

Introduction

Please read the entire users guide before using the frame. For the newest version of this guide or for miscellaneous questions, please consult the official representative for the country in which you reside or consult our website www.last-bikes.com.

CAUTION - In the case of non-compliance with these instructions, the function of the product will be impaired, which may lead to injuries with serious consequences and the loss of the product guarantee.

Intentional use

LAST suspension frames are designed for use on non motorized bicycles only. The suspension frames are designed for use on fire roads, single trails, for bike hiking and in bike parks. The frame is incredibly strong, but incidental or repeated abuse or crashes can damage the frame and reduce its structural strength and useful life. Remember that extreme riding is dangerous and that you ride on your own risk. Use safety gear and ride carefully.

Important

- Assembling your frame correctly is important for your safety and to protect your frame from damage caused by mistakes during the assembly process. Therefore we strongly recommend that you let a professional trained bike mechanic do this task for you. When installing components always refer to the installation instructions provided with the product.
- Disregarding these instructions will limit the function of the frame and can lead to injury or other severe consequences and the loss of the product warranty.

• **CAUTION** - Maximum fork length (axle to crown) is 560 mm for the Herb AM and 570 mm for the Herb FR. Run the frame only with the original shock. Fitting other shocks need to be approved by LAST.

• We know that owners refinish and repaint their frames. No User Guide or voided warranty will prevent this. We can't predict all the things that could go wrong in the refinishing process. What we hope to communicate to you in the form of this warning is that: Incorrectly refinishing or repainting your frame can lead to a serious accident.

Refinishing could hide structural damage (fatigue cracks, dented or bent tubes, or other structural problems) also leading to an accident. You can be injured or killed. Precautions: Chemicals that might be used in refinishing might attack your frame and weaken it. Removing original paint, decals (sanding, scouring, scratching, or blasting) can actually remove frame material possibly weakening the frame. Refinishing can not fix structural problems; refinishing might conceal serious damage. If you decide to refinish: Understand that your warranty will be voided. If a refinished frame is sent in for warranty we will check if the damage is caused by the refinishing. We will replace refinished frames on a voluntary basis if the refinishing was done without harming the frame. If you decide to refinish your frame, let this be done by a professional bicycle repainter and make sure that the frame is not sanded with paper coarser than 150 grit.

• Removing the paint and riding the frame without any finish will void the warranty. Removing the paint greatly increases the corrosion of the frame material and its structural strength will be drastically reduced.

• Maintenance work and repairs must be carried out by professional bike mechanics or similar qualified persons using the required tools.

Useful life of the frame

The useful life of every frame is finite and limited. Useful life depends on many factors, such as rider weight, frame design, riding style, mileage, etc.. Lighter frames typically have a shorter useful life. The use of high quality materials and manufacturing processes may expand the useful life, but still the useful life remains limited. Therefore regular inspection of the frame is very important for your safety.

Inspection of the frame

Before every use, make sure, all bolts are tightened properly. Use a torque wrench and respect the following values:

- M12 swingarm, rocker, link 20-30 Nm, use medium locktite
- M12 rear axle and M8 shock mount 15-20 Nm
- M6 shock mount 10-15 Nm
- M6 front derailleur mount 8-12 Nm
- M5 derailleur eye 5-8 Nm

You must inspect your frame regularly to ensure that no cracks reduce its structural strength. Before every ride check the area where down tube and top tube are welded to the head tube. Every week or every 5th ride check the complete frame for cracks. Give special attention to the weld seams and the surrounding areas. If you have had a crash or exposed your frame to rough riding, check it directly after the incident. Replace cracked or bent parts and frames directly.

Maintenance of the frame

Under normal conditions the frame does not need maintenance besides its regular inspections. Refer to the instructions of the component manufacturers on how to service the components. Do not use any solvents or detergents when cleaning the frame.

Warranty Terms

Please visit our website for the latest version of the warranty terms.