

ENDURO



USER MANUAL



CONTENTS

INTRODUCTION	1
INTENDED USE.....	.1
WARRANTY.....	.1
GENERAL NOTES ABOUT ASSEMBLY	1
SEATPOST.....	2
BOTTOM BRACKET	3
FRONT DERAILLEUR	3
REAR AXLE	3
SPARE PARTS	3
SPECIFICATIONS	3
GENERAL NOTES ABOUT MAINTENANCE	4
BIKE SETUP SPECIFICATIONS	5
BOLT SIZE / TOOLS / TORQUE SPECS5
TOOLS REQUIRED.....	.5
FRAME LINKAGE ASSEMBLY6
SWAT BIKE EQUIPMENT	6
TCCT (Top Cap Chain Tool)7
EMT TOOL8
SWAT DOWN TUBE STORAGE9
INTERNAL CABLE ROUTING	10
CARBON FRAME10
ALLOY FRAME12
AUTOSAG AIR SHOCK SETUP	14
STEP 1: SETTING AUTOSAG14
STEP 2: ADJUSTING REBOUND14
STEP 3: ADJUSTING COMPRESSION15
OHLINS TTX22 COIL SHOCK15
SETUP DATA.....	15

SPECIALIZED BICYCLE COMPONENTS

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

0000072787_UM_R1, 09/16

Please note all instructions are subject to change and updates without notice.

Please visit www.specialized.com for periodic tech updates.

Feedback: techdocs@specialized.com

INTRODUCTION

This user manual is specific to your Specialized Enduro FSR 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, 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.

INTENDED USE

The Specialized Enduro FSR is intended and tested for Mountain Bike (condition 4) use only. For more information on intended use and structural weight limits for the frame and components, please refer to the Owner's Manual.

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.

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 Enduro FSR, 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 Enduro FSR, including, but not limited to, the rear suspension and cable guides, are proprietary to the Enduro FSR. 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. Enduro FSR specific components should only be used on the Enduro FSR 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 bicycle 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.



CAUTION: Do not face or ream the bottom bracket shell! This can prevent proper installation of the crank. Your Specialized frame does not require any bottom bracket shell pre-installation preparation, as all surfaces have been precisely machined to specific tolerances at the factory for proper interface with OSBB/BB30 compatible crankset.



In order to successfully build the Enduro FSR bicycle, 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.

- 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.

- Specialized carbon frames use a 11/8" (41.8mm x 8mm x 45°) Campagnolo Standard compatible top and 1.5" (52mm x 7mm x 45°) bottom bearing, except Demo frames which use a 1.5" diameter headset, top and bottom. Ensure that replacement bearings are compatible with the Specialized headset specification. No tools are needed for installation or removal of both bearings. Grease bearing surfaces before installation.

SEATPOST

- Enduro FSR frames have a 34.9mm seatpost diameter and require that the seatpost have a tolerance of 34.78mm to 34.95mm.

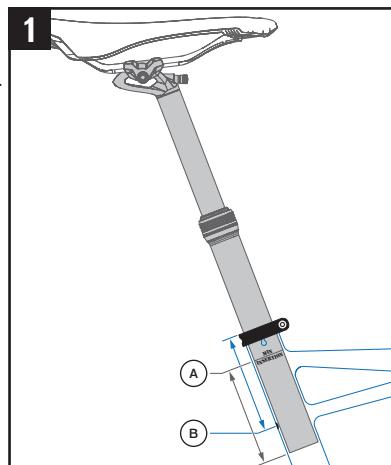
SEATPOST MINIMUM INSERTION:

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.1A).
- The seatpost must also be inserted into the seat tube deep enough to be visible through the sight hole (fig.1B), or if no sight hole is present, the insertion must meet or exceed the minimum measured insertion depth (fig.1B) required by the size of the frame (see below).
- If the seatpost and frame minimum insertion requirements differ from each other, always use the longer minimum insertion. For example, if the frame requires 70mm, but the seatpost requires 100mm, then 100mm is the minimum insertion required.

- **SMALL / MEDIUM FRAME SIZE:** Minimum insertion 70mm
- **LARGE / X-LARGE FRAME SIZE:** Minimum insertion 100mm

If the seatpost is at the min/max mark and the seatpost is not visible through the sight hole or does not meet or exceed the minimum measured insertion depth of the frame, 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!** 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!** 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!** 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.

BOTTOM BRACKET

The Enduro frames are equipped with a 73mm wide BSA threaded bottom bracket. Refer to the manufacturer's instruction guide for installation procedures.

FRONT DERAILLEUR

The Specialized Enduro models are not compatible with front derailleurs. Single (1x) front chainring setups only.

REAR AXLE

Enduro FSR models are equipped with a 148mm x 12mm Boost rear axle system, which requires the use of a 148mm Boost compatible wheel. For additional information regarding compatibility, please refer to www.specialized.com.

SPARE PARTS

Specialized offers replacement parts for most FSR models, available through your Authorized Specialized Retailer.

S176900002	CSP MY17 ENDURO 29 CHAINSTAY PROTECTOR FOR CARBON STAY
S176900003	CSP MY17 ENDURO 29/650B CHAINSTAY PROTECTOR FOR ALLOY STAY
S176900004	CSP MY17 ENDURO 650B CHAINSTAY PROTECTOR FOR CARBON STAY

SPECIFICATIONS

FRAME SPECS:

ITEM	SPEC
Headset	11/8" / 1.5"
Seat Collar Diameter	38.6mm
Seatpost Diameter	34.9mm (with 30.9mm shim)
Derailleur Hanger	S162600002
Bottom Bracket Shell	73mm BSA Threaded
Chinguide tabs	ISCG 05
Rear Hub Spacing	148 x 12mm

FORK LENGTH:

WHEEL SIZE	FORK TRAVEL
650b	170mm
29"	160mm



WARNING! Specialized frames are compatible **ONLY** with forks that have a specific maximum amount of travel (see table below). 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.

GENERAL NOTES ABOUT MAINTENANCE

The Specialized Enduro FSR 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 frequency and type of 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, which can result in increased bearing and crank wear, which can affect the normal function of the bearings. 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.
- 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, which may impair the structural integrity of the frame.



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.

BIKE SETUP SPECIFICATIONS

BOLT SIZE / TOOLS / TORQUE SPECS

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:

FSR PIVOT TORQUE SPECS:

LOCATION	ALLEN KEY SIZE	TORQUE (in-lbf)	TORQUE (Nm)
Main (bottom bracket)	8mm	204	23
Dropout (Horst Link)	8mm	204	23
Link @ seat tube	8mm	204	23
Link @ seatstay	8mm	204	23
Link @ extension	8mm	204	23
Lower shock mount	5mm	156	18
Upper shock eye mount	6 / 8mm	156	18

GENERAL TORQUE SPECS:

LOCATION	ALLEN KEY SIZE	TORQUE (in-lbf)	TORQUE (Nm)
Seat collar	4mm	55	6.2
Water bottle boss	3mm	25	2.8
12mm rear axle	5mm	133	15.0
Derailleur hanger	4mm	35	4.0
SWAT bezel bolts	2.5mm	6	0.7
Housing exit port	3mm	6	0.7
Frame protector	2.5 / 3mm	6	0.7
Chainstay protector	2.5 / 3mm	6	0.7
Rear brake housing guides	3mm	6	0.7



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.

TOOLS REQUIRED

2.5, 3, 4, 5, 6, 8mm Allen keys
Torque wrench
High-quality grease
Blue threadlocker (Loctite 242)
Cable and housing cutters
High pressure shock pump

FRAME LINKAGE ASSEMBLY

When assembling the pivots, it's recommended to follow a specific order of assembly (fig.2), and torque all pivot axles (torque specs on page 5) only once all pivots have been assembled, in the same order as assembly.

For each pivot area, grease the surface of the spacer that's in contact with the bearings. Also, ensure that the pivot axles have a blue locking compound on the threads. Apply grease to each axle surface, including the threads.

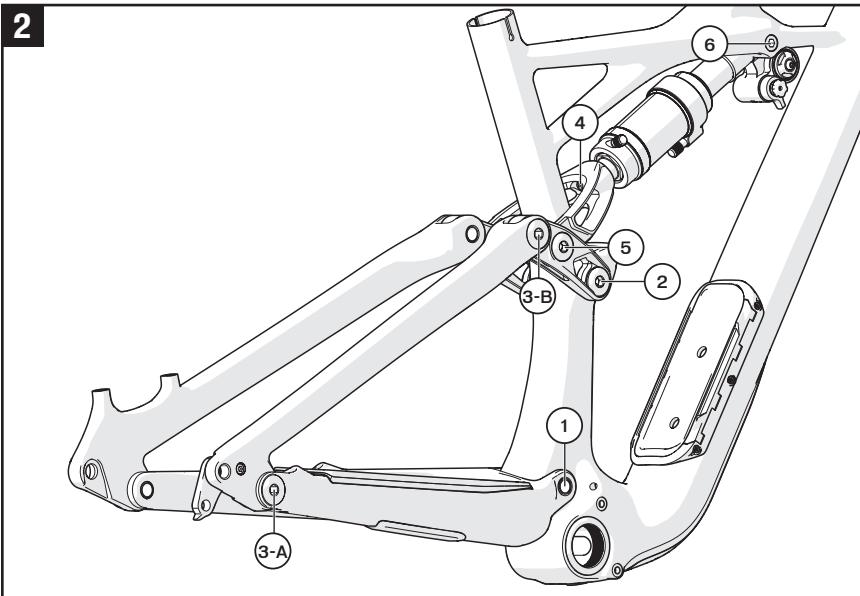
With all the bearings installed in the frame, seatstay and link, follow the specific order as listed below:

1. Main (bottom bracket) pivot
2. Link @ seat tube pivot
3. Dropout (Horst link) pivot (3-A) and link @ seatstay pivot (3-B)



The order of assembly for the seatstays (3) doesn't matter. Install the seatstays by assembling either the Horst (A) or Link (B) pivot first, followed by the remaining pivot assembly.

4. Lower shock mount
5. Link @ extension pivot
6. Upper shock eye mount



SWAT BIKE EQUIPMENT

Enduro FSR frames are compatible with certain SWAT (Storage, Water, Air, Tools) components.

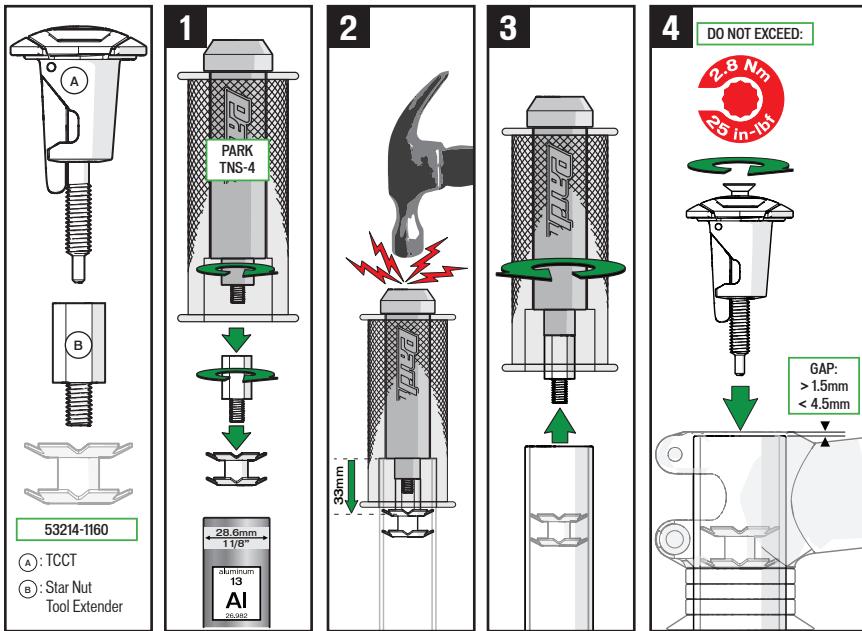
SWAT consists of the following parts:

TCCT (Top Cap Chain Tool)
SWAT Downtube storage (carbon frames)
EMT Tool

- All carbon Enduro FSR frames have down tube storage. Alloy frames do not.
- The EMT tool can be installed with the Z Cage II (See page 8).

TCCT (Top Cap Chain Tool)

TCCT INTO ALLOY STEERER TUBE:



- Install the star nut, then thread the TCCT into the star nut. Tighten the bolt down to adjust headset tension just like a regular top cap.
- Do not exceed 25 in-lbf (2.8 Nm) of torque on the top cap bolt.



In order to ensure a straight installation of the star nut, Specialized recommends the use of the Park Tool TNS-4 Threadless Star Nut Setter.

CAUTION: Installation of the TCCT with a Specialized multi-position stem (angle-adjustable): To prevent excessive side-loading of the bolt, the use of a 2 or 4 degree angled headset spacer (S142500006) is required.

USING THE TCCT:

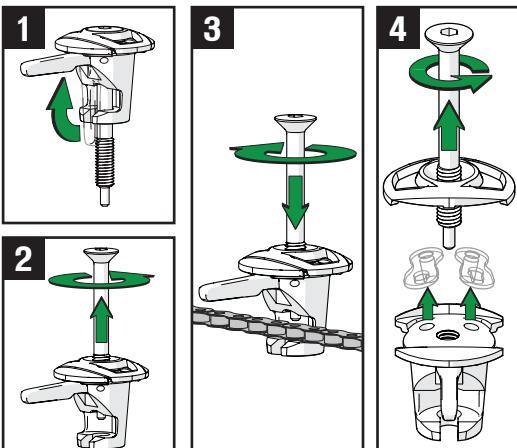
- Install the expander plug with the slit facing toward the front of the bike (180 degrees from the bolts). Tighten the bolt down to adjust headset tension just like a regular top cap.



The TCCT can be installed on additional bike models. Carbon steerer tubes require the TCCT-specific expander plug. Part # 53214-1165 only fits carbon steerer tubes with an internal diameter between 23 and 24mm, and a consistent depth of 55mm.

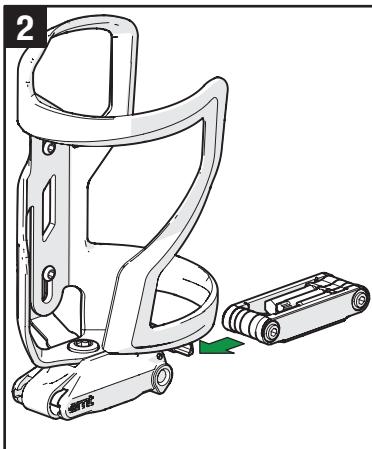
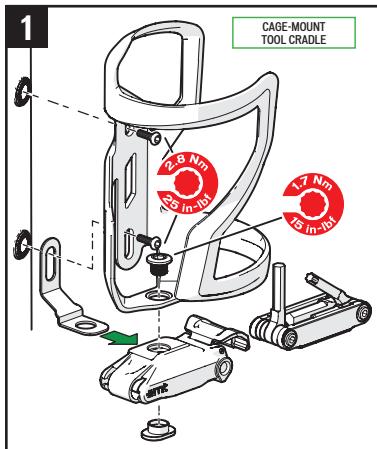


The TCCT requires the use of a quick-connect link to re-attach the chain.



EMT TOOL

Specialized Z Cage II / Cage-Mount Tool cradle



- Install the metal bracket into the Cage-Mount Tool cradle (the round hole goes into the cradle, the oblong hole aligns with the Z Cage's lower frame mounting hole).
- Align the hole at the base of the Z Cage II over the hole in the Cage-Mount Tool cradle.
- Insert the T-Nut into the Frame Tool cradle from below.
- Thread the T-Bolt into the T-Nut. Torque the T-Bolt to 15 in-lbf (1.7 Nm).
- Install the EMT tool into the cradle.



The EMT Tool with Cage-Mount Tool cradle and Z Cage II can be installed on many bike models. Some frames are not compatible due to interference between the frame and the Cage-Mount Tool cradle. Verify that the fit is unobstructed before installation.

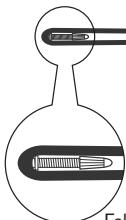


The Z Cage II is available in left- or right-side bottle entry options.

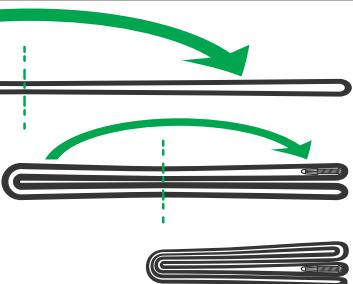
SWAT DOWN TUBE STORAGE

- Specialized Enduro FSR carbon frames are equipped with an access door on the down tube to store SWAT storage pouches for a pump or two CO2 cartridges, and a tube.

1

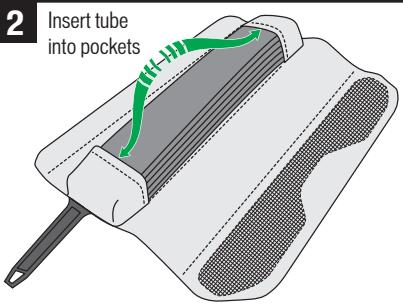


Fold tube over twice



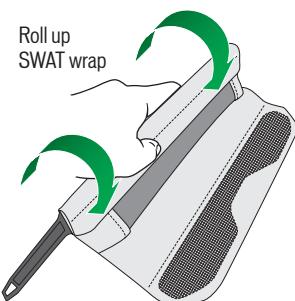
2

Insert tube
into pockets



3

Roll up
SWAT wrap



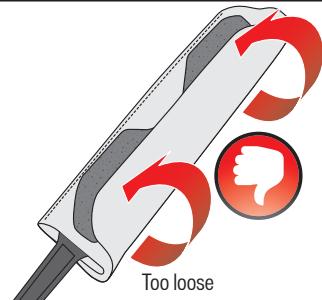
4

Correct tightness



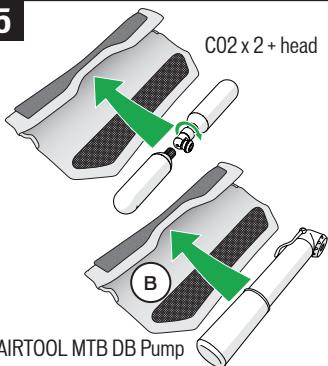
6

Too loose



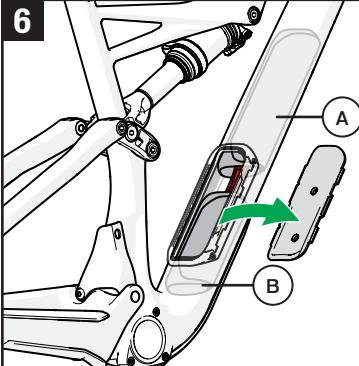
5

CO2 x 2 + head



AIRTOOL MTB DB Pump

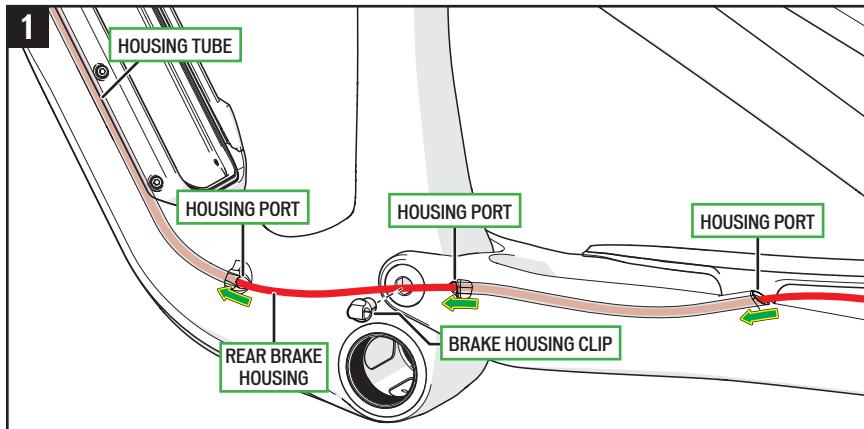
6



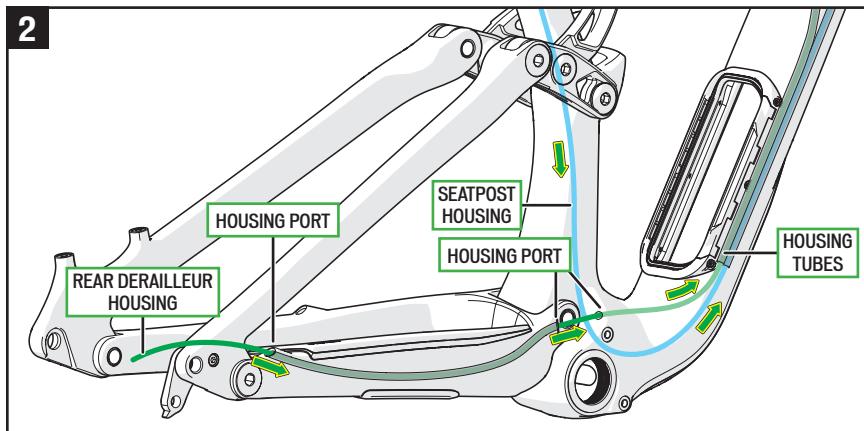
INTERNAL CABLE ROUTING

CARBON FRAME

The Internal Cable Routing (ICR) system has internal tubes molded into the down tube and chainstay to route the housing cleanly and easily. It is strongly recommended to route each housing in its designated down tube entry port for optimal routing and function (see fig.3).



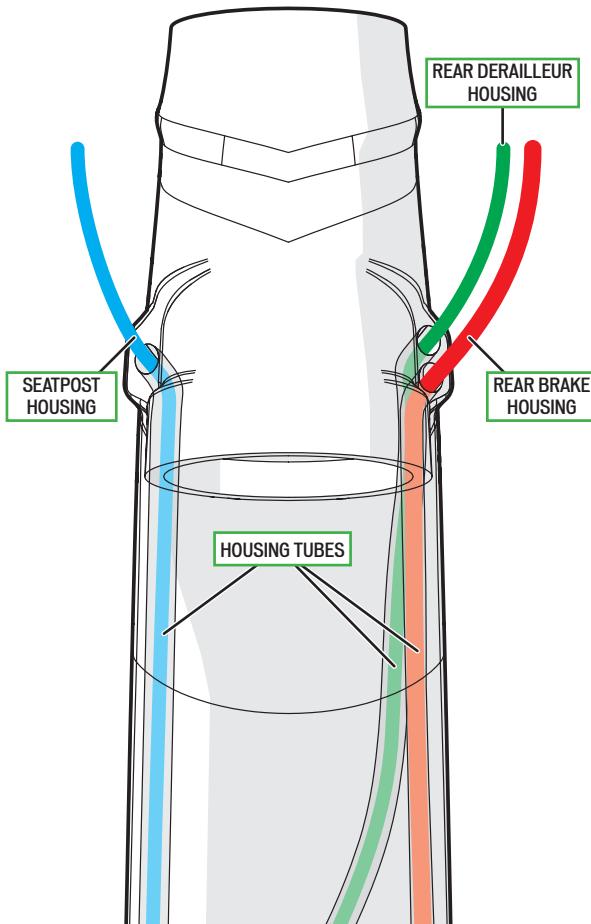
- **Rear brake (fig.1):** Route the housing starting at the housing port on the top of the chainstay (non-drive-side) until it exits at the main pivot housing port, then route the housing into the down tube housing port until it exits at the head tube (fig.3).
- Install and torque the brake caliper as instructed by the brake manufacturer. Trim the housing so that the handlebar can rotate 90 degrees in each direction. Connect the housing to the brake lever, then bleed the brake if necessary.
- Install the bottom bracket pivot brake housing clip over the housing and into the axle.



- **Rear derailleur (fig.2):** Route the housing starting at the entry port at the dropout (drive-side) until it exits at the bottom bracket pivot, then route the housing into the down tube entry port. Once it's inside the down tube and visible through the SWAT storage door opening, curve the end of the housing up a bit, then route it into the LOWER tube on the drive-side of the down tube until it exits at the head tube (fig.3).
- Install and torque the derailleur as instructed by the derailleur/shifter manufacturer. Trim the housing so that the handlebar can rotate 90 degrees in each direction, then connect the cable and housing to the derailleur and shifter.

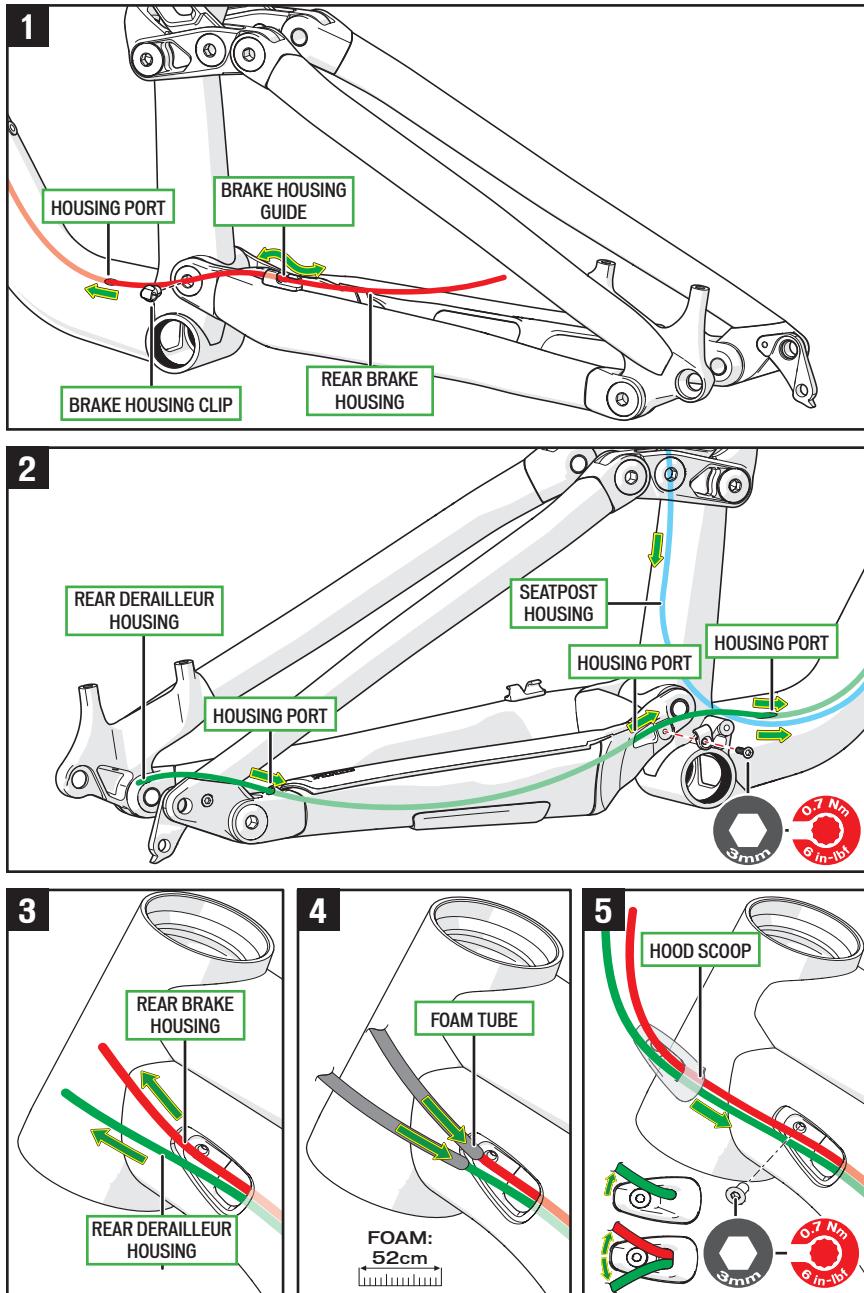
- **Internally routed telescoping seatpost:** Route the housing down the seat tube until it's visible at the down tube. Once it's inside the down tube and visible through the SWAT door opening, locate the housing, curve the end of the housing up a bit, then route it into the UPPER tube on the drive-side of the down tube until it exits at the head tube (fig.3).
- Adjust the housing length, then install and torque the seatpost as instructed by the seatpost manufacturer.

3



ALLOY FRAME

The Internal Cable Routing (ICR) system uses hood scoops at the top of the down tube, along with housing port holes at the bottom of the down tube (rear brake and derailleur) and along the chainstay (rear derailleur). It is strongly recommended to route each housing in its designated down tube entry port for optimal routing and function.



- **Fig.1 Rear brake:** Insert the housing into the housing port at the bottom of the down tube (non-drive-side) then route the housing up the down tube until it exits the hood scoop port at the top of the down tube (fig.3, non-drive-side).

- Route the housing through the chainstay cable guide, then install the brake caliper on the seatstay mount.



For UK-style inverted brake routing, the hood scoops can be reversed, with the brake housing exiting the hood scoop port on the drive-side.

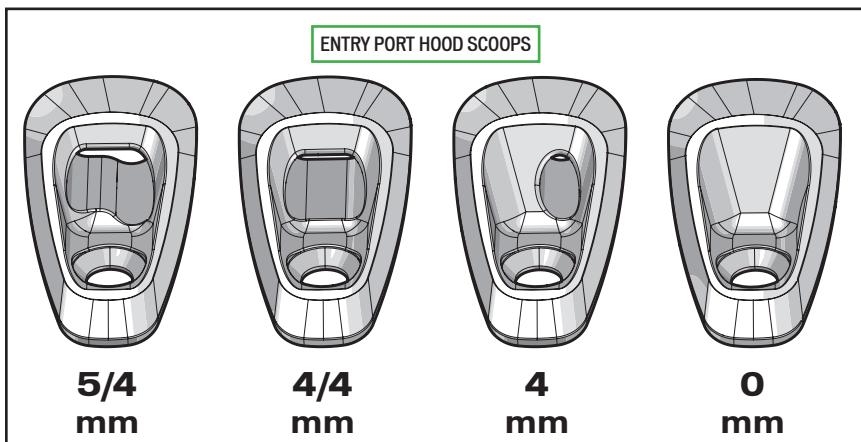


To help make the routing of the derailleur and seatpost housings through the chainstay and seat tube easier and smoother, Specialized recommends installing a derailleur cable into the housing. Route the housings into the chainstay and frame with the cable head leading the way. The smooth, rounded surface of the cable head will help keep the housings from getting caught up on sharp edges.

- **Fig.2 Rear derailleur:** Insert the housing into the chainstay at the dropout port until it exits the chainstay at the main pivot port near the bottom bracket.
- Continue running the housing through the chainstay, then insert the housing into the housing port at the bottom of the down tube (drive-side). Route the housing up the down tube until it exits the hood scoop port at the top of the down tube (fig.3, non-drive-side).
- **Fig.2 Internally routed telescoping seatpost:** Route the housing down the seat tube and up the down tube until it exits at the head tube drive-side hood scoop port (fig.3).

- **ALL HOUSINGS:**

- **Fig.4:** Slide a "churro" foam tube over each housing exiting from the hood scoop ports, until the foam tubes are fully inserted into the down tube.
- **Fig.5:** Install the hood scoops over the housings and into the down tube hood scoop ports. Using a 3mm Allen key, torque the hood scoop bolts to 6 in-lbf (0.7 Nm).
- Install and torque each component (brake, derailleur and seatpost) as instructed by the component manufacturer. Trim each housing so the handlebar can rotate 90 degrees in each direction. Bleed the rear brake if necessary.
- **Fig.1:** Install the bottom bracket pivot brake housing clip over the housing and into the axle.
- **Fig.2:** Install the rear derailleur cable mounting clip next to the main pivot exit port of the chainstay, near the bottom bracket. Torque the mounting clip bolt to 6 in-lbf (0.7 Nm).



AUTOSAG AIR SHOCK SETUP

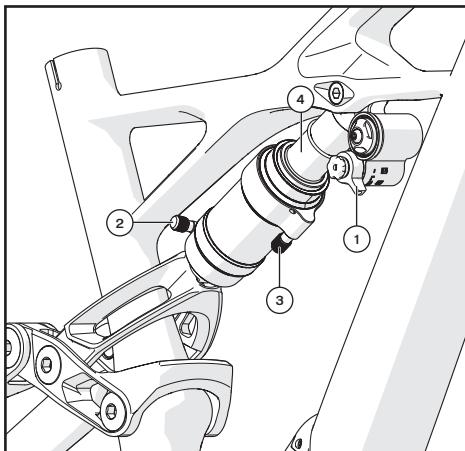
Enduro FSR models with air shocks are equipped with AUTOSAG, a unique feature designed to simplify and speed up the adjustment of air pressure. The AUTOSAG feature automatically determines the correct amount of sag, and eliminates the need to refer to an air chart to determine the correct pressure based on rider weight. However, the shock still requires compression and rebound adjustment based on type of terrain and rider weight. Please refer to the rebound chart on page 15.



Air pressures, rebound and compression settings are suggested starting point recommendations only. They should be adjusted according to the rider's needs for each type of terrain to achieve optimal performance. Shock air pressure can also be set up manually to rider preference.

STEP 1: SETTING AUTOSAG

1. Position the shock compression lever or knob to the full open or off position ① . Remove the positive air valve cap and the AUTOSAG valve cap.
2. Attach a high-pressure shock pump to the positive air valve ② .
- Inflate to the rider's weight in pounds (lb) plus 50psi. For kilograms, multiply by three (e.g. 75kg = 225psi).
3. Make sure the rider is wearing all gear that would normally be worn on a ride (shoes, helmet, hydration pack if used, etc.). Mount the bicycle, prop up against a wall, and sit in the saddle in a normal riding position. **Do not** set sag while riding.
4. Press the AUTOSAG valve ③ . Air will release as the suspension settles into its pre-adjusted sag point. Make sure all the air is out and release the valve.
5. Cycle the shock a few times ④ , then dismount the bicycle.
6. Do not depress the AUTOSAG valve again, otherwise the proper sag setting will be lost, and will require this procedure to be repeated from step #2.
7. Put the positive air and AUTOSAG valve caps back on.



CAUTION: Do not exceed 350psi before activating the Autosag valve (this is a starting pressure only). After the Autosag is activated, it is recommended to not exceed a maximum working pressure of 300psi when riding.



Rider weight in pounds (lb) plus the PSI (depending on model as described above) is the lowest amount of pressure that should be in the shock before activating AUTOSAG. If the air pressure is too low, the AUTOSAG button may let air out of the negative chamber, which would result in incorrect sag.



Sag is measured as the distance between the o-ring and the shock body's seal, after the rider's weight has been applied to the bike, with no bounce. When AUTOSAG is correctly set, sag should measure approximately (20-30% of stroke, depending on riding/terrain experience, i.e. travel). If the rider is approaching 300lbs, AUTOSAG may not function, and sag may exceed the bike's prescribed amount.

STEP 2: ADJUSTING REBOUND

Ohlins STX22M Air: Please refer to the Ohlins STX22Air Owner's Manual for rebound instructions.

RockShox Monarch Plus RC3: Refer to the rebound chart to set the rebound damping. Rebound damping controls the rate at which the shock returns after it has been compressed.

- Clockwise for slower rebound (slow speed, bigger hits).
- Counter-clockwise for faster rebound (higher speeds, small bumps, more traction).

REBOUND

RIDER WEIGHT		CLICKS	
LBS	KG	RS MONARCH PLUS RC3 650b	RS MONARCH PLUS RC3 29
90 - 130	41 - 60	7 - 10	8 - 11
140 - 190	64 - 86	5 - 7	6 - 8
200 - 250	91 - 113	3 - 5	4 - 6
260 - 280	118 - 127	1 - 3	2 - 4

STEP 3: ADJUSTING COMPRESSION

Ohlins STX22M Air: Please refer to the Ohlins STX22Air Owner's Manual for rebound instructions.

RockShox Monarch Plus RC3: Choose the optimal compression setting based on the terrain conditions.

- **OPEN:** Low-speed compression setting optimized for the perfect balance of control and plushness for steep, aggressive descents.
- **PEDAL:** Moderate low-speed compression setting is activated for an optimal blend of pedaling efficiency and bike control on variable terrain.
- **LOCK:** The firmest low-speed compression setting is activated for maximum pedaling efficiency.

OHLINS TTX22 COIL SHOCK

Ohlins TTX22 Coil: Please refer to the Ohlins TTX22 Coil Owner's Manual for rebound instructions.

SMALL	MEDIUM	LARGE	X-LARGE
68N/mm (388 lbs/in)	76N/mm (434 lnd/in)	84N/mm (480 lbs/in)	88N/mm (502 lnb/in)

Additional spring rates are available through your Authorized Specialized Retailer.

68N/mm // 388 lbs/in	80N/mm // 457 lbs/in	92N/mm // 525 lbs/in
72N/mm // 411 lbs/in	84N/mm // 480 lbs/in	96N/mm // 548 lbs/in
76N/mm // 434 lbs/in	88N/mm // 502 lbs/in	100N/mm // 571 lbs/in

SETUP DATA

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



SPECIALIZED BICYCLE COMPONENTS

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