

DEMO



USER MANUAL





# CONTENTS

<b>1. INTRODUCTION</b> .....	<b>1</b>
1.1. INTENDED USE .....	1
1.2. WARRANTY .....	1
<b>2. GENERAL NOTES ABOUT ASSEMBLY</b> .....	<b>2</b>
2.1. FORK/HEADSET/STEM .....	2
2.2. SEATPOST .....	2
2.3. BOTTOM BRACKET .....	3
2.4. REAR AXLE .....	3
<b>3. GENERAL NOTES ABOUT MAINTENANCE</b> .....	<b>3</b>
<b>4. SPECIFICATIONS</b> .....	<b>4</b>
4.1. GEOMETRY .....	4
4.2. GENERAL SPECIFICATIONS .....	5
4.3. TOOLS REQUIRED .....	5
4.4. BOLT SIZE / TOOLS / TORQUE SPECIFICATIONS .....	5
BEARING SPECIFICATIONS .....	6
SPACER/AXLE/BOLT SPECIFICATIONS .....	6
<b>5. REAR TRIANGLE PIVOT ASSEMBLY</b> .....	<b>9</b>
5.1. BEARING INSTALLATION .....	9
5.2. PIVOT ASSEMBLY .....	11
<b>6. INTERNAL ROUTING</b> .....	<b>17</b>
<b>7. SETUP DATA</b> .....	<b>18</b>
<b>8. SMALL PARTS</b> .....	<b>18</b>

## SPECIALIZED BICYCLE COMPONENTS

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We may occasionally issue updates and addendums to this document. Please periodically check [www.specialized.com](http://www.specialized.com) or contact Rider Care to make sure you have the latest information.

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## 1. INTRODUCTION

This user manual is specific to your Specialized Demo bicycle. 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](http://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 suspension 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.

### 1.1. INTENDED USE

The Demo bicycles are intended and tested for Downhill Mountain Bike (condition 5) use only. For more information on intended use and structural weight limits for the frame and components, please refer to the Owner's Manual.

### 1.2. WARRANTY

Please refer to the written warranty provisions provided with your bicycle, or visit [www.specialized.com](http://www.specialized.com). A copy is also available at your Authorized Specialized Retailer.

## 2. 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.



**WARNING!** Due to the high degree of complexity of the Demo, proper assembly requires a high degree of mechanical expertise, skill, training and specialty tools. Therefore, it is essential that the assembly, maintenance and troubleshooting be performed by an Authorized Specialized Retailer.



**WARNING!** Many components on the Demo, including, but not limited to the rear suspension, are proprietary to the Demo. Only use originally supplied components and hardware at all times. Use of other components or hardware will compromise the integrity and strength of the assembly. Demo specific components should only be used on the Demo and not on other bicycles, even if they fit. Failure to follow this warning could result in serious injury or death.



**WARNING!** Never modify your frame or components in any way. Do not sand, drill, file, or remove parts. Do not install incompatible forks or suspension parts. An improperly modified frame, fork, or component, can cause you to lose control and fall.



In order to successfully build the Demo bicycles, it is very important to follow the order of operations as outlined in this manual. Modifying the order of assembly will result in a longer build process.

### 2.1. FORK/HEADSET/STEM

- The headset uses 1.5" upper and lower bearings which drop into standard press-fit downhill headset cups. Ensure that replacement bearings are compatible with the Specialized headset specification.
- A headset press must be used to properly press the headset cups into the frame.
- No tools are needed for installation or removal of the bearings. Grease bearing surfaces before installation.
- Inspect the fork, stem, seatpost and seat tube, to ensure that there are no burrs or sharp

edges. Remove any burrs or sharp edges using fine grit sandpaper.

- All edges of the stem in contact with the steerer tube should be rounded out to eliminate any stress points.



**WARNING!** Burrs and sharp edges can damage the carbon and alloy surfaces of the components. Any deep scratches or gouges in the stem or fork can weaken the components.

### 2.2. SEATPOST

#### SEATPOST MINIMUM INSERTION:

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:

- The seatpost must be inserted into the frame deep enough so the minimum insertion/ maximum extension (min/max) mark on the seatpost is not visible (fig.1 A).
- The seatpost must also be inserted into the seat tube deep enough to meet or exceed the 100mm minimum measured insertion depth (fig.1 B) required by the frame.
- If the seatpost and frame minimum insertion requirements differ from each other, always use the longer minimum insertion. For example, if the frame requires 100mm, but the seatpost requires 90mm, then 100mm is the minimum insertion required.

If the seatpost is at the min/max mark and the seatpost is not visible through the sight hole, the seatpost is not inserted deeply enough into the seat tube and should be lowered until it can be seen through the sight hole. This may result in the saddle being too low. If so, the seatpost must be replaced with a longer seatpost.



**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.



**WARNING!** Failure to follow the seatpost and frame minimum insertion requirements may result in damage to the frame and/or seatpost, which could cause you to lose control and fall.

If the seatpost is cut short, the min/max mark on the seatpost may no longer be accurate. Before cutting the seatpost, note the min/max depth required by the seatpost manufacturer.



**WARNING!** Inspect the seatpost and seat tube to ensure that there are no burrs or sharp edges. Remove any burrs or sharp edges using fine grit sandpaper.



Do not apply grease to the contact surfaces between the seatpost and the seat tube. Grease reduces the friction, which is critical to proper seatpost grip. Specialized recommends the application of carbon assembly compound (fiber paste), which can increase friction between carbon surfaces. Please visit your Specialized Authorized Retailer for additional information.

### 2.3. BOTTOM BRACKET

Demo models have a threaded 83mm width bottom bracket shell and is compatible with any BSA threaded outboard bearing bottom bracket. Please refer to the crank manufacturer documentation for bottom bracket compatibility.

### 2.4. REAR AXLE

Demo models are equipped with 148mm Boost rear hub spacing and require a 148mm Boost compatible rear wheel.

## 3. GENERAL NOTES ABOUT MAINTENANCE

The Demo is a high performance bicycle. All regular maintenance, troubleshooting, repair and parts replacement must be performed by an Authorized Specialized Retailer. For general information regarding maintenance of your bicycle, 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.

- Great care should be taken to not damage carbon fiber or composite material. Any damage may result in a loss of structural integrity, which may result in a catastrophic failure. This damage may or may not be visible in inspection. Before each ride, and after any crash, you should carefully inspect your bicycle for any fraying, gouging, scratches through the paint, chipping, bending, or any other signs of damage. Do not ride if your bicycle shows any of these signs. After any crash, and before you ride any further, take your bicycle to an Authorized Specialized Retailer for a complete inspection.
- 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 or fatigue at stress points, such as welds, seams, holes, and points of contact with other parts. If you hear any creaks, see signs of excessive wear, discover any cracks, no matter how small, or any damage to the bicycle, immediately stop riding the bicycle and have it inspected by your Authorized Specialized Retailer.
- Lifespan and the type and frequency of maintenance depends on many factors, such as 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 the crank spindle and bolts, which can accelerate wear and shorten the lifespan. Dirt can also accelerate wear of surfaces and bearings. The surfaces of the bicycle should be cleaned before each ride. The bicycle should also be maintained regularly by an Authorized Specialized Retailer, which means it should be cleaned, inspected for signs of corrosion and/or cracks and lubricated. If you notice any signs of corrosion or cracking on the frame or any component, the affected item must be replaced.
- Regularly clean and lubricate the drivetrain according to the drivetrain manufacturer's instructions.
- Do **not** use a high pressure water spray directly on the bearings. Even water from a garden

hose can penetrate bearing seals and crank interfaces, increasing bearing and crank wear. Use a clean, damp cloth and bicycle cleaning agents for cleaning.

- Do **not** expose the bicycle to prolonged direct sunlight or excessive heat, such as inside a car parked in the sun or near a heat source such as a radiator.



**WARNING!** Failure to follow the instructions in this section may result in damage to the components on your bicycle and will void your warranty, but, most importantly, may result in serious personal injury or death. If your bicycle exhibits any signs of damage, do not use it and immediately bring it to your Authorized Specialized Retailer for inspection.



**WARNING!** When placing the frame and/or bicycle in a repair stand, clamp the stand to the seatpost and not the frame. Clamping the frame can cause damage to the frame that may or may not be visible, and you may lose control and fall.

## 4. SPECIFICATIONS

### 4.1. GEOMETRY

FRAME SIZE	S2	S3	S4
STACK (low BB) (mm)	633		
REACH (low BB) (mm)	425	445	465
HEAD TUBE LENGTH (mm)	105		
HEAD TUBE ANGLE (°)	62.7		
BB HEIGHT (mm)	350		
BB DROP (mm)	25		
TRAIL (mm)	128		
FORK LENGTH (full) (mm)	608		
FORK RAKE/OFFSET (mm)	58		
FRONT CENTER (mm)	804	824	844
CHAINSTAY LENGTH (mm)	450		
WHEELBASE (mm)	1253	1273	1293
TOP TUBE LENGTH (horizontal) (mm)	563	600	620
STAND-OVER HEIGHT	760		
SEAT TUBE LENGTH (mm)	394	420	
SEAT TUBE ANGLE (°)	77.7	76.3	
CRANK LENGTH (mm)	165		
HANDLEBAR WIDTH (mm)	800		
STEM LENGTH (mm)	45		
SADDLE WIDTH (mm)	130		
SEATPOST LENGTH (mm)	367		

## 4.2. GENERAL SPECIFICATIONS

ITEM	PART #	SPECIFICATION
HEADSET	S192500017	HDS MY19 DEMO 29 HEADSET,SBC-2711,AL,46MM TOPCOVER, COMPRESS RING, UP BEARING 28.6-49.65, LOW BEARING 30
SEAT COLLAR	S194700003	STC SEAT COLLAR, JD JD-SC38,FORGED,6061-T6, 34.9MM, SCM435, ZINC BLACK FINISH BOLT
SEAT COLLAR DIAMETER		34.9mm
SEATPOST DIAMETER		30.9mm
DERAILLEUR HANGER	SI72600001	HGR MY18 MTB THRU AXLE DER HANGER
BOTTOM BRACKET SHELL		BSA THREADED 83mm
CHAINGUIDE TABS		ISC605
REAR HUB SPACING	SI70200003	AXL MY17 EPIC HT THRU-AXLE 148mm X 12mm
FRONT TIRE		29 x 2.6"
REAR TIRE		29 x 2.3"
SHOCK TRAVEL / STROKE		200mm / 225 x 75mm
SHOCK SAG		25 - 30% (18.75 - 22.5mm)
MAX FORK TRAVEL		200mm
MIN / MAX CHAINRING SIZE		30 - 36t
MIN REAR BRAKE ROTOR SIZE		180mm



**WARNING!** Specialized frames are compatible **ONLY** with forks that have a specific range of travel. Use of different styled forks or forks with longer travel may result in catastrophic failure of the frame which may result in serious personal injury or death.



**WARNING!** While the Demo frame is generally compatible with tires up to 29 x 2.6, tire dimensions can vary depending on the manufacturer, and not all forks are designed to accept a larger tire. Always check with the fork manufacturer regarding required clearances.

**CAUTION:** Certain rear shocks do not fit due to shock shapes. Verify clearance through the range of travel to ensure there is no interference with the frame.

**CAUTION:** Certain chainrings may not have adequate clearance with the chainstay. Verify spacing and chainline before using it.

## 4.3. TOOLS REQUIRED

■ 3, 4, 5, 6, 8mm ALLEN (HEX) KEYS	■ BLUE THREADLOCKER (LOCTITE 242)
■ T25 TORX	■ GREEN THREADLOCKER (LOCTITE 603)
■ TORQUE WRENCH	■ HIGH QUALITY GREASE
■ HIGH PRESSURE SHOCK PUMP	■ CABLE AND HOUSING CUTTERS

## 4.4. BOLT SIZE / TOOLS / TORQUE SPECIFICATIONS



**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:

### GENERAL TORQUE SPECS:

LOCATION	TOOL	TORQUE (in-lbf)	TORQUE (Nm)
SEAT COLLAR	4mm HEX	45	5.1
12MM REAR AXLE	6mm HEX	133	15.0
DERAILLEUR HANGER	2.5mm HEX	7	0.8
CHAINSTAY PROTECTOR	3mm HEX	7	0.8
DOWN TUBE PROTECTOR	3mm HEX	7	0.8
ISC6 TABS	4mm HEX	55	6.2



### BEARING SPECIFICATIONS

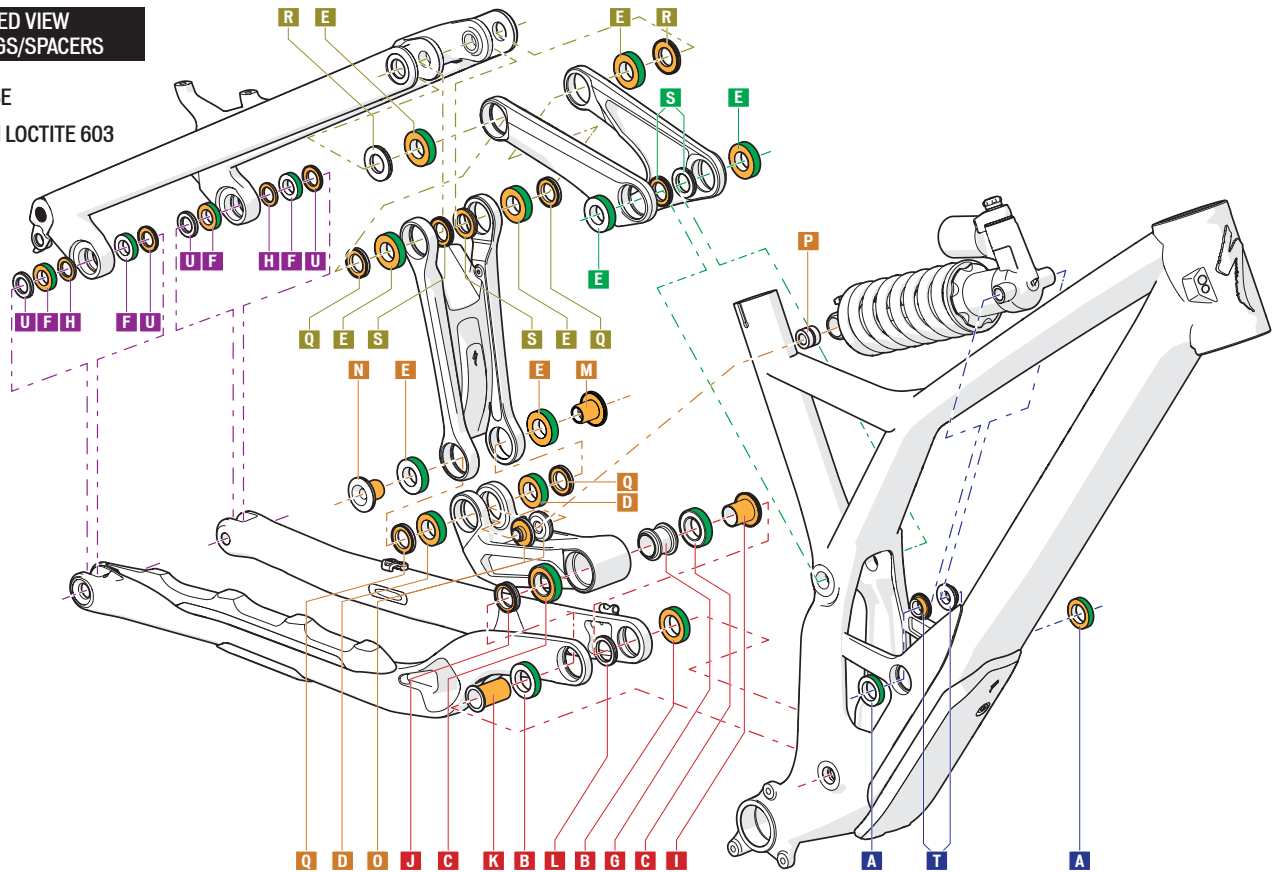
	QTY	PIVOT LOCATION	DIMENSION	BEARING
<b>A</b>	2	FORWARD SHOCK EYE	15 ID x 24 OD x 5 W	6802V-2RS
<b>B</b>	2	MAIN (Chainstay)	17 ID x 28 OD x 6 W	17286V-2RS
<b>C</b>	2	MAIN (Lower Link)	17 ID x 30 OD x 7 W	6903V-2RS
<b>D</b>	2	LOWER LINK @ MID LINK	15 ID x 26 OD x 7 W	15267V-2RS
<b>E</b>	2	MID LINK @ LOWER LINK	15 ID x 28 OD x 7 W	6902V-2RS
<b>E</b>	2	UPPER LINK @ SEAT TUBE	15 ID x 28 OD x 7 W	6902V-2RS
<b>E</b>	2	MID LINK @ SEATSTAY	15 ID x 28 OD x 7 W	6902V-2RS
<b>E</b>	2	UPPER LINK @ SEATSTAY	15 ID x 28 OD x 7 W	6902V-2RS
<b>F</b>	4	DROPOUT (Horst Link)	12 ID x 21 OD x 5 W	6801V-2RS

### SPACER/AXLE/BOLT SPECIFICATIONS

	QTY	LOCATION / ITEM	DIMENSIONS	TOOL	TORQUE (n-lbf/Nm)
<b>G</b>	1	LOWER LINK SLEEVE	17 ID x 25 OD x 24 W		
<b>H</b>	2	DROPOUT (Horst Link) INNER SPACER	12 ID x 18 OD x 2 W		
<b>I</b>	1	MAIN PIVOT NON-DRIVE SIDE SLEEVE	15.1 ID x 17 OD x 18.5 W		
<b>J</b>	1	MAIN PIVOT DRIVE SIDE SPACER	17.1 ID x 23 OD x 4.5 W		
<b>K</b>	1	MAIN PIVOT DRIVE SIDE SLEEVE	15.1 ID x 17 OD x 29 W		
<b>L</b>	1	MAIN PIVOT NON-DRIVE SIDE SPACER	17.1 ID x 23.5 OD x 3 W		
<b>M</b>	1	MID LINK @ LOWER LINK NON-DRIVE AXLE	M8 x 15 OD x 16.5 W		
<b>N</b>	1	MID LINK @ LOWER LINK DRIVE AXLE	8.2 ID x 15 OD x 16.5 W		
<b>O</b>	2	INNER SHOCK SPACERS	8.1 ID x 23.5 OD x 6 W		
<b>P</b>	1	REAR SHOCK EYE SLEEVE	8.1 ID x 15 OD x 12.5 W		
<b>Q</b>	2	MID LINK @ LOWER LINK INNER SPACER	15 ID x 21.1 OD x 3 W		
<b>Q</b>	2	MID LINK @ UPPER LINK INNER SPACER	15 ID x 21.1 OD x 3 W		
<b>R</b>	2	UPPER LINK @ SEATSTAY OUTER SPACER	15.1 ID x 27.4 OD x 3 W		
<b>S</b>	2	UPPER LINK @ SEATSTAY INNER SPACER	15.1 ID x 23.5 OD x 3 W		
<b>S</b>	2	UPPER LINK @ SEAT TUBE SPACER	15.1 ID x 23.5 OD x 3 W		
<b>T</b>	2	FORWARD SHOCK EYE SPACER	10.1 ID x 15 OD x 4.5 W		
<b>U</b>	4	DROPOUT (Horst Link) OUTER SPACER	12.1 ID x 20 OD x 2.5 W		
<b>V</b>	1	MAIN PIVOT AXLE	M15 x 15/17 OD 80.3 L	8mm HEX	240 / 27.1
<b>W</b>	1	LOWER LINK @ MID LINK PIVOT BOLT	M8 x 53 L	6/8mm HEX	200 / 22.6
<b>X</b>	1	FORWARD SHOCK EYE BOLT	M10 x 15 L	8mm HEX	180 / 20.3
<b>Y</b>	2	UPPER LINK @ SEAT TUBE BOLT	M15 x 21 L	8mm HEX	200 / 22.6
<b>Z</b>	1	DROPOUT (Horst Link) BOLT	M11 x 12 OD x 30 L	6mm HEX	180 / 20.3
<b>AA</b>	2	UPPER LINK @ SEATSTAY WASHER	15.5 ID x 24 OD x 0.3 W		
<b>BB</b>	2	UPPER LINK @ SEATSTAY BOLT	M15 x 35.7 L	8mm HEX	200 / 226

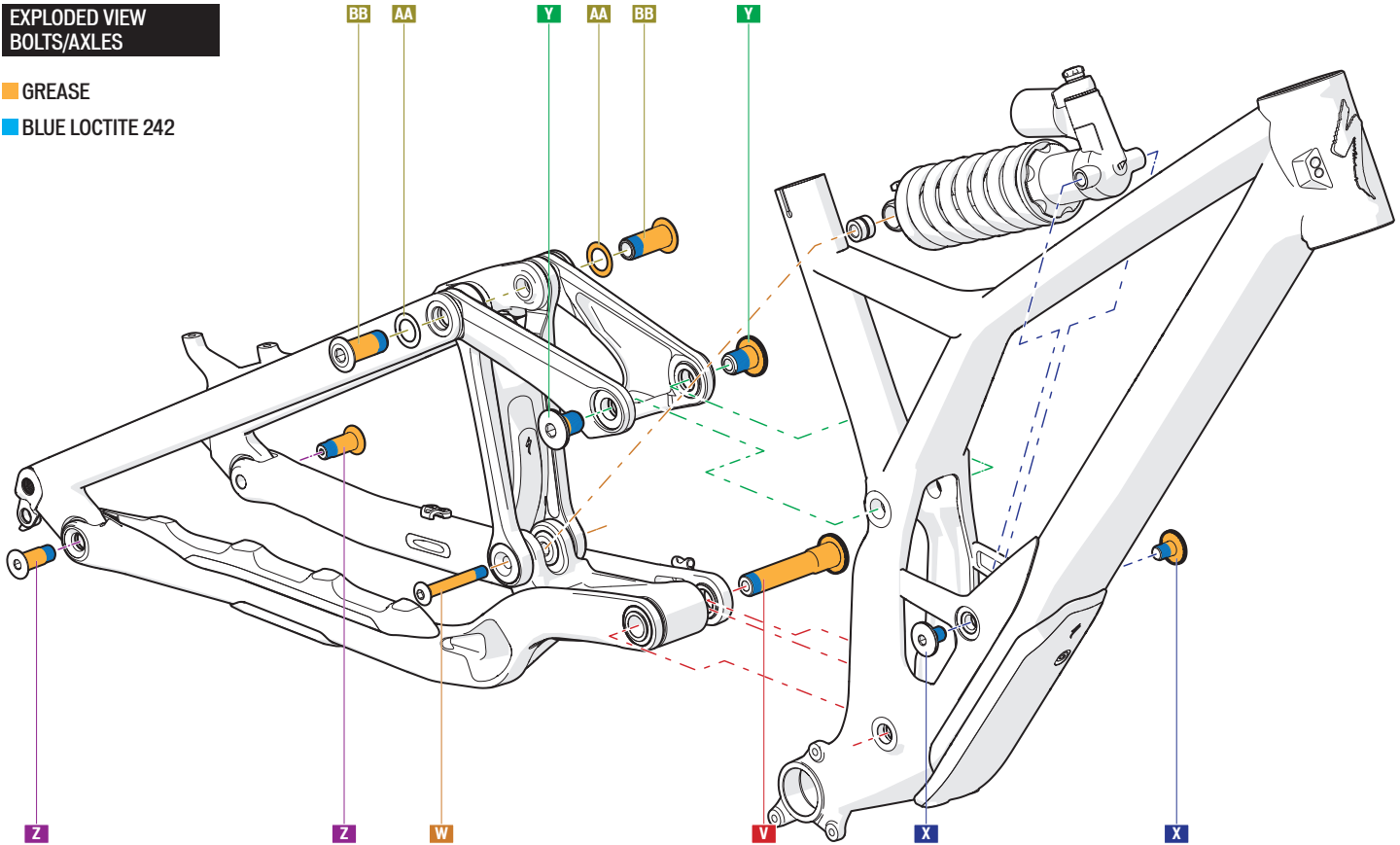
**EXPLODED VIEW  
BEARINGS/SPACERS**

- GREASE
- GREEN LOCTITE 603



**EXPLODED VIEW  
BOLTS/AXLES**

- GREASE**
- BLUE LOCTITE 242**



## 5. REAR TRIANGLE PIVOT ASSEMBLY



In order to successfully build the Demo rear triangle, it is very important to follow the order of operations as outlined in this manual. Modifying the order of assembly will result in a longer build process.



Grease all bearing surfaces before placing the spacers against the bearings. This helps keep the spacers in place when assembling each pivot. Always place the smaller (tapered) surface and/or the spacer seal against the bearing, and the wider surface against the frame or stay.



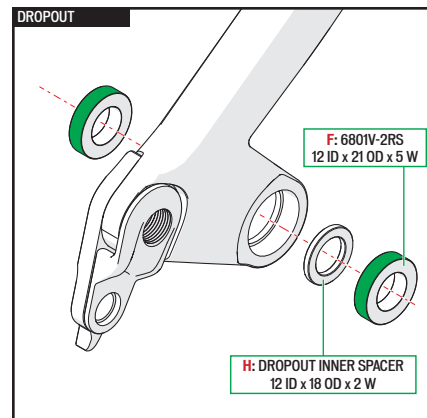
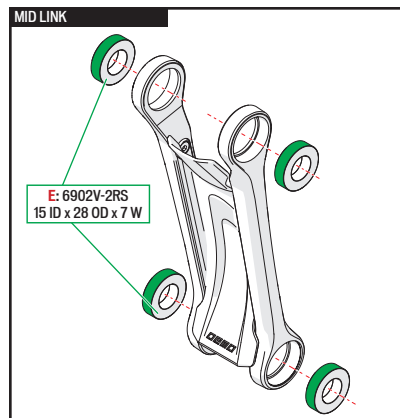
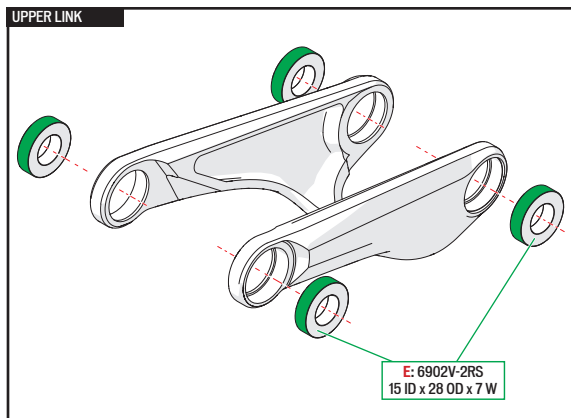
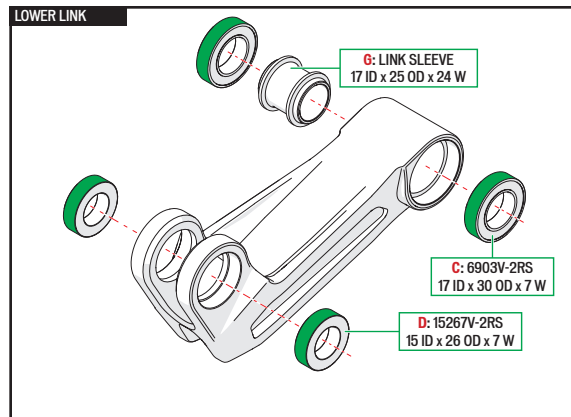
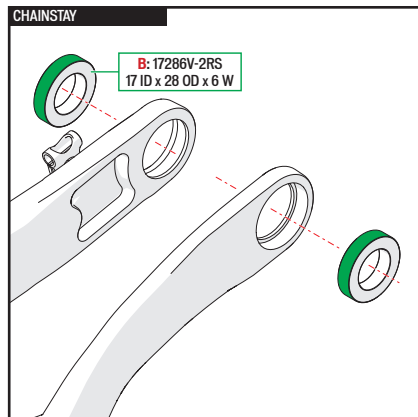
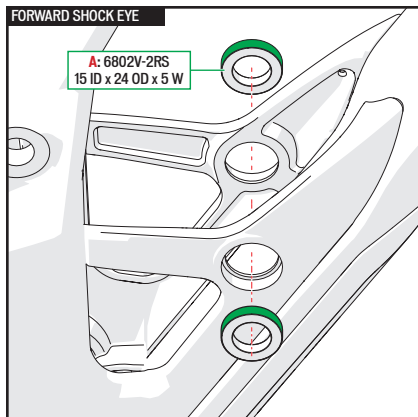
All pivot bolts are factory treated with a Nylock patch on the threads. If the patch wears off, apply a new coat of Loctite 242, or install new bolts.

Only apply grease to the unthreaded portion of the bolt shaft and the inner bolt head surface (orange highlighted portion of bolts as shown in the step-by-step assembly illustrations).

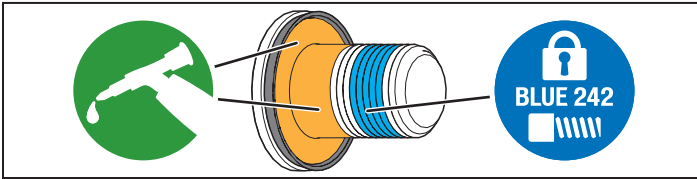
### 5.1. BEARING INSTALLATION



Apply green loctite to all the bearing/bore interface surfaces, then press all the bearings into their respective pivot locations:

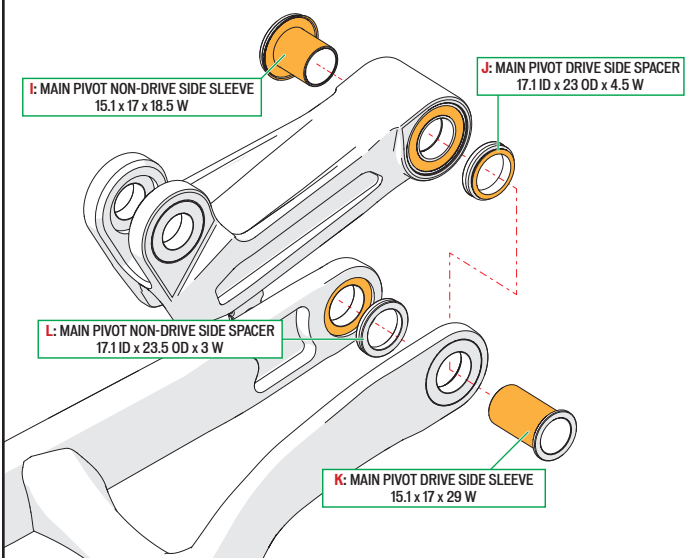


## 5.2. PIVOT ASSEMBLY

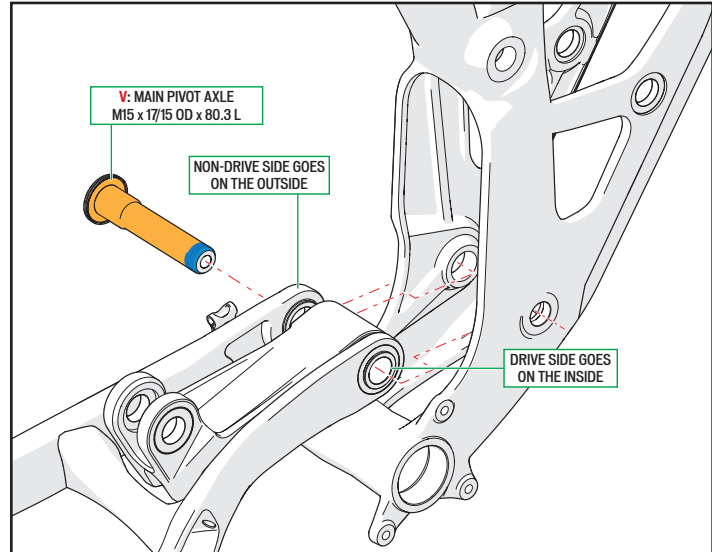


To properly assemble the Demo, grease the surfaces of unthreaded bolt shafts, and spacers that interface with bearings (highlighted ORANGE). Follow the specific order as listed below:

### 1. LOWER LINK @ CHAINSTAY



- Grease, then insert the non-drive side sleeve **I** into the link.
- Grease, then place spacer **J** against the lower link's drive side bearing.
- Align the link and spacer against the drive side chainstay bearing, then grease and slide the drive side sleeve **K** through the drive side chainstay bearing and into the link.
- Grease, then place spacer **L** against the non-drive side chainstay bearing.

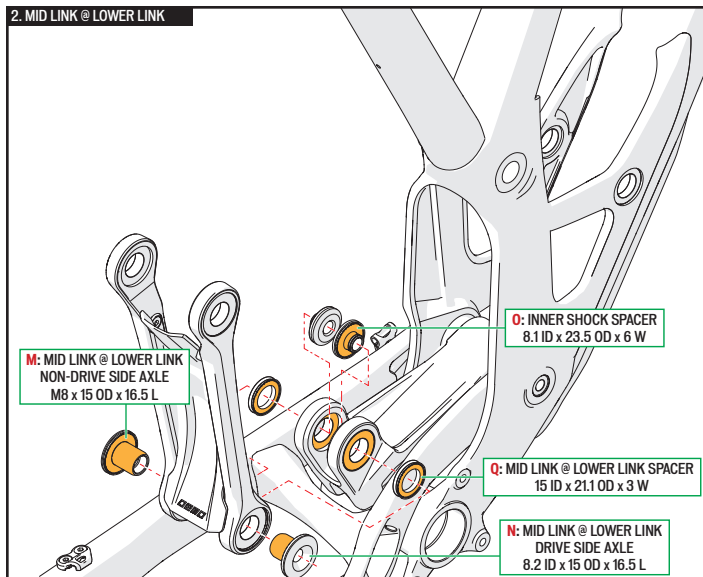


- Align the main pivot of the chainstay and link assembly with the frame's main pivot bore.

**i** The drive side portion of the chainstay goes against the inside of the frame, while the non-drive side portion of the chainstay goes on the outside of the frame.

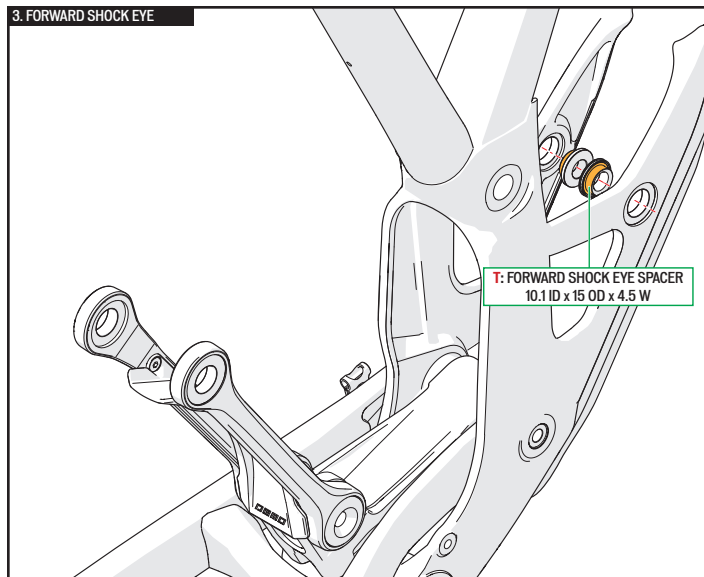
- Grease, then thread the main pivot axle **V** into the frame.

## 2. MID LINK @ LOWER LINK



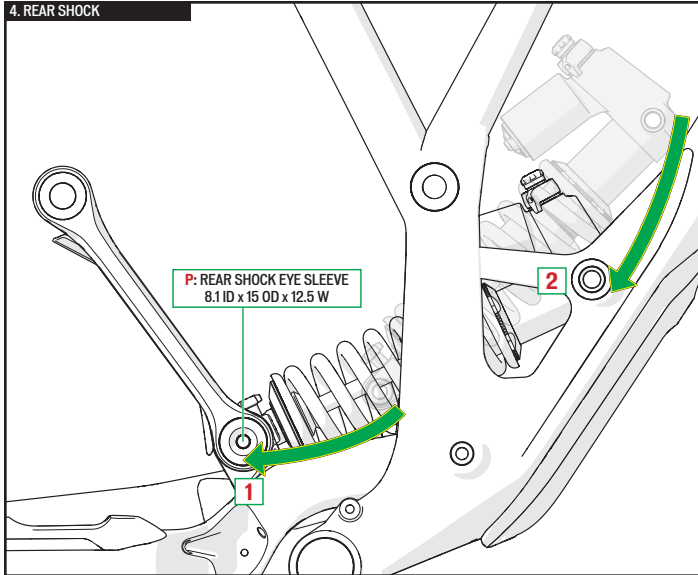
- Grease, then place the mid link spacers (x2) **Q** against the inside surface of the mid link bearings (do not place against the lower link bearings).
- Align the mid link and extension with the lower link bore.
- Grease, then press the non-drive side axle (threaded) **M** and the drive side axle (unthreaded) **N** through the mid link and lower link bearings.
- Grease, then press the inner shock spacers (x2) **O** against the inner surface of the lower link bearings.

## 3. FORWARD SHOCK EYE



- Grease, then place the forward shock eye spacers (x2) **T** inside the forward shock eye bearings.

#### 4. REAR SHOCK



**P: REAR SHOCK EYE SLEEVE**  
8.1 ID x 15 OD x 12.5 W

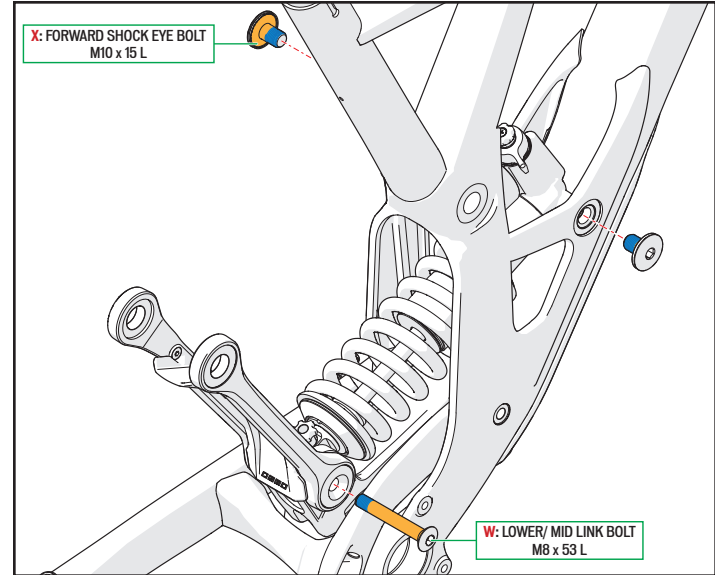
**2**

**1**



Once the outer axles and inner spacers are pressed into position against the bearings, the mid and lower link pivot will be contained, so the rear shock can be installed or removed without the pivot coming apart.

- Make sure the rear shock eye sleeve **P** with o-ring is pressed into the rear shock eye before installing the rear shock.
- Slide the rear shock eye **1** between the rear shock inner spacers in the mid/lower link pivot, while guiding the forward shock eye **2** into position between the forward shock eye spacers.



**X: FORWARD SHOCK EYE BOLT**  
M10 x 15 L

**W: LOWER/ MID LINK BOLT**  
M8 x 53 L

- Grease, then insert the mid/lower link bolt **W** through the drive side axle, then thread it into the non-drive side axle.

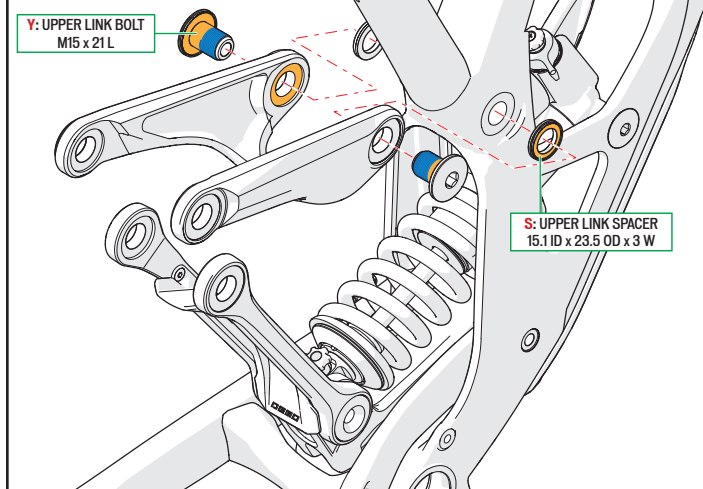


Use an 8mm Allen (Hex) key on the non-drive side, and a 6mm Allen (Hex) key on the drive side.

- Grease, then thread the forward shock eye bolts (x2) **X** into the forward shock eye.



#### 5. UPPER LINK @ SEAT TUBE

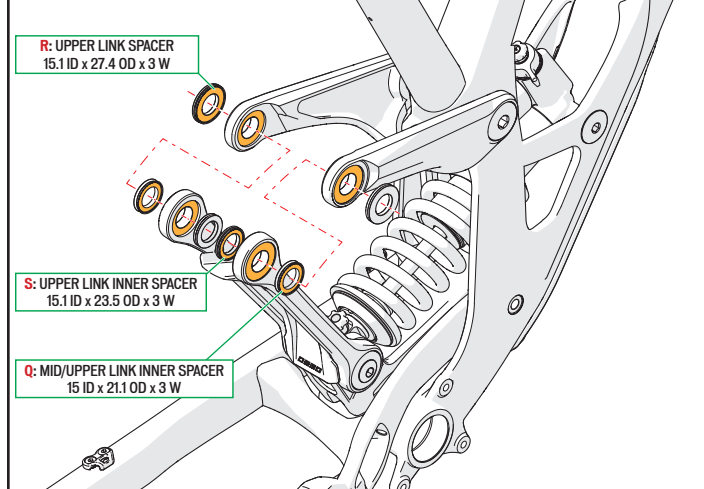


- Grease, then place the upper link spacers (x2) **S** against the upper link bearings.
- Align the upper link with the seat tube pivot bore, then thread the greased upper link bolts (x2) **Y** into the frame.



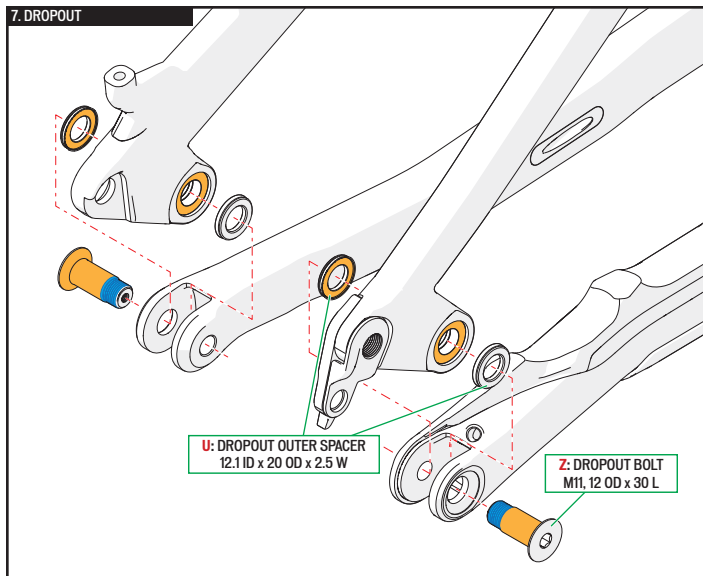
Place a small rag between the upper link and seat tube to prevent any damage to the link and frame.

#### 6. MID LINK @ UPPER LINK



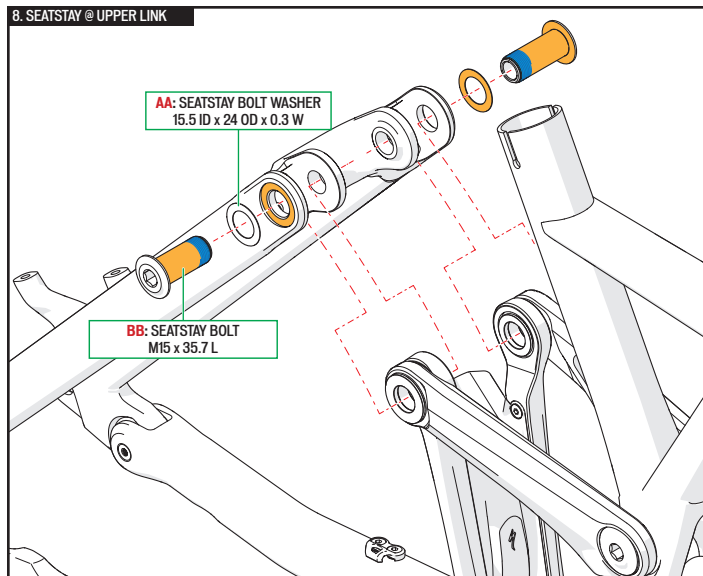
- Grease, then place the outer mid link spacers (x2) **Q** against the outside surface of the mid link's upper bearings, then rotate the mid link into position to align with the upper link bearings.
- Grease then place the upper link spacers (x2) **R** against the outside surface of the upper link's bearings.
- Grease then place the inner mid link spacers (x2) **S** against the inside surface of the mid link's upper bearings.

## 7. DROPOUT

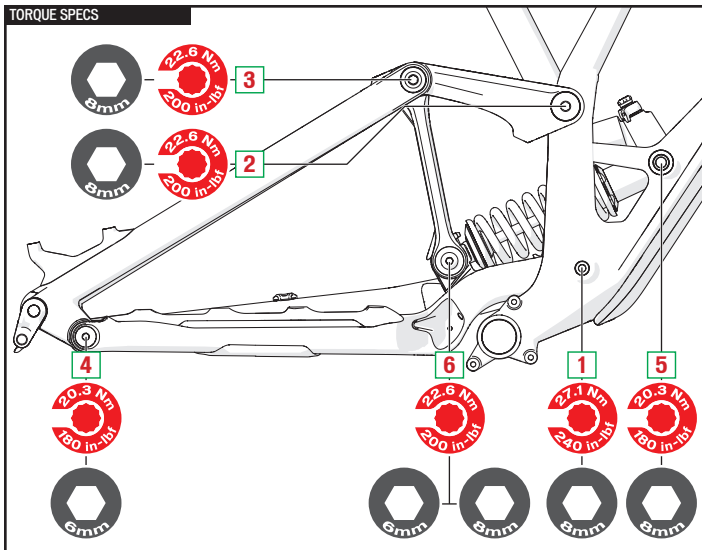


- Grease, then place the dropout spacers (x4) **U** against the dropout bearings, then align the seatstay with the chainstay bore.
- Grease, then thread the dropout bolts (x2) **Z** into the dropouts.

## 8. SEATSTAY @ UPPER LINK



- Pivot the seatstay into position and align the seatstay bore with the upper link bore.
- Grease, then place the spacers (x2) **AA** on the seatstay bolts (x2) **BB**, then thread the seatstay bolts through the seatstay, mid link and upper link.



■ Torque each pivot bolt according to the torque spec listed above.

#	PIVOT LOCATION	in-lbf	Nm
1	MAIN	240	27.1
2	UPPER LINK @ SEAT TUBE	200	22.6
3	SEATSTAY @ UPPER LINK	200	22.6
4	DROPOUT (Horst Link)	180	20.3
5	FORWARD SHOCK EYE	180	20.3
3	LOWER LINK @ MID LINK	200	22.6

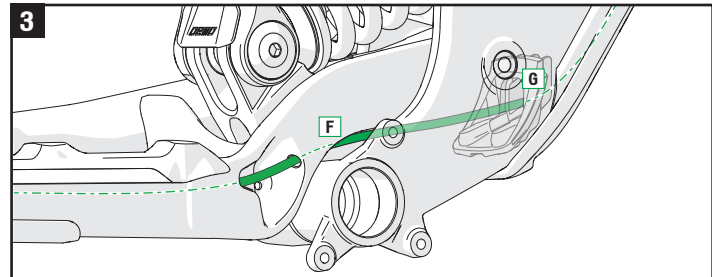
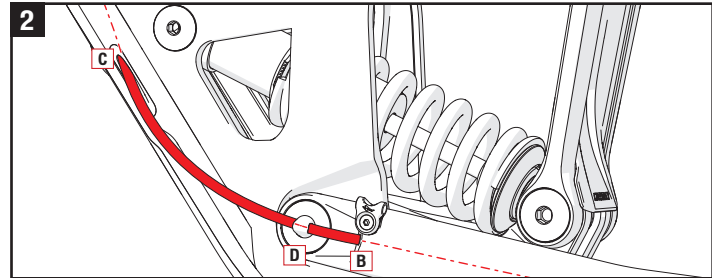
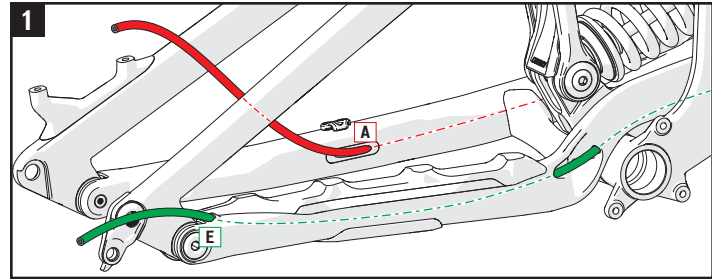
## 6. INTERNAL ROUTING



The housings must be installed without the fork installed in the frame.

### REAR BRAKE:

- Starting at the exit port on the inside surface of the non-drive side of the chainstay (Fig.1 A), route the housing through the chainstay until it exits the chainstay near the main pivot (Fig.2 B).
- Insert the brake housing into the ICR port on the non-drive side of the down tube, near the rear shock (Fig.2 C).
- Guide the housing up the down tube until it exits the head tube, then slide a “Churro” foam tube onto the housing.
- Once the Churro is installed, guide the housing back down into the down tube, then guide the housing out the larger port on the drive side of the head tube.
- Finish the brake assembly installation according to the manufacturer’s instructions.
- To help guide the housing properly, place the rear brake cable guide (Fig.2 D) over the brake housing, then click it into the main pivot axle.



### REAR DERAILLEUR:

- Starting at the exit port in front of the drive side dropout (Fig.1 E), route the housing through the chainstay until it exits the chainstay near the main pivot (Fig.3 F).
- Guide the housing between the lower link assembly and the bottom bracket, and through the bulkhead (Fig.3 G).
- Guide the housing up the down tube until it exits the head tube, then slide a “Churro” foam tube onto the housing.
- Once the Churro is installed, guide the housing back down into the down tube, then guide the housing out the larger port on the drive side of the head tube.
- Finish the shift assembly installation according to the manufacturer’s instructions.

## 7. SETUP DATA

DATE						
RIDER WEIGHT						
FORK PSI						
FORK REBOUND (# of clicks from full slow)						
FORK COMPRESSION (# of clicks from full firm)						
SHOCK PSI						
SHOCK REBOUND (# of clicks from full slow)						
SHOCK COMPRESSION (# of clicks from full firm)						

## 8. SMALL PARTS

ITEM	DESCRIPTION
S192500017	DEMO 29 1.5" HEADSET WITH CUPS, TOP COVER AND COMPRESSION RING
S182500007	HEADSET PRELOAD CAP AND BOLT
S170200003	THROUGH AXLE 148MM SPACING, 172MM LENGTH, 12MM
S194700003	SEATPOST CLAMP - 34.9MM FOR 30.9MM SEATPOSTS
S172600001	THRU AXLE DER HANGER
S196900001	CHAINSTAY PROTECTOR
S199900004	DOWN TUBE PROTECTOR
S194200022	DEMO DOWNTUBE BULKHEAD
S192200006	MID LINK FENDER
S190600002	DEMO BEARING KIT
S190500002	DEMO BOLT KIT
S194200023	DEMO SHOCK HARDWARE KIT
S194300002	UPPER LINK ASSEMBLY
S194200003	LOWER LINK ASSEMBLY
S194300004	MID LINK ASSEMBLY





**SPECIALIZED BICYCLE COMPONENTS**

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