

Item Description	VPN	Barcode	Size	First Available
Ascend II 150mm Dropper Seatpost	BRNDXDRPA02316449150	5056305585877	31.6mm x 449mm 150mm	Aug-19
Ascend II 150mm Dropper Seatpost	BRNDXDRPA02309449150	5056305585884	30.9mm x 449mm 150mm	Aug-19
Ascend II XL 170mm Dropper Seatpost	BRNDXDRPA02XL316489170	5056305585891	31.6mm x 489mm 170mm	Aug-19
Ascend II XL 170mm Dropper Seatpost	BRNDXDRPA02XL309489170	5056305585907	30.9mm x 489mm 170mm	Aug-19

## Brand-X Ascend II 150, 170 External Route Dropper Post – 2020 version Disassembly, Maintenance and Reassembly

Thanks for buying a Brand-X Ascend External Route dropper post.

Regular maintenance is important to ensure continued function and longevity of your post. This guide will take you through the steps required to fully disassemble and then reassemble your external route dropper post. We used a 31.6/150mm travel/449mm length external route dropper post to demonstrate the steps.

Disassembly **IMPORTANT – BEFORE YOU START- HALF COMPRESS YOUR SEATPOST**

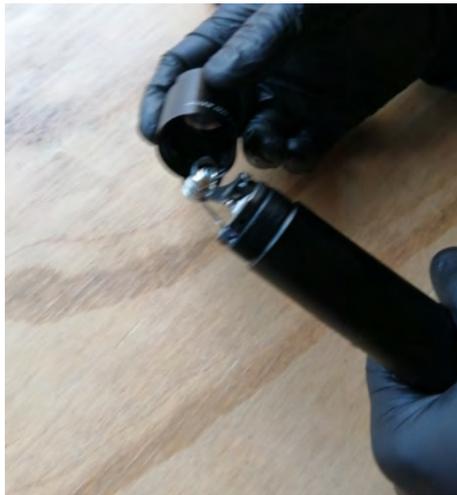
### Tools you'll need:

- 2mm, 2.5mm, 3mm and 5mm hex keys
- 28mm spanner
- 8mm socket
- Pick or sharp flat head screwdriver
- Pliers (not essential)
- Isopropyl alcohol and cloth
- Ascend Dropper Seatpost Assembly Grease
- Relevant Maintenance Kit (includes upper and lower bushing, collar seal and o-ring, retaining ring, brass keys and nylon thread with anchor)
- New cartridge (size specific and so select the correct one if you're planning on changing your cartridge).
- New cartridge if required (size specific and so select the correct one if you're planning on changing your cartridge)



## Disassembly

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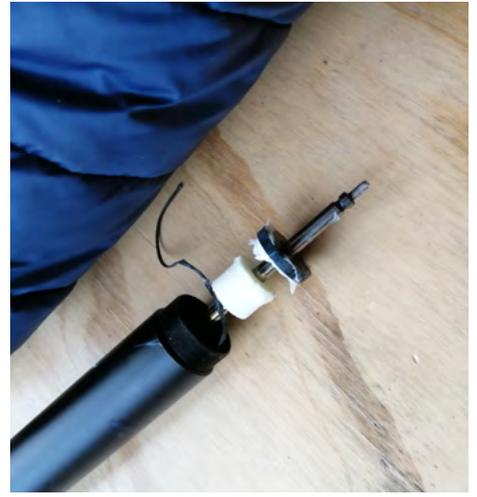
1. Using a 28mm spanner remove the lower cap turning the cap anti-clockwise to undo.



2. Using a 8mm socket carefully undo the nut to release the nylon thread.



3. Push the shaft of the post to reveal the cartridge.



4. Undo the two grub screws to detach the actuator base from the cartridge.



5. Remove the actuator pin from the cartridge - you should be able to pull this out with your fingers.

6. Using a 5mm allen key remove the seat clamp.



7. Using a 3mm allen key remove the bolt and washer from the head assembly.



8. Remove the cartridge from the post.



9. Remove the actuator cover (pry this up from the bottom).



10. On the reverse of the collar undo the grub screw and delicately remove the lower assembly - **ensure you don't lose the guide pin.**



11. Remove the actuator nylon thread and the metal housing.



12. Carefully remove the lower bushing.



13. Remove the brass keys.



14. Remove the upper bushing.



15. Remove the collar and disassemble - carefully removing the retaining ring, inner seal and O-ring.





## Assembly

### Tools required:

- 2mm, 2.5mm, 3mm, 5mm hex key
- 8mm spanner or socket
- Torque wrench
- Vernier callipers
- Small flat head screwdriver
- Long nose pliers
- Assembly Grease
- Isopropyl alcohol
- Workstand



Note – Before you start, **ensure that your cartridge has been compressed halfway**. You can do this by inserting the pin and then pushing down on the cartridge.

If the cartridge is at full travel, you will NOT be able to rebuild your seatpost.



1. Get the bottom part of the seatpost, grease the inside.



2. Insert the seal.



3. Get your cartridge, find the thicker end with the threaded hole and push inside the stanchion then fit the foam spacer and rubber dampner.



4. Get your bolt and washer then insert into the top of the stanchion and tighten cartridge.



5. Get the metal retaining ring from the seal and slide this onto the stanchion.



6. Get the string, insert the barrel into the metal piece with the rounded side facing outwards then feed string through the hole in the collar.



7. Slide the collar onto the stanchion, double check the seal is positioned correctly and is not folded over.



8. Get the larger bushing and slide it onto the stanchion. It should go on with the lip to the top.



9. Apply grease to the bottom half of the stanchion and then reinsert brass keys.



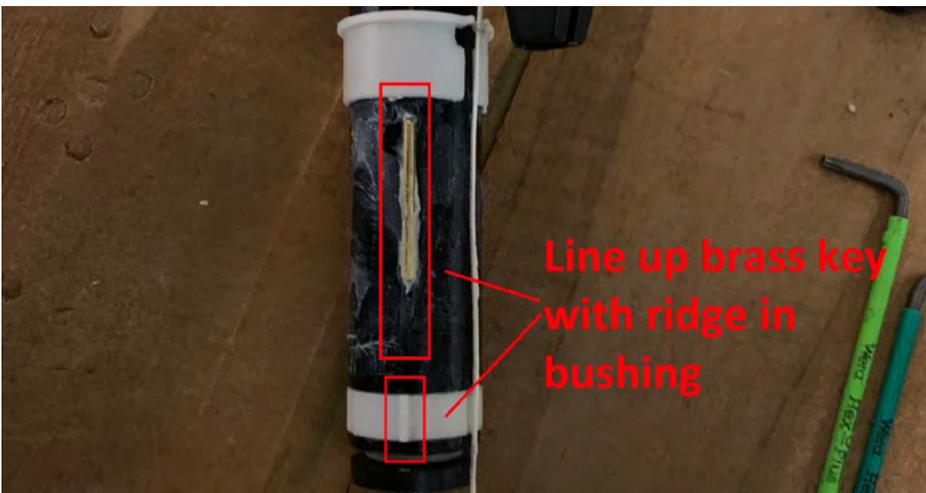
10. Take the bottom part of the seatpost and clamp it horizontally in a workstand with the rear of the post (laser etched markings) facing upwards.



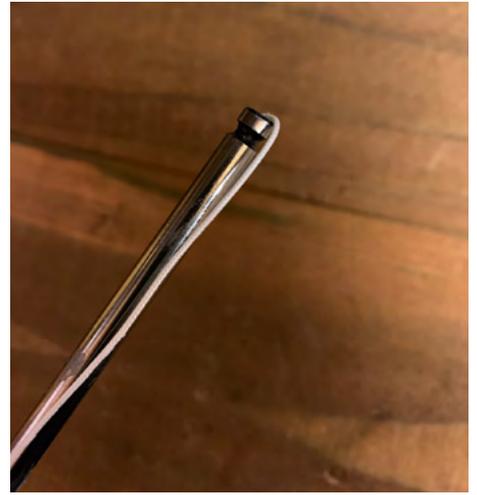
11. Reinsert the metal cable guide.



12. Grease cable guide and inner part of post.



13. Take your post, find the front of the stanchion (opposite the laser etched side) and then line up the ridge in the bottom bushing with the brass key.



14. Take the stanchion to the seatpost which you have clamped in the workstand. Remember the laser etched part of post is the rear. Rotate the collar on the stanchion to line up the actuator to the area on the post where the string will be inserted.

15. With the actuator now positioned, move the top bushing so the string goes through the slot and this should also line up with a slot in the bottom bushing. If the string does not line up with bottom bushing, the actuator is in the wrong please so repeat steps 13 and 14 to correctly line everything up.

16. Take the string and push the end inside the hole in the bottom of the cartridge to remove any excess slack – you can also secure with an elastic band if you wish.



17. Carefully insert the stanchion into the post, if everything has been lined up correctly in the steps above it should slide in easily. If you feel resistance, STOP and repeat step 13 onwards. Failure to stop will result in the string being damaged.



18. With the stanchion now in place, slide the bushing down into place and then slide the collar down into place.



19. Carefully push the stanchion down so the bottom of the cartridge is visible.



20. Gently pull the string and ensure it moves freely and moves the actuator up, then push the actuator down with your finger to ensure it pulls the string – repeat this step a few times to ensure that the string is moving with no resistance. If the string does not move freely, you will need to remove the stanchion from the post and start from step 13 to reinstall correctly.



21. Replace the bolt on the collar to hold it in place.



22. The bottom of your post should now have the cartridge and string visible.



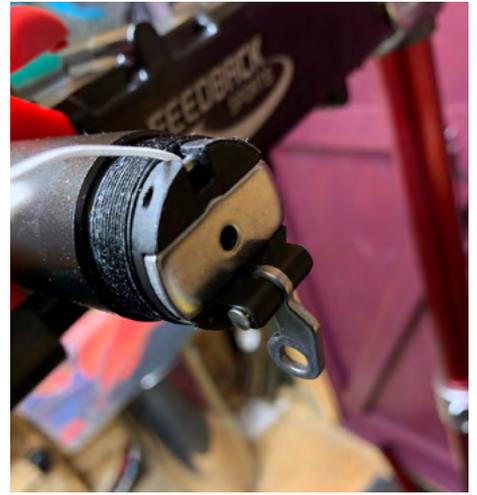
23. Get your actuator and push it onto the bottom of the cartridge. The bolt hole in the actuator should line up with the indent in the cartridge.



24. Replace the bolt to hold the actuator in place. Be careful not to overtighten. The bolt should not be visible from the opposite side of the actuator.



25. Lift the string into the slot inside the post and then push the cartridge / actuator into place. Note that the slot in the actuator needs to go in line with the string.



26. The string needs to go over the metal pin on the actuator and then the metal strike plate can be replaced on the actuator.



27. Reinsert the long pin  
Note – The rounded end should be facing outwards.



28. Take the bolt and washer, insert the string through the hole, push the bolt into the actuator then fit washer and nut.



29. Measure the height from bottom of actuator to top of mechanism using Vernier callipers. Adjust cable so that the height between 20.5mm – 21.5mm.

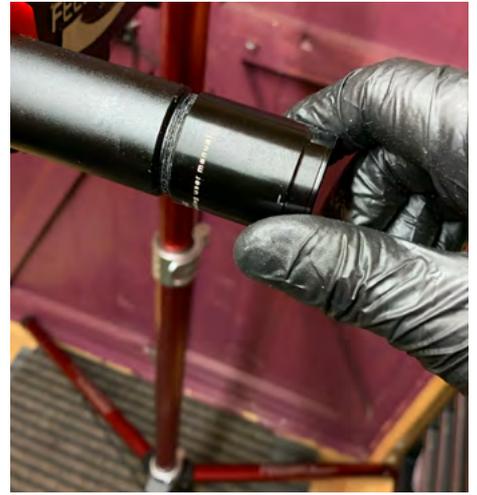




30. Tighten the nut using an 8mm spanner or socket.  
NOTE – It can be useful to use long nose pliers keep tension on the string as you tighten. You may need to gently push the actuator away from the pin as you tighten the nut to prevent it activating the cartridge.  
It is vital at this stage that the pin is not pressed to extend the cartridge.



31. Refit the metal retaining ring on the seal.



32. Refit the cap on the bottom of the post and tighten with spanner.



33. You can now push the actuator carefully using a flat head screwdriver to activate it. The post should extend. You can push the actuator again and push the post to ensure it functions as it should. If the post is not working as expected, compress halfway, remove the bottom cap and repeat from step 29 onwards.  
**DO NOT PRESS THE ACTUATOR OR PIN WITHOUT THE CAP ON THE BOTTOM OF THE POST**



34. Refit seat clamp.



35. Refit cable cover.



36. Clean down post with isopropyl alcohol or water.

Your post is now fully serviced and can be refitted to your bike.