

MY2016 SPEARFISH – INCORRECTLY INSTALLED UPPER CONTROL LINK

Salsa Cycles has received reports of MY2016 Carbon Spearfish SLX and X01 complete bikes and frames having arrived from our manufacturer with the upper control link installed upside down. When installed with this orientation, the link's cross brace will contact the front triangle on the back side of the seat tube, just above the pivot area, at full travel. The contact may cause minor paint cracking and/or chipping, and if ignored, over time will damage to the carbon front triangle.

We are asking all dealers to check their inventory on 2016 Spearfish SLX and X01 builds to ensure the upper control link is installed correctly. This only affects MY2016 carbon frames and does not include older aluminum Split Pivot® Spearfish frames.

Note that any 2016 Spearfish complete bikes and frames purchased from QBP on or after June 26, 2016, have been examined or reworked and do not have this issue.

IDENTIFICATION

Figure 1 below indicates where the upper control link is located in the frame. Figure 2 shows the upper control link itself. Note the chamfer on the top side of the link's cross brace. Affected frames will have the link installed, with the chamfer pointing towards the ground. Correct installation of the upper control link is with the chamfer facing up. Figures 3 and 4 show cut-away views of the frame with the upper control link correctly installed. Note the chamfer face of the cross brace highlighted in red. Figures 5 and 6 show a frame with the upper control link installed incorrectly (upside down). Note the cross brace contacts the back of the seat tube at full travel.

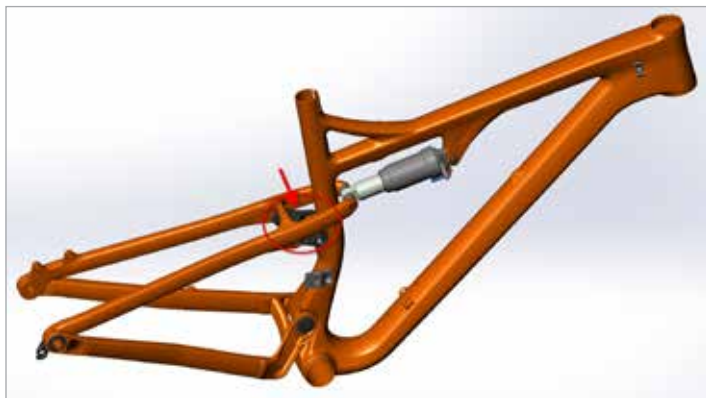


Figure 1
Location of Upper Control Link

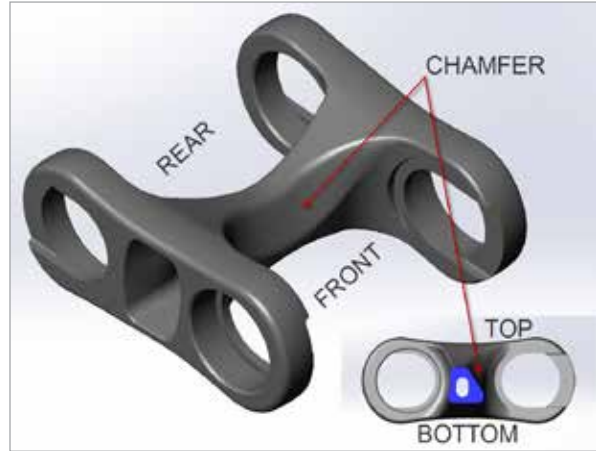
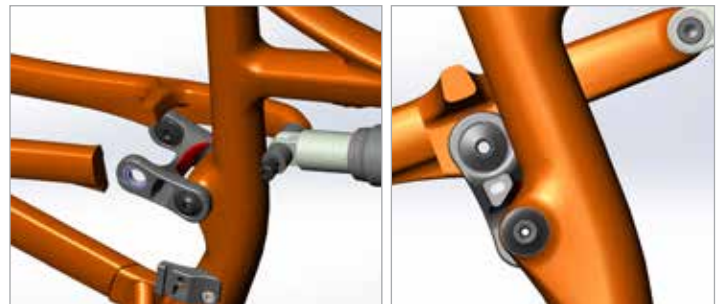
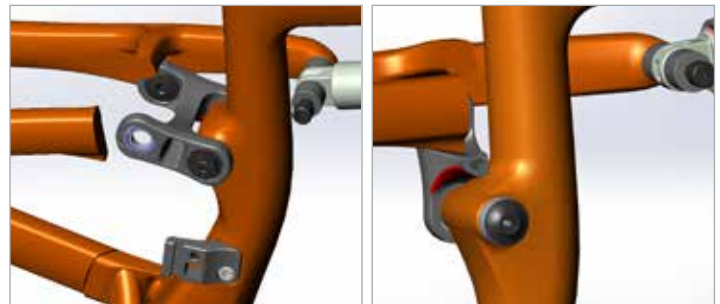


Figure 2
Orientation of Upper Control Link



Figures 3 & 4
Cut-Away View, CORRECT Installation of Upper Control Link



Figures 5 & 6
Cut-Away View, INCORRECT Installation of Upper Control Link

SOLUTION

Flip the Upper Control Link

Tools needed

- T-25 wrench
- 5mm hex wrench
- 6mm hex wrench
- 15mm wrench or socket
- Torque wrench with 5mm and 6mm hex bits
- The required work should take no more than 5–10 minutes

PROCEDURE

1. Prepare the frame (Fig. 7)

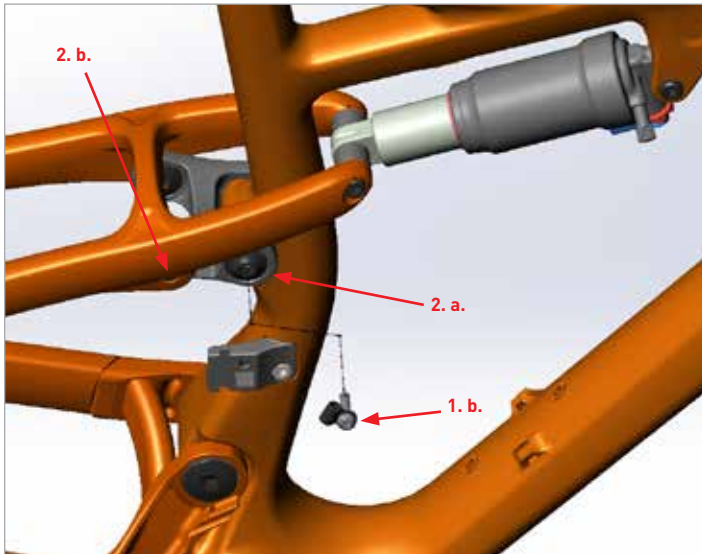


Figure 7

- a. Remove the rear wheel (if complete bike).
- b. Using a T-25 Torx wrench, remove the front derailleur housing guide from the upper control link pin.
- c. Stuff/drape a rag over the BB shell and between the lower main pivot and chainstay bridge area rag between the bottom bracket shell and chainstay bridge to protect the finish.

2. Loosen Upper Control Link Fasteners

- a. Using a 6mm hex wrench and 15mm socket, loosen but do not remove the upper control link pivot and nut (frame side).
- b. Using a 5mm hex wrench, loosen but do not fully remove the upper control link floating pivot bolts (seatstay side).
NOTE: if accessing these from the outside, turn clockwise, as this is the bottom of the bolt, not the head.

3. Drop the Shock (Fig. 8)

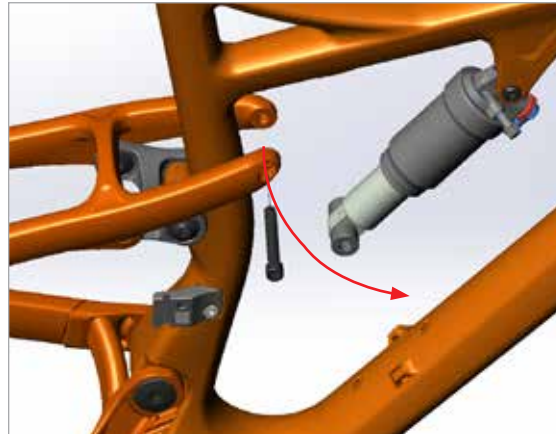


Figure 8

Using a 6mm hex wrench, remove the rear shock pin and washer, and rotate the shock down and out of the way. Note the rearward shock reducers will stay with attached to the shock.

4. Free the Seatstays (Fig. 9)

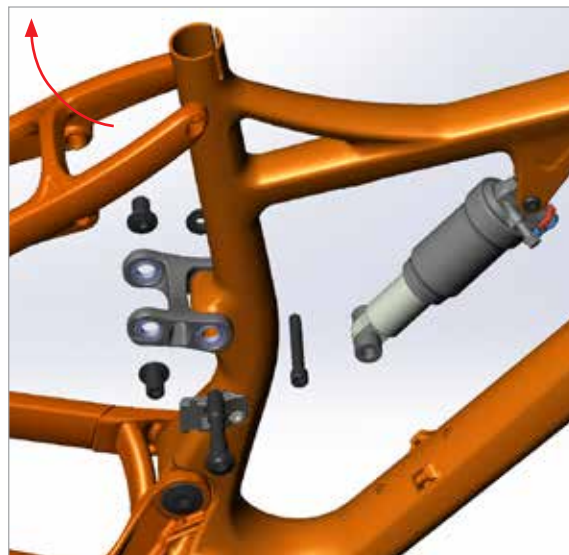
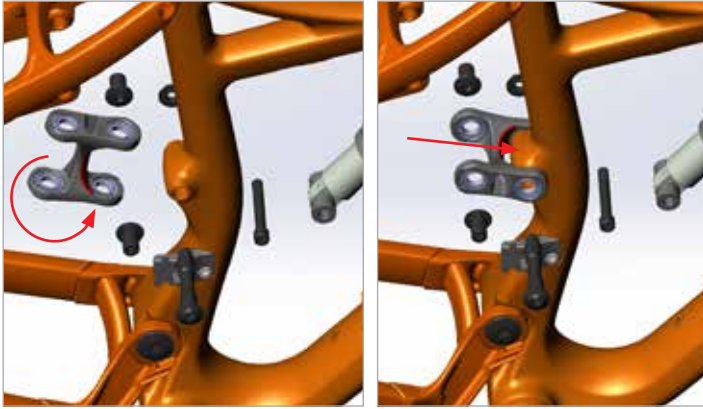


Figure 9

- a. Fully remove the floating pivot bolts from the control link/seatstay connection, remember to turn clockwise if accessing from outside direction.
- b. Gently let the chainstay-seatstay assembly rest against the rag on the bottom bracket shell area and rotate the seatstays up and out of the way.
- c. Remove the upper control link pin and nut in order to free the upper control link from the front triangle.

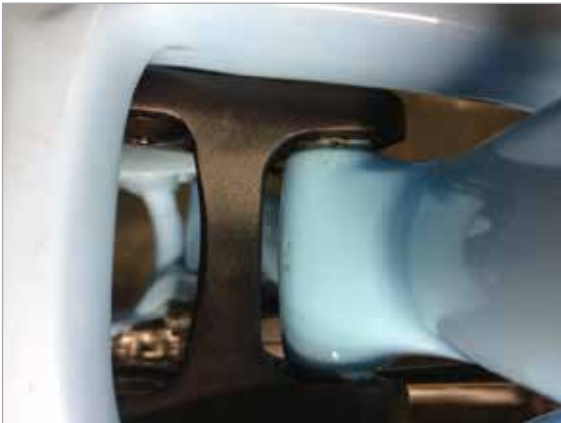
5. Flip the Link (Figs. 10 & 11)



Figures 10 & 11

- Rotate the upper control link 180° along its longitudinal axis so that when re-installed the chamfered face points up.
- Align the upper control link with the front triangle and re-install the control link pin and nut, but do not fully tighten.

INCORRECT



This image shows the incorrect orientation of the control link as viewed from above. Note there is no chamfer visible in this orientation.

CORRECT



This image shows the correct orientation of the control link as view from above. Note the chamfer closest to the knuckle.

6. Re-assemble

- Re-install the seatstays to the upper control link using the two floating pivot bolts. Do not fully tighten. (**NOTE:** turn counter-clockwise if accessing the bolt from the outside).
- Reinstall the seatstays to the rear shock using the rearward shock pin and torque to 7Nm (5 ft-lb).
- Torque the control link pin/nut assembly to 7Nm (5 ft-lb).
- Torque the floating pivot bolts each to 13Nm (9.6 ft-lb).
- Re-install the front derailleur housing guide into the control link pin.

Salsa Cycles is offering a labor credit of \$40 to compensate you for the work involved. If you have a control link that needs to be re-oriented, or a consumer with a damaged frame due to the incorrect control link installation, please contact Salsa Cycles Customer Service directly at 877-668-6223 or support@salsacycles.com for assistance.

Please contact us if you have further questions.

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