



DROPPER POST USER MANUAL



DIVINE



DIVINE SL USER MANUAL

English
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READ THIS BEFORE INSTALLATION AND USAGE

Thank you for purchasing one of the most innovative hydraulic dropper posts on the market - the BikeYoke DIVINE SL. Your new seatpost is warranted for a period of two years from the date of purchase. The warranty is expressly limited to the repair or replacement of the defective part and is the sole remedy of the warranty. The warranty applies only to the original owner and is not transferrable. Proof of purchase is required to validate warranty eligibility. The warranty does not cover normal wear and tear, routine maintenance, improper installation or improper use of the seatpost. Modification of the seatpost in any manner shall void the warranty. BikeYoke shall not be responsible for incidental or individual costs incurred by the warranty service provider that are not covered by this warranty. The user assumes the risk of any personal injury or property damage, including damage to the seatpost, and any other losses, if the seatpost is modified or improperly used at any time. This warranty gives the consumer specific legal rights and those rights vary from state to state. This warranty does not affect the statutory rights of the consumer.

ATTENTION

This is a high performance product. It will give you reliable service if installed properly and regularly maintained by an authorized BikeYoke service center.

Inform yourself about regular maintenance and detailed service plans on

www.bikeyoke.com.

Read through these instructions fully and follow them carefully before installing and/or using your new seatpost. If your seatpost seems to have a problem, or if you have any questions about your seatpost, or if you are unsure about a possible issue, please contact us immediately. You will find our contact information on our website

www.bikeyoke.com.

WARNING

Your BikeYoke seatpost must be regularly maintained by a qualified service technician. If you need assistance locating a qualified service technician, more information can be found at **www.bikeyoke.com**. Do not disassemble your seatpost by yourself!

Disassembly could cause damage and severe personal injury as some of the contents are under high pressure. Always wear suitable safety gloves and safety glasses, when working on your seatpost!

Failure to follow these warnings and instructions will immediately void your warranty!

GENERAL

ATTENTION!

Please read the following instructions carefully and install your DIVINE SL dropper post according to the steps detailed below. Your BikeYoke dropper post is a precision piece of cycling equipment that requires a specific understanding of bicycle maintenance and assembly to install. If you are not certain that you have the appropriate skills or tools to properly install or service this product, please contact your local bicycle dealer or service provider for assistance.

Detailed installation and service videos for all models can be viewed at www.bikeyoke.com

DIVINE SL models use internal cable routing and are designed to be compatible with bicycle frames that feature such cable routing.

DO NOT DRILL OR MODIFY YOUR FRAME IN ANY WAY. Doing so will void the Warranty of your DIVINE SL and in most cases void the warranty of your bicycle. Modification of your frame in any way may result in frame failure which could result in injury or death.

If you are unsure, whether your DIVINE SL is compatible with your frame, contact your bicycle frame manufacturer or BikeYoke directly. You will find BikeYoke contact details to BikeYoke service centers on our website www.bikeyoke.com.

BEFORE INSTALLING THE SEATPOST

Please be sure that your new DIVINE SL will fit in your frame. All DIVINE SL models are designed to fit either 30.9mm or 31.6mm seat tube inner diameters in frames, originally designed for internal cable routing. Improper fit may cause slippage, faulty performance, injury or death and may result in void of warranty.



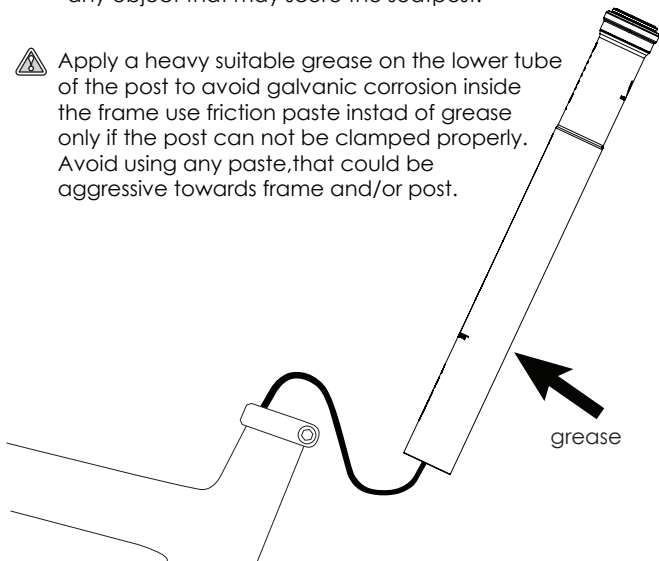
BikeYoke **DOES NOT** recommend modification or alteration of your frame in any way. Doing so may void your frame or bicycle's warranty and may result in frame failure which could lead to injury or death.



Make sure that your seat tube is clean and free of debris and that the inside of your seat tube is smooth and free of any object that may score the seatpost!



Apply a heavy suitable grease on the lower tube of the post to avoid galvanic corrosion inside the frame use friction paste instead of grease only if the post can not be clamped properly. Avoid using any paste, that could be aggressive towards frame and/or post.



MINIMUM INSERTION DEPTH AND TORQUE

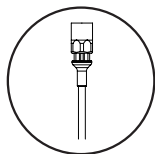
MINIMUM INSERTION DEPTH

All seatpost models must be inserted covering at least the minimum insertion line indicated on the seatpost. Check with your frame manufacturer for minimum post insertion. If your frame requires more insert than the post, you will have to follow the frame requirements instead of the post requirements!

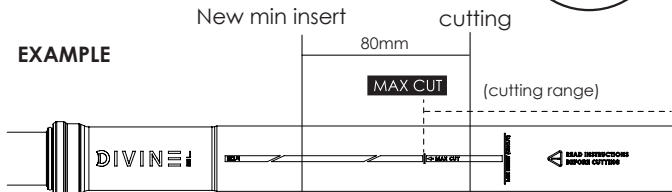
- ⚠ Insufficient insertion of the seatpost into the bicycle frame's seat tube could result in damage to the seatpost and/or bicycle and may result in a loss of control of the bicycle which may lead to serious injury or death.

Minimum insertion length of your DIVINE SL is 80mm. The factory mark for minimum insert only applies for uncut posts. Your DIVINE SL can be cut to length as short as the MAX CUT line marked on your post. When cutting your post, you need to mark a new min insertion line with a distance of at least 80mm from the end of the cut edge.

Use only proper tools to cut your post, that do not deform inner and/or outer diameter of the lower tube. A proper tool would be a fine and sharp metal hacksaw. Make sure to deburr the edges after cutting.



- ⚠ remove cable and cable attachment parts before cutting!

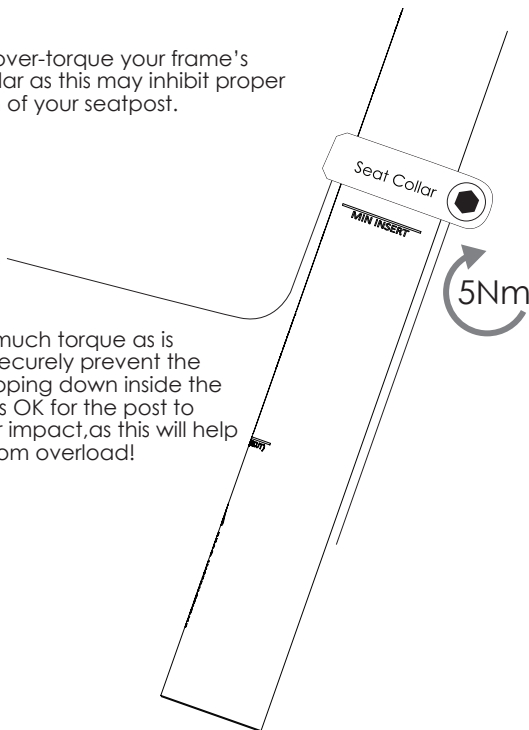


SEAT COLLAR TORQUE

Tighten your frame's seat collar to a maximum torque of 5 Nm



Do not over-torque your frame's seat collar as this may inhibit proper function of your seatpost.

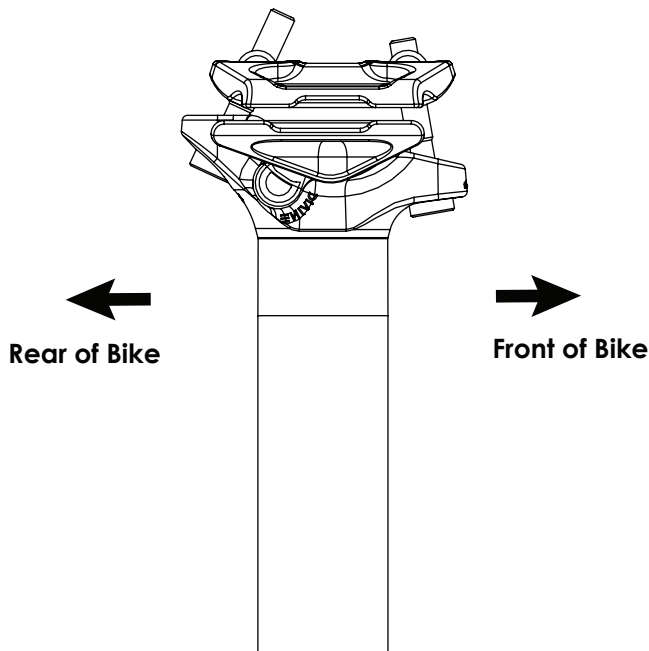


Use only as much torque as is needed to securely prevent the post from slipping down inside the seat tube. It is OK for the post to rotate under impact, as this will help to protect from overload!

SEATPOST ORIENTATION

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There is only one position for seatpost direction, saddle and saddle clamp orientation.



INSTALLING THE POST

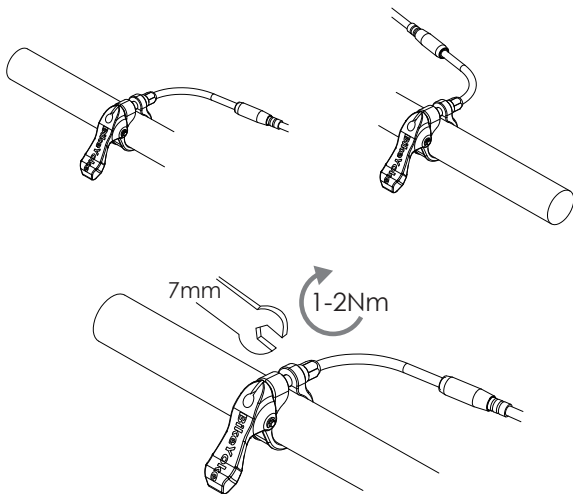
Important general information:

Actuating the post requires a moving outer cable.

 Do not fix the outer cable inside your frame and make sure your outer cable can move freely up to 5mm towards the post. Allow some excess cable slack inside the frame to compensate the movement.

1. Install the remote lever in the desired final location.

The 2-by remote and the elbow adjuster noodle can be installed on either the right or left side of the handlebar. Triggery remote can only be installed on the left side under bar.

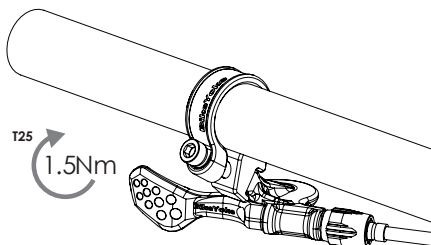


Triggy remote is installed via a snap-on clamp to the handlebar, or optionally via I-Spec adapters.

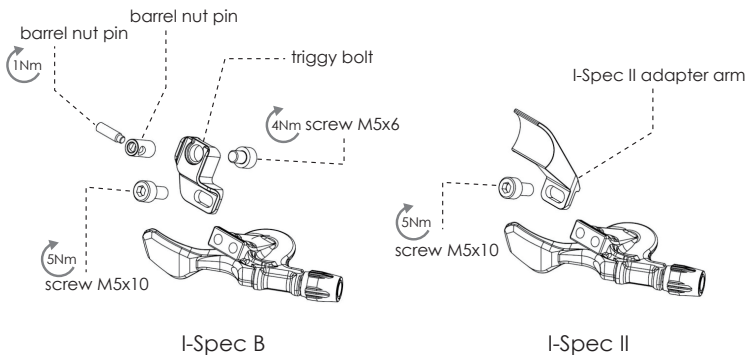
Use a torque of 1-2Nm on the pinch bolt of the snap-on clamp.

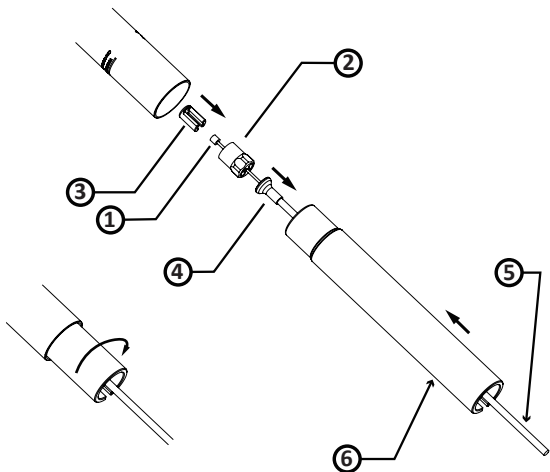
The Triggy remote can only be installed on the left side, underneath the handlebar.

Triggy is not to be installed with the elbow noodle. The outer housing including the ferrule goes directly into Triggy's barrel adjuster.



I-Spec Adapter installation scheme and parts





2. Feed the cable housing (#5) through your frame.

3. Install the special housing endcap (# 4) onto the housing (#5). Make sure the housing is inserted all the way.

4. Slide the connector nut (#2) onto the inner cable (#1) and feed the inner cable all the way through the housing.

5. Insert the plunger (#3) into the connector nut(#2), guiding it through and out of the corresponding slots on the other side of the connector nut.

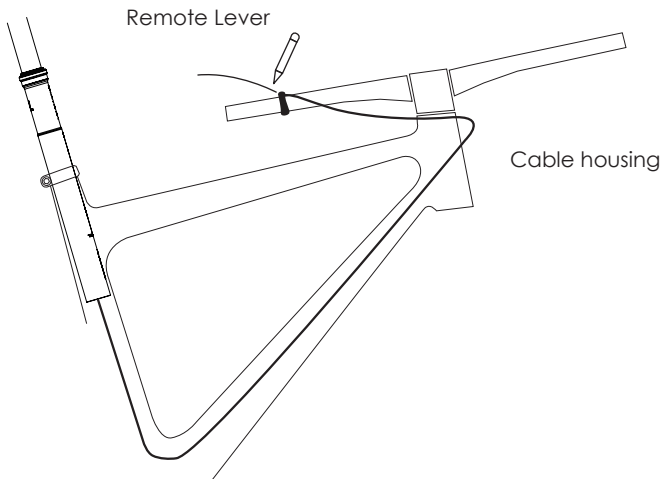
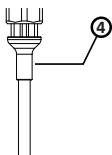
6. Screw the connector nut with inserted plunger and inner cable into the post using the slotted tool (#6). No more torque than hand-tight is required

7. Insert the post to the desired ride height into the frame. While pushing the post down into the frame, gently pull on the front end of the outer cable housing. Keep a little tension on the inner cable too, to avoid accidental disconnection of endcap (#4) and housing (#5). Secure the post in position

8. Hold the outer housing to the access point of your remote and rotate your handlebar at least 90° in both directions to simulate the desired cable length. Make a mark on the outer housing, where you find it the perfect length for your application.

9. Remove the post from the seat tube and slide the outer housing to the front. Trim the outer housing to length without cutting the inner cable.

10. Slide the outer housing back, so that the endcap (#4) touches the plunger (#4). Re-insert and secure the post into the seat tube to its final position. Make sure to always keep a little tension on the inner and outer cable, so all parts stay together

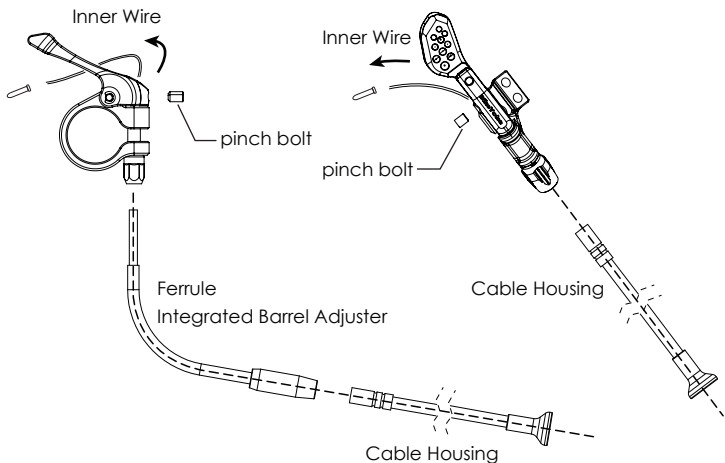


11. Attach the regular endcap on the trimmed front housing end. Make sure it is installed all the way

12. Guide inner cable through the remote and place the outer housing in its seat. Gently pull on the inner cable and then clamp the cable with the pinch bolt, using 2Nm torque.0

13. Adjust the final cable tension, using the barrel adjuster. The tension is correct, when the remote lever has no play, but at the same does not pre-tension the cable. too much.

Remote Lever



INSERTING THE SEATPOST

INSERTING THE SEATPOST

Insert the seatpost into your seattube.

When adjusting the position of your post within the frame, do not pull or push too much on any side of the cable. When pulling the post out of the frame, gently feed the cable from the front. When pushing the post deeper inside the frame gently pull on the cable.



Never extend the post higher than the minimum insertion mark on the post's lower tube! This may cause too much stress on the seatpost and lead to seatpost failure which may cause severe injury or death!

All seatpost models must be inserted covering at least the minimum insertion line indicated on the seatpost. Check with your frame manufacturer for minimum post insertion. If your frame requires more insert than the post you will have to follow the frame requirements instead of the post requirements!

When inserting deeper, make sure there is nothing (such as pivot points, bent tubes, ...) inside your seattube that can interfere with the post.

Always use suitable grease on contacting faces between seatpost and seattube in order to avoid potential corrosion. Use friction paste only, if proper clamping is not possible with greased components. Contact us before applying friction paste!

Torque your seat collar with a maximum of 5Nm! Too much clamping force may cause the post to move slowly or sticky.

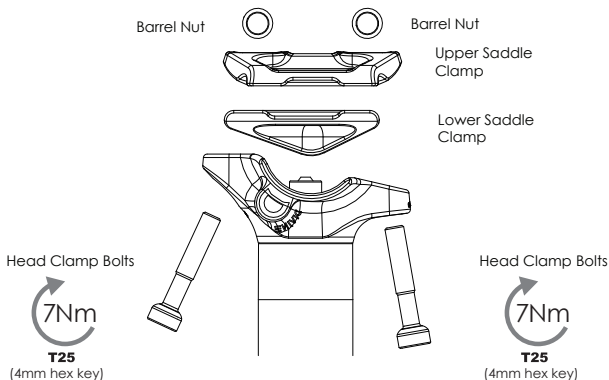


Make sure your post does not slip inside the seattube, when sitting on it before going out for a real ride

SADDLE INSTALLATION

SADDLE INSTALLATION

Once you have installed your DIVINE seatpost into your seat tube you will need to install your saddle. Unscrew the two saddle head clamp bolts, barrel nuts, upper and lower floating clamp using a T25 Torx wrench (4mm hex key on older versions)



To install the saddle, replace the two saddle head clamp bolts, spherical nuts, upper and lower floating clamp in the order in which they were removed.

Before tightening, place the rails of your saddle between the upper and lower saddle clamps so that the rails rest in the channel provided by the lower floating clamp.


DIVINE SL saddle clamp is compatible with standard rails, oval rails and carbon rails.

Tighten the two head clamp bolts alternately until the desired saddle angle is achieved. Then tighten both bolts evenly to a maximum torque of 7 Nm. Make sure, that the shaft or thread of the bolts do not contact the post which could the bolts to bend.

ADJUSTING RETURN SPEED


ADJUSTING AIR PRESSURE

Your DIVINE SL comes with a factory setting of 300psi air pressure. DIVINE SL is designed with a safety overload feature, that allows the post to act like a spring after hard impacts on the saddle, while the post is stiff under normal sitting/riding.

 This is to protect the posts internals from very high peak loads. The pressure inside the post can be adjusted within a range of 250psi to a maximum of 350psi to accomodate to the riders speed and lever force preferences.

Higher pressure = Higher overload threshold and higher speed
Lower pressure = Lower overload threshold, lower speed, lower lever force

When adjusting the air pressure, always wear safety glasses and gloves, since the dropper post contains high pressures and suspension fluid!

 **Always hold your post right side up, when adjusting air pressure! Never operate the air valve, while the post is laying horizontally or upside down or you will cause suspension fluid to leak out of the post under high pressure! This can cause severe injuries!**

Adjust air pressure only with fully extended post!

1. Extend the post completely.
2. Remove saddle clamps and remove valve cap.
3. Lightly attach shock pump and shock pump adapter

4. Pump the post to desired pressure. We do not recommend pressures lower than **300psi**, since it can make the post become very slow and not supportive enough. Maximum pressure is **350psi**. We recommend to use a high quality shock pump with a 2-step valve to avoid air loss, when detaching the pump.
5. Remove pump and adapter from the post.
6. Clean your post from any excessive suspension fluid.
7. Reinstall all previously removed parts in the order they were removed.

USING YOUR SEATPOST

LOWERING AND RAISING THE SADDLE

To lower the saddle, push the trigger and then weight the saddle firmly by hand or by sitting on it.

Apply force only in the direction of the seat tube axis, as this will ensure smoothest action and reduce wear of tubes, pins and bushings inside the post.

To raise the saddle, push the trigger and unweigh the saddle. Once the desired position is reached, release the trigger.

You can set the saddle height infinitely in any position within the post's travel range.

If your post has not been used/adjusted for a longer period of time, you might need to manually break the post loose, as the seals have a tendency to stick to the contacting surfaces after a while of not moving.

For this initial "break-away" just push the remote and then gently push or pull the saddle until the post starts moving.

Unlike to posts for other manufacturers it is acceptable to gently pull on the saddle or lift the bike on the saddle.

CLEANING YOUR SEATPOST

Clean your seatpost after every ride using warm water and a clean cotton or microfibre cloth.

Carefully clean the stanchion and the wiper, not letting any water pass the wiper. Avoid water entering the frame during cleaning.

Do not scratch the stanchion!

Dry the post after cleaning!

SAFETY AND MAINTENANCE

BEFORE EACH RIDE

Before each ride, check that the seatpost is secured in the frame and that all clamping bolts are tightened to their specified torque values. Make sure that your seatpost does not show sign of excessive wear and is not leaking. Check that the seatpost functions properly. Make sure that the maximum raised position of the seatpost is not too high for the rider to properly maintain control of the bicycle.

PERIODIC MAINTENANCE

Your DIVINE seatpost requires periodic service to maintain consistent function. Please check our website [**www.bikeyoke.com**](http://www.bikeyoke.com) for detailed service intervall documents. Please see your local dealer or contact one of our service centers to have a service performed.

Routine maintenance should be done at regular intervals. Interval duration will depend on frequency of use and conditions. We recommend to clean and lubricate the inside of the lower tube once every 6 months. Wet or severely dusty conditions will require more frequent maintenance. If high pressure water is used to wash the bicycle, more frequent maintenance is recommended due to the increased chance of water entering the system. If degradation of performance occurs, perform maintenance as soon as possible.

Videos of service procedures and service center contact information can be found on [**www.bikeyoke.com**](http://www.bikeyoke.com)

QUICK TROUBLESHOOTING

My DIVINE moves a little bit, when I am pushing on it.

Every dropper post with hydraulic/pneumatic lockout-system - no matter which brand - allows a little bit of movement, when you sit or push on it. This is normal and you can find the most important reasons below:

- In contrary to the common opinion, oil is not incompressible. Liquids and oil in particular can be compressed to a certain extent - even if it is just a little bit.
- O-Rings require some space in their housings for easy installation and proper function. This space can be used for small movements, when under pressure.
- Tubes are not 100% rigid. When under pressure from the inside, you can picture their deformation, as if they were bloating like a balloon (exaggrated). This deformation allows minimal movement of the shaft.

All those things contribute to occurring minimal vertical movement of the post, when under load. This movement can measure up to 1-3mm and is absolutely normal. You will not be able to feel this when riding, and there is no need to worry about it.

QUICK TROUBLESHOOTING

My remote/lever is stuck and does not return, after pushing it

This is most likely due to one of the following reasons:

- The linkage at the bottom of the post is dirty or not properly greased/lubricated. Over some time, bikes collect dirt and mud inside the frame after washing. This mud can get to the leverage mechanism, when having the bike upside down (for example after washing). Cleaning and generously re-greasing the bottom mechanism should solve this. Use only thick bearing grease. If you often wash your bike, using a lot of water, it is recommended to remove the seatpost after washing, so you can get rid of excessive water and mud through the open seattube. Not only will your DIVINE benefit from this, but also your frame bearings. Always give your bike some time to thoroughly dry after washing.
- The air pressure is not correct. The usual air pressure of the post is 300psi. Less pressure inside the air chamber, does not only mean slower return speed, but also less return pressure for the push rod, which engages the lower leverage unit. Make sure, the pressure is set correctly.
- In rare cases the valve core (valve insert) might have gotten a little loose after the first couple of rides, resulting in very subtle air loss over weeks or months. Use a valve key to torque the schrader valve core to the correct 0,5Nm for proper sealing function.

QUICK TROUBLESHOOTING

My post returns very slowly and/or feels sticky, especially right before top-out, although pressure is set correctly

Check your seat collar first. Some seat collars squeeze the seattube very unevenly, which can result in uneven deformation of the seattube and seatpost and cause friction in the post. Use the torque on your seat collar as low as possible, just so that your DIVINE does not slip inside the seattube, but in any case do not tighten with more than 5Nm.

If the collar was not the problem your post does not necessarily need a full service. Most likely, it is just caused by a clogged foam ring at the bottom of the seatpost inside the lower tube. This small foam ring is a dirt and dust protection, covering the small holes in the bottom of the post. Those holes allow the post to breath during dropping and extending. If the foam is soaked with oil/water/grease, it may clog the holes and make the post feel sticky during extending and also harder to compress, since it will create another air spring in the lower tube. Air cannot get in and out fast enough.

That being said, using too much grease during a service is not the best thing to do.

If you remove the big circlip at the bottom of the post then you can slide up the lower tube and you will see the small foam ring. After cleaning this ring and reassembly, your post should work as smoothly as it used to do.

If you are experiencing an issue, which you can not solve with any of the above solutions, you can find more detailed troubleshooting on **www.bikeyoke.com** or you may contact us directly.

GENERAL NOTES ABOUT MAINTENANCE AND SERVICE FOR BIKEYOKE DROPPER POSTS

BikeYoke seatposts are high performance components, which requires regular service and maintenance.

All regular maintenance, troubleshooting, repair and parts replacement must be performed by a suspension professional such as our service partners.

You can find contact information to our service-centers on www.bikeyoke.com.

Only if you are experienced and skilled in suspension service, you may perform the services by yourself.

In addition, routinely perform a mechanical safety check before each ride, as described.

SERVICE SCHEDULE

BEFORE EVERY RIDE

Gently clean the exposed portion of the upper tube with a clean rag. Avoid pushing contamination into the seal. Keep the saddle clamp clean.

Make sure the lever action is smooth and that the cable is kink-free.

Check, and if necessary, readjust the cable tension with your barrel adjuster.

Make sure the post action is quick and smooth and that the post securely locks in place, when releasing the remote. Inspect the post for any damage (including but not limited to scratches, nicks, sticking bushings, excess friction, bent saddle rails, excessive play...) that might require service or repair.

AFTER EVERY RIDE

Gently clean the exposed portion of the upper tube with a clean rag. Avoid pushing contamination into the seal. Keep the saddle clamp clean.

Make sure the inside of your frame is dry and does not contain any water or moisture. Water inside the frame may not only lead to corrosion of your frame, frame bearings and your bottom bracket but also eventually penetrate the post and cause malfunction and damage to the post.

Store your bike in a dry place.

EVERY 100 HOURS OF USE* LOWER TUBE SERVICE

Have a lower tube service performed. A video with detailed description of how to perform a lower tube service can be found on www.bikeyoke.com.

While the lower tube is removed, any moving parts of the cartridge shall be inspected for wear, especially the cartridge shaft for any signs of wear such as scores, scratches and/or a fading color of the coating.

UPON NEED FULL CARTRIDGE REBUILD

A full cartridge rebuild is not part of regular service/maintenance. The hydraulic system of your post is designed to work trouble free for a long period of time and does not require maintenance, following a strict schedule. This does not mean, that seals in the hydraulic system are free of wear or can not eventually fail! We recommend to perform a full cartridge rebuild only in case of symptoms that can not be cured by a lower tube service and after checking all the points on our troubleshooting documents.

A video with detailed description of how to perform a full cartridge rebuild can be found on www.bikeyoke.com.

* Lifespan and the type and frequency of maintenance/service depends on many factors, such as frequency and type of use, rider weight, riding conditions and/or impacts. Exposure to harsh elements, especially salty (such as riding near the ocean or in winter), can result in galvanic corrosion of components, which can accelerate wear and shorten service intervals and lifespan in general. Use in excessive dirt, dust or mud can also accelerate wear and shorten the service intervals and lifespan.

Keep your post clean and lubricated, avoid water and dirt entering the post and it will stay healthy for a long time.