

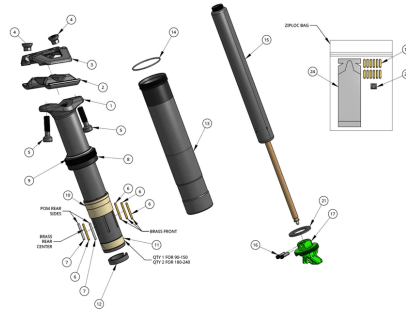
# V3 Dropper Full Rebuild Instructions

## Tools Needed

- V3 30.9/31.6/34.9 Dropper rebuild kit (SP1C0095) or V3 27.2 Dropper rebuild kit (SP1C0100)
- Light suspension grease (ie. Slickoleum, Slick Honey)
- Rubbing alcohol/isopropyl
- 2mm & 5mm Hex keys
- 14mm Wrench
- Pick tool
- Strap wrench
- Lint-free cloth



## COMPLETE EXPLODED VIEW & PARTS LIST



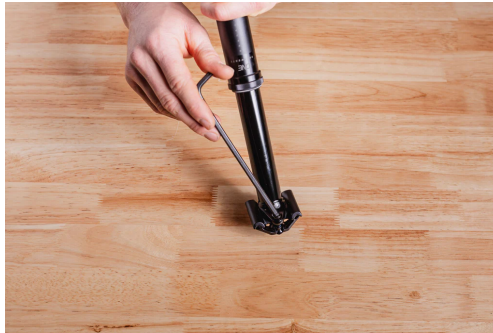
This service should take about 20 minutes and should be completed every 250-350hrs of riding depending on the conditions in which you ride.

Users are encouraged to perform regular maintenance earlier if required. If something seems rough or unusual after servicing please stop, disassemble the post and double check your work. If nothing stands out please contact [info@oneupcomponents.com](mailto:info@oneupcomponents.com) to avoid additional damage to the post.

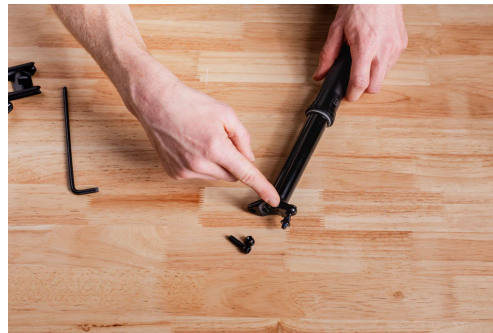
## REMOVING CARTRIDGE

### STEP 1: SEAT CLAMP ASSEMBLY

Unthread rear *clamp bolt* (5) using your 5mm hex key. Remove *clamp nut* (4) & *upper clamp* (3). You can then remove your saddle & the *lower clamp* (2). Clean assembly and put aside until the end of this service.



**TIP:** Leave front *clamp bolt* (5) & don't adjust it. When you reinstall the seat, torque the rear *clamp bolt* to 8Nm (70 in-lbs) and your seat angle will remain correct.



### STEP 2: PARTIALLY COMPRESS DROPPER

Actuating the dropper by hand, compress the dropper half way through its stroke. It is important to note that the *cartridge* (15) can extend slightly further than the travel of the post. If the cartridge is not partially compressed during assembly, you risk crushing the *upper bushing* (10) as you tighten the *mid cap assembly* (8,9).

### STEP 3: UNTHREAD ACTUATOR FROM LOWER TUBE

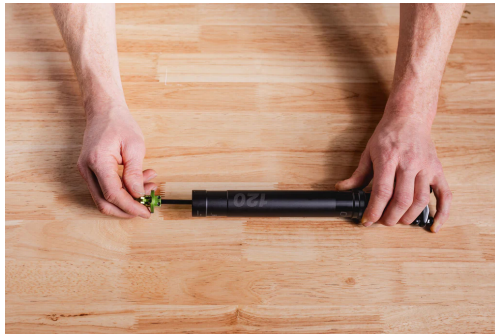
Using your 14mm wrench, unthread the *actuator* (17) from the *lower tube* (13).



#### STEP 4: UNTHREAD CARTRIDGE FROM UPPER TUBE

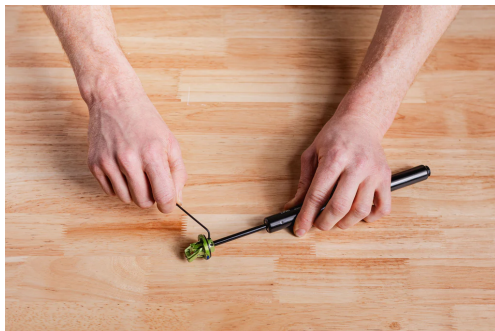
With the seat clamps removed, the top of the cartridge (15) will be exposed. Using a 5mm hex key, unthread the cartridge in the direction of the arrow (counter-clockwise). The cartridge will unthread downward into the upper tube (1) and you'll be able to drop the cartridge out the bottom of the sliding assembly (upper & lower tubes). It's recommended you perform this step with the post horizontal to avoid the cartridge falling out unexpectedly.

Important Note: If the actuator (17) is threaded to the lower tube (13), the dropper must be partially compressed while unthreading the cartridge from the upper tube. If you attempt to unthread the cartridge in full extension, you may pull your travel pins (6,7) into your upper bushing (10), resulting in a damaged upper bushing.

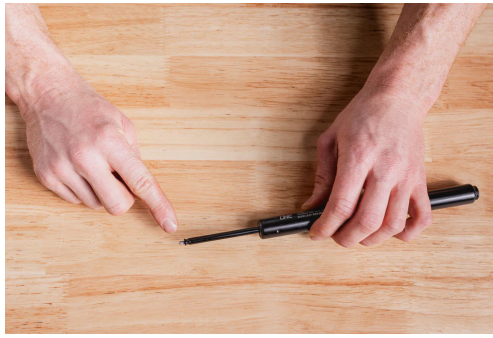


#### STEP 5: REMOVE ACTUATOR FROM CARTRIDGE

Now that the cartridge (15) is free from the upper & lower tubes (1,13), unthread and remove both lock bolts (16) from the side of the actuator using your 2mm Hex key. Once the lock bolts are removed you can slide the actuator off the cartridge.



Note: The cartridge push rod is held into the cartridge (15) by the actuator (17). When the actuator is off, the push rod can fall out of the cartridge. You can either make sure the push rod stays within the cartridge during the service or you can remove it, wipe it clean and set it aside until re-installation.



**SLIDING ASSEMBLY**

**STEP 6: UNTHREAD MIDCAP ASSEMBLY**

Gripping the serrated collar by hand, strap wrench, or soft jaw pliers, unthread the *midcap assembly* (8,9) counter-clockwise. Slide the *mid cap assembly* up the *upper tube* (1)



**STEP 7: REMOVE LOWER TUBE**

Slide the *lower tube* (13) downward off the *upper tube* (1). Please note the *bushings* (10,11), and 6 *guide pins* (6,7) as you remove it, try not to drop or lose the pins.



**STEP 8: REMOVE PINS**

Before removing the *guide pins* (6,7), note their orientation on the post.

There are 4 *brass guide pins* (6) and 2 *polymer guide pins* (7). There are 3 *brass pins* oriented at the front of the post, and 1 *brass pin* directly at the rear. The 2 *polymer pins* sit on either side of the rearward *brass pin*.

There are 6 lower channels for the *guide pins*, and 5 upper channels for the *travel adjust pins* (18). If you have shimmed your post, then those top channels will have 5 or 10 *travel adjust pins* (a max of two 10mm *travel pins* per 20mm channel).





Using your pick tool, remove all the *guide pins* (6,7) from your *upper tube* (1). Wipe the grease and grit off of each pin.



#### STEP 9: REMOVE BUSHINGS & MIDCAP ASSEMBLY

Both the *upper bushing* (10) and *lower bushing* (11) are split, using your hand you can pull them open and slide them off the upper tube. Wipe old grease and grit off both bushings.

Note: Dropper sizes 180-240mm use 2 *lower bushings*.



With all the *guide pins* (6,7) and both *bushings* (10,11) removed you can slide the *midcap assembly* (8,9) downward off the *upper tube* (1).



#### STEP 10: CLEAN AND ASSESS INTERNALS

Use Isopropyl alcohol and a clean cloth to wipe the *upper tube* (1), *lower tube* (13) clean. Now is a great time to assess the tubes, bushings and pins. Check for any damage, excess wear.

Note: It is always recommended to rebuild your dropper with a new rebuild kit.



#### ASSEMBLY

##### STEP 11: INSTALL MIDCAP ASSEMBLY

Add some grease within the *dust wiper* (9) and on the DU bushing inside the *midcap assembly* (8). Slide the *midcap* onto the *lower tube* (13), ensuring the *dust wiper* is sitting correctly and not rolling in on itself. Slide the *midcap assembly* up past the pin channels to roughly mid travel on the *upper tube* (1).

TIP: Removing the energizer from the *dust wiper* and sliding it up onto the *upper tube* before fitting the *midcap assembly* can make it easier to fit the *rubber dust wiper* onto the bottom of the *upper tube*.



##### STEP 12: GREASE UPPER TUBE

Using a light suspension grease (slickoleum, slick honey, SRAM butter), grease the *upper tube* (1) around the guide pin channels & where the *lower bushing* (11) will sit. Some grease in the channels is okay and can help hold the pins in place during assembly, but avoid filling them with grease.



##### STEP 13: INSTALL BUSHINGS

Using a light suspension grease, completely coat both the *upper bushing* (10) and *lower bushing* (11). Open the *upper bushing* at the split, slide it over the *upper tube* (1) and place it just above pin channels and below the *midcap assembly* (8,9).

Note: Dropper sizes 180-240mm use 2 *lower bushings*.



#### STEP 14: INSTALL PINS

Remembering the orientation from when you removed them, install the *guide pins* (6,7) into the 6 lower 20mm channels. If you use them, install the 5 or 10 travel pins in the 5 upper 20mm channels.



For reference: There are 4 brass *guide pins* (6) and 2 polymer *guide pins* (7). There are 3 brass pins oriented at the front of the post, and 1 brass pin directly at the rear. The 2 polymer pins (7) sit on either side of the rearward brass pin.



#### STEP 15: INSTALL LOWER TUBE

With all the internals in place on the *upper tube* (1). You can now slide the *lower tube* (13) back onto the *upper tube*. Be sure to orient the ONE logo directly forward, so that the vertically lasered "ONEUPCOMPONENTS" logo is directly rearward. Once you align the *guide pins* (6,7) with the correct guide channels in the *lower tube*, the *lower tube* will slide up nice and smooth. This action does not require force, so if you feel resistance, double check all the *guide pins* and *bushings* are seated correctly on the *upper tube* before proceeding.



Once you have slid the *lower tube* (13) past the *guide pins* (6,7) at least 50mm, you can set the *upper bushing* (10) by hand into the *lower tube*.



#### STEP 16: MID CAP ASSEMBLY

With the *upper bushing* (10) set in place, by hand, push the *midcap assembly* (8,9) down onto the *lower tube* (13) and thread it until snug. You can thread it to hand tight if a strap wrench is not available, but it is recommended to put an extra little force past hand tight to hold it in place.

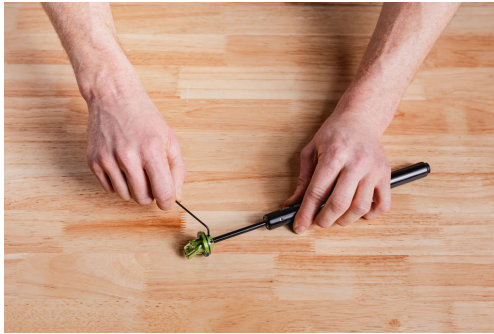


#### STEP 17: INSTALL ACTUATOR ON TO CARTRIDGE

First ensure the *push rod* is still in your *cartridge* (15) and oriented with the rounded tip as the exposed end which will contact the *actuator* (17).



Slide the actuator (17) back onto the bottom of the cartridge (15). Using your 2mm hex key, thread both lock bolts (16) into the actuator to 2Nm.



#### STEP 18: THREAD CARTRIDGE INTO UPPER TUBE

Slide the cartridge (15) back into the sliding assembly (lower & upper tubes (1,13)) until you can see the top threaded portion of the cartridge (end with the arrow) through the top of the upper tube (1). Using your 5mm hex key, thread the cartridge (clockwise) up into the upper tube to 3Nm.



#### STEP 19: THREAD ACTUATOR ONTO LOWER TUBE

Ensuring the post is still compressed halfway, thread the actuator (17) onto the lower tube (13) to 3Nm using your 14mm wrench.

Note: The cartridge (15) can extend further than the max length of the post. If the cartridge is fully extended, the threads of the actuator will not catch the outer tube.



#### STEP 20: SEAT CLAMP ASSEMBLY

Place the lower clamp (2) into the cradle of the upper tube (1). Make sure the arrow is pointing forward. Place your saddle on the lower clamp. Holding your saddle, slide the upper clamp (3), arrow forward, under the front clamp nut (4) and place it on top of the saddle rails. You can then drop the rear clamp nut into its seat at the back of the upper clamp. Thread rear clamp bolt (5) into nut and tighten to 8Nm.

#### STEP 21: INSTALL POST ON BIKE

Clean out old FibreGrip or grease from the seat tube. Apply a fresh layer of FibreGrip or grease to the seat tube. Attached cable with barrel end to the dropper actuator. Carefully slide post back into seat tube while slowly pulling the remote side of the housing from the frame to avoid kinking the internally routed cable & housing. Set post to your proper ride height & torque seat post collar no more than 4Nm.

Congratulations, you have now successfully completed the V3 Dropper rebuild service.

NOW GO RIDE!

If you are having any problems please first double check that you have correctly completed each of the above steps.

If you are still having trouble please email us at [support@oneupcomponents.com](mailto:support@oneupcomponents.com) for help. Please include a detailed description of your issue. Photos are often helpful.

Thanks,

OneUp