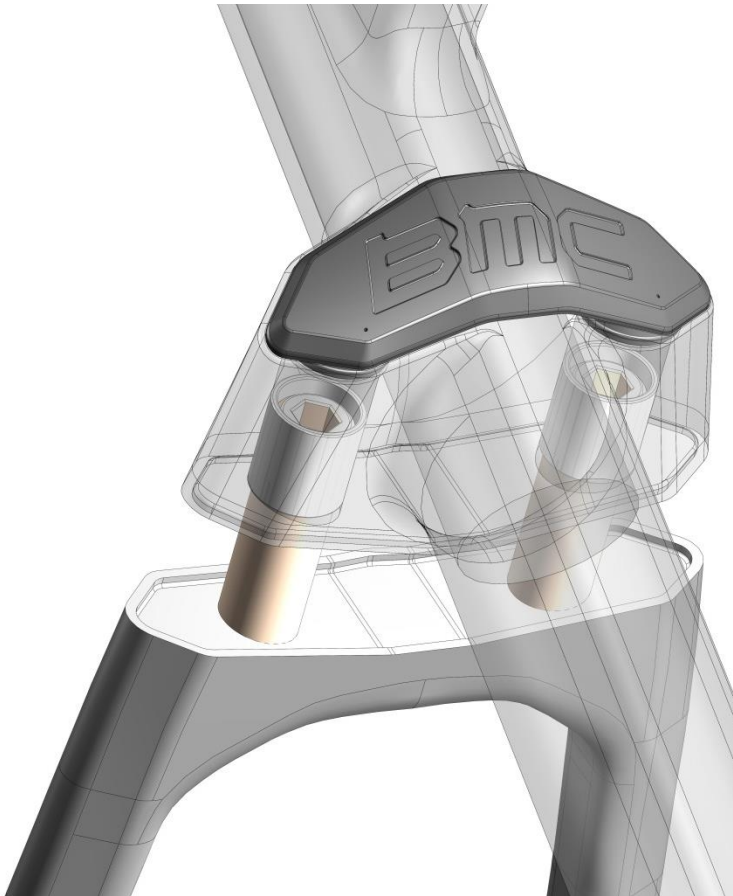


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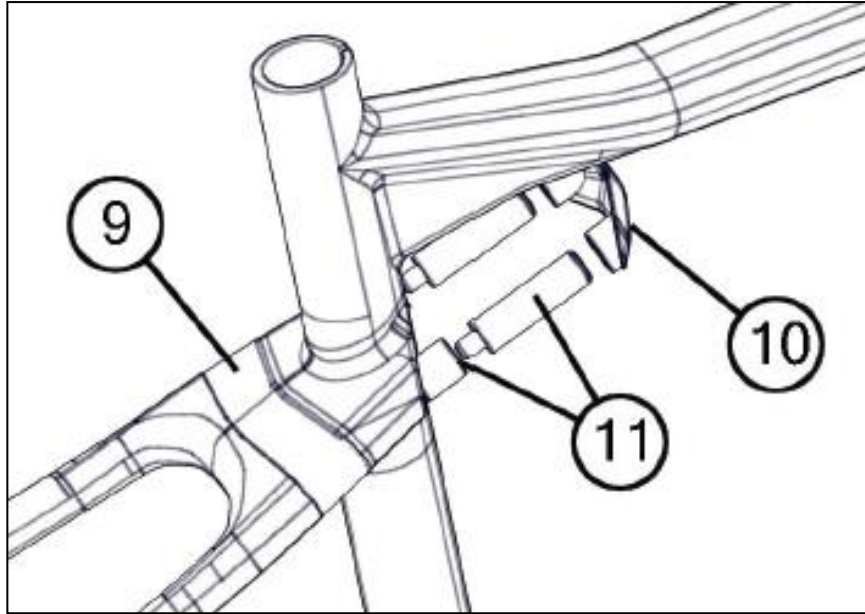
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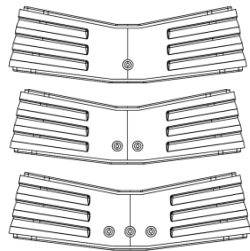
MTT MicroTravel Technology

Service and Maintenance Manual

Replacement / Service Parts:

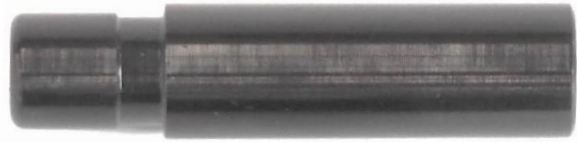


Item	Part #	Description	Detail
9	222787	XCell Damper Kit	3-piece kit (Soft, medium, firm)
10	222788	MTT Cover	XS
10	222789	MTT Cover	S
10	222790	MTT Cover	M
10	222791	MTT Cover	L/XL
11	222793	MTT Bushing	Shafts & bushings

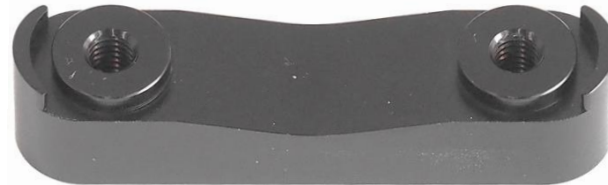


- Soft
- Medium
- Firm

MTT Service Tools:



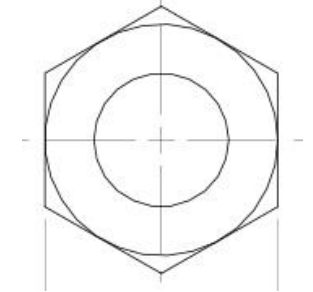
Bushing press**



Bushing Install Tool**



Torque Wrench



5 & 6mm Allen

Additional service recommendations:



Finish Line
Teflon® Grease



Buzzy's
Slick Honey™



Loctite
248™ – Threadlock stick



Loctite
680™ – Retainer

**** Only available in RIDE BMC Tool Set MTT / APS**

Service Interval Guidelines:

	Clean & Lube	Shaft/Bushing Replacement
Initial ride period		
Initial 10hr of riding	X	
Regular maintenance		
Every 25hr of riding	X	
Every 250hr / annual		X

Similar to service requirements of many other parts of a bicycle, service needs are largely determined by the riding environment. Excess rain, mud, and extreme conditions influence necessary service intervals. Please service accordingly.



Remove the dust cover using a small flathead screwdriver, or other small, non-sharp utility. Be careful not to pry only one side, but rather work each side simultaneously – this protects the integrity of the cover.



Removal of the dust cap exposes the 6mm allen key heads of the left (non-drive side) and right (drive side) guide shafts.



Using a 6mm P-handle or T-handle wrench, remove the left and right guide shafts until thread disengagement is complete. Both guide shafts are traditional thread – counterclockwise removal.



Carefully remove the left and right guide shafts from the seatstay assembly. Inspect guide shafts for wear.
Tip: with the allen key in place, rotate the allen key back and forth while withdrawing the guide.



After both guides shafts are removed from the seatstay assembly, remove the **XCell Damper** from the **MTT** system.



After removal from the MTT assembly, inspect the **XCell Damper** for evidence of wear, and make note of the damper level (• Soft, •• Medium, ••• Firm). The **XCell Damper** seen indicates •• Medium.



Visually inspect the internal bushings for signs of wear. It will be beneficial to remove any dirt or debris from the system before moving on to the next steps – this prevents avoidable wear on the MTT system.



Using compressed air can be beneficial to make sure no debris has fallen into the frame, interfering with the thread engagement when re-installing guides later in the service procedure.

 Eye protection is strongly recommended during this portion of the service.

Examples of guide wear:

Ride



Replace



Guide shafts, even when brand new, often have color variations – this is not a need for replacement.

Worn guide shafts will indicate clearly an area of distress, as seen.

Examples of bushing wear:

Ride



Replace



Bushings have a yellow color when brand new. Slight discoloration of the original color is expected during normal use.

As seen, once the yellow finish is worn and metal is visible, replace bushings.

If there is uncertainty, it is best to replace.

Refer to the **Service Interval Guideline**



If **“Clean and Lube”** is all that is needed, reverse previous steps to finish service.

⚠ Guide shaft tightening torque = 8Nm

If there is a need for **“Shaft / Bushing Replacement”** continue through the remaining steps.



Using the guide bushing removal tool and a non-metal mallet, strike towards the rear axle. Begin with light force, and adjust as necessary. Note: the bushing system does not require excess force for removal.



As the guide bushings near the point where they exit the frame, less force is required. Decrease impact force delivered to the guide bushing removal tool to prevent the bushing and tool from hitting the lower seatstay.



When the guide bushing nears the exit, it is recommended that the service technician hold the bushing during the final removal impacts.



After the removal of left and right guide bushings, it is recommended that each seatstay assembly be visually inspected and cleaned with dry cloth – aerosol degreasers or cleaners are not necessary.



Place the guide bushing installation tool in place.



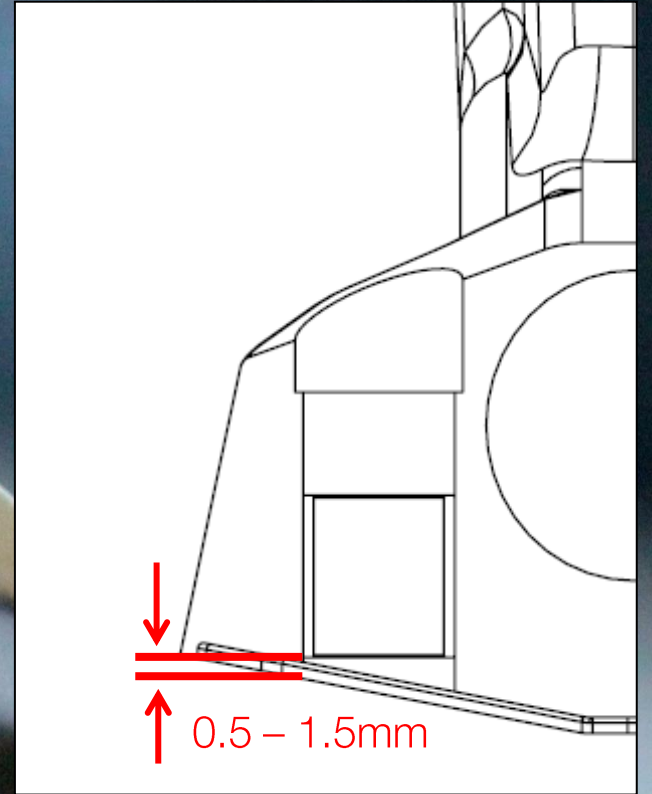
With the guide bushing installation tool held in place, gently guide the bushing into the upper seatstay by hand.



With the guide bushing installation tool in place, use the bushing press assembly to initiate thread engagement by hand.



Using a 6mm allen key and torque wrench, tighten the bushing press bolt clockwise to 4Nm of torque




Using the guide bushing installation tool, guide bushing press assembly and proper torque will position the new guide bushings properly in the upper seatstay portion of the MTT system. Visual inspection of the bushing placement will ensure proper MTT function. It is acceptable to use Loctite 680 (retaining compound) if desired.



Install the cleaned, or new, **XCell Damper**, making sure to use the same level of damper, unless otherwise indicated by the rider.




Install the cleaned, or new, guide shafts on both left and right sides.

 Make sure there is threadlocker on the threads – if not, use Loctite 248 OR Loctite 242 (blue). It is recommended to use a teflon-based grease on the guides. We recommend Buzzy's Slick Honey™ or Finish Line Teflon® Grease (use of lithium-based grease is discouraged).



****8Nm****

Tighten the guide shafts, alternating between sides as torque increases. Tighten guide shaft bolts to 8Nm.

 Note: Over- or under-tightening of the guide shaft bolts can compromise MTT performance and result in premature wear of MTT parts, or potential frame damage. Use of a calibrated torque wrench is strongly recommended.



Install the cleaned, or new, dust cover – pressing firmly over each port simultaneously makes for the most thorough installation. Frequent removal can result in wear of the fitting – double-sided tape placed in the middle of the cover can prevent loss.

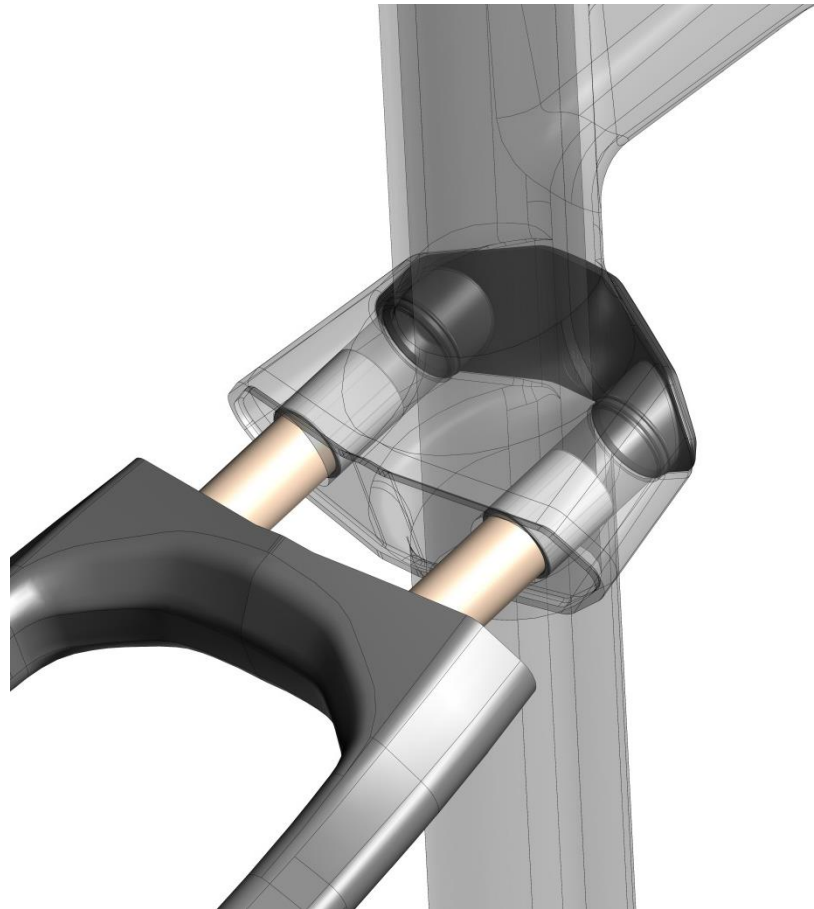
Final notes:

When new, or after service of any kind, it is normal for the Teamelite 01 Micro Travel Technology system to have a small amount of “play” when lifted by the seatpost.

This “play” is synonymous with full-suspension bikes and is a necessary attribute to ensure smooth function of the rear wheel movement.

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