

SERVICE PLAN



GENERAL NOTES ABOUT MAINTENANCE AND SERVICE FOR BIKEYOKE DROPPER POSTS

BikeYoke seatposts are high performance components, which require regular service and maintenance. All regular maintenance, troubleshooting, repair and parts replacement must be performed by a suspension professional such as our service partners. You can find contact information to our service-centers on www.bikeyoke.com. Only if you are experienced and skilled in suspension service, you may perform the services by yourself on your own risk. In addition, routinely perform a mechanical safety check before each ride, as described.

SERVICE SCHEDULE

BEFORE EVERY RIDE

Gently clean the exposed portion of the upper tube with a clean rag. Avoid pushing contamination into the seal.
Keep the saddle clamp clean.

Make sure the lever action is smooth and that the cable is kink-free.

Check, and if necessary, readjust the cable tension with your barrel adjuster.

Make sure the post action is quick and smooth and that the post securely locks in place, when releasing the remote.

Inspect the post for any damage (including but not limited to scratches, nicks, sticking bushings, excess friction, bent saddle rails, excessive play...) that might require service or repair.

AFTER EVERY RIDE

Gently clean the exposed portion of the upper tube with a clean rag. Avoid pushing contamination into the seal.
Keep the saddle clamp clean.

Make sure the inside of your frame is dry and does not contain any water or moisture. Water inside the frame may not only lead to corrosion of your frame, frame bearings and your bottom bracket but also eventually penetrate the post and cause malfunction and damage to the post.

Store your bike in a dry place.

EVERY 100 HOURS OF USE AND EVERY 12 MONTHS AND BEFORE STORAGE* LOWER TUBE SERVICE (SMALL SERVICE)

Have a lower tube service performed.
A video link with detailed description of how to perform a lower tube service can be found on www.bikeyoke.com.

While the lower tube is removed, any moving parts of the cartridge shall be inspected for wear, especially the cartridge shaft for any signs of wear such as scores, scratches and/or a fading color of the coating.

Perform a lower tube service before storing your post without use for several weeks.
Never store a wet frame or post for a longer period of time without use (e.g. several weeks) or you will risk corrosion.

UPON NEED/OPTIONAL CARTRIDGE REBUILD

A full cartridge rebuild is not part of regular service/maintenance. The hydraulic system of your post is designed to work trouble free for a long period of time. However, this does not mean, that seals in the hydraulic system are free of wear or can not eventually fail! Despite not mandatory, a cartridge rebuild is optional during a small service. A cartridge rebuild is required at symptoms that can not be cured by a lower tube service and after checking all the points on our troubleshooting documents.
A video link with detailed description of how to perform a full cartridge rebuild can be found on www.bikeyoke.com.

* Lifespan and the type and frequency of maintenance/service depends on many variables, such as frequency and type of use, rider weight, riding conditions and/or impacts. Exposure to harsh elements, especially in salty or dusty or humid conditions (such as riding near the ocean or in winter), can result in galvanic corrosion of components, which can accelerate wear and shorten service intervals and lifespan in general. Use in excessive dirt, dust or mud can also accelerate wear and shorten the service intervals and lifespan.
Keep your post clean and lubricated, avoid water and dirt entering the post and it will stay healthy for a long time.