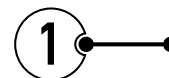


1. INTRODUCTION	1
1.1. IMPORTANT	1
1.2. WARRANTY	1
2. DECLARATION OF INCORPORATION OF PARTLY COMPLETED MACHINERY	1
3. GEOMETRY	2
4. PIVOT BEARINGS AND SPACERS	3
5. PIVOT BOLTS	6
6. SMALL PARTS ASSEMBLY GUIDES	12
6.1. MOTOR MOUNTING HARDWARE	12
6.2. MOTOR ASSEMBLY BOLTS	13
6.3. SPIDER AND CHAINRING	14
6.4. CHAIN GUIDE ASSEMBLY	15
6.5. MOTOR COVER ASSEMBLY	16
6.6. BATTERY REMOVAL	17
6.7. BATTERY REMOVAL	18
6.8. MAIN PIVOT ASSEMBLY	19
6.9. SPEED SENSOR ASSEMBLY	20
6.10. SPEED SENSOR ASSEMBLY	21
6.11. HEADSET	22
6.12. HEADSET CUPS	23
6.13. STEM	24
6.14. ALLOY TRAIL STEM	25
6.15. MASTERMIND TCU	26
6.16. HEAD TUBE ICR GUIDES	27
7. CABLE ROUTING	28
7.1. CABLES ALL	28
7.2. CABLES - DETAIL	29
7.3. ELECTRICAL CABLE ROUTING	30
7.4. ELECTRICAL CABLE ROUTING - TCU	31
8. ADDITIONAL COMPONENTS	32
8.1. SRAM UNIVERSAL DERAILLEUR HANGER	32
8.2. SEATPOST CLAMP	33
8.3. CHAINSTAY GUARD AND REAR FENDER	34
9. ADDITIONAL SERVICE PARTS	35
10. SPECIFICATIONS	36
10.1. GENERAL TORQUE SPECS	36
10.2. SUSPENSION TORQUE SPECS	36
10.3. BRAKE ROTOR	36
10.4. CHAINRING	36
10.5. WHEELS	36
10.6. SEATPOST INSERTION	36

SYMBOLS LEGEND



PART NUMBER



ASSEMBLY PROCESS ORDER



INSERT PATH



ASSEMBLY DIRECTION



BLUE THREAD LOCK



APPLY GREASE BEFORE ASSEMBLY



TORQUE SPECIFICATION



VIDEO GUIDE AVAILABLE

SPECIALIZED BICYCLE COMPONENTS

15130 Concord Circle, Morgan Hill, CA 95037 (408) 779-6229

0000178441_AG_R1, 10/21

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

Feedback: techdocs@specialized.com / Info: ridercare@specialized.com / 877-808-8154

1. INTRODUCTION

1.1. IMPORTANT:

THIS ASSEMBLY INSTRUCTIONS CONTAINS IMPORTANT INFORMATION. PLEASE READ CAREFULLY AND STORE IN A SAFE PLACE.

This manual was drafted in English (original instructions) and may have been translated into other languages as applicable (translation of original instructions).

This document is specific to your Turbo Kenevo SL bicycle frameset and referred to in this manual as the Kenevo SL frameset.








This manual should be read in addition to the Turbo Kenevo SL user manual supplied with your frameset, and the two documents should be kept together for future reference. They contain important safety, performance, and technical information specific to your Kenevo SL, which you should read before your first ride and keep for reference.

Included in this document is the Declaration of Incorporation of Partly Completed Machinery, which is specific to the Kenevo SL frameset. This declaration replaces the Declaration of Conformity document at the back of each language section found in the Kenevo SL user manual.

The Kenevo SL user manual is designed as a reference for a complete bicycle, including the Declaration of Conformity document at the back of each language section. Since your frameset requires the assembly of components (suspension fork, seat post, saddle, drivetrain assembly, cockpit assembly, wheels), the information contained herein is intended to supplement the Kenevo SL User Manual in order to provide you with the necessary information required to complete the assembly and eventually use your Kenevo SL. For assembly, only compatible and e-bike approved components should be used. Please refer to a component manufacturers' documentation for assembly instructions.

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 this document, you can download them at no cost at www.specialized.com or obtain them from your nearest Authorized Specialized Retailer or Specialized Rider Care.

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.

1.2. WARRANTY

Please refer to the written warranty provisions provided with your bicycle, or visit www.specialized.com. A copy is also available at your Authorized Specialized Retailer.

2. DECLARATION OF INCORPORATION OF PARTLY COMPLETED MACHINERY

The manufacturer:

Specialized Bicycle Components Inc.
15130 Concord Circle
Morgan Hill, CA 95037, USA
Tel: +1 408 779-6229



Hereby confirms for the following product:

Product description: EPAC (Electrically Power Assisted Cycle)

Model designation: Specialized Turbo Kenevo SL Frameset

The conformity with all applicable directives from the guideline: Machinery Directive (2006/42/EC)

The machine also conforms to all the directives in the guidelines: Electromagnetic Compatibility (2004/108/EC).
Radio Equipment (2014/53/EU)

The following harmonizing norms were applied to the product: EN 15194:2017 Cycles - Electrically power assisted cycles - EPAC Bicycles

The relevant technical documentation is compiled in accordance with part B of Annex VII of the Machinery Directive 2006/42/EC and will be transmitted to reasoned requests of national authorities by e-mail info@specialized.com

The partly completed machinery must not be put into service until the final machinery into which it is incorporated has been declared in conformity with the provisions of the Machinery Directive (2006/42/EC).

Technical documentation by: Specialized Europe GmbH
Werkstattgasse 10
6330 Cham, Switzerland

Signature:



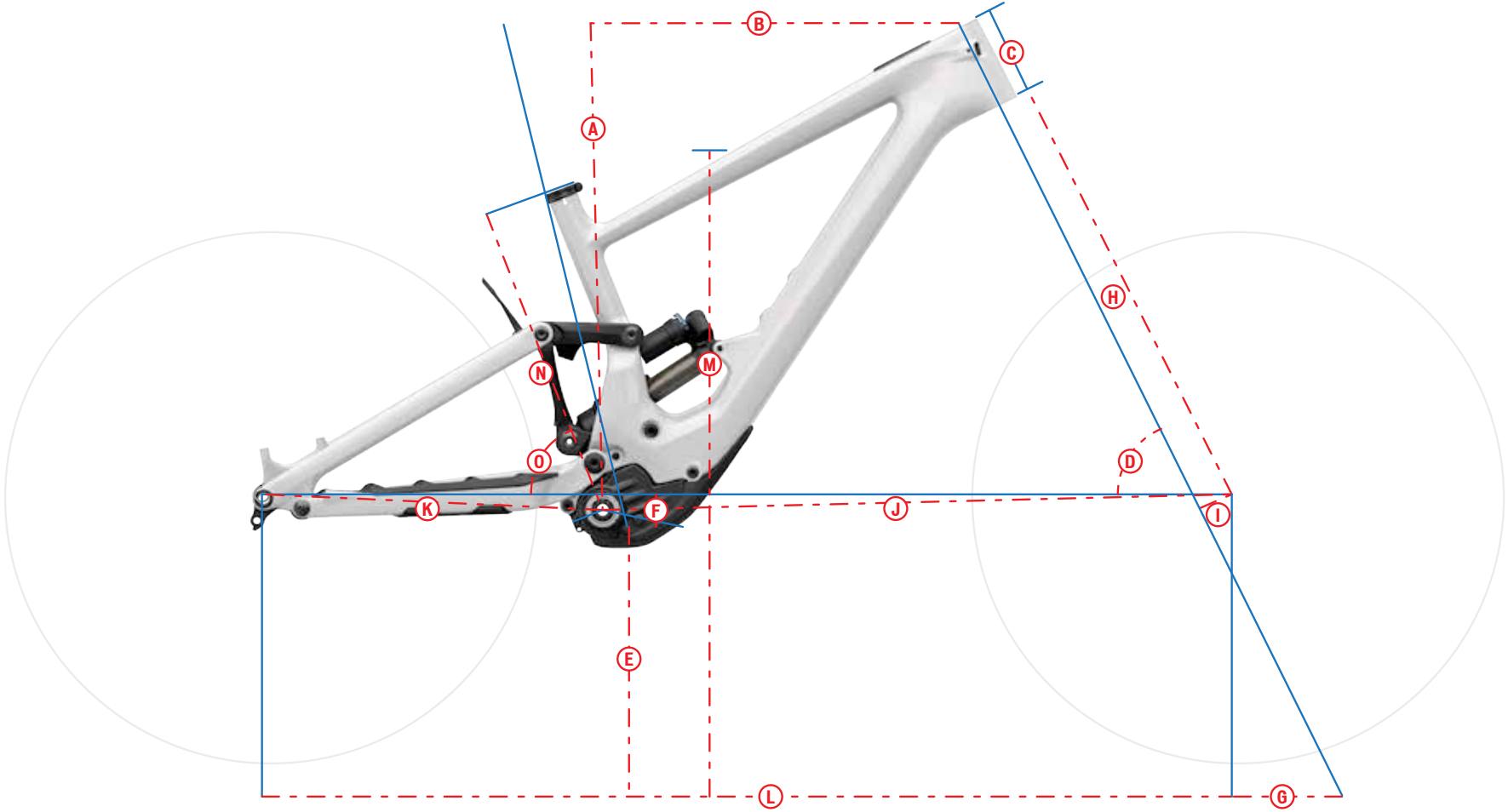
Dominik Geyer
(Leader, Global Turbo Business)

Specialized Europe GmbH, 6330 Cham, Switzerland, August 1st, 2021

NOTE: THIS DECLARATION OF INCORPORATION APPLIES ONLY TO BICYCLES SOLD IN COUNTRIES FOLLOWING THE CE MARKING DIRECTIVES.



3. GEOMETRY



	FRAME SIZE	S2	S3	S4	S5
A	STACK (mm)	618	626	635	644
B	REACH (mm)	435	460	485	510
C	HEAD TUBE LENGTH (mm)	105	115	125	135
D	HEAD TUBE ANGLE (°)	63.5°			
E	BB HEIGHT (mm)	350			
F	BB DROP (mm)	25			
G	TRAIL (mm)	136			
H	FORK LENGTH (FULL) (mm)	579			

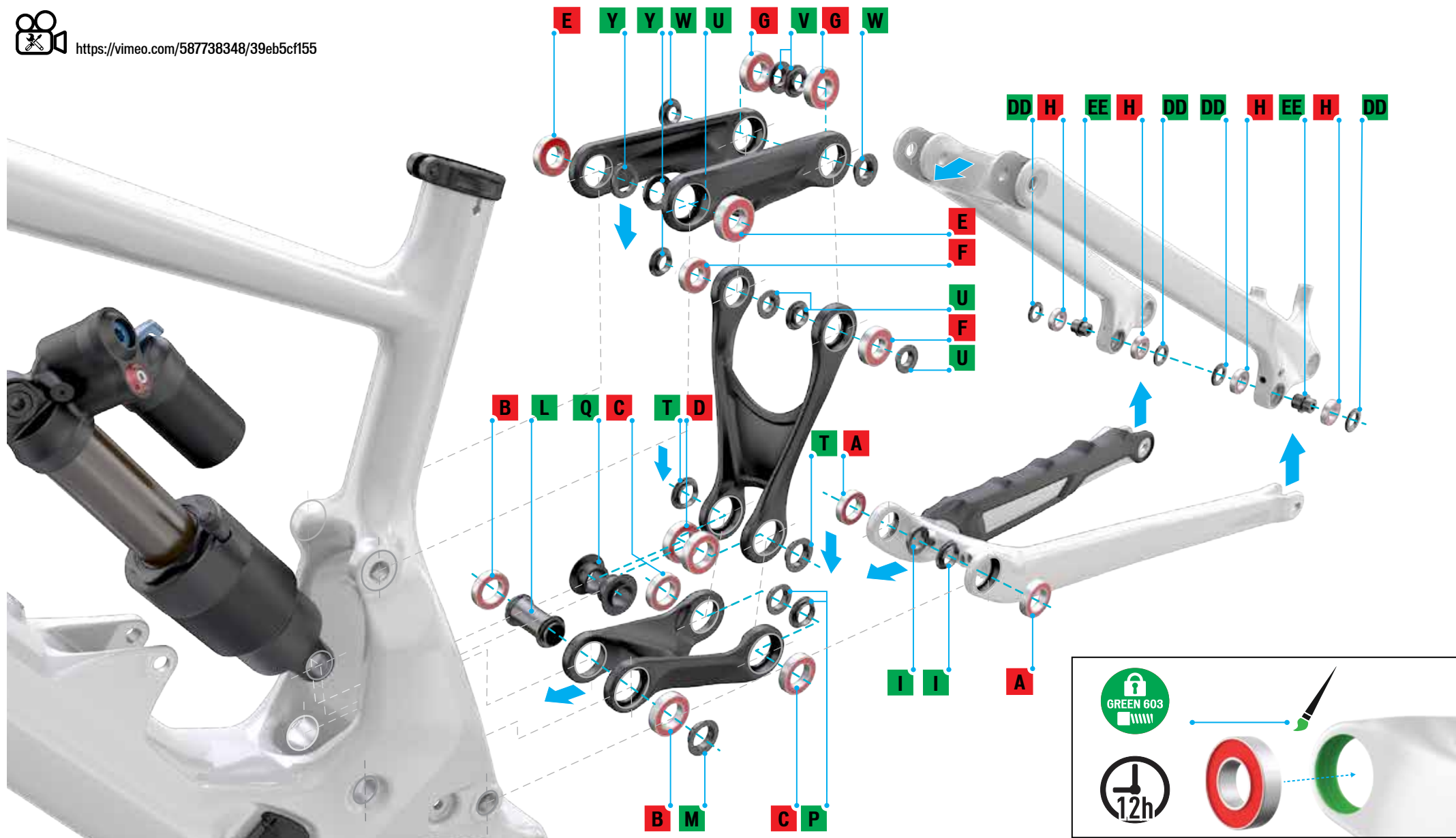
	FRAME SIZE	S2	S3	S4	S5
I	FORK RAKE/OFFSET (mm)	46	46	46	46
J	FRONT CENTER (mm)	782	812	841	871
K	CHAINSTAY LENGTH (SHORT)	447			
L	WHEELBASE (mm)	1228	1258	1287	1316
M	BIKE STANDOVER HEIGHT (mm)	404	405	417	427
N	SEAT TUBE LENGTH (mm)	400	420	440	465
O	SEAT TUBE ANGLE (°)	76.5			
	CRANK LENGTH (mm)	165	165	170	200

	FRAME SIZE	S2	S3	S4	S5
	HANDLEBAR WIDTH (mm)	800			
	STEM LENGTH (mm)	40	50		
	SADDLE WIDTH (mm)	155	143		
	SEAT POST MAX INSERTION (mm)	150	150	170	200
	SEAT POST MIN INSERTION (mm)	80			
	REAR RIM WIDTH (mm)				
	FORK SIZE (mm)	170			









4. PIVOT BEARINGS AND SPACERS



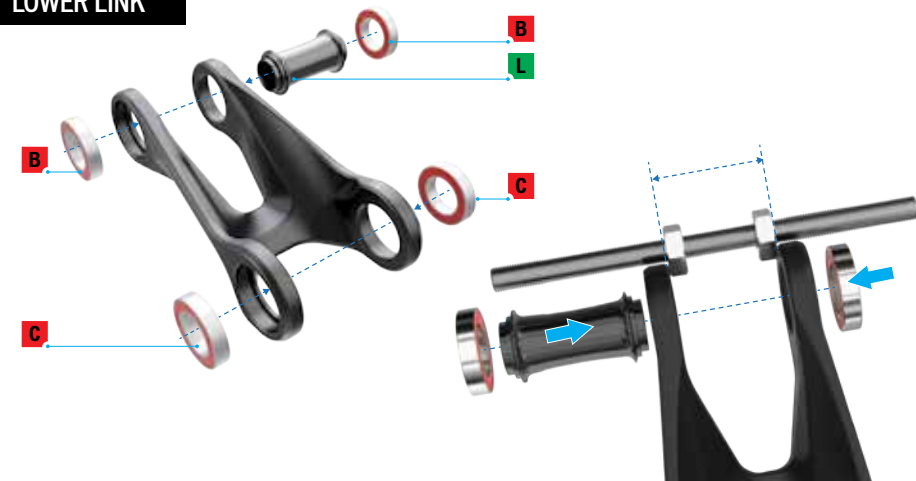
<https://vimeo.com/587738348/39eb5cf155>



Apply green Loctite 603 retaining compound to the bearing bore interface surfaces, then press all the bearings into their respective pivot locations. After installing the bearings, allow the Loctite 603 retaining compound to cure 12 hours before riding the bicycle.

#	PIVOT	PART	QTY	 MATERIAL	 Ø OD	 Ø ID	 WIDTH	 THREAD	 LENGTH	 TOOL	 BEARING NUMBER
A	MAIN PIVOT @ CHAINSTAY	Bearing	2	Steel	28	17	6				17286V
B	LOWER LINK @ SHOCK TUNNEL	Bearing	2	Steel	28	17	6				17286V
C	LOWER LINK @ MID LINK	Bearing	2	Steel	28	17	6				17286V
D	MID LINK @ LOWER LINK	Bearing	2	Steel	28	17	6				17286V
E	UPPER LINK @ SEAT TUBE	Bearing	2	Steel	24	12	6				6901
F	MID LINK @ SEATSTAY	Bearing	2	Steel	24	12	6				6901
G	UPPER LINK @ SEATSTAY	Bearing	2	Steel	24	12	6				6901
H	DROPOUT (HORST LINK)	Bearing	4	Steel	21	12	5				6801
I	MAIN PIVOT INNER SPACER	Spacer	2	Aluminum	15/17	23	2.5				
L	LOWER LINK @ SHOCK TUNNEL SLEEVE	Spacer	1	Aluminum	40.5	17	2				
M	LOWER LINK @ SHOCK TUNNEL NDS OUTER SPACER	Spacer	1	Aluminum	15/17	23	2.5				
P	LOWER LINK @ MID LINK INNER SPACER	Spacer	2	Aluminum	15/17	23	2.5				
Q	MID LINK @ LOWER LINK/REAR SHOCK EYE INNER SPACER	Spacer	2	Aluminum	15	9.65	6.5				
T	MID LINK @ LOWER LINK/REAR SHOCK EYE OUTER SPACER	Spacer	2	Aluminum	15/17	23	2.5				
U	MID LINK @ UPPER LINK/SEATSTAY SPACER	Spacer	4	Aluminum	10/12	17.5	2.5				
V	UPPER LINK @ MID LINK/SEATSTAY INNER SPACER	Spacer	2	Aluminum	10/12	17.5	2.5				
W	UPPER LINK @ MID LINK/SEATSTAY OUTER SPACER	Spacer	2	Aluminum	10/12	17.5	2.5				
Y	UPPER LINK @ SEAT TUBE INNER SPACER	Spacer	2	Aluminum	12	18.6	2.7				
BB	HORST PIVOT ADJUSTABLE SPACER OUTSIDE	Adjustable Spacer	2	Aluminum							
CC	HORST PIVOT ADJUSTABLE SPACER INSIDE	Adjustable Spacer	2	Aluminum							
DD	HORST PIVOT SPACER	Seal	4	Rubber	12	21	2.5				
EE	HORST PIVOT CENTER SPACER	Spacer	2	Aluminium	6	16	16				
GG	FORWARD SHOCK EYELET	Washer	1	Stainless Steel	8.3	13	0.5				

LOWER LINK

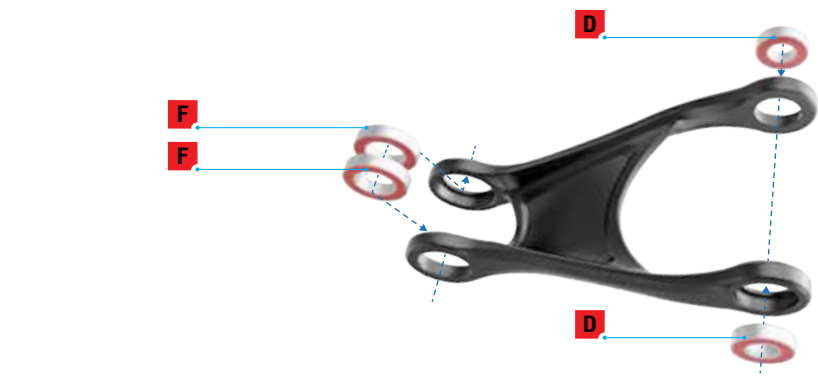


CAUTION: Pressing the bearings into the lower link @ shock tunnel is tricky and needs to be done to ensure the link does not bend when inserting the bearings. Special insertion tools are necessary.

TECH TIP: Using a threaded rod and two bolts mated to the inner surface of the link bore will prevent the link from bending when installing the bearings.

- Insert either the drive side or non-drive side bearing [B] into the link bore.
- Insert the center axle [L] into the link through the open hole and push it to the center of the link.
- Insert the second bearing [B] into the link bore to sandwich the center axle in place. Insert bearings [C] into the link rear bore.

MID LINK



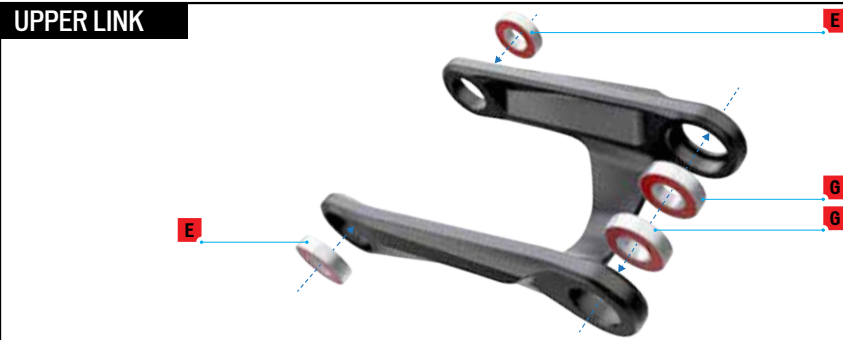
MID LINK @ LOWER LINK

- Insert the bearings [F] from the inside of each side of the link lower bores.

MID LINK @ UPPER LINK

Insert the bearings [D] from the outside of each side of the mid link top bores.

UPPER LINK



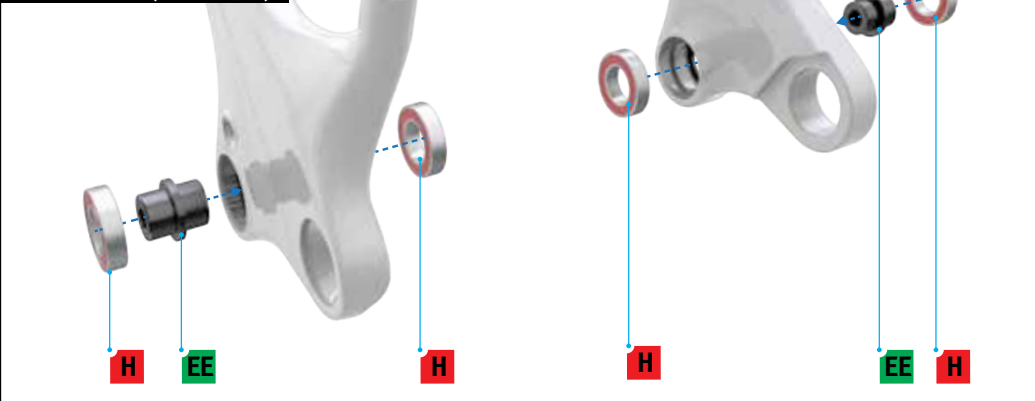
UPPER LINK @ SEAT TUBE

- Insert the bearings [E] from the outside of each side of the upper link forward bores.

UPPER LINK @ MID LINK

- Insert the bearings [G] from the inside of each side of the link bores.

HORST LINK (DROPOUT)



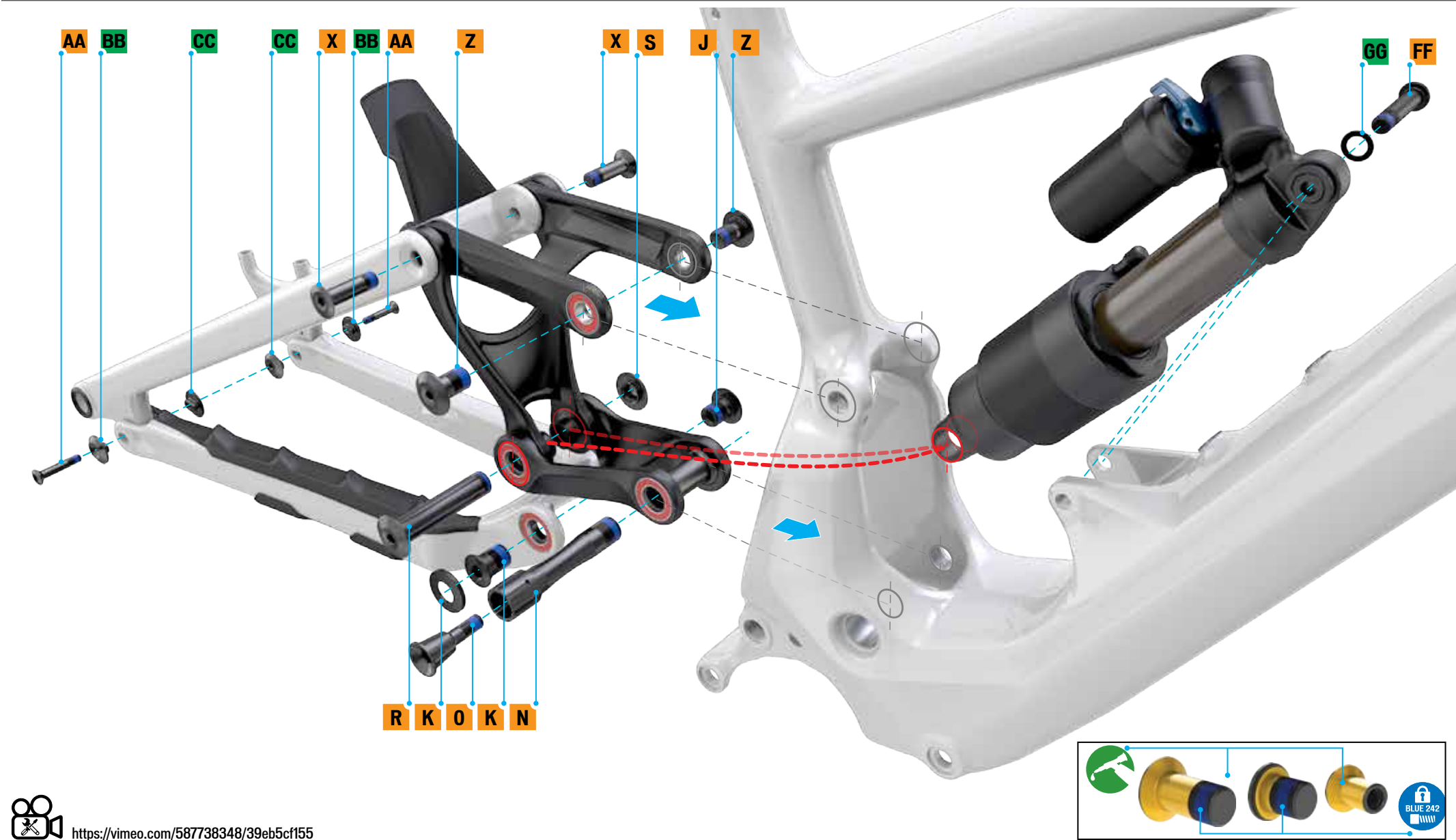
- Insert the bearings [H] from the inside of each side of the Horst pivot bores.
- Insert the center spacers [EE] from the outside of the Horst pivot bores.
- Insert the bearings [H] from the outside of each side of the Horst pivot bores sandwiching the center spacer between the two bearings.

MAIN PIVOT BEARINGS







- Insert the bearings [A] from the outside of each side of the main pivot bores on the chainstay.









5. PIVOT BOLTS



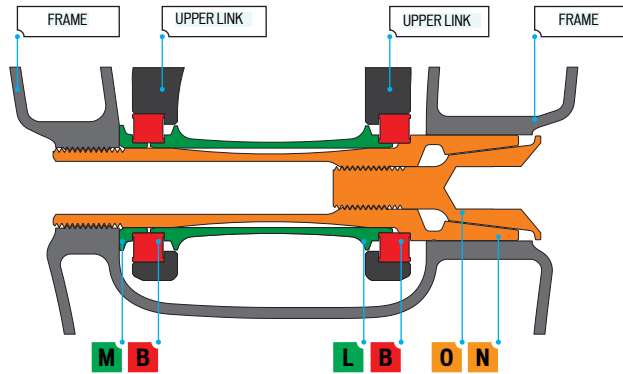
 <https://vimeo.com/587738348/39eb5cf155>

-  All pivot bolts are factory treated with a threadlocker patch on the threads. If the threadlocker wears off, Remove the old threadlocker and apply a new coat of Loctite 243, or install new bolts with the pre-applied threadlock patch.
-  **CAUTION:** Only apply grease to the unthreaded portion of the bolt shaft and the inner bolt head surface (YELLOW highlighted portion of bolts as shown in the image).

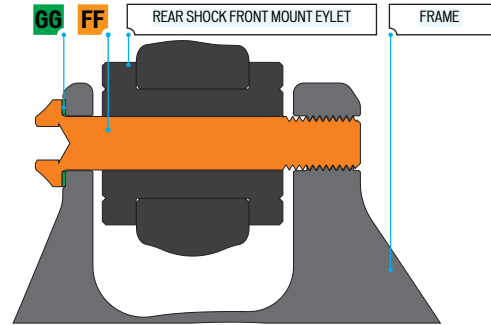
-  **CAUTION:** Contamination with grease of the thread on any of the pivot bolts could lead to the threadlocker not functioning as intended; the bolts could come loose, causing damage to the bicycle.
-  For best alignment results, do not torque any of the rear triangle pivot and shock bolts until the rear triangle is fully assembled to the front triangle.

#	PIVOT	PART	QTY	 MATERIAL	 Ø OD	 Ø ID	 WIDTH	 THREAD	 LENGTH	 TOOL	 TORQUE	
											NM	in-Lbf
J	MAIN PIVOT BOLT NDS	Bolt	1	Aluminum				M15	18.5	8 mm HEX	25	220
K	MAIN PIVOT BOLT DS + CHAIN GUIDE COVER	Bolt + plastic cover	1	Aluminum + acetal				M15	18.5	8 mm HEX	25	220
N	LOWER LINK @ SHOCK TUNNEL DS AXLE BOLT	Axle bolt - expanding	1	Aluminum				M15	67	8 mm HEX	25	220
O	LOWER LINK @ SHOCK TUNNEL DS WEDGE BOLT	Expanding wedge	1	Titanium				M8	38.2	8 mm HEX	17	150
R	MID LINK @ LOWER LINK/REAR SHOCK EYE AXLE BOLT	Axle bolt	1	Aluminum				M15	71	6 mm HEX	25	220
S	MID LINK @ LOWER LINK/REAR SHOCK EYE NUT	Flat nut	1	Coated steel				M15	6	8 mm HEX	25	220
X	UPPER LINK @ MID LINK/SEATSTAY BOLT	Bolt	2	Aluminum				M10	32.5	5 mm HEX	17	150
Z	UPPER LINK @ SEAT TUBE BOLT	Bolt	2	Aluminum				M12	20	5 mm HEX	20	180
AA	HORST PIVOT BOLT	Bolt	2	Coated steel				M6	32.5	5 mm HEX	10	90
FF	FORWARD SHOCK EYE BOLT	Bolt	1	Coated steel				M8	45	5 mm HEX	12.7	113

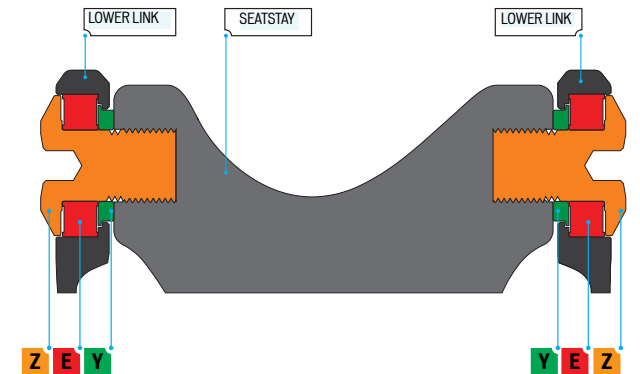
LOWER LINK @ SEAT TUBE PIVOT



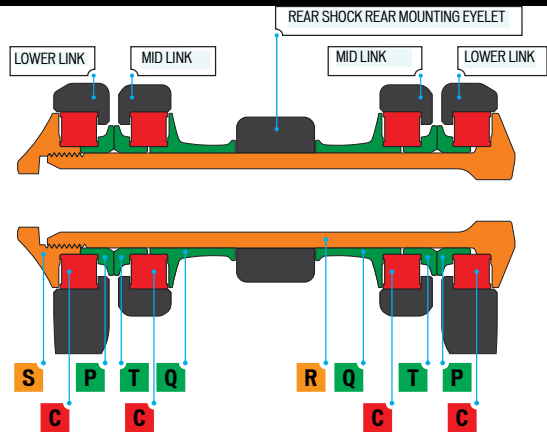
REAR SHOCK FRONT MOUNTING EYE



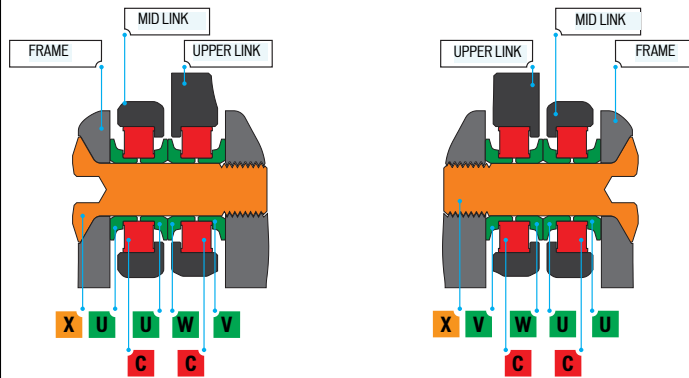
UPPER LINK @ SEATPOST



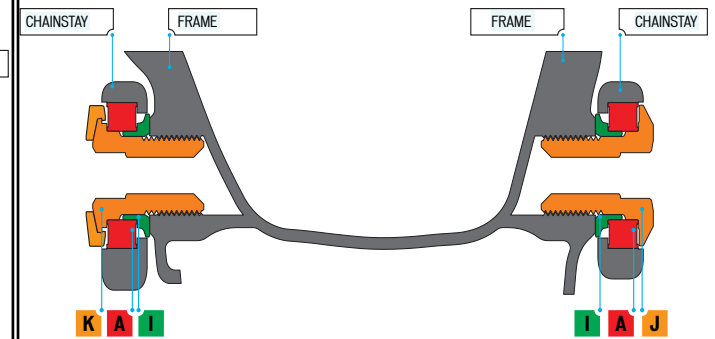
MID LINK @ UPPER LINK @ REAR SHOCK REAR MOUNTING EYELET



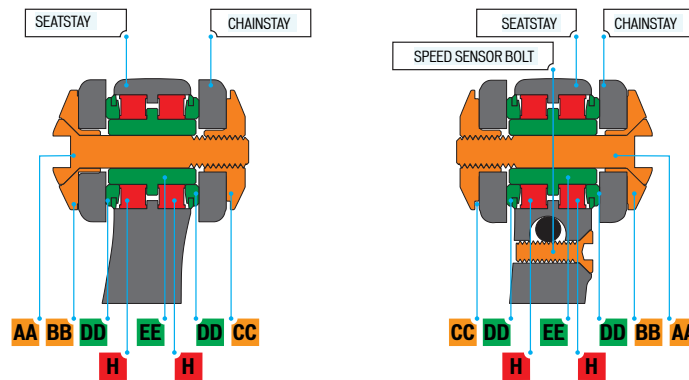
UPPER LINK @ MID LINK @ SEATSTAY



MAIN PIVOT

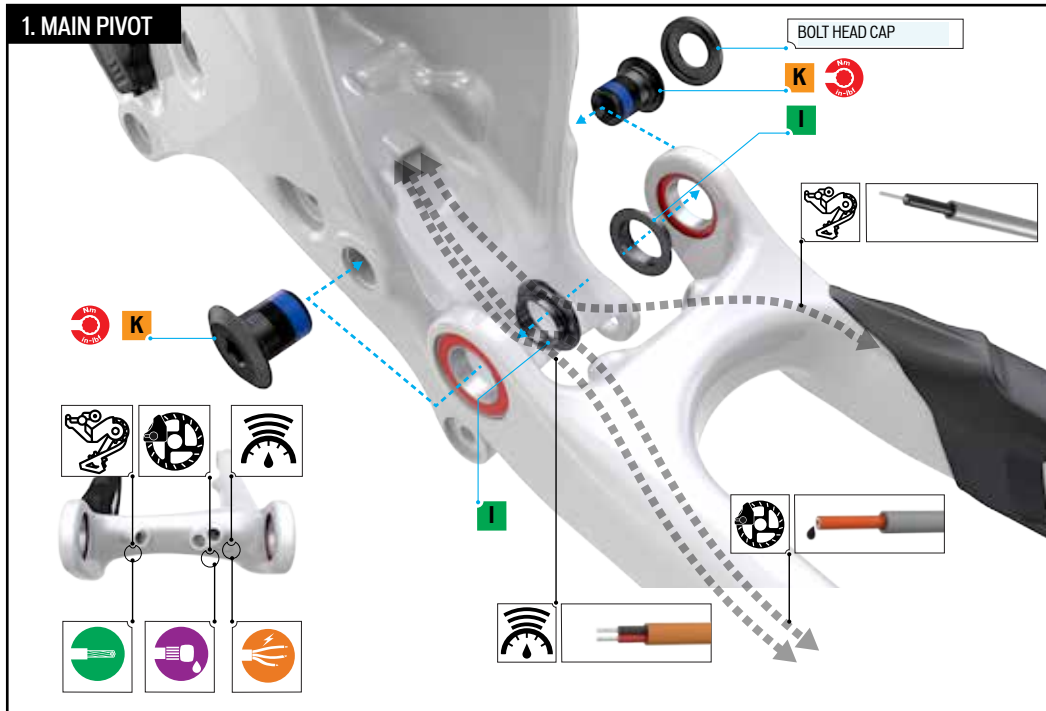


HORST LINK PIVOT (drop-out)



6. REAR TRIANGLE ASSEMBLY

1. MAIN PIVOT



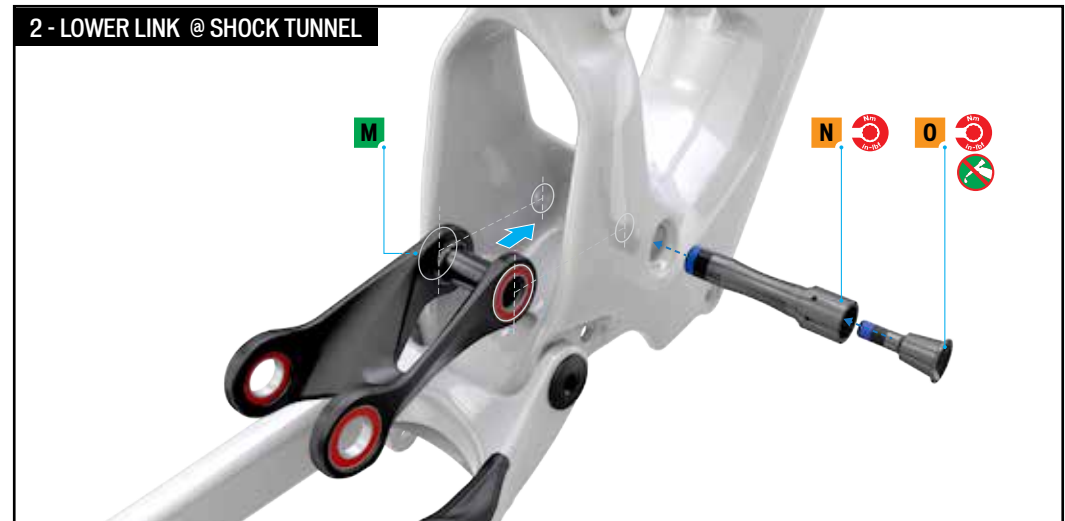
i Before beginning the rear triangle build, you should route the sensor cables through the chainstay first.

- Starting from the motor area, route the speed sensor cable through the ICR port in the shock tunnel.
- Thread the speed sensor cable through the inner non-drive side ICR porthole on the chainstay bridge, exiting at the Horst pivot. Leave 50 mm of cable protruding from the chainstay.

ASSEMBLE THE MAIN PIVOT.

- Grease and Insert the spacers [I] from the inside of the chainstay into the bearings. The reduced edge must face toward the bearing.
- Align the chainstay pivot holes with the frame.
- Grease the non-threaded surfaces [K] then using an 8 mm hex key, insert the bolts, then torque the bolts to specification.
- Place the bolt cap over the drive-side motor bolt to protect it from chain rub.

2 - LOWER LINK @ SHOCK TUNNEL



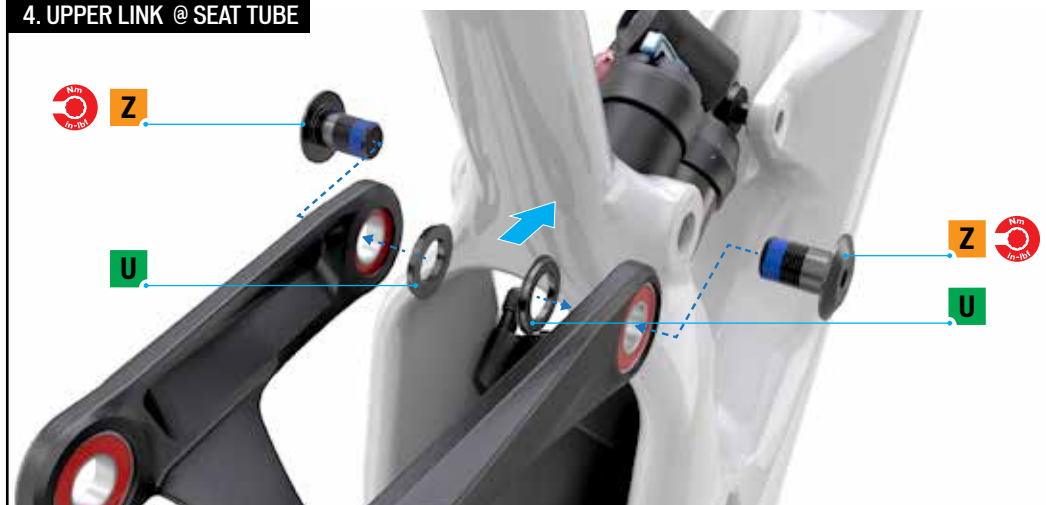
- Place the spacer [M] against the non-drive side link bearing with the reduced edge facing toward the bearing.
- Align the bearings and spacer of the lower link with the bore in the shock tunnel.
- Grease the non-threaded surfaces, then insert the expanding bolt [N] from the drive side into the link.
- Using an 8 mm hex bit, torque the bolt to specification.
- Insert the wedge bolt [O] from the drive side into the link. Do not grease the wedge bolt.
- Using an 8 mm hex key, torque the wedge bolt to specification.

3. REAR SHOCK FORWARD MOUNT



- Insert shock into the shock tunnel area and align the forward shock eyelet with the mounting tabs on the down tube.
- Insert the bolt [FF] through the frame tabs. Do not grease this bolt.
- Torque the bolt to specification.

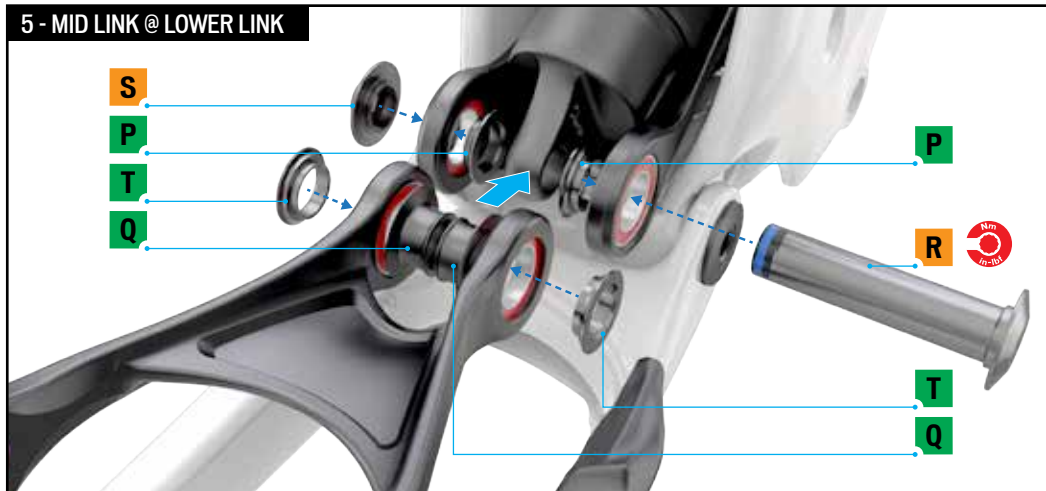
4. UPPER LINK @ SEAT TUBE



i If you have inserted the spacer and bearings into the forward pivot pore as recommended, skip step 1.

- Grease, and place the upper link spacers [U] against the inside link bearings with the reduced edge facing toward the bearing.
- Align the upper link with the seat tube pivot bore, then grease the non-threaded surfaces. Insert the upper link bolts [Z] into the seat tube; using a 6 mm hex key, torque to specification. Use a rag to protect the frame.

5 - MID LINK @ LOWER LINK



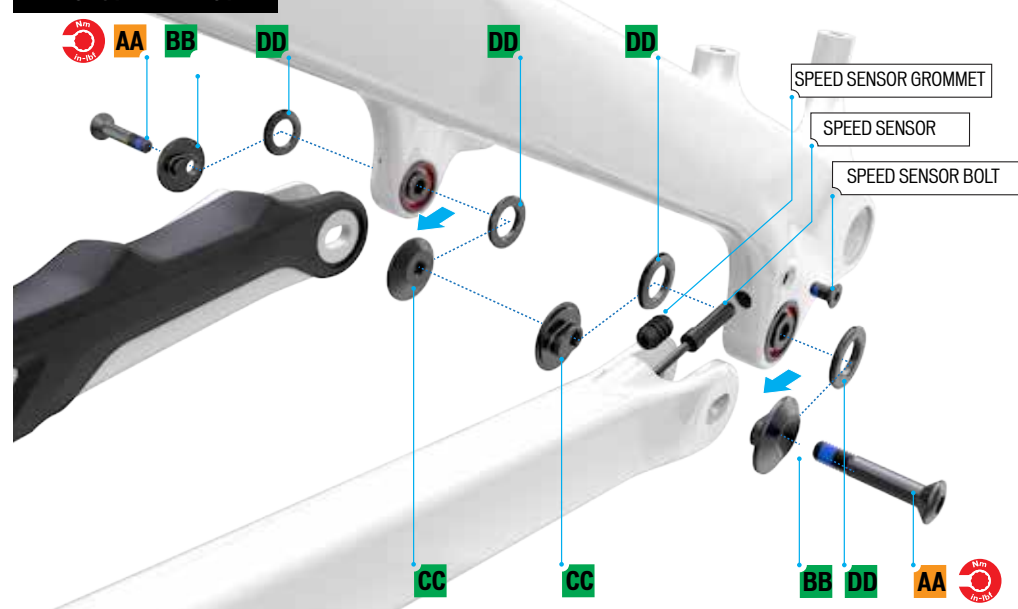
- Grease and place the lower link spacers [P] against the inside surface of the lower link bearings with the reduced edge facing toward the bearing.
- Grease and place the mid link shock eyelet spacers [Q] against the inside surface of the mid link bearings with the short side facing the bearing
- Grease and place the outer mid link spacers [T] against the outside surface of the mid link bearings with the reduced edge facing toward the bearing.
- Align the mid link and lower link holes, then align the rear shock eyelet with lower and mid link assembly.
- Grease the non-threaded surfaces, then insert the axle bolt [R] from the drive side through the mid link, lower link, and lower shock eyelet. When inserting this bolt, do not twist it as it can cause the anodizing to be scratched. This is purely an aesthetic issue.
- Grease the non-threaded surfaces, then place the non-drive side custom nut [S] against the bearing.
- Using an 8 mm hex key on the axle bolt [R] and a 6 mm hex key on the custom nut [S], torque the bolts to specification.


6 - UPPER LINK @ MID LINK @ SEATSTAY




- Grease and place the spacers [V] (x4) with the reduced edge against the bearings of the upper link rear bore bearings.
- Grease and place the spacers (x4) with the reduced edge against the mid-link upper bore bearings.
- Rotate the mid-link into position to align with the upper link bearings.
- Rotate the seatstay into position to align the seatstay bore with the upper link and mid link pivot bore.
- Grease the non-threaded surfaces, then insert the seatstay bolts through the seatstay, mid link, and upper link.
- Using a 5 mm hex key, torque the bolts to specification.

7 - HORST LINK PIVOT





WARNING: The drive side and non-drive side Horst flip chips must both be aligned in the same high or low position. Improperly installed flip chips can damage the frame and can also cause you to lose control and fall.



All models are assembled with the flip chip in the high position. Switching to the low position lowers the bottom bracket height by approximately 7 mm and slackens the head tube angle by approximately 0.5 degrees.

- Place the pivot spacers [G] on both sides of the bearings with the tapered side against the bearing.
- Align the chainstay pivot hole with the seatstay pivot hole.
- Insert the flip chips [E] and [F] located in either the high or low position.
- Grease the non-threaded surfaces of the bolts [D] and insert them ensuring the threadlocker does not get contaminated with grease, then torque the bolt to specification.

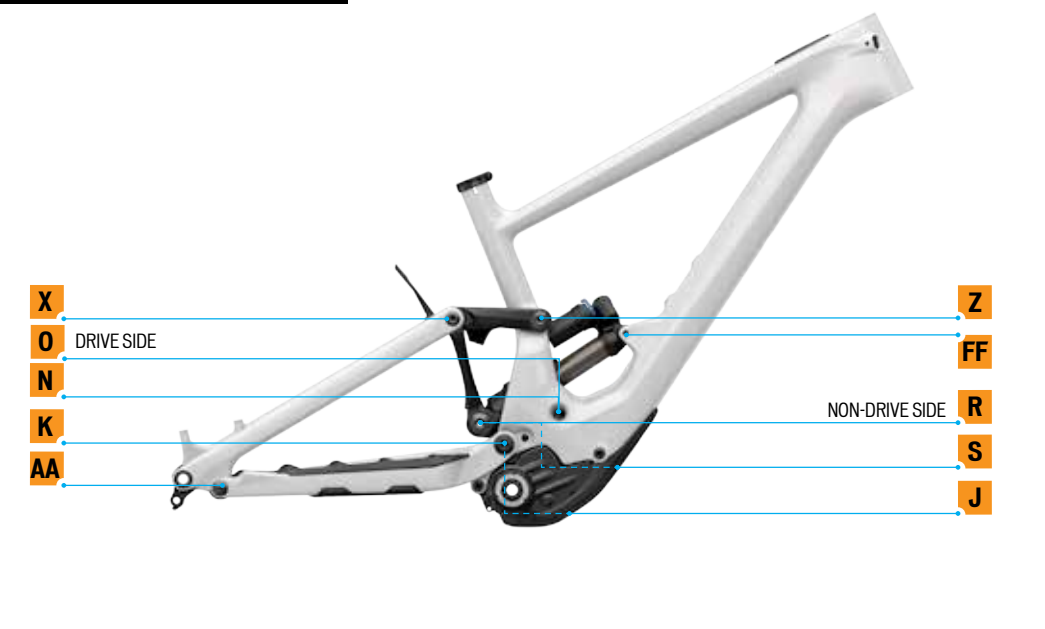
HORST LINK PIVOT



ADJUSTING THE FLIP CHIPS

- Remove the Horst pivot bolts [D] from the frame.
- Remove all four flip chips [E] and [F] and align the Horst pivot spacer in the slot to either "high" or "low" position. When replacing the adjustable spacer, make sure it is correctly located into the chainstay and that both parts of the flip chip are aligned in the same direction.
- Re-install the flip chips [E] and [F] in the desired position. Make sure they are fully seated and aligned with the chainstay protector before tightening the bolt [D] to specification.

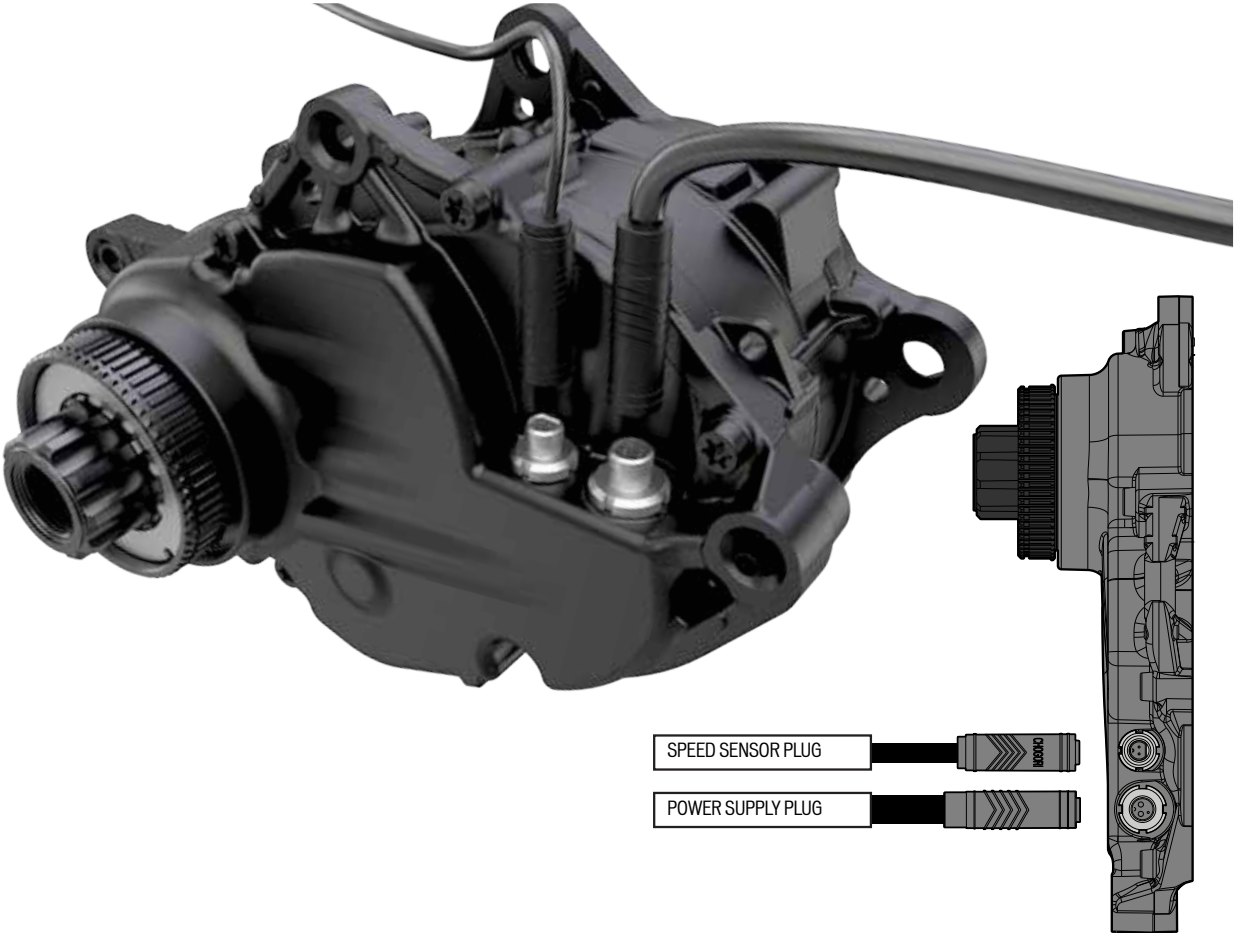
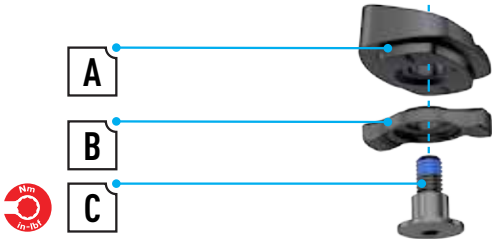
10. PIVOT BOLT SPECIFICATIONS



#	LOCATION	TOOL	TORQUE	
			NM	in-lbf
J	MAIN PIVOT BOLT NDS	8 mm HEX	25	220
K	MAIN PIVOT BOLT + CHAIN GUIDE COVER	8 mm HEX	25	220
N	LOWER LINK @ SHOCK TUNNEL DS AXLE BOLT	8 mm HEX	25	220
O	LOWER LINK @ SHOCK TUNNEL DS WEDGE BOLT	8 mm HEX	17	150
R	MID LINK @ LOWER LINK/REAR SHOCK EYE AXLE BOLT	6 mm HEX	25	220
S	MID LINK @ LOWER LINK/REAR SHOCK EYE NUT	8 mm HEX	25	220
X	UPPER LINK @ MID LINK/SEATSTAY BOLT	5 mm HEX	17	150
Z	UPPER LINK @ SEAT TUBE BOLT	5 mm HEX	20	180
AA	HORST PIVOT BOLT	5 mm HEX	10	90
FF	FORWARD SHOCK EYE BOLT	5 mm HEX	12.7	113

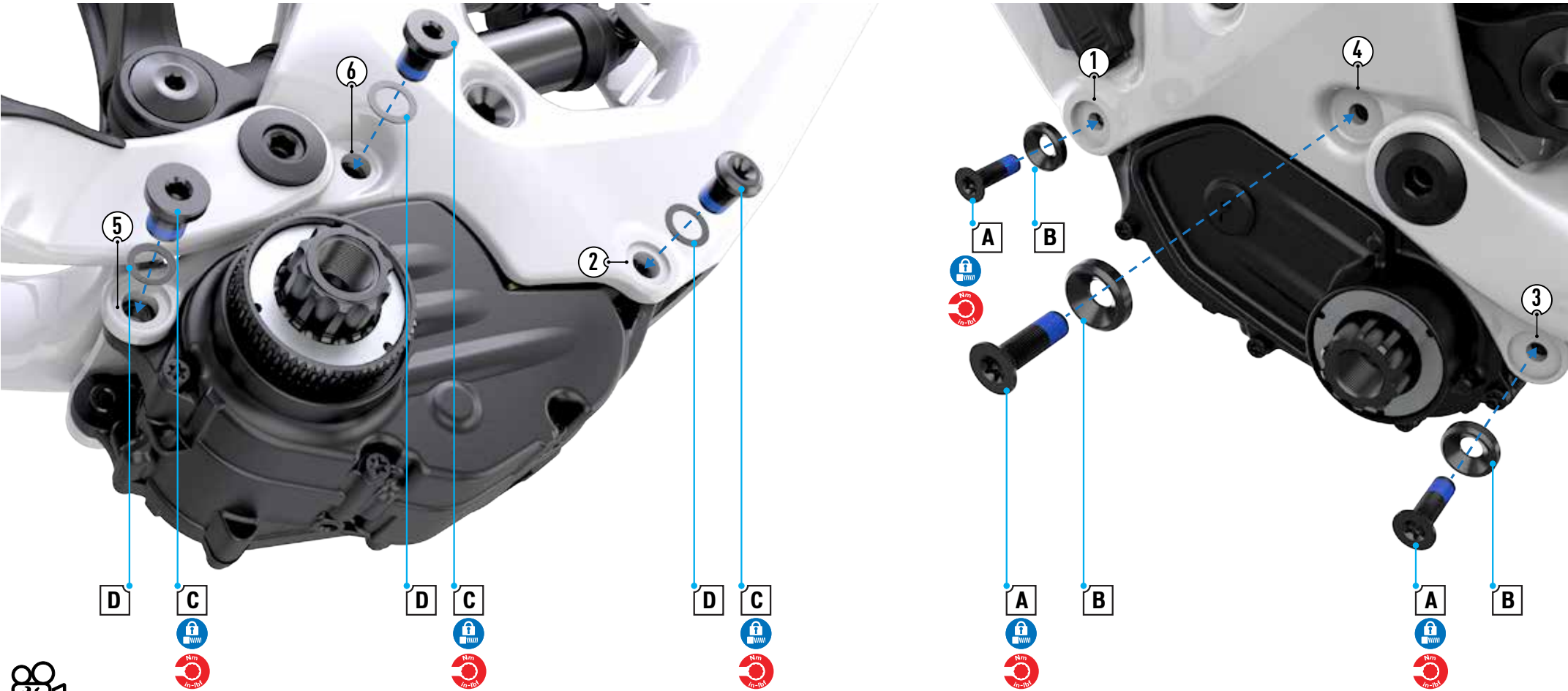
6. SMALL PARTS ASSEMBLY GUIDES

6.1. MOTOR MOUNTING HARDWARE



#	PART NAME	PART NUMBER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
A	Rock guard base	S214200031	1		N/A	N/A	N/A	
B	Rock guard latch		1		N/A	N/A	N/A	
C	Rock guard pivot bolt		1	M6 x 9 mm x 1 mm p	4 mm hex	2.4	21.3	

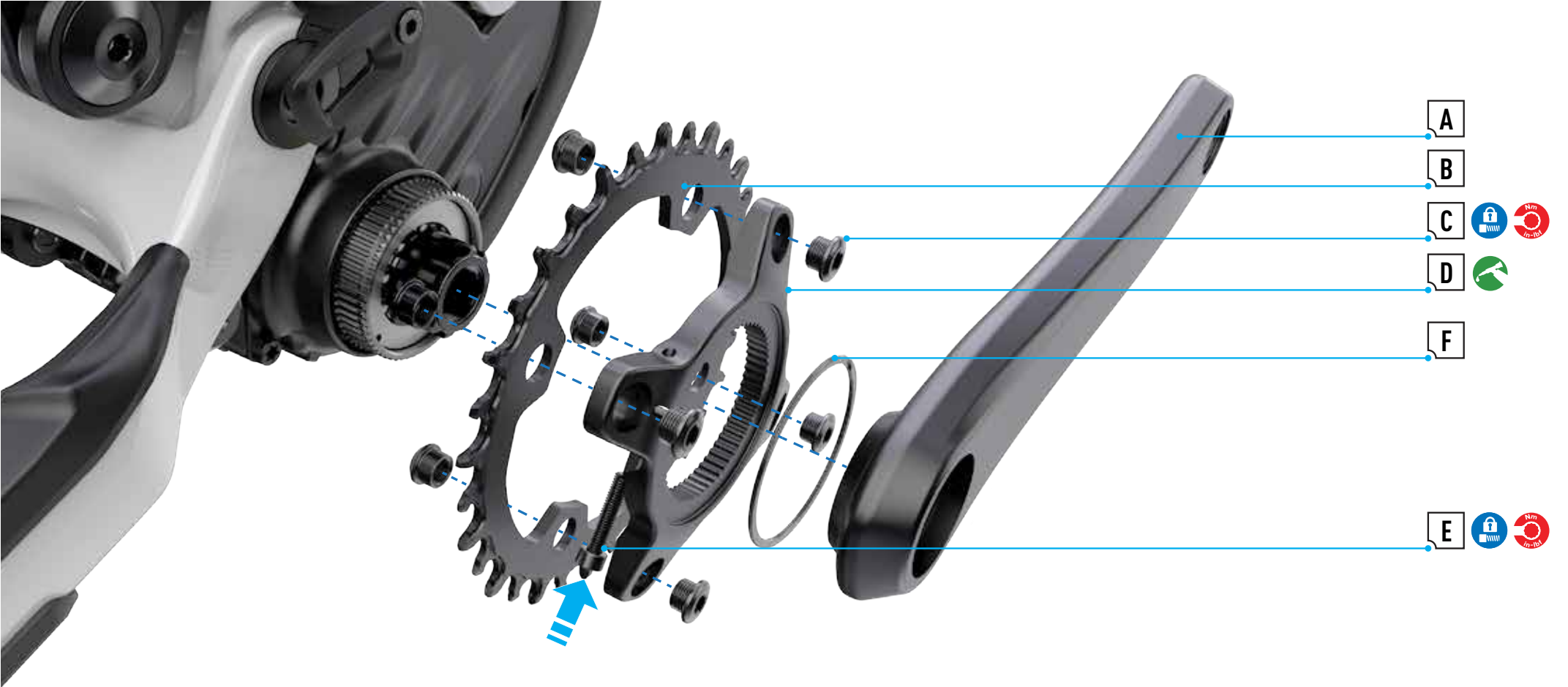
6.2. MOTOR ASSEMBLY BOLTS



 <https://vimeo.com/592032100/b9eae3f5ce>

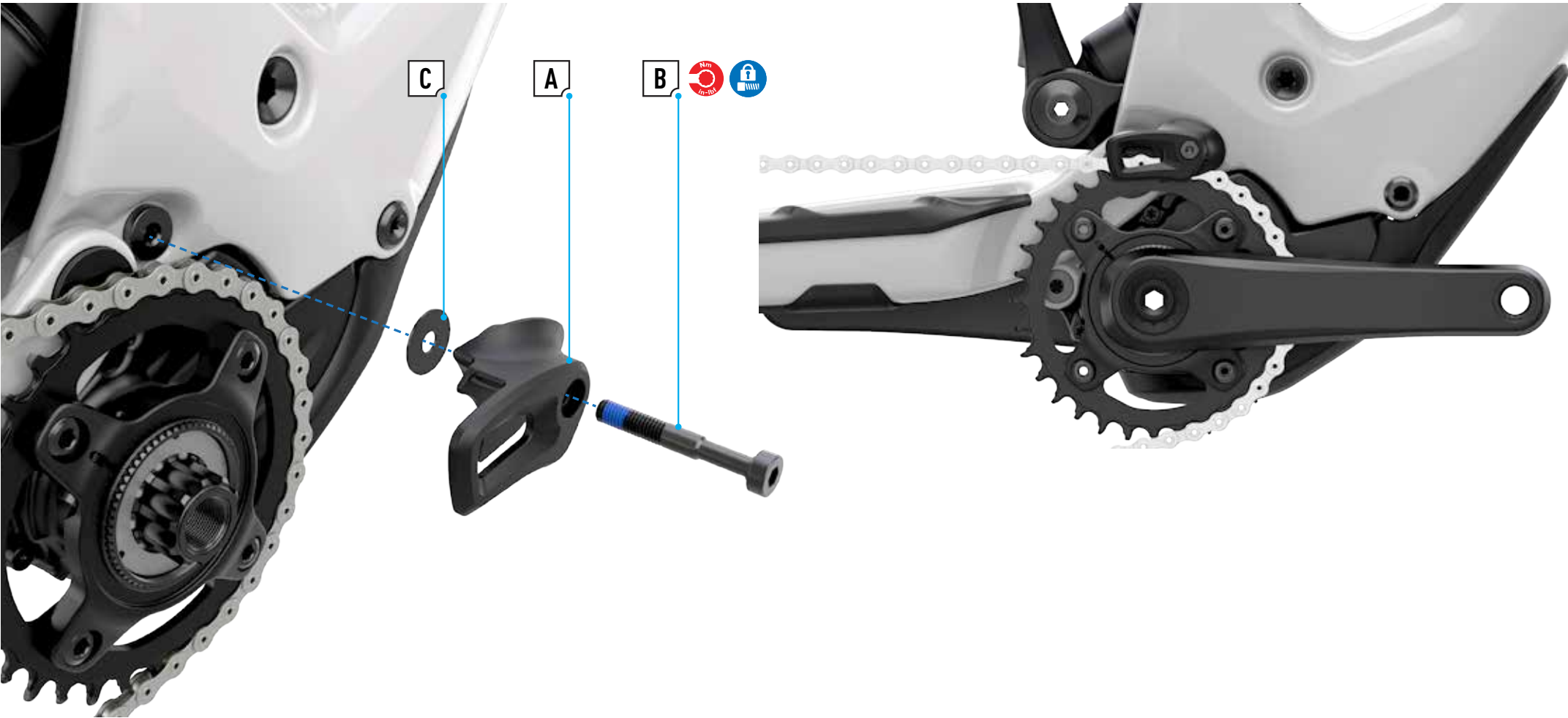
#	PART NAME	PART NUMBER	QTY	SPEC	TOOL	TORQUE		COMMENTS
						Nm	in-lbf	
A	Motor mount bolt NDS	S210500008	3	M6 x20 mm x 1 mm p	5 mm hex	17.3	150	
B	Motor mount washer NDS		3	6.4 mm ID x 16 mm OD x 4mm T	N/A	N/A	N/A	
C	Motor mount bolt DS		3	M10 x 4 mm x 1 mm p	T30 Torx	10	90	
D	Motor mount washer DS		3	11 mm ID x 16 mm OD x 0.5 mm THK	N/A	N/A	N/A	

6.3. SPIDER AND CHAINRING



#	PART NAME	PART NUMBER	QTY	SPEC	TOOL	TORQUE		COMMENTS
						Nm	in-lbf	
A	Crank	Various sizes	2	Frame size S2/S3 165 mm crank Frame size S4/S5 170 mm crank	8 mm hex	50	443	
B	Chainring	S191400002	1	Sram X-sync Eagle 32T EMTB with bolts	N/A	N/A	N/A	
C	Chainring bolts		4	M8.5 x 5 mm x 1 mm p	5 mm hex	9	80	Pre-treated with threadlocker
D	Spider	S199900074	1	Spider,94 mm BCD with bolt	N/A	N/A	N/A	Grease the interface between the motor and spider.
E	Spider bolt		1	M8 x 20 mm x 0.7 mm p	3 mm hex	5	44.5	Pre-treated with threadlocker
F	Spider retaining ring	S191600013	1	50 mm 48.5 mm x 1.5 mm	N/A	N/A	N/A	Use a flat head screwdriver or a pick to remove the retaining ring.
Crank CARBON R+L 165 mm		S211600009	Crank CARBON R+L 170 mm		S211600010			
Crank ALLOY R+L 165 mm		S201600001	Crank ALLOY R+L 170 mm		S201600002			

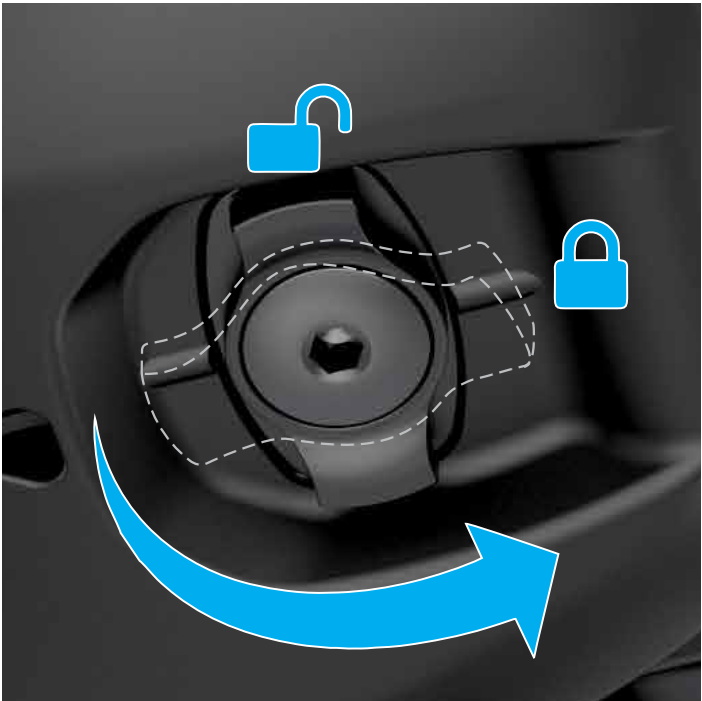
6.4. CHAIN GUIDE ASSEMBLY



#	PART NAME	PART NUMBER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
A	Chain guide	S211200003	1		N/A	N/A	N/A	
B	Chain guide bolt		1	M5 x 35 mm x 0.8mm P	4 mm hex	3.5	30	
C	Washer		1	M10,5 ID x16 mm OD X 0.5 mm thk	N/A	N/A	N/A	

CHAIN GUIDE INSTALLATION

- Align the chain guide onto the frame. Make sure to use the same amount of washers from the original installation in order to retain adequate alignment with the chain.
- Grease all the non-threaded surfaces of the bolt and insert the chain guide bolt through the chain guide and into the drive side center motor mounting bolt.
- Using a 4 mm hex key, torque the bolt to specification.



#	PART NAME	PART NUMBER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
A	Rock guard	S214200031	1	Trail FSR rock guard	N/A			

REMOVE THE ROCK GUARD

- Rotate the latch on the underside of the rock guard 90 degrees to release it.
- Pull the rock guard down and back to clear the forward hook of the down tube.

REPLACE THE ROCK GUARD

- Insert the forward hook under the lip of the down tube and locate the rock guard on the underside of the motor.
- Rotate the latch on the underside of the rock guard 90 degrees to lock it in place.

6.6. BATTERY REMOVAL



<https://vimeo.com/592032100/b9eae3f5ce>

BATTERY REMOVAL

1. REMOVE THE CRANK ARMS

- Using an 8 mm hex key, remove the crank arms from the motor spindle

1.1 REMOVE THE CHAIN GUIDE

- NOTE: The Kenevo SL chain guide is pre-aligned during the production process. When removing the chain guide, take note of the exact position and amount of washers used to assist with re-installation and alignment.
- Using a 4 mm hex key, remove the chain guide bolt and remove the guide from the frame.
- NOTE: Take care not to drop the washers behind the chain guide

1.2 REMOVE THE SPIDER AND CHAINRING

- Remove the chain from the chainring.
- Loosen and remove the cranks using an 8 mm hex key.
- Remove the spider retaining ring with a pick or a small flat head screwdriver.
- Loosen the spider pinch bolt with a 3 mm hex key and remove the spider and chainring from the motor spindle.

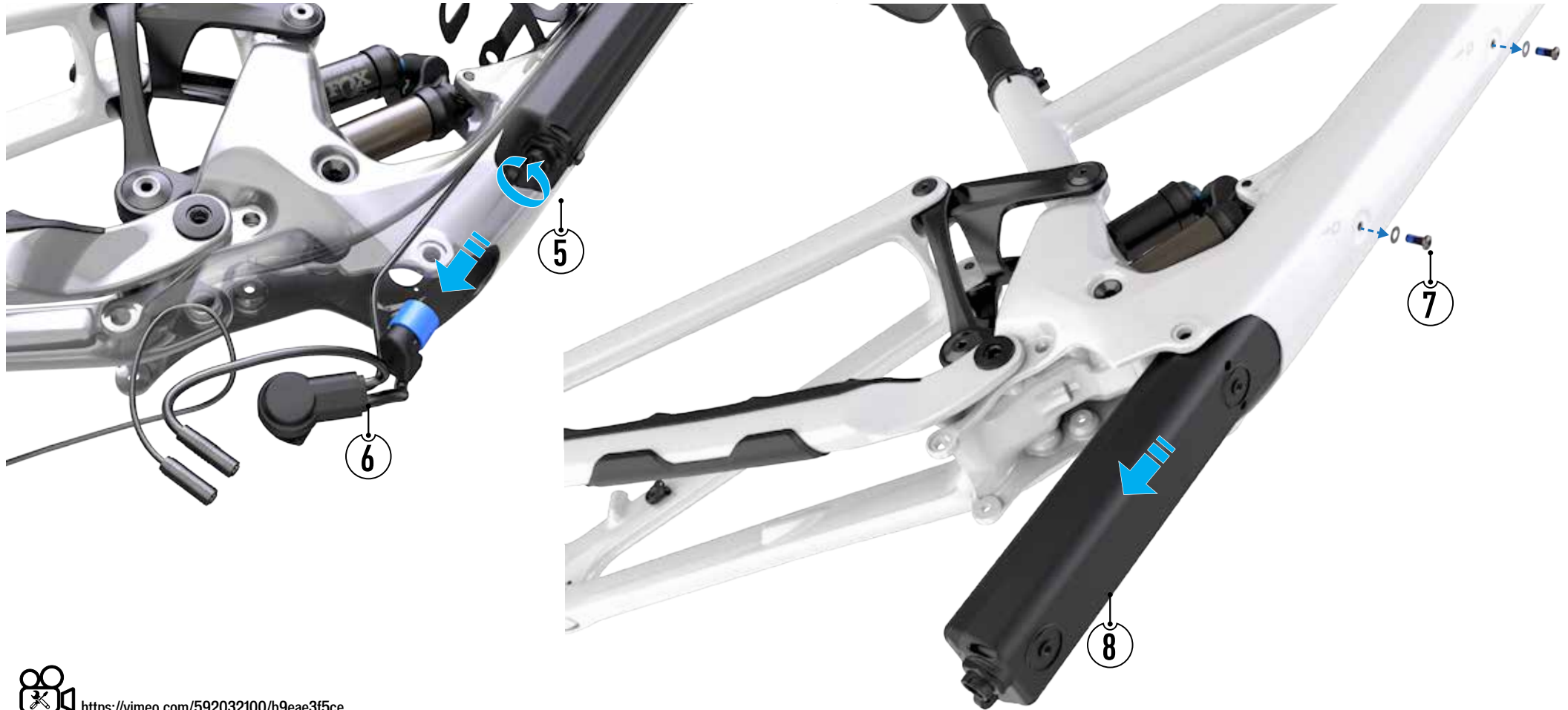
2. REMOVE THE ROCK GUARD

- Twist the latch on the underside of the rock guard 90 degrees to release it.
- Pull the cover down and back until the forward hook clears the end of the down tube.

3. REMOVE THE MOTOR

- Loosen and remove the middle and rear drive-side motor mount bolts using a 5 mm hex key.
- Loosen and remove the middle and rear non-drive-side motor mount bolts using a T30 Torx key.
- Loosen but do not remove the remaining forward motor mounting bolts using 5 mm hex and a T30 Torx key.
- While holding the motor, gently rotate it downward
- and remove the motor's speed sensor and main harness connectors.
- While holding the motor, remove the drive side and non-drive side motor bolts, then remove the motor.
- To remove the battery from the frame, you will need to remove the main harness and charge port from the inside of the frame.

6.7. BATTERY REMOVAL



<https://vimeo.com/592032100/b9eae3f5ce>

4/5/6. REMOVE THE MAIN HARNESS

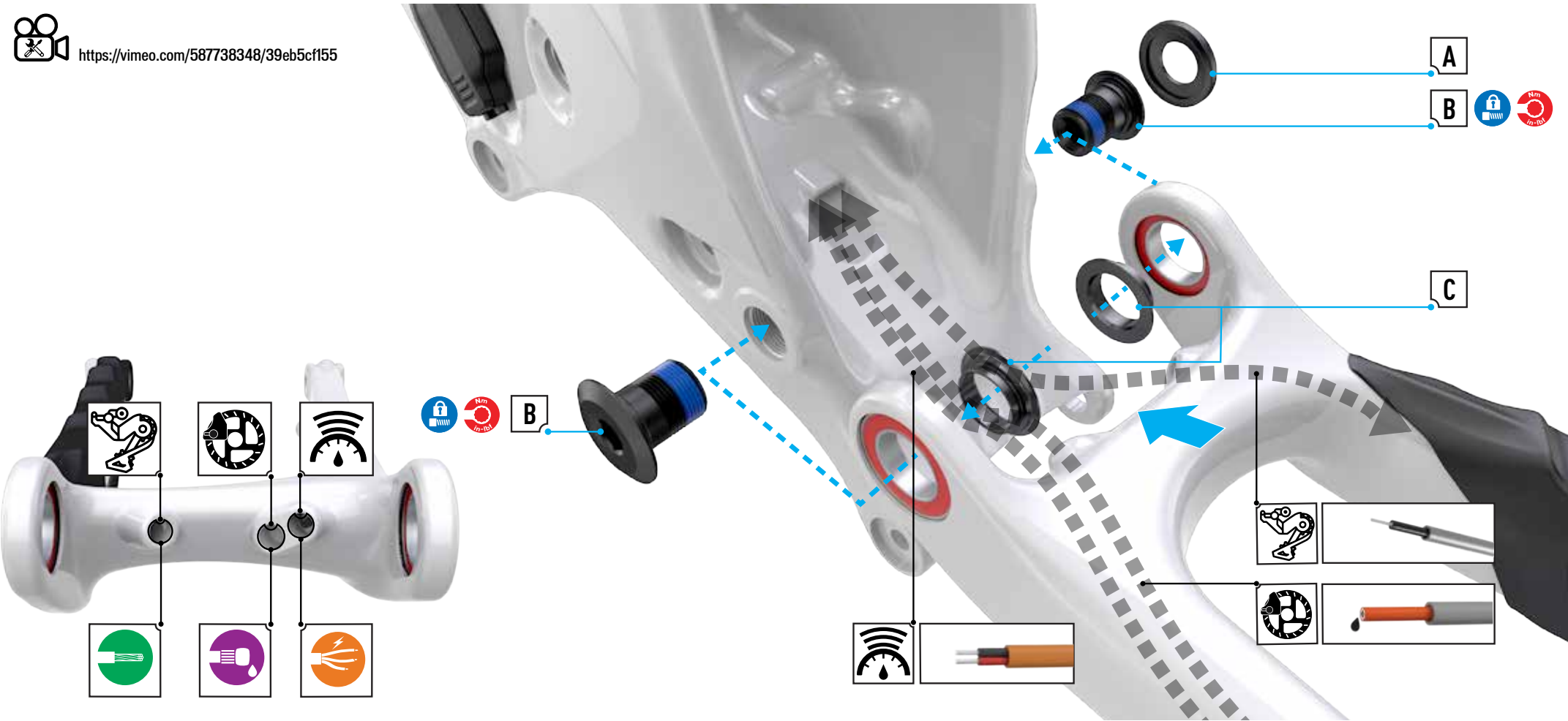
- Rotate the battery twist-lock connector counterclockwise and unplug it from the battery
- Open the charge port door to access the mounting screws.
- Holding the charge port base in place from the inside of the frame, carefully remove the four screws using a T8 Torx key.
- Remove the main harness and charge port from the frame.

7.REMOVE THE BATTERY

- Loosen and remove the battery mounting bolts located on the front of the down tube using a T25 Torx key.
- Insert the short end of a hex key into the eyelet on the battery casing end. Use the key to pull the battery out of the frame.
- Be careful not to drop the battery as this could damage it.

6.8. MAIN PIVOT ASSEMBLY

 <https://vimeo.com/587738348/39eb5cf155>

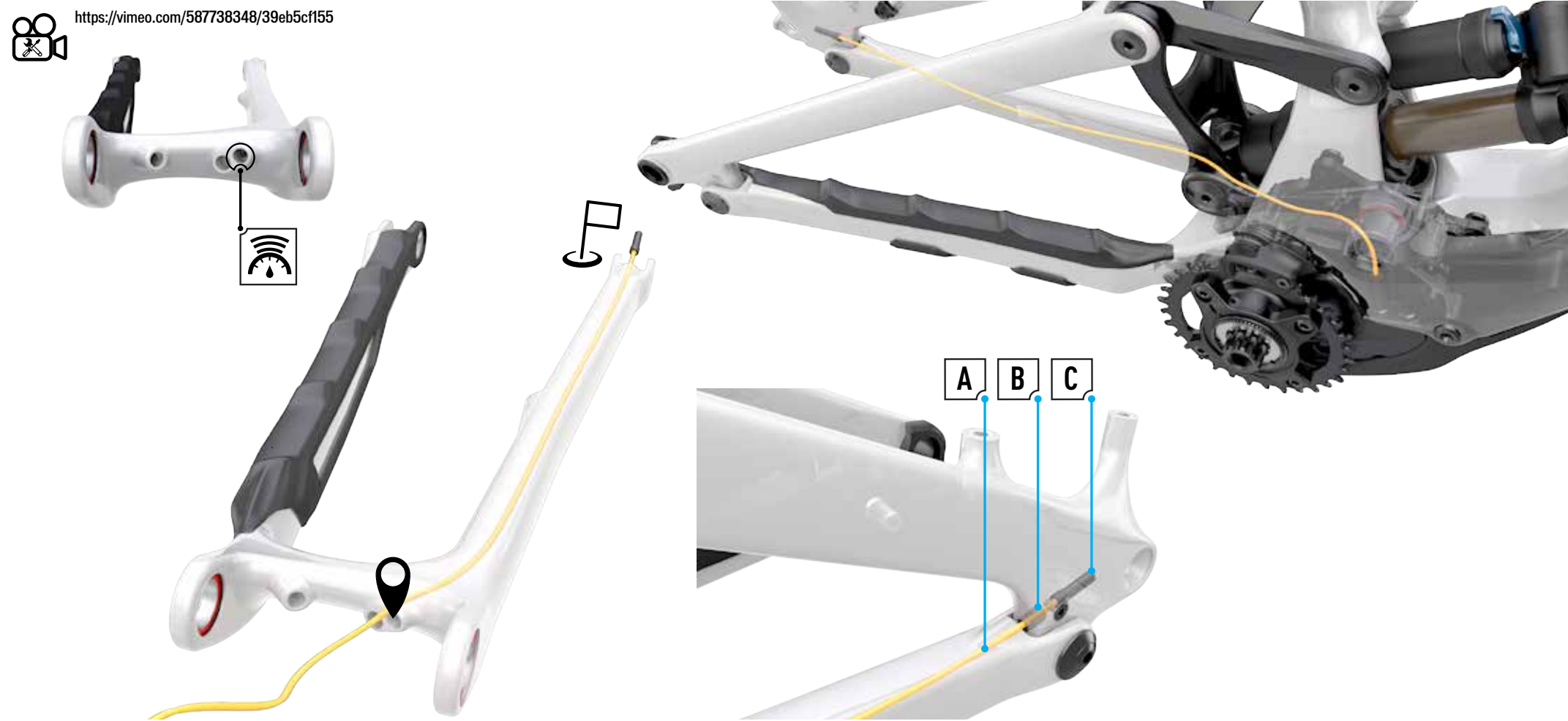


#	PART NAME	PART NUMBER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
A	Chain bolt cover		1		N/A	N/A	N/A	
B	Pivot bolt	S210500009	2	M15 x 19,7 mm x 1 mm P	8 mm hex	25	220	
C	Pivot spacer		2	17 mm ID x 23 mm OD x 2.5 mm W	N/A	N/A	N/A	

MAIN PIVOT ASSEMBLY

- Grease and insert the spacers from the inside of the chainstay into the bearings. The reduced edge must face toward the bearing.
- Align the chainstay pivot holes with the frame.
- Grease the non-threaded surfaces then using an 8 mm hex key, insert the bolts, then torque the bolts to specification.
- Place bolt cap over the drive-side motor bolt to protect it from chain rub.

6.9. SPEED SENSOR ASSEMBLY



#	PART NAME	PART NUMBER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
A	Speed sensor cable	S196800019			N/A	N/A	N/A	
B	Speed sensor bolt			M4 x 8 mm x 0.7mm p	3 mm hex	1	9	
C	Speed sensor grommet				N/A	N/A	N/A	

The speed sensor must be installed before assembling the Horst pivot flip chip.

- Align the chainstay close to the Horst link pivot.
- Insert the speed sensor into the hole on the front of the dropout, feeding it as far as it will go into the chainstay, past the bolt hole.
- Using a 3 mm hex key, insert the speed sensor bolt into the hole, then torque the bolt to specification.
- Split the grommet open and place it over the speed sensor cable behind the sensor.
- Slide the rubber grommet up into the speed sensor hole to secure it.

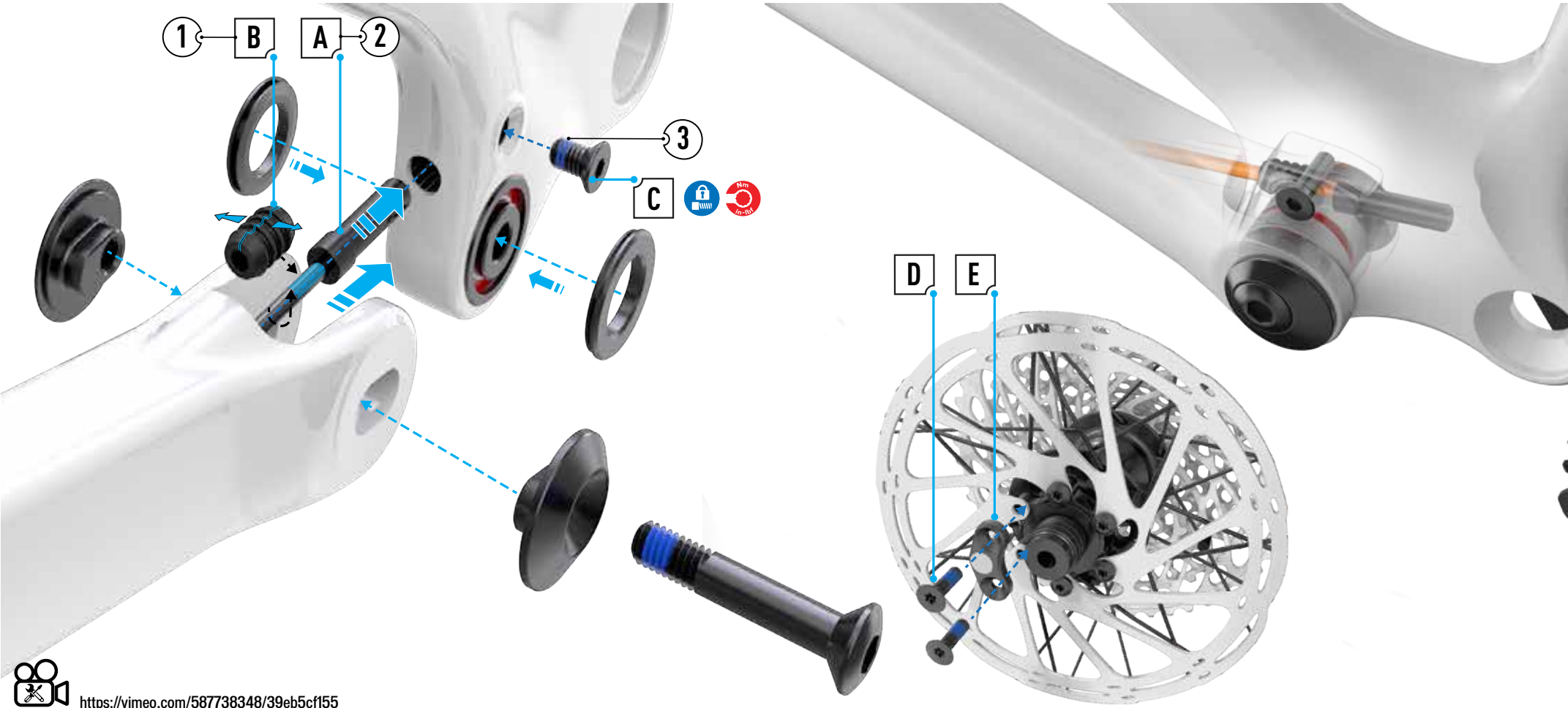


CAUTION: Ensure the speed sensor cable is free from the Horst pivot so it will not get pinched and damage the cable.

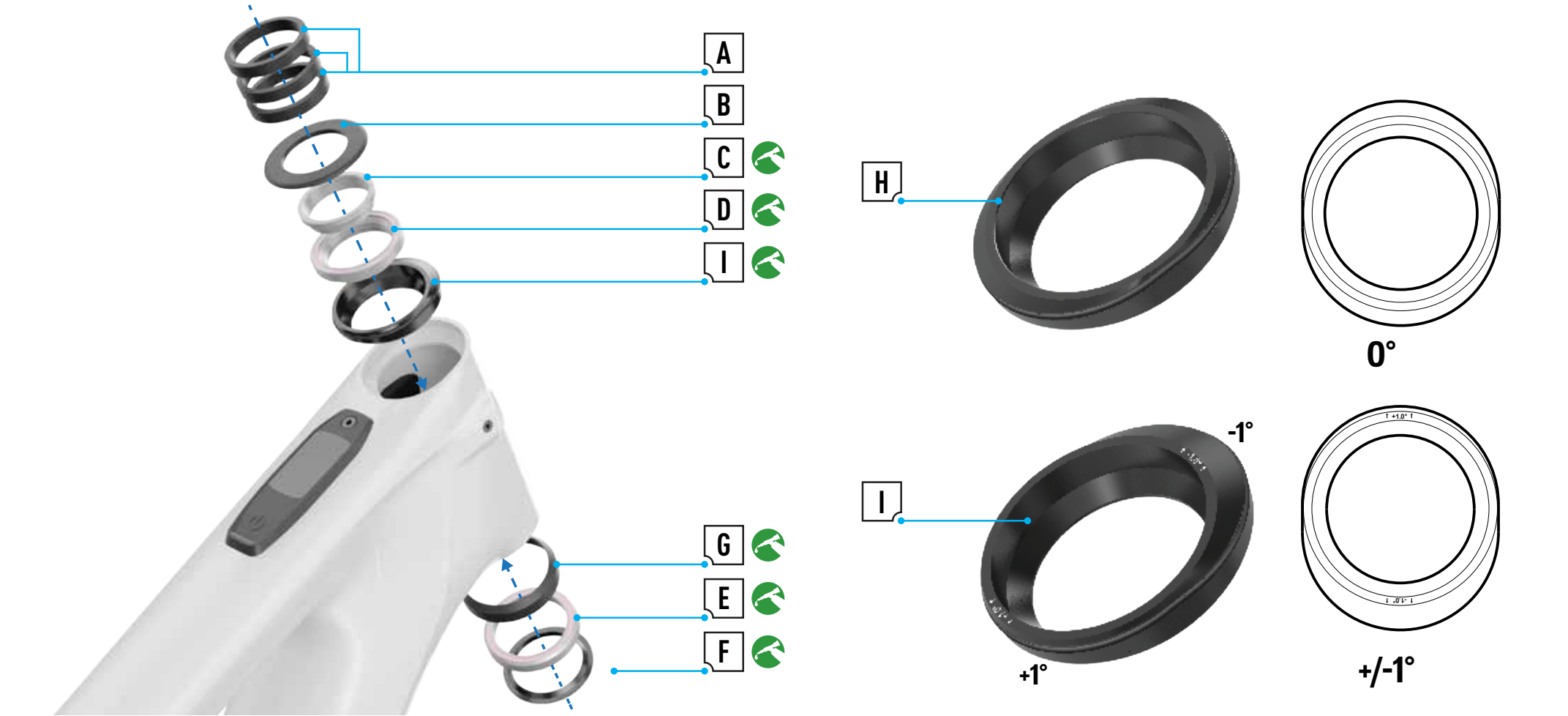


WARNING! Dirt and/or metal debris may accumulate on the speed sensor magnet. Too much accumulation may result in interruptions in motor support and/or inaccurate speed readings. Regularly check your speed sensor magnet for an accumulation of dirt and/or metal debris, and clean accordingly. The frequency of the cleaning depends on your riding conditions, ride frequency and/or brake pad material. Removing metal debris may require the use of a magnet stronger than the speed sensor magnet.

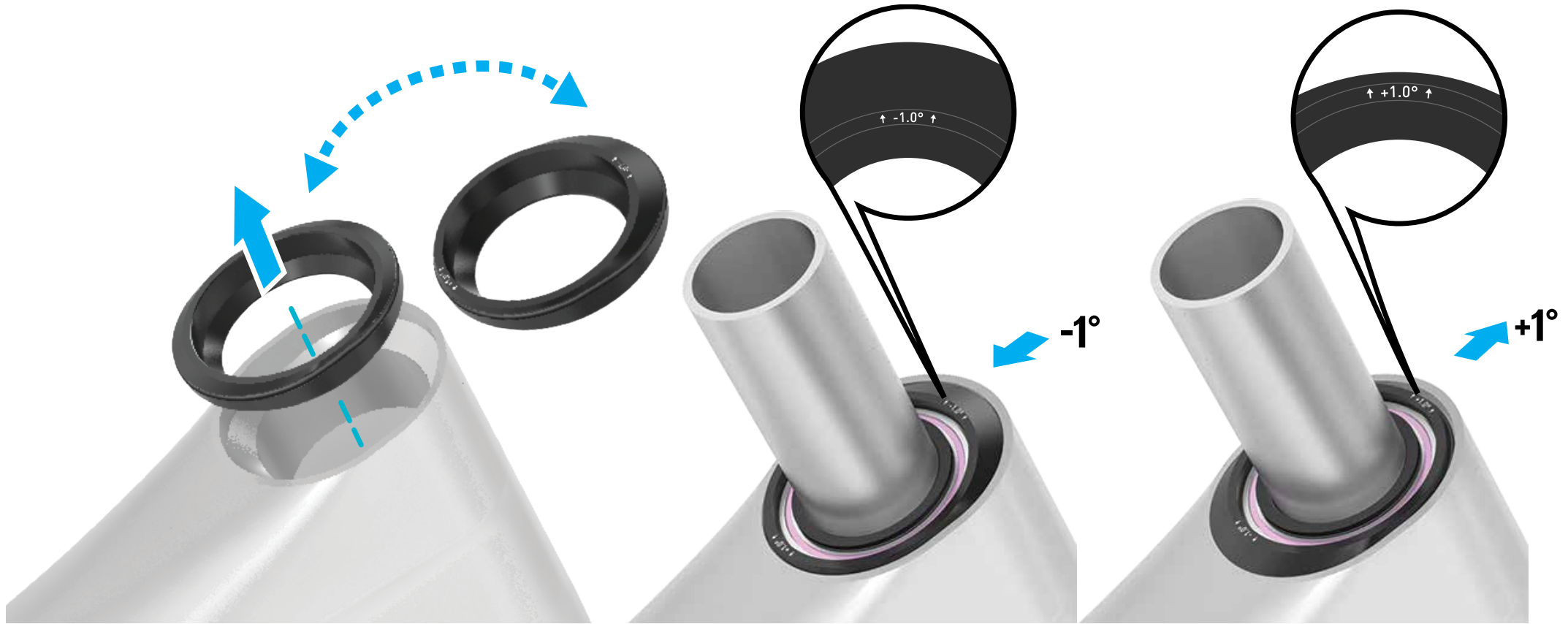
6.10. SPEED SENSOR ASSEMBLY



#	PART NAME	PART NUMBER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
A	Speed Sensor kit	S196800019	1		N/A	N/A	N/A	
B	Speed Sensor bolt	S216800021	1	M4 x 8 mm x 0.7mm	3 mm hex	1	9	
C	Speed Sensor grommet		1		N/A	N/A	N/A	
D	Speed sensor magnet bolts	S194200016	2	M5 x15 mm x 0.8 mm	T25 Torx	6.2	55	
E	Speed sensor magnet				N/A	N/A	N/A	



#	PART NAME	PART NUMBER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
A	Headset spacers 10 mm	S212500012	3	Headset spacer 10 mm	N/A	N/A	N/A	
B	Headset cap	S182500005	1	45.5 mm Top cover	N/A	N/A	N/A	
C	Compression ring		1		N/A	N/A	N/A	
D	Upper bearing		1	11/8" (42 mm x 30.5 x 8 mm,) 45°	N/A	N/A	N/A	
E	Lower bearing		1	1.5" (52 mm x 40 x 7 mm,) 45°	N/A	N/A	N/A	
F	Crown race		1		N/A	N/A	N/A	
G	Lower bearing cup	S212500014	1	Spherical Adapter 1.5" 45° - 54 mm OD x 52 mm ID	N/A	N/A	N/A	
H	Upper zero offset cup		1	Headtube Angle Adjust 0° 1-1/8" - 41.8 mm ID, 46 X 52.5	N/A	N/A	N/A	
I	Upper +/-1° offset cup		1	Headtube Angle Adjust 1° 1-1/8" - 41.8 mm ID, 46 X 52.5	N/A	N/A	N/A	



The head tube angle is adjustable via adjustable headset cups. The bike ships with the “zero” offset cup (A) and a +/- 1-degree headset cup (B) ships in the small parts box.

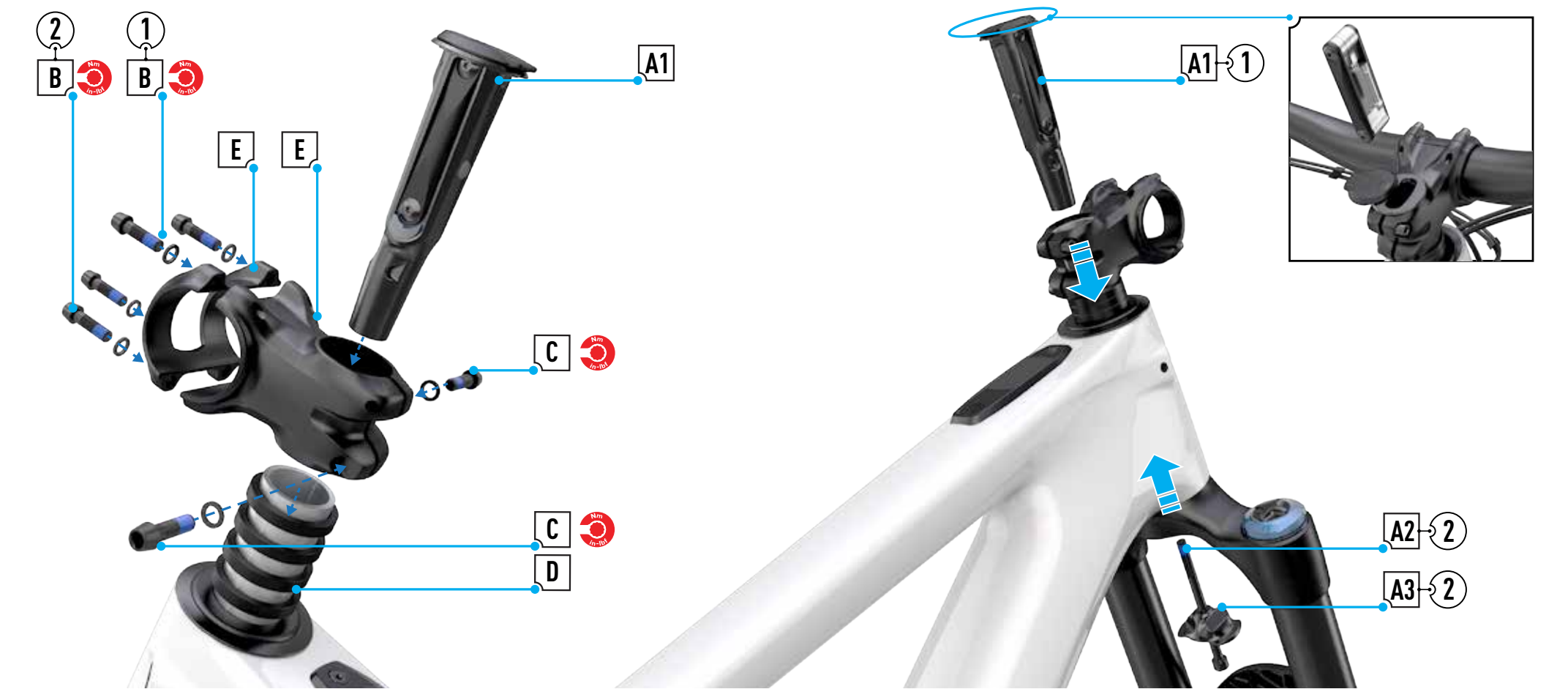
ADJUSTABLE HEADSET CUP REPLACEMENT.

- Remove the zero offset cup from the head tube and replace it with the +/- 1-degree headset cup.
- Install the headset parts, bearings, and cups into the frame.
- When aligning the headset cup, the etching facing the front of the bicycle indicates the desired setting.

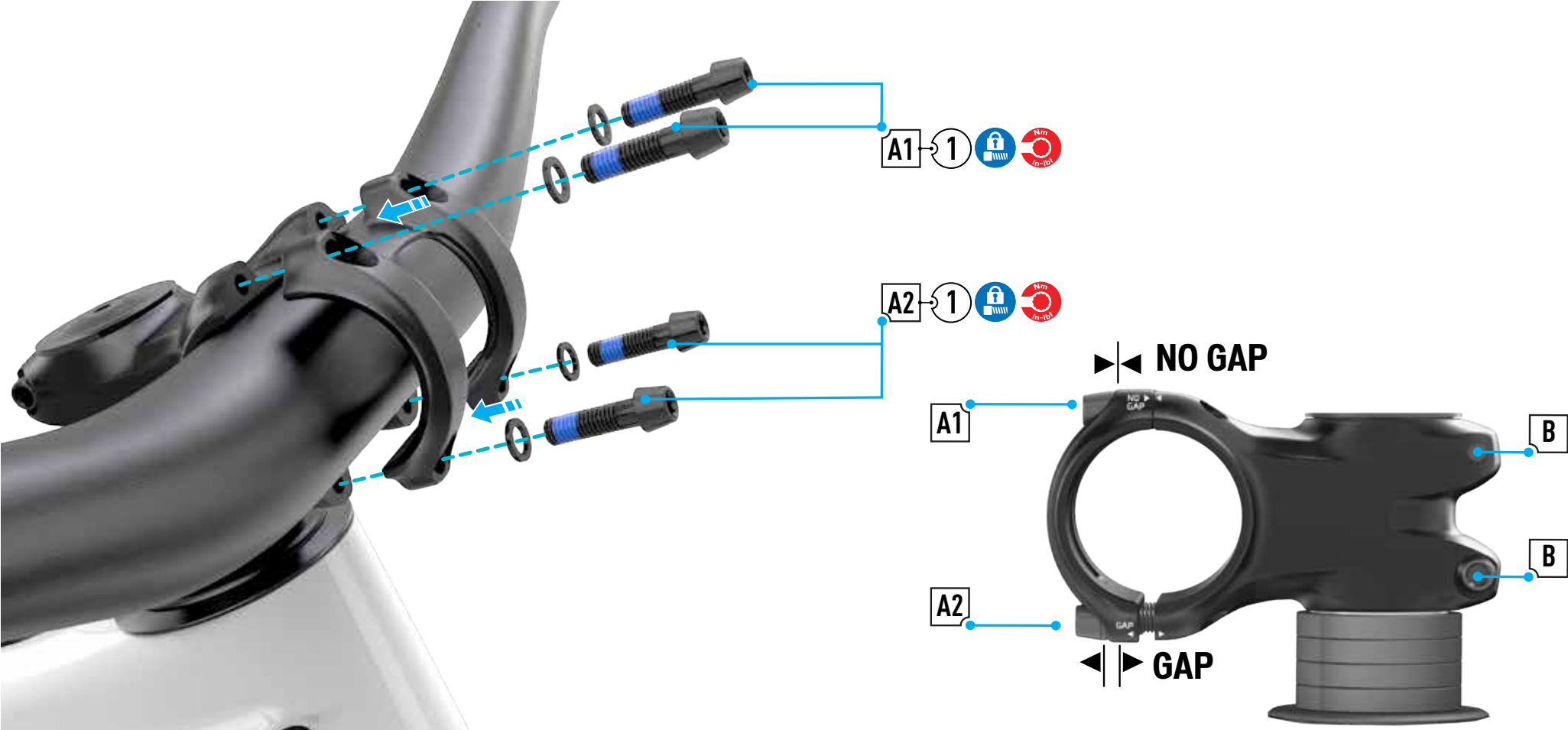
i Make sure the head tube and headset cup are free of dirt and debris when changing the upper cup angle. Lubricate all the parts with high-quality waterproof grease.

i All models are shipped with the zero offset cup installed. Switching the headset cup steepens or slackens the head tube angle by +/-1 degree.

i The bottom headset cup is universal for all headset cups. The cup has a spherical interface with the head tube and will move with the angle of the steerer tube.



#	PART NAME	PART NUM-BER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
A1	SWAT™ conceal carry MTB tool		1	90 mm S185300020 105 mm S185300016 120 mm S185300017	N/A	N/A	N/A	
A2	SWAT™ bowtie anchor		1		N/A	N/A	N/A	
A3	SWAT™ anchor bolt		1	Frame size S2 90 mm S3 105 mm S4/S5 120 mm bolt	5 mm hex	N/A	N/A	
B	Alloy trail stem faceplate bolt		4	M5 x 18 mm x 0.8 mm p / includes spring washer	5 mm hex	6	53	
C	Alloy trail stem steerer bolt		2	M6 x 20 mm x 1 mm p / includes spring washer	5 mm hex	8	71	
D	Headset spacer		3	34 mm OD x 28.6 mm ID x5 mm	N/A	N/A	N/A	
E	Alloy trail stem		1	Frame size S2 40 mm S3/S4/S5 50 mm	N/A	N/A	N/A	
F	Stem Deity Coperhead (not shown)		1	Deity Stem, Copperhead, 35 mm / 50 mm	N/A	N/A	N/A	Frame size S2 35 mm S3/S4/S5 50 mm
G	Stem Deity Coperhead bolts (not shown)		4	M6 x 18 mm x 1.0 mm p	5 mm hex	4 - 6	35.5 - 53	



#	PART NAME	PART NUMBER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
A1	Alloy Trail stem faceplate bolt		4	M5 x 18 mm x 0.8 mm p / includes spring washer	5 mm hex	6	53	
A2			4					
B	Alloy Trail stem steerer bolt		2	M6 x 20 mm x 1 mm p / includes spring washer	5 mm hex	8	71	

Some Kenevo SL models are equipped with an alloy trail stem.

WARNING! The stem is designed with no gap between the stem body and the faceplate at the upper bolt area. The upper bolts must be tightened such that the faceplate bottoms out against the stem body before being torqued. Failure to bottom out the faceplate against the stem body can result in structural damage to the handlebar.

ASSEMBLE THE TRAIL STEM

- Align the stem with the front wheel and torque the rear stem bolts [A] to specification.
- Loosely thread the stem bolts through the faceplate and into the stem body.

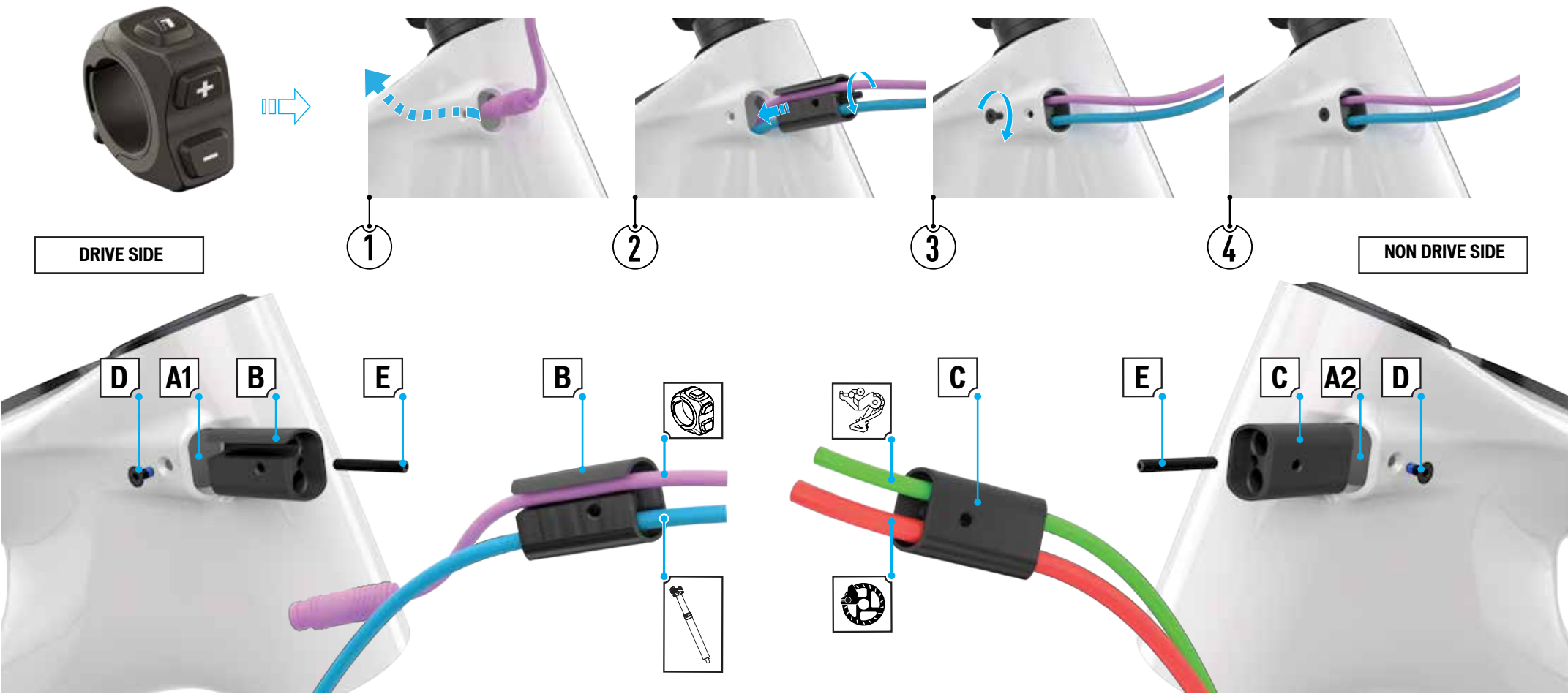
- Position the handlebar in the desired position and gradually torque the upper bolts [B1] to specification alternating from the left to right
- the right bolt, so as to evenly increase the torque until the specification is reached.
- Gradually torque the lower bolts [B2], alternating from the left to the right bolt, so as to evenly increase the torque until the specification is reached.
- Check that the handlebar is installed correctly by rotating the handlebar up and down, then twisting the handlebar side to side while holding the front wheel. If there is any movement, the stem is not sufficiently tightened and should be re-torqued.



#	PART NAME	PART NUMBER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
A	Turbo Connect Unit (TCU) Screw	S216800020	1	M4 x 10 mm x 0.7 mm P	T10 Torx	0.8	7	Do not overtighten: MAX 0.8 Nm
B	MasterMind Turbo Connect Unit (TCU 2)		1	Turbo Connect Unit				Update firmware via USB data cable and Turbo Studio
C	Trail Remote	S216800019	1		2 mm hex	0.8	7	Do not overtighten: MAX 0.8 Nm (TCU 2 remote as replacement)

CAUTION: The TCU sits above the top tube and has the potential to be struck by the handlebar or stem when the handlebar is rotated fully. When assembling the bicycle, make sure to have enough clearance between the handlebar, stem, and the TCU.

! The number of spacers below the stem necessary to clear TCU will depend on several factors. These include stem model/length/orientation, which TCU version your bicycle is equipped with, and the head tube angle adjustment position.



#	PART NAME	PART NUMBER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
A1/A2	Head tube ICR ports	S206500008	2		N/A	N/A	N/A	
B	ICR port - drive side		1		N/A	N/A	N/A	
C	ICR port - non-drive side		1		N/A	N/A	N/A	
D	ICR port guide screw		2	M3 x 6 mm x 0.5 mm p	2 mm hex	0.8	7	
E	ICR port grub screw		2	Grub screw M3 x 20 mm x 0.5 mm p	1.5 mm hex	N/A	N/A	

INSTALL THE DRIVE SIDE ICR GUIDE

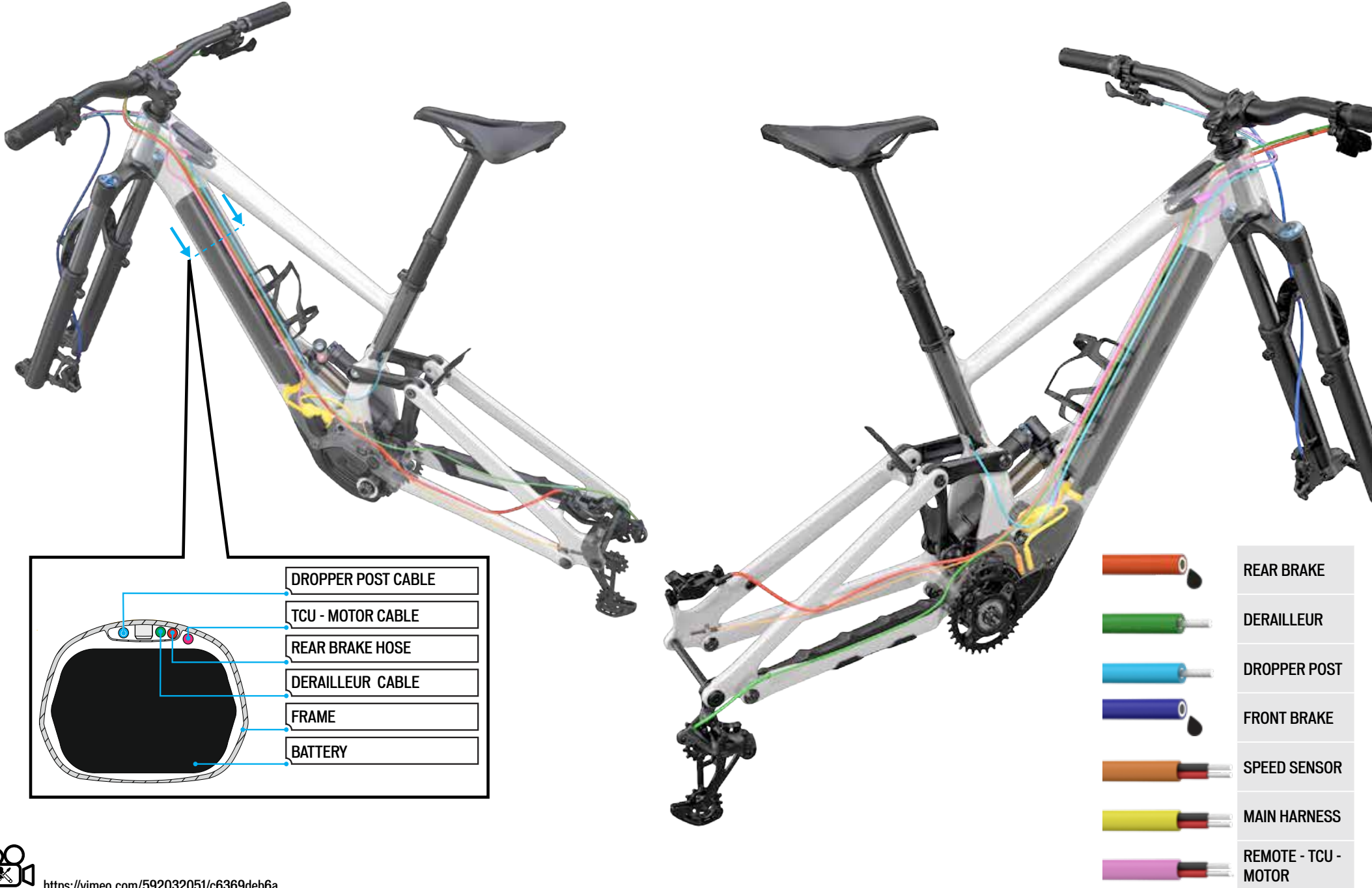
- Insert the remote connector through head tube ICR port [A1] on the drive side, exiting the top tube cut out.
- Thread the dropper cable through the lower hole on the drive side ICR guide [B]
- Slide the remote cable into the ICR guide [B] through the top slot in ICR guide. Insert the grub screw [E] and tighten.
- Slide the ICR guide [B] back into the head tube port [A1], then using a 2 mm hex key, insert the guide screw [D] back into the guide, and torque to specification.

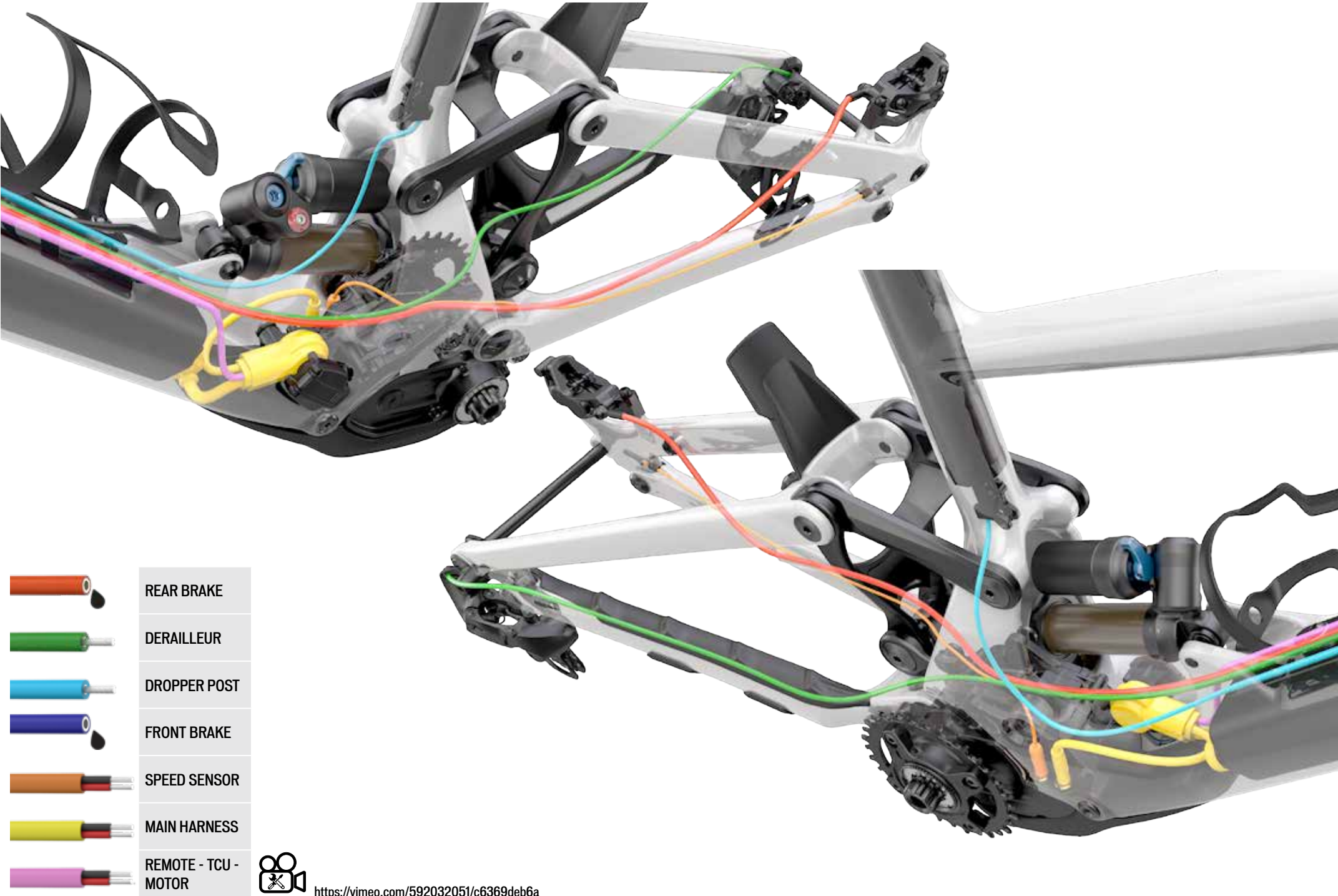
INSTALL THE NON-DRIVE SIDE ICR GUIDE

- Thread the deralieur cable through the upper hole on the non-drive side ICR guide [C]
- Thread the rear brake cable through the lower hole on the non-drive side ICR guide [C]
- Insert the grub screw [E] and tighten.
- Slide the ICR guide [C] into the head tube port [A2], then using a 2 mm hex key, insert the guide screw [D] tighten to specification.

7. CABLE ROUTING

7.1. CABLES ALL









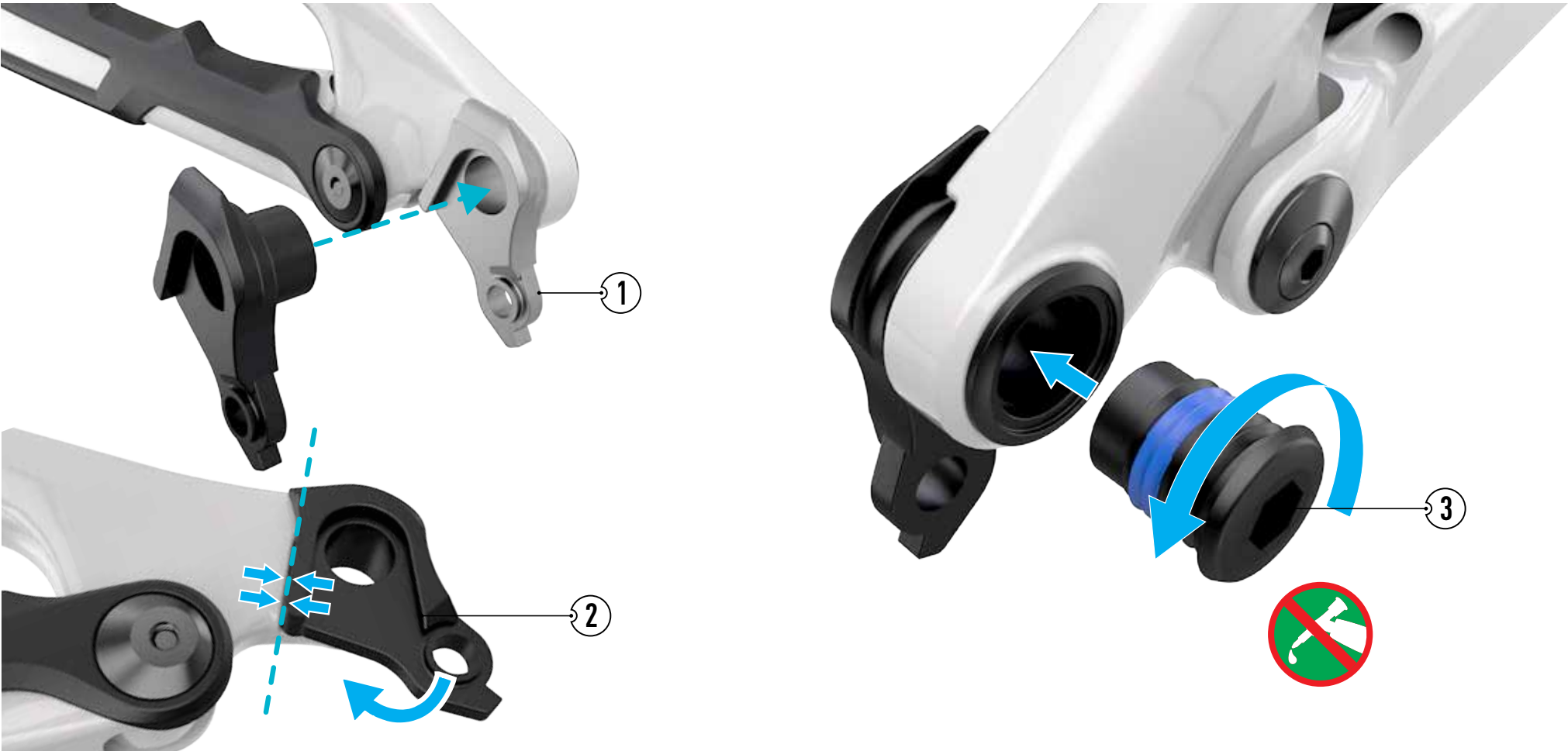
<https://vimeo.com/592032051/c6369deb6a>



TCU - MOTOR

8. ADDITIONAL COMPONENTS

8.1. SRAM UNIVERSAL DERAILLEUR HANGER



#	PART NAME	PART NUM- BER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
1	SRAM universal derailleur hanger	S202600002	1		8 mm hex	25	221	

 **WARNING!** Correct grease application is critical to rider safety. **ONLY** apply grease as instructed.


INSTALLATION PROCEDURE:

- Install the UDH hanger assembly into the frame dropout.
- Rotate the UDH hanger forward until it is completely seated in the hanger pocket or contacts the rotational stop tab.

 Apply grease **ONLY** to the thru-axle threads. Do **NOT** apply grease to the frame, UDH hanger, or UDH bolt threads.

 The hanger must be completely seated in the hanger pocket or against the frame stop tab when tightened to the specified torque.

- Install the UDH washer, then thread the UDH bolt through the washer and into the hanger.
- Torque the bolt to specification. The UDH hanger bolt is left-hand threaded.

 A reversible (left-hand and right-hand thread) torque wrench **MUST** be used to ensure proper left-hand thread bolt torque.

8.2. SEATPOST CLAMP

SIZE	MAX INSERTION	MIN INSERTION
S2	150 mm	80 mm
S3	150 mm	
S4	170 mm	
S5	200 mm	



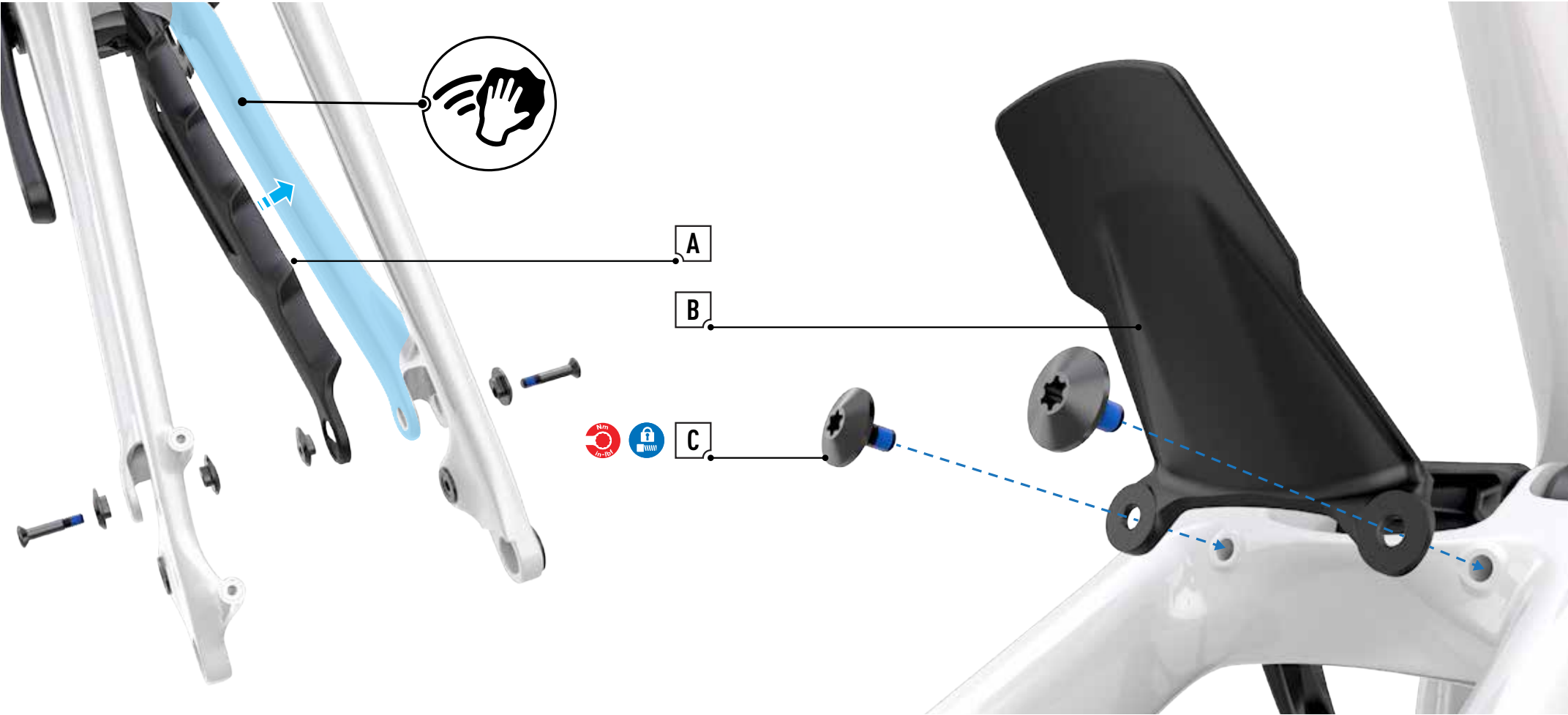
#	PART NAME	PART NUM- BER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
A	Seatpost collar	S214700007	1	38.6 mm Seatpost collar	4 mm	6.2	55	Align with the bolt facing forward

SEATPOST MINIMUM INSERTION:
Both the frame and seatpost have minimum insertion requirements. In addition, the frame has a maximum insertion requirement to prevent damage to the frame and seatpost.

MINIMUM INSERTION:
■ 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. The frame requires a minimum of 100 mm of insertion.

MAXIMUM INSERTION:
■ The seat tube is reamed to a specified maximum insertion depth for each frame size. This ream depth limits the insertion depth of the seatpost.
■ If the desired seat height cannot be achieved within the minimum and maximum insertion requirements, the seatpost should be replaced for a shorter or longer one.

8.3. CHAINSTAY GUARD AND REAR FENDER



#	PART NAME	PART NUM-BER	QTY	SPEC	TOOL	TORQUE		COMMENT
						Nm	in-lbf	
A	Kenevo SL rear fender	S212200004	1		N/A	N/A	N/A	
B	Kenevo SL rear fender screw		2	M4 x 8 mm x 0.7 mm p	T25 Torx	N/A	N/A	
C	Chainstay protector	S216900002	1		N/A	N/A	N/A	

9. ADDITIONAL SERVICE PARTS

PART NAME	NUMBER	PART SPECIFICATION	PART DESCRIPTION	QTY
Chainstay carbon (gloss carbon)	S211500003	Chainstay	CS,AS FINISHED,PA TRAIL FSR E1.1,29,CRBN,LT,CRBN	1
Bearing		17 mm ID x 28 mm OD x 6 mm W,DBL SLD	BRG,BALL,17MM ID X 28MM OD X 6MM W,DBL SLD	2
Bearing		12 mm ID x 24 mm OD x 6 mm W,DBL SLD	BRG,BALL,12MM ID X 24MM OD X 6MM W,DBL SLD	2
Seatstay carbon (gloss carbon)	S215000001	Seatstay	SS,AS FINISHED,PA TRAIL FSR E1.1,CRBN	
Bearing		12 mm ID x 21 mm OD x 5 mm W DBL SLD	BRG,BALL,12mm ID X 21mm OD X 5mm W,DBL SLD	4
Bearing spacer		6 mm ID x 16 mm OD x 16 mm W	SPCR,STEP,6MM ID X 16MM OD X 16MM W,7075-T6	2
Bearing suspension kit	S210600001		BRG MY22 LEVO SUSPENSION BEARING KIT	
Bearing		17 mm ID x 28 mm OD x 6 mm W,DBL SLD	BRG,BALL,17MM ID X 28MM OD X 6MM W,DBL SLD	8
Bearing		12 mm ID x 24 mm OD x 6 mm W,DBL SLD	BRG,BALL,12MM ID X 24MM OD X 6MM W,DBL SLD	6
Bearing		12 mm ID x 21 mm OD x 5 mm W,DBL SLD	BRG,BALL,12MM ID X 21MM OD X 5MM W,DBL SLD	4
Kenevo SL lower link kit	S214300002		SHL MY22 KENEVO SL LOWER LINK, ALY	
Lower link		Lower link alloy	LINK C,PA TRAIL FSR E1.1,29,CRBN,LT	1
Bearing		17 mm ID x 28 mm OD x 6 mm W,DBL SLD	BRG,BALL,17MM ID X 28MM OD X 6MM W,DBL SLD	4
Bearing spacer		17 mm ID x 40.5 mm OD x 2 mm W	SPCR,17 ID X 40.5 OD X 2 W,ALY,BLK	1
Kenevo SL upper link kit	S214300005		SHL MY22 KENEVO SL UPPER LINK, ALY	
Upper link		Upper link alloy	LINK A,PA TRAIL FSR E1.1,29,CRBN,LT	1
Bearing		12 mm ID x 24 mm OD x 6 mm W,DBL SLD	BRG,BALL,12MM ID X 24MM OD X 6MM W,DBL SLD	4
Kenevo SL mid link kit	S214300003		SHL MY22 KENEVO SL MID LINK, ALY	
Mid link		Mid link carbon	LINK B,PA TRAIL FSR E1.1,29,CRBN,LT,ALY	1
Bearing		17 mm ID x 28 mm OD x 6 mm W,DBL SLD	BRG,BALL,17MM ID X 28MM OD X 6MM W,DBL SLD	2
Bearing		12 mm ID x 24 mm OD x 6 mm W,DBL SLD	BRG,BALL,12MM ID X 24MM OD X 6MM W,DBL SLD	2
Kenevo SL suspension bolt kit	S210500009		BLT MY22 KENEVO SL SUSPENSION BOLT KIT	
Upper link @ seatstay inner spacer		10/12 mm ID x 17.5 mm OD x 2.5 mm W	BSHG,FLG,10/12MM ID X 17.5MM OD X 2.5MM W,BLK	8
Upper link @ seat tubespacer		12 mm ID x 18.6 mm OD x 2.7 mm W	BSHG,FLG,12MM ID X 18.6MM OD X 2.7MM W	2
Lower link @ mid link inner spacer		15/17 mm ID x 23 mm OD x 2.5 mm W	BSHG,FLG,15/17MM ID X 23MM OD X 2.5 W	7
Mid link @ lower link inner spacer		15 mm ID x 9.65 mm OD x 6.5 mm W	BSHG,FLG,15MM ID X 9.65MM OD X 6.5MM W,ALY	2
Horst flip chip outer			DO PIVOT SPACER,GEO ADJ,6.0 ID, FLAT	2
Horst flip chip inner			DO PIVOT SPACER,GEO ADJ,M6 X 1	2
Horst pivot outer spacer		12 mm ID x 21 mm OD x 2.5 mm W	HORST PIVOT OUTER SPACER ASSY 12X21X2.5	4
Mid link @ lower link nut		M15 custom nut	NUT CSTM,15MM ID,STL	1
Lower link @ shock tunnel wedge		M8 x 1 mm p expander bolt Titanium	SCR,CUST,EXPANDER WEDGE,M8,TI	1
Lower link @ shock tunnel axle		M15 x 67 mm x 1 mm p expanding bolt	SCR,CUST,EXPANDING,M15X1.0 X 67,7075,BLK	1
Upper link @ mid link/seatstay bolt		M10 x 32 mm x 1 mm p bolt	SCR,CUST,M10X1.0 X 32,7075,BLK	2
Upper link @ seat tube bolt		M12 x 20 mm x 1 mm p bolt	SCR,CUST,M12X1.0 X 20,7075,BLK	2
Mid link @ lower link axle bolt		M15 x 71 mm x 0.8 mm p bolt	SCR,CUST,M15X0.8 X 71,7075,BLK	1
Main pivot bolt NDS		M15 x 19 mm x 1 mm p bolt	SCR,CUST,M15X1.0 X 19,7075,BLK	1
Main pivot bolt DS		M15 x 19 mm x 1 mm p bolt + cover	SCR,CUST,M15X1.0 X 19,CHAIN GUIDE,7075,BLK	1
Horst pivot bolt		M6 x 32.5 mm x 1 mm p bolt	SCR,CUST,M6X1.0 X 32.5,STL,BLK	2
Mud flap screw		T25-M4 x 7 mm x 0.8 mm p bolt	SCR,CUST,T25,M4X0.7X8,2024,BLK	2
Lower link @ shock tunnel spacer		17 mm ID x 40.5 mm OD x 2 mm W	SPCR,17 ID X 40.5 OD X 2 W,ALY,BLK	1
Horst pivot inner spacer		6 mm ID x 16 mm OD x 16 mm W	SPCR,STEP,6MM ID X 16MM OD X 16MM W,7075-T6	2
Speed sensor bolt		M4 x 14 mm x 0.7 mm p bolt	SCR,SKT FLT HD,M4X0.7 X 14,7075-T73,BLK	1

ICR port mounting screw		M3 x 6 mm x 0.5 mm p bolt	SCR,SKT FLT HD,M3X0.5X6,STL BLK ZINC	2
Forward shock mounting bolt	S210500007	M8 x 45 mm x 1 mm p bolt	SCR,CUST,M8X1.0 X 45,STL	1
Forward shock mounting bolt		8.3 mm ID x 13 mm OD x 0.5 mm W	WSHR,FLAT,M8,8.3IDX13ODX0.5THK,304SST	1
Horst pivot geo adjust kit	S210500006			
Horst pivot bolt		M6 x 32.5 mm x 1 mm p bolt	SCR,CUST,M6X1.0 X 32.5,STL,BLK	2
Horst pivot outer spacer		12 mm ID x 21 mm OD x 2.5 mm W	HORST PIVOT OUTER SPACER 12X21X2.5	4
Horst flip chip outer			DO PIVOT SPACER,GEO ADJ,6.0 ID, FLAT	2
Horst flip chip inner			DO PIVOT SPACER,GEO ADJ,M6 X 1	2
SRAM Universal Derailleur Hanger	S202600002		HGR SRAM AC UDH DERAILLEUR HANGER AL BLACK	1

10. SPECIFICATIONS

10.1. GENERAL TORQUE SPECS

LOCATION	TOOL	TORQUE	
		Nm	in-lbf
Seat collar	4 mm hex	6.2	55
Stem @ steerer tube (trail stem)	5 mm hex	8	71
Stem @ handlebar (trail stem)	5 mm hex	6	53
Spider lock bolt	5 mm hex	5	44.5
Crank bolts	8 mm hex	50	443
Chainring bolts	5 mm hex	9	80
Water bottle cage bolt	3 mm hex	2.8	25
12 Mm rear axle	6 mm hex	15	133
Derailleur hanger	8 mm hex	25	221
ICR guide screw	2 mm hex	0.8	7
Tcu display 1 & 2	T10 Torx	0.8	7
Motor mount bolt Non-drive side	5 mm hex	16.5	146
Motor mount bolt Non-drive side	T30 Torx	10	90
Speed sensor bolt (@Horst pivot)	3 mm hex	1	9
Speed sensor magnet holder (6 bolt version)	T25 Torx	6.2	55
Remote	2 mm hex	0.8	7
Battery bolt	T25 Torx	10	90
Rock guard pivot bolt	5 mm hex	2.4	21.3
Chain guide	4 mm hex	3.5	30

10.2. SUSPENSION TORQUE SPECS

LOCATION	TOOL	TORQUE	
		Nm	in-lbf
MAIN PIVOT BOLT NDS	8 mm HEX	25	220
MAIN PIVOT BOLT DS + CHAIN GUIDE	8 mm HEX	25	220
LOWER LINK @ SHOCK TUNNEL DS A	8 mm HEX	25	220
LOWER LINK @ SHOCK TUNNEL DS WEDGE BOLT	8 mm HEX	17	150
MID LINK @ LOWER LINK/REAR SHOCK EYE AXLE	6 mm HEX	25	220
MID LINK @ LOWER LINK/REAR SHOCK EYE NUT	8 mm HEX	25	220

UPPER LINK @ MID LINK/SEATSTAY BOLT	5 mm HEX	17	150
UPPER LINK @ SEAT TUBE BOLT	5 mm HEX	20	180
HORST PIVOT BOLT	5 mm HEX	10	90
FORWARD SHOCK EYE BOLT	5 mm HEX	12.7	113

10.3. BRAKE ROTOR

	Max	Min	Info
Brake rotor rear	220 mm	180 mm	Post mount standard

10.4. CHAINRING

	Max	Min	Info
Chainring	34 T	32 T	36 T can be without the chain guide

10.5. WHEELS

	Max	Min	Info
Front	29" x 2.6"		
Rear	27.5" x 2.6"		

10.6. SEATPOST INSERTION

SIZE	MAX INSERTION	MIN INSERTION
S2	150 mm	80 mm
S3	150 mm	
S4	170 mm	
S5	200 mm	

