

SPECIALIZED USER MANUAL

COMMAND POST WU



THIS BRIEF USER MANUAL CONTAINS IMPORTANT INFORMATION. PLEASE READ CAREFULLY AND STORE IN A SAFE PLACE.

This user manual is specific to your Specialized Command Post WU seatpost (the WU seatpost). It contains important safety, performance and technical information, which you should read before your first ride and keep for reference. You should also read the entire Specialized Bicycle Owner's Manual ("Owner's Manual"), because it has additional important general information and instructions which you should follow. If you do not have a copy of the Owner's Manual, you can download it at no cost at www.specialized.com, or obtain it from your nearest Authorized Specialized Retailer or Specialized Rider Care.

Additional safety, performance and service information for specific components such as seatpost or pedals on your bicycle, or for accessories such as helmets or lights, may also be available. Make sure that your Authorized Specialized Retailer has given you all the manufacturers' literature that was included with your bicycle or accessories. If there is a difference between the instructions in this manual and the information provided by the component manufacturer, please refer to your Authorized Specialized Retailer.

When reading this user manual, you will note various important symbols and warnings, which are explained below:

	WARNING! The combination of this symbol and word indicates a potentially hazardous situation which, if not avoided, could result in serious injury or death. Many of the Warnings say "you may lose control and fall." Because any fall can result in serious injury or even death, we do not always repeat the warning of possible injury or death.
	CAUTION: The combination of the safety alert symbol and the word CAUTION indicates a potentially hazardous situation, which, if not avoided, may result in minor or moderate injury, or is an alert against unsafe practices. The word CAUTION used without the safety alert symbol indicates a situation which, if not avoided, could result in serious damage to the bicycle or the voiding of your warranty.
	INFO: This symbol alerts the reader to information which is particularly important.
	GREASE: This symbol means that high quality grease should be applied as illustrated.
	CARBON FRICTION PASTE: This symbol means that carbon friction paste should be applied as illustrated to increase friction.
	TORQUE: This symbol highlights the correct torque value for a specific bolt. In order to achieve the specified torque value, a quality torque wrench must be used.
	TECH TIP: Tech Tips are useful tips and tricks regarding installation and use.

INTENDED USE

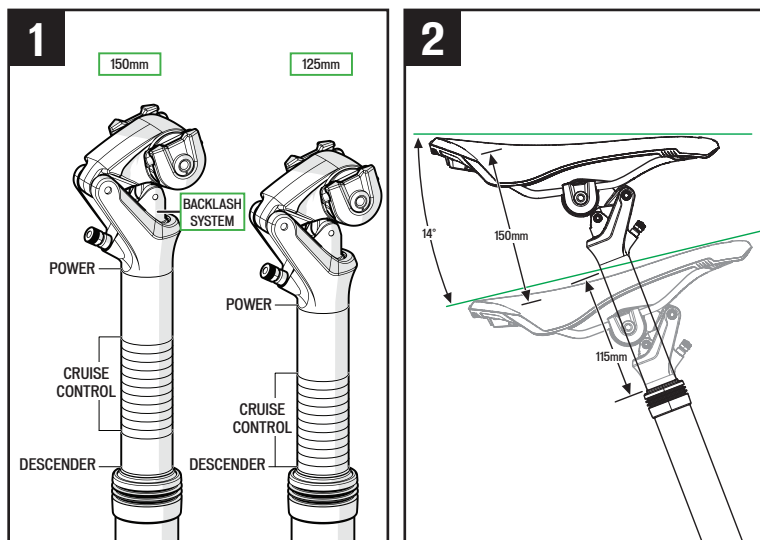
The WU seatpost is intended and tested for All Mountain biking (Condition 4) only. For more information on intended use and structural weight limits, please refer to the Owner's Manual.

The WU seatpost is a multi-position adjustable seatpost with up to approx 150mm effective travel and approx 14° angle tilt. This allows for on-the-fly adjustment to accommodate for different riding terrain and conditions. A Travel Limiter Chip is provided with the seatpost to reduce the effective travel from approx 150mm to approx 125mm (**fig.1**). Installation of the chip must be performed by an Authorized Specialized Retailer.

Depending on the position of the seatpost, the angle of the saddle changes (**fig.2**). The lower the saddle position, the greater the tilt. A seatpost with approx 150mm effective travel has 115mm of actual seatpost shaft travel. The effective length of travel is achieved by taking into account saddle tilt.

	WARNING! Adjusting the saddle height and tilt will affect the handling of your bicycle by altering the center of gravity, weight and balance. Doing this while riding may result in a loss of control. You should become familiar with and practice riding with the WU seatpost in a controlled environment away from traffic before tackling more aggressive and difficult terrain.
	CAUTION: When adjusting the saddle height, always use your body weight to guide the saddle up and down, and release the lever before removing your body weight from the saddle.
	CAUTION: Verify the return speed of the seatpost and adjust the air pressure if necessary. Be careful when extending the seatpost, as it does decompress quickly. Do not press the lever to decompress the seatpost while your head is near the seatpost.

DESCRIPTION	POSITION	EFFECTIVE TRAVEL	
		150mm POST	125mm POST
POWER	FULLY EXTENDED	0mm	0mm
CRUISE CONTROL	MIDDLE RANGE	25-100mm	0-75mm
DESCENDER	FULLY COMPRESSED	150mm	125mm



SPECIALIZED BICYCLE COMPONENTS

15130 Concord Circle, Morgan Hill, CA 95037 (408) 779-6229
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Please note all instructions and notices are subject to change and updates without notice.
Please visit www.specialized.com for periodic tech updates.
Feedback: techdocs@specialized.com

GENERAL NOTES ABOUT ASSEMBLY

This manual is not intended as a comprehensive assembly, use, service, repair or maintenance guide. Please see your Authorized Specialized Retailer for all service, repairs or maintenance. Your Authorized Specialized Retailer may also be able to refer you to classes, clinics or books on bicycle use, service, repair, and maintenance.

- The WU seatpost has a 34.9mm diameter and is compatible only with frames using a 34.9mm seat tube diameter.
- Make sure both the seatpost and the frame are free of any burrs or sharp edges that can damage the surfaces of the seatpost and frame.

- WARNING!** The WU seatpost is not compatible with carbon rail saddles. Only use 7x7mm alloy rail saddles.
- WARNING!** Proper and secure installation and adjustment is critical for your safety. Improper installation or adjustment, damage to the seatpost or incorrect clamp size interface may result in an accident which can cause serious injury. Therefore, it is essential that the assembly, maintenance and troubleshooting be performed by an Authorized Specialized Retailer.

TOOLS / TORQUE SPECS

The following tools are required for installation of this product:

- | | | |
|--|-------------------------|---|
| ■ 2, 3, 4, 5mm socket-style Allen keys | ■ High-quality grease | ■ Carbon assembly compound (carbon paste) |
| ■ Torque wrench | ■ Cable housing cutters | ■ Blue threadlocker |

- WARNING!** Correct tightening force on fasteners (nuts, bolts, screws) on your bicycle is important for your safety. If too little force is applied, the fastener may not hold securely. If too much force is applied, the fastener can strip threads, stretch, deform or break. Either way, incorrect tightening force can result in component failure, which can cause you to lose control and fall.
Where indicated, ensure that each bolt is torqued to specification. After your first ride, and consistently thereafter, recheck the tightness of each bolt to ensure secure attachment of the components. The following is a summary of torque specifications in this manual:
- WARNING!** Seat collar torque requirements can vary depending on the specific frame and seat collar used. Exceeding the maximum torque limit can result in damage to the WU seatpost and/or frame and also hamper return action, either of which can result in a loss of control of the bicycle.

LOCATION	TORQUE (in-lbf)	TORQUE (Nm)	LOCATION	TORQUE (in-lbf)	TORQUE (Nm)
Saddle rail clamp	140	15.8	Seat collar	45	5.1

- CAUTION:** Ensure that all contact surfaces are clean and bolt threads are greased or have a threadlocking compound (refer to the instructions for each bolt) prior to installation.

GENERAL NOTES ABOUT MAINTENANCE

The WU seatpost is a high performance component. All regular maintenance, troubleshooting, repair and parts replacement must be performed by an Authorized Specialized Retailer. For general information regarding maintenance, please refer to the Owner's Manual. In addition, routinely perform a Mechanical Safety Check before each ride, as described in the Owner's Manual.

- The air chamber, accessed by removing the air valve cap at the top of the WU seatpost, must be fully discharged before performing any service.
- The upper tube's smooth anodized finish is critical to the smooth function of the seatpost. Always store the seatpost in the DESCENDER position to prevent damage to the upper tube.

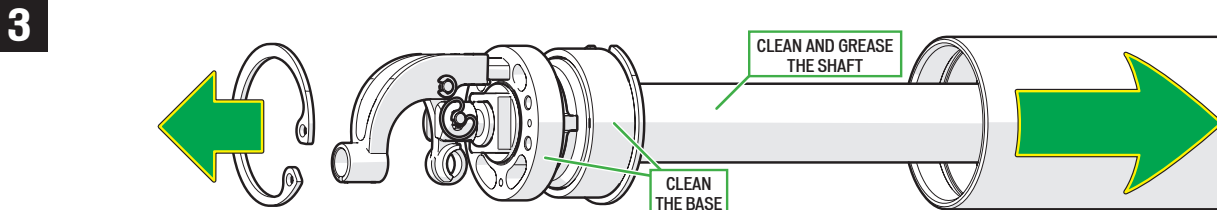
CAUTION: When placing the bike in a repair stand, clamp onto the lower tube of the seatpost, not the upper tube or the seal head.

- Lifespan and the type and frequency of maintenance depends on many factors, such as frequency and type of use, rider weight, riding conditions and/or impacts. Exposure to harsh elements, especially salty air (such as riding near the ocean or in the winter), can result in galvanic corrosion of components such as bolts, which can accelerate wear and shorten the lifespan. Dirt can also accelerate wear of surfaces.

SERVICE INTERVALS

CAUTION: To ensure proper function of the WU seatpost and to maintain your warranty eligibility, follow the service schedule below. All internal service must be performed by an Authorized Specialized Retailer or Specialized Service Center (except cleaning/greasing the hidden portion of the inner tube, fig.3).

- Before every ride:
 - Gently clean the exposed portion of the inner tube with a clean rag. Avoid pushing contamination into the seal.
 - Make sure the lever action is smooth and that the cable is kink-free.
 - Make sure the seal head is tight. If it is loose, use a crow's foot to tighten to 130 in-lbf / 14.7 Nm.
 - Inspect the WU seatpost for any damage (including but not limited to scratches, nicks, sticking bushings, excess friction, loss of air, proper seatpost function, bent saddle rails) that might require warranty service.
- Every 3 months:
 - Use a standard shock pump to check and increase/decrease air pressure to between 70 PSI / 4.8 Bar (recommended) and 100 PSI / 6.9 Bar (maximum). It is ok to go lower than 70 PSI if a slower post return is desired.
 - Adjust the barrel adjuster as needed so that there is a small amount of slack in the cable (slightly tap the lever to feel the slack; there should be a small amount at the top of lever throw). If ridden in muddy/rainy conditions, lubricate the cable and cable housing with a Teflon-based lubricant (e.g., Tri-Flow®).
 - Fig.3: Remove the circlip from the underside of the seatpost, then slide the outer tube up to the saddle clamp to expose the inner shaft. Clean the base and shaft, then grease the shaft using Slick Honey or similar grease.



■ Every 6 months:

- Have your Authorized Specialized Retailer inspect, adjust, clean and grease the WU seatpost (including inspecting the backlash system (fig.1) for any excessive vertical play) according to Specialized recommendations. If you ride in extreme conditions (fine dust, mud, etc.), a full service involving replacement of wear items may be required. Wear items include:
- Dirt wipers
- Seals
- Bushings
- Top-out o-rings
- Alignment keys
- Expansion collet

■ After 1 year or 100 hours:

- Have your Authorized Specialized Retailer perform a full service of the WU seatpost.
- Replace the cable and housing, then check functionality.



A small amount of rotational movement in the seatpost and/or vertical play in the backlash system is normal and will not cause long-term damage.

If there is excessive rotational play in the bushings, excessive vertical play in the backlash mechanism or the WU seatpost is inoperable after a cable/housing change, see your Authorized Specialized Retailer.

TROUBLESHOOTING

ISSUE SYMPTOM	POTENTIAL CAUSE	SOLUTION
Action between positions is sticky / not getting full travel to the Power position	Grease has migrated from the sliding surfaces / general lack of grease / contamination	Unthread the seal head with a torque wrench and crow's foot, clean and grease the outside and inside surfaces of the inner tube. Removal of the seal head from the inner tube should not be performed by the rider**. Applying lubricant to the surface of the inner tube can sometimes temporarily resolve stickiness
	Grease has migrated from the inner shaft / general lack of grease / contamination	Remove the circlip at the base of the seatpost, then slide the outer tube up to the saddle head assembly (see fig.3). Clean and grease the inner shaft*
	Pressure bleeds through the seal over time	Increase air pressure to the desired setting if pressure is below 70 PSI / 4.8 BAR*
	Riding in cold weather (below 32°F / 0°C)	Increase the air pressure in 10 PSI increments, without exceeding 100 PSI / 6.9 BAR*
	Seat collar torque too high	Inspect the torque spec or QR lever load and adjust if necessary*
Not getting full travel to the Power position	Travel chip is installed	Remove the travel chip**
Seatpost slips in the seat tube	Not enough friction between the seatpost and seat tube	Verify the torque applied to the seat collar bolt, make sure it is torqued to the manufacturer's specification, and does not exceed 90 in-lbf / 10.2 Nm. If necessary, apply friction paste to the seatpost/seat tube interface***
Saddle slips in the saddle clamp assembly	Not enough friction between the saddle and clamp	Verify the interface between the saddle head and inner rail clamps is greased, and the torque applied to the saddle clamp bolt is 140 in-lbf / 15.8 Nm*
Post does not move when the lever is activated	Cable and housing friction	Inspect the cable ferrules at both ends of the housing to make sure they're correctly seated. If necessary, lubricate or replace the cable and cable housing*
	Too little cable tension	Increase tension by turning the barrel adjuster counter-clockwise (see fig.4, item 2)*
Post moves without activating the lever	Cable and housing friction	Inspect the cable ferrules at both ends of the housing to make sure they're correctly seated. If necessary, lubricate or replace the cable and cable housing*
	Too much cable tension	Reduce tension by turning the barrel adjuster clockwise (see fig.4, item 2)*
Slow/No return action 2-3 days after setting the air pressure	Air leakage due to main seal damage	Replace or service the lower seal assembly**

* This service can be performed by the rider.

** **CAUTION:** To preserve your warranty, these services/procedures must be performed by an Authorized Specialized Retailer. Any damage incurred while personally servicing your WU seatpost is not covered by our Limited Warranty.

*** If the seat collar is torqued to specification and the seatpost slips in the frame, this may be the result of a fit/compatibility issue. Please consult your Authorized Specialized Retailer for inspection.

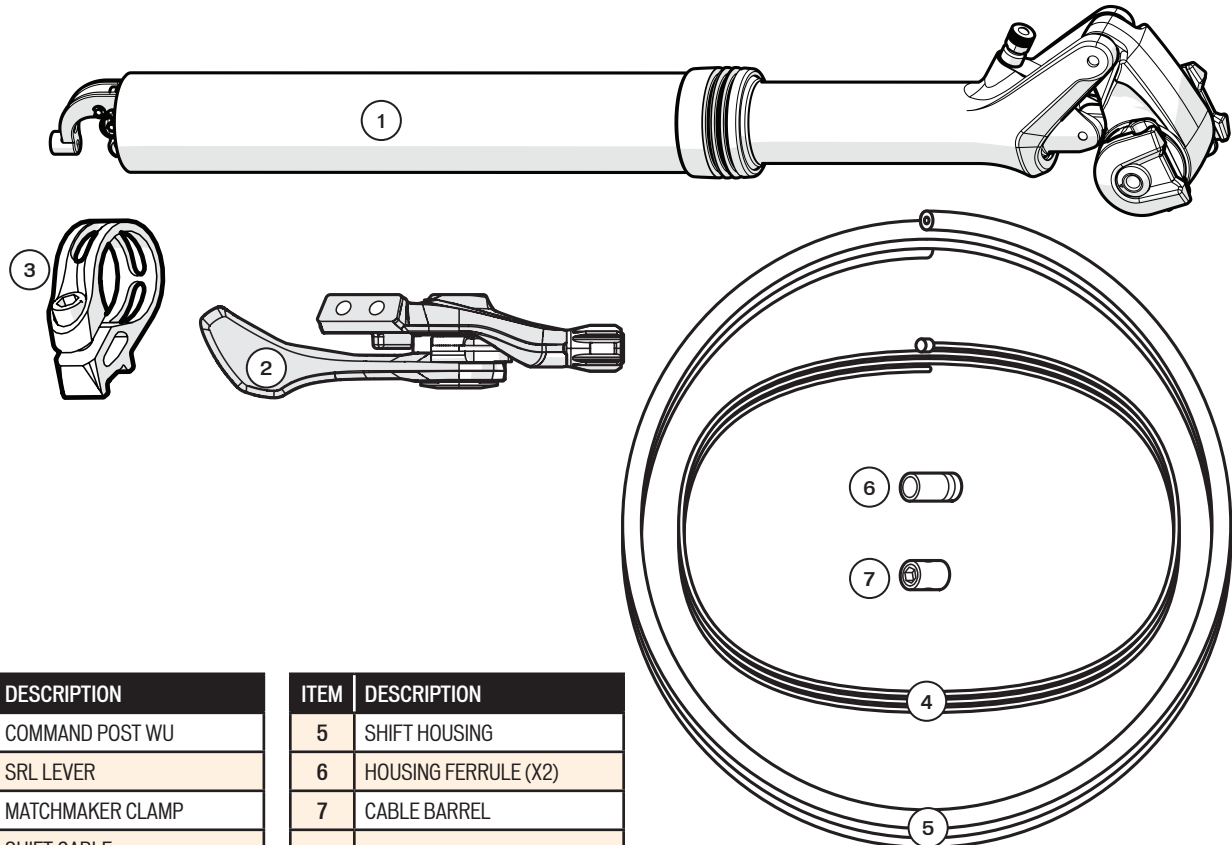
WARRANTY

Warranty information is available from your Authorized Specialized Retailer. It is also available for download at www.specialized.com.

PREPARING THE SEATPOST FOR INSTALLATION

Before beginning installation, ensure the following items listed in **fig.4** are in the box (or supplied with the bike):

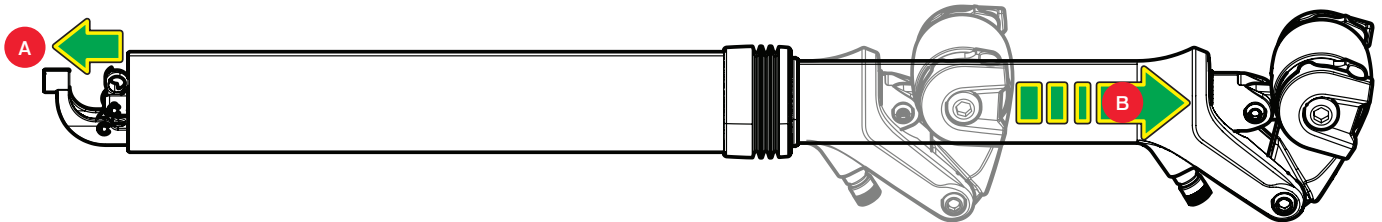
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ITEM	DESCRIPTION
1	COMMAND POST WU
2	SRL LEVER
3	MATCHMAKER CLAMP
4	SHIFT CABLE

ITEM	DESCRIPTION
5	SHIFT HOUSING
6	HOUSING FERRULE (X2)
7	CABLE BARREL

5



■ **Fig.5:** The WU seatpost ships in the compressed (Descender) position. Depress the plunger lever (A) and carefully allow the WU seatpost to extend to the fully extended (Power) position (B).

■ To discharge the air pressure, remove the valve cap from the schrader valve at the top of the seatpost (C).



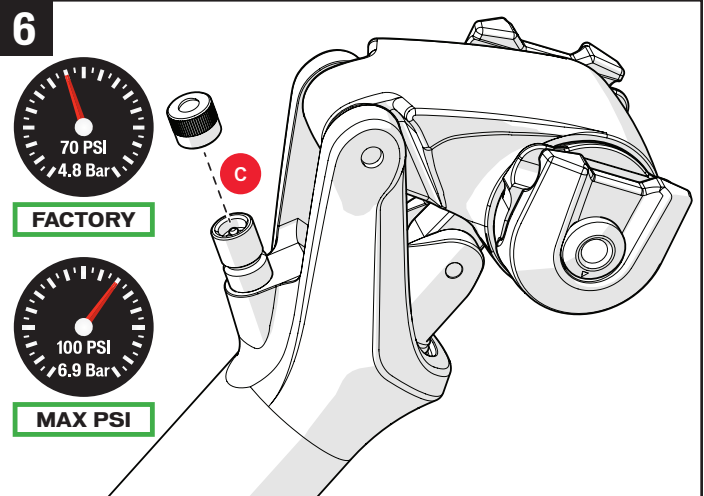
WARNING! Before each ride, operate the seatpost to ensure the rate of return is not excessive. A sudden, unexpected impact from the saddle as the seatpost extends could cause you to lose control and fall.

■ **Fig.6:** Air pressure determines how fast the seatpost comes up. The WU seatpost's air pressure is factory set to 70 PSI (4.8 BAR). Maximum air pressure is 100 PSI (6.9 bar). Pressure must be set with the seatpost in the fully extended (Power) position.



CAUTION: Do not exceed 100 PSI (6.9 Bar) in the air chamber. Exceeding the maximum pressure may result in damage to the internal components of the seatpost.

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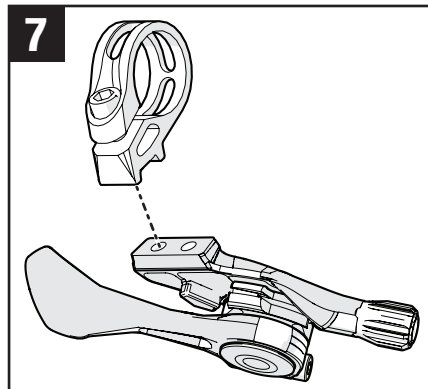
INSTALLING THE COMMAND POST LEVER

The WU seatpost is supplied with a Specialized SRL lever (fig.7) to control the position of the saddle. This lever only works with 1x drivetrains (no front shifter), and uses the same mounting interface design as SRAM shifters. It can be installed using one of the following mounting options:

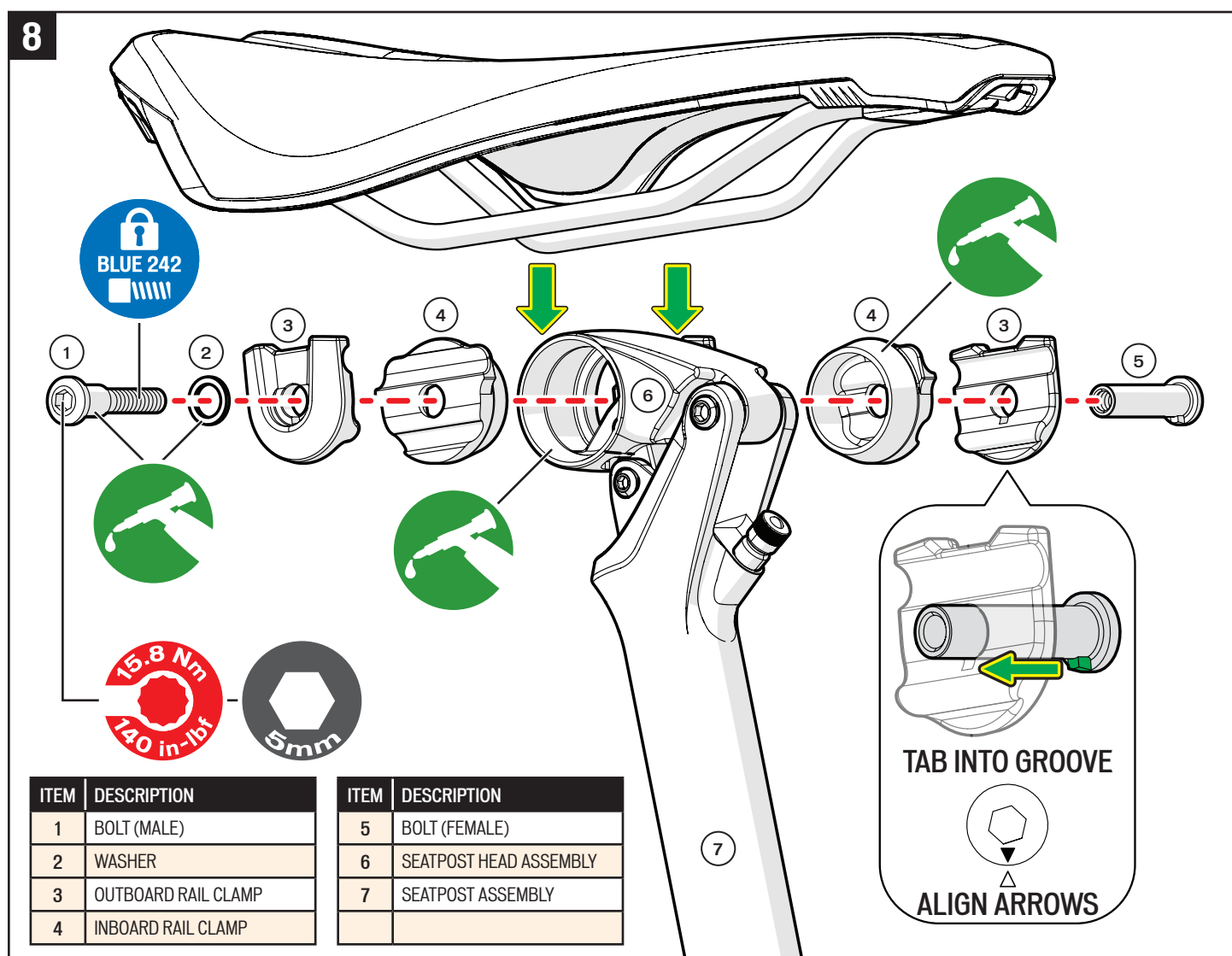
MOUNTING OPTION	MOUNTING SOLUTION
SEPARATE MOUNT (supplied, fig.4, item 3)	MATCHMAKER CLAMP (SRAM # 11.7015.033.070)
SRAM MATCHMAKER-COMPATIBLE BRAKE LEVER	BOLT DIRECTLY TO THE BRAKE LEVER
OTHER BRAKE LEVER	AFTER-MARKET ADAPTERS IF AVAILABLE (E.G. PROBLEM SOLVERS)

- Install the cockpit (fork, headset, stem, handlebar, Matchmaker clamp if necessary, brake levers, grips) onto the frame.
- Install the SRL lever using the chosen mounting solution listed above.
- Once the SRL lever is installed and oriented in the desired position, torque the bolt according to the brake lever or adapter manufacturer's torque specs.

WARNING! Ensure that the SRL lever does not interfere with brake lever operation. Failure to follow this instruction can result in serious injury.




INSTALLING THE SADDLE



- Fig.8: Grease the inboard rail clamp contact surfaces (4), then install them in the seatpost head assembly (6).
- Fig.8: Position the saddle rails (Alloy rails only) on the inboard rail clamps.
- Fig.8: Position the outboard rail clamps (3) over the saddle rails.
- Fig.8: Insert the female bolt (5) through one of the outboard rail clamps and key the bolt tab in the outboard rail clamp groove.
- Fig.8: Apply threadlocker to the bolt threads (1) and grease to the bolt head and washer (2), then place the washer on the male bolt.
- Fig.8: Insert the bolt in the opposing outboard rail clamp, then thread it into the female bolt.

INSTALLING THE SEATPOST

- Ensure the seat collar is positioned so the slot faces forward (fig.9).
- Insert the WU seatpost into the seat tube.

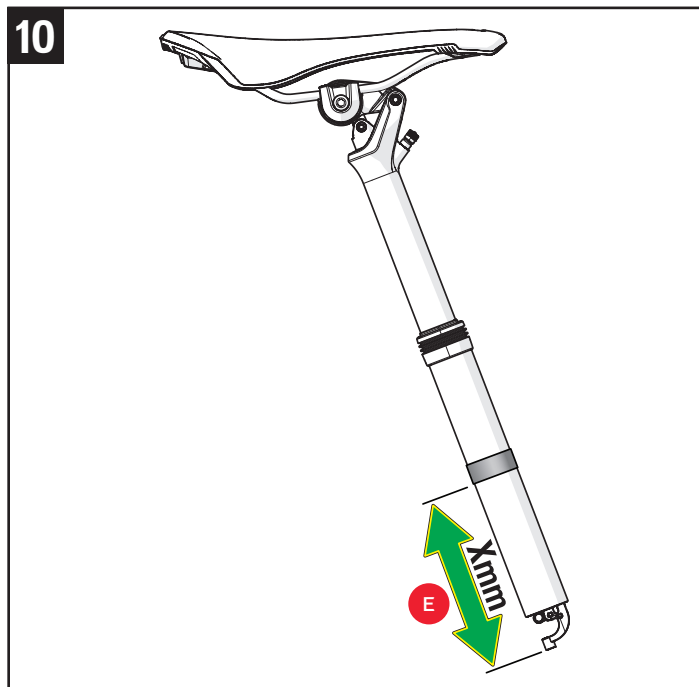
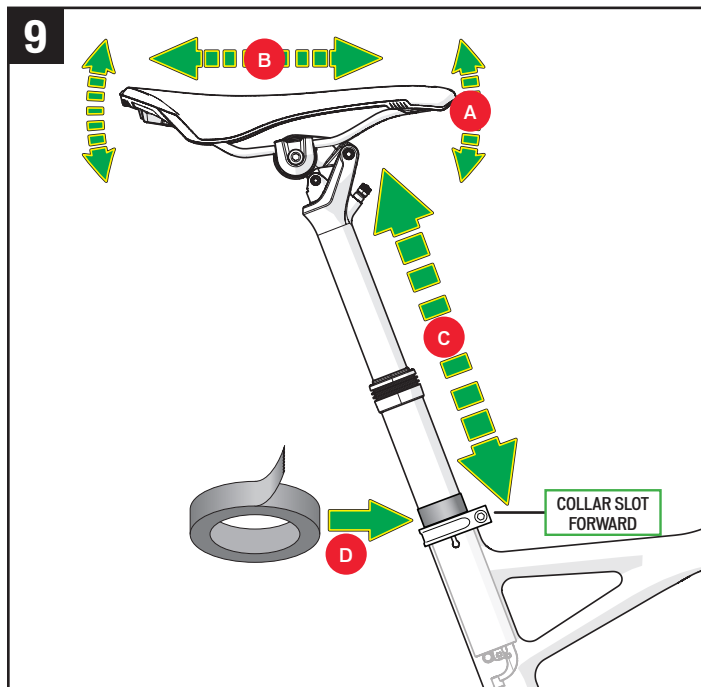
 The seatpost should slide into the seat tube smoothly and without twisting. There should not be any play between the seatpost and the seat tube. If you experience any fit and/or torque problems, have the seatpost and frame inspected by your Authorized Specialized Retailer.

To prevent damage to the frame and/or seatpost, it is important to have a minimum amount of seatpost insertion in the seat tube. This minimum insertion must meet the following requirements:

- Specialized-branded frames: The seatpost must be inserted into the frame deep enough so the 100mm minimum insertion/maximum extension (min/max) mark on the seatpost is not visible.
- Non-Specialized-branded frames: Please consult your frame manufacturer for any additional information about required minimum seatpost insertion into the frame. If the seatpost and frame minimum insertion requirements differ from each other, always use the longer minimum insertion requirement. For example, if the frame requires 120mm of insertion but the WU seatpost requires 100mm, then the seatpost must be inserted 120mm.

 **WARNING!** Your seatpost and frame BOTH require a minimum amount of seatpost insertion into the frame in order to maintain structural integrity. If your seatpost is not inserted deep enough into the seat tube to meet BOTH requirements, it may result in damage to the frame and/or seatpost, which could cause you to lose control and fall.

 **WARNING!** For general instructions regarding the installation of the seatpost, refer to the appropriate section in the Owner's Manual. Riding with an improperly tightened seatpost can allow the saddle to turn or move and cause you to lose control and fall.



- Fig.9: Make sure the seatpost is fully extended. Position the seatpost approximately to the desired height, then tighten the seat collar to the frame manufacturer's specification.

 **WARNING!** Seat collar torque requirements may vary depending on the frame. For Specialized frames, torque the seat collar to 45 in-lbf / 5.1 Nm. For non-Specialized-branded frames, torque the seat collar to the frame manufacturer's specification. Do not exceed 90 in-lbf / 10.2 Nm, because it can cause damage to the seatpost and/or frame.

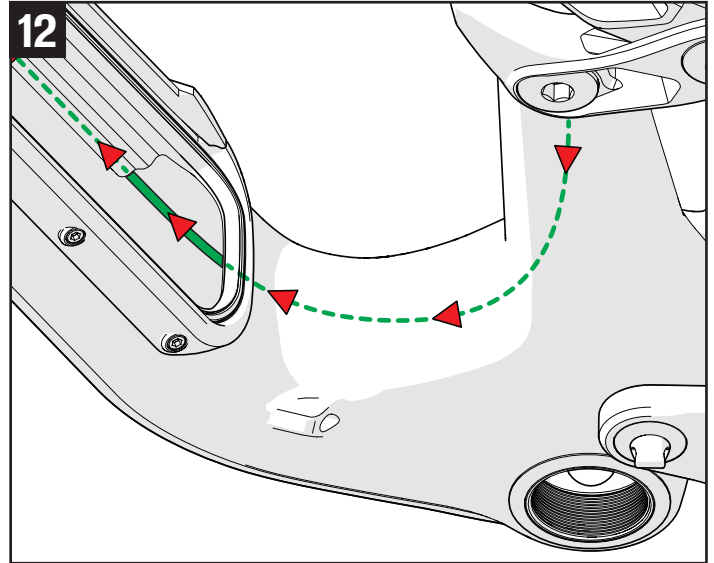
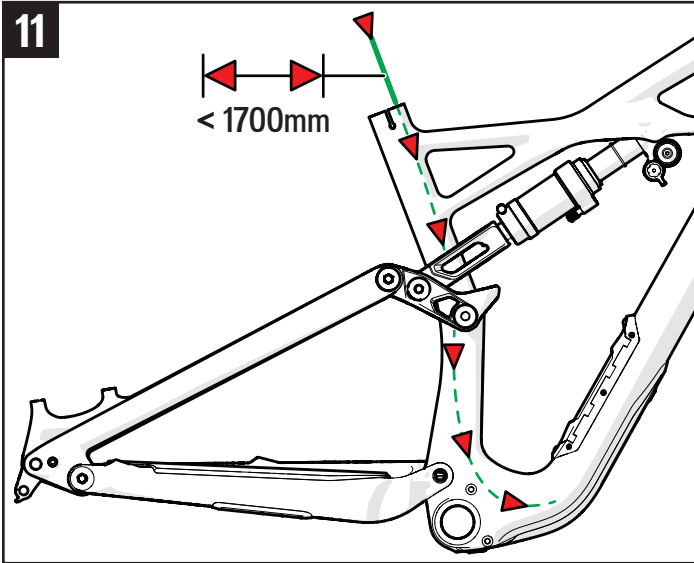
- Fig.9: Adjust the saddle to the desired angle (A) and fore-aft (B) position for the extended Power setting, then torque the saddle rail clamp bolt to 140 in-lbf / 15.8 Nm.
- Fig.9: Once the saddle angle and fore-aft are in the desired position, adjust the height of the saddle (C) if necessary, then re-torque the seat collar.
- Fig.9: Mark the saddle height by applying a piece of tape to the seatpost (D), directly above the seat collar, or take note of the graduation line on the seatpost.
- Fig.10: Remove the seatpost and measure the distance (E) from the lower edge of the tape to the bottom of the seatpost cable housing assembly (Xmm).

 When installed in a carbon frame, do not apply grease to the seat tube/seatpost interface, and make sure the surface area is clean before install. Grease will reduce the friction that is critical to a proper clamping of the seatpost.

To increase friction, carbon assembly compound (or carbon paste) can be used between the seatpost and seat tube. Before your first ride, test the system to make sure the seatpost does not slip down in the frame.

INSTALLING CABLE HOUSING

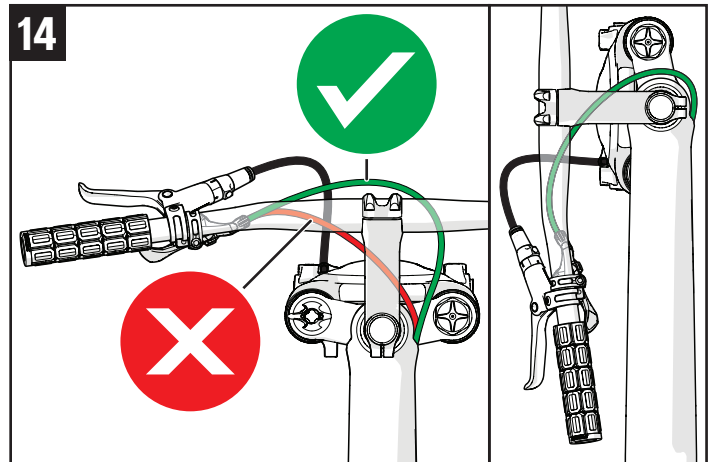
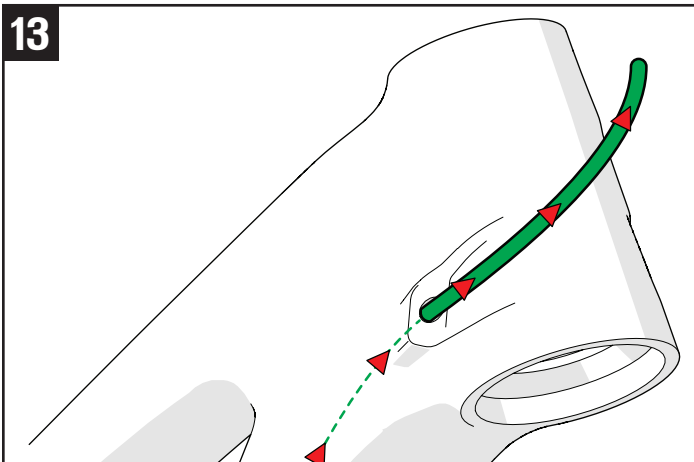
The following steps apply to most frames with internal routing (fig.12 is specific to Specialized frames with the SWAT door). Certain frame manufacturers have specific internal cable routing steps to follow, and may have to route from the head tube to the seat tube. Please refer to your frame manufacturer for additional information.



■ Fig.11: Run a 1700mm length section of shift cable housing down the seat tube until it exits in front of the bottom bracket shell.

■ Fig.12: Reach in through the SWAT down tube door to pull the housing up into the down tube.

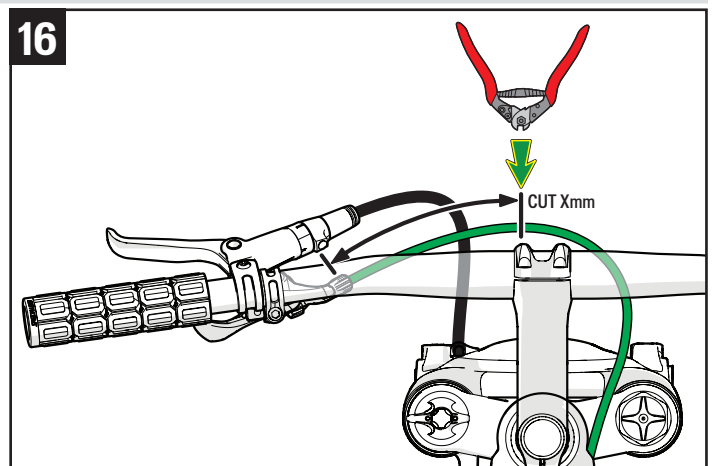
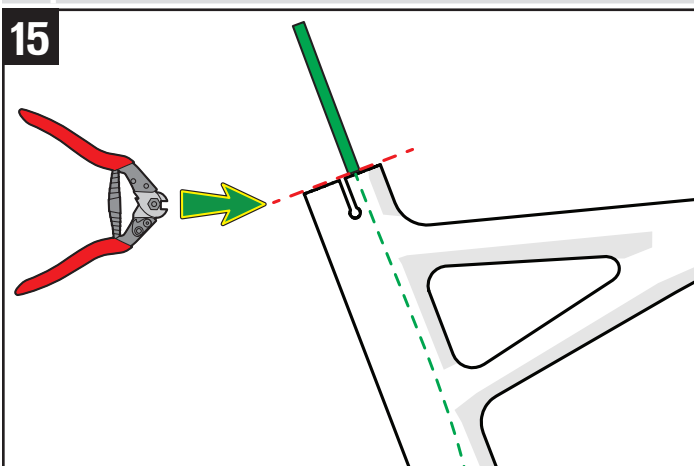
■ Fig.12: Guide the housing into the lower of the two drive-side molded housing tubes until it exits the down tube at the head tube.



■ Fig.13 & 14: Continue guiding the housing out the head tube until enough housing is exposed to be able to reach the SRL lever, then adjust the length of the housing as shown in fig.14, so the handlebar can rotate 90 degrees without binding the housing.

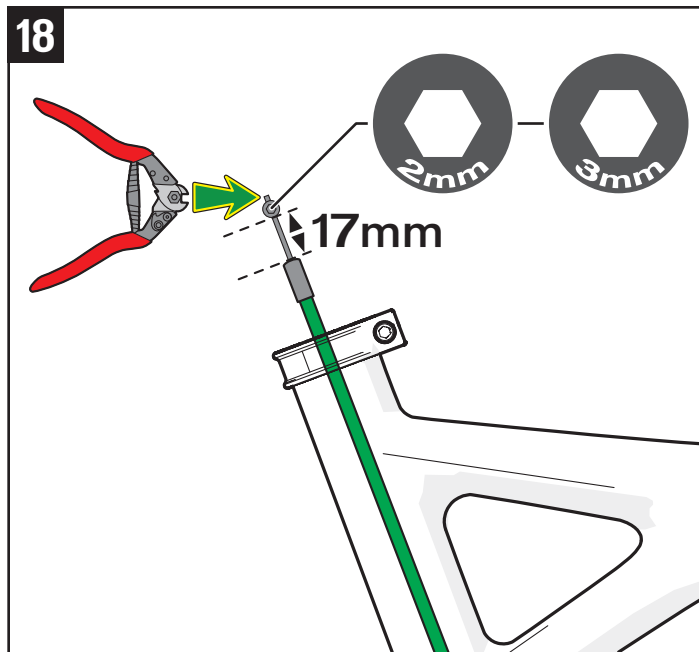
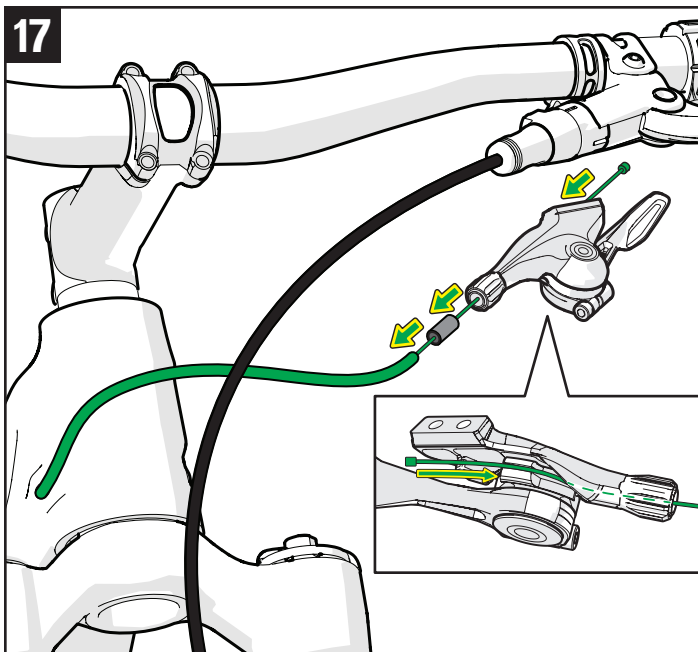


Make sure the curve above the bottom bracket shell has a bit of extra length to allow for a small amount of seat post height adjustment.



■ Fig.15: Trim the remaining housing exiting the seat tube so it is flush with the top of the seat tube.

■ Fig.16: Remove the housing from the SRL lever, then trim Xmm (as described in fig. 10) off the housing.

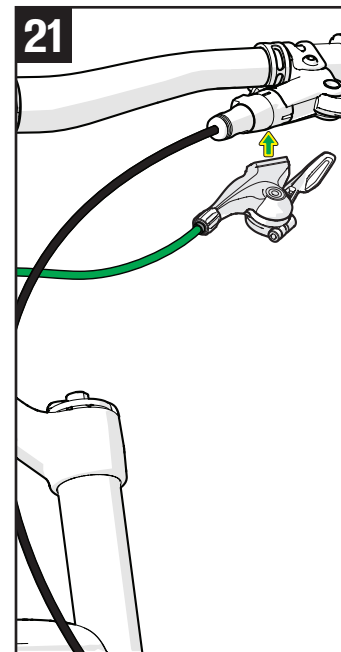
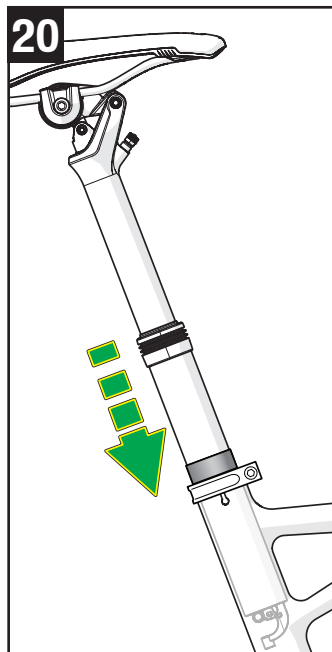
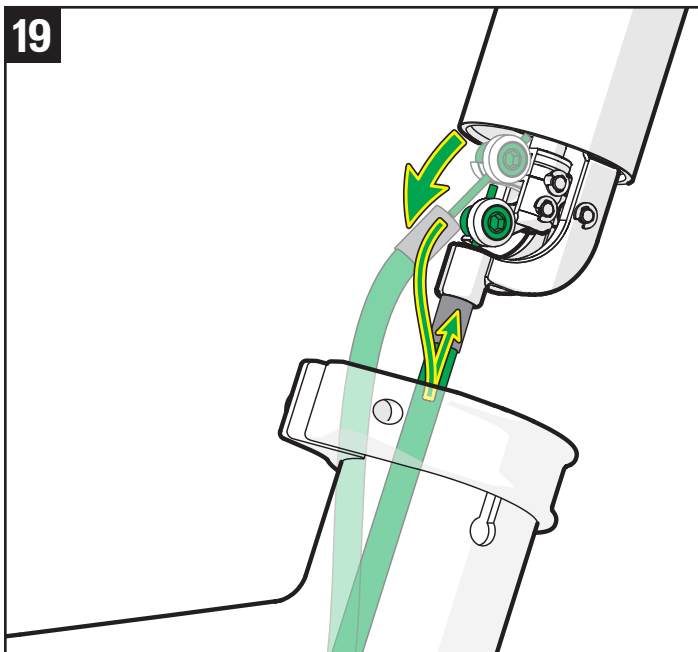


- Fig.17: Remove the SRL lever from the handlebar, install a housing ferrule (fig.4, item 6) onto both ends of the housing, then fully insert the housing into the barrel adjuster of the SRL lever.
- Fig.17: Insert the shift cable into the SRL lever and into the shift housing until it exits at the seat tube.



Back the barrel adjuster out a turn or two from fully tight to allow for cable adjustment after installation.

- Fig.18: Pull the housing up out of the seat tube a few inches, then insert the cable barrel (fig.4, item 7) onto the shift cable. Lightly snug it on the cable so it can still move up and down.
- Fig.18: Pull the cable taut and measure 17mm between the top of the ferrule and the underside of the cable barrel. Using a 2mm and 3mm Allen key, torque to 10 in-lbf / 1.1 Nm.
- Fig.18: Using sharp cable cutters, trim the shift cable directly above the cable barrel.



- Fig.19: Insert the cable barrel into the plunger lever, pull the housing down to pull the lever down, then guide the housing into the shift housing receptacle.
- Fig.20: Insert the seatpost into the seat tube while guiding the housing out the head tube exit port until the seatpost height is set where it was previously marked with tape.
- Fig.20: Torque the seat collar bolt to the manufacturer's specification (45 in-lbf / 5.1 Nm for Specialized frames).
- Fig.21: Re-install the SRL lever on the brake lever or handlebar clamp and torque to the manufacturer's specification.
- While pressing down on the saddle, activate the SRL lever to cycle the seatpost through the range of positions from fully extended to fully compressed. If necessary, adjust the barrel at the SRL lever to fine-tune the release and lock of the height adjust mechanism.



CAUTION: Ensure that the cable housing is kink-free, does not interfere with any bicycle components or clothing, and does not interfere with handlebar movement.