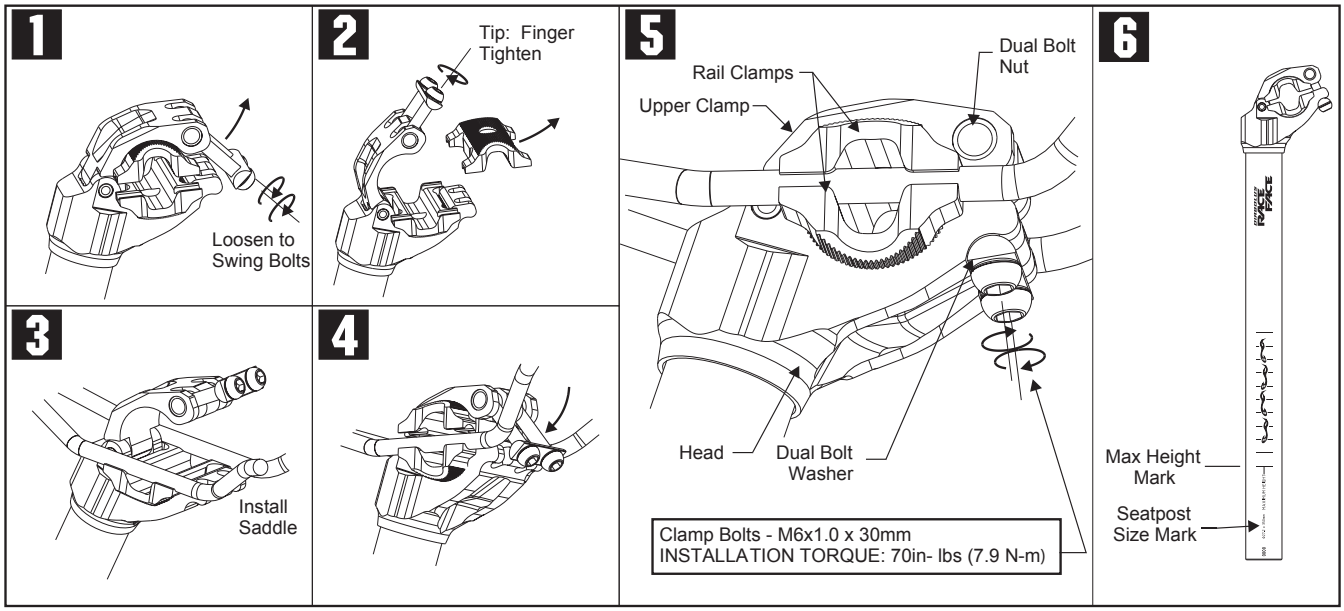
DIABOLUS & ATLAS SEATPOST



Registration

Congratulations on your new purchase! We think you've made a smart move. Now, make an even smarter move and register your product online by clicking through to the warranty section of our web site at www.raceface.com. It's quick, easy and doesn't cost you a penny.

Tools Required

- 5mm allen key
- Torque wrench

Inspection and Preparation

1. Before installation, **check the size markings on the seatpost tube and the frame manufacturer's specifications to confirm that your new Race Face Diabolus/Atlas seatpost is the correct diameter**. An improper fit, too large or too small, can result in premature failure of the seatpost or bicycle frame. If you have any questions or are unsure, contact your Race Face dealer.

2. **The Diabolus/Atlas seatpost is designed to work only with saddles with 7mm and 8mm rails**. Saddles with larger rail sizes will not clamp properly and could result in failure or separation of the seat from the post.

3. Clean any dirt, grease, etc. out of the top end of the frame's seat tube and inspect the inside surfaces for burrs around the top edge and seat collar slot. Sharp burrs can gouge the surface of the seatpost tube, potentially leading to premature failure.

4. Apply a generous film of grease to the inside of the frame's seat tube. This will prevent corrosion and galling which can cause a seatpost to seize in the frame over time.

Cutting Seat Tube Length

The Diabolus/Atlas seatpost is designed to be cut at any length, and doing so will NOT void the warranty. Unlike lightweight, butted seat post tubes, the Diabolus/Atlas post can be clamped at any height as long as the minimimum insertion is met. Markings are provided on the post, giving approximate weight savings at various cut lengths.

A maximum height line is laser etched into the post. However if the post is cut, care must be taken to ensure that a minimum insertion of 75mm into the frame is maintained at all times. Exceeding this insertion restriction may damage your frame and will result in premature failure of the post.

It is recommended that a good quality hack saw be used to cut the tube. A bicycle steer tube cutting guide is useful for ensuring a straight cut. Use a file to remove all sharp edges. Use of a pipe cutter to cut the tube is acceptable, but will flare the end of the tube. This flared region must be filed down to allow a good fit into the seat tube.

Note: The Diabolus/Atlas seatpost is safe to run at the maximum height line in any frame, however some frame designs may require more insertion. If the seatpost tube, when inserted, does not extend beyond the top tube in the frame, the frame could be damaged. Check the frame manufacturer's specifications to ensure that both the frame and seatpost requirements are met.

Installation (See Illustrations)

1. Slide the seatpost into pre-greased seat tube. There should be a small amount of friction, but you should be able to easily push the seatpost straight in. DO NOT swivel the seatpost back and forth while pushing it down! This can seriously damage the seatpost. If this type of force is required, it usually indicates a rough, or undersized, seat tube surface. If so, repeat preparation step 3.
Clamp the seatpost in place and using a 5mm hex key, loosen the two Clamp Bolts and swing them away from the head to release the upper clamp.

2. Open the Upper Clamp and remove the upper Rail Clamp.
Tip: Finger tighten one of the clamp bolts to fix the clamping bolts in place. This keeps them out of the way when installing the saddle and upper clamp.

3. Place the saddle rails on the lower clamp.

4. Insert the upper rail clamp and close the upper clamp and finger tighten the clamp bolts.
*Note: The upper and lower rail clamps on the Atlas seatpost are **NOT** interchangeable. The lower clamp has teeth while the upper clamp is smooth. The upper and lower rail clamps on the Diabolus seatpost **ARE** interchangeable.*

5. Adjust the saddle tilt and fore/aft position. When the seat position has been set, tighten the two clamp bolts with a 5mm hex key to 70in-lbs (7.9 N-m), alternating between bolts to achieve the final bolt torque. Re-torque the clamp bolts after your first ride and re-inspect periodically.

6. Adjust the saddle height to the desired position. Ensure minimum insertion requirements are met.
Warning: A maximum height line is laser etched into the post. However if the post is cut, care must be taken to ensure that a minimum insertion of 75mm into the frame is maintained at all times. Exceeding this insertion restriction may damage your frame and will result in pre-mature failure of the post.

Maintenance

1. Check clamp bolts periodically for tightness. Re-torque as necessary.
2. Lubrication: A thin film of grease is recommended in the following areas:
- CLAMP BOLT threads and under the heads of the bolts
- Saddle rails/RAIL CLAMP interface when saddles with titanium rails are used.
- Seat post tube

2. Inspect all parts of the seatpost periodically, including the bolts for damage or cracks. This is especially important after any big crashes. If you notice anything suspicious, have your Race Face dealer inspect it for you, or replace it.

Warranty

Race Face offers a limited 3 year warranty against defects in materials or workmanship on the Diabolus post and a 1 year warranty on the Atlas seatpost . This is limited to the original owner only and is non-transferrable. We recommend occasional close inspection of the post for signs of fatigue or stress cracks. This is particularly important after any crash. Small NICKS or GOUGES can eventually lead to premature failure of the post. If a scrape or nick looks questionable, have your bike shop pro inspect it for you or replace the post.

Please use common sense in regards to the life expectancy of your seatpost. Factors such as weight, riding style, riding frequency, etc. will result in differing seatpost life.

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