seat post. Use both thumbs to push down the release slider and hold it firmly with one thumb.



Hook the cable with the nipple into the holder in the release slider.



Never pull the cable to much forward at an angle. This can damage the release slider.



Carefully insert the cartridge into the seat tube. Pull the cable housing out of the frame to assist.

Achtung! Before further installation, ensure that the cable is guided centrally in the longitudinal guide. If this is next to it, it will be clamped by the pipe.



Insert the cartridge until you can see the Postpin mounting interface through the hole of the Postpin frame interface. You must be able to fully see the slot of the mounting interface through the hole. Insert the Postpin axle into the postpin hole of the postpin interface and tighten it loosely with a 5mm hex key.



Screw in the postpin axle with a 5mm Allen key and tighten it loosely.



Tighten the Postpin axle with a torque wrench with 8Nm.



Carefully insert the bushing tube into the seat tube.



Attention! If mounting in aluminum frames with non-anodised inner walls, lubricate the bushing tube with grease before installation.

Attention! When mounting in carbon frames, never treat parts with friction paste



Push the outer sleeve onto the seat tube and press it firmly downwards until it hits the stop.





Rotate the outer sleeve by rotation so that the mounting hole of the outer sleeve coincides with the mounting hole on the frame.



Screw the M5 mounting screw of the outer sleeve into the outer sleeve with a 3mm Allen key.

Attention! The screw must be easy to screw into the outer sleeve. If this is not the case, perhaps the hole in the frame does not coincide with the mounting hole of the outer sleeve. The frame can be squeezed or damaged



Reassemble the seat post tube by inserting the height adjustment clamp back into the tube. The two guides of the height adjustment clamp must again engage in the longitudinal guide grooves on the inside of the seat post.

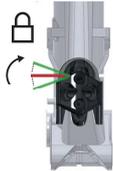


Now carefully move the seat post downwards and insert it carefully into the wiper.

Achtung! Do not allow the seat post tube to collide with the piston rod. There is a risk of scratches and damage to the piston rod which could lead to air loss. führen können.



Press the remote lever and push the seat post down to the desired height.



Then turn the height adjustment control 45 ° clockwise to bring it back to the „closed position“.

Oil lubrication of the seatpost tube



Carefully and very slowly fill 2.5ml Eightpins Fluid V3 with a syringe into the outer tube via the grease nipple.

Hint! Top up a maximum of 2.5 ml of oil, otherwise the internal reservoir will overflow and the oil will run into the frame.

Service of the outer sleeve



Remove the spring washer and the outer sealing ring.



Carefully pull the scraper out of the groove.



Use a small pointed object to find the end of the felt ring and lift it.



Carefully pull out the felt ring.



Clean or replace the felt ring.



Clean the inside of the outer sleeve with a cloth.



Carefully insert one end of the dry felt ring back into the groove.



Roll up the felt ring inside the outer sleeve so that it rests on the groove.



Roll up the felt ring inside the outer sleeve so that it rests on the groove.



Now reinsert the cleaned or new wiper into the upper groove.



Tension the spring washer or the sealing ring again over the wiper.

Cleaning the bushing tube



Carefully clean the sliding sleeve tube with a damp cloth.

Attention! The wall thickness of the tube is very thin.

Do not squeeze the bushing tube.

Air pressure



Unscrew the valve cap with a 3 mm Allen key.



Install the Eightpins NGS 2 valve adapter the seatpost came with.



With a damper pump, inflate the capsule to a maximum of 24 bar.

Note: The valve is not opened by screwing in the valve adapter. No pressure is displayed. The pressure is only displayed when pumping



Remove the pump again as well as the adapter.



Install the valve cap again and tighten it with 0,5 Nm.



Note! The tightness of the cartridge cannot be guaranteed without the valve cap.

Adjusting of the overload clutch



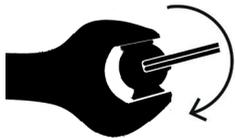
Unscrew the valve cap with a 3 mm Allen key.



Secure the mounting interface against twisting with a 24mm wrench.



Set the torque to 18Nm with a torque wrench and a 6mm Allen bit with at least 25mm shaft length. Direction of rotation is clockwise.



Install the valve cap again and tighten it with 0,5 Nm.



Hint! The tightness of the cartridge cannot be guaranteed without the valve cap.