

joplin instructions

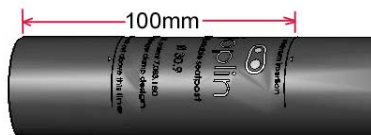
warranty

Crankbrothers joplins are warranted against defects in workmanship for 2 years from the date of purchase. This warranty is limited to the repair or replacement of this product. Crankbrothers at its option will either repair or replace any defective parts. This warranty does not cover damage caused by rider errors. However, we are reasonable people and we believe in our product, so if you can give us a reasonable explanation, we might even fix or replace joplins damaged by rider error. Your receipt is required for warranty claims. Contact Crankbrothers directly for warranties. See contact information at the bottom of this page.

The crankbrothers joplin allows you to infinitely adjust your saddle height quickly and easily (within the 3" range). The Joplin is not a suspension seatpost.

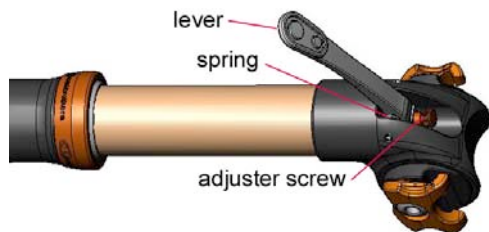
lever version Installation:

1. Install your saddle on the clamp head using a 5mm hex wrench.
2. Apply light grease and insert the post in your frame.



a minimum of 100mm's should be inserted into bike frame.

3. It may be necessary to turn the *adjuster screw* (orange knob) to have the *lever* not interfere with the saddle before it activates the seatpost. Make small changes at a time, in either direction until the seatpost is fully active.
4. Lift and hold up the *lever*.
5. Cycle the post up and down 5 or 6 times to achieve a solid feel (when the *lever* is released). Prior to performing this step, the seatpost may feel "spongy". In rare cases, the step may need to be repeated.

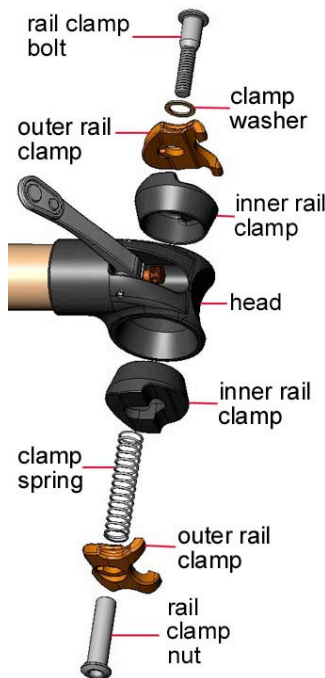


remote version Installation:

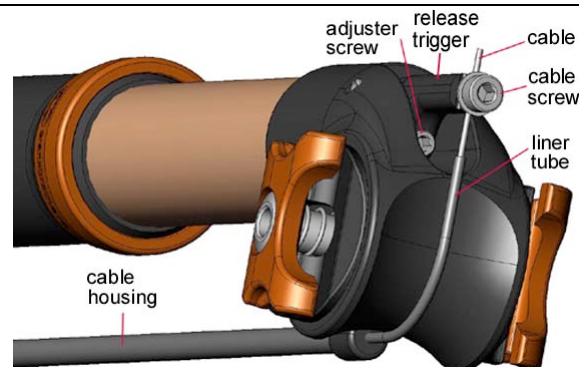
1. Using a 2.5mm allen wrench, adjust the *adjuster screw* in the release trigger to bring the *release trigger* upright (parallel with the seatpost).
2. Install your saddle on the *head* using a 5mm hex wrench.



3. Apply light grease and insert the post in your frame.
4. Place the *remote lever assembly* on the handlebar in a position that will provide easy access, and will not interfere with other controls on the bike. Slide the *clamp* onto the remote lever assembly, align the mounting holes, and secure using a 4mm *clamp screw*.



remote lever assembly



5. Thread the bare *cable* through the *remote lever assembly* and into the *cable housing*. Route the *cable housing* to the rear of the seat tube. Be sure the handlebar can be turned fully in both directions without the seatpost cable interfering with the wheels, brakes, or suspension components. Zip tie the seat post cable to other control cables or frame tubes where necessary.
6. With the seatpost fully extended and mounted in the frame in the highest position you will use, mark the *cable housing* where it will join the cable stop on the seatpost.
7. Remove the *cable* from the *cable housing* and cut the *cable housing* at your mark using cable cutters. Re-thread the *cable* into the housing.
8. Thread the bare *cable* through the *cable stop* and the *liner tube* (the small plastic sheath).
9. Install the *cable* in the groove in the top of the *release trigger*. Pull the *cable* tight and secure using the 3mm socket head screw and washer. Cleaning the *cable* with rubbing alcohol prior to installation will provide better grip on the *cable*. Crimp *cable* tip to bar end of *cable*.
10. Cut the *cable* so that approximately 1.5cm (about 0.5 inch) extends beyond the release trigger. Install a cable end crimp to prevent the cable from fraying and to prevent injury on the sharp cable end.
11. Push the *joystick* in any direction and hold it there.
12. Cycle the post up and down 5 or 6 times to achieve a solid feel (when the *joystick* is released). Prior to performing this step, the seatpost may feel "spongy". In rare cases, the step may need to be repeated.
13. To test the setup of the remote, push down on the head of the seatpost while pushing the *joystick* in any direction. The seatpost should activate with a moderate joystick movement. The *adjuster screw* on the release trigger can be tightened to accommodate cable stretch and improve actuation. If the *adjuster screw* is backed too far out and proper actuation is not achieved, turn the *adjuster screw* to fully slacken the *cable*, then re-tension the *cable* in the *release trigger* as described in step 10.

Operation:

To adjust the height of your seatpost:

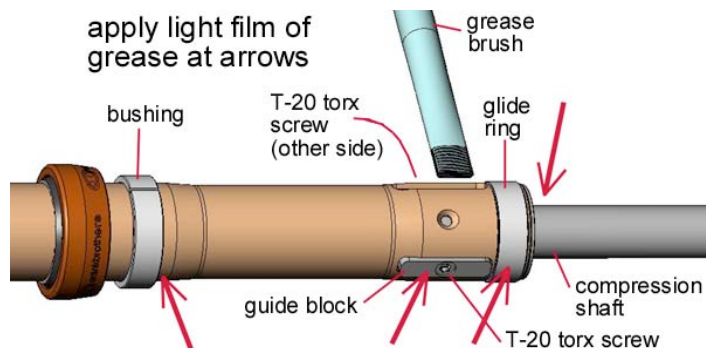
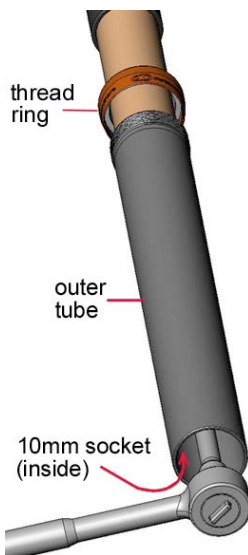
1. To lower: Lift the *lever* (or push the *joystick*) and push down or sit on the saddle to the desired height and release the *lever*;
2. To raise: Remove weight from the saddle and lift the *lever* (or push the *joystick*) until the desired height is achieved. Release the *lever* or *joystick*.
3. If at any time the "spongy" feel returns, simply repeat installation steps 4 and 5 (for the lever version) or steps 11 and 12 (for the remote version). Also, see note 3 below.

Notes:

1. 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 saddle. Picking up the bike by the saddle can also cause a temporary "spongy" feel.
2. To prevent the "spongy" feel don't operate the seatpost while upside down or a horizontal position.
3. In some cases, when the seatpost is placed in a lowered position, your seatpost may "spring" up when un-weighted. This is normal and caused by a pocket of air. To fix this, simply loosen the *thread ring* and lower the seatpost. With the seatpost in the lowest position, hand-tighten the *thread ring*.

Maintenance: to ensure peak performance and longevity of bushings, occasional maintenance will be needed depending on riding conditions. To service your seatpost, remove it from your bike. It is not necessary to remove the saddle from the seatpost. Warning: always wear safety glasses during maintenance.

1. Remove the *thread ring* and the 10mm *nut* inside the bottom of the Outer Tube (see Figure 1.). A 10mm socket is required.
2. Separate the *inner tube* from the *outer tube*. **Warning:** do NOT point the *compression shaft* at yourself or any person. **Do NOT** remove both T20 *torx screws* in the *guide block* and opposite side without releasing air pressure first.
3. Using a light degreaser to clean the Joplin components thoroughly.
4. Apply a light film of grease to the points indicated in below (note: apply all the way around 360 degrees).
5. After the proper areas are greased, reassemble the Inner and Outer Tubes.
6. Apply a thin film of grease or anti-seize to the 10mm nut and torque to 4 Nm (35 in-lb). Caution: Do not cross thread the *nut*.
7. Place the seatpost in its lowest position and hand-tighten the *thread ring*.



Conversion Kits

Kits are available to convert the Lever version into the Remote version, and vice versa.

caution: please read this before you install Joplin or ride

- The instructions should be read thoroughly before installation. Failure to follow these instructions and warning statements before installing and using this seatpost may result in severe injury. Improper installation and/or use of this product can result in severe injury. Riding bicycles is inherently dangerous.
- Never ride with a seatpost that is improperly installed, modified, or excessively worn. Remember to check the seatpost periodically for wear or damage. When parts exhibit damage or are visibly worn, replace or repair them immediately. A loose, over-tightened, damaged, or worn part may cause a malfunction unexpectedly and cause a fall that could result in severe injury.
- If you have any doubts about your ability to correctly install this seatpost, or if you are unsure about the extent of wear to this seatpost, please return it to your dealer for proper installation or inspection, or contact Crankbrothers. If you have any questions or concerns about issues such as the intended use of the seatpost, or the maintenance of this product, contact Crankbrothers.
- Keep the Joplin seatpost parts relatively clean of debris. To prevent serious injury while riding, be sure your entire bicycle is adequately maintained and that all components are correctly installed and adjusted.
- Adjusting position while riding may result in loss of control.
- A minimum of 100mm's of post should be inserted into the bike frame. Inserting less than this could either cause damage to the Joplin or to the bike frame, possibly resulting in serious injury or death. On some bicycle frames, the seat tube extends long above the top tube. In order to reduce the chance of frame damage, make sure that you insert the Joplin seatpost so that it sinks below the frame's top tube.
- Don't over tighten the seatpost clamp, as this could deform the seatpost tube enough to cause the post to not rise and lower correctly.

Caution continued

- Don't cut off post beyond the marking, and only if you can still insert at least 100mm's into the bike frame.
- There is air pressure within this seatpost. Carefully follow disassembly instructions. Improper disassembly could cause injury or death. Always wear safety glasses during seatpost maintenance.
- Add a cable end crimp to the end of the remote cable to prevent the cable from having a sharp end.
- For more information regarding the mounting of the joplin, its use, or maintenance, please go to your authorized dealer or contact Crankbrothers. Always use a helmet and follow the rules of the road when cycling. Always use proper headlights and taillights when riding at times of reduced visibility.

Trouble shooting:

symptom	cause	solution	Field service?	tools	parts
Oil coming out of top thread ring or lower shrader valve	Blown shrader valve	Bad shrader valve can be replaced. Call for re-bleed instructions.	yes	10mm socket and shrader removal tool	
Oil coming out of top thread ring or lower shrader valve	Broken guide block screw.	Post will need to be returned to crankbrothers or service center for repair.	no	-	
Spongy at bottom of travel	Air pocket trapped inside outer tube	Unscrew thread ring, cycle post to bottom and retighten thread ring hand tight.	yes	none	
Spongy at bottom of travel	Air mixed in with oil.	Cycle post up and down while lifting the lever or pushing on the joystick.	yes	none	
Post very sticky and slow to return	Contaminated lubrication of bushings and guide block	Pull off outer tube per instruction manual, clean with mild degreaser, re-grease with a light wheel bearing grease.	yes	10mm socket	Light weight grease
Post very sticky and slow to return	Seatpost clamp is too tight.	Loosen seatpost clamp slightly.	no		
Post will not stay up or down position, even after cycling a few times	Main internal valve has broken. Check adjustment lever.	Post will need to be returned to crankbrothers or service center for repair. Make sure that adjuster screw is not screwed in too far to hold in release rod.	no		
Seat clamp head will not tighten up properly	No grease on bolt	Remove all pieces of clamp assembly and clean. Grease bolt threads and inside of clamp fingers where they touch inside plates. Keep inside conical surfaces of black inner plates clean and grease free. Make sure to set all plates at position of saddle before tightening.	yes	5mm hex, grease	Light weight grease "slick honey" type.
Seat has side to side play of more than 10 to 12mm play at the nose of the saddle.	Lack of maintenance, worn guide block	Grease guide block and bushing frequently, more under any adverse conditions. Post is meant to have minimal play which is (approximately 10-12mm play at nose of saddle) very difficult to detect while riding. Guide block is a wear item.	yes	T20 Torx	#90449 guide block

Questions or comments?

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