Thank you for purchasing the Command Post XCP, one of the most technologically advanced components available. This instruction guide contains important safety, performance and service information. Before attempting to install or use this product, please read this instruction guide in its entirety and keep it for reference. Additionally, this instruction guide should be used only in conjunction with the Specialized Bicycle Owner’s Manual (“Owner’s Manual”). Please read the Owner’s Manual before you proceed. If you purchased this product in the aftermarket or separate from a Specialized bicycle and 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.

This guide is not intended as a comprehensive 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.

When reading this instruction guide, 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.

**OIL:** This symbol means that high quality oil (lube) 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.

### GENERAL COMMENTS ABOUT INSTALLATION

Specialized recommends that installation be performed by an Authorized Specialized Retailer. If you attempt to perform the installation yourself, which Specialized does not recommend, make sure that you possess the appropriate mechanical skill, knowledge, and quality tools to do so. If you have any doubts regarding your mechanical ability or have any questions, please consult with your Authorized Specialized Retailer.

The following tools are required for installation of this product:

- 2, 3, 4, 5mm Allen keys
- 3, 4, 5mm socket-style Allen keys
- Torque wrench
- High-quality grease
- Cable housing cutters

**WARNING!** Correct tightening force on fasteners (nuts, bolts, screws) on your bicycle and components is important. If too little force is applied, the fastener may not hold securely. If too much force is applied, and 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. The following is a summary of torque specifications in this guide:

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>Bolt Spec</th>
<th>Torque (in-lbf)</th>
<th>Torque (Nm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saddle clamp bolt</td>
<td>5mm</td>
<td>120</td>
<td>13.5</td>
</tr>
<tr>
<td>Seat collar bolt (27.2mm Specialized seat collar)</td>
<td>4mm</td>
<td>55</td>
<td>6.2</td>
</tr>
<tr>
<td>Remote lever</td>
<td>3mm</td>
<td>15</td>
<td>1.7</td>
</tr>
<tr>
<td>Hood scoops (Specialized frames)</td>
<td>3mm</td>
<td>6</td>
<td>0.7</td>
</tr>
</tbody>
</table>

**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.
1. INSTALLING THE SEATPOST

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

<table>
<thead>
<tr>
<th>A. Command Post XCP</th>
</tr>
</thead>
<tbody>
<tr>
<td>B. SRL lever* (requires additional brake adapter)</td>
</tr>
<tr>
<td>C. Standard lever (integrated or hinged)*</td>
</tr>
<tr>
<td>D. Noodle (90-degree pipe)**</td>
</tr>
<tr>
<td>E. Shim (For standard lever and non-Specialized grips)**</td>
</tr>
<tr>
<td>F. Inline lever seal**</td>
</tr>
<tr>
<td>G. Cable and cable housing</td>
</tr>
<tr>
<td>H. Inline barrel adjuster**</td>
</tr>
<tr>
<td>I. One (1) ferrule</td>
</tr>
<tr>
<td>J. Cable barrel (with set screw)</td>
</tr>
<tr>
<td>K. Travel chip (for 50MM version only)</td>
</tr>
</tbody>
</table>

*Bikes equipped with the Command Post XCP are supplied with the appropriate lever depending on the bike spec. Aftermarket Command Post XCPs are supplied with the SRL lever and a standard hinged lever. See page 3 for additional information.

** For standard lever only.

Fig.1: When changing position on an uninstalled seatpost, depress the plunger lever and carefully extend or compress the Command Post XCP.

Fig.2: Command Post XCP air pressure is factory set to 30 PSI (2.1 bar). The amount of air pressure determines the rate of return of the seatpost. Pressure must be set with the seatpost in the fully extended (Power) position.

**WARNING!** The air chamber, accessed at the top of the Command Post XCP by removing the air valve cap, must be fully discharged before performing any service. Failure to follow this warning could result in serious injury.

**WARNING!** Before each ride, operate the Command Post XCP and ensure the return rate is not excessive. A sudden unexpected impact from the saddle could cause you to lose control and fall.

**CAUTION:** Do not exceed 40 PSI (2.8 bar) in the air chamber. Exceeding the max pressure may result in damage to the internal components of the seatpost.

Fig.3: Place the inboard rail clamps into each side of the saddle head, then lower the saddle rails onto the inboard rail clamps. Ensure that the clamps are parallel.

<table>
<thead>
<tr>
<th>A. Inboard rail clamp</th>
<th>D. Bolt</th>
</tr>
</thead>
<tbody>
<tr>
<td>B. Outboard rail clamp (7x7mm alloy rail clamp or 7x9mm carbon rail clamp)</td>
<td>E. Saddle head</td>
</tr>
<tr>
<td>C. Nut</td>
<td>F. Seatpost inner tube</td>
</tr>
</tbody>
</table>
Fig.3: Apply blue threadlocker (Loctite 242) to the bolt threads and grease to the bolt head area.

Fig.3: Place the outboard rail clamps (7x7mm for alloy rails / 7x9mm for carbon rails PN: 2812-9050) against the saddle rails, then insert the nut into the outboard rail clamp. Make sure the tab goes into the groove.

Fig.3: Insert the bolt through the other side and screw it into the nut. Torque the bolt to 120 in-lbf (13.6 Nm).

Fig.4: Use of carbon friction paste on the interface between the carbon seatpost and the seat tube to increase friction is optional. Torque the seat collar to 55 in-lbf (6.1 Nm).

CAUTION: Do not apply grease to the interface between the carbon seatpost and the seat tube. Grease can reduce the friction, which can prevent the seatpost from staying at the desired height.

WARNING! Ensure your bicycle’s seat tube’s inner diameter is compatible with your seatpost’s outer diameter. Failure to follow this warning may result in serious personal injury or death.

WARNING! Seat collar torque requirements can vary depending on the specific frame and seat collar used. Exceeding the maximum torque limit of 55 in-lbf (6.1 Nm) can result in damage to the Command Post XCP and/or frame and also hamper return action, either of which can result in a loss of control of the bicycle and serious personal injury or death.

WARNING! Your seatpost and frame BOTH require a minimum amount of 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. The Command Post XCP also has a maximum insertion line to ensure that the seatpost remain structurally sound. Do not clamp above the maximum insertion line.

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 seat post can allow the saddle to turn or move and cause you to lose control and fall.

Fig.5: 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 120 in-lbf (13.5 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.
WARNING! Ensure that the remote lever does not interfere with brake and shift lever operation. Failure to follow this instruction can result in serious personal injury or death.

Fig.8: The OE remote lever 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 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 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 for a complete list of compatible brakes, adapters and part numbers.

2. INSTALLING HOUSING(S)

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. 4: 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 XCP 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 derailleur), only install the hood scoop after the remaining housings have been installed into the frame before completing the installation steps for the Command Post XCP. 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**

2015 and newer alloy Stumpjumper frames are internally routed, except at the bottom bracket shell. The housing exits at the base of the down tube, wraps around the bottom bracket shell, then enters the seat tube above the bottom bracket shell.

**NOTE:** For non-Specialized frames, refer to the frame manufacturer’s partial external cable routing instructions.
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 (1), cut the housing so that it’s level with the top of the seat tube (3).

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 for a complete list of compatible brakes and adapters. Cable installation is the same as a regular shifter.

NOTE: Skip to Fig. 3 if installing an SRL lever. (A barrel adjuster is not required, as the barrel adjuster is built into the SRL lever.)

Fig. 1: Remove the grip and remote lever (1) from the handlebar. Cut off another 6” (150mm) of housing (2), lubricate the housing entry ports with a thin oil or grease, then insert the barrel adjuster (3) where the cut was made. Fully close the barrel adjuster (CW, if looking into open end), then unscrew CCW 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; not having any 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, then tighten the seat collar bolt. Specialized frames/seat collars, torque pinch bolt to 55 in-lbf (6.2 Nm), or tighten the quick-release lever.

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 XCP up and down through the two (50MM model only: three) positions to ensure that you have the correct desired return speed and that it locks in all 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.

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

The Command Post XCP allows the rider to adjust the height of the saddle to accommodate for different riding terrain and conditions. Correct installation, adjustment and familiarity with its function is critical for your safety.

**CAUTION:** The Command Post XCP moves at a high speed when being extended. Be careful when adjusting its height.

Intuitive use of the Command Post XCP requires practice. Allow yourself sufficient time before your first ride to get used to the Command Post XCP.

**WARNING!** Activating the Command Post XCP lever while riding may result in loss of control of the bicycle, resulting in serious personal injury or death. Before your first ride, we advise that you practice using the Command Post XCP in a controlled riding environment to familiarize yourself with its function and operation.

**WARNING!** The Specialized Command Post XCP is designed for a maximum rider weight of 240 lb (109 Kg). Failure to follow this warning may result in an accident, which can cause serious injury or death.

Only the Specialized fixed and Q/R collars have been tested for use with the Command Post XCP, and are recommended.

**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 damage to the carbon tube.

- The remote lever is used to activate the Command Post XCP.
- There are multiple models of the Command Post XCP:
  - Command Post XCP 400mm (50MM model):
    - Two positions (with travel chip): 0/35mm
    - Three positions (without travel chip): 0/35/50mm
  - Command Post XCP 400mm (35MM model)
    - 0/35mm (not travel chip compatible)
  - Command Post XCP 350mm (35MM model):
    - Two positions: 0/35mm (not travel chip compatible)
- With the travel chip installed (50MM model only), the Command Post XCP’s travel range is limited to 35mm; without the travel chip, travel is 50mm (the 35mm position can also be selected). When removing or installing the travel chip (fig.2), it is not necessary to readjust the saddle height on your bike.
- To move the saddle down, press and hold the remote lever, then use your body weight to guide the saddle down to the 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 and hold the remote lever, then allow the saddle to reach a higher position. To avoid possible injury, use your body weight to guide the saddle and control the rate of return.
- In either up or down mode, release the lever before removing the body weight from the saddle.
- Store and transport the seatpost in the Cruiser 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 XCP. Make sure the Command Post XCP is in the fully extended position when adding air.

**NOTE:** The working air pressure range for the Command Post XCP is 25 to 40 PSI (1.72 to 2.76 bar). **Never exceed 40 PSI (2.76 bar).**

**TRAVEL CHIP INSTALLATION (50MM XCP POST ONLY)**

- Release the air pressure.
- Unthread the seal head.
- Activate the lever and remove the upper assembly (saddle head, inner tube).
- Install the travel chip at the base of the upper assembly.
- Reinstall the upper assembly.
- Thread the saddle head onto the lower assembly.
- Reinflate to the desired pressure, then check the function of the post.
The Specialized Command Post XCP is a high performance component that requires regular maintenance by your Authorized Specialized Retailer. For general information regarding maintenance of your bicycle, please refer to section 5 of the Owner’s Manual. In addition, routinely perform the Mechanical Safety Check described in section 1.C of the Owner’s Manual before each ride.

- CAUTION: When placing the bicycle in a workstand, do not clamp the bicycle by the seal head or upper tube section as they are both part of the air seal system inside the seatpost. Use the seatpost’s carbon section instead. Avoid scratching the upper section of the seatpost.

- CAUTION: While riding, listen for any creaks, as a creak can be a sign of a problem with one or more components. Periodically examine all surfaces in bright sunlight to check for any small hairline cracks, corrosion or fatigue at stress points, such as welds, seams, holes, and points of contact with other parts. Remove grips periodically, if necessary. If you hear any creaks or discover any cracks, no matter how small, immediately stop using the product and have it inspected by your Authorized Specialized Retailer.

Nothing lasts forever. Frequent inspection of your bicycle and its components is important to your safety. Please refer to Appendix B of the Owner’s Manual for information regarding the lifespan of your bicycle and its components.

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 Retailer or Specialized Service Center. Routine maintenance of the Command Post XCP is important to maintain proper function. Vigilantly maintain the following service regimen to keep your Command Post XCP in proper working order:

- **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 Retailer 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 XCP for any damage that might require warranty service.

- **Every 3 months:** Use a standard shock pump to check and increase/decrease air pressure to between the 25 – 40 PSI (1.72 – 2.76 bar) range, depending on outside temperature. 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 Retailer inspect, clean and grease the Command Post XCP 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 rings
  - Alignment keys
  - Expansion collets

- **After 1 year or 100 hours:** Have your local Authorized Specialized Retailer perform a full service of the Command Post XCP. Replace the cable and housing, then check functionality. If the Command Post XCP becomes inoperable after a cable/housing change, see an Authorized Specialized Retailer.

### TROUBLESHOOTING

<table>
<thead>
<tr>
<th>Issue/Symptom</th>
<th>Cause</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Action between positions is sticky</td>
<td>Grease has migrated from sliding surfaces / general lack of grease</td>
<td>Unthread seal head with strap wrench, clean and grease outside and inside surfaces of inner tube. Do not remove seal head from inner tube***</td>
</tr>
<tr>
<td>Slow return to the Power position</td>
<td>Pressure bleeds through seal over time</td>
<td>Increase air pressure to desired setting / Check inner tube for nicks and/or scratches</td>
</tr>
<tr>
<td>Slow/No return action 2-3 days after setting air pressure</td>
<td>Post internal parts have been contaminated</td>
<td>Change cable and housing, then check functionality. If the Command Post XCP becomes inoperable after a cable/housing change, see an Authorized Specialized Retailer.</td>
</tr>
<tr>
<td>Not getting full travel</td>
<td>Travel chip is installed</td>
<td>Remove the travel chip.</td>
</tr>
<tr>
<td>Post does not move when lever is activated</td>
<td>Cable and housing friction</td>
<td>Lubricate or replace cable/cable housing</td>
</tr>
<tr>
<td>Lockpin is too high</td>
<td></td>
<td>Reset lockpin height*</td>
</tr>
<tr>
<td>Too little cable tension</td>
<td>Increase tension by turning the inline barrel adjuster clockwise (see section 4, fig.1, item A)</td>
<td></td>
</tr>
<tr>
<td>Post moves without activating lever</td>
<td>Cable and housing friction</td>
<td>Lubricate or replace cable/cable housing</td>
</tr>
<tr>
<td>Lockpin is too low</td>
<td>Reset lockpin height*</td>
<td></td>
</tr>
<tr>
<td>Too much cable tension</td>
<td>Reduce tension by turning the inline barrel adjuster clockwise (see section 4, fig.1, item A)</td>
<td></td>
</tr>
<tr>
<td>Slow/No return action 2-3 days after setting air pressure</td>
<td>Air leakage due to main seal damage</td>
<td>Replace or service the seal head assembly*</td>
</tr>
</tbody>
</table>

* To preserve your warranty, this service/procedure must be performed by an Authorized Specialized Retailer.
** 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.
*** Do not remove seal head from inner tube. Any damage incurred while personally servicing your Command Post XCP is not covered by our Limited Warranty. If seal head assembly needs to be serviced, take your Command Post XCP to an Authorized Specialized Retailer.

### WARRANTY

For the complete warranty provisions, please refer to www.specialized.com.