



XCiTE®

SMOOTH PRESSURE

INSTRUCTION MANUAL FORKS

1. SAFETY INSTRUCTIONS.....	2
2. PRODUCT DESCRIPTION.....	3
3. PROLOG.....	4
4. INSTALLATION	4
4.1. INSTALLATION DIRECTION	4
4.2. PREPARATION	5
4.3. STEERER	5
4.4. DISC BRAKES.....	5
4.5. DISC BRAKE ADAPTER	5
5. FUNCTIONAL OVERVIEW	6
6. TRAVEL ADJUST	7
7. PRESSURE SETUP	8
7.1. SETTING UP MAIN- / NEGATIVE CHAMBER.....	8
7.2. SETTING UP THE DAMPER SYSTEM PRESSURE.....	8
7.3. REBOUND ADJUST.....	9
8. COMPRESSION ADJUST TO LOCKOUT	10
9. DESCRIPTION LOCKOUT / NO LOCKOUT	10
10. TECHNICAL DATA	11
11. REBUILDING AND SERVICING THE FORK	12
11.1. DISASSEMBLY OF PARTS	12
11.2. CLEANING AND CARE	12
11.3. WARRANTY.....	12
12. CONTACT / IMPRINT.....	12



1. Safety instructions

The forks of the "Xcite" series are designed for
Cross-country (XC), Marathon and All Mountain use only.

- 1) Please regularly control all screws of the fork especially the screws of the disc adapter!
- 2) During use / ride do not reach into the area of the fork. This may lead to serious injuries!
- 3) Please make sure that the fork is operating freely and have no contact throughout the whole travel!
- 4) Please make sure that the tire to be used can rotate freely throughout the whole travel.
- 5) Please follow the instructions given by manufacturers of any attached parts like brakes and so on, carefully!
- 6) 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!
- 7) 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.
- 8) Gearshift and brake cables must not wear away any aluminium of the fork at any time.
- 9) Don't use the active lockout for driving off-road, non-stop or jumps.

Always ascertain that the fork 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.

Used symbols and formatting:

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

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



2. **Product description**



Fig. 1.0 Description

Depending on version the product can differ from the illustration.

3. 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.

4. Installation

4.1. 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

4.2. 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

4.3. 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 brake 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. Functional overview

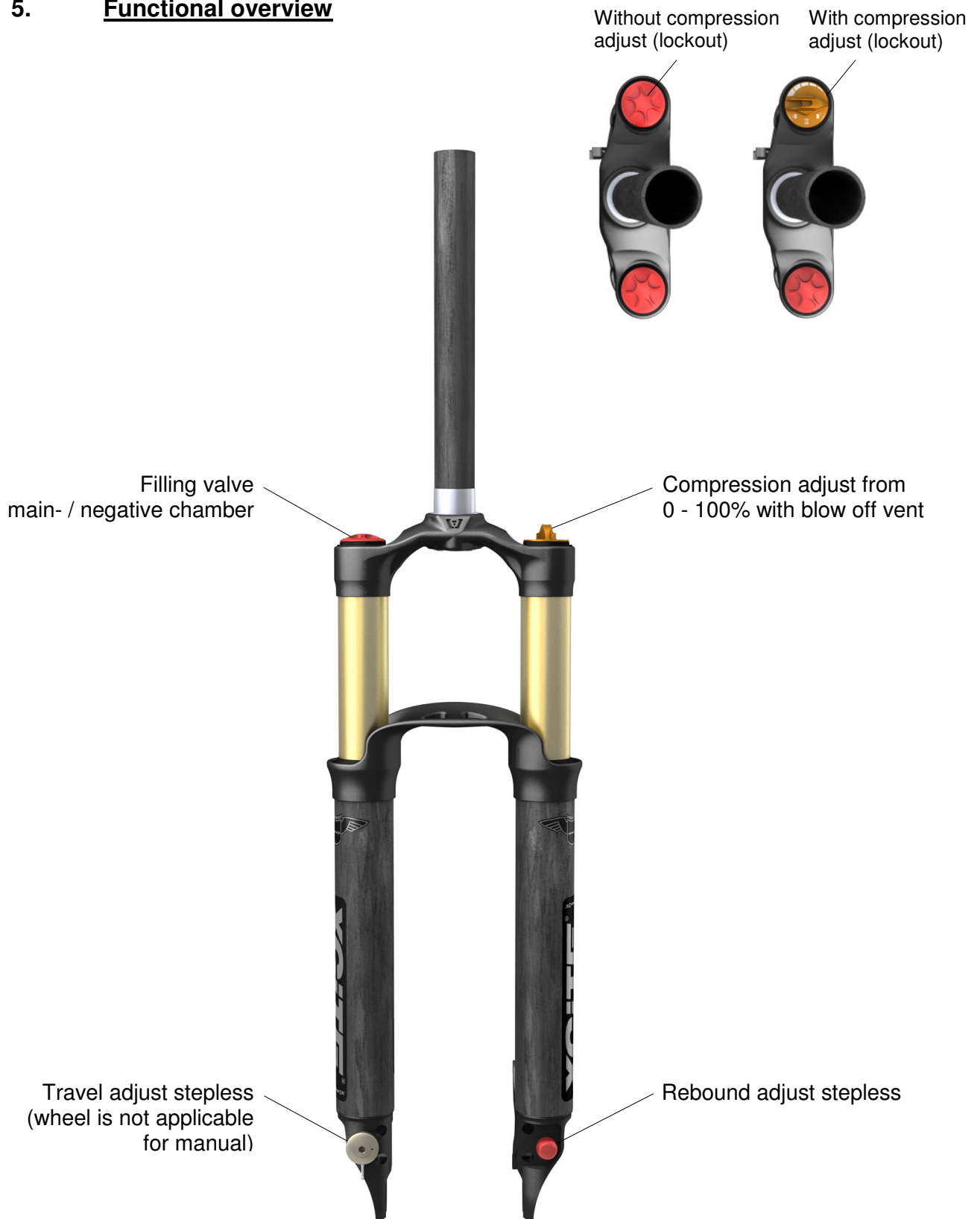


Fig. 3.0 Features



6. Travel adjust

You can reduce the stack height of your fork activating the remote control or by turning the adjust lever on the down tube of the fork, while putting your weight on the fork. In the desired position you just have to release the remote or the adjust lever and the fork will remain in this position. If you want to move back to the maximum travel position, you just have to shift your weight off the front wheel and activate the remote or turn the adjust lever again. The fork will move back to the max. travel position.

Travel adjust with remote control

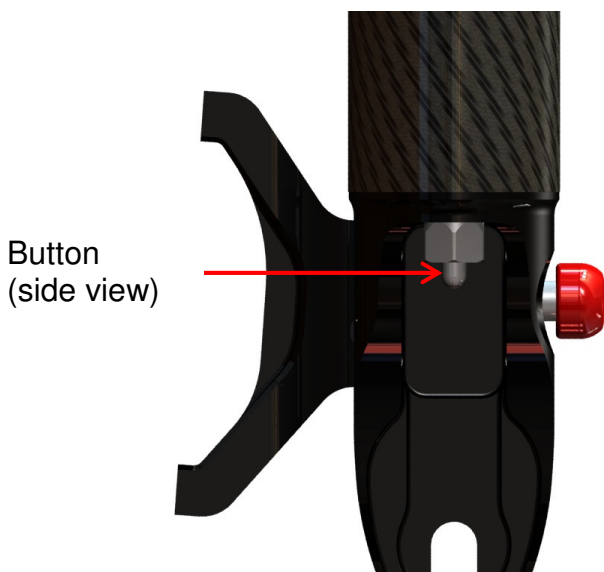
To adjust the travel from your handlebar, activate the remote control lever at your handlebar. Push the handlebar downwards and release the lever at the travel position you desire. To release back to maximum travel, just push the remote control lever again, shift your weight of the front wheel and the fork will move back to the maximum travel.

Manual adjust of the travel

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.



Travel adjust with remote control



Side view:
Travel adjust without remote control (manually)

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



7. 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.

7.1. **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).

7.2. **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.

7.3. 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).

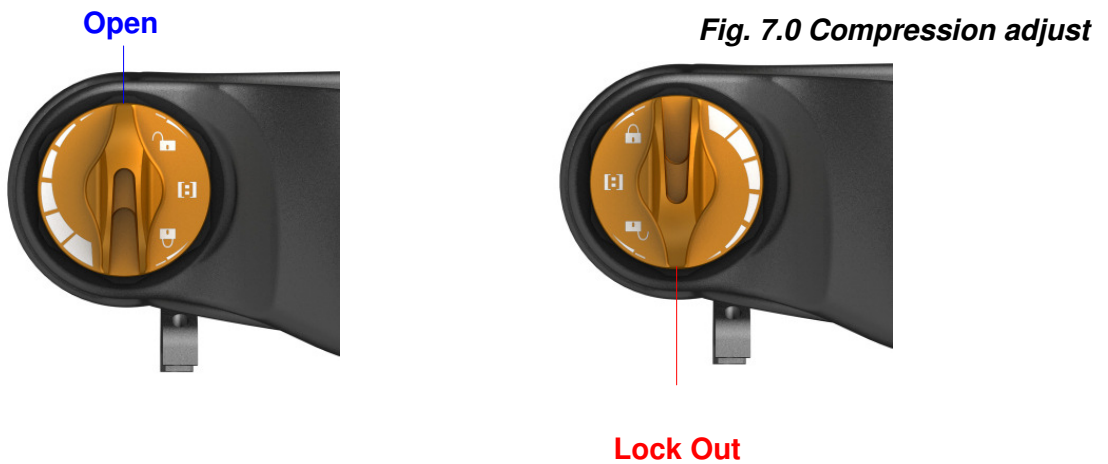
Tip: Turn the rebound control to the left until it is open as far as possible while still preventing the front wheel from jumping off the ground when the handlebar is pushed down all the way and then release abruptly. Retry until you have reached a satisfying setup. In our opinion this is the perfect 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. 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.



9. Description lockout / no lockout

Without compression adjust (lockout)



With compression adjust (lockout)





10. Technical data

	X-RAY	CRITERION+	CRITERION	BOOST
System	Teleskopik fork	Teleskopik fork	Teleskopik fork	Teleskopik fork
Model	26" carbon	26" carbon	26" carbon / aluminium	26" aluminium
Steerer	1 1/8" ahead carbon 250 mm	1 1/8" ahead carbon 250 mm	1 1/8" ahead aluminium 250 / 300 mm	1 1/8" ahead aluminium 250 / 300 mm
Use	CC-Race Marathon All Mountain	CC-Race Marathon All Mountain	CC-Race Marathon All Mountain	CC-Race Marathon All Mountain
Brakes	Postmount disc only max. 185 mm	Postmount disc only max. 185 mm	Postmount disc only max. 185 mm	Postmount disc only max. 185 mm
Weight / Travel	1.298 g / 100 mm	1.350 g / 120 mm 1.416 g / 150 mm	1.384 g / 100 mm 1.422 g / 120 mm 1.487 g / 150 mm	1.445 g / 100 mm 1.521 g / 120 mm 1.553 g / 150 mm
Plus weights of options	Lockout approx. 60 g Remote approx. 82 g	Lockout approx. 60 g Remote approx. 82 g	Lockout approx. 60 g Remote approx. 82 g	Lockout approx. 60 g Remote approx. 82 g
Suspension	Air spring with oil damping, adjustable rebound, compression adjust lockout including blow off vent	Air spring with oil damping, adjustable rebound, compression adjust lockout including blow off vent	Air spring with oil damping, adjustable rebound, compression adjust lockout including blow off vent	Air spring with oil damping, adjustable rebound, compression adjust lockout including blow off vent
Materials	Carbon fibre technology, CNC manufactured / forged aluminium	Carbon fibre technology, CNC manufactured / forged aluminium	Carbon fibre technology, CNC manufactured / forged aluminium	CNC manufactured / forged aluminium
Axle to crown length	485 mm / 100 mm	505 mm / 120 mm 535 mm / 150 mm	485 mm / 100 mm 505 mm / 120 mm 535 mm / 150 mm	485 mm / 100 mm 505 mm / 120 mm 535 mm / 150 mm
Options	- Lockout - Remote f. travel adjust - Thru-axle bolt (20 mm quick release skewers)	- Lockout - Remote f. travel adjust - Thru-axle bolt (20 mm quick release skewers)	- Lockout - Remote f. travel adjust - Thru-axle bolt (20 mm quick release skewers)	- Lockout - Remote f. travel adjust - Thru-axle bolt (20 mm quick release skewers)
Stanchions	EN AW 7075-T6 hard coated 36 mm	EN AW 7075-T6 hard coated 36 mm	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	CFK Carbon fibre technology 42.5 mm	CFK Carbon fibre technology 42.5 mm	EN AW 7075-T6 42.5 mm
Dropouts	Standard 9 mm skewers	Standard 9 mm skewers	Standard 9 mm skewers	Standard 9 mm skewers

All listed specifications are subject to change, errors excepted.



11. Rebuilding and servicing the fork

Please Note! Please follow the safety instructions described in chapter 1!

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.

11.1. **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.

11.2. **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.

11.3. **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

12. Contact / Imprint

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