INSTRUCTION MANUAL

PRION_V1

Bitte vor dem Einbau die Sicherheitshinweise beachten !

1. Safety instructions

- Das Nichtbeachten der Sicherheitshinweise führt zum Erlöschen der Gewährleistung -

1) The shock of the fork contains an oil hydraulic shock. When dismantling a pressurized unit, an explosion-like pressure release may result. Always wear safety goggles when dismantling the fork / shock!

2) Please make sure that the shock is operating freely and have no contact throughout the whole travel!

3) Before pumping up the shock, read the instructions of the pump carefully.

4) You must not compress the shock with load while it is not filled/pumped up. It is OK to push the shock together to test for free movement (see fig 3)

5) The two mounting eyes (see fig 1) must be rotated against each other! For the possibility of maintenance and inspection many connections and joints are designed as screws- by rotating the eyes against each other, you might lose them.

6) The screws for mounting the shock have to be secured against loosing with screw locking /bolt adhesive and by tightening the screws with the right torque.

7) The screws for mounting the shock need to be checked for being tightened with the right torque from time to time, the latest every 300km.

2. Product description & assembly information

2.1 Product description

figure 1.0

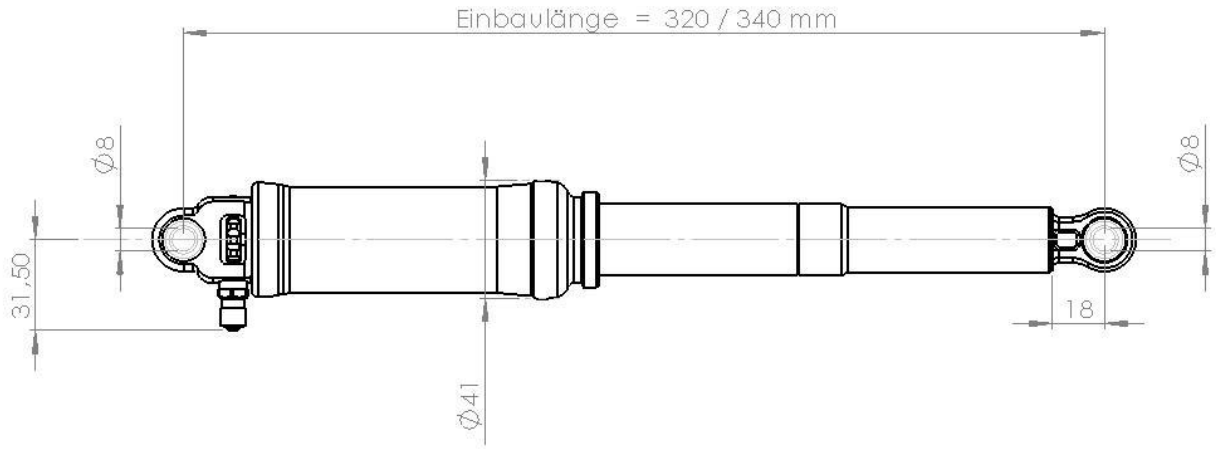
AiR-force PRION is the rear shock specifically designed for mountain bikes using Centurion's LRS rear suspension. PRION is equipped with a gas-pressurised spring, which is it not only responsible for its light weight, but also for the adaptability to the differing wishes of riders. You can continuously set and control the shock, using oil hydraulic.

The double chamber air system, filled through a refill valve, provides a damping characteristic, comfortable in the beginning, but progressive towards the end.

Thus, PRION provides smooth behaviour on little bumps but also the necessary backup on big impacts.

2.2 Assembly dimensions and bearing

Before mounting AiR-force PRION you have to check if the shock is operating freely and have no contact throughout the whole travel! You should place the refill valve at a spot for easy access, to allow quick and easy adjustment later. Have a look at the most important part dimensions in the following drawing (fig 1.1).



In both versions (length 320/340mm) travel is 65mm. **figure 1.1**

The width of the retainer on the bike for fixating the shock must be at least 11mm

Radial joints with the appropriate bushings (fig 1.2.) take care of the clearance free fixation of the shock on the bike frame. This is especially important for shock positions in which the shock could not be mounted free of clearance or if a mounting angle needs to be compensated. AiR-force PRION is equipped with radial joints as standard. Fig 1.3 shows the positions of the bushings and O-rings for mounting. We recommend to grease the O-rings slightly before mounting. Check out the minimum dimensions of the ears on the frame in fig 1.4.

It is compulsory for the usage of radial joints to place O-rings between radial joint and bushing (one O-ring each). The radial joints in your PRION are already pressed and pasted into the eyes of the shock.

figure 1.2

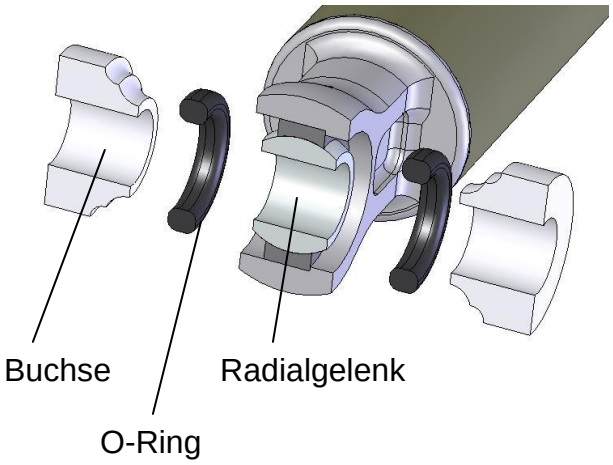


figure 1.3

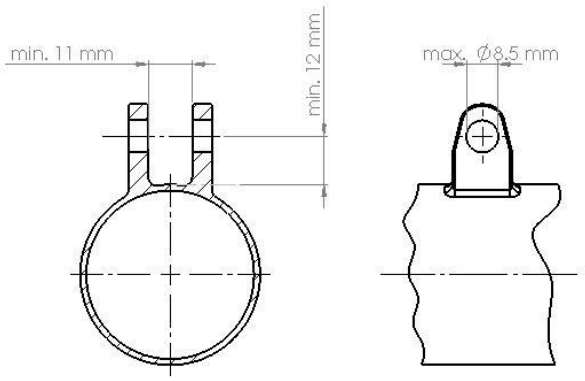


figure 1.4

3 SETTINGS

3.1 First filling

When AiR-force PRION is send to the customer, it is filled with pressure. For setting the wanted pressure or for testing the free movement it might be necessary to release pressure from the shock.

Deflating: Take of the valve cap and carefully push into the valve to bleed the shock.
Filling: The perfect filling is a function of driver's weight and the wanted negative travel (sag) and needs to be set up individuall

Please check if your pump is includes an adapter, which allows taking of the pump without losing pressure. Maximum pressure for the main chamber is 20bar. The negative chamber is automatically filled via a special valve while filling the main chamber. Please take care that the shock is fully relaxed and extended for filling.

3.2 Negative suspension

The negative travel (sag) is defined through the compression of the shock absorber when the rider is normally seated on the bike. Usually the negative travel should be between 15% and 30% of the maximum travel.

You can place a binder or rubber ring (e.g. 24x1.5) on the oil chamber to measure the negative travel.

For initial measurement you should fill your shock with 8-10bar. Push the O-ring or binder right to the end of the air chamber and then slowly sit down on the saddle. Relax the saddle again and measure the displacement between O-ring and air chamber. The measured displacement is the negative travel.

Watch out when using metal measurement instruments-you might damage the surface of the shock-better use your plastic one from school.

Iterate this process until you're happy with the negative travel.

-Higher pressure results in a smaller negative travel

-Less pressure results in a higher negative travel

A higher negative travel should be chosen for a softer and more comfortable setting, and vice versa. Marathon and XC drivers usually have a smaller negative travel and therefore a firmer bike setting. For trekking, tour all-mountain and endure drivers usually use a higher sag.
The table below specifies the values to measure (in mm) for achieving a certain percentage of sag (fig.1.5)

Sag (%)	**15**	**20**	**25**	**30**
Hub am Dämpfer (mm)	**~9.5**	**~13**	**~16**	**~19.5**

figure 1.5

You can place a binder or rubber O- ring on the oil chamber to measure the negative travel. If it does not disturb you, you can use it as a travel indicator.

3.3 Rebound adjustment

The rebound damping is adjusted by the red adjustment wheel located near the rear of the shock. You should only start adjusting the rebound when filling is already done

figure 1.6

Counter clockwise rotation reduces rebound damping, the shock rebounds quicker after a bump (direction of the blue arrow- less rebound damping)

Clock wise rotation increases rebound damping, the shock rebounds slower after a bump (direction of the red arrow. More rebound damping)

Tip: Screw counter clockwise until the lowest rebound damping rate is reached. Now push the saddle down. Release the pressure on the saddle instantly. The back wheel will rebound again fast. Now, screw clockwise until it rebounds slightly damped. The rear suspension should not swing for more than ~1.5 times after taking a bump on the track. You can test this behavior by driving over curbs /kerbs.

4 Maintenance

4.1 Cleaning and Care

You should not place your shock with its sliding surfaces right into the area where the wheel throws mud and dirt, to avoid early wear of the surface. In special cases it might be useful to use a protective cover for your shock.

You should remove mud dirt and dust from the sliding surfaces regularly. After cleaning we recommend you to use an appropriate lubricant (grease or WD40) on the surfaces.

You can use cleaning materials from the bike sector. Make sure, to close the lids of each valve!

Thinners and other aggressive cleaning materials (spirit, acetone, brake cleaners, etc) can attack surfaces, sealing and labels on the shock.

The surfaces of the shock are anodized and therefore react with UV light. This might cause little changes in the color of the shock. Especially at surfaces covered by the frame or under stickers this can lead to “shadows”.. This does not affect the functionality of the shock in any way

4.2 Inspection

The rear shock absorber is object to general wear and tear, so that a servicing every year or earlier depending on ride conditions is obligatory.

Long time storage, many done kilometers or hours of the shock absorber leads to the aging of the seals (oil loss, smacking and slurping sounds, shock absorber failure) and makes servicing necessary!

An inspection consists of an oil change (silicon oil) as well as a change of all seals and small function parts. This has to be done by professional personnel. In the case of warranty you have to send in the shock absorber together with the sales receipt and an informal order to the bike trader, where you bought it.After the time of warranty or in other cases, you have to send it over your local dealer or directly to german:A.. The time needed for servicing is 5 workdays from the date of arrival. The cost of servicing is posted on our website at http://www.german-a.de.

4.3 Warranty

Applicable are the general terms and conditions of German Answer as well as the warranty rules defined by law. Above this German Answer is ready to tolerate special cases.

The warranty is not applicable if un-purposeful usage takes place or:

Ignorance of safety precautions defined by chapter 1
If the shock absorber is disassembled for reasons that don’t include servicing
Broken valve casings
Over tightened and therefore broken threads of the valve casings
Flow and normal function sounds when all seals are working
Worn bushings
Parts that are object to wear and tear (seals/bushings/surfaces)
Mechanical injuries / bent dials
Mechanical injuries of the surfaces

The warranty also expires when the serial number is removed, the receipt is missing or whenthe servicing intervals have been ignored.

5 Imprint

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