

XcITE®

SMOOTH PRESSURE

INSTRUCTION MANUAL FORKS

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Used symbols and formatting:

PLEASE NOTE! - Points out extremely important and safety-relevant information.

Major points and important terms are **printed in bold letters**.

1. Safety instructions

2. The forks of the Xcite series are designed and manufactured for Cross-country, Marathon and All Mountain use only.
2. Please regularly control all screws of the fork especially the screws of the disc adapter!
3. **Attention!** Always ascertain that the air pressure is adjusted properly to bear the riders weight for the purpose intended, to avoid bottoming out. This may seriously damage the fork. If the fork has bottomed out, it should be sent in for a check
4. During use / ride do not reach into the area of the fork. This may lead to serious injuries!
5. **Attention!** The user is responsible that the fork is operating freely and have no undue contact throughout the whole travel.
6. Please make sure that the tire to be used can rotate freely throughout the whole travel.
7. Carefully regard specifications of all components or products attached to the fork
8. 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!
9. You need special confirmation of the producer for dismantling fork / shock beyond normal maintenance. The warranty is void if unauthorized maintenance work is done on your fork.
10. Gearshift, brake cables and tires should not touch/scratch any aluminium of the fork at any time
11. Don't use the active lockout for driving off-road, non-stop or jumps.
12. The different versions of the product may differ from the illustration.

2. Prolog

The XCITE combines low weight, stiffness and innovative design. Two of the XCITES outstanding characteristics are the „MUSCLE-Design“ of the crown and the „FLAP-Design“ of the bridge. This design of the crown and the bridge are special features which are contributing factors to the unparalleled stiffness to weight ratio, as well as its unique, highly recognisable design. The XCITE is the lightest fork in its category and has some quite features like stepless travel adjust (by remote or manually), rebound adjust, adjustable spring rate and a compression adjust (0-100%) up to lockout in 180° including a blow off safety valve. The XCITES air chamber is split into the main- / and negative chamber as a consequence the spring rate is adjustable to every rider. The special manufactured fibre tubes have the benefit of less weight without loss of stiffness or stability. Every part of this fork is engineered without compromise in order to achieve minimal weight in combination with equal or superior riding performance. The slide bushings are custom made product and also used in aircraft. Combined with the hard coated stanchions, the slide bushings guarantee low-friction sliding for a silky smooth ride.

3. Product description

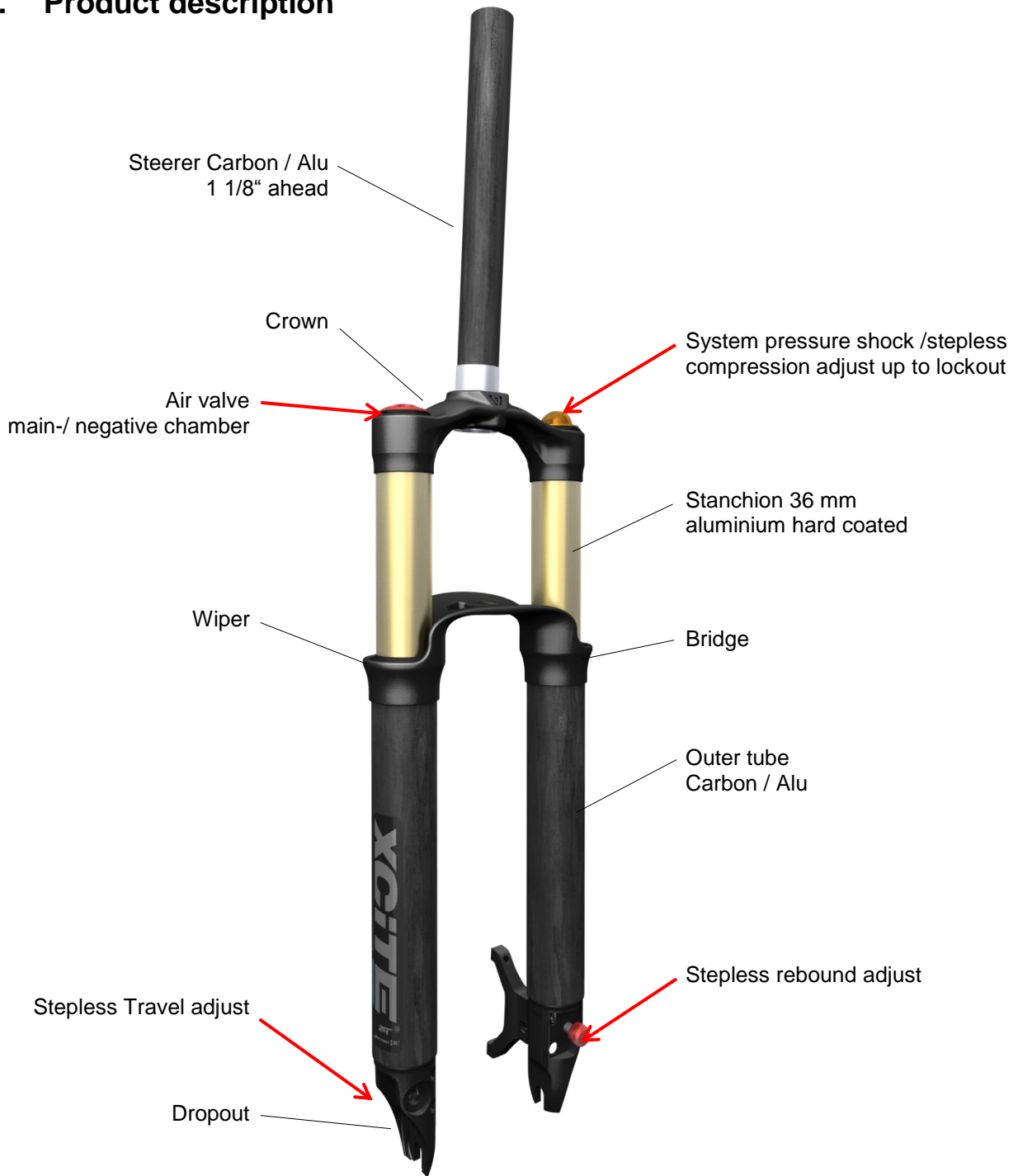


Fig. 1.0 Description

Depending on version the product can differ from the illustration.

4. Installation

4.1 Preparation

PLEASE NOTE! On delivery, the fork is at the minimal travel setting. Before fitting the fork to your bike, please push the button for travel adjustment to get the maximum length of the fork. If the down tubes don't move, pull them out manually.

Please check the following points before installing the fork into the bike:

- Equipment compatibility (meaning brakes, headset bearing etc.)
- Correct steerer tube length / size
- Correct position of headset race and bearing

4.2 Installation direction



Fig. 2.0 Moving direction

In moving direction, the brake adapter is mounted at the left back side (see **fig. 2.0 and 2.1**).

Without compression adjust (lockout)



With compression adjust (lockout)



Fig. 2.1 Moving direction from top side

4.3 Steerer

The steerer tube has to be specified for 1 1/8 inch headset (1+1/8 inch = 28.6 mm). If you intend to cut the tube, please use a pipe cutter (only for aluminium steerer tube) or a metal saw. **ATTENTION! Don't use a claw fastener for carbon steerer!** For carbon steerer tubes please use only a fine saw! The length of the steerer depends on your frame, headset and the quantities of spacers.

4.4 Disc brakes

The XCITE is designed for disc brakes with a six inch post mount calliper, for rotors with 160 mm diameter. For a larger rotor diameter please use the adapter specified by the break manufacturer.

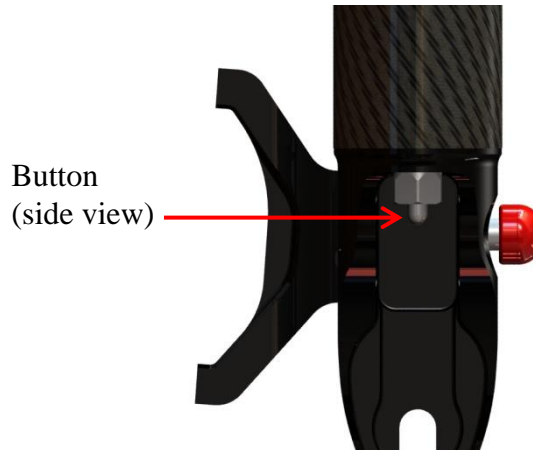
Please read the manual of your brake system for mounting the brakes on the fork with post mount system (PM). **PLEASE NOTE!** The maximum diameter for any disc brake rotors to be used in combination with a XCITE fork is **185 mm** (~7.3 inch)!

4.5 Disc brake adapter

PLEASE NOTE! Please make sure, that all screws of the disc adapter are tightened with the correct torque. Minimum torque for M6 screws is 12 Nm (106 lbf·in) and 9 Nm (80 lbf·in) for the M5 screws.

5. Travel adjust

In order to adjust the travel, push the adjust button on the down tube and push the fork down until you have reached the travel you want. In the desired position release the adjust button and the travel will stay reduced to the point you have selected. In order release back to the maximum travel position activate the adjust button again, shift your weight off the front wheel and the fork will move back to the maximum travel position.



PLEASE NOTE! Do not jump with strongly reduced fork travel! The fork may bottom out and might suffer damage!

6. Pressure Setup

For correct pressure setup in the air chambers, please use a pump adapter or an appropriate suspension pump to prevent air loss when removing the pump.

The modification of the air spring characteristics to riders weight and intended use is done by adjusting the amount of air pressure in the main and negative air chambers. Before filling in pressure please remove the protective valve caps. The pump or the pump adapter must have a VG 8 thread like DIN 7756 and DIN 7757.

Please make sure if your suspension pump has the right adapter for a VG 8 thread. This adapter allows the filling of the chambers without pressure loss when removing the pump after filling.

On delivery all chambers are filled with a basic setup. Feel free to test the existing setup prior to any adjustments according to the pressure recommended in chart 1. If neither is to your liking, you can still choose your individual setup.

6.1 Setting up main- / negative chamber

The first step is removing the red air chamber cap. In a second step you screw on the suspension pump or the adapter. Please make sure, the valve is free of any dirt or particles which might prevent an airtight seal. Now you can start adjusting in the pressure.

PLEASE NOTE! While adjusting the pressure of the main air chamber, activate the travel adjust mechanism several times in order to inflate the negative air chamber with the connecting valve.

Benchmarks for the right pressure are given in the chart below. The minimum pressure for the main- and the negative chamber is 1 bar (14 psi). Maximum pressure for the main- and the negative chambers is 20 bars (290 psi).

6.2 Setting up the damper system pressure

This pressure has no effects on the spring characteristics. This chamber has to be filled once with 6-10 bars (87 – 145 psi). As a rule, higher pressure means more compression damping, less pressure means less compression damping: High pressure means less comfort (race setup), low pressure means more comfort.

Chart 1: Pressure for chambers (standard values)		
Rider weight (KG)	Pressure of main- and negative chamber (bar)	Pressure in damper (bar)
60	3	6 to 10
70	3,5	6 to 10
80	4	6 to 10
90	5	6 to 10
100	5,5 - 6	6 to 10

If the suggested settings do not meet your personal requirements, you may change the pressures to your liking, but keep in mind not to exceed the maximum and minimum pressures allowed for the chambers! **PLEASE NOTE!** Please make sure you never cause your fork to bottom out due a soft setup or due a jumping while in the reduced travel setting.

7. Rebound adjust

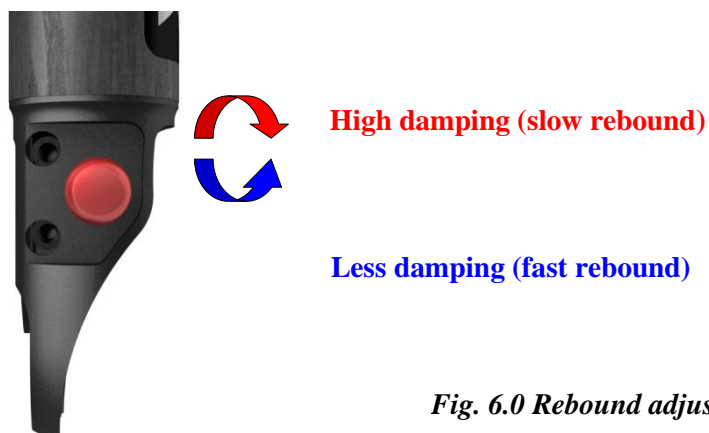


Fig. 6.0 Rebound adjust

General rule:

- Fast rebound: For more sensitive and faster-responding fork. It's better for quick successive impacts (comfortable setup).
- Slow rebound: Typical setup for the street, Uphill or Downhill for long impacts (race setup).

Tip: Turn the rebound control to the left until it is open as far as possible while still preventing the front wheel from jumping off the ground when the handlebar is pushed down all the way and then release abruptly. Retry until you have reached a satisfying setup. In our opinion this is the perfect setup for first test ride. The final rebound setup can be done according to your personal taste afterwards.

8. Compression adjust to lockout

The compression adjust will be done with the golden knurl at the left top side of the fork. The knurl can be turned from 0 to 180° steplessly variable. 0° means no compression damping, 180° means lockout. A blow off safety valve protects the fork in lockout mode from damage. That valve is named blow off vent and will be opened by an impact in lockout mode. Fig. 7.0 shows the knurl as an example. (**PLEASE NOTE:** The end position of the knurl relative to the crown can differ.)

PLEASE NOTE: Don't use the active lockout for driving off-road, non-stop or jumps.



Fig. 7.0 Compression adjust

9. Technical data

	X-RAY	BEAST
System	Teleskopic fork	Teleskopic fork
Material	Carbon fibre technology, CNC manufactured/ forged aluminium	CNC manufactured / forged aluminium
Sizes	26inch / 29inch / 650B Carbonversion with carbon steerer or aluminium steerer	26inch / 29inch / 650B Carbonversion with aluminium steerer
Travel	100mm adjustable in tension; 120mm adjustable in tension	100mm adjustable in tension; 120mm adjustable in tension
Spring	air, adjustable in tension	air, adjustable in tension
Damping	Silicon oil, rebound, compression, Lockout with Blow-Off-Vale (on request)	Silicon oil, rebound, compression, Lockout with Blow-Off-Vale (on request)
Brakes	Postmount, Disc max. 185mm	Postmount, Disc max. 185mm
Axle to crown length 26"	483mm / 100mm 502mm / 120 mm	483mm / 100mm 502mm / 120 mm
Axle to crown length 650B	504mm / 100mm 523mm / 120mm	504mm / 100mm 523mm / 120mm
Axle to crown length 29"	522mm / 100 mm 541mm / 120mm	522mm / 100 mm 541mm / 120mm
Steerer	1 1/8" Ahead Carbon 250mm (only 26"); Aluminium 250mm; One-Point-Five	1 1/8" Ahead Aluminium 250mm; One-Point-Five
Driver's Weight	max. 95kg	no limit
Use	CC-Race Marathon All Mountain	CC-Race Marathon All Mountain
Options	Lockout with blow-off-valve; thru-axle bolt 20mm; thru-axle bolt 15mm ; 1.5" tapered (650B / 29Zoll only with 1.5")	Lockout with blow-off-valve; thru-axle bolt 20mm; thru-axle bolt 15mm ; 1.5" tapered
Stanchions	EN AW 7075-T6 hard coated 36 mm	EN AW 7075-T6 hard coated 36 mm
Outer tubes	CFK Carbon fibre technology 42.5 mm	Aluminium 42.5 mm
Dropouts	Standard 9 mm skewers	Standard 9 mm skewers
More	Stiff flat-bridge design, optimized angle between stanchion and steerer tube for trail compensation and better dynamical response, 36 mm stanchions for good stability	Stiff flat-bridge design, optimized angle between stanchion and steerer tube for trail compensation and better dynamical response, 36 mm stanchions for good stability

Weight

	X-RAY	BEAST
Weight 26"	1325g	1498g
120mm travel	+30g	+60g
Steerer	+55g	
One-Point-Five	+25g	+25g
Thru axle 15/20mm	+155g	+155g
Lockout	+60g	+60g
650B	+75g	+30g
29 Zoll	+95g	+70g

10. Rebuilding and servicing the fork

Spring elements are general subject to wear and tear and must be serviced (depending on usage and type of use) at least approx. once a year. Service means dismantling, change of (silicon-) oil, exchange of seals and parts if they are worn out. Due to the modular build-up of the fork almost any worn parts can be exchanged if necessary (you will be given an estimate) and the unit will be as good as new afterwards.

For a proper service please send in the fork including the original papers to your dealer or directly to the address you'll find at our homepage. Please check first the address and the service costs at our homepage or webshop: www.german-a.de.

10.1 Disassembly of parts

Any further dismantling of parts requires the agreement of the manufacturer.

All warranties become void when dismantling parts of the fork or shock privately, without written consent of the manufacturer.

10.2 Cleaning and care

Fork and shock may be cleaned with cleaners generally used for bicycles. Please make sure that the valve caps are properly seated. Solvents and aggressive cleaners may attack labels and surfaces. Use only water, a clean cloth or a soft brush. Apply a drop of oil to each bearing, wipe off excessive oil.

10.3 Warranty

German:A.[®] may allow individual support beyond governmental regulations. In such a case parts may be obtained at cost price. No warranty is available in the following cases:

- Sheared off valves
- Destroyed valve threads
- Damper noises while damping properly
- Worn out glide bushings
- Wear and tear due to use (seals, guide-bushings, surfaces)
- Mechanical damage / bent adjusters
- Mechanical damage to surfaces
- Improper maintenance and service
- Missing serial number
- Damage due to falls, jumps and competitions
- All unauthorized work on fork or shocks
- Abrasion of aluminium by shifting/brake cables or tire
- Use of disc brakes with a rotor diameter larger than 185 mm
-

11. Contact / Imprint

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