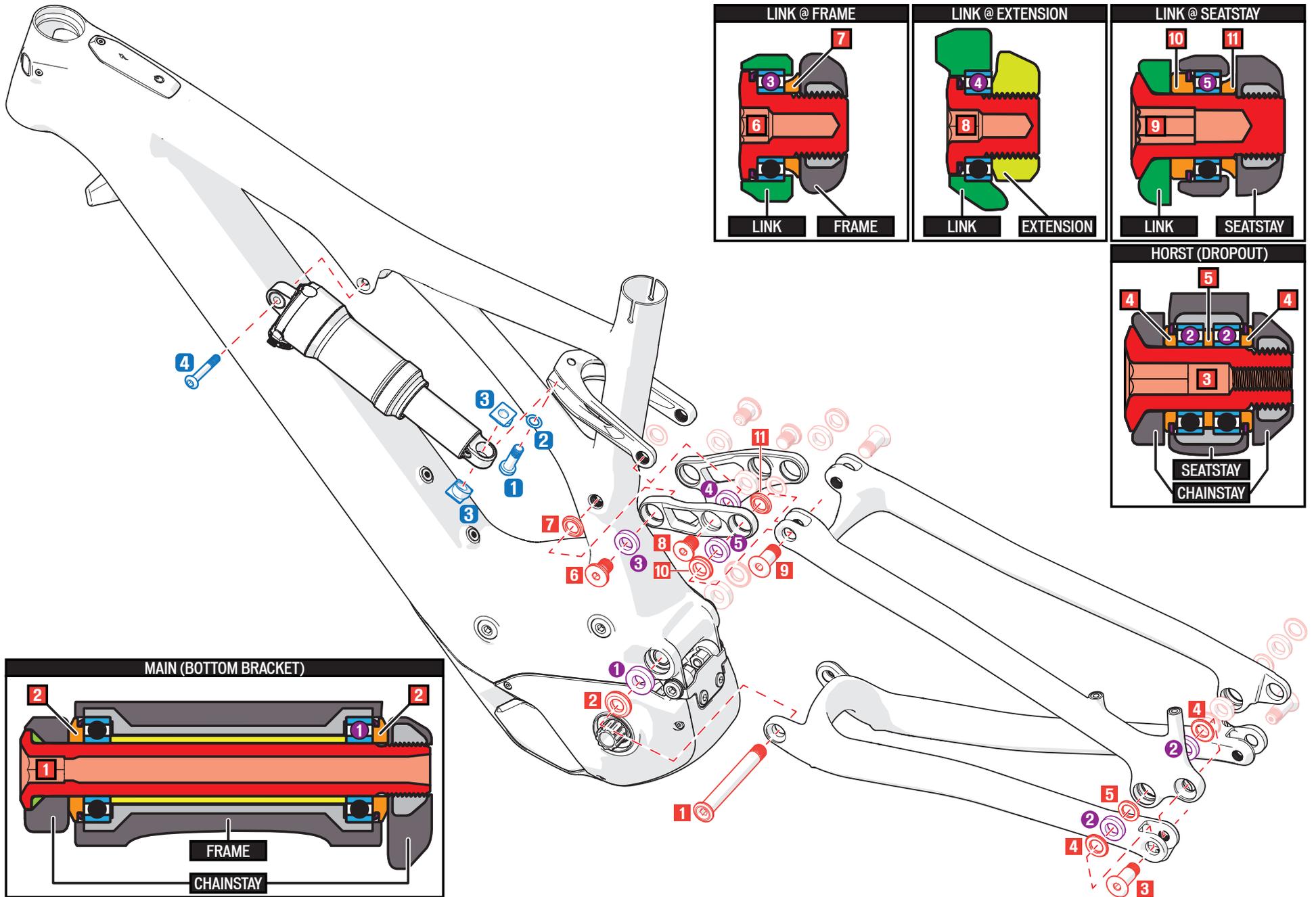


PIVOT PARTS SCHEMATIC

LEVO FSR (GEN2)



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#	PIVOT	PART	QTY	MATERIAL	Ø OD	Ø ID	WIDTH	THREAD	LENGTH	TOOL	TORQUE (in-lbf / N*m)	COMMENTS
1	Main (bottom bracket)	Bearing	2	Steel	24	12	6					Full complement bearing
2	Horst (dropout)	Bearing	4	Steel	21	12	5					Full complement bearing
3	S-Link @ Seat Tube	Bearing	2	Steel	21	12	5					Full complement bearing
4	S-Link @ Extension	Bearing	2	Steel	21	12	5					Full complement bearing
5	S-Link @ Seatstay	Bearing	2	Steel	21	12	5					Full complement bearing

1	Main (bottom bracket)	Axle	1	Aluminum	12			M12	104	6mm HEX	160 / 18	Countersunk head, with brass washer
2		Spacer	2	Aluminum	23.5	12.1	3.57					Chamfered profile, sealed
3	Horst (dropout)	Bolt	2	Aluminum	12			M11	30	6mm HEX	180 / 20.3	Countersunk head
4		Spacer (outer)	4	Aluminum	21	12	2.5					Chamfered profile, sealed
5		Spacer (inner)	2	Aluminum	18	12	2					Square-edged profile
6	S-Link @ Seat Tube	Bolt	2	Aluminum	12			M12	17	6mm HEX	180 / 20.3	With seal
7		Spacer	2	Aluminum	19.5	12.1	3					Chamfered profile
8	S-Link @ Extension	Bolt	2	Aluminum	12			M12	14	6mm HEX	180 / 20.3	With seal
9	S-Link @ Seatstay	Bolt	2	Aluminum	12			M12	30	6mm HEX	180 / 20.3	With seal
10		Spacer	2	Aluminum	21	12.1	4.5					Chamfered profile, sealed
11		Spacer	2	Aluminum	19.5	12.1	3					Chamfered profile

1	Lower shock eye	Bolt	1	Steel	8			M8	26	6mm HEX	210 / 23.7	TORQUE BOLT LAST
2		Washer	1	Steel	13	8.2	0.5					
3		Flip Chip	2	Steel	15	8	6.5					
4	Upper shock eye	Bolt	1	Steel	6			M6	40	5mm HEX	90 / 10.2	Countersunk head



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 against the bearing, and the wider surface against the frame or stay.



PIVOT BOLTS: All pivot bolts are factory treated with a one-time use Loctite Dryloc thread coating. If the bolts are removed for maintenance, either clean and apply a new coat of Loctite blue 242 threadlocker, or install new bolts. Only apply grease to the unthreaded portion of the bolt shaft and the inner bolt head surface. Do NOT grease the threads.



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.