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Field Replacement of Suspension Lines

Application: All Models, all versions

Tools Required:
Finger-trapping fid or insertion tool
Scissors
28 stitch bartack machine or equivalent
Nylon E (69)-thread
36" ruler or measuring tape
Marking pencil

Procedure: Install all B Lines except center cell and all D lines (black ink) onto the canopy threading the line from rear to front of the canopy. Turn the insertion up when trying the larks head knot. This will leave the dot on the line facing forward.

Install all C-Lines (blue ink) again threading from rear of canopy. Turn insertion down when forming the larks head knot. This will cause the dot on the line to face the rear. **Note: All full-length lines are installed with the larger loop at the canopy.**

Install 3 cascaded A lines (green ink) in the same manner as the C-lines.
Install continuous - A (green ink) and continuous - B (black ink) lines onto the center cell. Then finish installing cascaded A-lines.

Insert all B and D lines into the corresponding A or C line at the dot. Match the dot on the B/D line with the dot on the A/C line.

Install upper control lines: These do not use a larks head knot. Simply thread the end of the line through the line loop and insert it at the dot. Form a loop that is ½" (1.25cm) in length. The black dot will be on the opposite side of the line (only for the inner 2 lines of each group of 4). Be cautious not to introduce a twist when inserting these loops.

Set stabilizer intercepts: Measure from the insertion point on the line at the canopy down the respective line and place a mark according to figure #1. This will insure proper stabilizer fullness.

Bartack: using a 28 stitch bartack, .625" (1.5cm) in length, bartack all cascade insertions and upper control lines. Also bartack stabilizers to the appropriate suspension lines in the position indicated in figure #1.

Verify continuity and verify trim

Be sure to contact CR, Inc. if you have any questions or concerns. Field replacement line sets are delivered with standard brake settings. Each new Mojo ships with a standard setting and an additional setting either slightly deeper or slightly shallower depending on the specific weight and application of the original owner. Take note of the existing brake settings and ask your customer which one they generally used and how they performed. Use this information to install an additional setting if desired.

Figure #1

MODEL	B - LINE	C - LINE	D - LINE
Mojo 190	4.25" R	10.75" F	17.25"
Mojo 220	4.5" R	11.25" F	17.75

Mojo 240	**4.5” R**	**11.25” F**	**17.75”**
Mojo 260	**5.0” R**	**11.875” F**	**19.625”**
Mojo 280	**5.5” R**	**13.0” F**	**22.0”**

R indicates that the line is attached to the REAR of the slider stop.
F indicates that the line is attached to the FRONT of the slider stop.
Measurements are made from upper insertion and mark corresponds w/ lower edge of stabilizer.

Mojo 260 Relative Trim Measurements (inches)	
A-Line length	145.75
A to B line	2.75
A to C line	10.375
A to D line	21.50
A to U. control line (brakes set)	17.0

All line measurements are made under 13.2 lbs (6kg). tension and measured from insertion to insertion.

Tolerance: +/- 1.0” (2.54cm)

Note: Continuous A lines and Continuous B lines will measure slightly shorter than cascaded A–lines and B- lines.

When measuring control line length, insure that brake set insertion is secured at the same point as all other lines.