

REAR DERAILLEUR (Mechanical):

- Starting at the exit port in front of and below the drive side dropout, route the housing through the internal ICR tube through the chainstay until it exits the head tube on the non-drive side.
- Finish the shift assembly installation according to the manufacturer's instructions.

5.4. HEAD TUBE ICR PORT

5.10

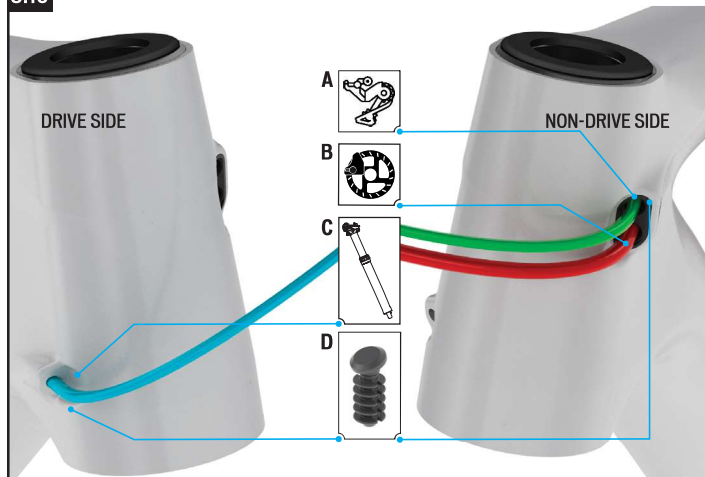


Fig. 5.10

- Route the shift cable through the upper port (A) and the brake housing through the lower port (B).
- Use the rubber plug (D) to close the upper exit hole on the ICR port (A) on the non-drive side if you're running wireless shifting.
- Use the rubber plug (D) to close the exit hole on the drive side exit port (C) if you're running a wireless actuated dropper post and not running a cable-actuated dropper post.

6. REAR TRIANGLE PIVOT ASSEMBLY



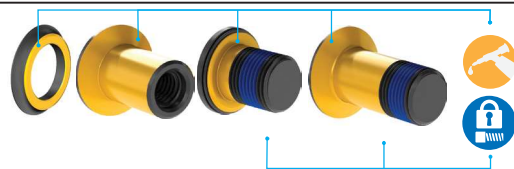
To successfully build the Stumpjumper EVO rear triangle, it is very important to follow the order of operations as outlined in this manual. Modifying the order of assembly will result in a longer build process.



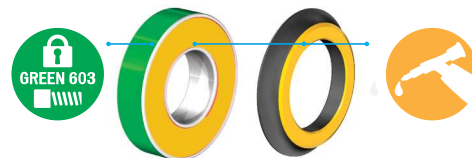
To properly assemble the Stumpjumper, grease all surfaces that contact inner bearing races before placing the spacers against the bearings. This helps keep the spacers in place when assembling each pivot. Always place the smaller (tapered) surface against the bearing, and the wider surface against the frame or stay.



All pivot bolts are factory treated with a blue thread locker patch to help prevent the threads from seizing and/or creaking. Additionally, grease can be applied to the entire contact surface of the bolts.



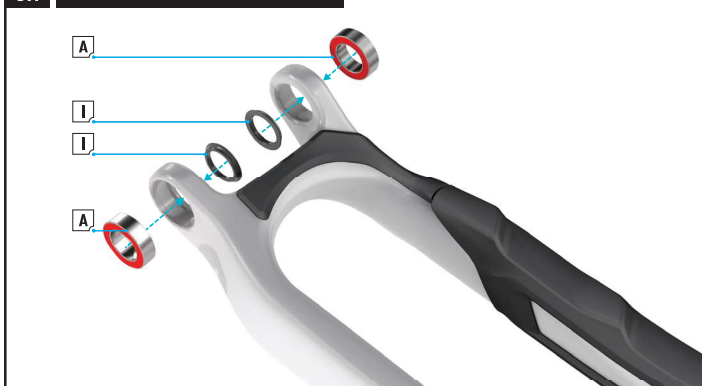
Apply green retaining compound (Loctite 603) to all the bearing/bore interface surfaces, then press all the bearings into their respective pivot locations.



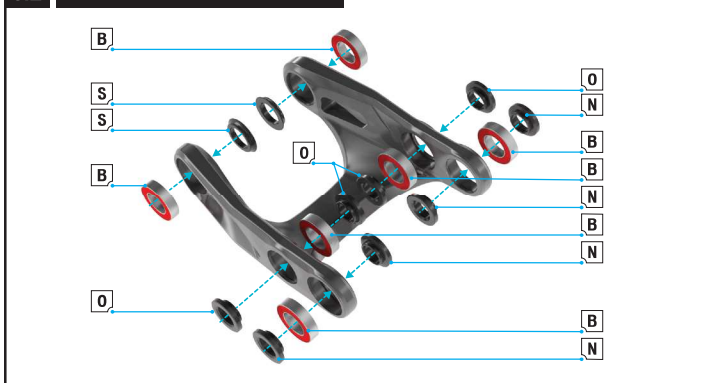
Install the bottom bracket after the rear triangle is assembled.

6.1. BEARING ASSEMBLY

6.1 MAIN PIVOT BEARINGS AND SPACERS



6.2 LINK BEARINGS AND SPACERS



6.3 HORST BEARINGS AND SPACERS

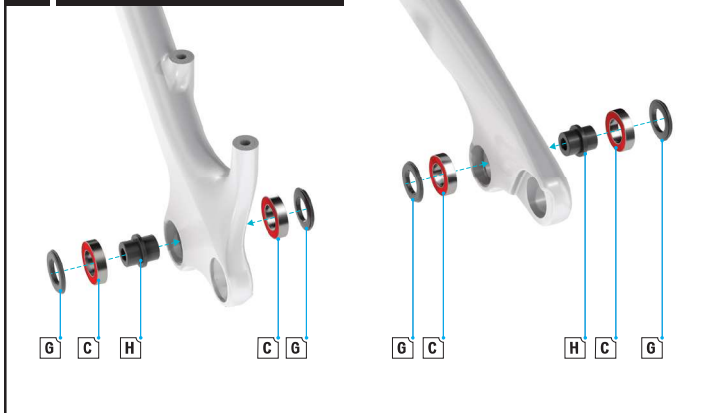


Fig. 6.3

- Place the spacer into the bearing hole from the outer side of the chainstays.
- Insert the bearings from both sides of the chainstay, sandwiching the spacer in the center.

6.2. PIVOT ASSEMBLY

EXTENSION @ SHOCK

6.4

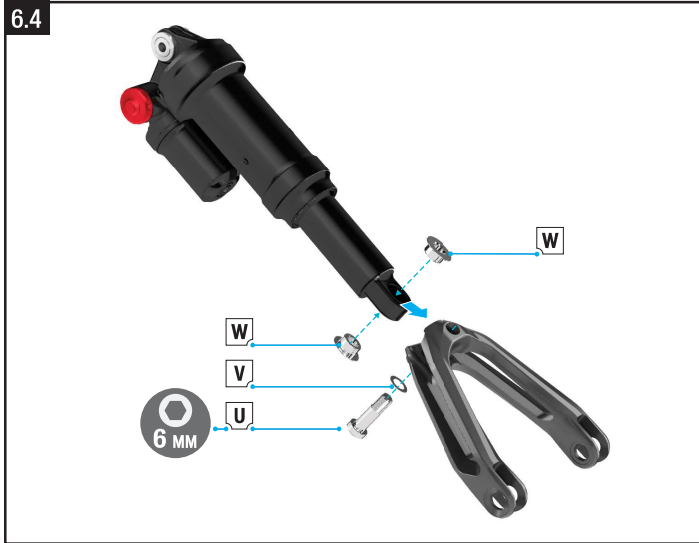


Fig. 6.4

- Locate the two parts of the sleeve into the lower shock eyelet.
- Align the shock eye with the extension hole, then install the bolt.
- Do not torque the lower shock eyebolt until the last step!

LINK @ SEAT TUBE

6.5

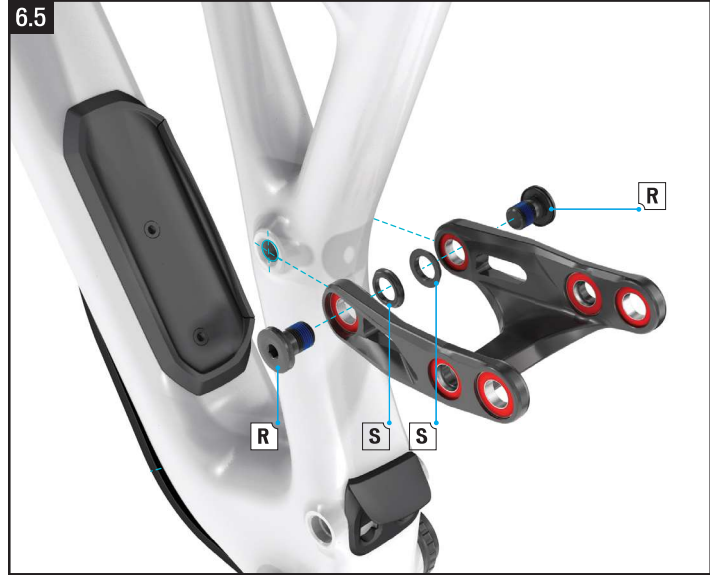


Fig. 6.5

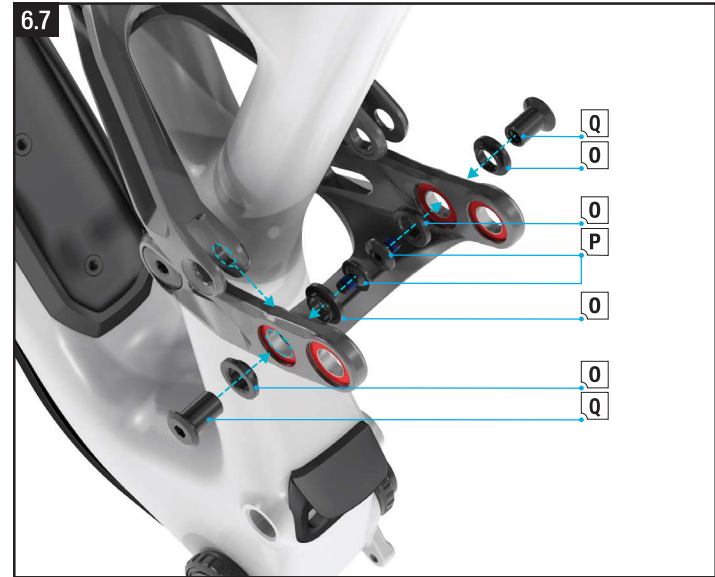
- Grease, then place the link spacers against the link bearings. (tapered surface against the bearing).
- Grease, then thread the link bolts into the frame.
- Use a 6 mm hex key to torque the bolts to 180 in-lbf / 20 Nm.

FORWARD SHOCK EYELET BOLT



- Fig. 6.6
- Place the extension around the seat tube, then align the upper shock eye with the frame mount.
- Insert the forward shock eyelet bolt.
- Use a 6 mm hex key to torque the bolts to 90 in-lbf / 10 Nm.

LINK @ EXTENSION



- Fig.6.7**
- Grease, then place the extension spacers into the link bearings.
 - Align the extension with the extension bearings.
 - Grease, then insert the extension axles into the pivot bore.
 - Grease, then thread the extension bolts into the extension axes.
 - Use a 5 mm and 4mm hex key to torque the bolts and axles to 60 in-lbf / 7 Nm.

HORST LINK (DROPOUT)

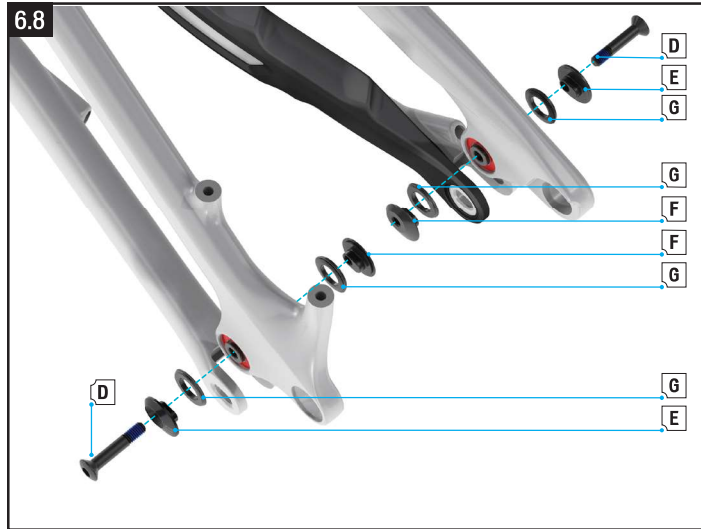


Fig. 6.8

- Grease, then place all the inner spacers (x4) against the Horst link bearings (tapered surface against the bearing).
- Align the flip-chip spacers in either "high" or "low" position and place them against the frame. The chainstay protector must be assembled prior to installation.
- With the flip-chips assembled, install the bolts. Make sure both drive-side and non-drive-side flip-chips are aligned in the same direction!
- Use a 5 mm hex key to torque the bolts to 90 in-lbf / 10 Nm.
- For instructions on adjusting the flip-chip please see section 7.2.

SEATSTAY @ LINK

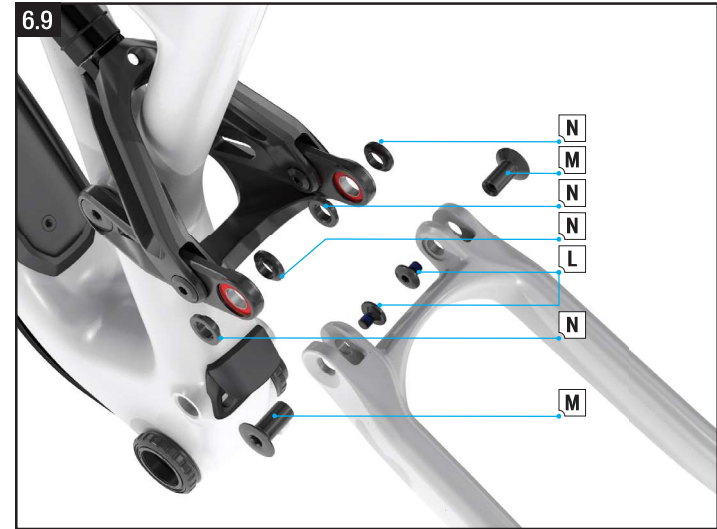


Fig. 6.9

- Grease, then place the seatstay spacers (x4) into the link bearings.
- Align the seatstay with the link bearings.
- Grease, then thread the seatstay bolts (x2) into the seatstay axles.
- Use a 6 mm and 4mm hex key to torque the bolts and axles to 60 in-lbf / 7 Nm.

MAIN PIVOT GUIDE TUBES

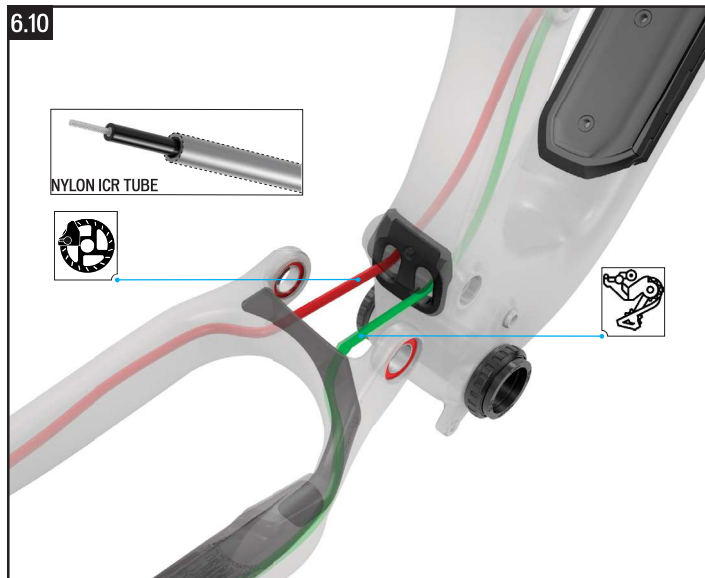


Fig. 6.10

- Before assembling the main pivot, route the internal guide tubes through the chainstays and into the frame. See section 4.4.
- When installing the rear triangle, make sure the ICR tubes go into their respective sides (left nylon tube into the left hole).

MAIN PIVOT

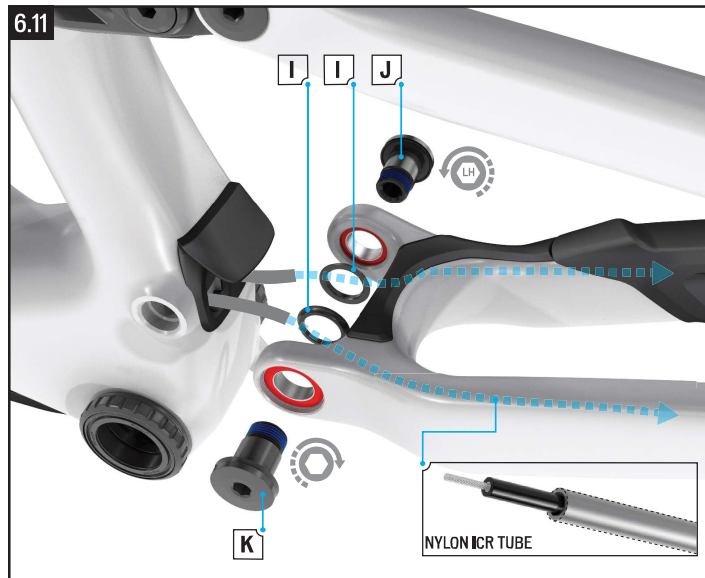


Fig. 6.11

- Grease, then place the main pivot spacers against the main pivot bearings (tapered surface against the bearing).
- Align the chainstay tabs with the main pivot bearings and spacers, then insert the pivot bolts.
- Use a 6 mm hex key to torque the bolts to 210 in-lbf / 24 Nm.



INFO: The drive side bolt is a left-hand thread.

LOWER SHOCK EYELET BOLT



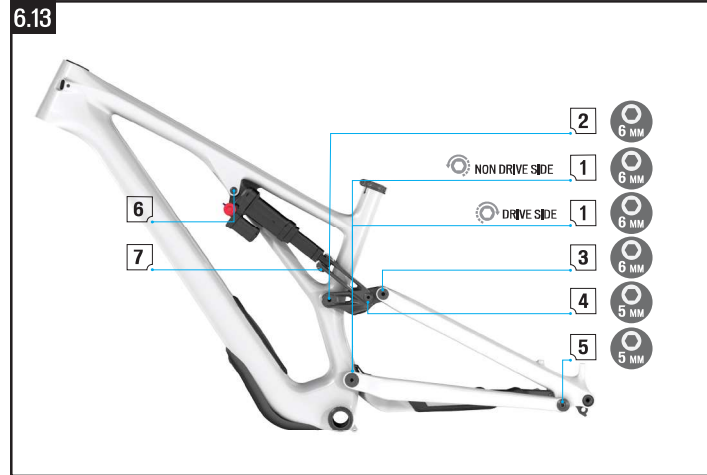
Fig. 6.12

- Once all pivot locations are assembled and torqued to specification, torque the lower shock eyelet bolt.
- Use a 6 mm hex key to torque the bolts to 180 in-lbf / 20 Nm.



INFO: When torquing the rear shock eye bolt use a long reach hex bit to avoid damaging the paintwork.

6.3. SUSPENSION TORQUE SPECIFICATIONS



#	PIVOT LOCATION	in-lbf	Nm
1	MAIN	210	24
2	LINK @ SEAT TUBE	180	20
3	LINK @ SEATSTAY	60	7
4	LINK @ EXTENSION	60	7
5	DROPOUT (HORST LINK)	90	10
6	FORWARD SHOCK EYE	90	10
7	REAR SHOCK EYE	180	20

- Torque each pivot bolt according to the torque specification listed above.

7. FLIP CHIPS

The geometry of the Stumpjumper Evo can be modified by adjusting the Horst flip chips and adjustable headset cups. The flip chips are located on both sides of the chainstay near the Horst pivot and the headset cup is located in the upper head tube bearing bore.

The Horst pivot flip chips adjust the chainstay length and bottom bracket height, the headset cups slackens or steepens the headtube angle.

The adjustable headset cup is found in the small parts box supplied with the bicycle.



WARNING! Changing the frame configuration (Flip Chip position, tire size, fork length) can alter the BB height and/or the head tube angle, which can have negative effects on the bike's handling characteristics and ride quality. Please refer to your Authorized Specialized Retailer before making any modifications.



INFO: For information on the geometry when adjusting the flip chips visit www.specialized.com for more information

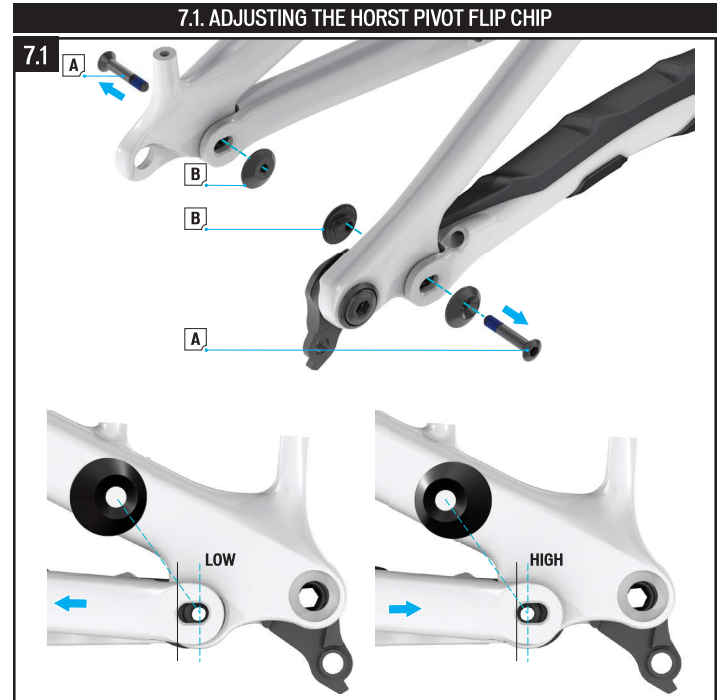


Fig. 7.1

- Remove the Horst pivot bolt from the frame (A).
- Remove all four flip-chips (B) 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.

- Reinstall the flip chips in the desired high or low position. Make sure they are fully seated and aligned with the chain-stay protector before tightening the bolt.
- Torque the Pivot bolt to 10 Nm / 90 in-lbf.



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



INFO: 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.

7.2. ADJUSTING THE HEADTUBE ANGLE

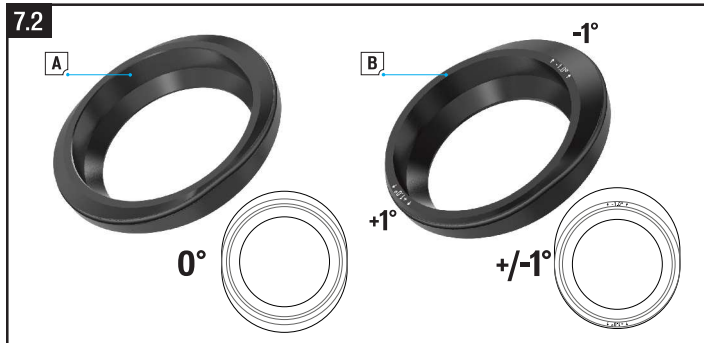


Fig. 7.2

- 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.

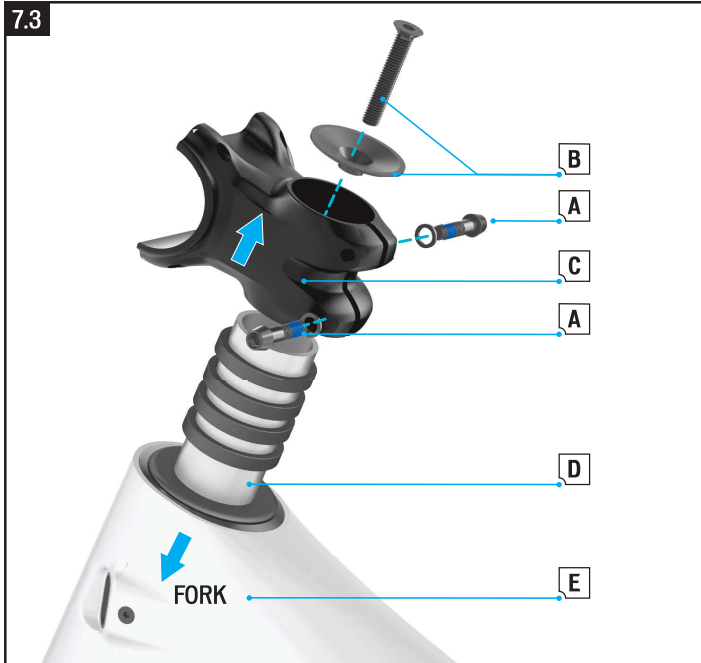
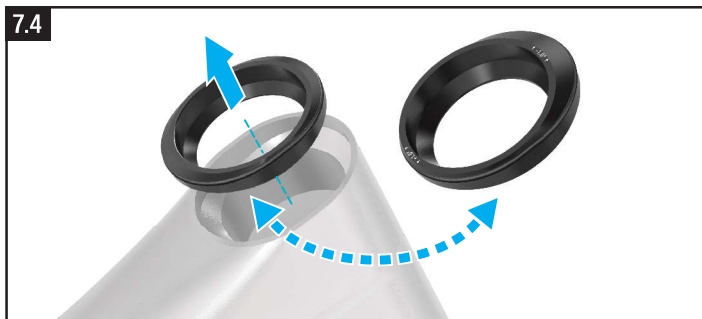


Fig. 7.3

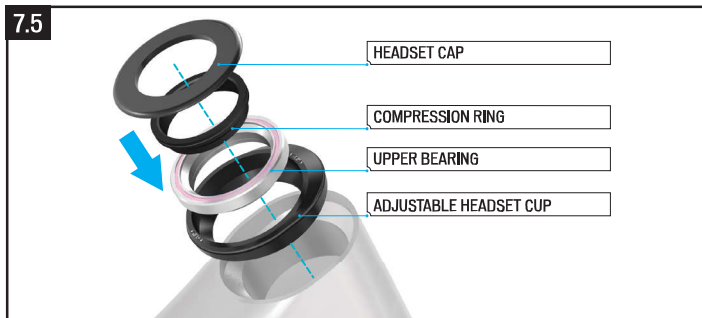
- Loosen the stem bolts that attach it to the fork steerer (A).
- Loosen and remove the top cap bolt (B).
- Remove the stem (C) from the fork steerer tube (D) and remove the fork from the frame (E).
- Choose the headset cup and position (Fig. 7.2) for the rider's desired geo.



7.4

Fig. 7.4

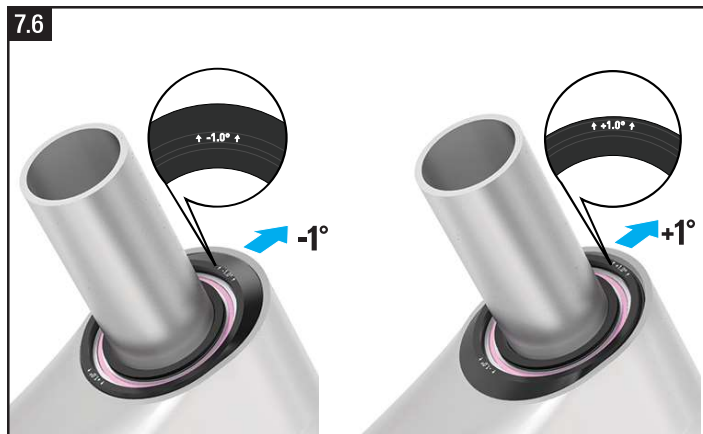
- Remove the zero offset cup from the headtube and replace it with the +/- 1-degree headset cup.



7.5

Fig. 7.5

- Install the headset parts, bearings and cups into the frame. These parts drop into the frame- no tools are required.



7.6

Fig. 7.6

- When aligning the headset cup, the etching that is at the front of the bike indicates which setting you are in.



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



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



The bottom headset cup is used for all options of adjustability, the cup has a spherical interface with the headtube and will move with the angle of the steerer tube.

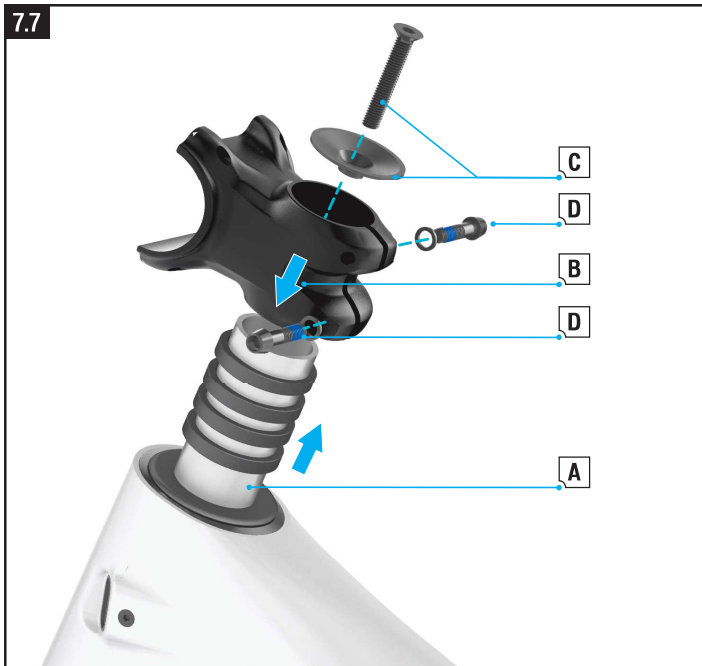


Fig. 7.7

- Slide the fork steerer tube back through the headtube and headset parts (A).
- Install the stem onto the steerer tube (B).
- Install the top cap and compression bolt into the star nut in the fork (C). Tighten the bolt until all the parts are snug and settled. The stem should rotate freely, but there should be no fore/aft free play in the system.

- Pull front brake and rock the bike back-and-forth a few times with the stem bolts loosened to make sure everything is well seated
- If necessary re-tighten the headset top cap (C).
- Torque the stem bolts to the recommended torque setting.

ADJUSTMENT POINT	CHAINSTAY LENGTH	BOTTOM BRACKET HEIGHT	HEADTUBE ANGLE
HORST ADJUSTABLE PIVOT (LOW)	+ 0 mm	+ 0 mm	+ 0°
HORST ADJUSTABLE PIVOT (HIGH)	- 4 mm	+ 7 mm	+ 0.5°
HEADSET ADJUSTABLE COLLAR (STD)	+ 0 mm	0 mm	64.5°
HEADSET ADJUSTABLE COLLAR (LOW)	+ 0 mm	-2 mm	63.5°
HEADSET ADJUSTABLE COLLAR (HIGH)	+ 0 mm	+2 mm	65.5°

8. AIR SHOCK SETUP



When setting suspension, always set the shock first and fork second for air pressure, rebound, then compression.



Make sure you're wearing all gear that would normally be worn on a ride (shoes, helmet, hydration pack if used, etc.).



Please visit the suspension calculator tool at www.specialized.com. The suspension calculator provides a personalized baseline suspension setup recommendation based upon your specific height and weight. The baseline information should be considered as a suspension setup starting point. Adjust your suspension as needed based on your experience/preference and terrain conditions.

8.1. SETTING AIR PRESSURE

1. Set the shock compression lever or knob (blue) to the full open or off position, and set the rebound knob to the middle of the click range.
2. Attach a high-pressure shock pump to the air valve and set your shock pressure based on the personalized baseline suspension setup from the suspension calculator.
3. To check the sag, push the o-ring against the seal, then mount the bicycle while propped up against a wall and sit in the saddle in a normal riding position, without bouncing the suspension. Do not set sag while riding!



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 the pressure is correctly set, sag should measure approximately 15.5 mm of stroke, depending on rider experience/preference and terrain conditions. If the rider is approaching 300lbs, sag may exceed the bike's prescribed amount.



To equalize the air pressure, cycle the shock or fork anytime after the air pressure has been adjusted.



CAUTION: Do not exceed the shock manufacturer's maximum pressure. Refer to the shock manufacturer specifications for maximum shock pressures.

8.2. ADJUSTING REBOUND

Rebound damping (red knob) controls the rate at which the shock returns after it has been compressed. Each rear shock has a range of rebound clicks to fine-tune the rebound return rate.

- Adjust the rebound based on the range provided in the suspension setup tool for your bike setup and rider weight, as well as other factors like rider experience/preference and terrain conditions, then fine-tune during the ride if necessary. If you do not have access to the suspension setup tool, start in the middle of the click range.
- Clockwise for slower rebound (heavier riders, slow speed, bigger hits).
- Counter-clockwise for faster rebound (lighter riders, higher speeds, small bumps, more traction).



It is best not to veer too far from the recommended clicks, since being too far out of the accepted range can negatively impact the ride experience.

8.3. ADJUSTING COMPRESSION

Compression damping (blue knob) controls the amount of support of the shock platform. In other words, the shock's ability to resist low-speed pedaling forces while still being able to absorb high-speed compression forces.

Please refer to the suspension manual for specifics about the compression options provided by your suspension. Typically, a suspension is equipped with some or all of the following settings:

- **OPEN:** Low-speed compression setting optimized for the perfect balance of control and plushness for steep, aggressive descents.
- **PEDAL (certain models):** 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.