

# INSTRUCTION GUIDE

## COMMAND POST IRcc ADJUSTABLE-HEIGHT SEATPOST



THIS BRIEF INSTRUCTION GUIDE CONTAINS IMPORTANT INFORMATION.  
PLEASE READ CAREFULLY AND STORE IN A SAFE PLACE.

This instruction guide contains important safety, performance and service information. Read it before you take the first ride on your new Command Post IRcc, and keep it for reference.

Additional safety, performance and service information for specific components such as suspension or pedals on your bicycle, or for accessories such as helmets or lights that you purchase, may also be available. Make sure that your Authorized Specialized Dealer has given you all the manufacturers' literature that was included with your bicycle or accessories. In case of a conflict between the instructions in this instruction guide and information provided by a component manufacturer, always follow the component manufacturer's instructions.

If you have any questions or do not understand something, take responsibility for your safety and consult with your Authorized Specialized Dealer or the bicycle's manufacturer.

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

**!** Many of the Warnings and Cautions say "you may lose control and fall." Because any fall can result in serious injury or death, we do not always repeat these warnings. Because it is impossible to anticipate every situation or condition that can occur while riding, this instruction guide makes no representation about the safe use of the bicycle under all conditions. There are risks associated with the use of any bicycle that cannot be predicted or avoided, and which are the sole responsibility of the rider. This instruction guide should be used in conjunction with the Specialized Bicycle Owner's Manual. If you have purchased this product in the aftermarket or separate from the bicycle, go to [www.specialized.com](http://www.specialized.com) and download and read the Bicycle Owner's Manual.



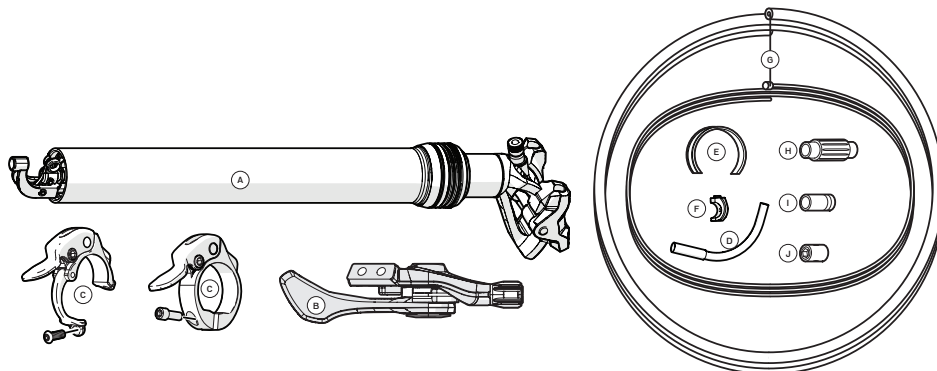
### WARNINGS

- Air pressure determines the rate of return; more PSI, faster rise. The range is 15-20 PSI (1.03-1.38 BAR). Never exceed 20 PSI (1.38 bar) in the air chamber. Before riding, operate the Command Post IRcc and ensure the return rate is not excessive, or else injury might occur while riding. This applies equally to boys and girls.
- An incorrect sizing interface can result in slippage and/or failure of the Command Post IRcc, causing serious personal injury or death. Ensure your seat tube is made to accept a 30.9mm or 31.6mm seatpost, and nothing else. For carbon frames, use of friction paste is optional.
- 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 Command Post IRcc and/or frame and also hamper return action, which can result in a loss of control of the bicycle and serious personal injury or death.
- The Command Post IRcc is marked with a minimum insertion line. This is the minimum amount of insertion required for the Command Post IRcc to remain structurally safe. Also, some frames require additional insertion to ensure that the frame remains structurally sound. The bottom end of the Command Post IRcc tube should extend past the underside of the top tube.
- Activating the Command Post IRcc lever while riding may result in loss of control of the bicycle, resulting in serious personal injury or death. Before slaying singletrack, practice using the Command Post IRcc in the parking lot, on grass, or around the house (your call on this one). Master before using.
- The air chamber, accessed at the top of the Command Post IRcc by removing the air valve cap, must be fully discharged before performing any service.
- Recommended torques in this instruction guide are specific for the Command Post IRcc. Consult your bicycle owner's manual for recommended torque specifications for other parts. When mating parts, use the lower torque recommendation. Get and use a torque wrench!
- Make sure the cable housing is kink-free, and that it does not interfere with any bicycle components or clothing, nor interfere with handlebar movement.
- Saddle clamps can only be positioned with the bolt head facing the drive-side of the bike.

## 1. INSTALLING THE SEATPOST

Before beginning installation, ensure the following items are in the box (or supplied with the bike):

A. Command Post IRcc
B. SRL lever* (requires brake adapter)
C. Standard lever (integrated or hinged)*
D. Noodle (90-degree pipe)**
E. Shim (For standard lever and non-Specialized grips)**
F. Inline lever seal**
G. Cable and cable housing
H. Inline barrel adjuster**
I. One (1) ferrule
J. Cable barrel (with set screw)



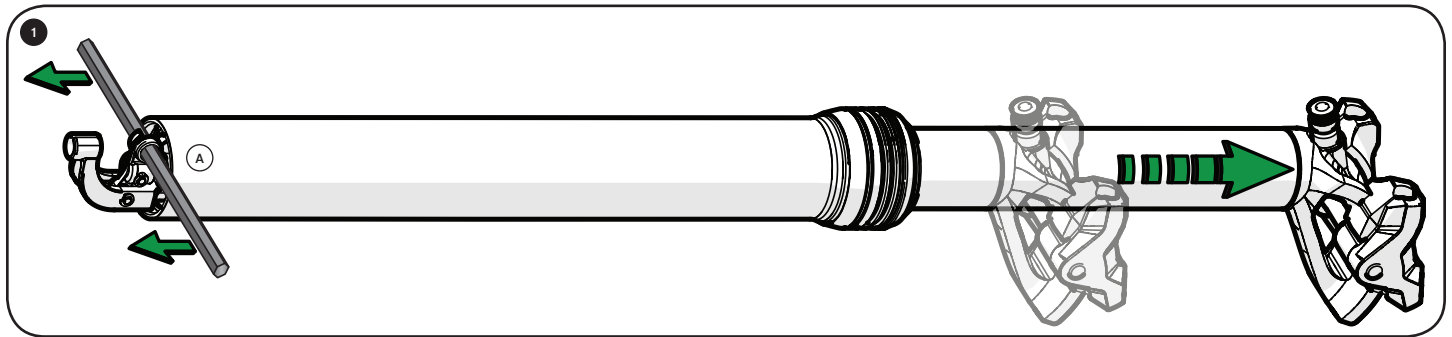
\* Bikes equipped with the Command Post IRcc seatpost as original equipment (OE) are supplied with the appropriate integrated lever depending on the bike spec. After-Market Command Post IRcc seatposts are supplied with the SRL lever and a standard hinged lever. See page 3 for additional information.

### SPECIALIZED BICYCLE COMPONENTS

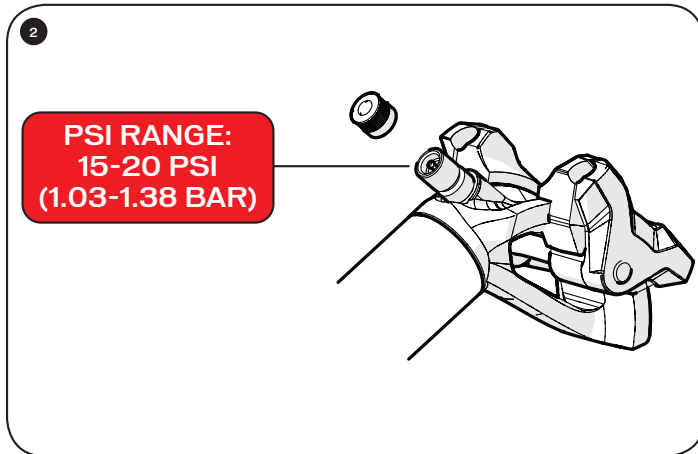
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Please note all instructions and notices are subject to change and updates without notice.  
Please visit [www.specialized.com](http://www.specialized.com) for periodic tech updates.  
Feedback: [techdocs@specialized.com](mailto:techdocs@specialized.com)

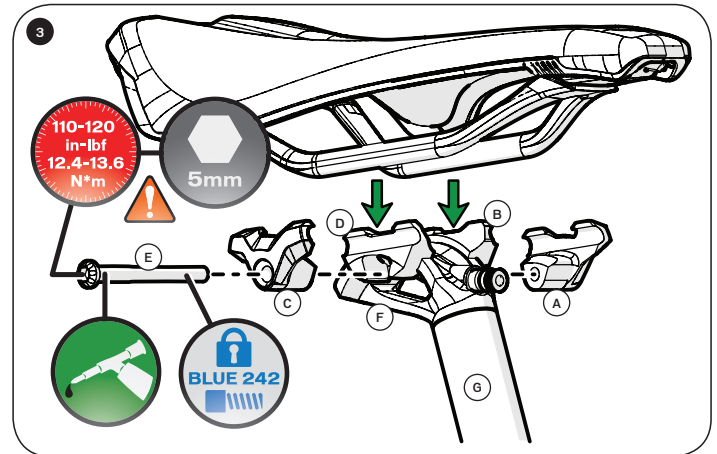
\*\* For standard lever only.



■ **Fig.1:** The Command Post IRcc ships in the compressed (Descender; see Fig. 15) position. Depress the plunger lever (A) and carefully allow the Command Post IRcc to extend to the fully extended (Power) position.




■ **Fig.2:** Command Post IRcc air pressure is factory set to 15-20 PSI (1.03-1.38 bar). Air pressure determines how fast the post comes up. Do not exceed 20 PSI (1.38 bar). Pressure must be set with the seatpost in the fully extended (Power) position.

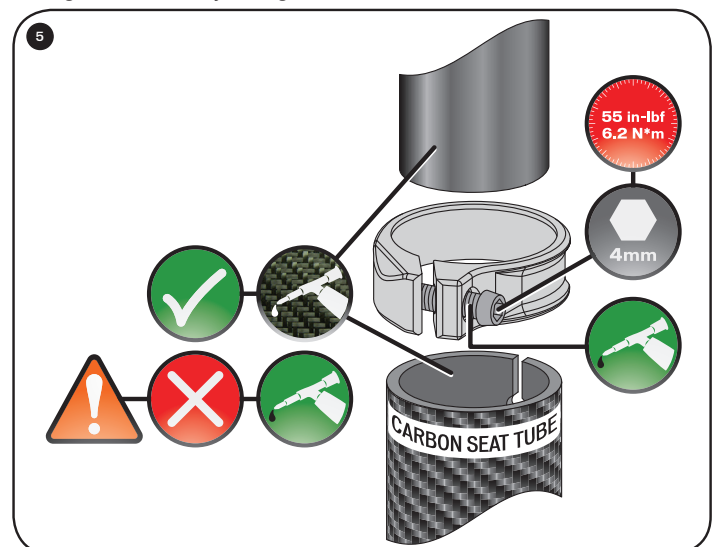
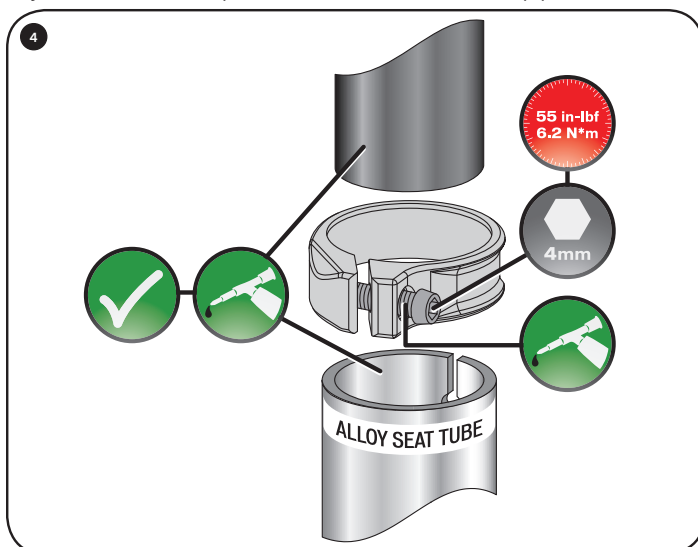


■ **Fig.3:** Place the outboard rail clamps (A) & (C) onto the inboard rail clamps (B) & (D) (the clamps are mated and fit only one way). Apply blue threadlocker (Loctite 242) to the bolt threads and grease to the bolt head area (E). You do not need to grease the rail clamps, nor saddle head surfaces (F).

- |  |                        |
|--|------------------------|
| A. Outboard (Threaded) (7x7mm alloy rail clamp (OE) or 7x9mm carbon rail clamp (AM, #28214-9075) | E. Bolt                |
| B. Inboard rail clamp (matches A) (7x7mm alloy rail clamp or 7x9mm carbon rail clamp)            | F. "Alien" saddle head |
| C. Outboard (Pass-thru) rail clamp (7x7mm alloy rail clamp or 7x9mm carbon rail clamp)           | G. Seatpost inner tube |
| D. Inboard rail clamp (matches C) (7x7mm alloy rail clamp or 7x9mm carbon rail clamp)            |                        |

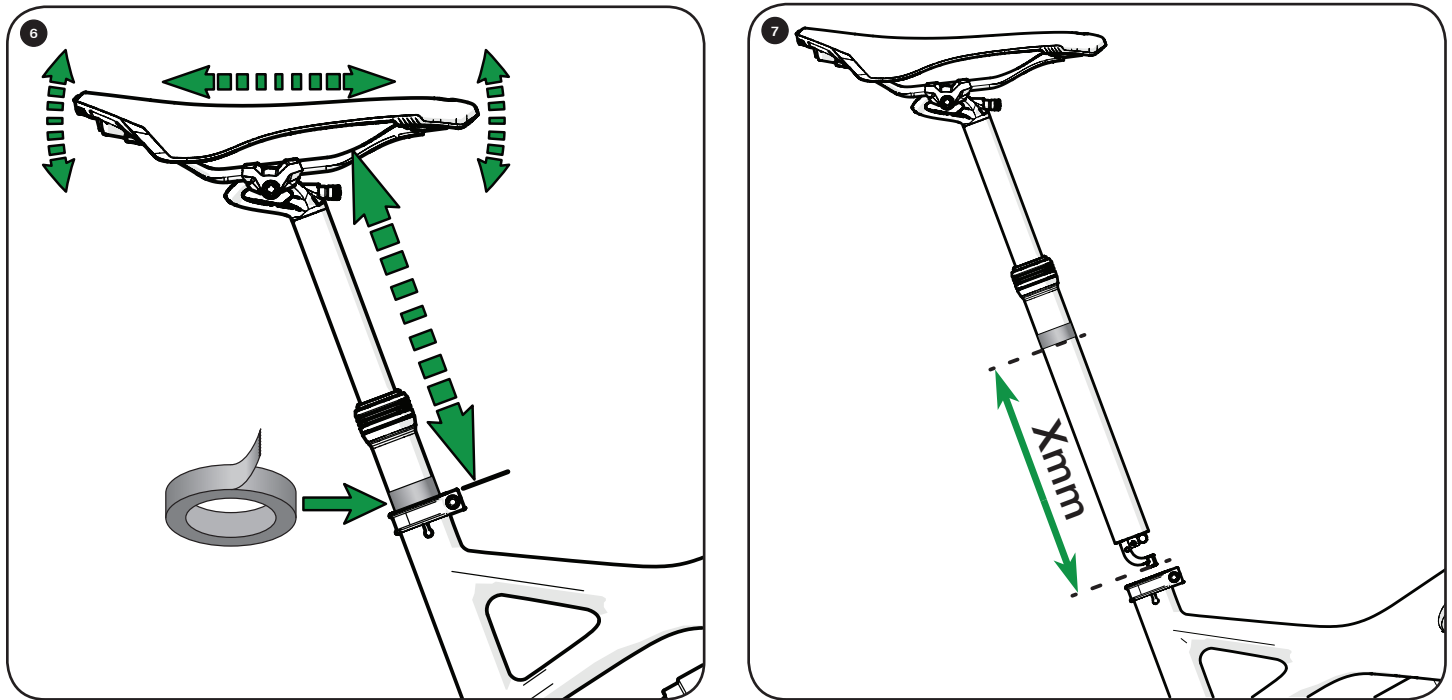
 The Saddle head offset is 10mm with the bolt head on the drive-side, and is NOT reversible (point the arrows on the saddle head and the clamp toward each other). The outer rail clamps are either 7x7mm (OE) for round alloy rails or 7x9mm (available separately, #28214-9075) for carbon rails. Make sure the correct clamps are used for the desired saddle.

■ **Fig.3:** Insert the bolt (E) through the outboard (pass-thru) rail clamp (C), screw it into the outboard (threaded) rail clamp (A) just enough to engage. Snap one of the rails on your saddle into the rail clamp. Push the rail clamp on the engaged side to provide slack to the other rail clamp pair. Pivot your saddle and snap the other rail into the rail clamp pair. You should have enough room. If not, you might need to unscrew the bolt.



■ **Fig.4:** Aluminum frames: Grease the seat tube I.D. (Inside Diameter) and Command Post IRcc O.D. (Outside Diameter).

■ Fig.5: Carbon frames: Do not use grease. Use of friction compound paste on the seat tube I.D. and Command Post IRcc O.D. is optional.



■ Fig.6: Insert the Command Post IRcc into the seat tube. It should slide into the seat tube in a straight and smooth manner, and there should not be any play. If you experience any fit and/or torque issues, have an Authorized Specialized Dealer verify fit tolerances.

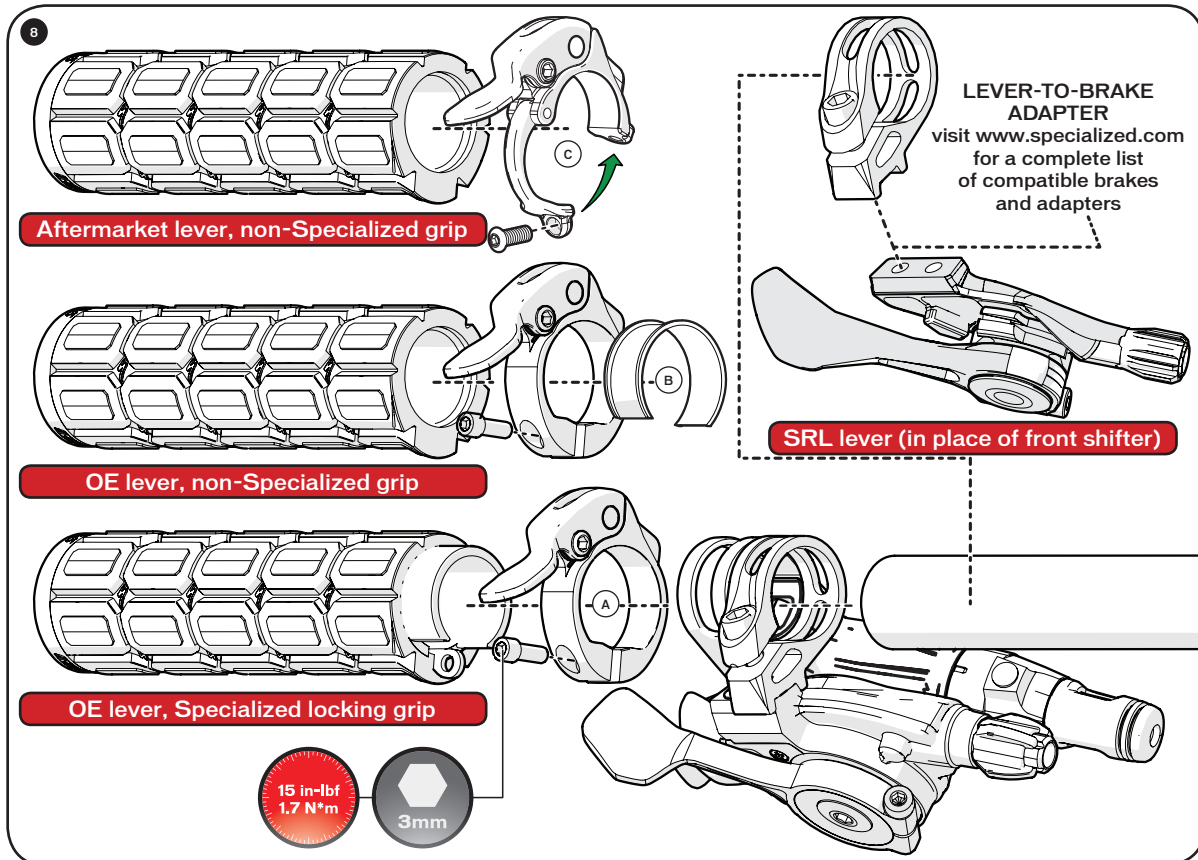
■ Fig.6: With the Command Post IRcc fully extended, determine saddle height as you would using a standard seatpost, then tighten the seat collar. Once the tilt and fore-aft position have been adjusted, torque the bolt to between 110 - 120 in-lbf (12.4 - 13.6 Nm) (Fig.3).



To minimize dirt contamination from the rear wheel, position the seat collar so that the slot faces forward.

■ Fig.6: Mark the seatpost with a piece of tape, or take note of the graduation line on the seatpost.

■ Fig.7: Remove the seatpost and measure the length (X) from the tape mark or graduation line to the base of the cable hanger.





**Fig.8:** The OE remote lever (A) can be integrated with the Specialized locking grip by replacing the locking clamp on the grip, or mounted separately with any grip by using the supplied shim. The aftermarket lever (available separately) can also be used with non-Specialized grips.

### STANDARD LEVER

- **Fig.8:** If you are not using a Specialized locking grip, insert the supplied shim (B) inside the lever clamp (collar) before sliding it onto the handlebars. Do not install non-locking grips until the setup is completed.
- **Fig.8:** Loosen the 3mm hex and slide the grip/lever (or lever only) onto the handlebars. Slide on the remote, shifter, and brake levers in the order preferred. The aftermarket lever (C) is hinged and mounts directly to the handlebars.
- **Fig.8:** If using Specialized locking grips, torque the 3mm hex to 15 in-lbf (1.7 Nm).
- Operate the remote lever to ensure it doesn't interfere with other controls on the handlebar. Relocate the lever if necessary.

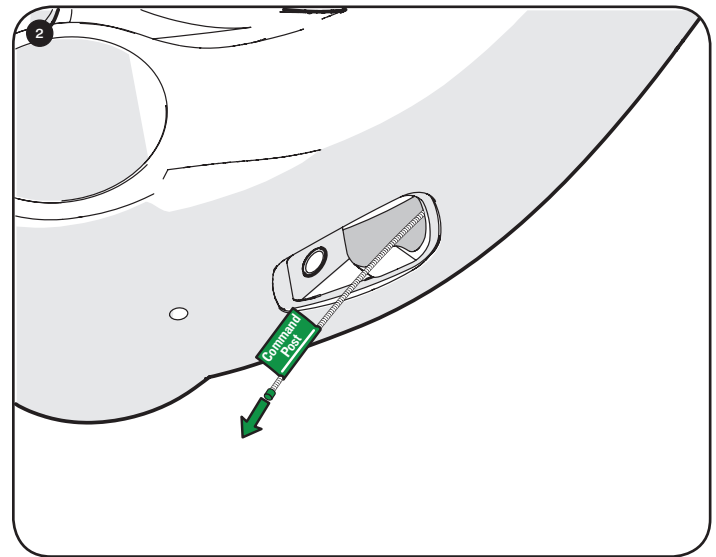
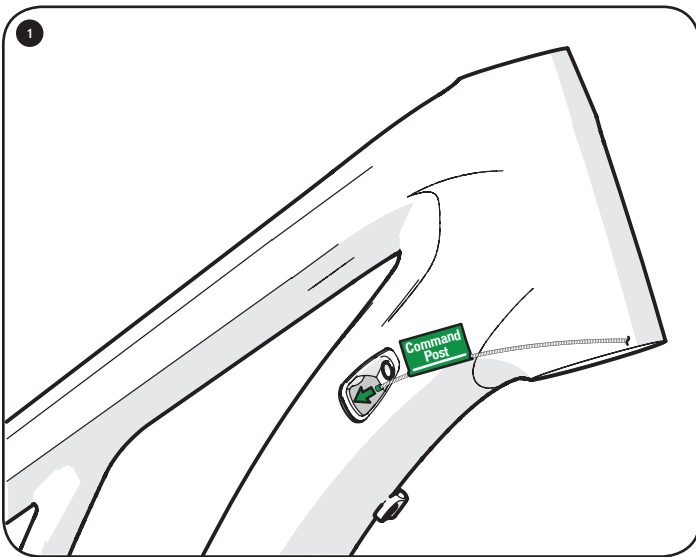
### SRL LEVER

- The SRL lever can be installed in place of a front shifter when running a single chainring drivetrain. The SRL lever requires a brake lever adapter or a clamp (e.g. Matchmaker) in order to be installed. Please refer to [www.specialized.com](http://www.specialized.com) for a complete list of compatible brakes, adapters and part #s.

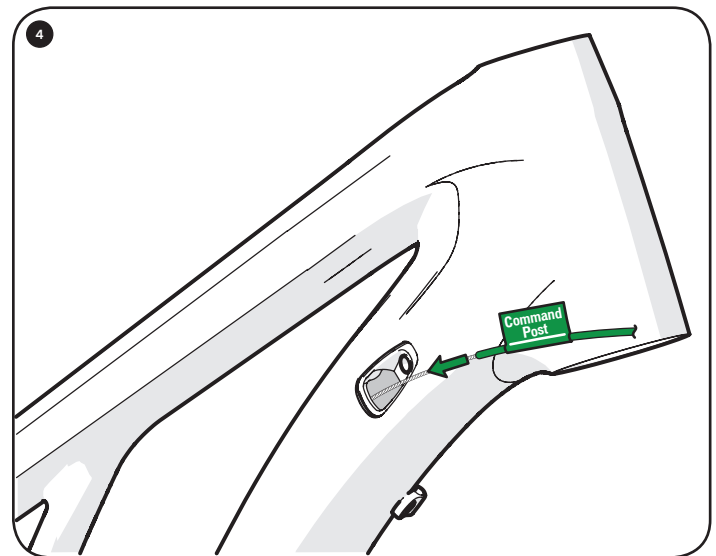
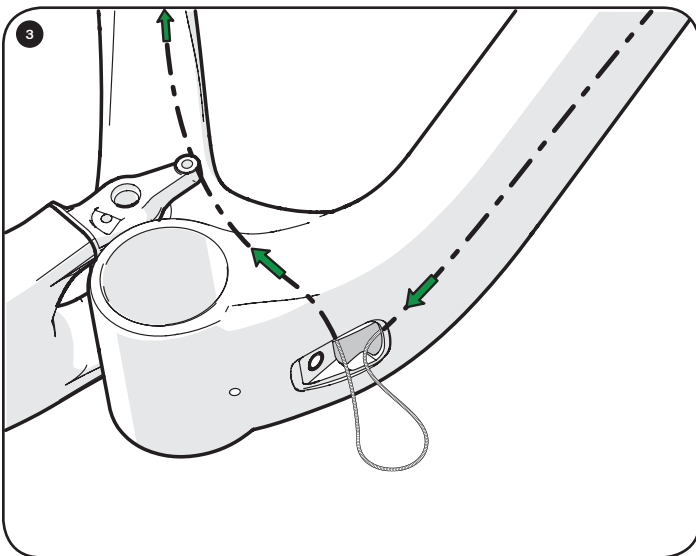
## 2. INSTALLING HOUSINGS

### INTERNAL CABLE ROUTING

**NOTE:** The following steps are for Specialized frames with internal routing. For non-Specialized frames, refer to the frame manufacturer's internal cable routing instructions.

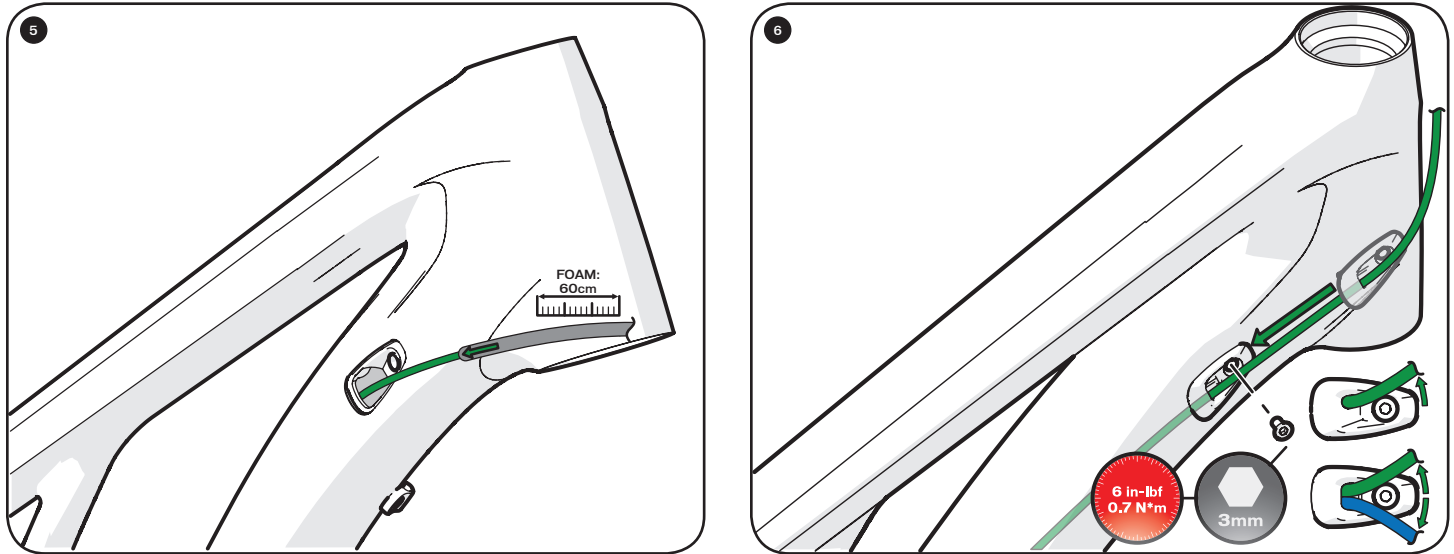


- **Fig.1:** Insert a derailleur cable head-first into the entry port hole and run the cable down the down tube.
- **Fig.2:** Have the cable come out the exit port hole.



- **Fig.3:** Once the cable has exited the frame at the bottom bracket shell, pull extra cable out until only a few inches of cable are visible at the entry port hole, then tape the few inches of exposed cable to the down tube/head tube.
- **Fig.3:** Run the cable head back in through the exit port hole and run the cable up the seat tube.
- Once the cable exits the top of the seat tube, tape the cable to the outside of the seat tube.

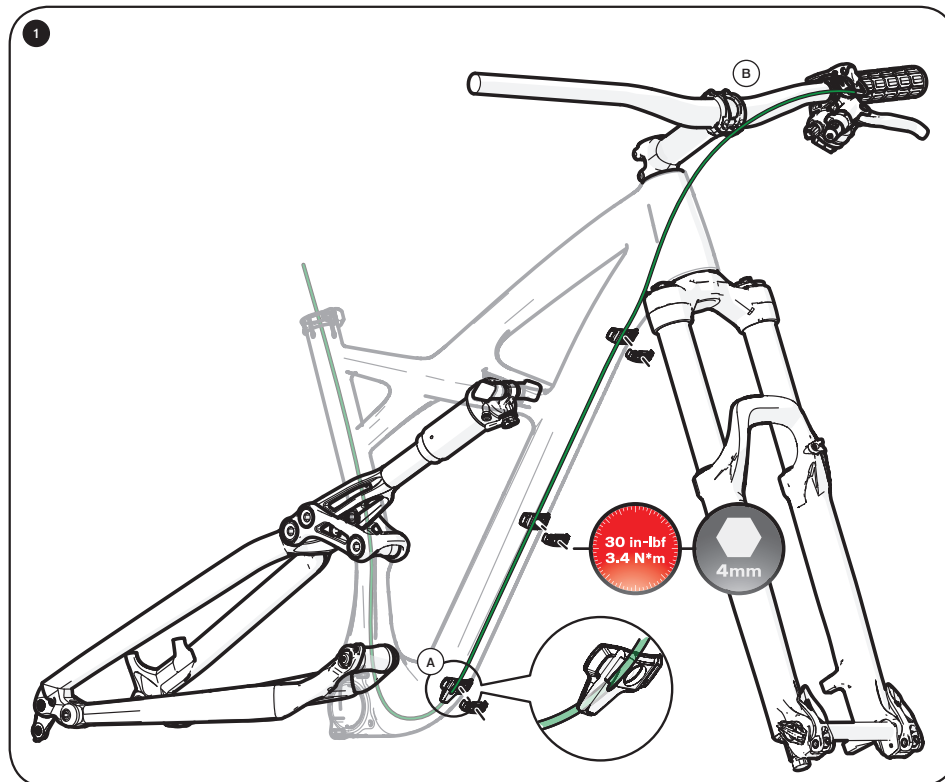
- **Fig.4:** Remove the tape from the portion of cable exposed at the entry port hole, then insert a section of shifter cable housing (1700mm length) over the cable and into the down tube.
- Work the housing over the bottom bracket shell and up the seat tube until it exits at the top of the seat tube.



- **Fig.5:** Insert a 60cm section of foam tubing over the cable housing, through the entry port hole. Once it's visible through the exit port hole, help guide the foam tube up over the bottom bracket shell and partially into the seat tube (Section 3, fig.1-A).
- **Fig.6:** If only the Command Post IRcc cable housing will enter the drive-side hood scoop, install the 4mm single-hole hood scoop over the housing. Specialized recommends crossing the housing(s) to the opposite side(s) for optimum function.
- If additional housings will be installed in the drive-side hood scoop (e.g., front derailleurs), only install the hood scoop after the remaining housings have been installed into the frame, before completing the installation steps for the Command Post IRcc. Please refer to the FSR Owner's Manual for additional information about installing shifter and brake housings.
- **Fig.6:** Once the hood scoop is installed in the entry port hole, flex the housing out of the way and insert a hood scoop bolt into the hood scoop. Tighten to 6 in-lbf (0.7 Nm).

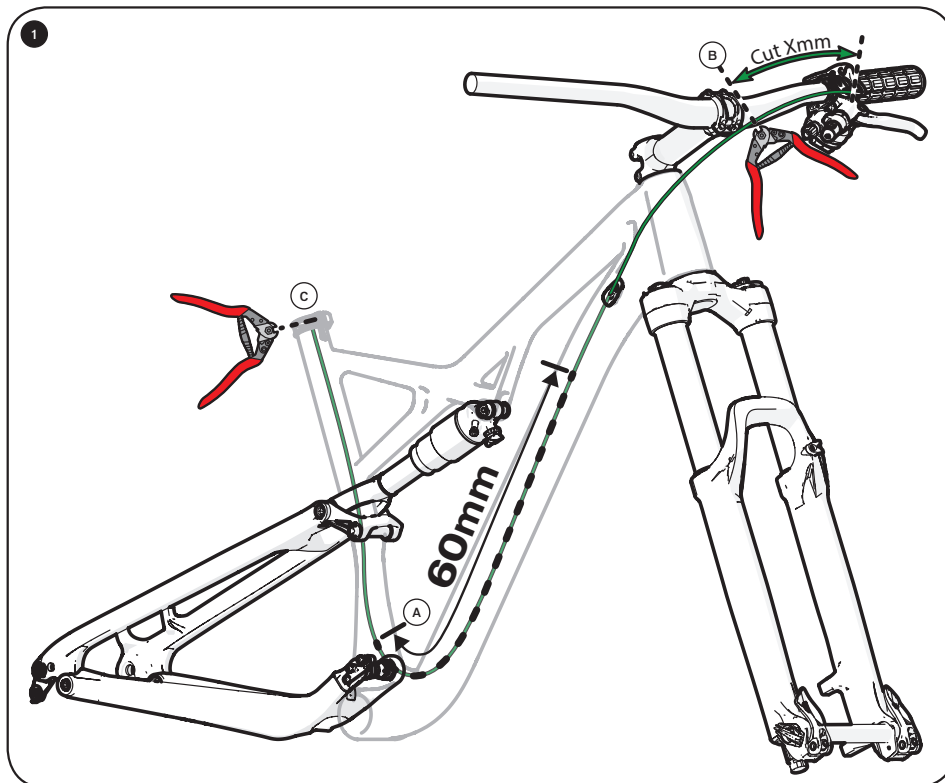
## EXTERNAL CABLE ROUTING

**NOTE:** For non-Specialized frames, refer to the frame manufacturer's partial external cable routing instructions.



- **Fig.1:** Insert a section of shifter cable housing (1700mm length) through the rubber base and into the hole at the base of the down tube (A), over the top of the bottom bracket and out the top of the seat tube. Put a gradual radius at the leading edge of the cable housing before inserting into the down tube.
- **Fig.1:** Once the cable housing position is set, tighten the down tube cable bats to 30 in-lbf (3.4 Nm).

### 3. TRIMMING HOUSING

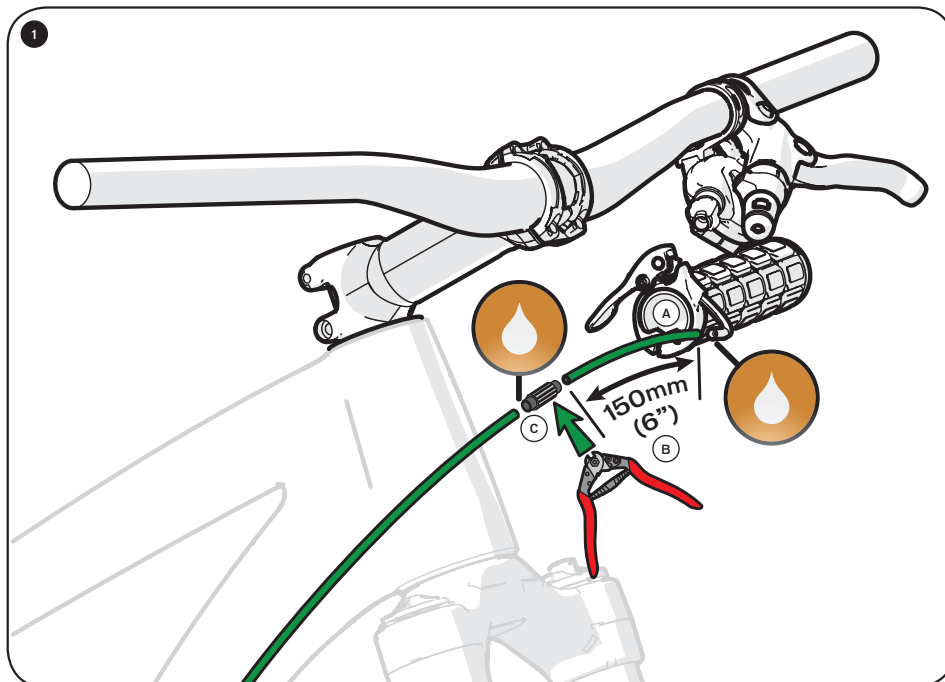


- **Fig.1:** Adjust the housing length (be sure to measure twice and cut once!) so that there is enough slack in the housing to compensate for turning the handlebars to their extreme positions. It is **imperative** that the cable housing is kink-free along its full length. Once the housing position is determined at the handlebar (B), cut the housing so that it's level with the top of the seat tube (C).
- **Fig.1:** Cut off the length of housing that corresponds to Xmm (the distance from the noted seatpost height to the base of the cable hanger, Section 1, Fig.7).

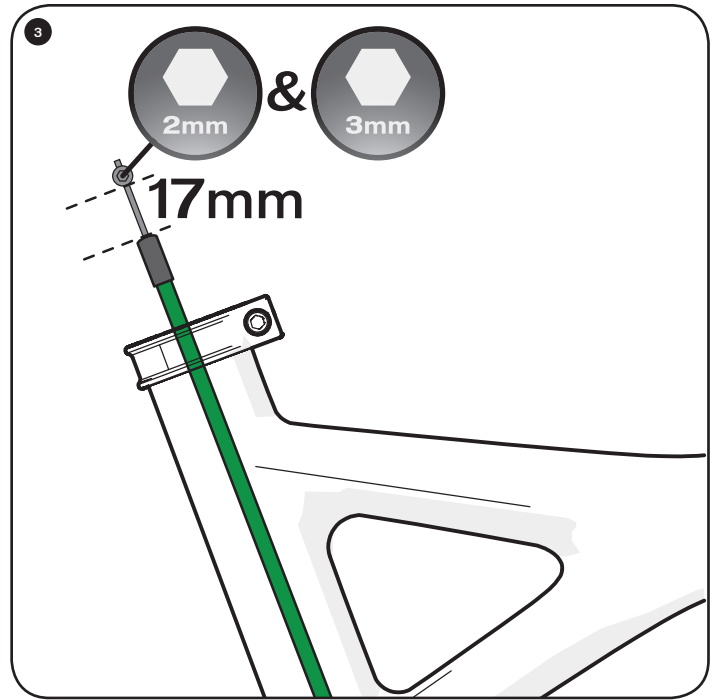
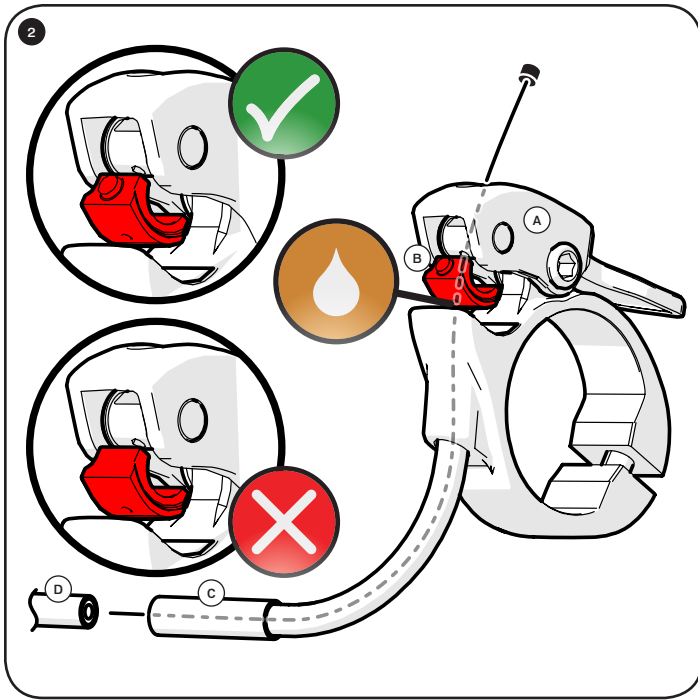
### 4. INSTALLING AND ADJUSTING THE CABLE AND SEATPOST

**NOTE:** SRL lever installation is the same as a SRAM shifter. Install the lever either using a standalone bracket (Matchmaker) or an adapter to affix the lever directly to the brake. Visit [www.specialized.com](http://www.specialized.com) for a complete list of compatible brakes and adapters. Cable installation is the same as a regular shifter.

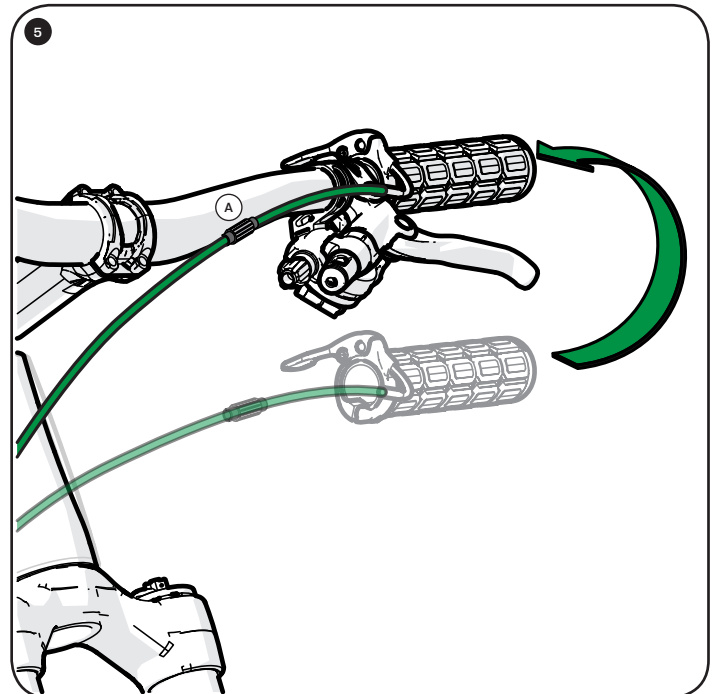
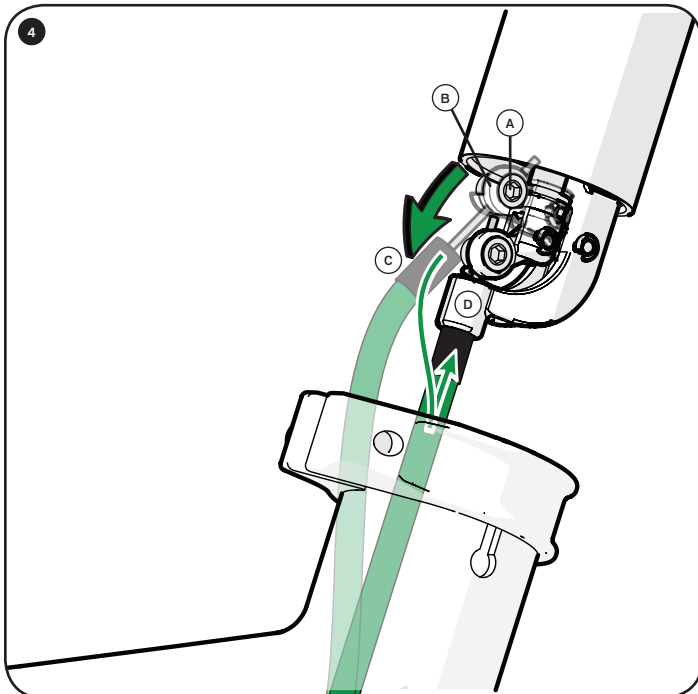
**NOTE:** Do not follow Fig.1 for SRL lever installation. No barrel adjuster is required, as the barrel adjuster is built into the SRL lever.



- **Fig.1:** Remove the grip and remote lever (A) from the handlebar. Cut off another 6" (150mm) of housing (B), lubricate the housing entry ports with a thin oil or grease, then insert the barrel adjuster (C) where the cut was made. Fully close the barrel adjuster, then unscrew by one rotation.



- **Fig.2:** Install the shifter cable through the remote lever (A), through the inline lever seal (B) (bump facing out) then through the noodle (C). Once fully installed through the remote lever, run the cable through the housing (D) and barrel adjuster until it exits at the seat collar. Lubricate the cable below the inline lever seal.
- **Fig.3:** Install a cable housing ferrule on the end of the cable housing where it exits the seat tube.
- **Fig.3:** Pull the cable taut, making sure that the housing is fully seated in the barrel adjuster and the remote lever noodle. Install the cable barrel with set screw onto the shifter cable and lightly snug it on the cable so it can still move up and down. Measure 17mm between the top of the ferrule and the underside of the barrel. Tighten the 2mm hex to approximately 10 in-lbf (1.1 Nm), using a 3mm hex on the other side of the barrel for leverage.
- **Fig.3:** Cut off any excess cable with cable cutters, as close to the top of the barrel as possible.



- **Fig.4:** Place the cable barrel (A) into the slot on the plunger lever (B), pull down on the cable housing (C), then slide the ferrule into the slot in the bottom of the cable hanger (D).
- **Fig.5:** There should be a little play to prevent placing tension on the plunger lever; doing so can cause your seatpost to accidentally move positions while riding. Adjust play by using the inline barrel adjuster (A).
- Insert the seatpost into the seat tube, while pulling the housing out of the exit port at the base of the down tube. Lower the seatpost to the previously noted seatpost height. Specialized frames/seat collars, torque pinch bolt to 45 in-lbf (5.1 Nm), or tighten the quick-release lever. **Do not exceed 45 in-lbf!**
- **Fig.5:** Reinstall the grip/lever on the handlebar and reposition all levers in the desired position. Once set, tighten the cable bats on the down tube.
- While weighting the saddle with your elbow/forearm, activate the lever to cycle the Command Post IRcc up and down through the three positions to ensure that you have the correct desired return speed and that it locks in all three positions. Be careful when extending the post, as it does move quickly. Adjust air pressure, if needed. Refer to the Troubleshooting section on the next page if you encounter any issues.

## 5. SETUP AND USE

The following collars have been tested for use with the Command Post IRcc, and are recommended:

- » Specialized fixed and Q/R collars
- » Salsa Flip-Lock Q/Rs

**NOTE:** Do not overtighten. Use only hand pressure on the Q/R lever. Use only enough tension to keep the post from slipping. Over-tightening can lead to sub-optimal return action.

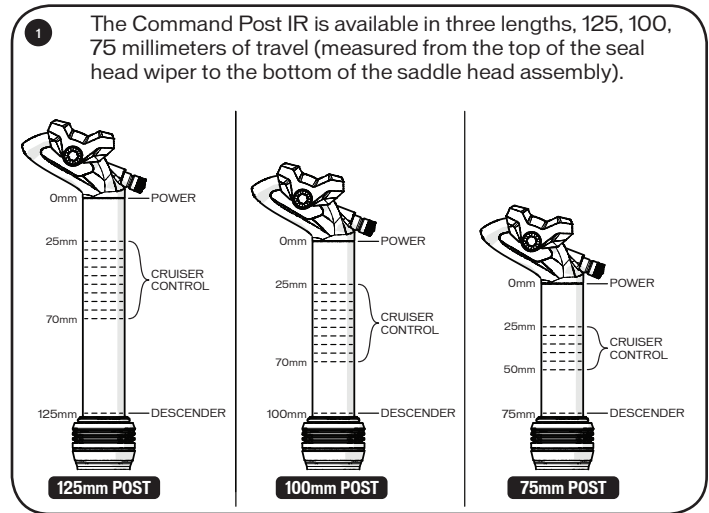
■ The remote lever is used to activate the Command Post IRcc:

- » **Fig.1:** The Command Post IRcc has the following positions: Descender (fully compressed); Cruiser Control (center zone); and Power (fully extended).
- » To move the saddle down, press the remote lever, and guide the saddle down to the next lower position. If the post proves difficult to move, unweight the saddle slightly while pressing the lever, and then push down using your weight.
- » To move the saddle up, press the remote lever and, while maintaining contact with the saddle, guide the saddle to the next higher position.

■ Store and transport the seatpost in the Descender position to prevent nicks and/or scratches to the inner tube, which can lead to air loss.

■ Before performing any service, release the air pressure in the Command Post IRcc. Make sure the Command Post IRcc is in the fully extended position when adding air.

**NOTE:** The working air pressure range for the Command Post IRcc is 15 – 20 PSI (1.03 – 1.38 bar). **Never exceed 20 PSI (1.38 bar).**



### MAINTENANCE

In order to maintain warranty eligibility, Specialized recommends that all internal service (except cleaning/greasing the hidden portion of the inner tube) be performed by an Authorized Specialized Dealer or Specialized Service Center. Routine maintenance of the Command Post IRcc is crucial to peak performance. Vigilantly maintain the following service regimen to keep your Command Post IRcc in tip-top shape:

- **Before every ride:** Gently clean the exposed portion of the inner tube with a rag. Avoid pushing contamination into the seal. Check the inner tube for scratches, nicks, etc. (Visit an Authorized Specialized Dealer if there is any damage to the inner tube.) Make sure the lever action is smooth and that the cable is kink-free. Inspect the Command Post IRcc for any damage that might require warranty service. Use it or lose it!
- **Every 3 months:** Use a standard shock pump to check and increase/decrease air pressure to between the 15 – 20 PSI (1.03 – 1.38 bar) range. Lubricate the actuating cable at both ends. Adjust the inline adjuster barrel 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®).
- **Every 6 months:** Have your local Authorized Specialized Dealer inspect, clean and grease the Command Post IRcc according to manufacturer recommendations. If you ride in extreme conditions (fine dust, mud, etc.) a full service involving replacement of wear items may be required. If any manufacturing defects are discovered, you are still covered by the one (1) year Limited Warranty. Wear items include:

Dirt wipers	Seals	Bushings	Top-out rings	Alignment keys	Expansion collets
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- **After 1 year or 100 hours:** Have your local Authorized Specialized Dealer perform a full service of the Command Post IRcc. Replace the cable and cable housing, then check functionality. If the Command Post IRcc becomes inoperable after a cable/cable housing change, see an Authorized Specialized Dealer.

### TROUBLESHOOTING

Issue/Symptom	Cause	Solution
Action between positions is sticky	Grease has migrated from sliding surfaces / general lack of grease	Unthread seal head with strap wrench, clean and grease outside and inside surfaces of inner tube***
	Pressure bleeds through seal over time	Increase air pressure to desired setting / Check inner tube for nicks and/or scratches
Slow return to the Power position	Grease has migrated from sliding surfaces / general lack of grease	Unthread seal head with strap wrench, clean and grease outside and inside surfaces of inner tube. Do not remove seal head from inner tube***
	Pressure bleeds through seal over time	Increase air pressure to desired setting / Check inner tube for nicks and/or scratches
	Post internal parts have been contaminated	Disassemble, clean, replace seals and lube internal parts*
	Pressure is set too low	Increase air pressure to workable range
	Seat collar too tight	Loosen tension until seatpost activates properly but seatpost doesn't slip inside frame**
Post does not move when lever is activated	Riding in cold weather (below 32°F / 0°C)	Perform the cold weather tune per manufacturer's recommendations*
	Cable and housing friction	Lubricate or replace cable/cable housing
	Lockpin is too high	Reset lockpin height*
	Too little cable tension	Increase tension by turning the inline barrel adjuster counter-clockwise (see section 4, Fig.1, item A)
Post moves without activating lever	Seat collar too tight	Loosen tension until seatpost activates properly but seatpost doesn't slip inside frame**
	Cable and housing friction	Lubricate or replace the cable/cable housing
	Lockpin is too low	Reset lockpin height*
	Too much cable tension	Reduce tension by turning the inline barrel adjuster clockwise (see section 4, Fig.1, item A)
Slow/No return action 2-3 days after setting air pressure	Air leakage due to main seal damage	Replace or service the seal head assembly*
	Inner tube surface has nicks and/or scratches	Replace the inner tube assembly*

\* To preserve your warranty, this service/procedure must be performed by an Authorized Specialized Dealer.

\*\* 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 Dealer for inspection.

\*\*\* Do not remove seal head from inner tube. Any damage incurred while personally servicing your Command Post IRcc is not covered by our Limited Warranty (see below). If seal head assembly needs to be serviced, take your Command Post IRcc to an Authorized Specialized Dealer.

### WARRANTY

For the complete warranty provisions, please refer to [www.specialized.com](http://www.specialized.com).