

Tip 2 - Ironhorse Sunday Hints

Having run two Ironhorse Sunday bikes for the entire season in Les Gets, they required regular maintenance to keep them at their best. One thing that should be checked regularly is the tightness of the pivot bolts. This is particularly important on the Sunday as the main pivot acts as both the DW-Link and the lower shock pivot. This tip makes it easier to check the tightness of the main pivot, and to speed up replacement of a worn DU bush.

Hint 1: If you are running a bashring such as the E-13 Supercharger, you will notice that it prevents you directly reaching the main pivot bolt with an allen key unless you remove the crank arms. Our tip is to simply drill a hole in the appropriate place on the bashring (see image below). Note; Think about which foot is forward in your natural riding position and drill the hole above the crankarm so as not to weaken the bashring in a vulnerable location.



Hint 2: If you own a Sunday, have you ever noticed your rear brake become 'tight' during a run? The likely cause of this is the rear brake hose being crushed between 2 coils of the rear shock spring, and restricting the flow of fluid through the hose. This happened a number of times even with a Goodridge hose fitted because of the way the cable is routed over the DW-Link. Our simple tip is to run the cable outside the shock housing (see image below). We agree this does not look as tidy but prevents damage to the brake hose.

