CARBONJACK

USER MANUAL

TABLE OF CONTENTS

Hello!
Thank you for purchasing our frame and the trust you have placed in us. Your new purchase is unlike anything else on the market.
The ANTIDOTE team have made every effort for you to enjoy the best flow imaginable while out on the trails.
This guide will provide you with the most important information about the Carbonjack. You will certainly find some useful details, and above all else, the key details regarding the use of the product. Please pay special attention to installing the rear shock.

In case of any difficulties, please check the "contact" section and contact us without hesitation!

We wish you many cycling adventures – with the ANTIDOTE Carbonjack, they will enter a whole new dimension.

MEET THE CARBONJACK

LIMITED LIFETIME WARRANTY XX

Your frame is covered by a limited lifetime warranty.
In the cases of damage other than resulting from wear, we are happy to help our customers deal with defects.
Details about the complaint process can be found on our website.

MEET THE CARBONJACK

LIFETIME WARRANTY TERMS

LIFETIME:
The warranty applies indefinitely for the original owner, starting with the date of purchase.

2 YEARS:
Suspension bearings.
Paint finish.

THIS WARRANTY DOES NOT COVER:
Damage caused by:

Improper installation of components, parts, or accessories.
Improper assembly and maintenance.
Misuse, abuse and neglect.

Damage caused in the event of an accident or crash.
Labor costs incurred for parts replacement or frame swap.
Bikes used for commercial purposes, such as rentals or demo bikes.

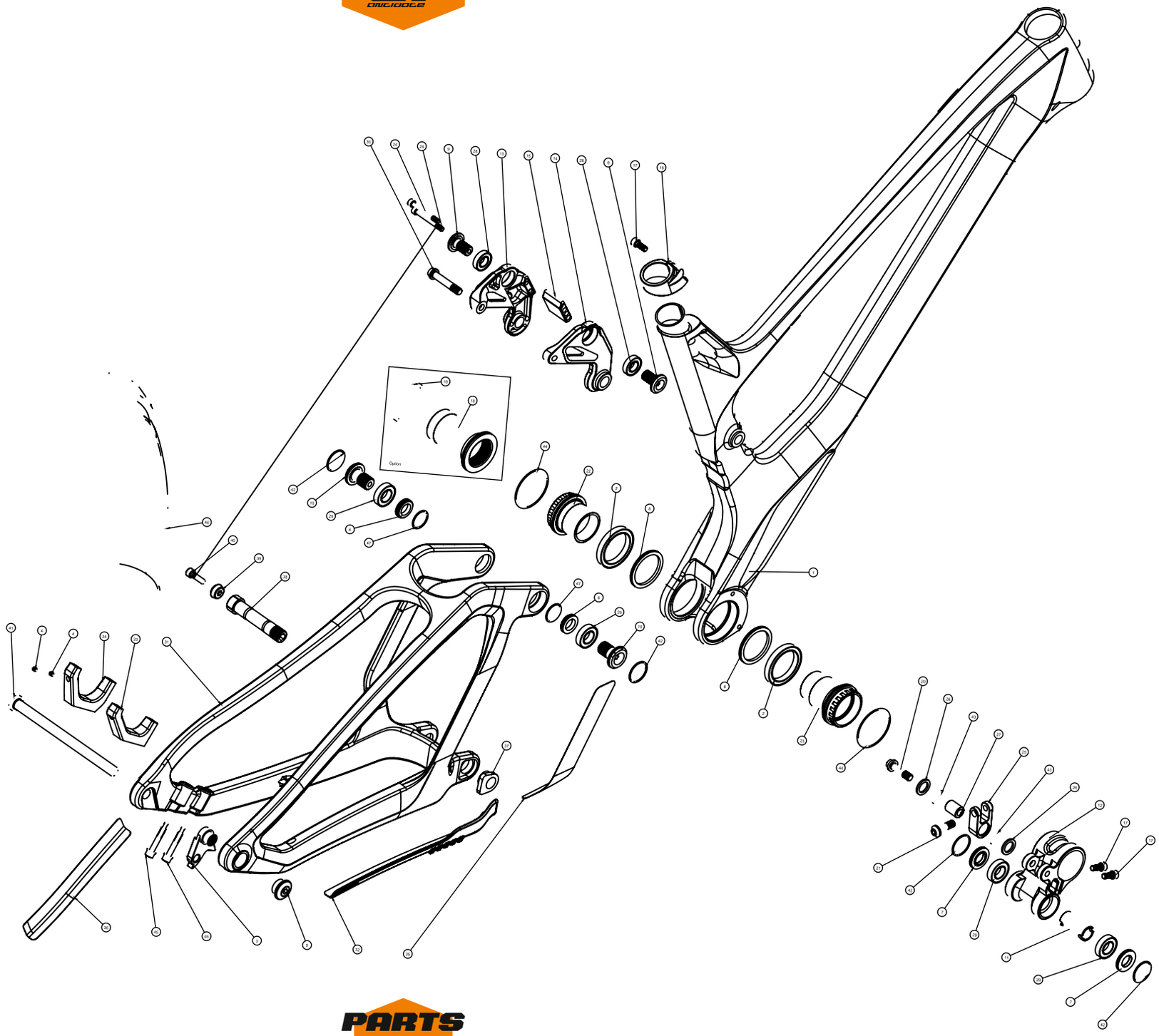
The warranty is entirely void in any case of modification of the frame, or forgoing the recommended fork travel and rear shock length and/or stroke.

Candy Ray carbon-vectran handlebars are covered by a 5-year warranty starting with the date of purchase.

MEET THE CARBONJACK

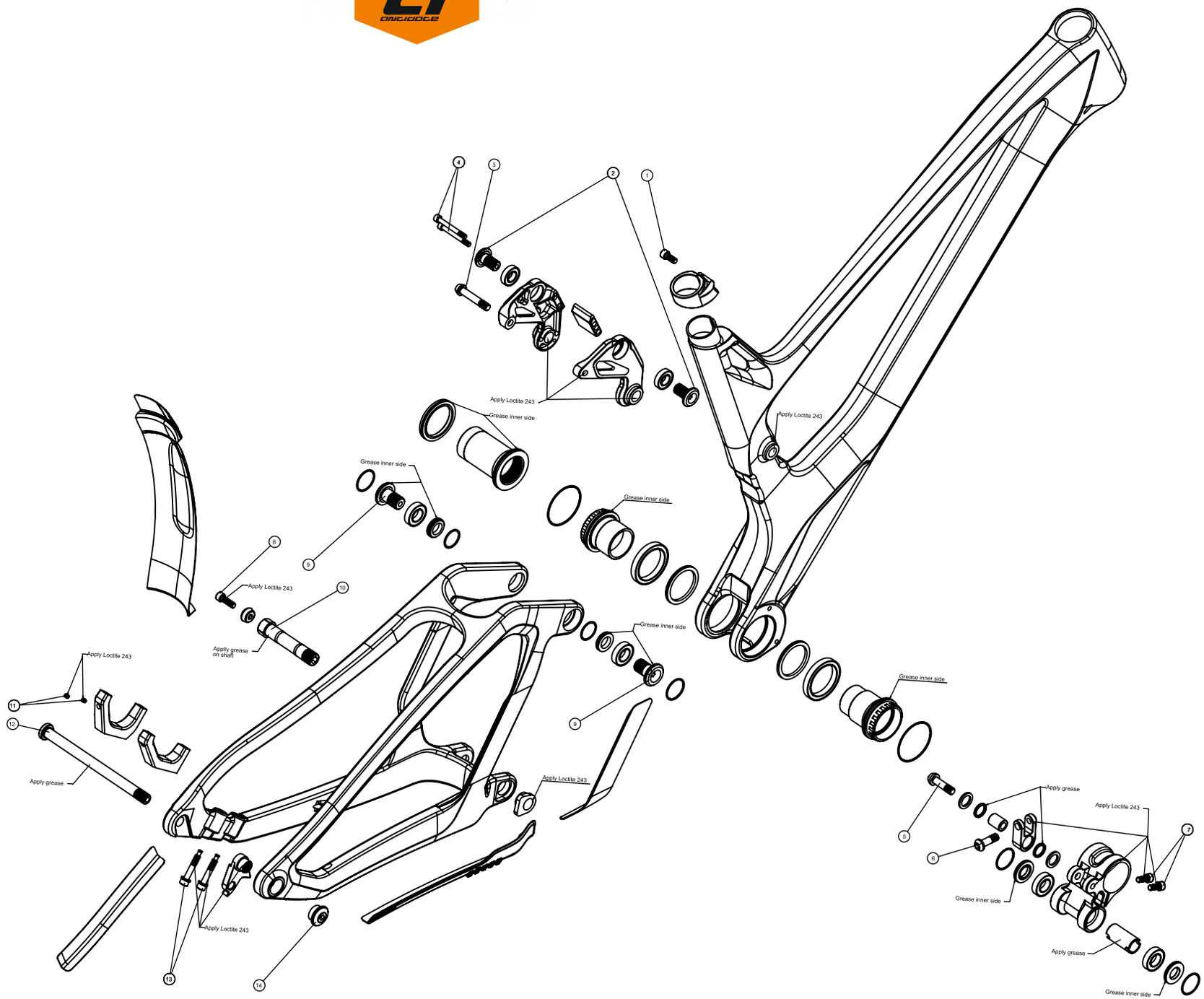
PARTS LIST AND TORQUE SPECS

ITEM	PART	QTY
1	Front Triangle	1
2	Bearing 6808 2RS	2
3	Derailleur Hanger	1
4	Screw ISO 4027 M4x6-S	2
5	Hanger Nut	1
6	Washer 23,5-15-5,1	2
7	Washer 27,5-15-4	2
8	BB Washer	2
9	Bolt M12x1,5x25	2
10	Bolt M15x1	2
11	Lower Link Bushing	1
12	Lower Link	1
13	Upper Link Left	1
14	Upper Link Right	1
15	Upper Link Chip	1
16	Seatclamp CJ29	1
17	Bolt M6x15	3
18	BB BSA73 Drive Side	1
19	BB BSA73 Non Drive Side Spacer	1
20	Tappet Bolt M8x30	1
21	Tappet Bolt M8x25	1
22	BB PF92 Non Drive Side	1
23	BB PF92 Drive Side	1
24	Bolt Upper Link M5x45	2
25	Tappet	1
26	Washer Igus	2
27	Tappet Bushing	1
28	Bearing 6901 2RS	2
29	Bearing 6902 2RS	4
30	Shock Upper Bolt M8x44	1
31	Swingarm	1
32	Chainstay Protector	1
33	Adapter PM180	1
34	Adapter PM203	1
35	Bar Protector	1
36	Seatstay Protector	1
37	Lower Link Nut	1
38	Lower Link Bolt M15x1	1
39	Cone	1
40	Bolt ISO4762 M6x20	1
41	Rear Wheel Axel M12x1,5x142	1
42	O-Ring 24x1,5	4
43	X-Ring 14x1,78	2
44	O-Ring 45x1,5	2
45	Adapter Bolt M6x37+PAD	2
46	Mudguard CJ29	1
47	O-Ring 20x1,5	2



PARTS LIST

ITEM	PART	TORQUE Nm
1	Bolt M6x15	MAX 4-5
2	Screw ISO 4027 M4x6-S	13-15
3	Shock Upper Bolt M8x44	8-10
4	Bolt Upper Link M5x45	5
5	Tappet Bolt M8x30	8-10
6	Tappet Bolt M8x25	8-10
7	Bolt M6x15	6
8	Bolt ISO4762 M6x20	9
9	Bolt M15x1	13-15
10	Lower Link Bolt M15x1	20
11	Screw ISO 4027 M4x6-S	MAX 2
12	Rear Wheel Axle M12x1,5x142	12
13	Adapter Bolt M6x37+PAD	6-8
14	Hanger Nut	13-15



TORQUE SPECS

FRAME ADDITIONALS SPECIFICATION

SIZE	S	M	L	XL
Seat insertion (mm)	195	215	245	275
Headset:	Semi integrated ZS44/ZS56			
Seat post diameter (mm)	30,9			
Brake adapter:	PM 180 or PM 203			
Rear axle:	LENGTH: min171mm, max 173,5mm. THREAD: M12x1,5mm *(min 15mm thread length)*			
Recommended rear shock:	*Ohlins TTX22 Custom, Fox Float X2, Fox DHX2 DVO Topaz T3Air* *if you have different model of rear shock, it may be incompatible. In case of problems, please contact us)*			
Rear shock length and stroke (mm)	210x55			
Recommended seatpost travel				
Oneup V2 (mm)	120/150	150/180	180/210	210
Bike Yoke (mm)	125	160	185	185

OTHER PARTS SPECIFICATIONS

SETUP

SET YOUR BIKE

SUSPENSION PUMP

Use for setting the air pressure correctly. See page 18 and read the instructions carefully.

ALLEN AND TORX BITS

Allen and torx bits are necessary for the entire frame and bike. Bits must be used in combination with a torque wrench.

ELECTRONIC CALIPER

Allows for a precise measurement of shock hardware and spacers.

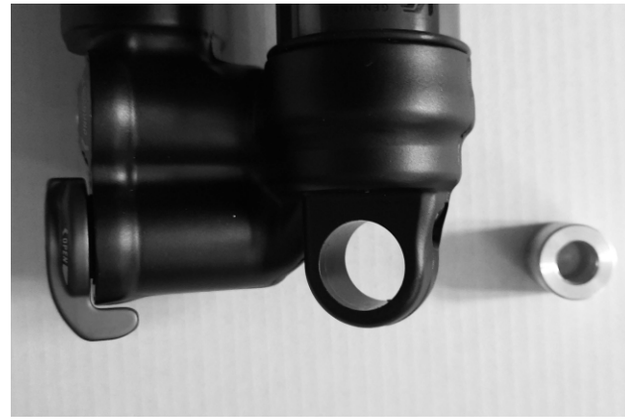
TORQUE WRENCH

All bolts must be tightened using correct torque. See the TORQUE SPECS segment on page 8.

NECESSARY TOOLS

STEP 1

Check the type of rear shock you have – in case of questions regarding compatibility, contact us.



STEP 2

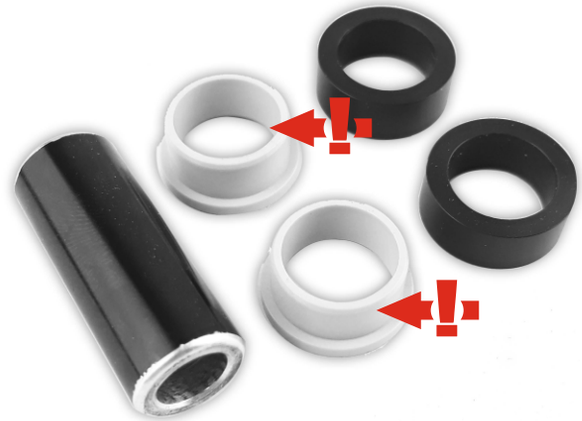
Install the eyelet reducer bushing in the eyelet closer to the shock piggyback.

STEP 3

Carefully push the bushing in, using a vise makes the process easier. Apply grease.

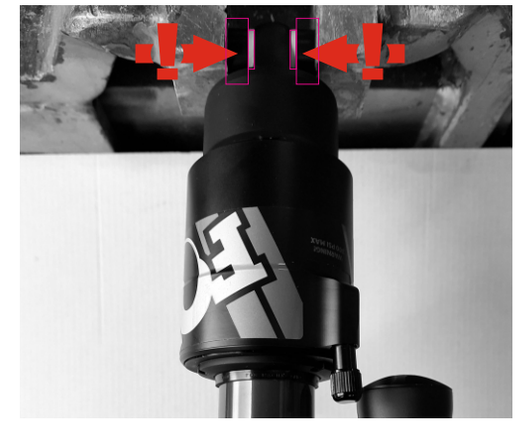
STEP 4

Make sure the reducer bushing is flush with the shock body.



STEP 5

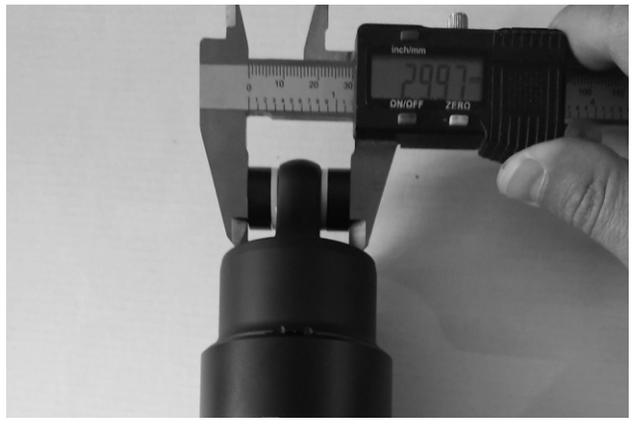
Insert the eyelet hardware in the other eyelet. Do not remove the flanged bushings!



STEP 6

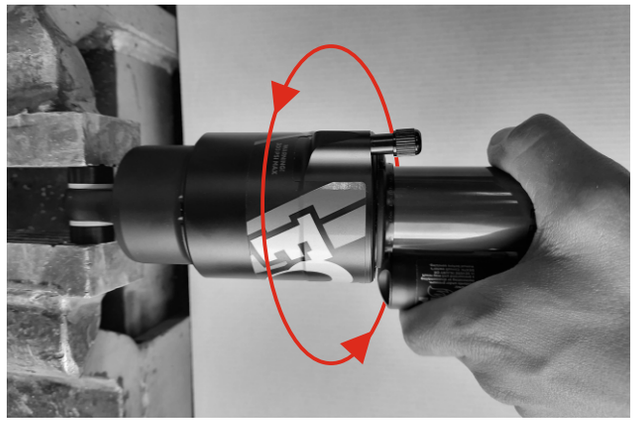
Preload the assembly in the shock eyelet using a vice or a press.

REAR SHOCK INSTALATION



STEP 7

Make sure that the entire eyelet assembly measures 30 milimetres (within 0.03mm of negative tolerance).



STEP 8

Rotate the shock stanchion so that the air valve is on the same side as the shock piggyback, and the lower eyelet is perpendicular to the upper eyelet.

STEP 9

In order to install the rear shock, insert the shock from the swingarm side.

STEP 10

The piggyback and the air valve should be on the non-drive side of the bike.

STEP 11

Tighten the lower shock bolt in the lower suspension link (apply 8-10 Nm of torque).

STEP 12

Tighten the upper shock bolt in the upper suspension link (apply 8-10 Nm of torque).

REAR SHOCK INSTALATION

STEP 1

The rear mudguard is fixed in place using quick installation tape Dual Lock Thin 3M SJ-4570. Press the mudguard until it clicks in place.

STEP 2

Repeat the process on the lower end of the mudguard.

STEP 3

Your mudguard is in place. Good to go!

MUD GUARD INSTALATION

FLOATING DAMPING SYSTEM
SUSPENSION SETUP

FDS suspension is a specific system, in which the proper kinematic operation occurs only when the sag is set correctly. The system allows for high pedalling efficiency while remaining fully active on uneven ground, as well as under braking. The correct sag is set by adjusting the air pressure or choosing the correct coil spring firmness, appropriately for the user's weight.

Sag is the percentage of the suspension travel by which the suspension compresses when the user assumes a stationary position on the bike. For the FDS suspension, sag should be around 20-30%, depending on the riding style. If the riding area is mostly flat and not very bumpy, the lower value will be a better choice as it provides more efficiency. For rough terrain, set the sag at the higher value.

Air suspension can be adjusted with the help of a suspension pump shown on page 10. In the case of coil sprung suspension, the sag is set by using a spring of appropriate firmness for the user's weight and riding style.

STEP 1

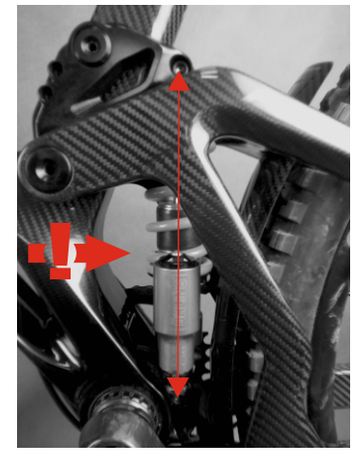
When adjusting the suspension, wear all riding gear (such as riding shoes, the helmet, and protective padding) in order for your weight to be accurate. Stand on the pedals, assume a riding position and use the help of another person to stabilise the bike.

STEP 2

Once in the riding position, have your assistant push the sag indicator all the way down, towards the suspension seal. Carefully dismount the bike and measure the sag value in relation to the full suspension travel.

STEP 3

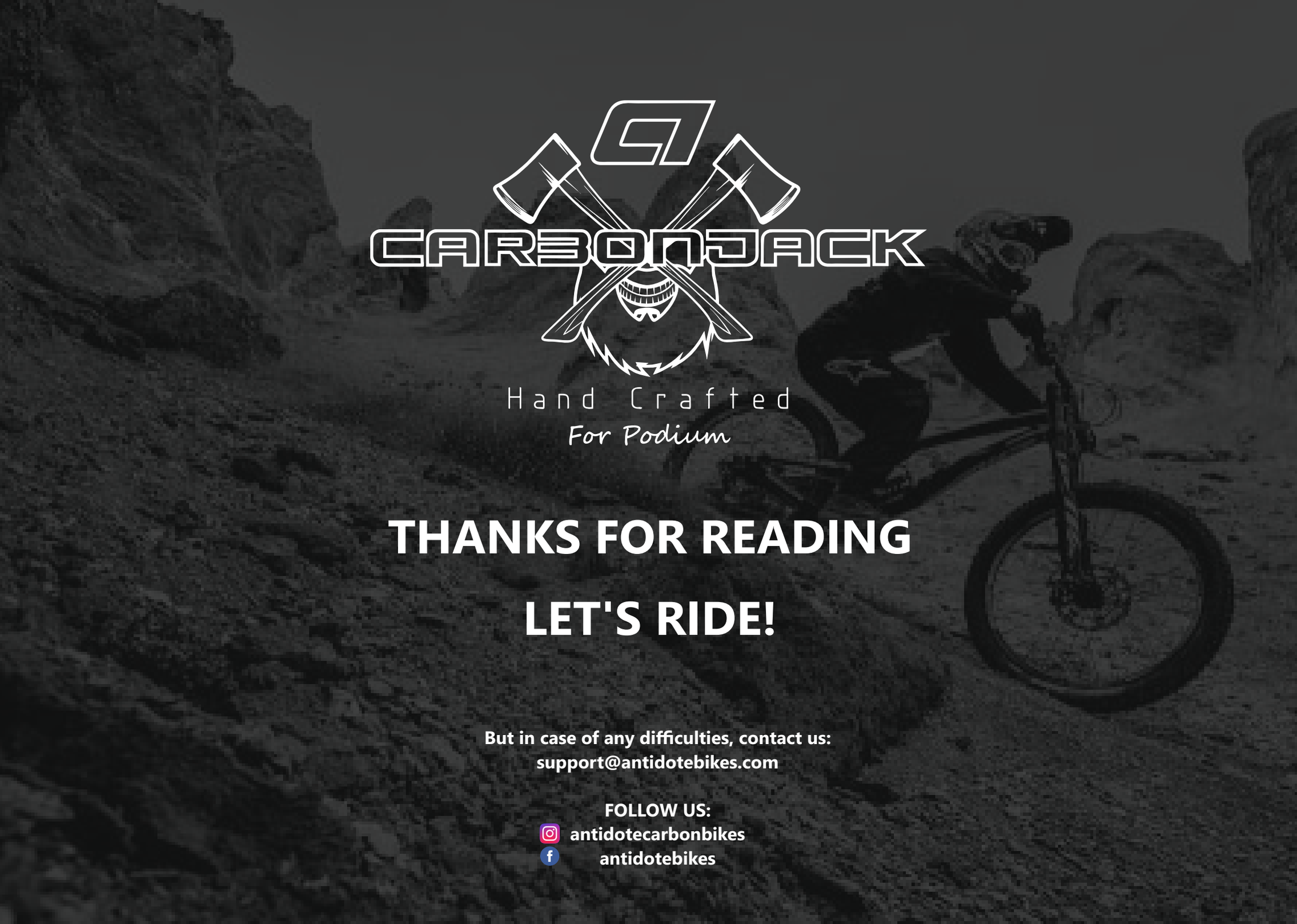
Repeat the process in the back.



STEP 4

If your bike is equipped with a coil sprung shock, measure the eye to eye length of the shock while standing on the pedals and subtract it from 210mm (full shock length). The difference is your sag value. Divide it by 55 to receive a percentage value.

SUSPENSION SETUP



THANKS FOR READING

LET'S RIDE!

But in case of any difficulties, contact us:
support@antidotebikes.com

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