MONDRAKER

the way forward

MANUALS & DOCUMENTS

—

ANARK

Rev. 02

ANARK

MANUALS & DOCUMENTS

EN | ANARK

GENERAL AND SAFETY INSTRUCTIONS

This technical guide may use the following 3 icons. Each icon denotes that the following precautions should be taken:

⚠ WARNING:

Improper use or failure to follow directions may result in serious injury or death. These tasks are technically difficult and, if not performed properly, could cause damage to your bicycle or void your warranty.

ⓘ CAUTION:

Improper use or failure to follow directions may result in minor injuries. These tasks are technically difficult and, if not performed properly, could cause damage to your bicycle or void your warranty.

ⓘ INFORMATION

Essential information to correctly perform this task in order to avoid any damage to the bicycle or void the warranty, without any risk to people.

FURTHER CONSIDERATIONS

- Using non-original spare parts can lead to damage, malfunctions and accidents with potentially serious consequences.
- Some of the steps described in this manual require skills beyond those of the average bicycle user. If you are unable to follow any of these steps, please arrange for your bicycle to be serviced and replaced at an authorized Mondraker service centre. Installing spare parts incorrectly may result in malfunctions, accidents, injuries and void the warranty.

CLEANING AND MAINTENANCE

- Once the parts have been disassembled, components to be reused should be cleaned, greased and thread sealed (if necessary).

SYMBOL LEGEND


Medium grade threadlocker. Loctite 243.


Quality synthetic assembly grease.

Special carbon friction grease.

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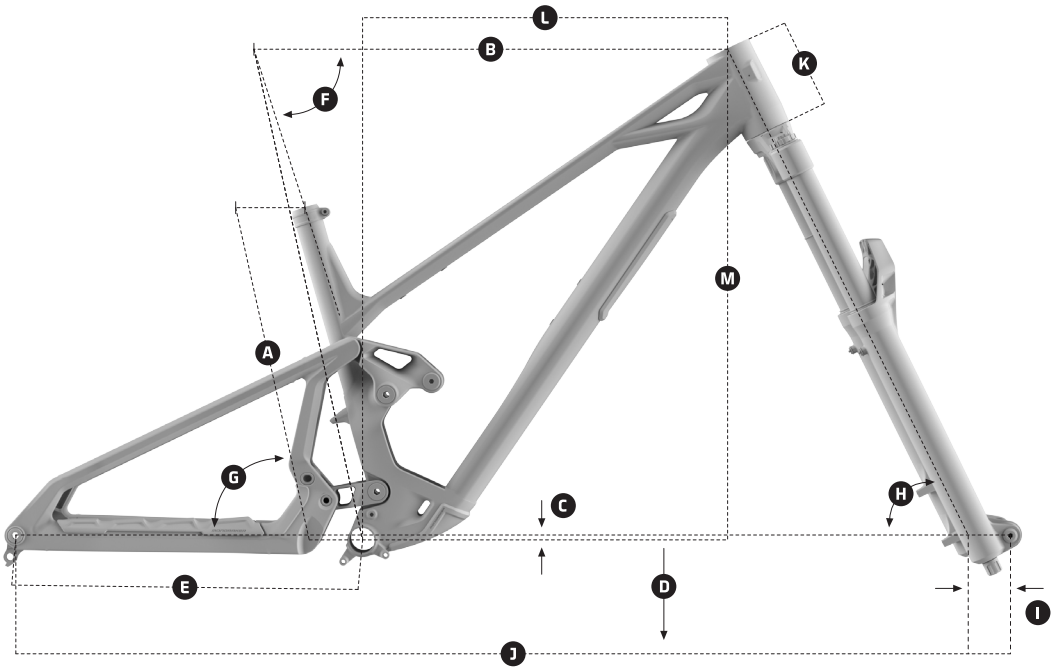
1. DIMENSIONS



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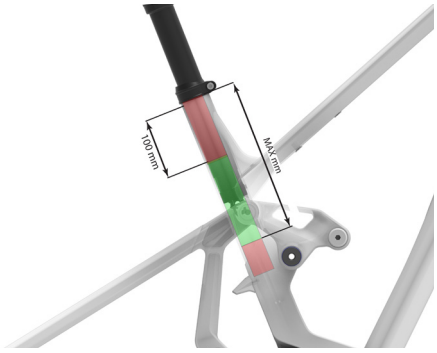
	FRAME SIZE	S [STD / LOW]	M [STD / LOW]	ML [STD / LOW]	L [STD / LOW]	XL [STD / LOW]
A	Seat Tube Length	380 mm	410 mm	435 mm	460 mm	490 mm
B	Top Tube Length	583 mm / 584 mm	603 mm / 604 mm	625 mm / 626 mm	647 mm / 648 mm	669 mm / 670 mm
C	Bottom Braket Drop	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm
D	Bottom Braket Height	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm
E	Chainstay Length	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm
F	Seat Tube Angle, Actual	74.00º / 73.65º	74.00º / 73.65º	74.00º / 73.65º	74.00º / 73.65º	74.00º / 73.65º
G	Seat Tube Angle, Effective	77.50º / 77.15º	77.50º / 77.15º	77.50º / 77.15º	77.50º / 77.15º	77.50º / 77.15º
H	Headtube Angle	63.50º / 63.15º	63.50º / 63.15º	63.50º / 63.15º	63.50º / 63.15º	63.50º / 63.15º
I	Fork Offset	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm
J	Wheelbase	1241 mm	1261 mm	1285 mm	1310 mm	1334 mm
K	Headtube Length	110 mm	110 mm	120 mm	130 mm	140 mm
L	Reach	440 mm / 436 mm	460 mm / 456 mm	480 mm / 476 mm	500 mm / 496 mm	520 mm / 516 mm
M	Stack	644 mm / 647 mm	644 mm / 647 mm	653 mm / 656 mm	662 mm / 665 mm	671 mm / 674 mm

SHOCK FLIP CHIP ADJUST +/-5mm BB height, 0,35º angles

2. FRAME TECHNICAL SPECIFICATIONS

FRAME SIZES	S / M / ML / L / XL
FRONT WHEEL SIZE	29"
FRONT AXLE	110 mm x 15 mm (BOOST)
REAR WHEEL SIZE	27,5"
REAR AXLE	148 mm x 12 mm
REAR SHAFT	REAR AXLE, 12x148 P1.0 L180
BOTTOM BRACKET	BSA 73 mm
REAR WHEEL TRAVEL	170 mm
REAR SHOCK	205 x 65 mm TRUNNION, 30 x 8 mm
FRONT WHEEL TRAVEL	180 mm
SEATPOST/SEAT CLAMP DIAMETER	31.6 mm / 36.9 mm
CHAIN LINE	55 mm
HEADSET	Onoff custom ZS56/ZS56, 1-1/8", 1.2"
MAXIMUM CHAINRING SIZE	32T
REAR BRAKE	POST MOUNT CUSTOM ADAPTER, DIRECT 200
MAXIMUM COMPATIBLE WHEEL SIZE	27'5 x 2.5

3. SEATPOST INSERTION DEPTH



FRAME SIZE	MIN. (mm)	MAX. (mm)
XL	100	190
L	100	210
ML	100	230
M	100	260
S	100	280

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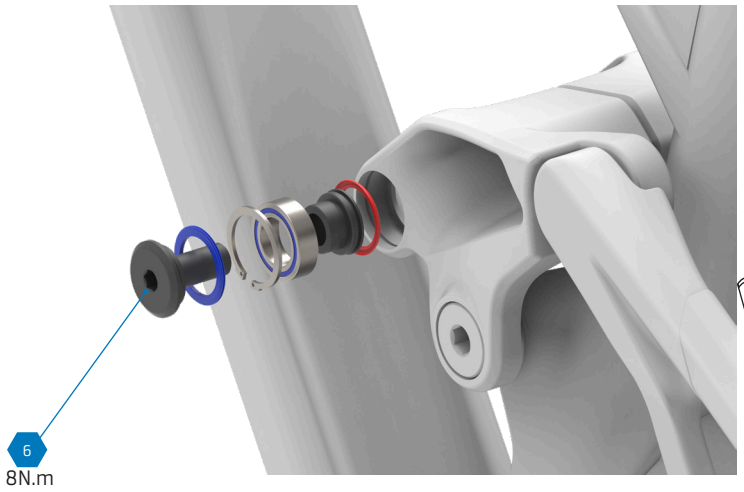
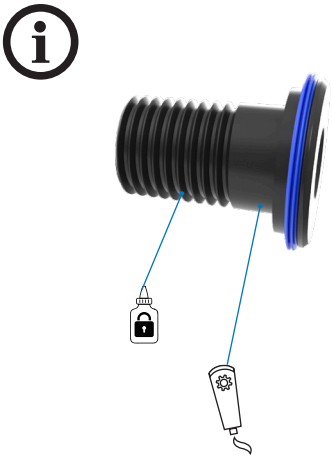
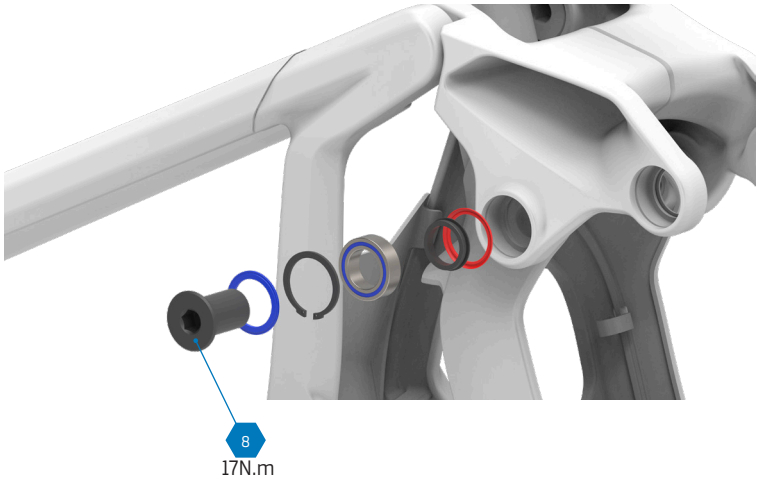
4. UPPER LINK

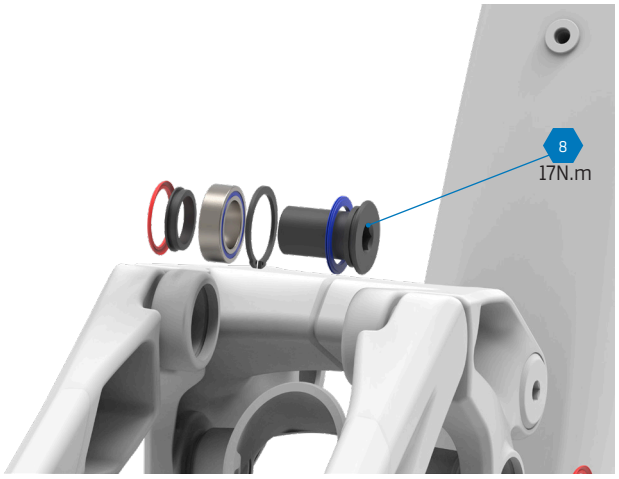


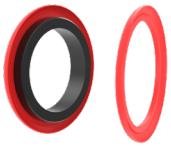
Use Loctite 243 on the threads.
Pro Tip: Instead of applying the threadlocker to the bolt, you can apply it directly to the internal thread of the bicycle frame. This prevents contaminating other components with threadlocker when inserting the bolt.

Use assembly grease to assemble the components.









More information: See section "8. RUBBER SEALS" in this guide.

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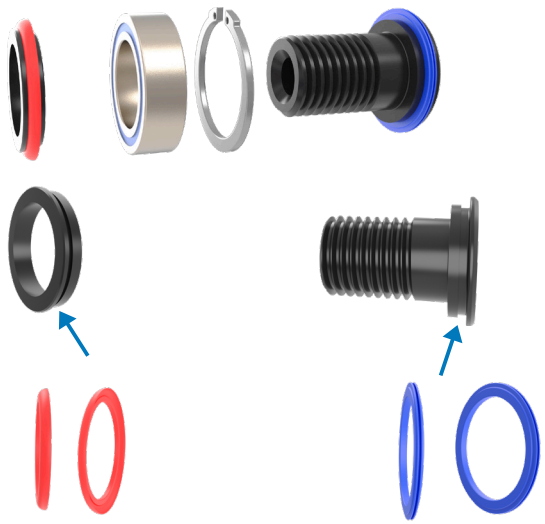
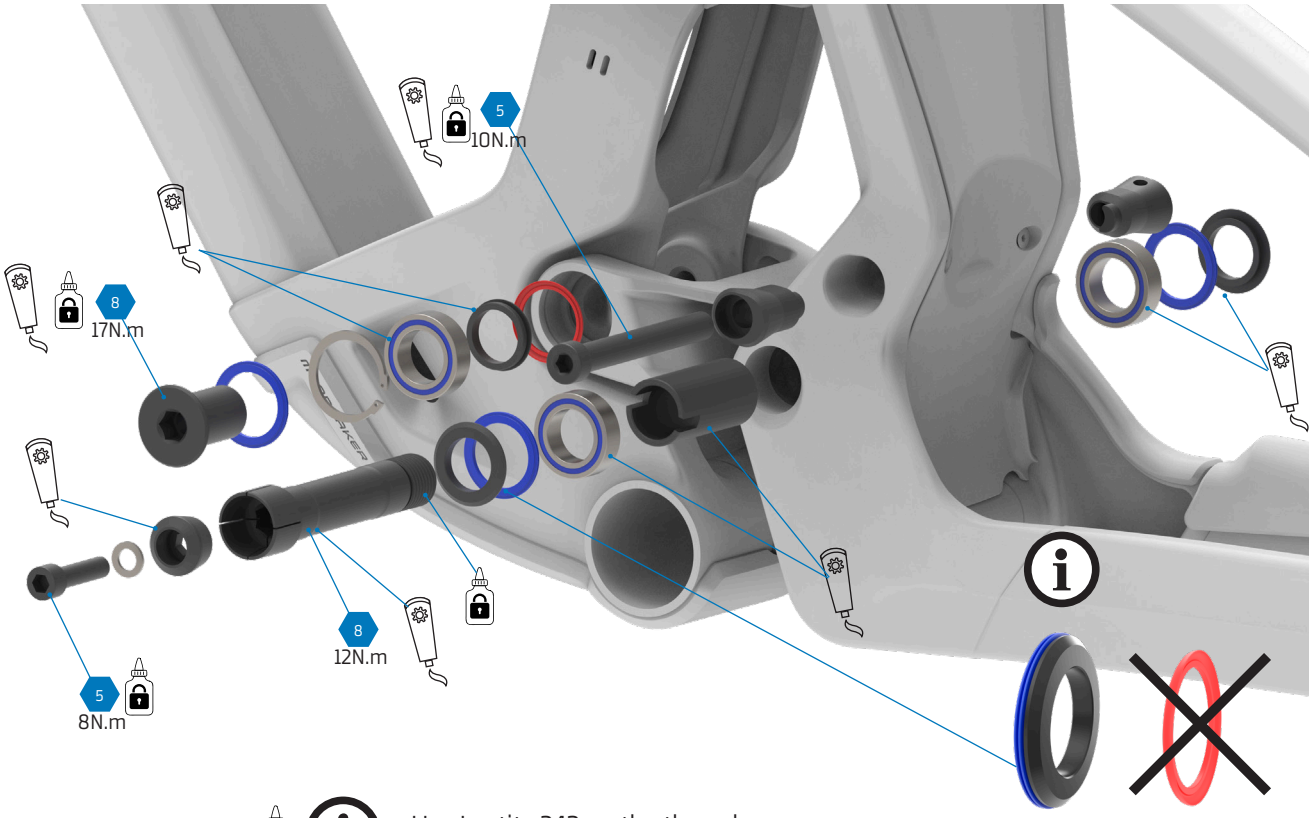
5. RUBBER SEALS



Pay attention to the position and shape of the rubber seals. Colours red and blue are used for illustration purposes, but the actual rubber seals are black.

6. LOWER LINK



Use Loctite 243 on the threads.

Use assembly grease to assemble the components.

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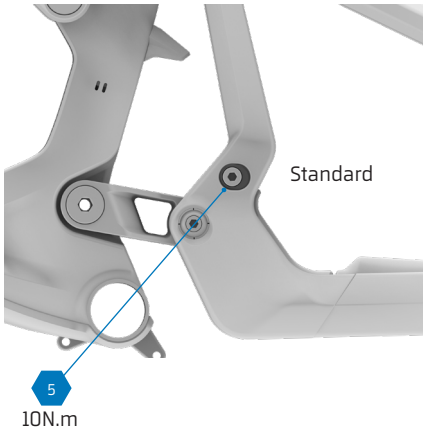
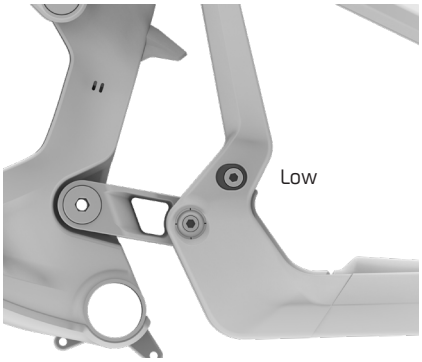
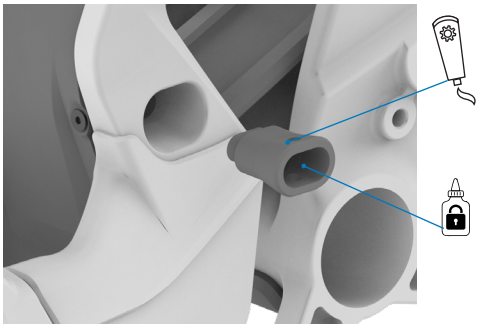
7. SHOCK MOUNT FLIP CHIP

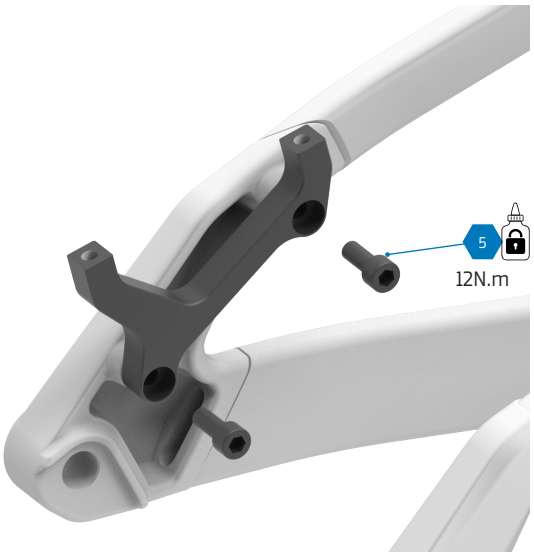




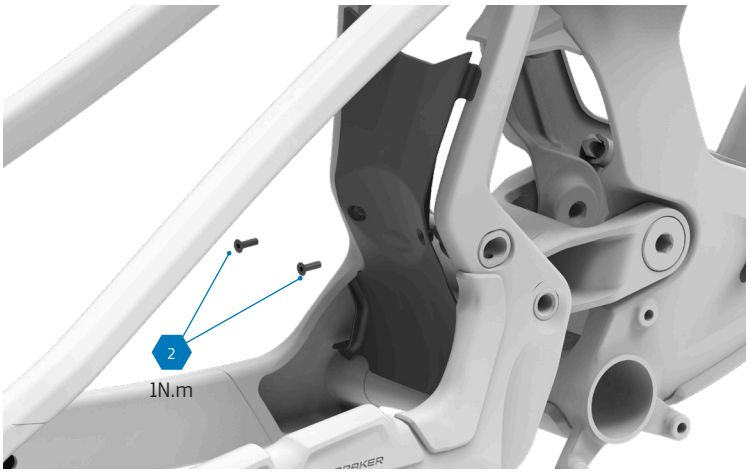


Use Loctite 243 on the threads, and assembly grease on the outer surfaces of the flip chip.

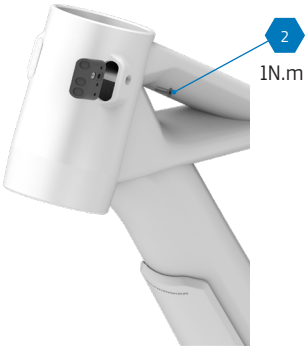
8. BRAKE MOUNT ADAPTER

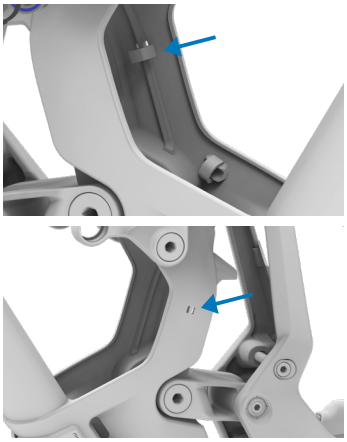


9. FENDERS



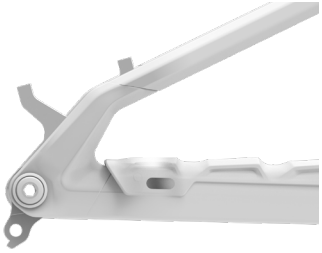
10. INTERNAL CABLE ROUTING





The frame features openings to pass a zip tie through and secure the dropper post cable.

11. SHIFT CABLE



Behind the chainstay protector is the cable entry for the rear derailleur. The rubber of the protector can be pierced at the mark to route the cable.

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12. STEM INSTALLATION

The 6 stem bolts, except for the headset top cap bolt, must be fitted with a split lock washer.

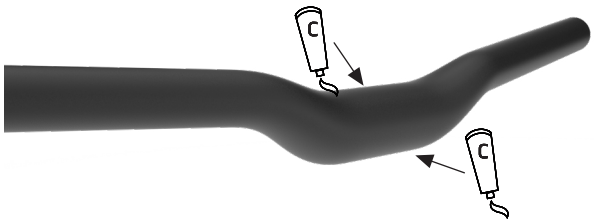
1. Stem insertion
Slide the stem body onto the fork steerer tube until it is properly seated.

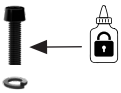
2. Headset adjustment (Preload)
Place the headset top cap and its corresponding bolt. Tighten the upper bolt to a maximum torque of 1 Nm to preload the bearings and eliminate any play in the headset.

3. Tightening the side pinch bolts
Align the stem with the front wheel. Tighten the side pinch bolts gradually, alternating between them to distribute the load. Increase the tension progressively (e.g., upper to 4 Nm, lower to 4 Nm, then both to 5 Nm) until both bolts reach the exact final torque of 6 Nm.

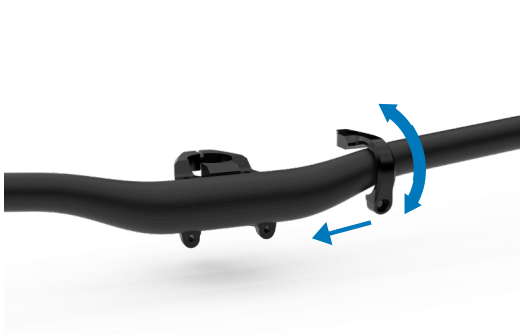
Assembly tip:
It is visually easier to align the stem with the front wheel if the handlebar is already installed. To do this, perform this step applying only light tension to the side bolts, proceed to Handlebar installation (Section 2), perform the final alignment of the entire assembly, and finally apply the definitive tightening torque of 6 Nm to the fork's side pinch bolts.

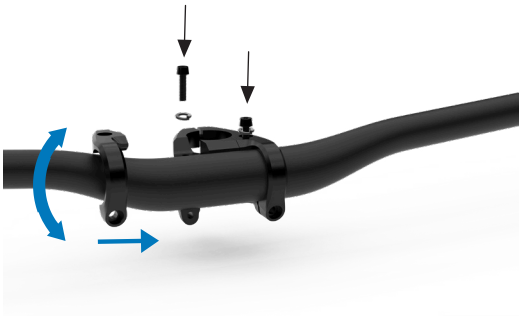
13. HANDLEBAR INSTALLATION





Apply a thin layer of carbon-specific assembly paste on the contact area between the handlebar and the stem. If the screw threads are dry, apply a small drop of LOCTITE 243.



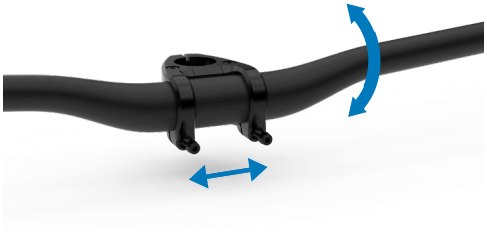


Slide the stem faceplate from the narrowest part of the handlebar towards the center, being careful not to scratch the component's surface. Adjust it and insert the upper bolt to hold it in place. Do not tighten to the final torque.

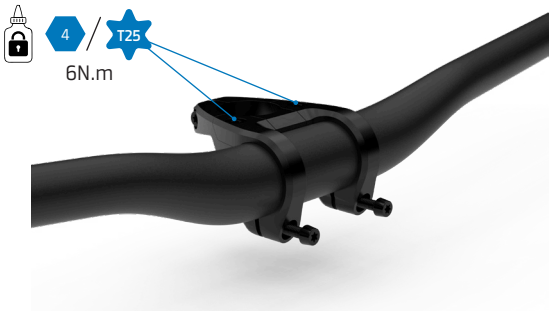
Place the two upper screws and thread them in a few turns by hand without applying the final tightening torque. Next, insert the two lower screws without tightening them.

Note: If it is difficult to align or thread the lower screws, slightly loosen the upper ones to ease insertion and try again.

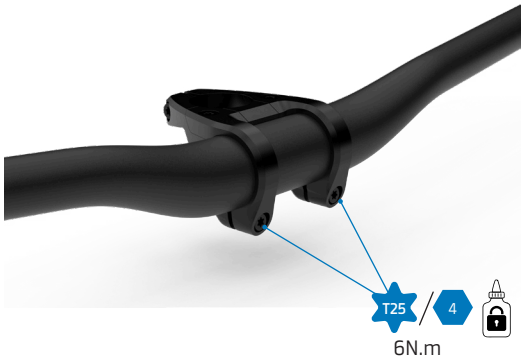
13. HANDLEBAR INSTALLATION



Adjust the rotation and centering of the handlebar until the desired position is reached.



Tighten the upper bolts gradually, alternating between sides. Increase the tension progressively (e.g., 4 Nm, then 5 Nm on each side) until the exact final torque of 6 Nm is reached. It is critically important that both upper bolts are fully tightened to 6 Nm in this step.



With the handlebar in its final position, tighten the lower bolts gradually, alternating between the left and right sides (4 Nm, 5 Nm, and finally 6 Nm) to distribute the load evenly.

Visually verify the correct engagement of the stem. By design, there must be no gap between the parts at the top; the clamping gap must remain exclusively at the bottom. Finally, check with a torque wrench that all four bolts maintain the specified torque of 6 Nm. Wipe away any excess grease.

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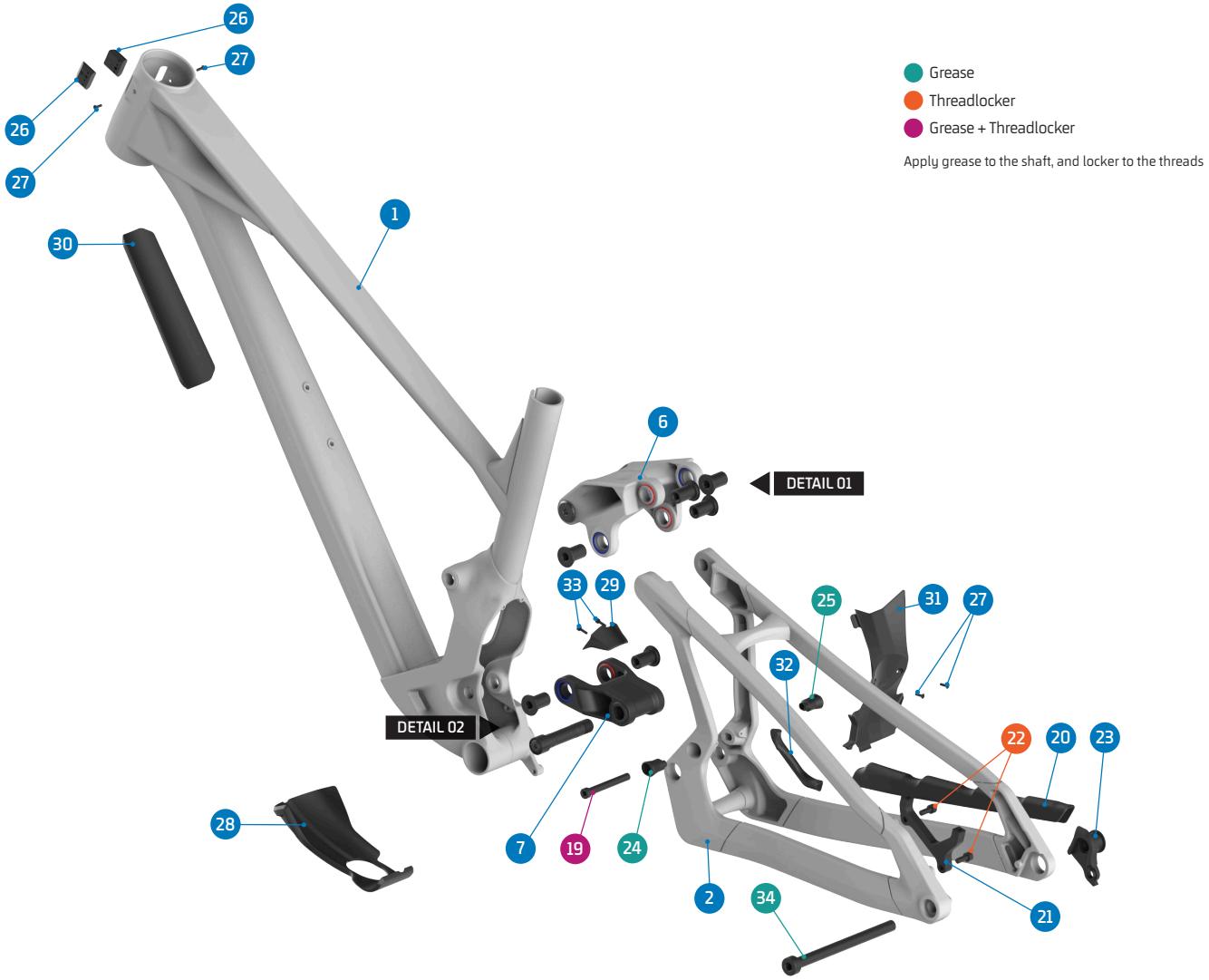
14. SPARE PARTS



ITEM No.	DESCRIPTION	QTY.	PART NUMBER	TORQUE
1	FRAME	1		
2	REAR TRIANGLE	1		
3	PIVOT AXLE, M15	6	SET 3 & 4	17Nm
4	SHOCK BOLT	2	SET 2	8Nm
5	BEARING, 24x15x7	10	SET 1 / 099.00113	
6	UPPER LINK	1	Refer to B2B web for color options	
7	LOWER LINK	1	099.26092	
8	C-RING	8	SET 2, 3 & 4	
9	SPACER, 10x17x6	2	SET 2	
10	PIVOT SEAL EXTERNAL	10	SET 2, 3, 4 & 7	
11	PIVOT SEAL INTERNAL	8	SET 2, 3, 4 & 7	
12	PIVOT WASHER	6	SET 3 & 4	
13	PIVOT AXLE, 86L	1	SET 4	12Nm
14	SPACER, 38L	1	SET 4	
15	WASHER, 6x10x1	1	SET 4	
16	TAPER NUT	1	SET 4	
17	SCREW BOLT, M6x25	1	SET 4	8Nm

ITEM No.	DESCRIPTION	QTY.	PART NUMBER	TORQUE
18	SPACER, LOWER	2	SET 4	
19	SHOCK BOLT, 65L	1	SET 2/099.25038	10Nm
20	CHAINSTAY PROTECTOR	1	099.25016	
21	DISC MOUNT	1	SET 5	
22	SCREW BOLT, M6x15	2	SET 5	12Nm
23	HANGER	1	SRAM UDH	
24	SHOCK FLIPCHIP LEFT	1	099.26093	
25	SHOCK FLIPCHIP RIGHT	1	099.26094	
26	CABLE GUIDE HEAD SET 3 CABLES	2	SET 6	
27	SCREW BOLT, M3x10	4	SET 6	1Nm
28	BOTTOM BRACKET PROTECTOR	1	099.26095	
29	FT SHOCK FENDER	1	099.26096	
30	DOWN TUBE PROTECTOR	1	099.26080	
31	REAR TRIANGLE FENDER	1	099.26097	
32	YOKE PROTECTOR	1	099.26098	
33	SCREW BOLT, M3x10	2	099.12116	2Nm
34	REAR AXLE	1	112.90027	

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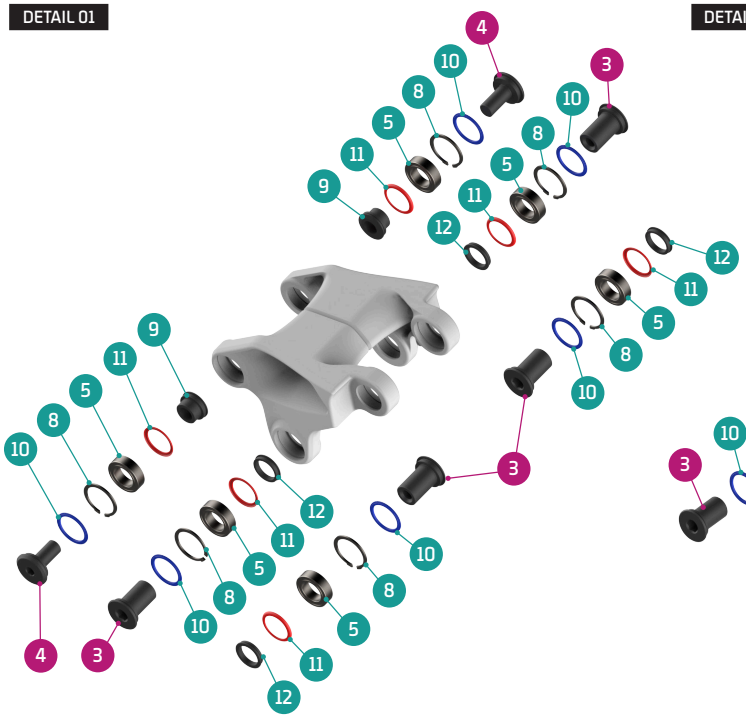
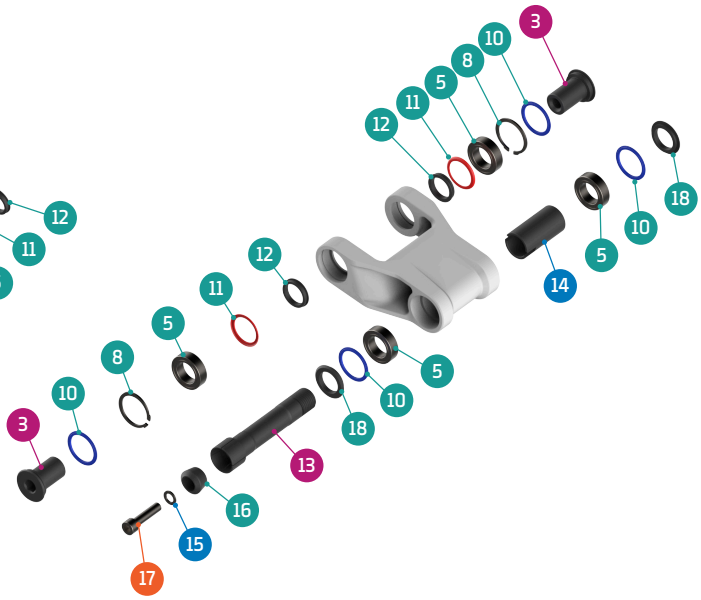
14. SPARE PARTS

DETAIL 01



DETAIL 02



SET 7

SEALS KIT

SET 6

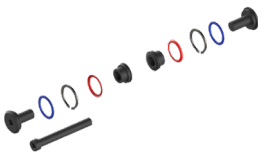
CABLE GUIDE KIT

SET 1

ZERO BEARING KIT 25

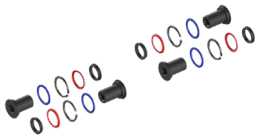
SET 2

SHOCK HARDWARE KIT 24



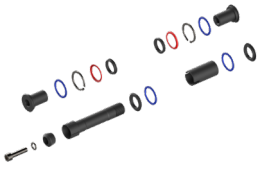
SET 3

UPPER LINK KIT 34



SET 4

LOWER LINK KIT 40



SET 5

DISC ADAPTOR KIT

PART NUMBER	DESCRIPTION	COMPONENTS
099.22100	**SET 1:** ZERO BEARING KIT 25	BEARING 3802-2RS, 24x15x7 (x10)
099.26202	**SET 2:** SHOCK HARDWARE KIT 24	PIVOT SEAL INTERNAL (x2) / PIVOT SEAL EXTERNAL (x2) / C-RING (x2) / SPACER, 10x17x6 (x2) / SHOCK BOLT (x2) / SHOCK BOLT, 65 (x1)
099.26300	**SET 3:** UPPER LINK KIT 34	PIVOT WASHER (x4) / PIVOT SEAL INTERNAL (x4) / PIVOT SEAL EXTERNAL (x4) / PIVOT AXLE, M15 (x4) / C-RING (x4)
099.26402	**SET 4:** LOWER LINK KIT 40	PIVOT WASHER (x2) / PIVOT SEAL INTERNAL (x2) / PIVOT SEAL EXTERNAL (x4) / PIVOT AXLE, M15 (x2) / C-RING (x2) / SCPACER, 38 (x1) / SCPACER LOWER (x1) / PIVOT AXLE, 86 (x1) / WASHER, 6x10x1 (x1) / TUPPER NUT (x1)/ SCREW BOLT, M6x25 (x2)
099.25018	**SET 5:** DISC ADAPTOR KIT	DISC ADAPTOR (x1) / SCREW BOLT, M6x15 (x2)
099.25013	**SET 6:** CABLE GUIDE KIT	CABLE GUIDE, 3 CABLES (x1) / SCREW BOTL M2.5X5 (x1) / SCREW BOLT M3X10 (x1)
099.26062	**SET 7:** SEALS KIT	PIVOT SEAL INTERNAL (x8) / PIVOT SEAL EXTERNAL (x10)

15. KINEMATICS

The Anark's kinematics are derived from the Summum racing prototype platform. This allows us to equip it with a highly efficient suspension system, whose foundation was developed and optimized using telemetry in the demanding racing environment.

Anark leverage ratio shows a 25% progression rate with a 205x65mm rear shock, ideal for the application with coil spring rear shocks.

Anark Anti-squat at sag sits at sag is around 98%, ideal number for its longer travel, capable, plush and efficient rear suspension.

Anark Anti-rise at sag is around 99,7% , close to 100% for the most ideal and the most independent action of the rear brake with rear suspension performance.

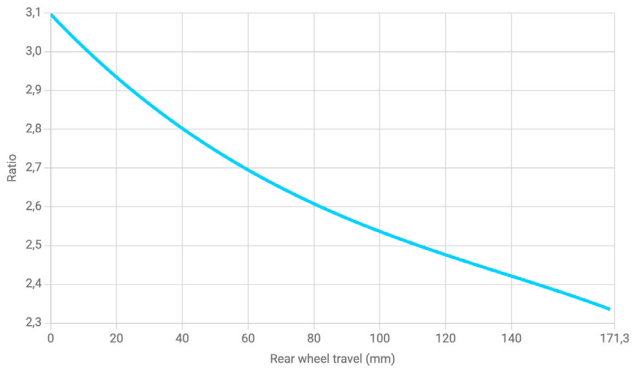
Recommended springs for the rear shock:

RockShox
S 350 lb/in, M 400 lb/in, ML 450 lb/in, L 500 lb/in and XL 500 lb/in

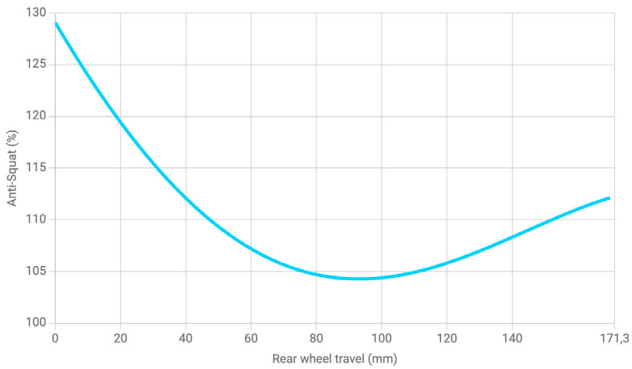
Fox
S 350 lb/in, M 400 lb/in, ML 450 lb/in, L 500 lb/in and XL 500 lb/in

Öhlins
S 343 lb/in, M 411 lb/in, ML 457 lb/in, L 502 lb/in and XL 502 lb/in

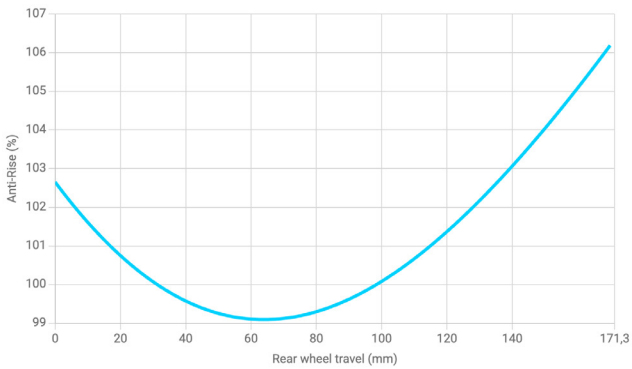
ANARK **LEVERAGE RATIO**



ANARK **ANTI-SQUAT**



ANARK **ANTI-RISE**



ANLEITUNGEN UND DOKUMENTE

DE | ANARK

SICHERHEITS- UND ALLGEMEINE HINWEISE

Bitte beachten Sie, dass in diesem technischen Leitfaden die folgenden drei Symbole erscheinen können. Sie weisen jeweils auf die folgenden Vorsichtsmaßnahmen hin:

⚠ WARNUNG:

Die Nichtbeachtung dieser Hinweise oder die Durchführung unsicherer Praktiken kann zu schweren Verletzungen oder sogar zum Tod führen. Die Arbeiten sind technisch anspruchsvoll und können bei fehlerhafter Ausführung zu Schäden am Fahrrad oder zum Erlöschen der Garantie führen.

ⓘ VORSICHT:

Die Nichtbeachtung dieser Hinweise oder die Durchführung unsicherer Praktiken kann zu leichten Verletzungen führen. Die Arbeiten sind technisch anspruchsvoll und können bei fehlerhafter Ausführung zu Schäden am Fahrrad oder zum Erlöschen der Garantie führen.

ⓘ INFORMATION

Informationen, die für eine ordnungsgemäße Ausführung der Arbeit wichtig sind und daher mögliche Schäden an Ihrem Fahrrad oder den Verlust der Garantie verhindern. Hier besteht jedoch kein Risiko für Personen.

WICHTIGE HINWEISE

- Die Verwendung von nicht originalen Ersatzteilen kann zu Schäden, Fehlfunktionen und Unfällen mit schweren Folgen führen.
- Bitte beachten Sie, dass für einige der in diesem Handbuch beschriebenen Arbeitsschritte Kenntnisse erforderlich sind, die über die Kompetenz eines durchschnittlichen Fahrradfahrers hinausgehen. Falls Sie nicht qualifiziert sind, diese Schritte auszuführen, bringen Sie Ihr Fahrrad zur Wartung und zum Austauschen von Bauteilen zu einem von Mondraker autorisierten technischen Kundendienst. Der falsche Einbau von Ersatzteilen kann zu Fehlfunktionen, Unfällen, Verletzungen und zum Erlöschen der Garantie führen.

REINIGUNG UND PFLEGE

- Nach einem Ausbau der Teile wird empfohlen, die wiederzuverwendenden Komponenten zu reinigen, zu fetten und (falls erforderlich) mit Schraubensicherung zu versehen.

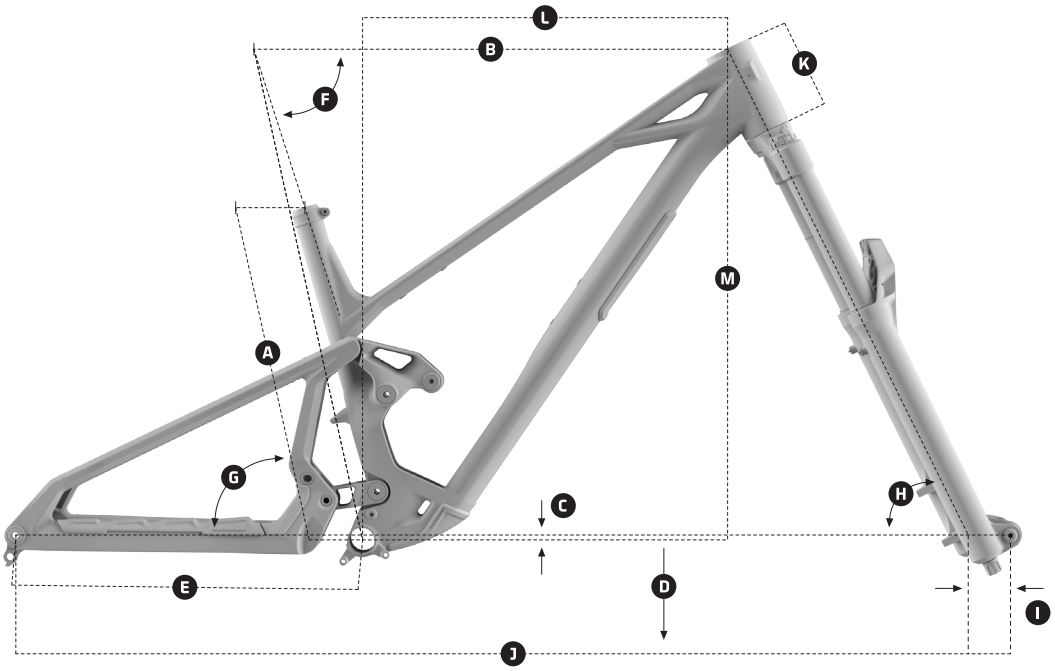
SYMBOL-LEGENDE


Mittelfeste Schraubensicherung. Loctite 243.


Synthetische Montagepaste.

Spezielle Carbon Montagepaste.

1. GEOMETRIE



ANARK

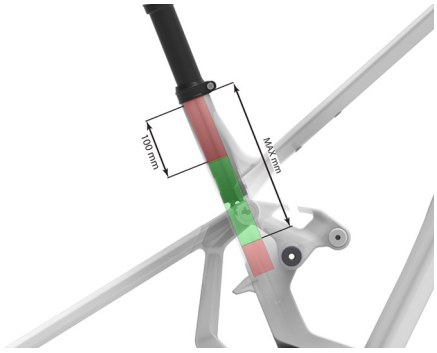
	RAHMENHÖHE	S [STD / LOW]	M [STD / LOW]	ML [STD / LOW]	L [STD / LOW]	XL [STD / LOW]
A	Sitzrohrlänge	380 mm	410 mm	435 mm	460 mm	490 mm
B	Oberrohrlänge	583 mm / 584 mm	603 mm / 604 mm	625 mm / 626 mm	647 mm / 648 mm	669 mm / 670 mm
C	Innenlagerabsenkung	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm
D	Innenlagerhöhe	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm
E	Kettenstrebenlänge	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm
F	Sitzwinkel	74.00° / 73.65°	74.00° / 73.65°	74.00° / 73.65°	74.00° / 73.65°	74.00° / 73.65°
G	Sitzwinkel (effektiv)	77.50° / 77.15°	77.50° / 77.15°	77.50° / 77.15°	77.50° / 77.15°	77.50° / 77.15°
H	Lenkwinkel	63.50° / 63.15°	63.50° / 63.15°	63.50° / 63.15°	63.50° / 63.15°	63.50° / 63.15°
I	Gabel Offset	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm
J	Radstand	1241 mm	1261 mm	1285 mm	1310 mm	1334 mm
K	Steuerrohrlänge	110 mm	110 mm	120 mm	130 mm	140 mm
L	Reach	440 mm / 436 mm	460 mm / 456 mm	480 mm / 476 mm	500 mm / 496 mm	520 mm / 516 mm
M	Stack	644 mm / 647 mm	644 mm / 647 mm	653 mm / 656 mm	662 mm / 665 mm	671 mm / 674 mm

DÄMPFER FLIP-CHIP VERSTELLUNG +/-5mm Tretlagerhöhe, 0,35° Winkel

2. RAHMENSPEZIFIKATIONEN

RAHMENGRÖSSEN	S / M / ML / L / XL
VORDERRADGRÖSSE	29"
NABE VORN	110 mm x 15 mm (BOOST)
HINTERRADGRÖSSE	27,5"
NABE HINTEN	148 mm x 12 mm
HINTERACHSE	REAR AXLE, 12x148 P1.0 L180
INNENLAGER	BSA 73 mm
FEDERWEG	170 mm
SCHOCKABSORBER	205 x 65 mm TRUNNION, 30 x 8 mm
FEDERGABEL	180 mm
DURCHMESSER SATTELSTÜTZE	31.6 mm / 36.9 mm
KETTENLINIE	55 mm
STEUERSTAZ	Onoff custom ZS56/ZS56, 1-1/8", 1.2"
KETTENBLATT MAX	32T
BREMSE HINTEN	POST MOUNT CUSTOM ADAPTER, DIRECT 200
MAXIMAL KOMPATIBLE REIFENGRÖSSE	27'5 x 2.5

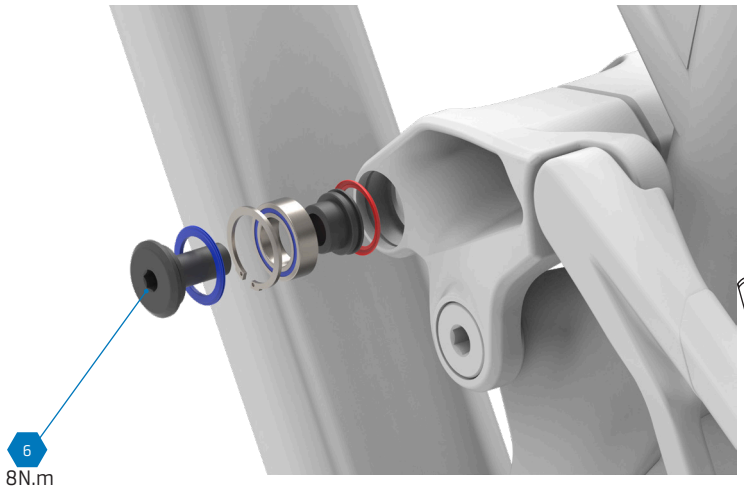
3. EINSTECKTIEFE DER SATTELSTÜTZE



RAHMENGRÖSSE	MIN. (mm)	MAX. (mm)
XL	100	190
L	100	210
ML	100	230
M	100	260
S	100	280

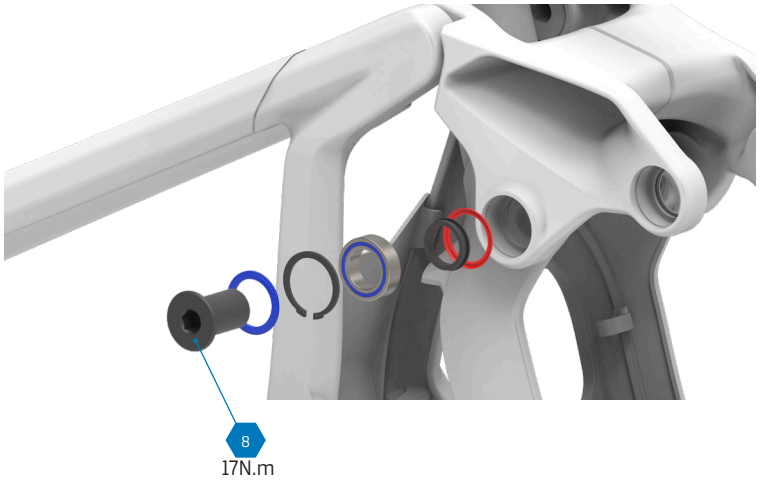
DE

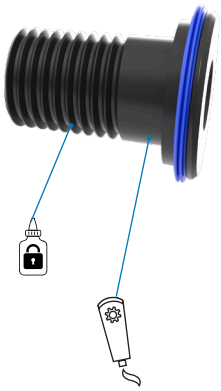
4. OBERER UMLENKHEBEL

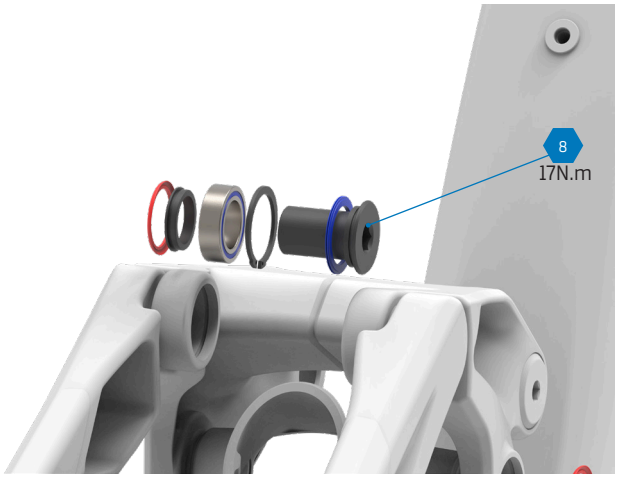


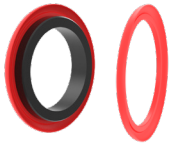
Verwenden Sie Loctite 243 für das Gewinde.
Pro-Tipp: Anstatt die Schraubensicherung auf die Schraube aufzutragen, können Sie diese auch direkt in das Innengewinde des Fahrradrahmens geben. So vermeiden Sie, dass andere Komponenten beim Einsetzen der Schraube mit der Schraubensicherung verunreinigt werden.

Verwenden Sie Montagefett für den Zusammenbau der Komponenten.



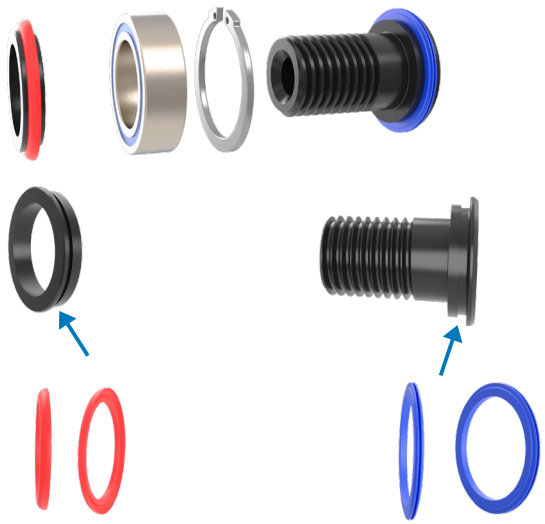






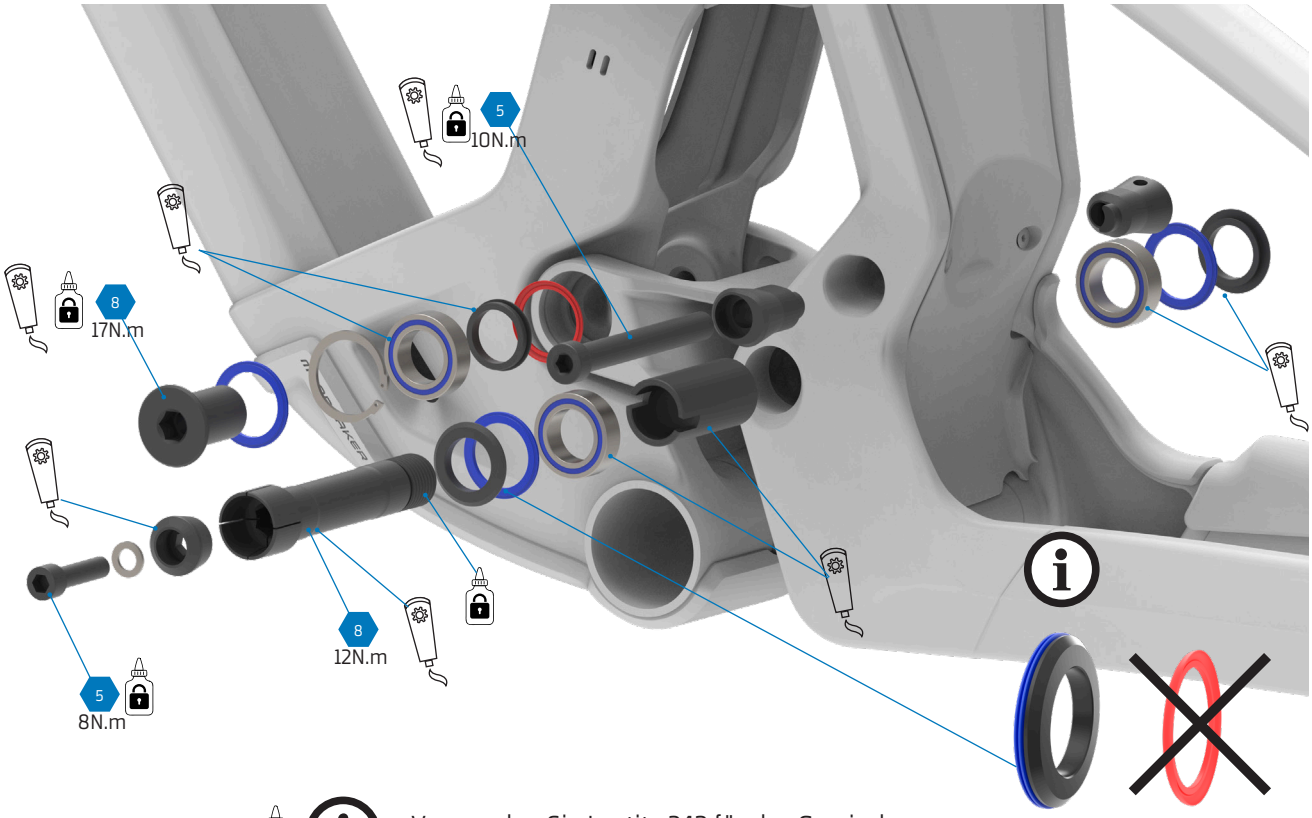
Weitere Informationen: Siehe Abschnitt „8. GUMMIDICHTUNGEN“ in dieser Anleitung.

5. GUMMIDICHTUNGEN



Achten Sie auf die Position und Form der Gummidichtungen. Zur besseren Unterscheidung wurden die Farben Rot und Blau verwendet, in der Realität sind die Gummidichtungen jedoch schwarz.

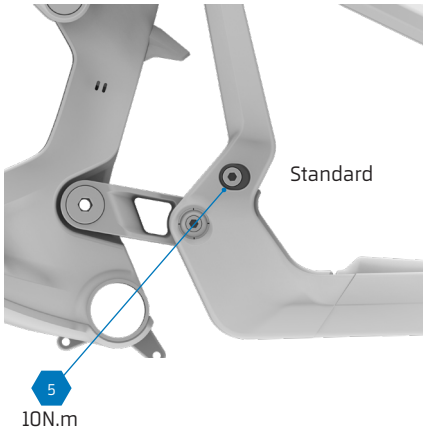
6. UNTERER UMLENKHEBE

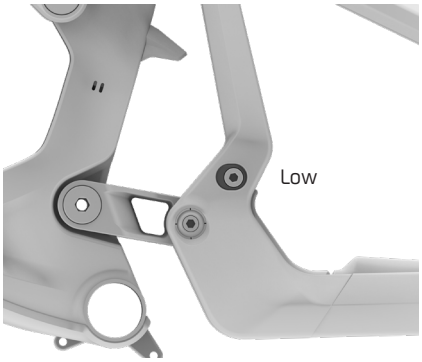


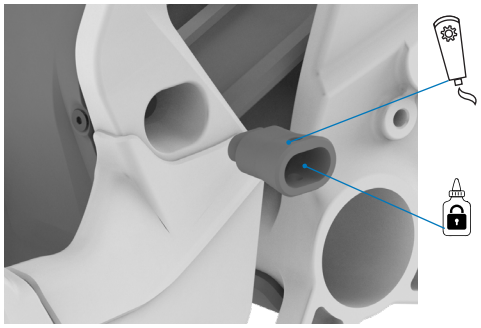
Verwenden Sie Loctite 243 für das Gewinde.

Verwenden Sie Montagefett für den Zusammenbau der Komponenten.

7. FLIP-CHIP DER DÄMPFERBEFESTIGUNG

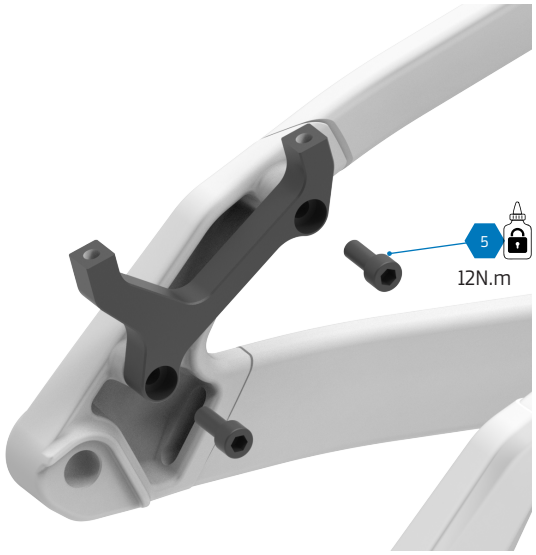




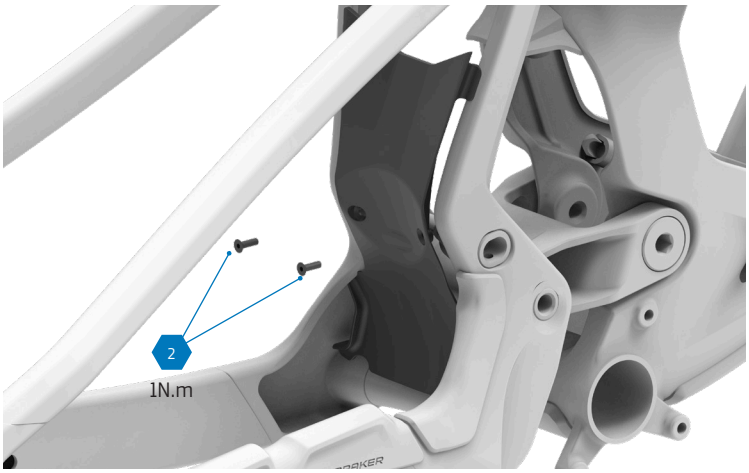


Verwenden Sie Loctite 243 für das Gewinde und Montagefett für die Außenflächen des Flip-Chips.

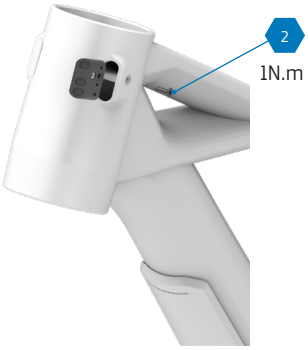
8. BREMSADAPTER

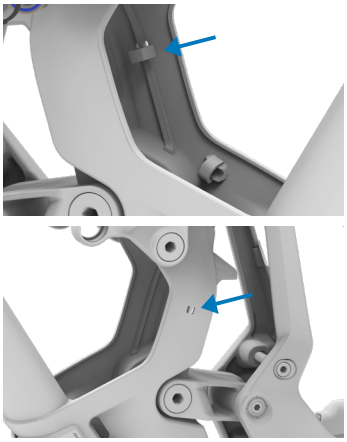


9. FENDERS



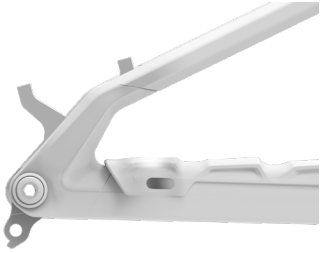
10. INTERNE ZUGVERLEGUNG





Der Rahmen verfügt über Öffnungen, um einen Kabelbinder hindurchzuführen und den Zug der Teleskopsattelstütze zu befestigen.

11. SCHALTZUG



Hinter dem Kettenstrebenschutz befindet sich der Kabeleingang für das Schaltwerk. Der Gummi des Schutzes kann an der Markierung durchstochen werden, um den Zug hindurchzuführen.

12. MONTAGE DES VORBAUS

Die 6 Schrauben des Vorbaus, mit Ausnahme der Schraube für die Steuersatzkappe, müssen mit einem Federring versehen sein.

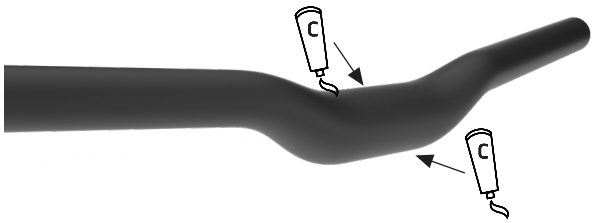
1. Einsetzen des Vorbaus
Schieben Sie den Vorbaukörper auf den Gabelschaft, bis er richtig sitzt.

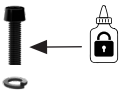
2. Einstellung des Steuersatzes (Vorspannung)
Setzen Sie die Steuersatzkappe (Top Cap) und die dazugehörige Schraube ein. Ziehen Sie die obere Schraube mit einem maximalen Drehmoment von 1 Nm an, um die Lager vorzuspannen und jegliches Spiel in der Lenkung zu beseitigen.

3. Anziehen der seitlichen Klemmschrauben
Richten Sie den Vorbau am Vorderrad aus. Ziehen Sie die seitlichen Klemmschrauben schrittweise und abwechselnd an, um die Last zu verteilen. Erhöhen Sie die Spannung allmählich (z. B. oben 4 Nm, unten 4 Nm, dann beide 5 Nm), bis beide Schrauben das exakte finale Anzugsdrehmoment von 6 Nm erreichen.

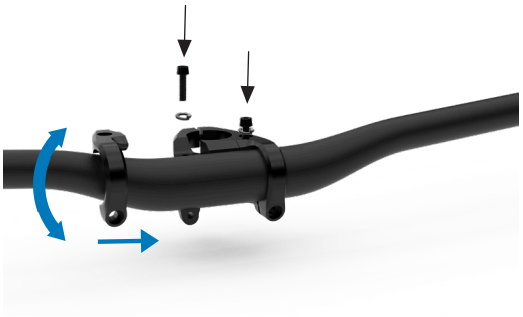
Montagetipp:
Der Vorbau lässt sich optisch leichter am Vorderrad ausrichten, wenn der Lenker bereits montiert ist. Führen Sie diesen Schritt daher zunächst nur mit einer leichten Spannung der seitlichen Schrauben durch, gehen Sie dann zur Montage des Lenkers (Abschnitt 2) über, nehmen Sie die endgültige Ausrichtung der gesamten Einheit vor und ziehen Sie erst danach die seitlichen Klemmschrauben am Gabelschaft mit dem endgültigen Drehmoment von 6 Nm fest.

13. MONTAGE DES LENKERS





Tragen Sie eine dünne Schicht Carbon-Montagepaste auf die Kontaktfläche zwischen Lenker und Vorbau auf. Wenn die Schraubengewinde trocken sind, geben Sie jeweils einen kleinen Tropfen LOCTITE 243.

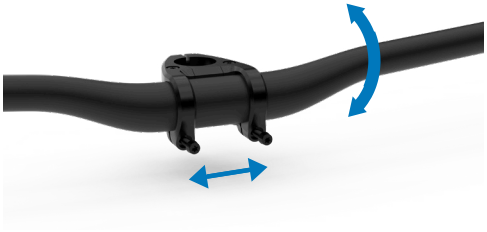


Tragen Sie eine dünne Schicht Carbon-Montagepaste auf die Kontaktfläche zwischen Lenker und Vorbau auf. Wenn die Schraubengewinde trocken sind, geben Sie jeweils einen kleinen Tropfen Montagefett darauf. Wichtig: Mischen Sie keine verschiedenen Fettsorten.

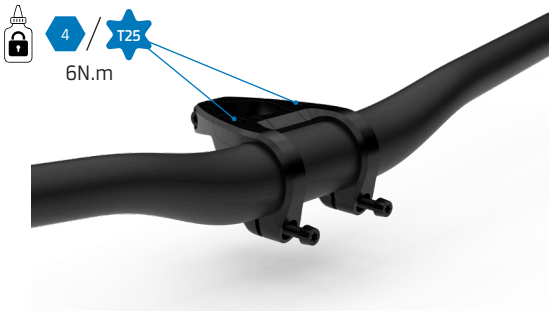
Setzen Sie die beiden oberen Schrauben ein und drehen Sie sie von Hand einige Umdrehungen ein, ohne das endgültige Anzugsmoment anzuwenden. Führen Sie anschließend die beiden unteren Schrauben ein, ohne sie festzuziehen.

Hinweis: Wenn es schwierig ist, die unteren Schrauben auszurichten oder einzuschrauben, lösen Sie die oberen Schrauben leicht, um das Einsetzen zu erleichtern, und versuchen Sie es erneut.

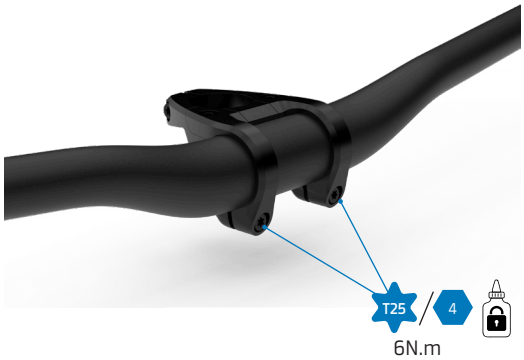
13. MONTAGE DES LENKERS



Passen Sie die Drehung und Zentrierung des Lenkers an, bis die gewünschte Position erreicht ist.



Ziehen Sie die oberen Schrauben schrittweise und abwechselnd auf beiden Seiten an. Erhöhen Sie die Spannung allmählich (z. B. 4 Nm, dann 5 Nm auf jeder Seite), bis das exakte finale Anzugsdrehmoment von 6 Nm erreicht ist. Es ist von entscheidender Bedeutung, dass in diesem Schritt beide oberen Schrauben vollständig mit 6 Nm angezogen werden.

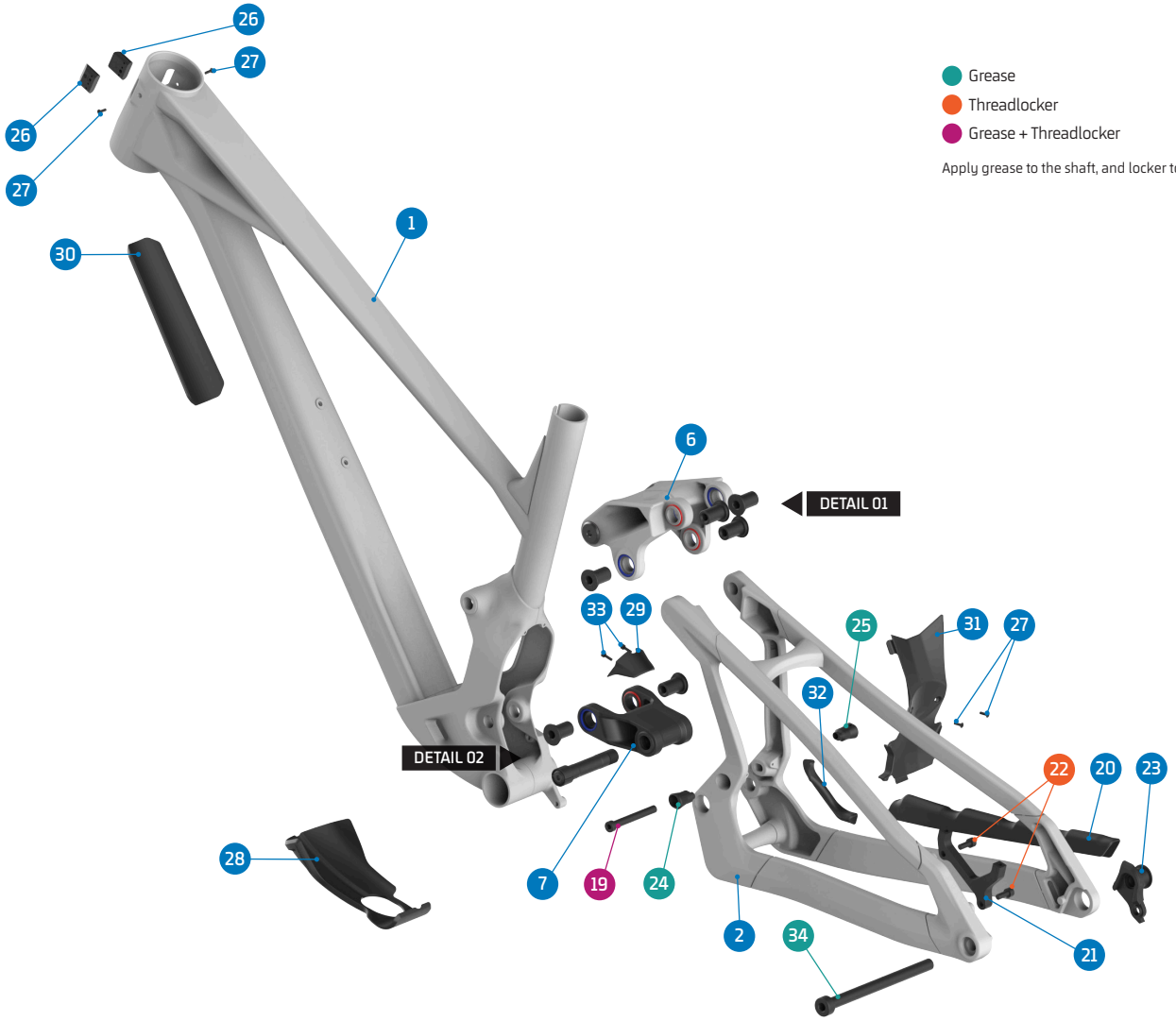


Bringen Sie den Lenker in seine endgültige Position und ziehen Sie die unteren Schrauben schrittweise und abwechselnd auf der linken und rechten Seite an (4 Nm, 5 Nm und schließlich 6 Nm), um die Last gleichmäßig zu verteilen.

Überprüfen Sie visuell den korrekten Sitz des Vorbaus. Konstruktionsbedingt darf an der Oberseite kein Spalt zwischen den Bauteilen vorhanden sein; der Klemmspalt darf sich ausschließlich an der Unterseite befinden. Überprüfen Sie abschließend mit dem Drehmomentschlüssel, ob alle vier Schrauben das vorgegebene Drehmoment von 6 Nm aufweisen. Wischen Sie überschüssiges Fett ab.

DE

14. SPARE PARTS



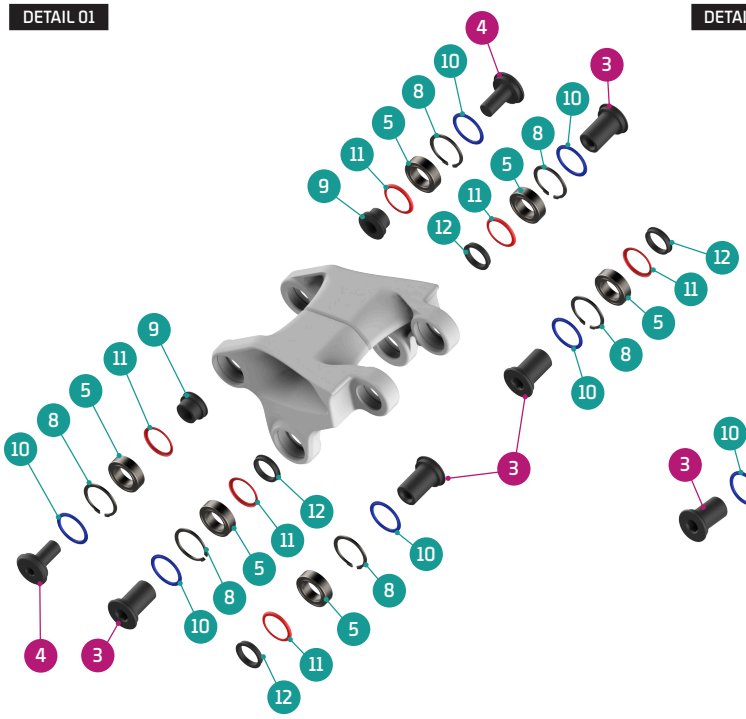
ITEM No.	DESCRIPTION	QTY.	PART NUMBER	TORQUE
1	FRAME	1		
2	REAR TRIANGLE	1		
3	PIVOT AXLE, M15	6	SET 3 & 4	17Nm
4	SHOCK BOLT	2	SET 2	8Nm
5	BEARING, 24x15x7	10	SET 1 / 099.00113	
6	UPPER LINK	1	Refer to B2B web for color options	
7	LOWER LINK	1	099.26092	
8	C-RING	8	SET 2, 3 & 4	
9	SPACER, 10x17x6	2	SET 2	
10	PIVOT SEAL EXTERNAL	10	SET 2, 3, 4 & 7	
11	PIVOT SEAL INTERNAL	8	SET 2, 3, 4 & 7	
12	PIVOT WASHER	6	SET 3 & 4	
13	PIVOT AXLE, 86L	1	SET 4	12Nm
14	SPACER, 38L	1	SET 4	
15	WASHER, 6x10x1	1	SET 4	
16	TAPER NUT	1	SET 4	
17	SCREW BOLT, M6x25	1	SET 4	8Nm

ITEM No.	DESCRIPTION	QTY.	PART NUMBER	TORQUE
18	SPACER, LOWER	2	SET 4	
19	SHOCK BOLT, 65L	1	SET 2/099.25038	10Nm
20	CHAINSTAY PROTECTOR	1	099.25016	
21	DISC MOUNT	1	SET 5	
22	SCREW BOLT, M6x15	2	SET 5	12Nm
23	HANGER	1	SRAM UDH	
24	SHOCK FLIPCHIP LEFT	1	099.26093	
25	SHOCK FLIPCHIP RIGHT	1	099.26094	
26	CABLE GUIDE HEAD SET 3 CABLES	2	SET 6	
27	SCREW BOLT, M3x10	4	SET 6	1Nm
28	BOTTOM BRACKET PROTECTOR	1	099.26095	
29	FT SHOCK FENDER	1	099.26096	
30	DOWN TUBE PROTECTOR	1	099.26080	
31	REAR TRIANGLE FENDER	1	099.26097	
32	YOKE PROTECTOR	1	099.26098	
33	SCREW BOLT, M3x10	2	099.12116	2Nm
34	REAR AXLE	1	112.90027	

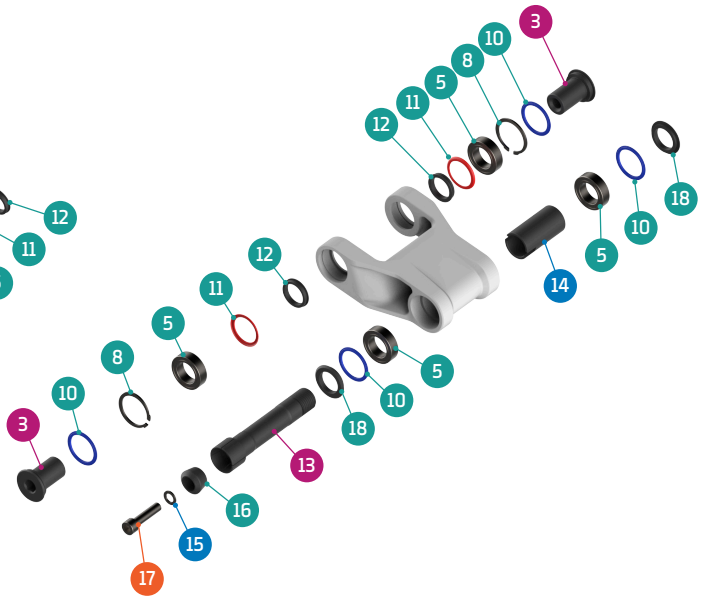
DE

14. SPARE PARTS

DETAIL 01



DETAIL 02



SET 7

SEALS KIT

SET 6

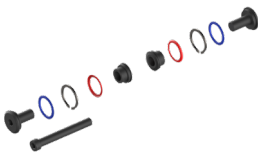
CABLE GUIDE KIT

SET 1

ZERO BEARING KIT 25

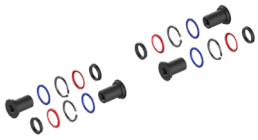
SET 2

SHOCK HARDWARE KIT 24



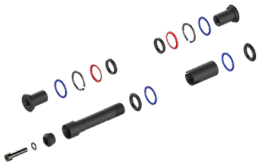
SET 3

UPPER LINK KIT 34



SET 4

LOWER LINK KIT 40



SET 5

DISC ADAPTOR KIT

PART NUMBER	DESCRIPTION	COMPONENTS
099.22100	**SET 1:** ZERO BEARING KIT 25	BEARING 3802-2RS, 24x15x7 (x10)
099.26202	**SET 2:** SHOCK HARDWARE KIT 24	PIVOT SEAL INTERNAL (x2) / PIVOT SEAL EXTERNAL (x2) / C-RING (x2) / SPACER, 10x17x6 (x2) / SHOCK BOLT (x2) / SHOCK BOLT, 65 (x1)
099.26300	**SET 3:** UPPER LINK KIT 34	PIVOT WASHER (x4) / PIVOT SEAL INTERNAL (x4) / PIVOT SEAL EXTERNAL (x4) / PIVOT AXLE, M15 (x4) / C-RING (x4)
099.26402	**SET 4:** LOWER LINK KIT 40	PIVOT WASHER (x2) / PIVOT SEAL INTERNAL (x2) / PIVOT SEAL EXTERNAL (x4) / PIVOT AXLE, M15 (x2) / C-RING (x2) / SCPACER, 38 (x1) / SCPACER LOWER (x1) / PIVOT AXLE, 86 (x1) / WASHER, 6x10x1 (x1) / TUPPER NUT (x1)/ SCREW BOLT, M6x25 (x2)
099.25018	**SET 5:** DISC ADAPTOR KIT	DISC ADAPTOR (x1) / SCREW BOLT, M6x15 (x2)
099.25013	**SET 6:** CABLE GUIDE KIT	CABLE GUIDE, 3 CABLES (x1) / SCREW BOTL M2.5X5 (x1) / SCREW BOLT M3X10 (x1)
099.26062	**SET 7:** SEALS KIT	PIVOT SEAL INTERNAL (x8) / PIVOT SEAL EXTERNAL (x10)

15. KINEMATIK

Die Kinematik des Anark leitet sich von der Plattform des Summum-Wettbewerbsprototyps ab. Dies ermöglicht es uns, das Bike mit einem hocheffizienten Federungssystem auszustatten, dessen Grundlage mittels Telemetrie im anspruchsvollen Rennumfeld entwickelt und optimiert wurde.

Das Übersetzungsverhältnis (Leverage Ratio) des Anark weist eine Progression von 25 % mit einem 205x65-mm-Dämpfer auf, was ideal für die Verwendung von Stahlfederdämpfern ist.

Der Anti-Squat-Wert im Sag liegt bei etwa 98 % – ein idealer Wert für eine längere, leistungsfähige, feinfühlige und effiziente Hinterradfederung.

Der Anti-Rise-Wert im Sag beträgt ca. 99,7 % und liegt damit nahe an den 100 % für ein optimales und völlig unabhängiges Verhalten der Hinterradbremse gegenüber der Federungsperformance.

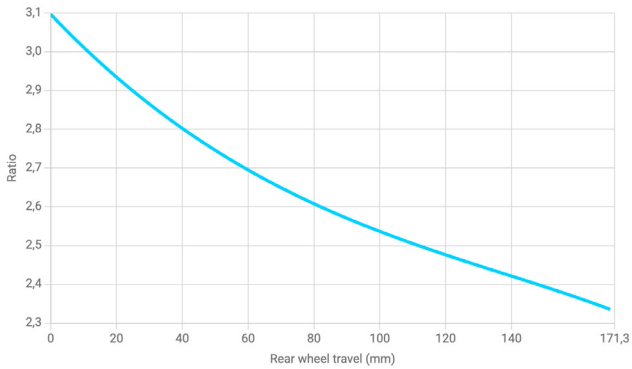
Empfohlene Federn für den Hinterbaudämpfer:

RockShox
S 350 lb/in, M 400 lb/in, ML 450 lb/in, L 500 lb/in und XL 500 lb/in

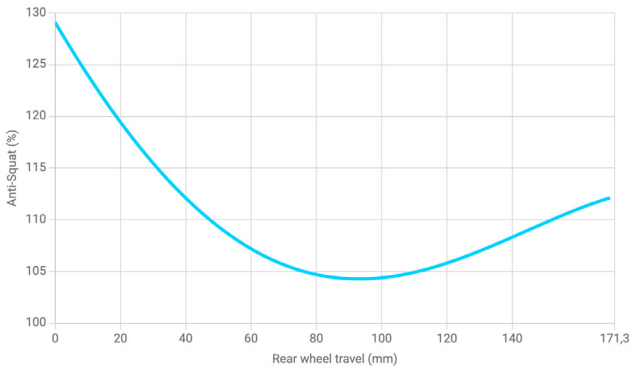
Fox
S 350 lb/in, M 400 lb/in, ML 450 lb/in, L 500 lb/in und XL 500 lb/in

Öhlins
S 343 lb/in, M 411 lb/in, ML 457 lb/in, L 502 lb/in und XL 502 lb/in

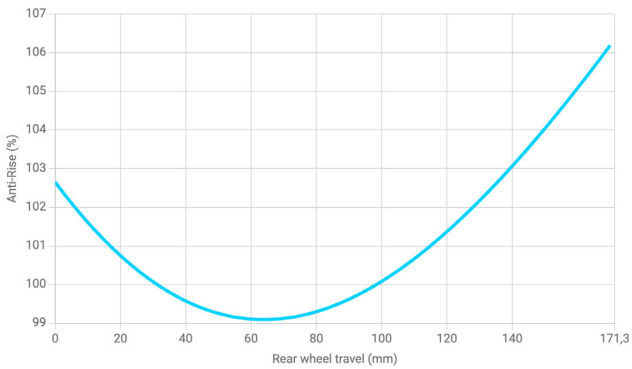
ANARK **LEVERAGE RATIO**



ANARK **ANTI-SQUAT**



ANARK **ANTI-RISE**



MANUELS ET DOCUMENTS

FR | ANARK

CONSIGNES GÉNÉRALES ET DE SÉCURITÉ

Les 3 icônes suivantes peuvent apparaître dans ce guide technique. Chacune d'elles indique que les précautions indiquées doivent être prises :

⚠ AVERTISSEMENT :

Le non-respect des instructions ou une utilisation inappropriée du vélo peuvent causer des blessures graves, voire entraîner la mort. Ces opérations impliquent des difficultés techniques et, si elles ne sont pas effectuées correctement, elles pourraient endommager votre vélo ou entraîner l'annulation de la garantie.

ⓘ ATTENTION :

Ne pas suivre les instructions ou utiliser le vélo de manière inappropriée peut provoquer des blessures légères. Ces tâches impliquent une difficulté technique et, si elles ne sont pas effectuées correctement, elles pourraient provoquer des dommages sur votre vélo ou entraîner l'annulation de la garantie.

ⓘ INFORMATIONS

Informations indispensables à la réalisation correcte de cette tâche en évitant de causer des dommages au vélo ou de perdre la garantie, mais qui ne présentent aucun risque pour les personnes.

AUTRES CONSIDÉRATIONS

- L'utilisation de pièces de rechange non originales peut entraîner des dommages, des dysfonctionnements et des accidents aux conséquences graves..
- Pour effectuer certaines des opérations décrites dans ce manuel, des qualifications supérieures à celles de l'utilisateur de vélo moyen sont nécessaires. Si vous ne pouvez pas suivre l'une de ces étapes, apportez votre vélo auprès d'un revendeur Mondraker agréé pour effectuer l'entretien et le remplacement de ses composants. L'installation incorrecte de pièces de rechange peut entraîner des dysfonctionnements, des accidents, des blessures et l'annulation de la garantie.

NETTOYAGE ET ENTRETIEN

- Une fois les pièces démontées, il est recommandé de nettoyer, de graisser et de mettre du frein filet (si nécessaire) sur les composants que vous comptez réutiliser.

LÉGENDE DES SYMBOLES

Frein filet de niveau moyen. Loctite 243.

Graisse synthétique de qualité pour montage.

Graisse spéciale de friction pour carbone.

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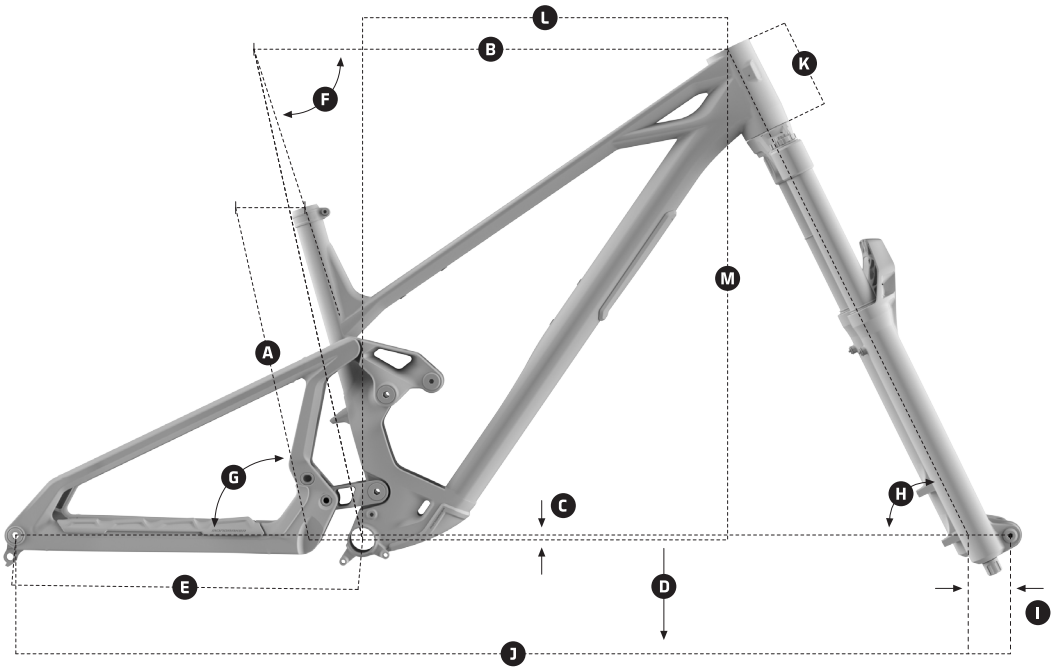
1. GÉOMÉTRIE



ANARK

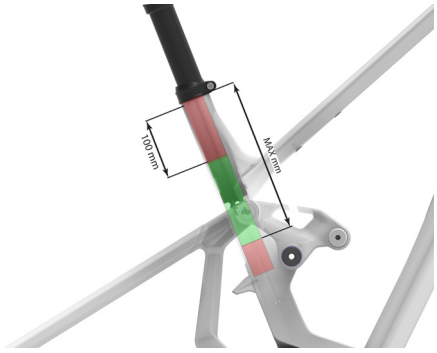
	TAILLE DU CADRE	S [STD / LOW]	M [STD / LOW]	ML [STD / LOW]	L [STD / LOW]	XL [STD / LOW]
A	Longueur du tube de selle	380 mm	410 mm	435 mm	460 mm	490 mm
B	Longueur du tube supérieur	583 mm / 584 mm	603 mm / 604 mm	625 mm / 626 mm	647 mm / 648 mm	669 mm / 670 mm
C	Différence axe boîtier/axe moyeu	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm
D	Hauteur de pédalier	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm
E	Longueur des bases	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm
F	Angle de tube de selle	74.00° / 73.65°	74.00° / 73.65°	74.00° / 73.65°	74.00° / 73.65°	74.00° / 73.65°
G	Angle de tube de selle effectif	77.50° / 77.15°	77.50° / 77.15°	77.50° / 77.15°	77.50° / 77.15°	77.50° / 77.15°
H	Angle du tube de direction	63.50° / 63.15°	63.50° / 63.15°	63.50° / 63.15°	63.50° / 63.15°	63.50° / 63.15°
I	Déport de fourche	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm
J	Empattement	1241 mm	1261 mm	1285 mm	1310 mm	1334 mm
K	Longueur du tube de direction	110 mm	110 mm	120 mm	130 mm	140 mm
L	Reach	440 mm / 436 mm	460 mm / 456 mm	480 mm / 476 mm	500 mm / 496 mm	520 mm / 516 mm
M	Stack	644 mm / 647 mm	644 mm / 647 mm	653 mm / 656 mm	662 mm / 665 mm	671 mm / 674 mm

RÉGLAGE FLIP CHIP AMORTISSEUR +/-5mm hauteur de boîtier, angles 0,35°

2. SPÉCIFICATIONS TECHNIQUES DU CADRE

TAILLE DE CADRE	S / M / ML / L / XL
TAILLE ROUE AVANT (pouces)	29"
AXE AVANT	110 mm x 15 mm (BOOST)
TAILLE ROUE ARRIÈRE (pouces)	27,5"
AXE ARRIÈRE	148 mm x 12 mm
ESSIEU ARRIÈRE	REAR AXLE, 12x148 P1.0 L180
BOÎTIER DE PÉDALIER	BSA 73 mm
DÉBATTEMENT ARRIÈRE	170 mm
AMORTISSEUR ARRIÈRE	205 x 65 mm TRUNNION, 30 x 8 mm
DÉBATTEMENT AVANT	180 mm
DIAMÈTRE DE LA TIGE DE SELLE	31.6 mm / 36.9 mm
LIGNE DE CHAÎNE DIRECTION	55 mm
JEU DE DIRECTION	Onoff custom ZS56/ZS56, 1-1/8", 1.2"
NOMBRE DE DENTS MAXIMAL (PLATEAU)	32T
FREIN ARRIÈRE	POST MOUNT CUSTOM ADAPTER, DIRECT 200
DÉGAGEMENT MAXIMAL PNEUS	27'5 x 2.5

3. PROFONDEUR D'INSERTION DE TIGE



TAILLE CADRE	MIN. (mm)	MAX. (mm)
XL	100	190
L	100	210
ML	100	230
M	100	260
S	100	280

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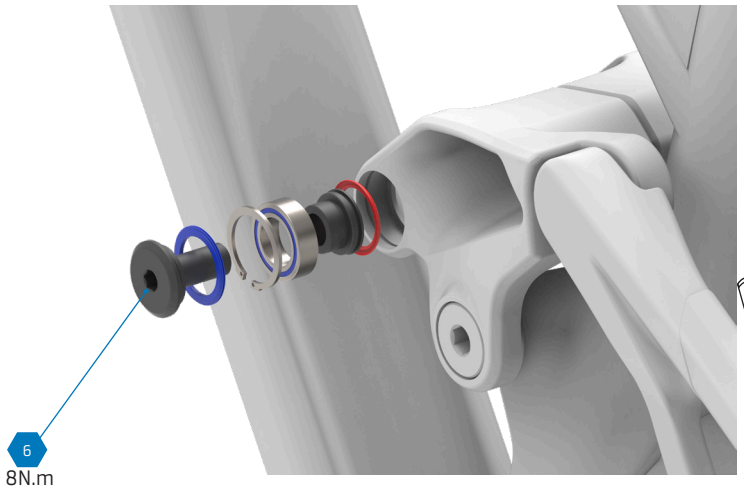
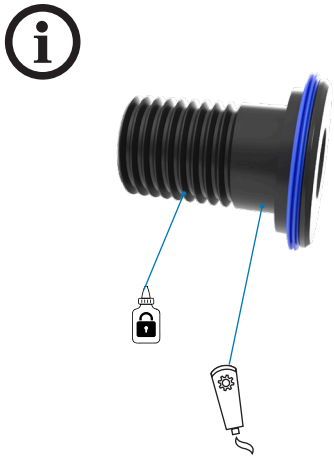
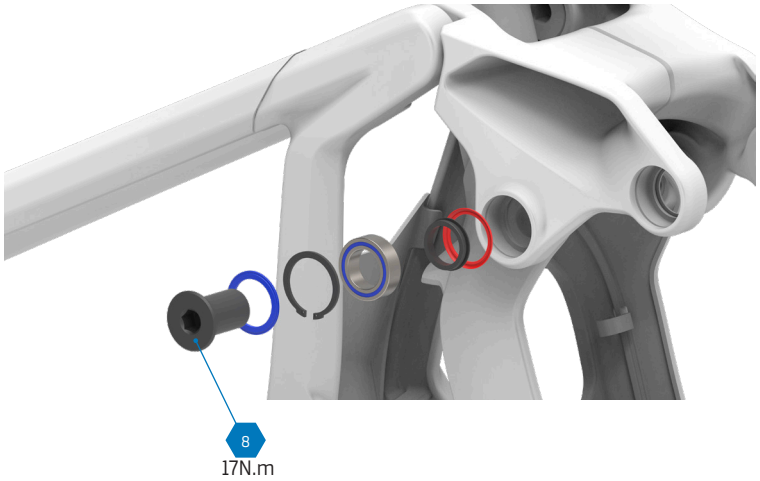
4. BIELLETTE SUPÉRIEURE

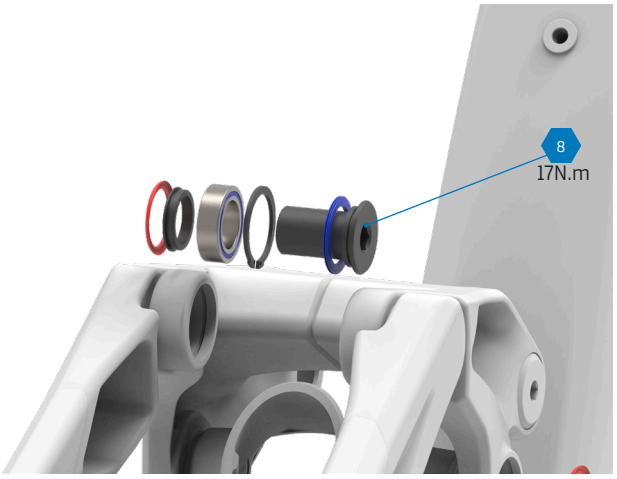


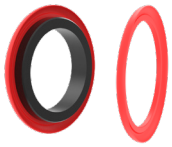
Utilisez de la Loctite 243 pour le filetage.
Astuce de Pro : Au lieu d'appliquer le frein filet sur la vis, vous pouvez le mettre directement dans le filetage interne du cadre du vélo. Cela évite de contaminer les autres composants avec le frein filet lors de l'insertion de la vis.

Utilisez de la graisse de montage pour assembler les composants.









Plus d'informations : Consultez la section « 8. JOINTS EN CAOUTCHOUC » de ce guide.

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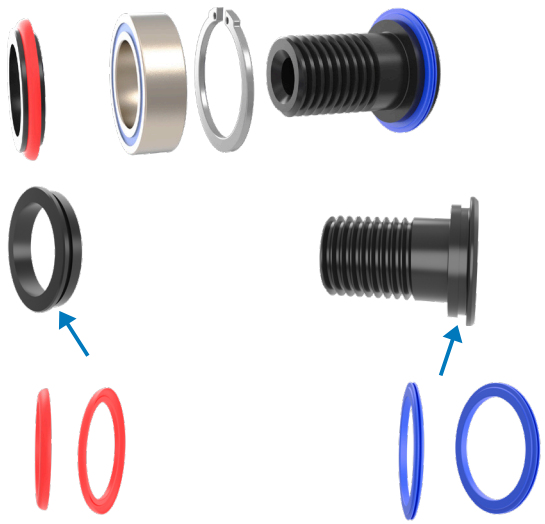
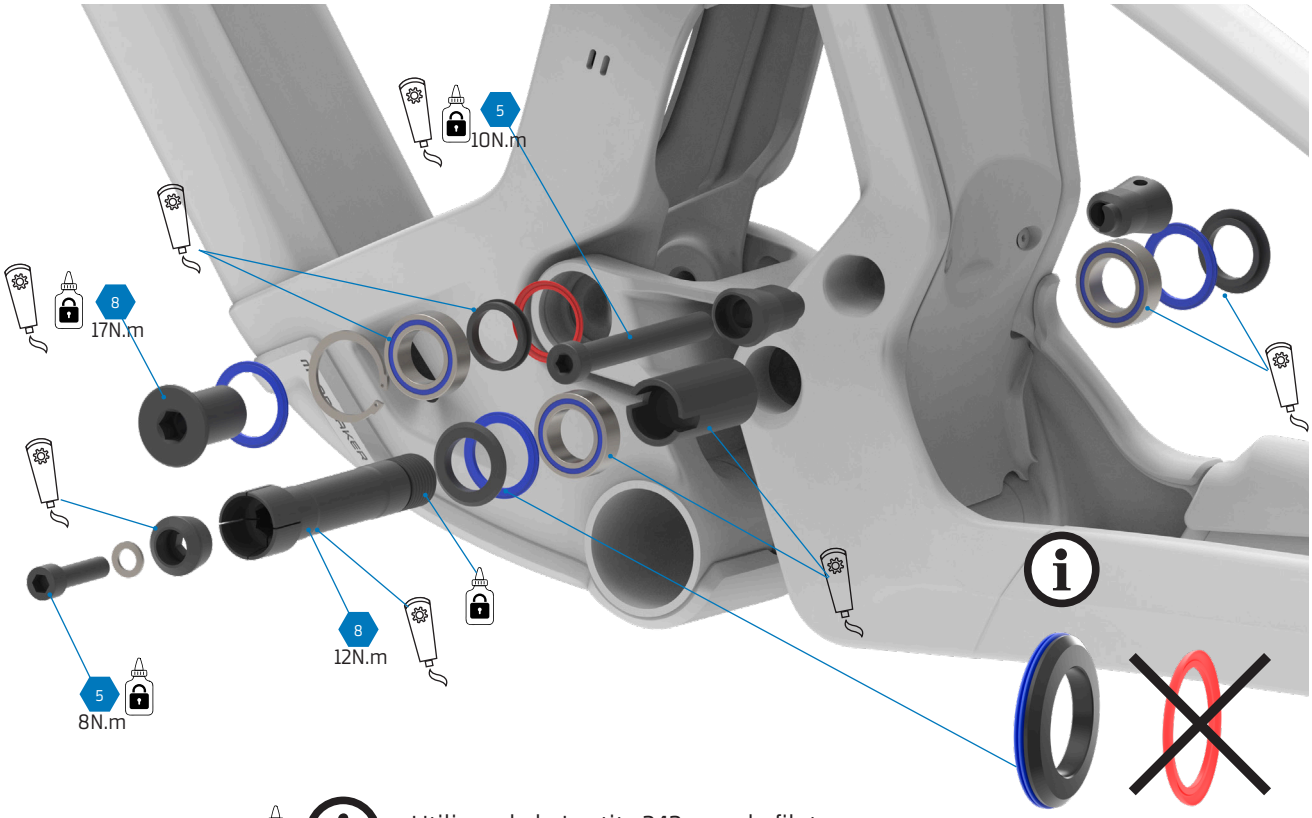
5. JOINTS EN CAOUTCHOUC



Faites attention à la position et à la forme des joints en caoutchouc. Les couleurs rouge et bleue ont été utilisées pour les différencier, mais en réalité, les joints en caoutchouc sont noirs.

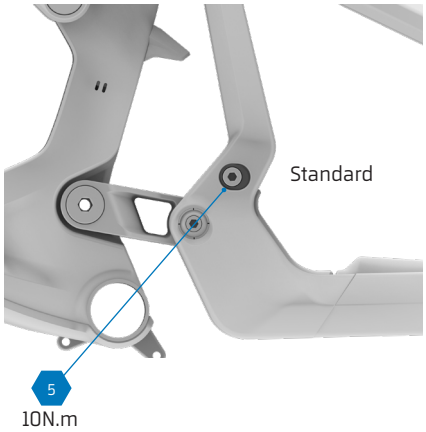
6. BIELLETTE INFÉRIEURE

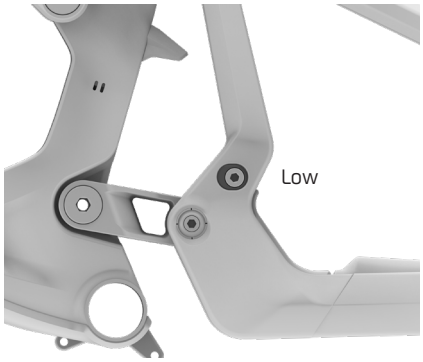


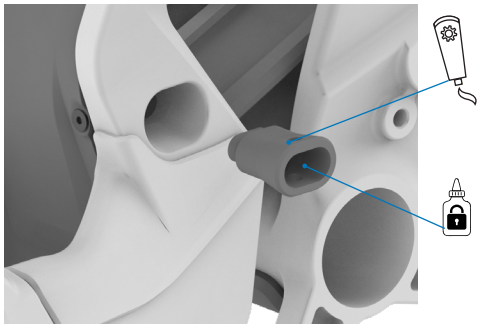
Utilisez de la Loctite 243 pour le filetage.

Utilisez de la graisse de montage pour assembler les composants.

7. FLIP CHIP DE FIXATION DE L'AMORTISSEUR

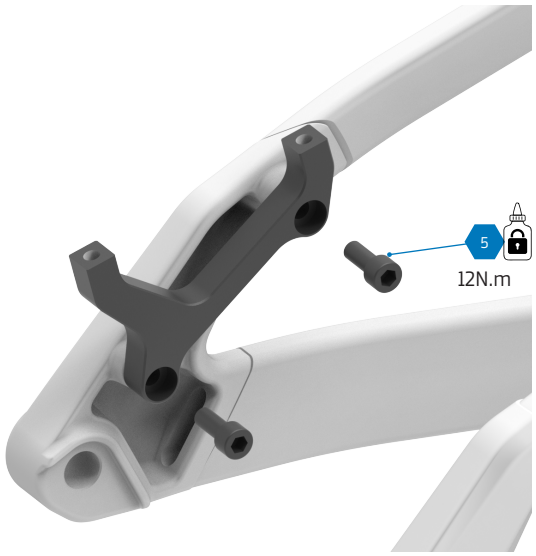






Utilisez de la Loctite 243 pour le filetage, et de la graisse de montage pour les surfaces externes du flip chip.

8. ADAPTATEUR DE FREIN



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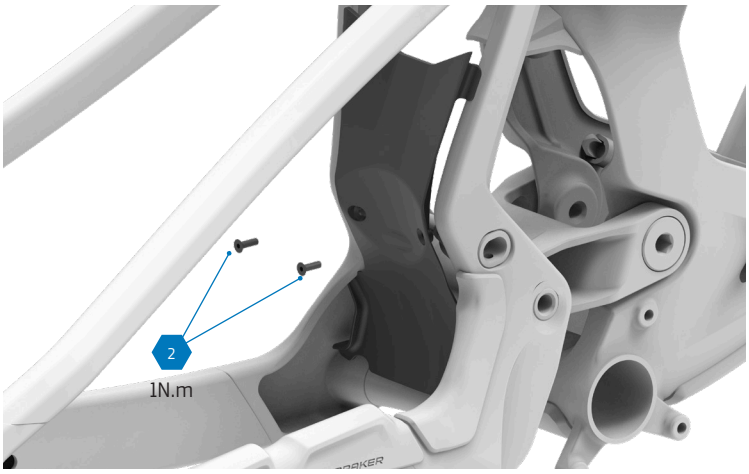
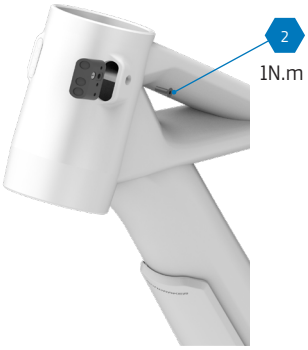
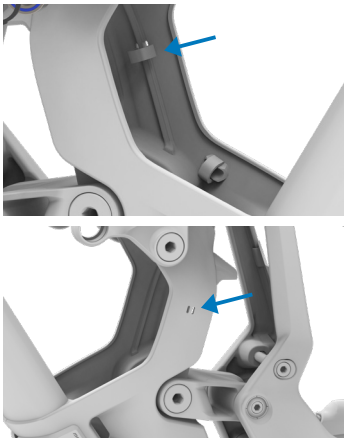
9. DÉFLECTEURS



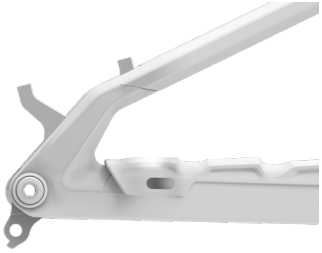
10. PASSAGE INTERNE DES CÂBLES





Le cadre dispose d'ouvertures pour faire passer un collier de serrage et maintenir le câble de la tige de selle télescopique.

11. CÂBLE DE DÉRAILLEUR



Derrière le protège-base se trouve l'entrée de câble pour le dérailleur arrière. Le caoutchouc de la protection peut être percé au niveau du repère pour y faire passer le câble.

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12. MONTAGE DE LA POTENCE

Les 6 vis de la potence, à l'exception de celle du capot de direction, doivent être équipées d'une rondelle fendue

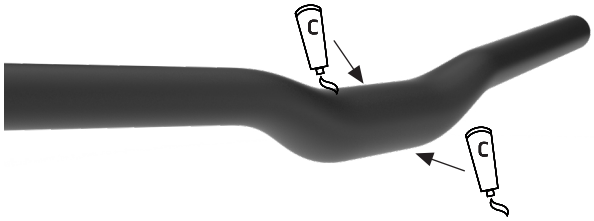
1. Insertion de la potence
Glissez le corps de la potence sur le tube de direction de la fourche jusqu'à ce qu'il soit correctement en place.

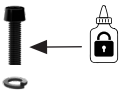
2. Réglage de la direction (Précontrainte)
Placez le capuchon supérieur de direction (top cap) et sa vis correspondante. Serrez la vis supérieure à un couple maximum de 1 Nm pour précharger les roulements et éliminer tout jeu dans la direction.

3. Serrage des vis latérales
Alignez la potence avec la roue avant. Serrez les vis latérales de fixation progressivement et en alternance pour répartir la charge. Augmentez la tension de manière progressive (par ex., la vis supérieure à 4 Nm, la vis inférieure à 4 Nm, puis les deux à 5 Nm) jusqu'à ce que les deux vis atteignent le couple de serrage final exact de 6 Nm.

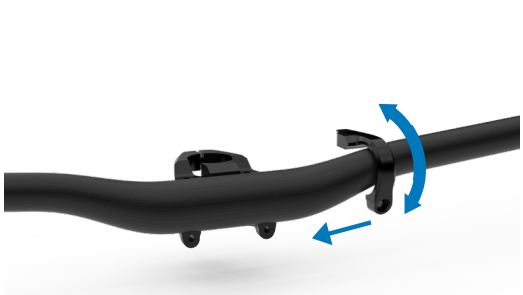
Conseil de montage :
Il est plus facile d'aligner visuellement la potence avec la roue avant si le cintre est déjà installé. Pour ce faire, effectuez cette étape en n'appliquant qu'une légère tension sur les vis latérales, passez au Montage du cintre (Section 2), effectuez l'alignement final de l'ensemble et, enfin, appliquez le couple de serrage définitif de 6 Nm sur les vis latérales de la fourche.

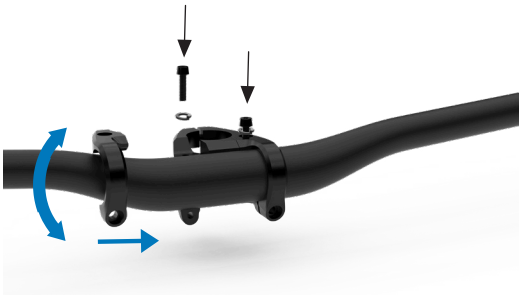
13. MONTAGE DU CINTRE





Appliquez une fine couche de pâte de montage spécifique pour le carbone sur la zone de contact entre le cintre et la potence. Si les filetages des vis sont secs, appliquez une petite goutte de LOCTITE 243.



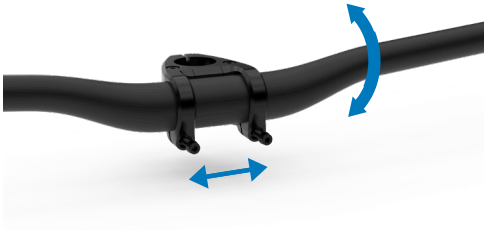


Insérez la plaque frontale de la potence par la partie la plus étroite du cintre et faites-la glisser vers le centre avec précaution pour éviter de rayer la surface du composant. Ajustez-la et insérez la vis supérieure pour la maintenir en place. Ne serrez pas au couple final.

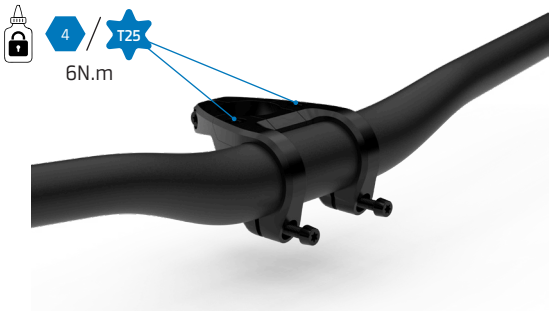
Placez les deux vis supérieures et vissez-les de plusieurs tours à la main sans appliquer le couple de serrage final. Ensuite, insérez les deux vis inférieures sans les serrer.

Remarque : S'il est difficile d'aligner ou de visser les vis inférieures, desserrez légèrement les vis supérieures pour faciliter l'insertion et réessayez.

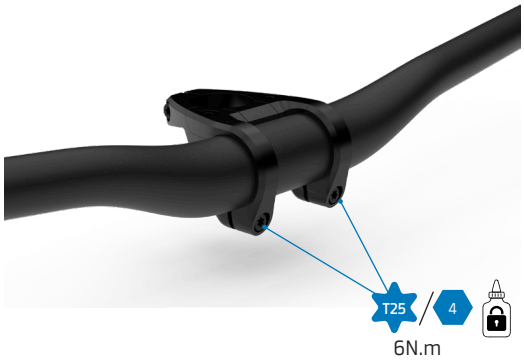
13. MONTAGE DU CINTRE



Ajustez la rotation et le centrage du cintre jusqu'à atteindre la position souhaitée.



Serrez les vis supérieures progressivement et en alternant les côtés. Augmentez la tension de manière progressive (par ex. 4 Nm, puis 5 Nm de chaque côté) jusqu'à atteindre le couple de serrage final exact de 6 Nm. Il est d'une importance vitale que les deux vis supérieures soient complètement fixées à 6 Nm lors de cette étape.



Avec le cintre dans sa position définitive, serrez les vis inférieures progressivement et en alternant entre le côté gauche et le côté droit (4 Nm, 5 Nm et enfin 6 Nm) pour répartir la charge uniformément.

Vérifiez visuellement le bon alignement et couplage de la potence. De par sa conception, il ne doit y avoir aucun espace entre les pièces dans la partie supérieure ; l'interstice de serrage doit se situer exclusivement dans la partie inférieure. Enfin, vérifiez à l'aide de la clé dynamométrique que les quatre vis sont maintenues au couple spécifié de 6 Nm. Nettoyez ensuite tout excès de graisse éventuel.

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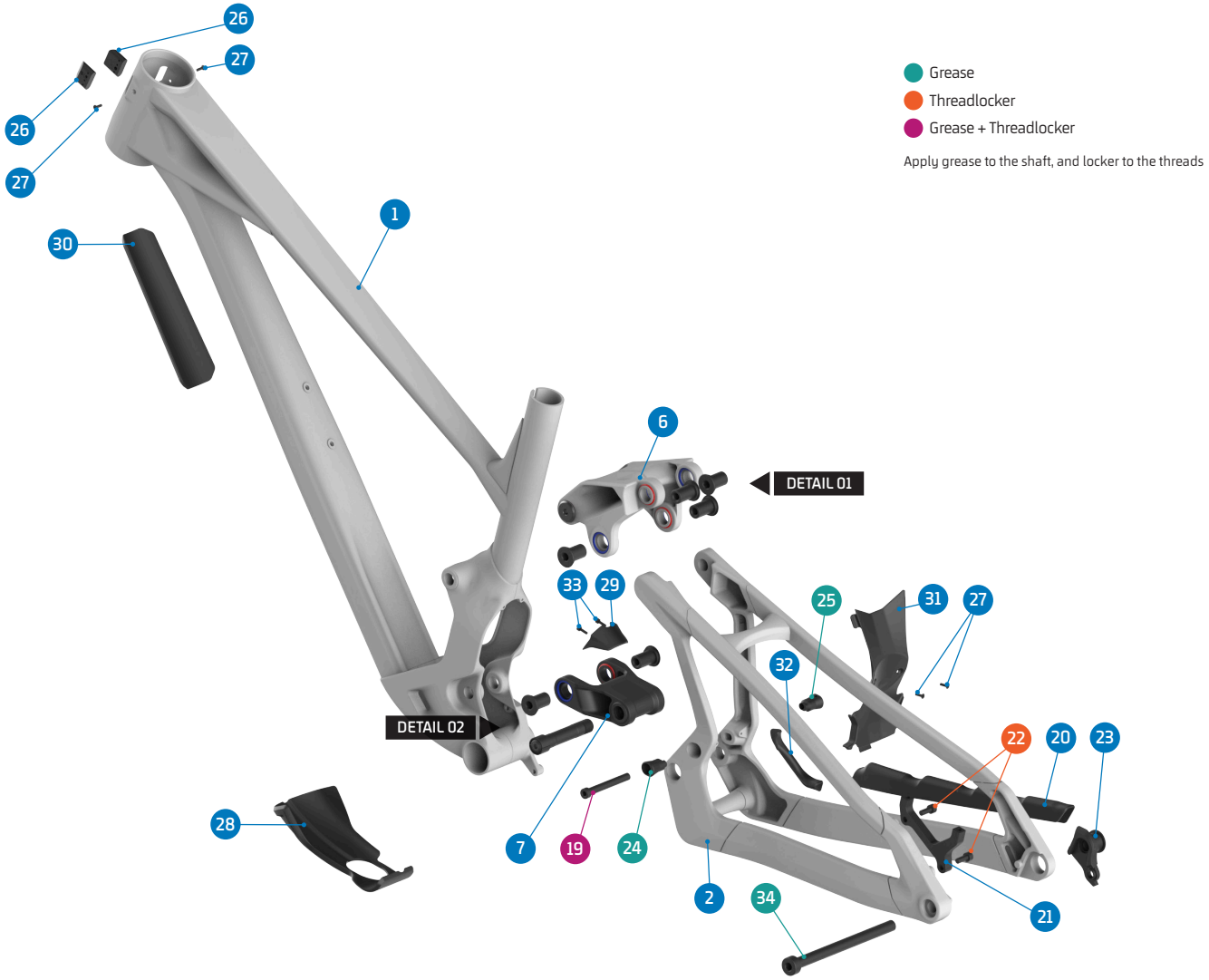
14. SPARE PARTS



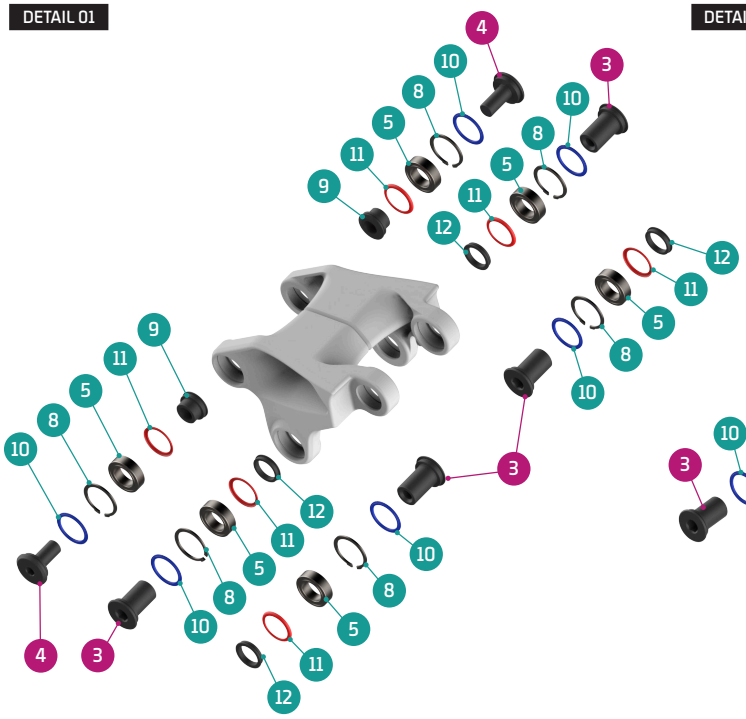
ITEM No.	DESCRIPTION	QTY.	PART NUMBER	TORQUE
1	FRAME	1		
2	REAR TRIANGLE	1		
3	PIVOT AXLE, M15	6	SET 3 & 4	17Nm
4	SHOCK BOLT	2	SET 2	8Nm
5	BEARING, 24x15x7	10	SET 1 / 099.00113	
6	UPPER LINK	1	Refer to B2B web for color options	
7	LOWER LINK	1	099.26092	
8	C-RING	8	SET 2, 3 & 4	
9	SPACER, 10x17x6	2	SET 2	
10	PIVOT SEAL EXTERNAL	10	SET 2, 3, 4 & 7	
11	PIVOT SEAL INTERNAL	8	SET 2, 3, 4 & 7	
12	PIVOT WASHER	6	SET 3 & 4	
13	PIVOT AXLE, 86L	1	SET 4	12Nm
14	SPACER, 38L	1	SET 4	
15	WASHER, 6x10x1	1	SET 4	
16	TAPER NUT	1	SET 4	
17	SCREW BOLT, M6x25	1	SET 4	8Nm

ITEM No.	DESCRIPTION	QTY.	PART NUMBER	TORQUE
18	SPACER, LOWER	2	SET 4	
19	SHOCK BOLT, 65L	1	SET 2/099.25038	10Nm
20	CHAINSTAY PROTECTOR	1	099.25016	
21	DISC MOUNT	1	SET 5	
22	SCREW BOLT, M6x15	2	SET 5	12Nm
23	HANGER	1	SRAM UDH	
24	SHOCK FLIPCHIP LEFT	1	099.26093	
25	SHOCK FLIPCHIP RIGHT	1	099.26094	
26	CABLE GUIDE HEAD SET 3 CABLES	2	SET 6	
27	SCREW BOLT, M3x10	4	SET 6	1Nm
28	BOTTOM BRACKET PROTECTOR	1	099.26095	
29	FT SHOCK FENDER	1	099.26096	
30	DOWN TUBE PROTECTOR	1	099.26080	
31	REAR TRIANGLE FENDER	1	099.26097	
32	YOKE PROTECTOR	1	099.26098	
33	SCREW BOLT, M3x10	2	099.12116	2Nm
34	REAR AXLE	1	112.90027	

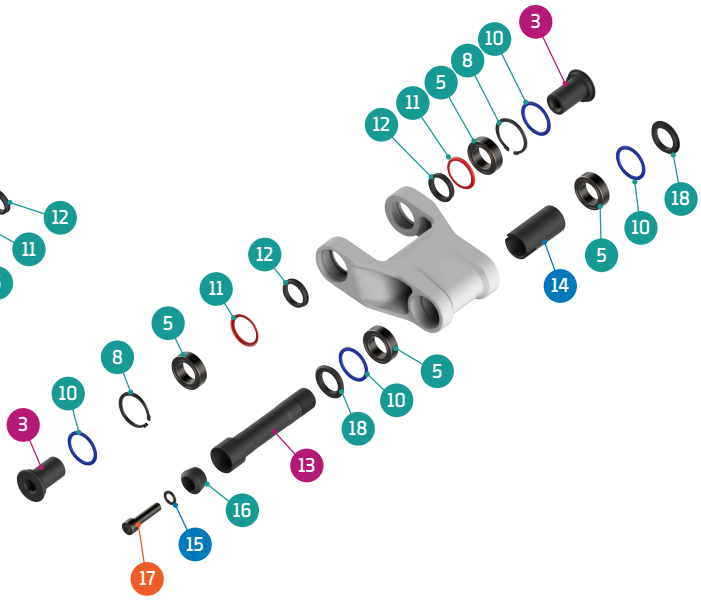
FR

14. SPARE PARTS

DETAIL 01



DETAIL 02



SET 7

SEALS KIT

SET 6

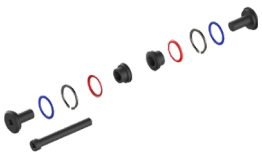
CABLE GUIDE KIT

SET 1

ZERO BEARING KIT 25

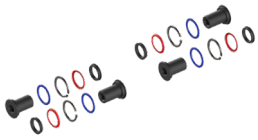
SET 2

SHOCK HARDWARE KIT 24



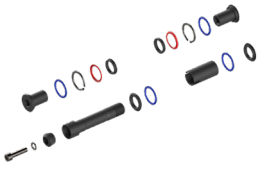
SET 3

UPPER LINK KIT 34



SET 4

LOWER LINK KIT 40



SET 5

DISC ADAPTOR KIT

PART NUMBER	DESCRIPTION	COMPONENTS
099.22100	**SET 1:** ZERO BEARING KIT 25	BEARING 3802-2RS, 24x15x7 (x10)
099.26202	**SET 2:** SHOCK HARDWARE KIT 24	PIVOT SEAL INTERNAL (x2) / PIVOT SEAL EXTERNAL (x2) / C-RING (x2) / SPACER, 10x17x6 (x2) / SHOCK BOLT (x2) / SHOCK BOLT, 65 (x1)
099.26300	**SET 3:** UPPER LINK KIT 34	PIVOT WASHER (x4) / PIVOT SEAL INTERNAL (x4) / PIVOT SEAL EXTERNAL (x4) / PIVOT AXLE, M15 (x4) / C-RING (x4)
099.26402	**SET 4:** LOWER LINK KIT 40	PIVOT WASHER (x2) / PIVOT SEAL INTERNAL (x2) / PIVOT SEAL EXTERNAL (x4) / PIVOT AXLE, M15 (x2) / C-RING (x2) / SCPACER, 38 (x1) / SCPACER LOWER (x1) / PIVOT AXLE, 86 (x1) / WASHER, 6x10x1 (x1) / TUPPER NUT (x1)/ SCREW BOLT, M6x25 (x2)
099.25018	**SET 5:** DISC ADAPTOR KIT	DISC ADAPTOR (x1) / SCREW BOLT, M6x15 (x2)
099.25013	**SET 6:** CABLE GUIDE KIT	CABLE GUIDE, 3 CABLES (x1) / SCREW BOTL M2.5X5 (x1) / SCREW BOLT M3X10 (x1)
099.26062	**SET 7:** SEALS KIT	PIVOT SEAL INTERNAL (x8) / PIVOT SEAL EXTERNAL (x10)

15. CINÉMATIQUE

La cinématique de l'Anark dérive de la plateforme du prototype de compétition Summum. Cela nous permet de l'équiper d'un système de suspension d'une efficacité maximale, dont la base a été développée et optimisée par télémétrie dans l'environnement exigeant des courses.

Le ratio de levier (leverage ratio) de l'Anark offre une progressivité de 25 % avec un amortisseur de 205x65 mm, idéal pour l'utilisation d'amortisseurs à ressort hélicoïdal.

L'anti-squat au point de sag se situe autour de 98 %, une valeur idéale pour une suspension arrière à plus grand débattement, performante, onctueuse et efficace.

L'anti-rise au point de sag est d'environ 99,7 %, proche des 100 % pour obtenir un comportement idéal et une indépendance maximale du frein arrière par rapport au fonctionnement de la suspension.

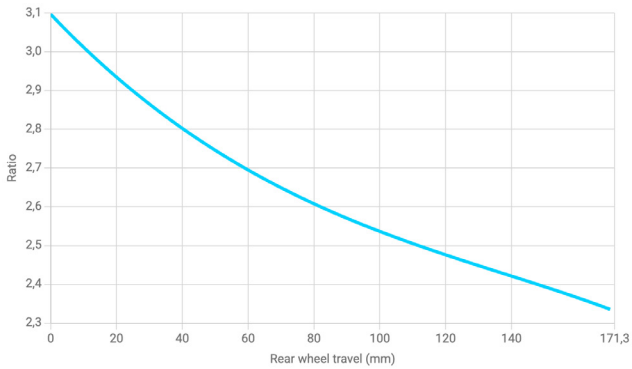
Ressorts recommandés pour l'amortisseur arrière :

RockShox
S 350 lb/in, M 400 lb/in, ML 450 lb/in, L 500 lb/in et XL 500 lb/in

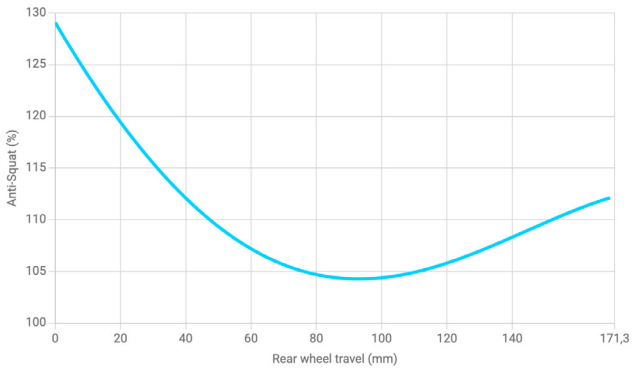
Fox
S 350 lb/in, M 400 lb/in, ML 450 lb/in, L 500 lb/in et XL 500 lb/in

Öhlins
S 343 lb/in, M 411 lb/in, ML 457 lb/in, L 502 lb/in et XL 502 lb/in

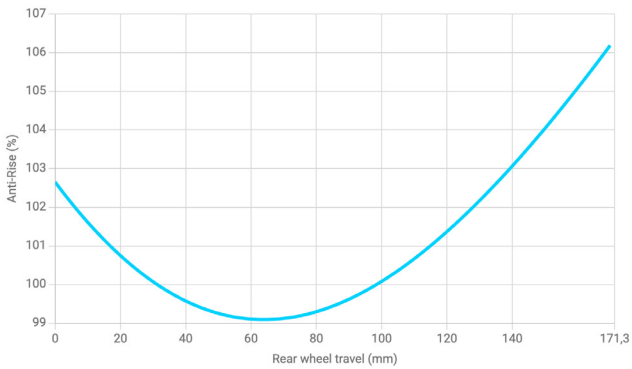
ANARK **LEVERAGE RATIO**



ANARK **ANTI-SQUAT**



ANARK **ANTI-RISE**



MANUALI E DOCUMENTI

IT | ANARK

ISTRUZIONI GENERALI DI SICUREZZA

In questo manuale tecnico vengono utilizzati i seguenti 3 simboli. Questi simboli servono per prestare attenzione alle seguenti precauzioni:

⚠ PERICOLO:

Non seguire le indicazioni o utilizzare la bicicletta in modo improprio poiché potrebbero causare lesioni gravi o letali. Queste mansioni comportano difficoltà tecniche e, se sono eseguite male, potrebbero danneggiare la bicicletta o comportare l'annullamento della garanzia.

ⓘ ATTENZIONE!

Non seguire le indicazioni o utilizzare la bicicletta in modo improprio può causare lesioni lievi. Queste mansioni comportano difficoltà tecniche e, se sono eseguite male, potrebbero danneggiare la bicicletta o comportare l'annullamento della garanzia.

ⓘ INFORMAZIONI

Informazioni indispensabili per una corretta esecuzione dei procedimenti per evitare eventuali danni della bicicletta o perdita della garanzia, ma che non comportano alcun rischio per la persona.

ALTRE CONSIDERAZIONI

- L'uso di ricambi non originali può causare danni, malfunzionamenti e incidenti che possono portare a gravi conseguenze.
- Per eseguire i passaggi descritti in questo manuale, sono richieste competenze che vanno ben oltre le conoscenze di un'utilizzatore medio di bicicletta. Nel caso in cui non si è qualificati per seguire una delle seguenti indicazioni, si prega di portare la bicicletta presso un servizio tecnico autorizzato Mondraker per la manutenzione e la sostituzione dei suoi componenti. L'installazione errata dei pezzi di ricambio può causare malfunzionamenti, incidenti, lesioni e l'annullamento della garanzia.

PULIZIA E CURA

- Non appena i pezzi sono stati smontati, si consiglia di pulire, ingrassare e mettere il frenafiletti (se necessario) sui componenti che verranno riutilizzati.

LEGENDA DEI SIMBOLI

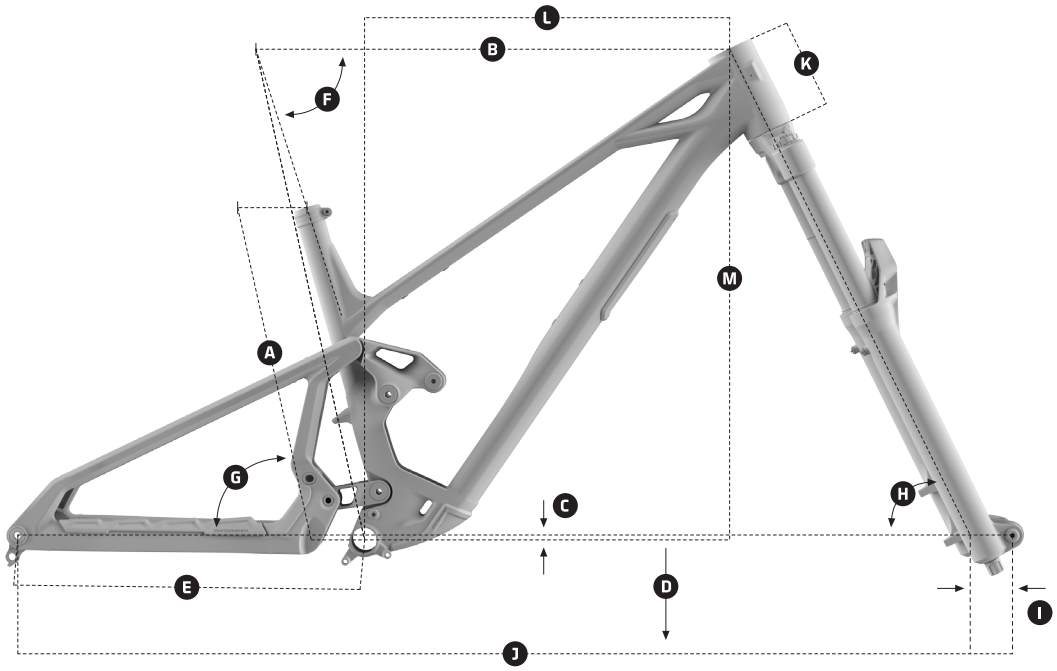
Fissatore per filettature di grado medio. Loctite 243.

Grasso sintetico di qualità per il montaggio.

Grasso speciale carbonio per creare attriti.

IT

1. GEOMETRIA



ANARK

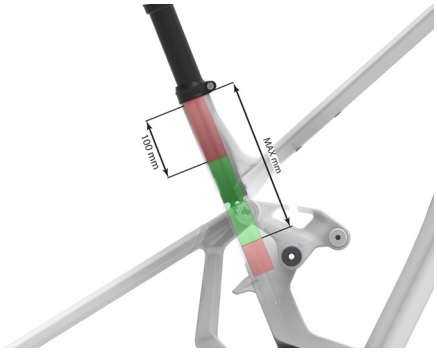
	DIMENSIONE DEL TELAIO	S [STD / LOW]	M [STD / LOW]	ML [STD / LOW]	L [STD / LOW]	XL [STD / LOW]
A	Lunghezza Piantone	380 mm	410 mm	435 mm	460 mm	490 mm
B	Lunghezza Tubo Orizz.	583 mm / 584 mm	603 mm / 604 mm	625 mm / 626 mm	647 mm / 648 mm	669 mm / 670 mm
C	BB Drop	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm
D	Altezza movimento centrale	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm
E	Lunghezza Batticatena	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm
F	Angolo tubo sella	74.00° / 73.65°	74.00° / 73.65°	74.00° / 73.65°	74.00° / 73.65°	74.00° / 73.65°
G	Angolo Sella	77.50° / 77.15°	77.50° / 77.15°	77.50° / 77.15°	77.50° / 77.15°	77.50° / 77.15°
H	Angolo Sterzo	63.50° / 63.15°	63.50° / 63.15°	63.50° / 63.15°	63.50° / 63.15°	63.50° / 63.15°
I	Offset Forcella / Rake	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm
J	Interasse	1241 mm	1261 mm	1285 mm	1310 mm	1334 mm
K	Lunghezza Tubo Sterzo	110 mm	110 mm	120 mm	130 mm	140 mm
L	Reach	440 mm / 436 mm	460 mm / 456 mm	480 mm / 476 mm	500 mm / 496 mm	520 mm / 516 mm
M	Stack	644 mm / 647 mm	644 mm / 647 mm	653 mm / 656 mm	662 mm / 665 mm	671 mm / 674 mm

REGOLAZIONE FLIP CHIP AMMORTIZZATORE +/-5mm altezza movimento centrale, angoli 0,35°

2. SPECIFICHE DEL TELAIO DELLA BICICLETTA

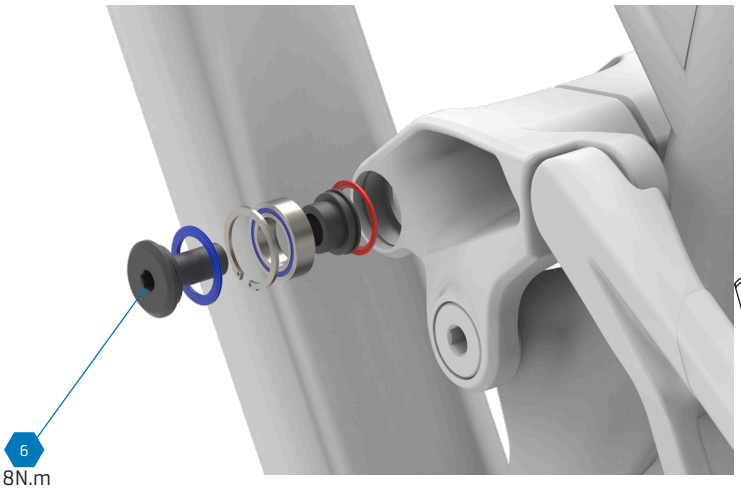
TAGLIE TELAIO	S / M / ML / L / XL
DIMENSIONE RUOTA ANTERIORE	29"
MOZZO ANTERIORE	110 mm x 15 mm (BOOST)
DIMENSIONE RUOTA POSTERIORE	27,5"
MOZZO POSTERIORE	148 mm x 12 mm
ASSE POSTERIORE	REAR AXLE, 12x148 P1.0 L180
MOVIMENTO CENTRALE	BSA 73 mm
ESCURSIONE POSTERIORE	170 mm
AMMORTIZZATORI POSTERIORI	205 x 65 mm TRUNNION, 30 x 8 mm
ESCURSIONE ANTERIORE	180 mm
DIAMETRO REGGISELLA	31.6 mm / 36.9 mm
LINEA CATENA	55 mm
STERZO	Onoff custom ZS56/ZS56, 1-1/8", 1.2"
DIMENSIONE CORONA MASSIMA	32T
FRENO POSTERIORE	POST MOUNT CUSTOM ADAPTER, DIRECT 200
DIMENSIONE MASSIMA RUOTA COMPATIBILE	27'5 x 2.5

3. PROFONDITÀ INSERIMENTO REGGISELLA



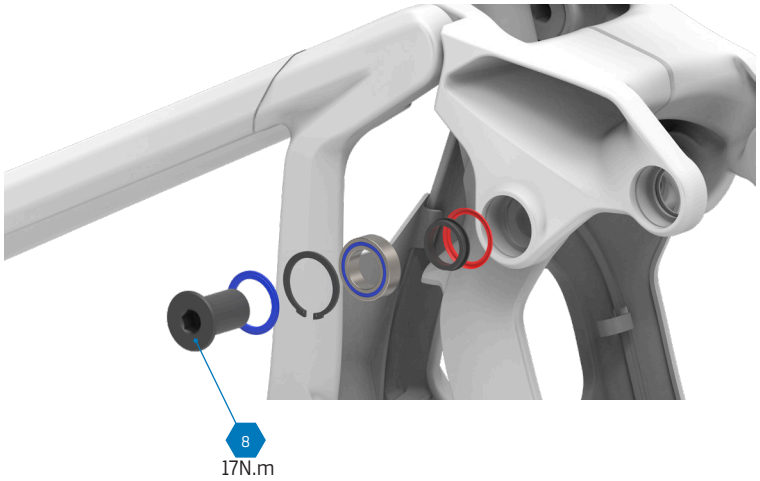
TAGLIA TELAIO	MIN. (mm)	MAX. (mm)
XL	100	190
L	100	210
ML	100	230
M	100	260
S	100	280

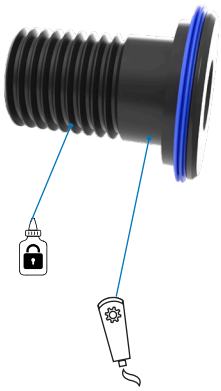
4. LINK SUPERIORE

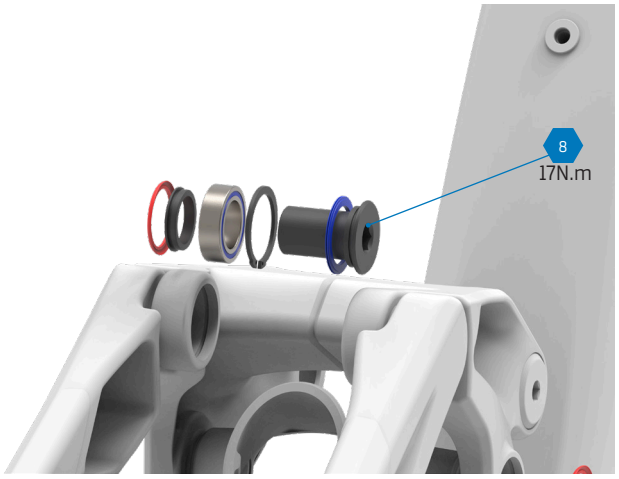


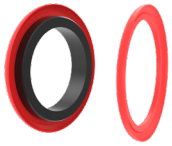
Utilizzare Loctite 243 per la filettatura.
Consiglio da Pro: Invece di applicare il frenafiletti sulla vite, puoi metterlo direttamente nella filettatura interna del telaio della bicicletta. In questo modo si evita di contaminare gli altri componenti con il frenafiletti durante l'inserimento della vite.

Utilizzare grasso di montaggio per assemblare i componenti.



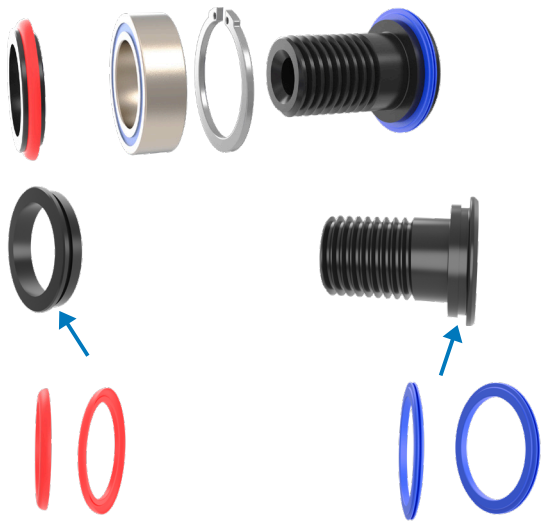






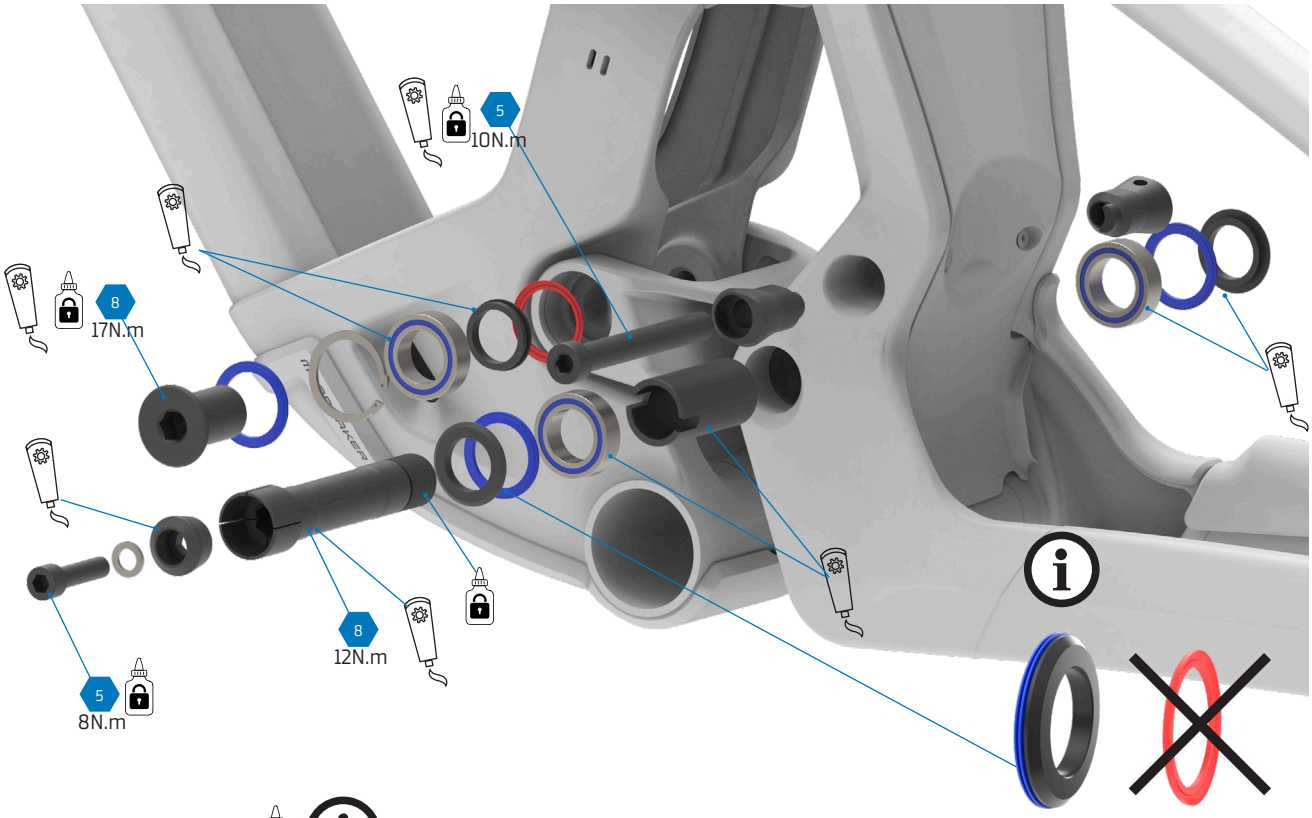
Maggiori informazioni: Consulta la sezione "8. GUARNIZIONI IN GOMMA" di questa guida.

5. GUARNIZIONI IN GOMMA



Presti attenzione alla posizione e alla forma delle guarnizioni in gomma. Sono stati utilizzati i colori rosso e blu per differenziarli, ma in realtà le guarnizioni in gomma sono nere.

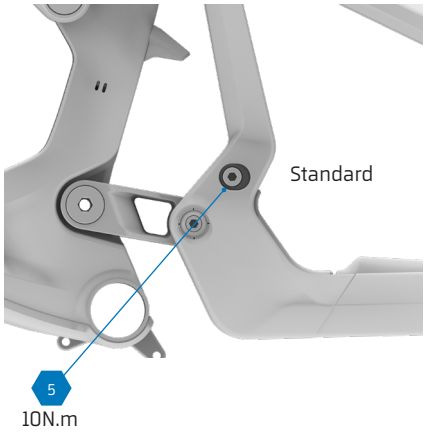
6. LINK INFERIORE

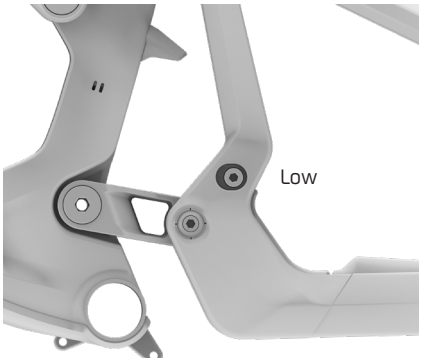


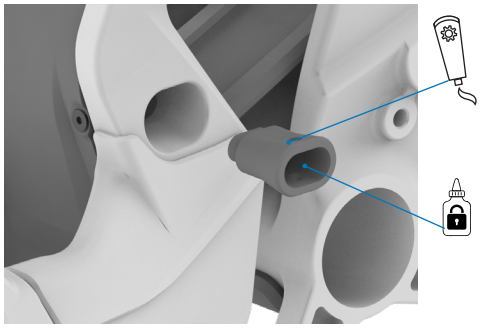
Utilizzare Loctite 243 per la filettatura.

Utilizzare grasso di montaggio per assemblare i componenti.

7. FLIP CHIP DEL PERNO DELL'AMMORTIZZATORE

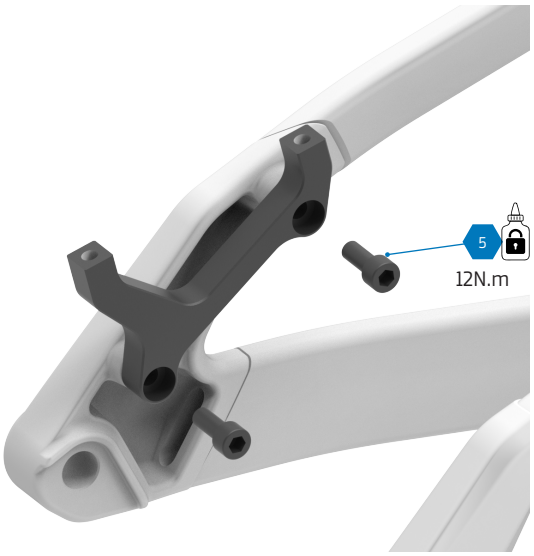




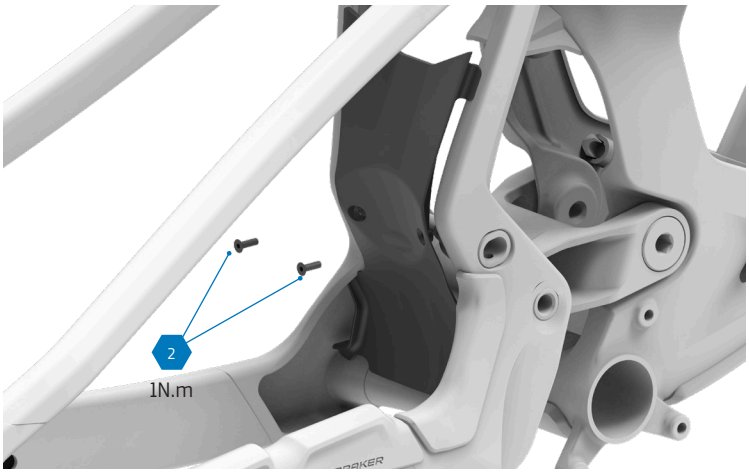


Utilizzare Loctite 243 per la filettatura e grasso di montaggio per le superfici esterne del flip chip.

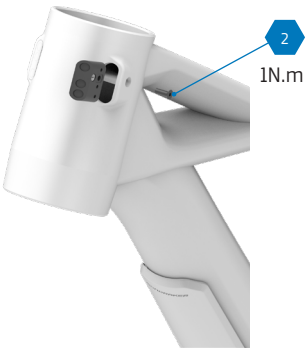
8. ADATTATORE FRENO

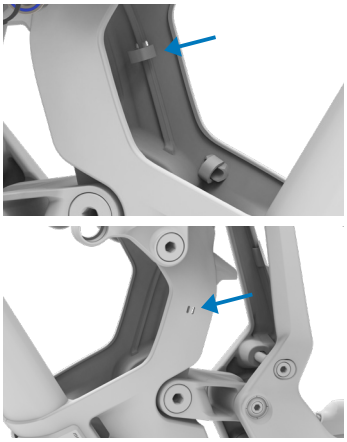


9. DEFLETTORI



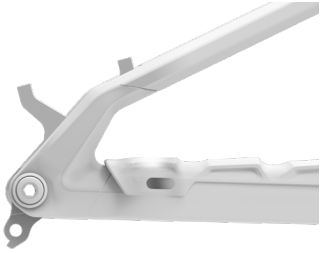
10. PASSAGGIO CAVI INTERNO





Il telaio presenta delle aperture per far passare una fascetta e fissare il cavo del reggisella telescopico.

11. CAVO DEL CAMBIO



Dietro il batticatena si trova l'ingresso del cavo per il deragliatore posteriore. È possibile forare la gomma della protezione in corrispondenza del segno per far passare il cavo.

12. MONTAGGIO DELL'ATTACCO MANUBRIO

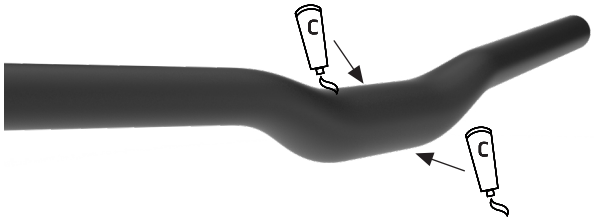
1. Inserimento dell'attacco manubrio
Fai scorrere il corpo dell'attacco manubrio sul cannotto di sterzo della forcella fino a farlo posizionare correttamente.

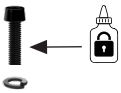
2. Regolazione della serie sterzo (Precarico)
Posiziona il tappo superiore della serie sterzo (top cap) e la relativa vite. Stringi la vite superiore a una coppia massima di 1 Nm per precaricare i cuscinetti ed eliminare qualsiasi gioco nello sterzo.

3. Serraggio delle viti laterali
Allinea l'attacco manubrio con la ruota anteriore. Stringi le viti laterali di fissaggio in modo graduale e alternato per distribuire il carico. Aumenta la tensione progressivamente (ad es., la superiore a 4 Nm, l'inferiore a 4 Nm, poi entrambe a 5 Nm) fino a quando le due viti raggiungono l'esatta coppia di serraggio finale di 6 Nm.

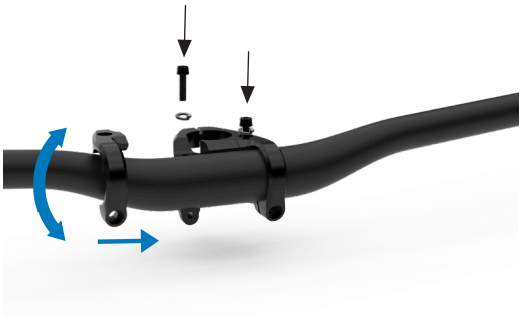
Consiglio di montaggio:
È più facile allineare visivamente l'attacco manubrio con la ruota anteriore se il manubrio è già installato. A tal fine, esegui questo passaggio applicando solo una leggera tensione alle viti laterali, procedi al Montaggio del manubrio (Sezione 2), esegui l'allineamento finale dell'intero gruppo e, per ultimo, applica la coppia di serraggio definitiva di 6 Nm alle viti laterali della forcella.

13. MONTAGGIO DEL MANUBRIO





Applica un sottile strato di pasta di montaggio specifica per carbonio sulla zona di contatto tra il manubrio e l'attacco manubrio. Se le filettature delle viti sono asciutte, applica una piccola goccia LOCTITE 243.

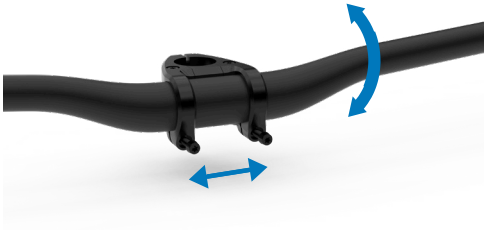


Fai scorrere la piastra frontale dell'attacco manubrio dalla parte più stretta del manubrio verso il centro, facendo attenzione a non graffiare la superficie del componente. Regolala e inserisci la vite superiore per tenerla in posizione. Non stringere alla coppia finale.

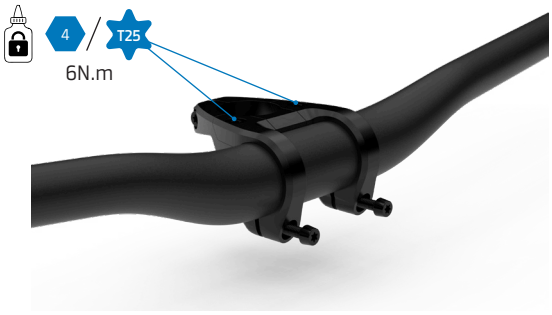
Inserisci le due viti superiori e avvitale di qualche giro a mano senza applicare la coppia di serraggio finale. Successivamente, inserisci le due viti inferiori senza stringerle.

Nota: Se risulta difficile allineare o avvitare le viti inferiori, allenta leggermente quelle superiori per facilitare l'inserimento e riprova.

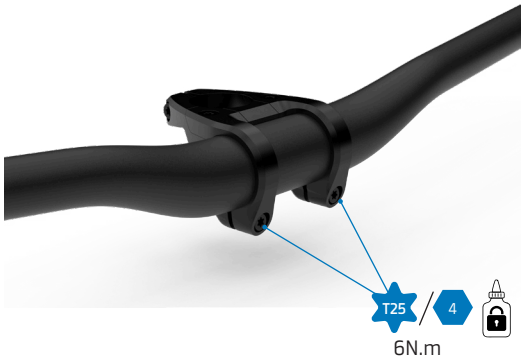
13. MONTAGGIO DEL MANUBRIO



Regola la rotazione e il centraggio del manubrio fino a raggiungere la posizione desiderata.



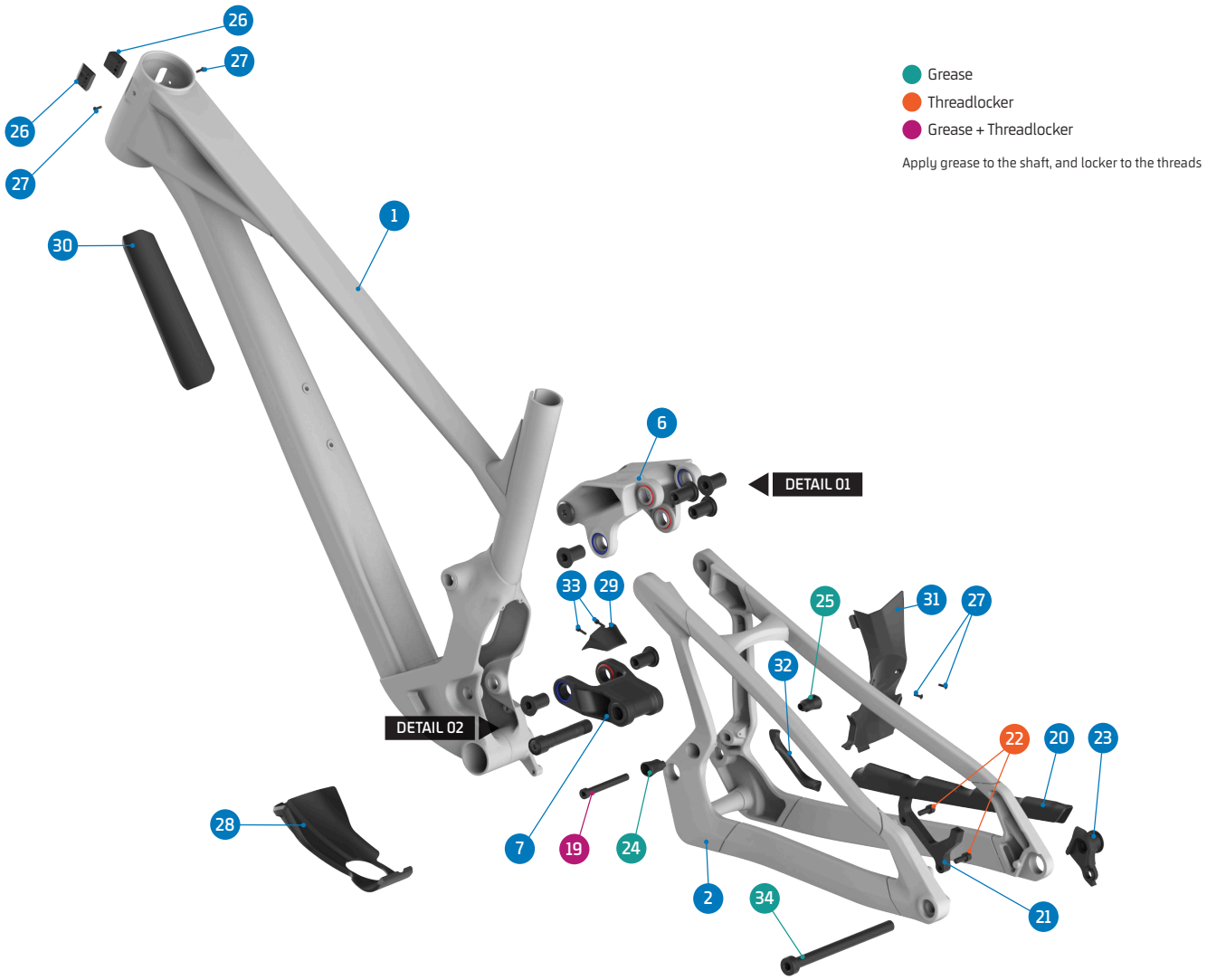
Stringi le viti superiori in modo graduale, alternando i lati. Aumenta la tensione progressivamente (ad es., 4 Nm, poi 5 Nm su ciascun lato) fino a raggiungere l'esatta coppia di serraggio finale di 6 Nm. È di vitale importanza che entrambe le viti superiori siano completamente fissate a 6 Nm in questa fase.



Con il manubrio nella sua posizione definitiva, stringi le viti inferiori in modo graduale e alternando il lato sinistro e il destro (4 Nm, 5 Nm e infine 6 Nm) per distribuire il carico uniformemente.

Verifica visivamente il corretto accoppiamento dell'attacco manubrio. Per progettazione, non deve esserci alcuno spazio tra i componenti nella parte superiore; la luce di serraggio deve rimanere esclusivamente nella parte inferiore. Infine, controlla con la chiave dinamometrica che tutte e quattro le viti mantengano la coppia specificata di 6 Nm. Rimuovi inoltre l'eventuale grasso in eccesso.

14. SPARE PARTS

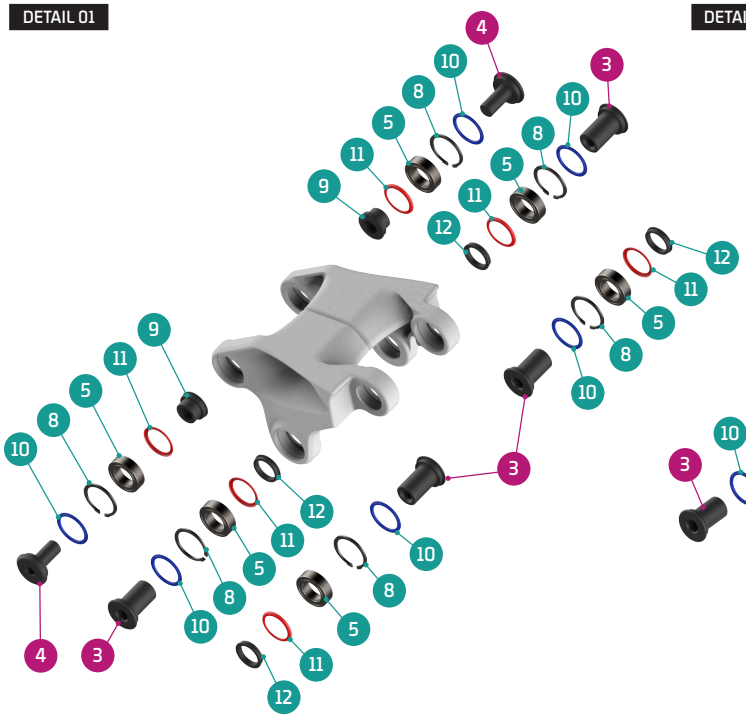


ITEM No.	DESCRIPTION	QTY.	PART NUMBER	TORQUE
1	FRAME	1		
2	REAR TRIANGLE	1		
3	PIVOT AXLE, M15	6	SET 3 & 4	17Nm
4	SHOCK BOLT	2	SET 2	8Nm
5	BEARING, 24x15x7	10	SET 1 / 099.00113	
6	UPPER LINK	1	Refer to B2B web for color options	
7	LOWER LINK	1	099.26092	
8	C-RING	8	SET 2, 3 & 4	
9	SPACER, 10x17x6	2	SET 2	
10	PIVOT SEAL EXTERNAL	10	SET 2, 3, 4 & 7	
11	PIVOT SEAL INTERNAL	8	SET 2, 3, 4 & 7	
12	PIVOT WASHER	6	SET 3 & 4	
13	PIVOT AXLE, 86L	1	SET 4	12Nm
14	SPACER, 38L	1	SET 4	
15	WASHER, 6x10x1	1	SET 4	
16	TAPER NUT	1	SET 4	
17	SCREW BOLT, M6x25	1	SET 4	8Nm

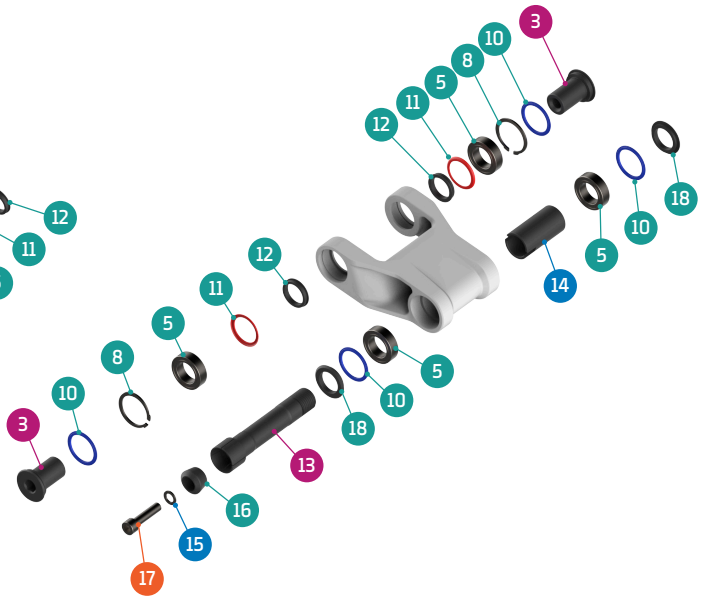
ITEM No.	DESCRIPTION	QTY.	PART NUMBER	TORQUE
18	SPACER, LOWER	2	SET 4	
19	SHOCK BOLT, 65L	1	SET 2/099.25038	10Nm
20	CHAINSTAY PROTECTOR	1	099.25016	
21	DISC MOUNT	1	SET 5	
22	SCREW BOLT, M6x15	2	SET 5	12Nm
23	HANGER	1	SRAM UDH	
24	SHOCK FLIPCHIP LEFT	1	099.26093	
25	SHOCK FLIPCHIP RIGHT	1	099.26094	
26	CABLE GUIDE HEAD SET 3 CABLES	2	SET 6	
27	SCREW BOLT, M3x10	4	SET 6	1Nm
28	BOTTOM BRACKET PROTECTOR	1	099.26095	
29	FT SHOCK FENDER	1	099.26096	
30	DOWN TUBE PROTECTOR	1	099.26080	
31	REAR TRIANGLE FENDER	1	099.26097	
32	YOKE PROTECTOR	1	099.26098	
33	SCREW BOLT, M3x10	2	099.12116	2Nm
34	REAR AXLE	1	112.90027	

14. SPARE PARTS

DETAIL 01



DETAIL 02



SET 7

SEALS KIT

SET 6

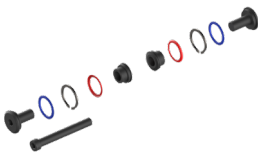
CABLE GUIDE KIT

SET 1

ZERO BEARING KIT 25

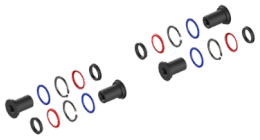
SET 2

SHOCK HARDWARE KIT 24



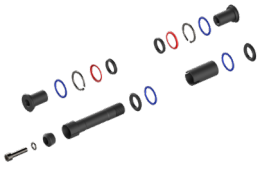
SET 3

UPPER LINK KIT 34



SET 4

LOWER LINK KIT 40



SET 5

DISC ADAPTOR KIT

PART NUMBER	DESCRIPTION	COMPONENTS
099.22100	**SET 1:** ZERO BEARING KIT 25	BEARING 3802-2RS, 24x15x7 (x10)
099.26202	**SET 2:** SHOCK HARDWARE KIT 24	PIVOT SEAL INTERNAL (x2) / PIVOT SEAL EXTERNAL (x2) / C-RING (x2) / SPACER, 10x17x6 (x2) / SHOCK BOLT (x2) / SHOCK BOLT, 65 (x1)
099.26300	**SET 3:** UPPER LINK KIT 34	PIVOT WASHER (x4) / PIVOT SEAL INTERNAL (x4) / PIVOT SEAL EXTERNAL (x4) / PIVOT AXLE, M15 (x4) / C-RING (x4)
099.26402	**SET 4:** LOWER LINK KIT 40	PIVOT WASHER (x2) / PIVOT SEAL INTERNAL (x2) / PIVOT SEAL EXTERNAL (x4) / PIVOT AXLE, M15 (x2) / C-RING (x2) / SCPACER, 38 (x1) / SCPACER LOWER (x1) / PIVOT AXLE, 86 (x1) / WASHER, 6x10x1 (x1) / TUPPER NUT (x1)/ SCREW BOLT, M6x25 (x2)
099.25018	**SET 5:** DISC ADAPTOR KIT	DISC ADAPTOR (x1) / SCREW BOLT, M6x15 (x2)
099.25013	**SET 6:** CABLE GUIDE KIT	CABLE GUIDE, 3 CABLES (x1) / SCREW BOTL M2.5X5 (x1) / SCREW BOLT M3X10 (x1)
099.26062	**SET 7:** SEALS KIT	PIVOT SEAL INTERNAL (x8) / PIVOT SEAL EXTERNAL (x10)

15. CINEMATICA

La cinematica della Anark deriva dalla piattaforma del prototipo da competizione Summum. Questo ci permette di equipaggiarla con un sistema di sospensione di massima efficienza, la cui base è stata sviluppata e ottimizzata mediante telemetria nell'esigente ambiente delle gare.

Il leverage ratio (rapporto di leva) della Anark mostra una progressione del 25% con un ammortizzatore da 205x65 mm, ideale per l'utilizzo con ammortizzatori a molla.

L'anti-squat in zona di sag si attesta intorno al 98%, un valore ideale per una sospensione posteriore con maggiore escursione, capace, sensibile ed efficiente.

L'anti-rise in zona di sag è di circa il 99,7%, vicino al 100% per ottenere il comportamento ideale e la massima indipendenza del freno posteriore rispetto all'azione della sospensione.

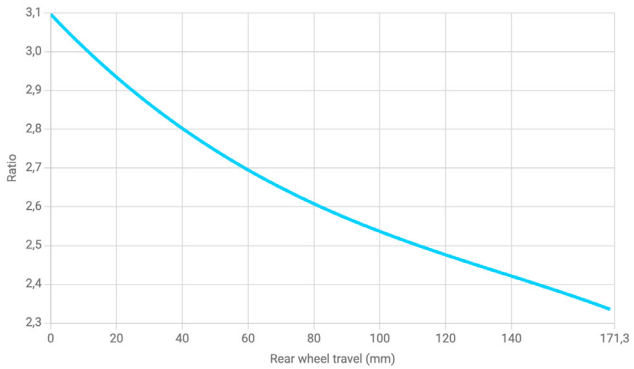
Molle consigliate per l'ammortizzatore posteriore:

RockShox
S 350 lb/in, M 400 lb/in, ML 450 lb/in, L 500 lb/in e XL 500 lb/in

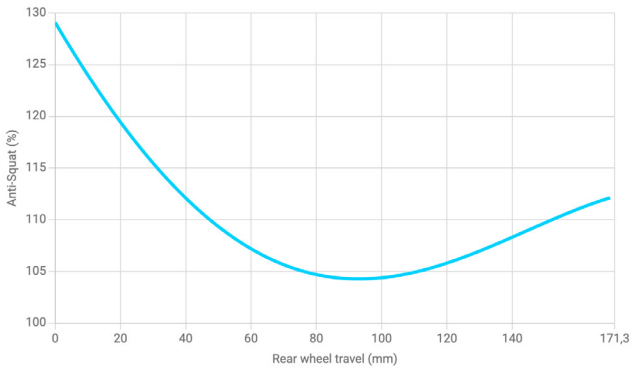
Fox
S 350 lb/in, M 400 lb/in, ML 450 lb/in, L 500 lb/in e XL 500 lb/in

Öhlins
S 343 lb/in, M 411 lb/in, ML 457 lb/in, L 502 lb/in e XL 502 lb/in

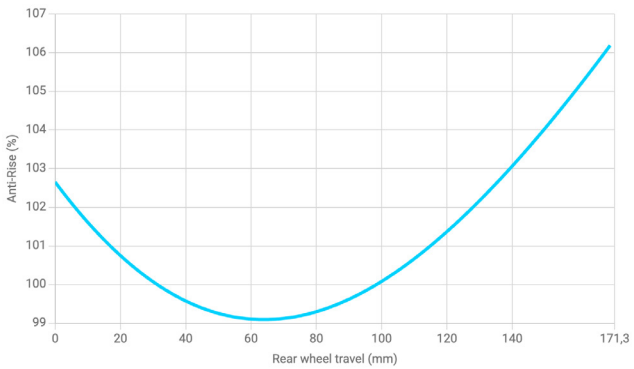
ANARK **LEVERAGE RATIO**



ANARK **ANTI-SQUAT**



ANARK **ANTI-RISE**



MANUALES Y DOCUMENTOS

ES | ANARK

INSTRUCCIONES GENERALES Y DE SEGURIDAD

En esta guía técnica pueden aparecer los 3 iconos siguientes. Cada uno de ellos indica que deben tomarse las siguientes precauciones:

⚠ ADVERTENCIA:

No seguir las indicaciones o usar la bicicleta de forma inadecuada puede ocasionar graves lesiones o incluso la muerte. Estas tareas entrañan dificultad técnica y, si no se realizan de forma adecuada, podrían causar daños a tu bicicleta o dar lugar a la anulación de la garantía.

ⓘ CUIDADO:

No seguir las indicaciones o usar la bicicleta de forma inadecuada puede ocasionar lesiones leves. Estas tareas entrañan dificultad técnica y, si no se realizan de forma adecuada, podrían causar daños a tu bicicleta o dar lugar a la anulación de la garantía.

ⓘ INFORMACIÓN

Información imprescindible para realizar esta tarea correctamente y, así, evitar que se cause cualquier daño a la bicicleta o se pierda la garantía, pero que no supone ningún riesgo para las personas.

OTRAS CONSIDERACIONES

- El uso de piezas de repuesto no originales puede ocasionar daños, fallos de funcionamiento y accidentes que pueden tener graves consecuencias.
- Para realizar algunos de los pasos descritos en este manual se requieren habilidades superiores a las del usuario medio de bicicleta. En caso de no poder seguir alguno de estos pasos, lleva tu bicicleta a un servicio técnico autorizado Mondraker para el mantenimiento y sustitución de sus componentes. La instalación incorrecta de piezas de repuesto puede ocasionar fallos de funcionamiento, accidentes, lesiones y la anulación de la garantía.

LIMPIEZA Y CUIDADO

- Una vez desmontadas las piezas, se recomienda limpiar, engrasar y poner fijador de roscas (en caso necesario) en los componentes que se vayan a reutilizar.

LEYENDA DE SÍMBOLOS

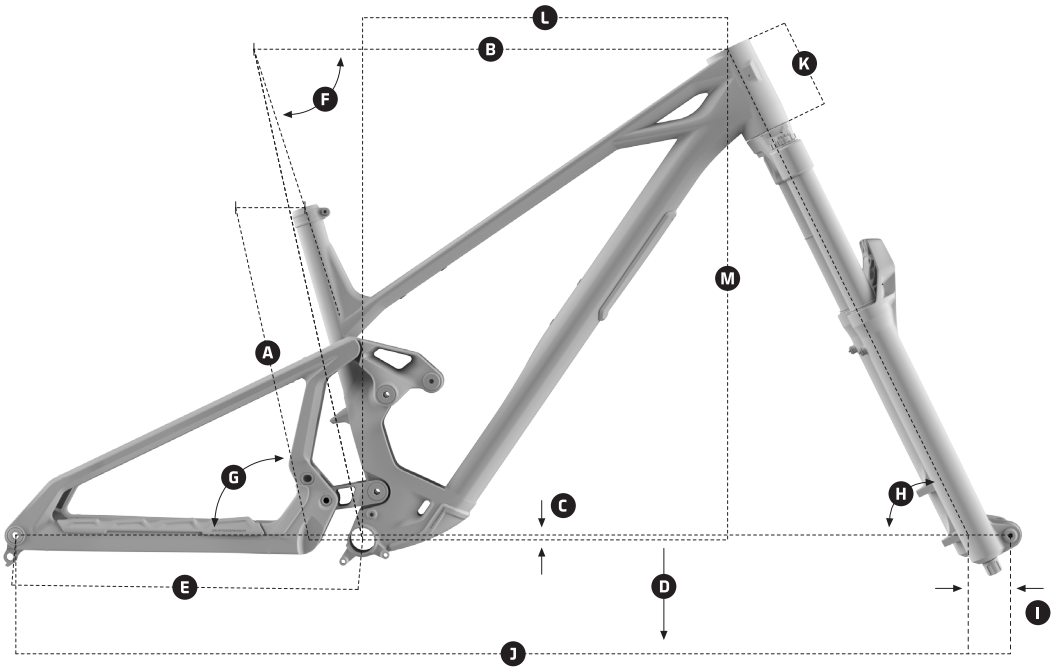
Fijador de roscas grado medio. Loctite 243.

Grasa sintética de calidad para montaje.

Grasa especial de fricción para carbono.

ES

1. GEOMETRÍA



ANARK

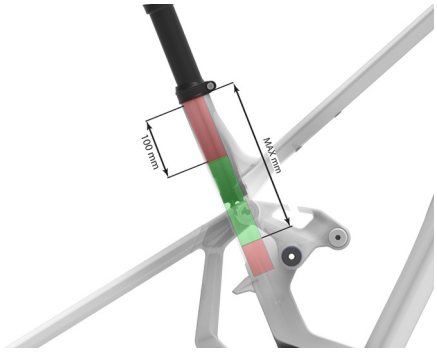
	TALLA DE CUADRO	S [STD / LOW]	M [STD / LOW]	ML [STD / LOW]	L [STD / LOW]	XL [STD / LOW]
A	Longitud tubo sillín	380 mm	410 mm	435 mm	460 mm	490 mm
B	Longitud tubo superior	583 mm / 584 mm	603 mm / 604 mm	625 mm / 626 mm	647 mm / 648 mm	669 mm / 670 mm
C	Caída eje pedalier	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm	-10 mm / -15 mm
D	Altura eje pedalier	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm	346 mm / 341 mm
E	Longitud vainas	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm	445 mm / 446 mm
F	Ángulo tubo sillín real	74.00º / 73.65º	74.00º / 73.65º	74.00º / 73.65º	74.00º / 73.65º	74.00º / 73.65º
G	Ángulo tubo sillín efectivo	77.50º / 77.15º	77.50º / 77.15º	77.50º / 77.15º	77.50º / 77.15º	77.50º / 77.15º
H	Ángulo dirección	63.50º / 63.15º	63.50º / 63.15º	63.50º / 63.15º	63.50º / 63.15º	63.50º / 63.15º
I	Offset de la horquilla	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm	44 mm / 44 mm
J	Distancia entre ejes	1241 mm	1261 mm	1285 mm	1310 mm	1334 mm
K	Longitud pipa	110 mm	110 mm	120 mm	130 mm	140 mm
L	Reach	440 mm / 436 mm	460 mm / 456 mm	480 mm / 476 mm	500 mm / 496 mm	520 mm / 516 mm
M	Stack	644 mm / 647 mm	644 mm / 647 mm	653 mm / 656 mm	662 mm / 665 mm	671 mm / 674 mm

SHOCK FLIP CHIP +/-5mm altura pedalier, 0,35º dirección

2. ESPECIFICACIONES TÉCNICAS DEL CUADRO

TALLAS DE CUADRO	S / M / ML / L / XL
TAMAÑO RUEDA DELANTERA	29"
BUJE DELANTERO	110 mm x 15 mm (BOOST)
TAMAÑO RUEDA TRASERA	27,5"
BUJE TRASERO	148 mm x 12 mm
EJE TRASERO	REAR AXLE, 12x148 P1.0 L180
EJE PEDALIER	BSA 73 mm
RECORRIDO TRASERO	170 mm
AMORTIGUADOR TRASERO	205 x 65 mm TRUNNION, 30 x 8 mm
RECORRIDO DE HORQUILLA	180 mm
DIÁMETRO DE TIJA	31.6 mm / 36.9 mm
LÍNEA DE CADENA	55 mm
DIRECCIÓN	Onoff custom ZS56/ZS56, 1-1/8", 1.2"
TAMAÑO MÁXIMO DE PLATO	32T
FRENO TRASERO	POST MOUNT CUSTOM ADAPTER, DIRECT 200
TAMAÑO MÁXIMO DE RUEDA	27'5 x 2.5

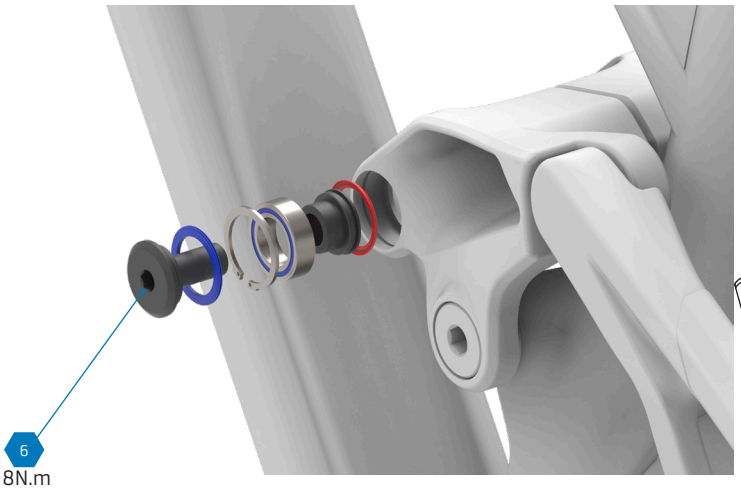
3. LONGITUD DE INSERCIÓN DE TIJA



TALLA CUADRO	MIN. (mm)	MAX. (mm)
XL	100	190
L	100	210
ML	100	230
M	100	260
S	100	280

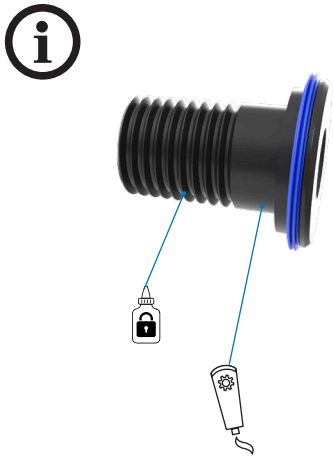
ES

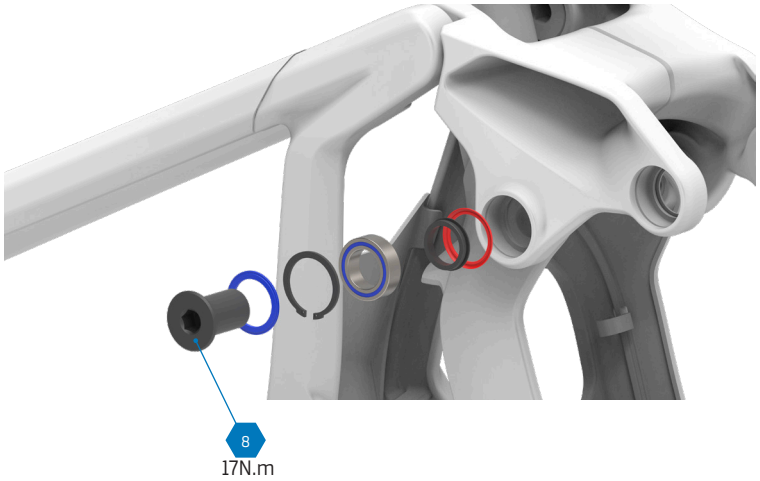
4. BIELETA SUPERIOR

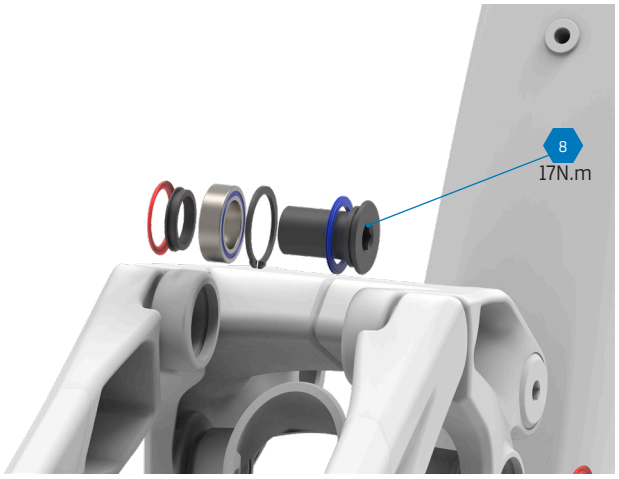


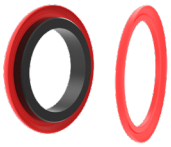
Utilice Loctite 243.
Consejo para Pro: en vez de poner el fijador de roscas en el tornillo, puedes ponerlo en la rosca hembra del cuadro de la bicicleta. Así evitas contaminar con fijador el resto de componentes al insertar el tornillo.

Utilice grasa de montaje para ensamblar las piezas.



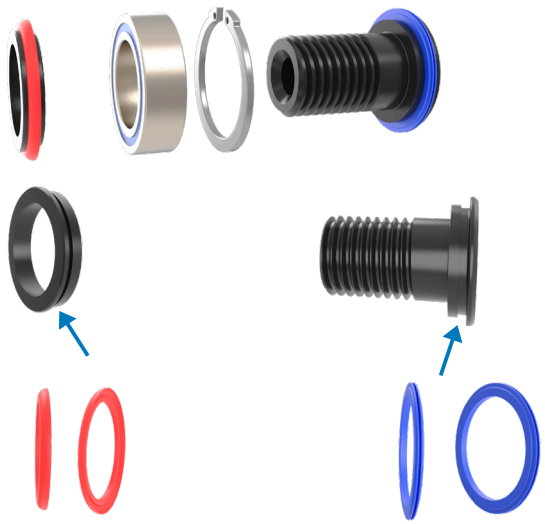






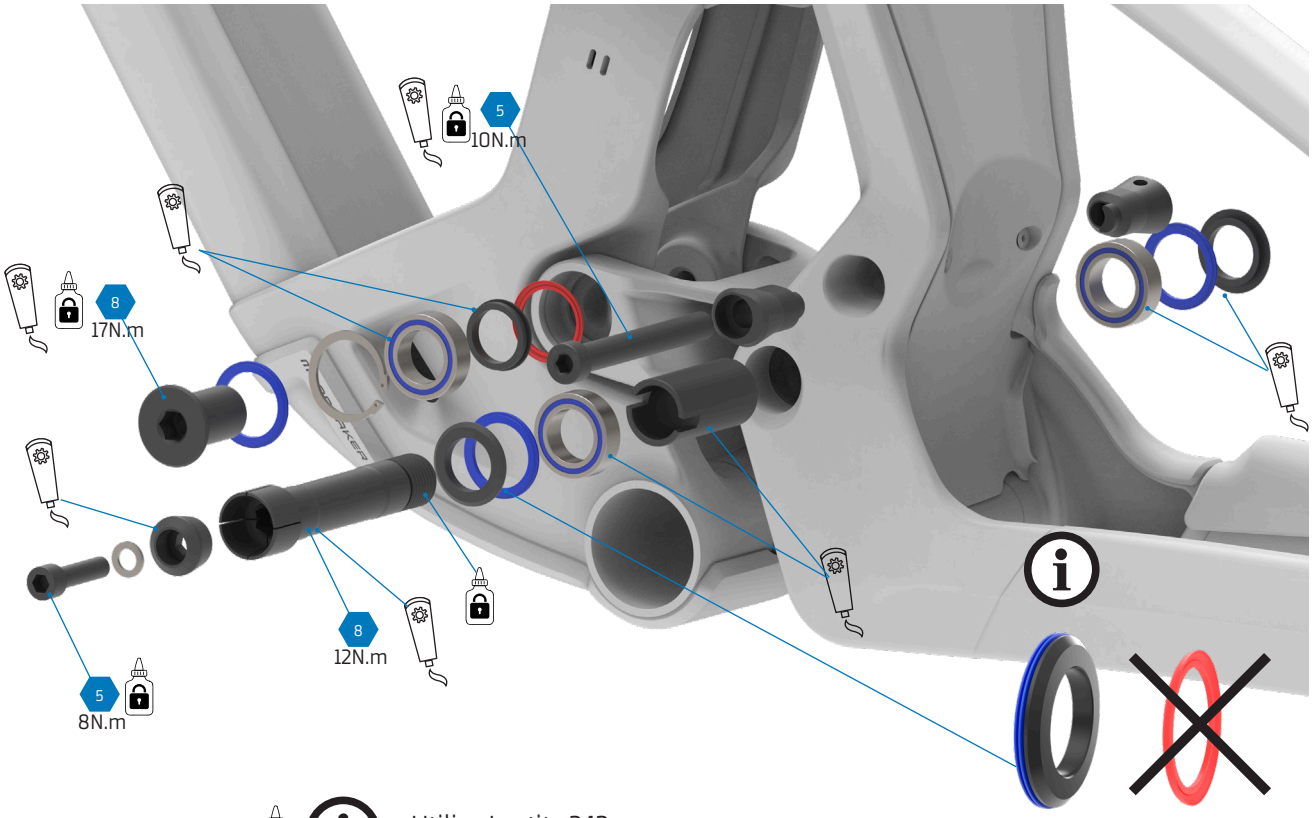
Mas información: Revisa apartado "8. Sellos de Goma" de esta guía.

5. SELLOS DE GOMA



Preste atención a la posición y forma de los sellos de goma. Se han utilizado colores rojo y azul para diferenciarlos pero en realidad, los sellos son de goma de color negro.

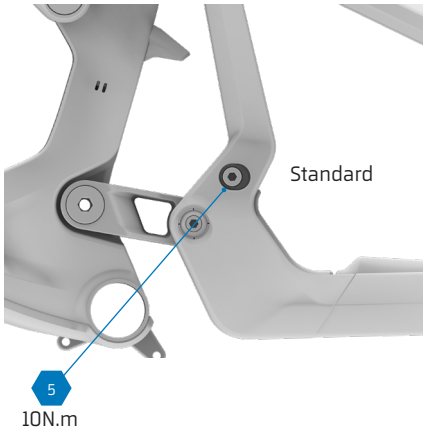
6. BIELETA INFERIOR

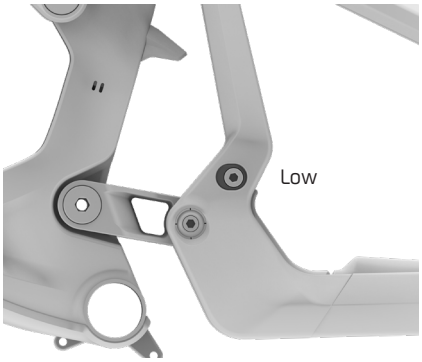


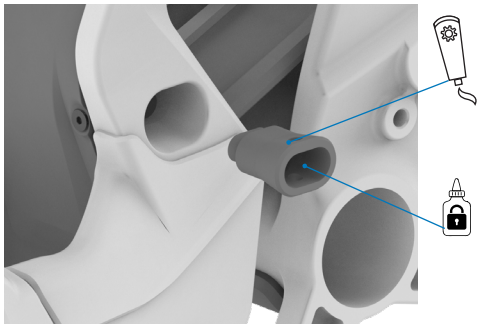
Utilice Loctite 243.

Utilice grasa de montaje para ensamblar las piezas.

7. FLIP CHIP DEL TORNILLO DEL AMORTIGUADOR

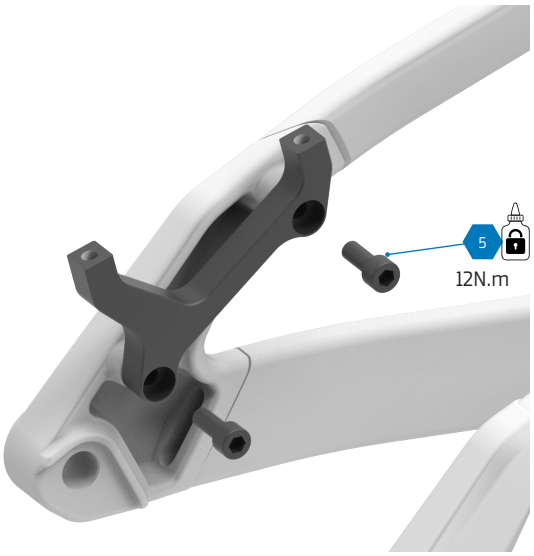




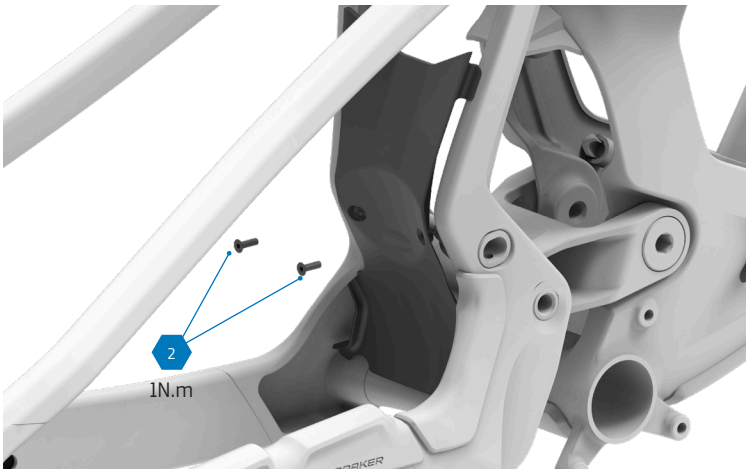


Utilice Loctite 243 para la rosca y grasa de montaje para las zonas externas del flip chip.

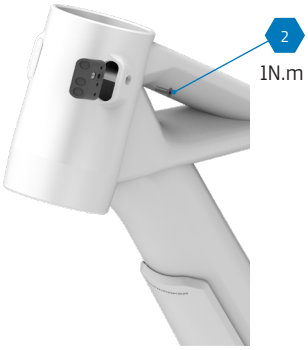
8. ADAPTADOR DEL FRENO

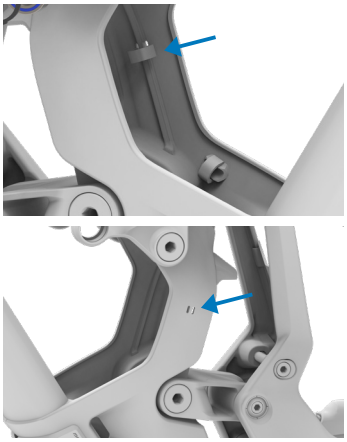


9. PROTECTORES



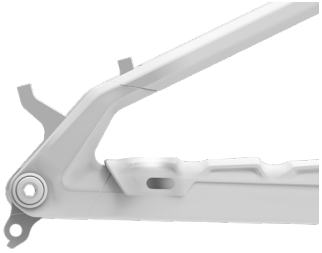
10. CABLEADO INTERNO





El cuadro tiene unas aperturas para pasar una brida y sujetar el cable de la tija telescópica.

11. CABLE DEL CAMBIO



Behind the chainstay protector is the cable entry for the rear derailleur. The rubber of the protector can be pierced at the mark to route the cable.

12. MONTAJE DE LA POTENCIA

Los 6 tornillos de la potencia, a excepción del tornillo de la tapa de la dirección, deben llevar una arandela tipo Grover.

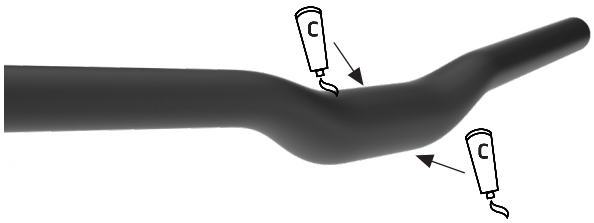
1. Inserción de la potencia
Desliza el cuerpo de la potencia sobre el tubo de dirección de la horquilla hasta que asiente correctamente.

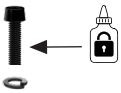
2. Ajuste de la dirección (Precarga)
Coloca la tapa superior de dirección (top cap) y su tornillo correspondiente. Aprieta el tornillo superior a un par máximo de 1 Nm para realizar la precarga de los rodamientos y eliminar cualquier holgura en la dirección.

3. Apriete de los tornillos laterales
Alinea la potencia con la rueda delantera. Aprieta los tornillos laterales de fijación de forma gradual y alternada para distribuir la carga. Incrementa la tensión progresivamente (p. ej., el superior a 4 Nm, el inferior a 4 Nm, luego ambos a 5 Nm) hasta que los dos tornillos alcancen el par de apriete final exacto de 6 Nm.

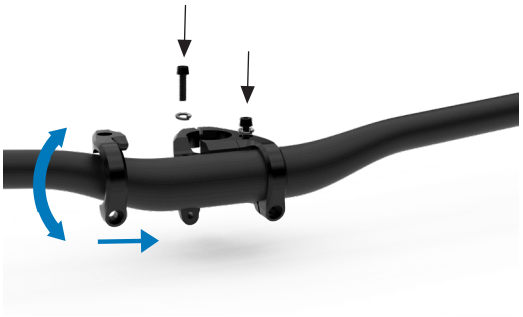
Consejo de montaje:
Resulta más fácil alinear visualmente la potencia con la rueda delantera si el manillar ya está instalado. Para ello, realiza este paso aplicando solo una ligera tensión a los tornillos laterales, procede al Montaje del manillar (Sección 2), realiza la alineación final de todo el conjunto y, por último, aplica el par de apriete definitivo de 6 Nm a los tornillos laterales de la horquilla.

13. MONTAJE DEL MANILLAR





Aplica una capa fina de pasta de montaje específica para carbono en la zona de contacto entre el manillar y la potencia. Si las roscas de los tornillos están secas, aplica una pequeña gota de LOCTITE 243.

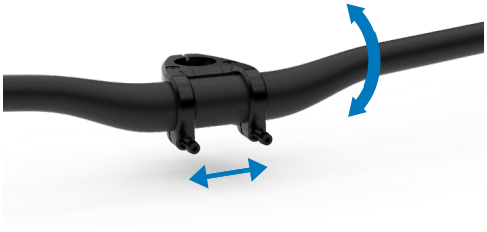


Introduce la placa frontal de la potencia desde la parte más estrecha del manillar y deslízala hacia el centro con cuidado para evitar arañar la superficie del componente. Ajústala e introduce el tornillo superior para sujetarla en su sitio. No lo aprietes al par final.

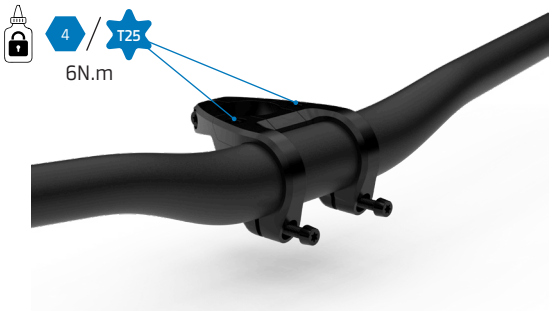
Coloca los dos tornillos superiores y enróscalos varias vueltas a mano sin aplicar el par de apriete final. A continuación, introduce los dos tornillos inferiores sin apretar.

Nota: Si resulta difícil alinear o enroscar los tornillos inferiores, afloja ligeramente los superiores para facilitar la entrada y vuelve a intentarlo.

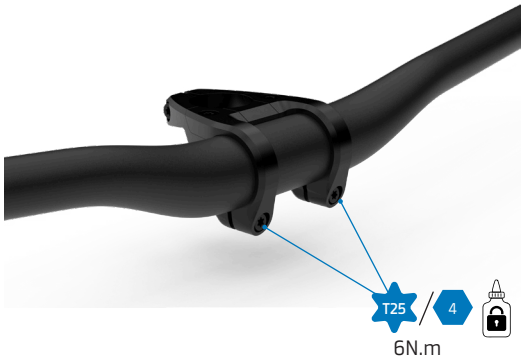
13. MONTAJE DEL MANILLAR



Ajusta la rotación y el centrado del manillar hasta alcanzar la posición deseada.



Aprieta los tornillos superiores de forma gradual y alternando los lados. Incrementa la tensión progresivamente (p. ej., 4 Nm, luego 5 Nm en cada lado) hasta alcanzar el par de apriete final exacto de 6 Nm. Es de vital importancia que ambos tornillos superiores queden completamente fijados a 6 Nm en este paso.

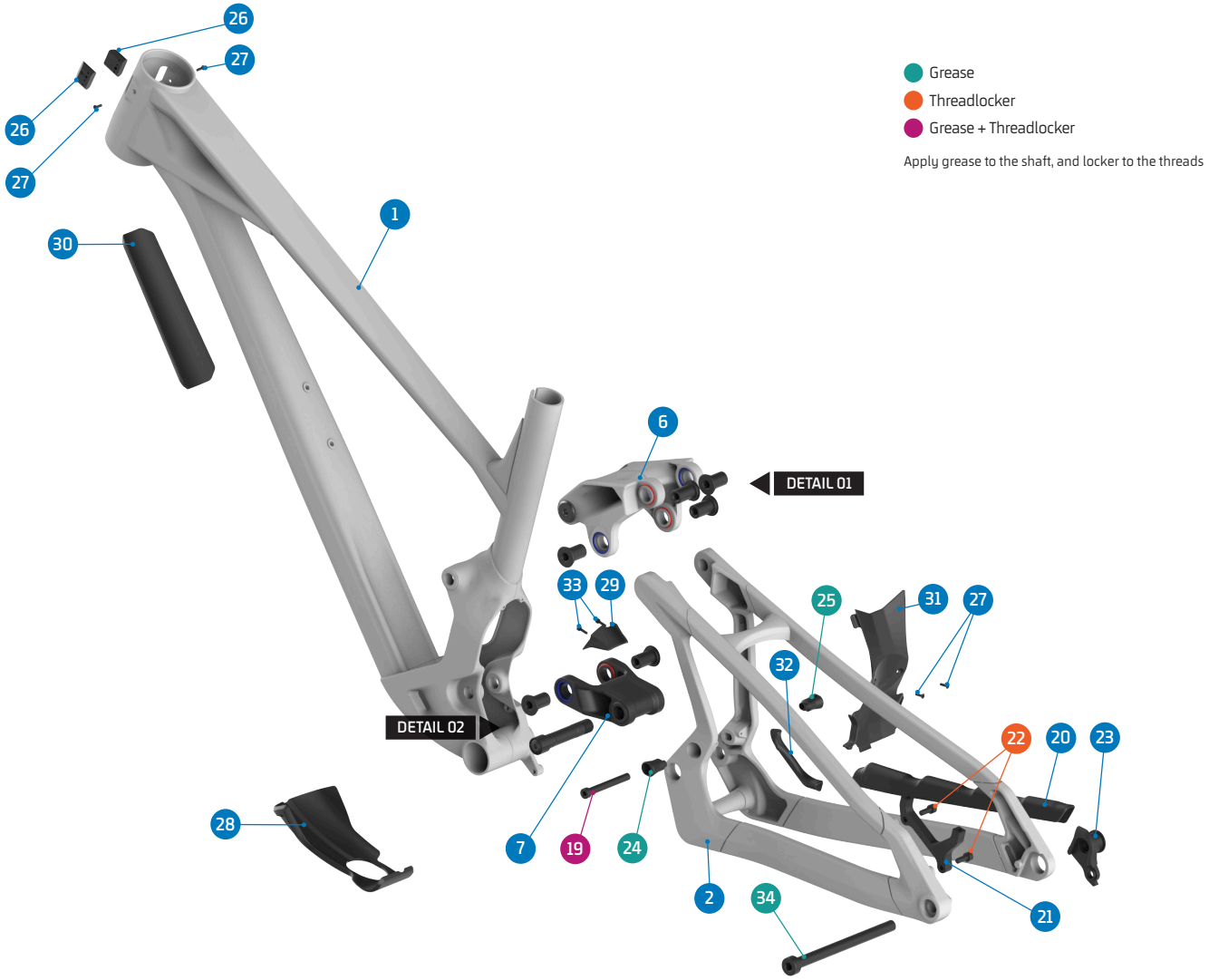


Con el manillar en su posición definitiva, aprieta los tornillos inferiores de forma gradual y alternando entre el lado izquierdo y el derecho (4 Nm, 5 Nm y finalmente 6 Nm) para distribuir la carga uniformemente.

Verifica visualmente el correcto acoplamiento de la potencia. Por diseño, no debe existir ningún hueco entre las piezas en la parte superior; la holgura de apriete debe quedar exclusivamente en la parte inferior. Finalmente, revisa con la llave dinamométrica que los cuatro tornillos se mantienen en el par especificado de 6 Nm. Y limpia el exceso de grasa que pueda haber.

ES

14. SPARE PARTS



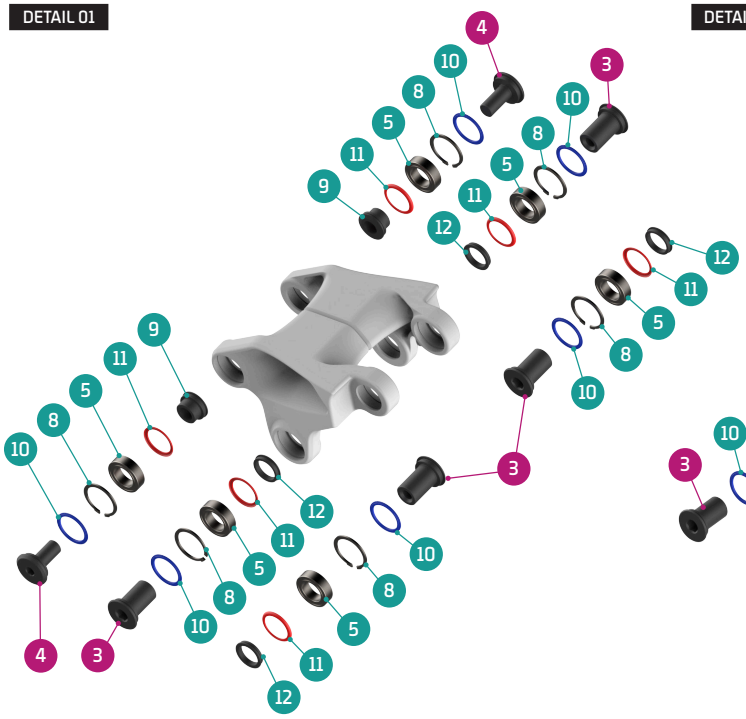
ITEM No.	DESCRIPTION	QTY.	PART NUMBER	TORQUE
1	FRAME	1		
2	REAR TRIANGLE	1		
3	PIVOT AXLE, M15	6	SET 3 & 4	17Nm
4	SHOCK BOLT	2	SET 2	8Nm
5	BEARING, 24x15x7	10	SET 1 / 099.00113	
6	UPPER LINK	1	Refer to B2B web for color options	
7	LOWER LINK	1	099.26092	
8	C-RING	8	SET 2, 3 & 4	
9	SPACER, 10x17x6	2	SET 2	
10	PIVOT SEAL EXTERNAL	10	SET 2, 3, 4 & 7	
11	PIVOT SEAL INTERNAL	8	SET 2, 3, 4 & 7	
12	PIVOT WASHER	6	SET 3 & 4	
13	PIVOT AXLE, 86L	1	SET 4	12Nm
14	SPACER, 38L	1	SET 4	
15	WASHER, 6x10x1	1	SET 4	
16	TAPER NUT	1	SET 4	
17	SCREW BOLT, M6x25	1	SET 4	8Nm

ITEM No.	DESCRIPTION	QTY.	PART NUMBER	TORQUE
18	SPACER, LOWER	2	SET 4	
19	SHOCK BOLT, 65L	1	SET 2/099.25038	10Nm
20	CHAINSTAY PROTECTOR	1	099.25016	
21	DISC MOUNT	1	SET 5	
22	SCREW BOLT, M6x15	2	SET 5	12Nm
23	HANGER	1	SRAM UDH	
24	SHOCK FLIPCHIP LEFT	1	099.26093	
25	SHOCK FLIPCHIP RIGHT	1	099.26094	
26	CABLE GUIDE HEAD SET 3 CABLES	2	SET 6	
27	SCREW BOLT, M3x10	4	SET 6	1Nm
28	BOTTOM BRACKET PROTECTOR	1	099.26095	
29	FT SHOCK FENDER	1	099.26096	
30	DOWN TUBE PROTECTOR	1	099.26080	
31	REAR TRIANGLE FENDER	1	099.26097	
32	YOKE PROTECTOR	1	099.26098	
33	SCREW BOLT, M3x10	2	099.12116	2Nm
34	REAR AXLE	1	112.90027	

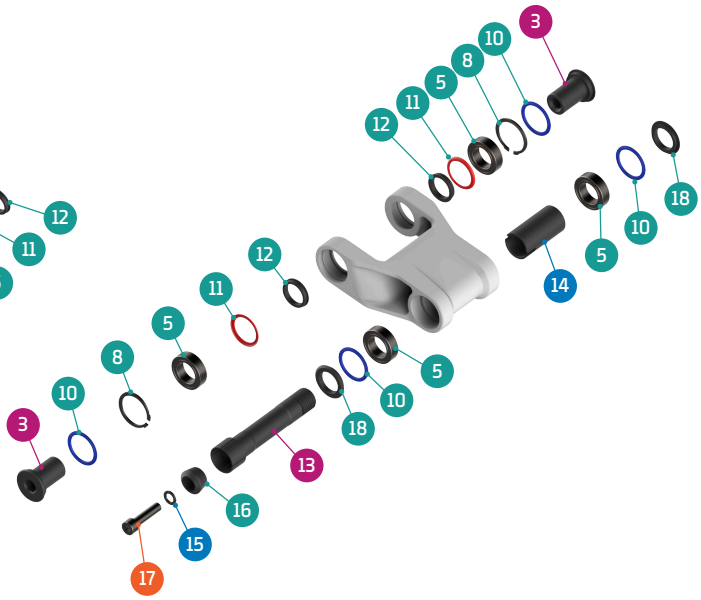
ES

14. SPARE PARTS

DETAIL 01



DETAIL 02



SET 7

SEALS KIT

SET 6

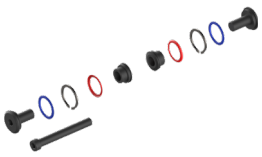
CABLE GUIDE KIT

SET 1

ZERO BEARING KIT 25

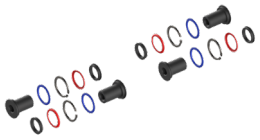
SET 2

SHOCK HARDWARE KIT 24



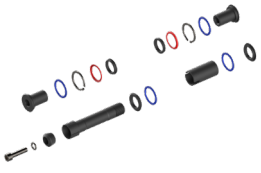
SET 3

UPPER LINK KIT 34



SET 4

LOWER LINK KIT 40



SET 5

DISC ADAPTOR KIT

PART NUMBER	DESCRIPTION	COMPONENTS
099.22100	**SET 1:** ZERO BEARING KIT 25	BEARING 3802-2RS, 24x15x7 (x10)
099.26202	**SET 2:** SHOCK HARDWARE KIT 24	PIVOT SEAL INTERNAL (x2) / PIVOT SEAL EXTERNAL (x2) / C-RING (x2) / SPACER, 10x17x6 (x2) / SHOCK BOLT (x2) / SHOCK BOLT, 65 (x1)
099.26300	**SET 3:** UPPER LINK KIT 34	PIVOT WASHER (x4) / PIVOT SEAL INTERNAL (x4) / PIVOT SEAL EXTERNAL (x4) / PIVOT AXLE, M15 (x4) / C-RING (x4)
099.26402	**SET 4:** LOWER LINK KIT 40	PIVOT WASHER (x2) / PIVOT SEAL INTERNAL (x2) / PIVOT SEAL EXTERNAL (x4) / PIVOT AXLE, M15 (x2) / C-RING (x2) / SCPACER, 38 (x1) / SCPACER LOWER (x1) / PIVOT AXLE, 86 (x1) / WASHER, 6x10x1 (x1) / TUPPER NUT (x1)/ SCREW BOLT, M6x25 (x2)
099.25018	**SET 5:** DISC ADAPTOR KIT	DISC ADAPTOR (x1) / SCREW BOLT, M6x15 (x2)
099.25013	**SET 6:** CABLE GUIDE KIT	CABLE GUIDE, 3 CABLES (x1) / SCREW BOTL M2.5X5 (x1) / SCREW BOLT M3X10 (x1)
099.26062	**SET 7:** SEALS KIT	PIVOT SEAL INTERNAL (x8) / PIVOT SEAL EXTERNAL (x10)

15. CINEMÁTICA

La cinemática de la Anark deriva de la plataforma del prototipo Summum de competición. Esto nos permite equiparla con un sistema de suspensión de máxima eficiencia, cuya base fue desarrollada y optimizada mediante telemetría en el exigente entorno de las carreras.

El leverage ratio (relación de palanca) de la Anark muestra una progresividad del 25 % con un amortiguador de 205x65 mm, ideal para el uso de amortiguadores traseros de muelle.

El anti-squat en el punto de sag se sitúa en torno al 98 %, una cifra ideal para una suspensión trasera de mayor recorrido, capaz, absorbente y eficiente.

El anti-rise en el punto de sag es de aproximadamente el 99,7 %, un valor cercano al 100 % para lograr el comportamiento ideal y la máxima independencia del freno trasero respecto al funcionamiento de la suspensión.

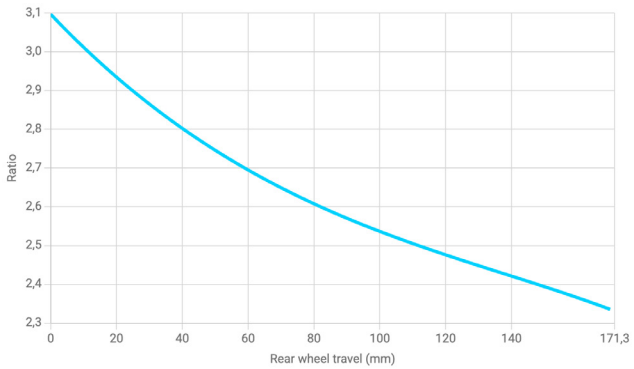
Muelles recomendados para el amortiguador trasero:

RockShox
S 350 lb/in, M 400 lb/in, ML 450 lb/in, L 500 lb/in y XL 500 lb/in

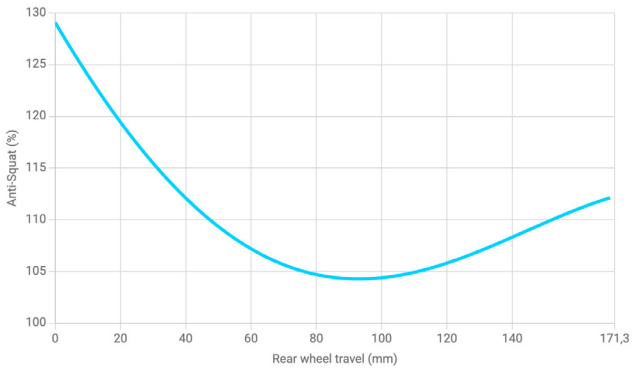
Fox
S 350 lb/in, M 400 lb/in, ML 450 lb/in, L 500 lb/in y XL 500 lb/in

Öhlins
S 343 lb/in, M 411 lb/in, ML 457 lb/in, L 502 lb/in y XL 502 lb/in

ANARK **LEVERAGE RATIO**



ANARK **ANTI-SQUAT**



ANARK **ANTI-RISE**