

- C) Final torque on these bolts is 160 in/lbs.
- D) Use the last M8 bolt and attach the other end of the float rod to the floating link. The bolt head and float rod attach to the inside of the float link. Torque to 130 in/lbs. (Fig. 3)



Fig. 3

Step 4: Install wheel

- A) Grease the wheel through-axle, and install the wheel with the axle. Torque to 40 in/lbs.
- B) Apply Loctite 242 to the two M6 bolts, and install into the dropouts with washers. Torque to 95 in/lbs.

Step 5: Make sure there is no lateral play in the floating link.

If there is:

- A) Loosen both M6 axle clamp bolts, and snug up the Floating Link Retaining Bolt a little.
- B) Torque the wheel through-axle to 40 in/lbs.
- C) Re-torque the axle clamp bolts, and check again for lateral play.

Step 6: Install brake

- A) The floating brake link uses an ISO disc mount, so just use the same brake adaptor you were using previously.
- B) Remove shock spring or deflate its air pressure so you can run the suspension through the travel. Especially when using 203mm rotors, the brake line can interfere with the rotor if not setup properly. Adjust the banjo fittings on your brake, and try different amounts of slack in the line until you find a setup that works. With some brake types, it may be useful to zip tie the line to a different place on the swingarm. Make sure you get it right, because it sucks when your rotor cuts a hole in the brake line...

Setup Options

Sliding the clamp up and down on the seat tube will change the effect the brake has on the suspension. Putting it lower will provide less anti-squat than moving it higher on the tube. The optimal location depends on personal preference and riding style, so bring some allen wrenches and try out different spots on your favorite downhill. We highly recommend using a torque wrench, as overtightening the seat tube clamp bolts can crush the seat tube. If it is too loose, the clamp may rotate.