



SpeedBall™ Height Adjustable Seatpost

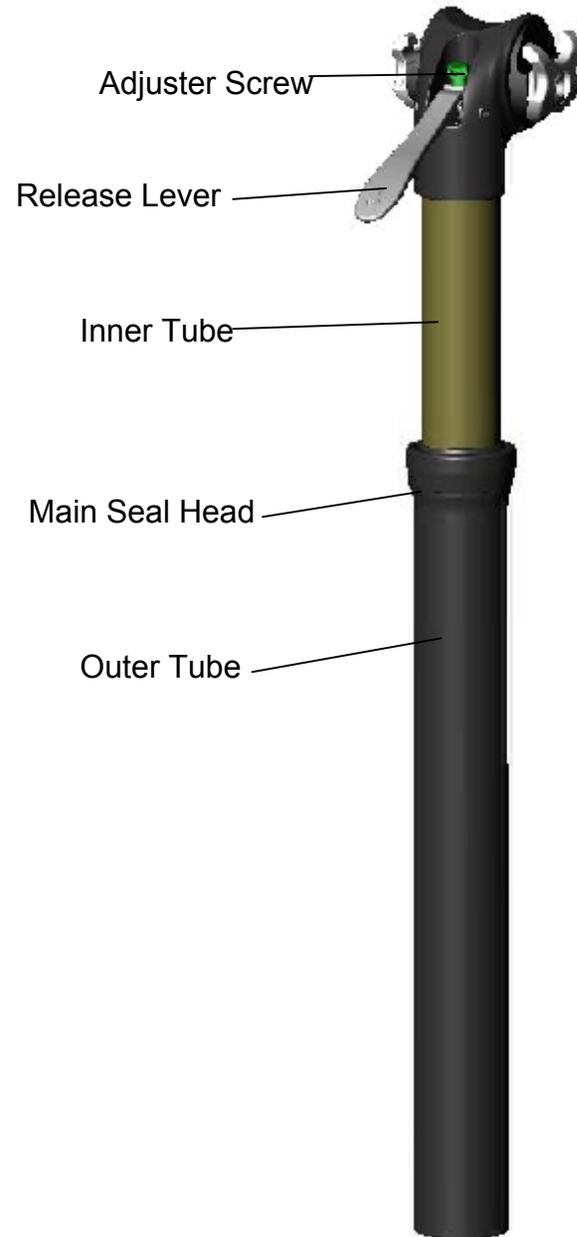
Installation: Using a 5mm allen wrench, install your saddle on the SpeedBall. Depending on your seat tube/saddle angle, it may be necessary to adjust the green Adjuster Screw to attain the desired Release Lever position.

WARNING: DO NOT ADJUST THE SpeedBall WHILE RIDING AS IT MAY RESULT IN LOSS OF CONTROL.

Operation: To adjust the height of your seatpost, lift the release lever and push down on the post. Depending on rider size, it may be necessary to remove weight from the saddle, lift up on the Release Lever, and then apply pressure to the top of the seat to initiate movement. To raise the seatpost, remove weight from the saddle and lift the Release Lever.

The Maverick SpeedBall is a height adjustable seatpost. It is not a suspension seatpost. It is possible that your seatpost may “bounce” or not have a solid feel fresh out of the box or as a result of improper actuation. To fix this, simply hold the seatpost vertical (or place in your bicycle frame), while lifting up on the Release Lever, cycle the post up and down a few times to achieve a solid feel (when the Lever is released).

If the seatpost is lifted while in the lowered position, the Inner Tube will extend from the Outer Tube. This is normal and it will return to the proper position once weight is applied to the seat.



NOTE: In some rare cases, your seatpost may “bounce” back up when placed in the lowest position. This is normal and is caused by a pocket of air that is pressurized when the seatpost is lowered. To fix this, simply loosen the Main Seal Head and lower the seatpost. With the seatpost in the lowered position, hand tighten the Main Seal Head.

Service: It is recommended to service your seatpost every 3 months or as needed depending on riding conditions. To service your seatpost, remove the seatpost from your bike (it is not necessary to remove the saddle from the seatpost).

- Remove the Main Seal Head and the 10mm nut inside the bottom of the Outer Tube (see Figure 1.).
- Slide the Inner Tube out of the Outer Tube.
- Using a light solvent/degreaser, clean the SpeedBall components thoroughly.
- Apply a high lubricity petroleum based grease to the Compression shaft (360 degrees), Guide Block, Glide Ring (360 degrees), and Bushing (360 degrees) as shown in Figure 2.



Figure 1.

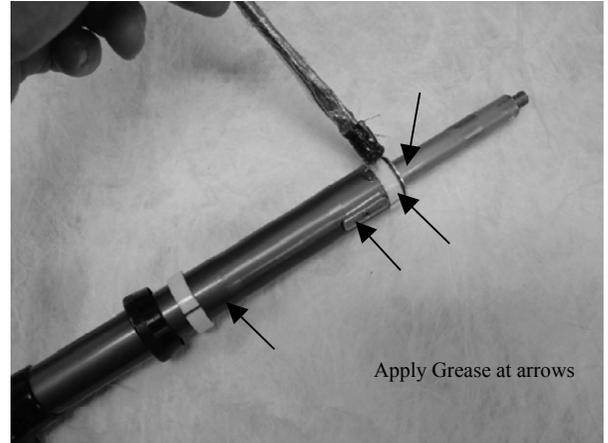


Figure 2.

- After the proper areas are greased, insert the Inner Tube Back into the Outer Tube.
- Thread the Nut onto the compression shaft and torque to 4 Nm (35 in.lb).
- It is recommended that you place your seatpost in the lowered position before securing the Main Seal Head.

The Speedball is equipped with two Teflon bushings and a brass Guide Block that may wear depending on use and maintenance. Should your Speedball develop slop or excessive side play, these bushings and/or Guide Block can be replaced following the below steps. It is recommended that these steps are performed by a competent bicycle mechanic.

1. Place your seatpost upside down while depressing the Release Lever, and cycle the post a few times. This action will move air to the other side of the valve and allow you to depressurize the system.
2. Remove the Main Seal Head and 10mm nut and separate the Inner Tube from the Outer Tube.
3. Depress the Schrader valve at the end of the compression shaft to release the internal pressure. In order to remove all air pressure from the system, allow the Schrader valve to seal and actuate the Release Lever (with the seatpost upside down). Depress the Schrader valve again and repeat this step until all pressurized air is removed from the system.

CAUTION: Once you remove the Guide Block Screw in step 4, DO NOT ACTIVATE THE RELEASE LEVER! There may be a pocket of pressurized air on the other side of the valve that can cause severe injury or death.

4. Remove the Guide Block using a 2mm allen wrench. This screw is secured with a thread locking compound and may be difficult to remove.
5. Remove the old Guide Block and replace with a new Guide Block. Make sure that the new Guide Block is installed in the same pocket that the old one was in.
6. Reinstall the new Guide Block Screw and torque to 6 kg.cm (5 in.lb).
7. Using a bicycle shock pump, pressurize the seatpost to 70psi. To achieve the proper pressure on both sides of the valve, the Release Lever must be actuated while pressurizing the system.
7. Apply grease as shown in Figure 2 and reassemble the seatpost.
8. Once the seatpost is assembled, it will be necessary to place the post vertically (or in the bike frame) and cycle the post at least ten (10) times with Release Lever actuated to achieve a solid feel.

NOTE: Changing the internal oil is difficult, and should only be done by a trained bicycle mechanic.