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ENGLISH

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

SPECIALIZED BICYCLE COMPONENTS
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0000092227_UM_EN_R3, 10/17

EN 15194

Please note all instructions and notices are subject to change and updates without notice.
Please visit www.specialized.com for periodic tech updates.
Feedback: techdocs@specialized.com

1. INTRODUCTION

IMPORTANT:

This user manual is specific to your 2nd generation Specialized Turbo LEVO FSR bicycle only, and will be referred to in this manual as LEVO.

This user manual is specific to your Specialized Turbo LEVO bicycle (LEVO/KENEVO) and should be read in addition to the Specialized Bicycle Owner's Manual ("Owner's Manual"). 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 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. In case of a conflict between the information in this user manual and information provided by a component manufacturer, please contact your nearest Authorized Specialized Retailer.

ADDITIONAL LANGUAGES ARE AVAILABLE FOR DOWNLOAD AT www.specialized.com.

When reading this user manual, you will note various important symbols and warnings, which are explained below:

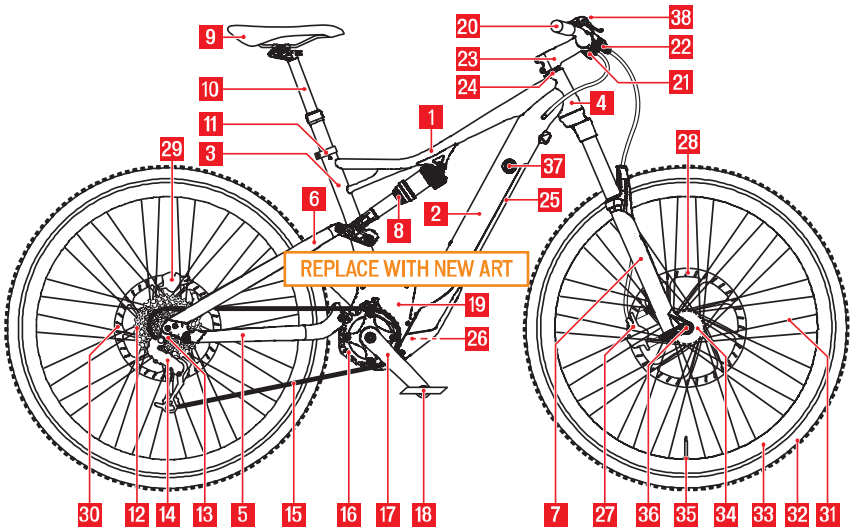
	**WARNING! The combination of this symbol and word indicates a potentially hazardous situation which, if not avoided, could result in serious injury or death. Many of the Warnings say "you may lose control and fall." Because any fall can result in serious injury or even death, we do not always repeat 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.**
	**TECH TIP: Tech Tips are useful tips and tricks regarding installation and use.**
	**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.**

1.1. WARRANTY

A copy of the Specialized Limited Warranty Policy For Bicycles is provided with your bicycle, and is available from your Authorized Specialized Retailer. It is also available for download at www.specialized.com.

2. LEVO COMPONENTS

ENGLISH



1. Top tube	20. Handlebar with grip
2. Down tube	21. Shifter
3. Seat tube	22. Brake lever
4. Head tube	23. Stem
5. Chain stay	24. Headset
6. Seat stay	25. Rechargeable Battery
7. Fork	26. Charging socket
8. Rear shock	27. Front brake caliper
9. Seat	28. Front brake rotor
10. Seatpost	29. Rear brake caliper
11. Seatpost clamp	30. Rear brake rotor
12. Cassette	31. Spoke
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15. Chain	34. Hub
16. Chainring	35. Valve
17. Crank arm	36. Thru-axle
18. Pedal	37. Battery axle
19. Motor	38. Remote

3. GENERAL INFORMATION ABOUT YOUR LEVO

3.1. INTENDED USE

The LEVO FSR/KENEVO is intended and tested for All Mountain mountain biking (Condition 4) use only.

The LEVO HT is intended and tested for Cross Country mountain biking (Condition 3) use only.

For more information on intended use and structural weight limits for the frame and components, please refer to the Owner's Manual.

i	Before using your LEVO bicycle, please inform yourself of all applicable legal requirements and regulations in your country or state. There may be restrictions on riding your LEVO bicycles on public roads, cycling paths, and/or trails. There may also be applicable helmet and light requirements, age restrictions or license or insurance requirements. Specialized does not, and will not, make any promise, representation, or warranty regarding the use of your LEVO bicycle. As laws and regulations regarding electric bicycles vary by country and/or state and are constantly changing, please make sure to obtain the latest information. You should also regularly see your Authorized Specialized Retailer for updated information.
	CAUTION: All LEVO bicycles have a fixed pre-set speed limit at which the motor support will automatically shut off. Any (attempted) tampering with the power output and/or system is prohibited and will void the warranty.

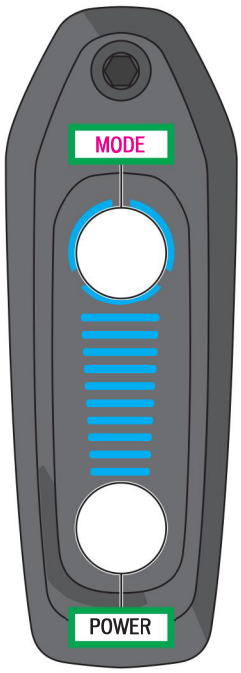
3.2. PEDELEC / EPAC

Your LEVO is classified as a EPAC (Electrically Pedal Assisted Cycle, otherwise known as a Pedelec), and is referred to in this manual as a bicycle unless otherwise noted. Your motor support will automatically switch off when you reach a maximum speed of 25 km/h (15.5 mph) or 20 mph in the US/Canada. A driver's license or insurance is typically not required.

3.3. STARTING THE SYSTEM

- To start the system, press and hold the power button **(fig.1)** located on the top tube LED display unit the non-drive-side of the battery, until the horizontal LEDs glow blue green. The number of LEDs that glow blue green will depend on the level of charge in the battery.
- When the system is turned on, the LEDs light up blue in sequence, based on the level of charge in the battery.
- To turn the battery (and support) off again, press and hold the power button until the LEDs turn off.

1



4. GENERAL NOTES ABOUT ASSEMBLY

This user manual is not intended as a comprehensive 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 complexity of the LEVO bicycle, proper assembly requires a high degree of mechanical expertise, skill, training and specialty tools. Therefore, it is essential for your safety that the assembly, maintenance and troubleshooting be performed by an Authorized Specialized Retailer. Before your first ride, make sure your components, such as brakes and drivetrain, are assembled and adjusted in accordance with the manufacturer's instructions and are functioning properly.

WARNING! Many components on the LEVO, including, but not limited to, the rear suspension and cable guides, are proprietary to the LEVO. 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. LEVO specific components should only be used on the LEVO and not on other bicycles, even if they fit. Failure to follow this warning could result in serious injury or death.

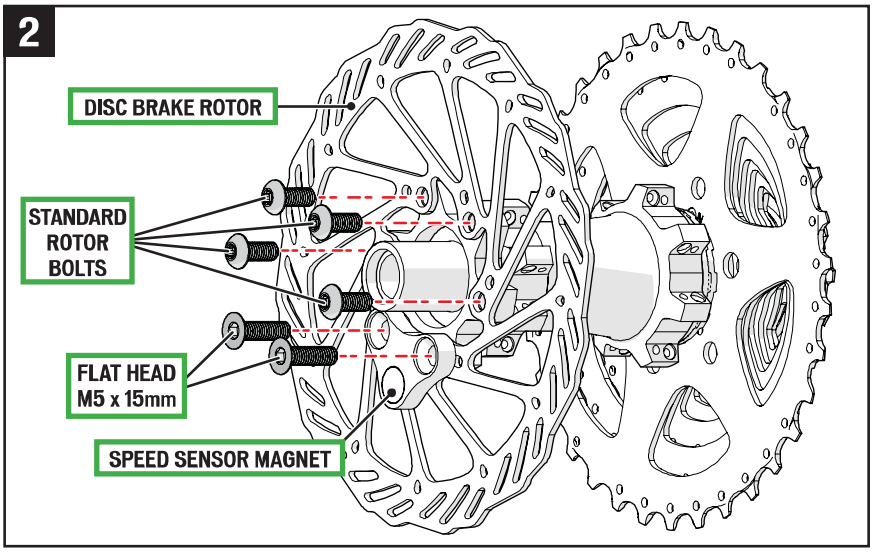
WARNING! Never modify your frame or bicycle in any way. Do not sand, drill, file or remove parts from your bicycle. Do not install incompatible components or hardware. Failure to follow this warning may result in serious personal injury or death.

WARNING! Electrical components can be exposed when working on your bicycle. Do not touch any part of the electrical system while under electric charge. Do not expose the connections of the battery and frame to water. If any live components or the battery are damaged, stop riding immediately and bring your bicycle to your Authorized Specialized Retailer.

4.1. SPEED SENSOR

When assembling the rear brake disc, the Speed Sensor Magnet must be installed on the rotor (**fig.2**). Four of the six bolts are standard rotor bolts. The remaining two bolts (M5 x 0.8 pitch x 15mm length, with countersunk flat head) attach the Speed Sensor Magnet to the rotor.

2



4.2. BOTTOM BRACKET

- The bottom bracket is an integrated part of the motor, and does not require any pre-installation preparation.

4.3. HEADSET

- The headset uses a 1 1/8" (41.8mm x 30.5 x 8mm, 45x45°) Campagnolo Standard compatible upper bearing and a 1.5" (52mm x 40 x 7mm, 45x45°) lower bearing. 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.
- 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.

4.4. SEATPOST

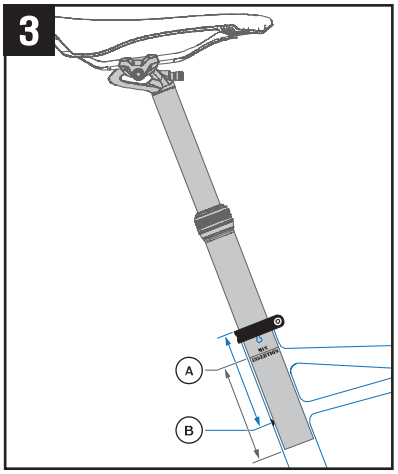
- LEVO frames have a 30.9mm seatpost diameter and require that the seatpost have a tolerance of 30.78mm to 30.95mm.
- KENEVO frames have a 34.9mm seatpost diameter and require that the seatpost have a tolerance of 34.78mm to 34.95mm.

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.3 A**).
- The seatpost must also be inserted into the seat tube deep enough to meet or exceed the 100mm minimum measured insertion depth (fig.1 B) required by the frame.
- If the seatpost and frame minimum insertion requirements differ from each other, always use the longer minimum insertion. For example, if the frame requires 100mm, but the seatpost requires 90mm, then 100mm is the minimum insertion required.
  - **SMALL / MEDIUM FRAME SIZE:** Minimum insertion 70mm
  - **LARGE / X-LARGE FRAME SIZE:** Minimum insertion 100mm

3



If the seatpost is at the min/max mark and the seatpost 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 meets or exceeds the frame insertion requirement. 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.

CAUTION: 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.

CARBON FRAMES: 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.

4.5. REPLACEMENT PARTS AND ACCESSORIES

Specialized replacement parts and accessories are available through your Authorized Specialized Retailer.

5. GENERAL NOTES ABOUT RIDING

The LEVO motor provides pedal assistance only while you are pedaling and the bicycle is in motion. The amount of pedal assistance will be higher or lower depending on the amount of force applied to the pedals. If you stop pedaling, the motor will stop providing any assistance.

TheLEVO bicycle can also be ridden as a normal bicycle without motor assistance by switching the display to the OFF mode. The same applies if the battery charge drops below 1%.

The LEVO bicycle has a walk-assist mode (the motor engages without pedal force being applied) which is designed to provide assistance when walking the bicycle up a hill, up to a speed of 6 km/h (3.7 mph), so long as the + button is pressed down.

5.1. RIDING TIPS

Because of the electric motor assist, the LEVO offers a unique ride compared to a bicycle without motor assist. Below are some riding tips which may also reduce component wear and increase battery range:

- Pay attention to your speed going into a corner and be sure to stop pedaling well before entering the corner. Otherwise you may carry too much speed as you enter the corner.
- Ride efficiently and look ahead. Any time braking force is applied, more energy is needed to get the bicycle back up to speed.
- Shift gears regularly to stay in an optimal cadence range and downshift before coming to a stop.
- Reduce pedal force before initiating a gear shift to reduce drivetrain wear.
- Check the tire pressure regularly. Low pressure can cause the tires to roll inefficiently.
- If your bicycle is exposed to cooler weather, keep the battery stored indoors until just before riding.
- Do not expose your bicycle to prolonged excessive heat (e.g. direct sunlight).
- Only carry the cargo you need. More cargo weight requires more energy to move.

	**WARNING! The motor support is activated as soon as you step onto the pedals and the bicycle is in motion. You should be seated on the bicycle and engage at least one brake before starting to pedal. Do not put one foot on a pedal and throw a leg over the bicycle, as it could accelerate unexpectedly. Failure to follow this warning may result in serious personal injury or even death.**
	**WARNING! The acceleration of an electric bicycle can be faster than anticipated and may feel unusual at first. Before your first ride, you should use the lowest power ECO mode and become familiar with the operation of the electric bicycle by practicing starting and stopping, cornering and navigating obstacles in a safe environment away from other bicycles, pedestrians and/or vehicles. Due to the greater acceleration of an electric bicycle, you should also pay particular attention to terrain conditions as you may approach obstacles faster than expected. Please note the default motor support mode upon startup is always TRAIL mode.**
	**For technical climbing and navigating through obstacles such as tight switchbacks or rock gardens, use the brakes to modulate the motor output and control your acceleration/speed.**
	**CAUTION: The weight of your LEVO is significantly higher than a bicycle without motor support. Use caution when handling the bicycle (including, but not limited to parking, lifting, pushing, loading it into a car or onto a bicycle carrier and unloading it).**
	CAUTION: Do not ride your LEVO without the battery installed. Riding without a battery may damage exposed electrical components.

5.2. BEFORE YOUR FIRST RIDE

Regardless of your experience level, you should read the "FIRST" section of your Owner's Manual (Bike Fit, Safety First, Mechanical Safety Check and First Ride) and carry out all important safety checks. In addition, make sure you are familiar with the following areas of the bicycle that are specific to electric bicycles.

BEFORE EVERY RIDE

- Battery
  - Are all connections plugged in correctly?
  - Do you have sufficient battery charge?
  - Is the battery properly inserted and locked in the frame?

BEFORE YOUR FIRST RIDE

- Battery
  - Is the battery fully charged?
- Remote
  - Are you familiar with the function of the buttons on the remote?
  - Do you know how to use the remote to change the motor support level from OFF to ECO to TRAIL to TURBO?

WARNING! If your battery, charger or other component exhibits any signs of damage, do not use the bicycle and immediately bring it to your Authorized Specialized Retailer for inspection.

5.3. RIDING WITH KIDS

There are many different setups that allow you to ride with kids. Please look at the Riding Safely section in the Owner's Manual regarding general information and instructions on child carriers or trailers.

If you regularly ride with kids on your bicycle, your Authorized Specialized Retailer should conduct a periodic safety inspection.

WARNING! Specialized bicycles are only designed and tested for use by one person at a time. Carrying a child on your Specialized bicycle is at your own risk. If you choose to install an accessory on your Specialized bicycle such as a trailer, carrier, or trailer cycle, make sure it is compatible and refer to the manufacturer's instructions and your Authorized Specialized Retailer. You should make sure your bicycle is still safe to ride with the accessory installed. Be sure to not exceed the structural weight limit of the bicycle if you use a trailer, trailer cycle or child carrier. Also make sure not to exceed the maximum cargo weight if you use a child carrier.

WARNING! Riding with kids on your bicycle will affect the handling by altering the center of gravity, weight and balance. It may also negatively impact your cornering ability, increase your stopping distance and reduce your ability to slow down and maneuver, especially at higher speeds or down a steep grade. All of this can result in a loss of control, potentially causing serious injury and/or death. You should also become familiar with and practice riding with the accessory in a controlled environment away from traffic.

WARNING! Do not attach a child carrier, trailer or similar accessory to a composite or carbon fiber part or component, either directly or indirectly. For example, do not attach a trailer to a rear axle when the rear triangle is made of composite or carbon fiber. Likewise, do not attach a trailer cycle bicycle to a composite or carbon seatpost or a child carrier to a composite or carbon fork. Either may potentially apply unusual forces on your bicycle frame or component which could result in damage and cause a complete failure, with the risk of serious injury or death. If you have previously attached an accessory to a composite or carbon fiber part or component, do not ride until you have had your Authorized Specialized Retailer conduct a careful safety inspection.

Before riding with kids on your bicycle, please inform yourself of all applicable legal requirements and regulations in your country and state. There may be restrictions on riding your bicycle with certain or any accessory(ies). This is especially true for electric and pedal-assist bicycles.

6. GENERAL NOTES ABOUT MAINTENANCE

The LEVO is a high performance bicycle. All regular maintenance, troubleshooting, repair and parts replacement must be performed by an Authorized Specialized Retailer. For general information regarding maintenance of your bicycle, please refer to the Owner's Manual. In addition, routinely perform a Mechanical Safety Check before each ride, as described in the Owner's Manual.

- Great care should be taken to not damage carbon fiber or composite material. Any damage may result in a loss of structural integrity, which may result in a catastrophic failure. This damage may or may not be visible in inspection. Before each ride, and after any crash, you should carefully inspect your bicycle for any fraying, gouging, scratches through the paint, chipping, bending, or any other signs of damage. Do not ride if your bicycle shows any of these signs. After any crash, and before you ride any further, take your bicycle to an Authorized Specialized Retailer for a complete inspection.
- While riding, listen for any creaks, as a creak can be a sign of a problem with one or more components. Periodically examine all surfaces in bright sunlight to check for any small hairline cracks or fatigue at stress points, such as welds, seams, holes, and points of contact with other parts. If you hear any creaks, see signs of excessive wear, discover any cracks, no matter how small, or any damage to the bicycle, immediately stop riding the bicycle and have it inspected by your Authorized Specialized Retailer.
- Lifespan and the type and frequency of maintenance depends on many factors, such as use, rider weight, riding conditions and/or impacts. Additionally, the LEVO uses a power-assisted drive system, which means more distance is covered in the same amount of time. Components may be subject to increased wear at different rates, depending on the component. Drivetrain and brake components are especially subject to wear. Periodically have your Authorized Specialized Retailer inspect your bicycle and components.
- Exposure to harsh elements, especially salty air (such as riding near the ocean or in the winter), can result in galvanic corrosion of components such as the crank spindle and bolts, which can accelerate wear and shorten the lifespan. Dirt can also accelerate wear of surfaces and bearings. The surfaces of the bicycle should be cleaned before each ride. The bicycle should also be maintained regularly by an Authorized Specialized Retailer, which means it should be cleaned, inspected for signs of corrosion and/or cracks and lubricated. If you notice any signs of corrosion or cracking on the frame or any component, the affected item must be replaced.
- Regularly clean and lubricate the drivetrain according to the drivetrain manufacturer's instructions.
- Do not use a high pressure water spray directly on the bearings. Even water from a garden hose can penetrate bearing seals and crank interfaces, increasing bearing and crank wear. Use a clean, damp cloth and bicycle cleaning agents for cleaning.
- Do not expose the bicycle to prolonged direct sunlight or excessive heat, such as inside a car parked in the sun or near a heat source such as a radiator.

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

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

WARNING! Always turn off the battery when not in use and/or when working on it.

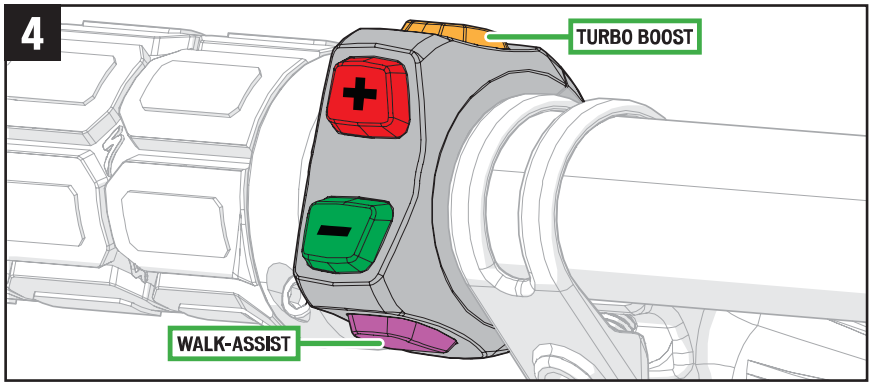
CAUTION: Do not open the motor assembly. The motor assembly is a sealed maintenance-free system. Any work on the motor assembly must be performed by a Specialized Service Center.

Your bicycle should be inspected and serviced by your Authorized Specialized Retailer on a regular basis, depending on use. The first inspection should be performed within 200 km / 120 miles. See detailed service schedule on page 32.

7. SYSTEM INTERFACE

7.1. HANDLEBAR REMOTE

The handlebar remote is included on all LEVO models (**fig.4**) and controls the level of motor support.



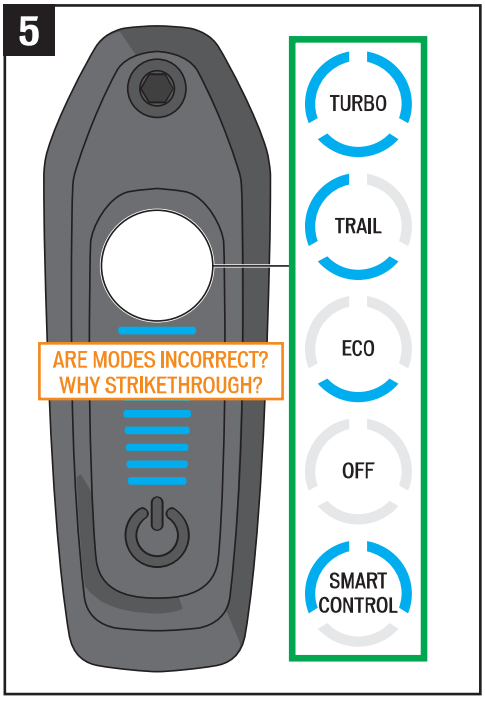
- **TURBO BOOST BUTTON:** Automatically changes to TURBO mode regardless of the mode the bike is in.
- **+ BUTTON:** Increases the amount of support.
- **- BUTTON:** Decreases the amount of support.
- **WALK-ASSIST BUTTON:** Pressing and holding activates the walk-assist mode. This provides motor assist at 3.7 mph / 6 km/h to help push the bike up hills when walking.

7.2. SUPPORT MODES

The LEVO motor support is available in three different drive settings - TURBO, TRAIL ECO, OFF and SMART CONTROL.

- **TURBO MODE:** Maximum power mode for faster trails, flat sections and climbing.
- **TRAIL MODE:** Off-road mode for maximum control, with sufficient power on demand.
- **ECO MODE:** Most efficient mode for maximum range while offering good power on trials.
- **OFF MODE:** Turns motor off, while keeping systems on for GPS mapping.
- **SMART CONTROL MODE:** The motor, while pedaling, adjusts the power output based on the ride parameters determined in the Mission Control app.

The various modes (TURBO, TRAIL and ECO) are managed using either the +/- buttons on the Trail Display, located on the side of the battery (**fig.5**) or on the remote (**fig.4**) or the S-button on the top tube display (**fig.5**). In addition, the drive system can be controlled through a variety of devices (Mission Control App or select LEV-supported computers) by being able to access additional control features.

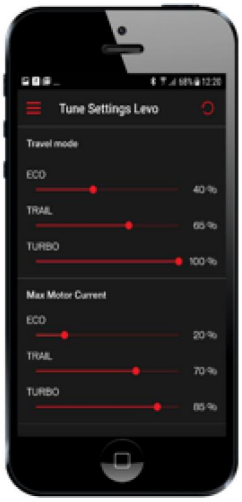


To switch into a different support mode, press the + or - button on the top tube display battery, Mission Control app or LEV display unit computer. On the remote, after reaching the strongest or weakest mode, the system will not continue to switch. To reduce from TURBO to TRAIL to ECO, you have to press the - button. To increase from ECO to TRAIL to TURBO, you have to press the + button.

On the top tube display, the modes will cycle through, starting at Trail (default).

The support modes affect how much support the motor delivers based on your pedaling input. Generally, more support provides faster acceleration and easier climbing at the expense of shorter range and greater chance of wheelspin. Lower power modes that provide less support result in longer battery run times, longer range, and more control in situations where traction is limited. Specialized recommends experimenting with the power settings that work best for your riding style and conditions.

The level of motor support in TURBO, TRAIL and ECO modes can be customized for your individual needs. Using the Mission Control App or with help from your local Authorized Specialized Retailer, you can adjust the ECO and TRAIL modes to provide between 10% and 70% of motor support.



INFINITE TUNE

With Infinite Tune, the maximum motor current and the assist level have been decoupled. Using the Mission Control app, this allows the maximum motor current (amount of power the motor can draw from the battery) to be tuned independently for each support mode exactly as you need for your riding style, terrain, desired performance and desired range.

7.3. CONNECTIVITY OPTIONS

The motor support system provides a high degree of interface flexibility, through Bluetooth and/or ANT+ connectivity. Depending on the device and the connectivity option, a variety of features can be accessed.

BLUETOOTH LE:

The Mission Control App (iOS or Android) provides an enhanced ride experience by recording rides while syncing with Strava, eliminating "range anxiety" with the Smart Control function, GPS-based navigation, and system diagnostics. Android and iOS devices can sync to all LEVO bicycles via Bluetooth LE. Visit Google Play or the Apple App Store for the latest version of the free Mission Control App. All Mission Control functionality instructions can be found within the App itself.

ANT+:

The ANT+ Protocol offers a range of devices that sync with the LEVO bicycles, including the Specialized display, available separately.

- The LEV (Light Electric Vehicle) profile allows visibility of additional types of data, including cadence, rider power output, motor temperature, battery temperature, battery State of Charge, and speed while also allowing some support mode control. For an up-to-date list of LEV compatible ANT+ devices go to https://www.thisisant.com/directory/filter/~/~/~/200/.
- The "Fake Channel" option displays the battery State of Charge on any ANT+ cycling device that has an unused Power, Heart rate, or Cadence channel. The Mission Control App must be used to select this option.

7.4. TOP TUBE LED DISPLAY

Levo models are all equipped with a top tube LED display unit. Certain Levo models have an added feature of GPS functionality, and can record up to 30 hours of ride data.

- To replace the 1620 coin cell battery, use tweezers to pull the battery out. When installing a new battery, make sure it is fully inserted.
- The micro-USB port below the battery port is for Authorized Specialized Retailer and Specialized Service Center diagnostic use only. It is not for downloading ride data.
- There are two wires exiting the top tube display unit. When unplugged, one wire has a green plug connection.

This wire can have a splitter installed between the plugs to power a headlight.

- **GPS-equipped models:** The GPS is automatically activated when the system is powered on (After permission is given in the app). The 10 charge level LEDs glow blue sequentially, then the three support mode LEDs circling the S logo will flash until the unit connects to a GPS signal. Once connected, the top tube display unit will record the ride from start to finish, and the data will be stored in the top tube display unit. As soon as it's near a smartphone with a paired Mission Control app, it will automatically download the ride data to the app for review.
- The top tube display unit will not store any data until it has been paired with the Mission Control app and the terms of use are accepted.
- Performing a reset will return all settings to the factory default settings, erase all data and deactivate the data recording until it's paired with the Mission Control app and the terms of use are once again accepted.
- **To perform a factory reset:** Press and hold the Power button, then press and hold the Mode button for a minimum of 10 seconds. Once the Mode button is being pressed and held, the Power button can be released.
- To pair the top tube display with the Mission Control app, the pincode lasered on the bottom of the top tube display must be entered in the app (the display must be removed from the frame to see it). The code is also located on the removable frame decal on the top tube.

8. BATTERY / CHARGER

Your bicycle is powered by a Lithium-Ion (Li-Ion) battery. Always adhere to the following instructions when handling or charging the battery or when using the LEVO bicycle:

- Only operate the battery between the temperature range of -20° C (-4° F) and +70° C (+158° F).
- Only use the LEVO battery with the LEVO bicycle. Do not use the LEVO battery with any other bicycle or any other battery with the LEVO bicycle, even if it fits.
- Always turn the battery off before connecting or disconnecting the wiring harness or charger to or from the battery.
- Turn off the battery, unplug the charger from the battery and remove the battery from the bicycle before performing work of any kind, such as installation, maintenance, cleaning and/or repair. When transporting or handling the battery separately from the bicycle, ensure the battery is OFF. Touching the contacts when the battery is ON can result in electric shock and/or injury.
- Before riding the bicycle, make sure the battery is properly secured in the frame.

8.1. OBSERVE AND OBEY

- Do not modify, open or disassemble the battery or charger. Modification or disassembly may result in a short circuit, fire or malfunction.
- The battery is very heavy. Be careful when handling it and do not drop it.
- Do not allow any nails, screws or other small, sharp and/or metallic objects to come in contact with the battery or the battery's charging socket.
- Do not allow the battery to overheat. Protect the battery from excessive sun exposure.
- Do not expose the battery to an open fire or radiator heat.
- Do not submerge the battery in water.
- Keep the battery away from metal objects as that can cause a short-circuit.
- Do not use a battery that shows any signs of damage to the casing or charging port, or is leaking any fluids. Battery liquid can cause skin irritation and burns. In the event of damage that results in skin or eye contact with any liquid from the battery, immediately flush with water and seek medical assistance.

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

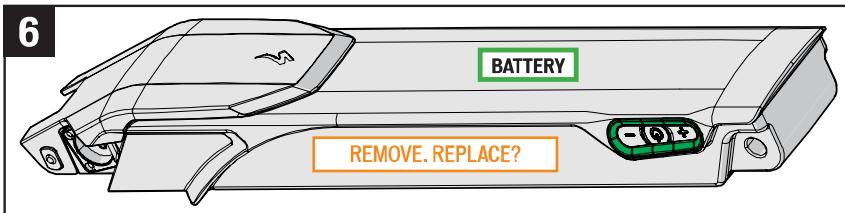
8.2. CHARGING AND USING THE BATTERY

- Regularly inspect the battery and charger for damage. Never charge a battery which you suspect is damaged or know is broken, and do not use it.
- Make sure the charging socket and plug are dry before connecting and charging the battery.
- Only use the Specialized charger supplied with the bicycle or other chargers approved by Specialized. Inspect the charger before every use for possible damage to the charger itself, the cable or the charging plug. Never use a charger which you suspect is damaged or know is broken.
- Place the charger on a stable, level surface unaffected by heat. If the battery is charged outside of the frame, place the battery on the same surface as the charger.
- You should charge the battery in a dry, well ventilated area and make sure the battery and charger are uncovered during the charging process. Ensure that the battery and charger are not exposed to any flammable or dangerous substances.

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

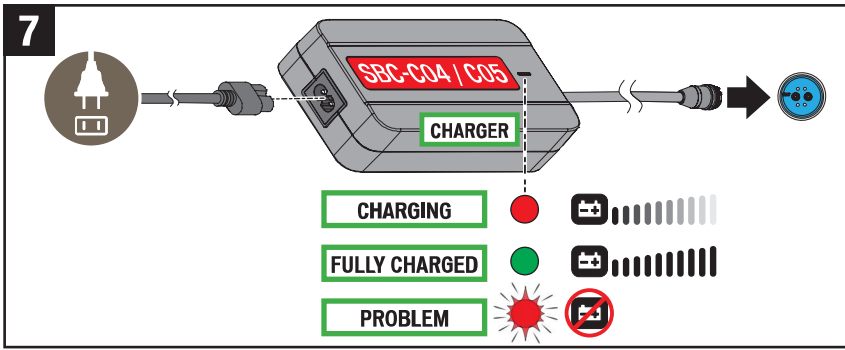
The battery can be charged whether installed in the bicycle or not. Refer to the appropriate instructions regarding removing and installing the battery. Only charge the battery at an ambient temperature between 0° C and +50° C (+32° F and +122° F). If outside temperatures are too hot or too cold, charge the battery inside. For safety reasons, if the battery is too hot, it will not charge.

6



- Plug the charger's plug into an outlet (100 - 240V), using the appropriate plug for the country's standards.
- Uncover the charging socket on the battery, then connect the charging plug with the charging socket on the battery (**fig.6**). You should charge the battery in an area with a smoke detector.
- When charging is complete, disconnect the charging plug from the battery socket.
- Unplug the charger from the wall socket.

7



During the charging process, the diode on the charger will glow red **(fig.7)**. When the battery is fully charged, the diode on the charger will turn green.

CAUTION: If the red LED flashes during the charging process, a charging error has occurred. In that case, immediately remove the charger from the socket, discontinue use of the motor support and contact your Authorized Specialized Retailer.

The Battery Management System (BMS) is designed to protect a fully discharged battery from damage for a period of time. However, in order to maintain the best possible battery performance and lifespan, Specialized recommends regularly recharging the battery to at least ¾ full (7 LEDs).

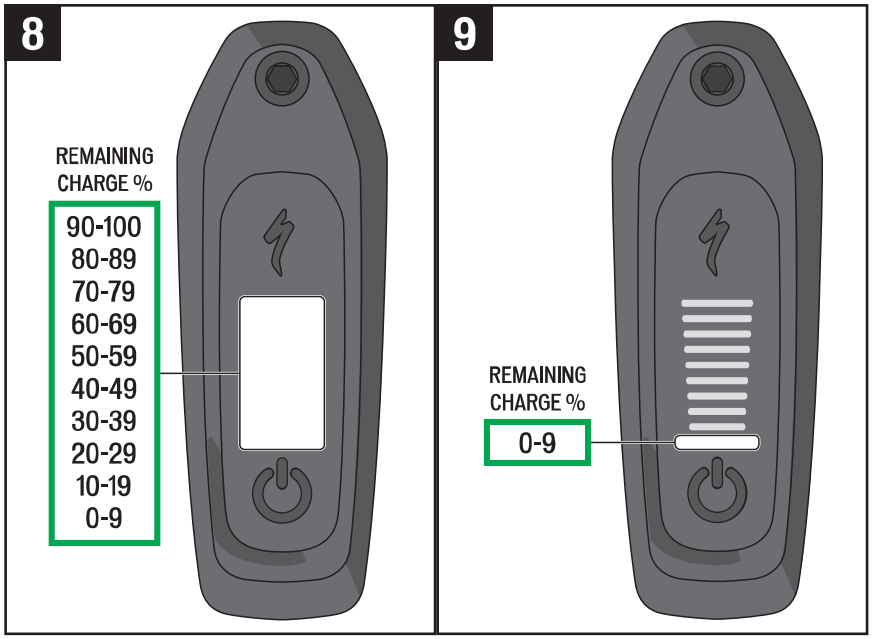
Please note that Li-ion batteries gradually lose capacity depending on age and use. Strongly reduced operating time after charging can be a sign that the battery is reaching the end of its useful life and has to be replaced. Provided the bicycle has been used properly, approximately 75% of the battery's original capacity should remain after 300 charging cycles or two years. Replacement batteries can be purchased from your Authorized Specialized Retailer.

8.3. CHARGE LEVEL DISPLAY

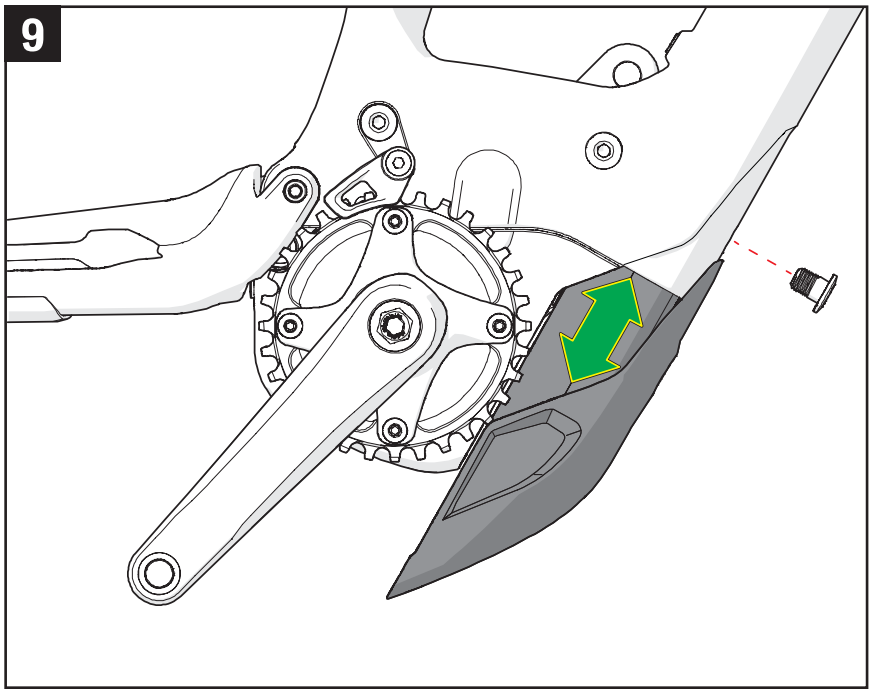
The charge level of the battery is permanently displayed during your ride. The number of LEDs glowing will indicate the remaining battery charge. When the battery charge reaches 10%, the last two LEDs will glow red (fig.8).

At 15% battery charge remaining, the system will start to reduce the amount of support. At 1%, the system switches off the motor support, but the top tube display will still be powered and record the ride.

If your bicycle is at a standstill for at leasy 15 minutes, the bike will switch off to save power BMS will switch the system off. In order to continue riding with support, you have to switch the system on again.



8.4. REMOVING AND INSTALLING THE BATTERY



- Fig.9: Unscrew the bolt under the down tube.
- Fig.9: Grab the pull handle and pull the battery down out of the frame.
- Reverse the steps to reinstall the battery. Torque the bolt to XX in-lbf / YY Nm.

8.5. CHARGING THE BATTERY

WARNING! Place the charger (and battery if removed from the frame) on a stable, level surface unaffected by heat. You should charge the battery in a dry, well ventilated area and make sure the charger is uncovered during the charging process. Ensure that the battery and charger are not exposed to any flammable or dangerous substances. Plug the charger's plug into an outlet (100 - 240V), using the appropriate plug for the country's standards, then connect the charging plug with the charging socket on the battery. Specialized recommends charging the battery in an area with a smoke detector.

- Fig.10: Locate the charging socket on the non-drive-side of the battery, near the bottom bracket.
- Fig.11: Turn off the battery and unplug the wiring harness before removing the battery from the frame!
- Fig.11: Plug the charger into the socket. The four LEDs next to the charging socket indicate the level of charge in the battery in 25% increments.

8.7. CLEANING

Always turn the battery off and remove the charger from the battery before cleaning the bicycle. Remove the battery from the bicycle before cleaning the battery.

Always unplug the charger from the battery and the wall socket before cleaning.

CAUTION: Never use a high-pressure cleaner when cleaning your LEVO. Instead, use a dry or slightly damp cloth. Please ensure no water comes into contact with the electrical components while washing. Ask your Authorized Specialized Retailer for additional information about cleaning your bicycle.

CAUTION: Do not use alcohol, solvents or abrasive cleaners to clean the charger or battery. Instead, use a dry or slightly damp cloth.

8.8. STORAGE

CAUTION: If the battery is not being used for an extended period of time, remove the battery from the frame and store it in a dry, well ventilated area and leave it uncovered. Only store the battery at an ambient temperature between -20° C and +35° C (-4° F and +95° F). If outside temperatures are too hot or too cold, store the battery inside.

CAUTION: If the battery is stored and not in use for extended periods of time, be sure to charge the battery at least every three months so at least 4 LEDs (30-39%) are glowing green. If the battery is not charged over a period longer than three months, it can cause damage to the battery.

Do not leave the battery connected to the charger for extended periods after the battery is charged.

8.9. TRANSPORT

Transporting and/or shipping your LEVO battery may be subject to certain restrictions and may require special handling, labelling, and/or packaging. Be sure to inform yourself beforehand of all applicable legal requirements and regulations in your country or state. Your Authorized Specialized Retailer may also have helpful information available. When carrying the battery outside the frame, Specialized recommends using an approved battery transport box.

CAUTION: Be aware that your LEVO bicycle is significantly heavier than a bicycle without motor support. Use caution when handling, carrying or lifting your LEVO bicycle.

8.10. DISPOSAL

Batteries and chargers must not be disposed of in your household trash! All batteries and chargers must be disposed of in an environmentally friendly manner, in accordance with the battery disposal regulations in your country or state. Ask your Authorized Specialized Retailer for information about how to dispose of a battery or charger and any applicable take-back program.

8.11. ERROR CODES DISPLAYED

The Levo is equipped with a built-in diagnostic system to automatically check and identify the functionality of the system. If the system detects an error, a combination of LEDs that corresponds to the error will be shown on the top tube display.

If you receive such an error, please restart the system. If the error message continues to be shown, please contact your Authorized Specialized Dealer for further instructions. Depending on the type of error message, the system may be switched off automatically. It is possible to continue riding with this system switched off without support from the motor, at any time.

LED DISPLAY	MEANING	SOLUTION
	BATTERY ERROR	Try rebooting or checking Mission Control App for more info. Contact your Authorized Specialized Retailer
	BATTERY NOT FOUND	Make sure everything is connected, then reboot system
	MOTOR ERROR	Try rebooting or checking Mission Control App for more info. Contact your Authorized Specialized Retailer
	MOTOR NOT FOUND	Make sure everything is connected, then reboot system

8.11. BATTERY TECHNICAL DATA

DESCRIPTION	UNIT	SPECIFICATION	
OPERATING VOLTAGE	VOLT	36	
CHARGING TEMPERATURE	°C	0 – +50	
	°F	+32 – +122	
DISCHARGING TEMPERATURE	°C	-20 – +70	
	°F	-4 – +158	
STORAGE TEMPERATURE	°C	< +35	
	°F	< +95	
DEGREE OF PROTECTION		IP67	
WEIGHT (WITHOUT ROCKGUARD)	KG	2.8	
	LB	6.2	
BATTERY		SBC-B12	SBC-B13
RATED CAPACITY		13.92AH	14AH
ENERGY		501WH	504WH
CHARGER		SBC-C04 / SBC-C05	
CHARGE TIME (SBC-C04)		3:50H	3:50H
CHARGE TIME (SBC-C05)		7:40H	7:40H

8.12. CHARGER TECHNICAL DATA

DESCRIPTION	UNIT	SPECIFICATION	
CHARGER MODEL NUMBER		SBC-C04	SBC-C05
CHARGING TEMPERATURE	°C	-10 – +40	0 – +40
	°F	14 – +104	+32 – +104
STORAGE TEMPERATURE	°C	-20 – +65	-20 – +60
	°F	-4 – +149	-4 – +140
OPERATING VOLTAGE	V	42	42
AC INPUT VOLTAGE	V	100 – 240	100 – 240
FREQUENCY	Hz	50 / 60	50 / 60
MAX CHARGE CURRENT	A	4	2
DIMENSIONS	mm	179 X 80 X 37.2	147 X 65.5 X 34.2

The range of the battery can vary considerably depending on the model/capacity of the battery and riding conditions, such as the gradient of your route and the support mode. See "GENERAL NOTES ABOUT RIDING" on page 6 for additional information about battery range and tips on maximizing range.

WARNING! Please read the label on the battery (sample label below) supplied with your bicycle before first use.

9. AIR SHOCK SETUP

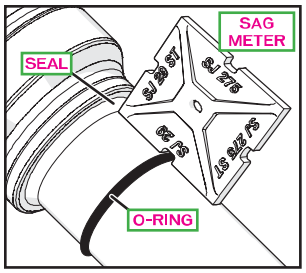
When setting suspension, always set the shock first and fork second for air pressure, rebound, then compression.

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

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 25-30% of stroke, depending on rider experience/preference and terrain conditions. If the rider is approaching 300lbs, sag may exceed the bike's prescribed amount.

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 increase the air pressure.
3. 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!
4. Check the sag by placing the Sag Meter against the rear shock shaft. Once the sag is close to the desired setting, increase or decrease the pressure as needed in 5psi increments until the desired sag is achieved.



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 (FOX: 350psi, RockShox: 325psi).

Please visit the suspension setup tool at www.specialized.com for personalized recommendations for a baseline suspension setup based upon your specific height and weight.

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:** 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.

10. SPECIFICATIONS

10.1. GENERAL SPECIFICATIONS

ITEM	PART #	SPECIFICATION
HEADSET	S182500005	1 1/8" UPPER / 1.5" LOWER DROP-IN BEARINGS
SEAT COLLAR DIAMETER	S184700004	38.6mm
SEATPOST DIAMETER		34.9mm
DERAILLEUR HANGER	S172600001	HGR MY18 MTB THRU AXLE DER HANGER
REAR HUB SPACING	S170200003	AXL MY17 EPIC HT THRU-AXLE 148mm X 12mm

The specs below are the stock configurations for each model.

MODEL	WHEEL / TIRE	SHOCK TRAVEL	SHOCK EXTENSION [1]	SHOCK STROKE	FORK TRAVEL	BB HEIGHT [1]	HEAD TUBE ANGLE [1]
LEVO FSR	29 x 2.6	140	**95** / 98	210 x 52.5	150	**342** / 347	**66.5** / 67

[1] The shock extension length, bottom bracket (BB) height and head tube angle all have two settings based on the Flip Chip position. The stock configuration for the Flip Chip is in the lower position (highlighted in **BOLD**). Refer to section 2.6 for information about adjusting the Flip Chip.

10.2. FRAME/BIKE CUSTOMIZATION:

Stumpjumper FSR frames are available in a 29" configuration, with different wheel/tire and/or fork options. Each of these variables will affect the bottom bracket height and head angle of the frame, as well as the general ride characteristics of the bike. If you decide to make changes to the stock configuration, e.g. changing the tire size or fork travel, please check with your Authorized Specialized Retailer what components, if any, need to change for compatibility.

WARNING! Changing the frame configuration 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. In certain cases, it can also result in frame/shock incompatibility. Please refer to your Authorized Specialized Retailer before making any modifications to the wheel/tire size, shock, shock extension and/or fork length.

MAXIMUM FORK LENGTH AND TIRE SIZE:

WHEEL SIZE	MAX FORK TRAVEL	MAX REAR TIRE SIZE	CHAINRING SIZE
29"	160mm	27.5 x 3.0 or 29 x 2.6	28 [2] - 36t

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

[2] **28t chainring: Any potential contact between the chain and the protector generally goes away when the chain is under tension and the suspension is at the recommended sag.**

WARNING! While the 29 frame is generally compatible with tires up to 27.5 x 3.0 or 29 x 2.6, tire dimensions can vary depending on the manufacturer, and not all forks are designed to accept a larger tire. Always check with the fork manufacturer regarding required clearances.

10.3. TOOLS REQUIRED

■ 1.5, 2.5, 3, 4, 5, 6mm Allen keys	■ High pressure shock pump	■ Cable and housing cutters
■ T10, T25 Torx keys	■ High-quality grease	■ Cutting blade (for Nylon tubes)
■ Torque wrench	■ Blue threadlocker (Loctite 242)	■ Protective strip (tube cutting)

10.4. BOLT SIZE / TOOLS / TORQUE SPECIFICATIONS

WARNING! Correct tightening force on fasteners (nuts, bolts, screws) on your bicycle is important for your safety. If too little force is applied, the fastener may not hold securely. If too much force is applied, the fastener can strip threads, stretch, deform or break. Either way, incorrect tightening force can result in component failure, which can cause you to lose control and fall.

Where indicated, ensure that each bolt is torqued to specification. After your first ride, and consistently thereafter, recheck the tightness of each bolt to ensure secure attachment of the components. The following is a summary of torque specifications in this manual:

GENERAL TORQUE SPECS:

LOCATION	TOOL	TORQUE (in-lbf)	TORQUE (Nm)
SEAT COLLAR	4mm HEX	55	6.2
STEM @ STEERER TUBE	4mm HEX	45	5.1
STEM @ HANDLEBAR	4mm HEX	45	5.1
CRANK BOLTS		443	50
CHAINRING BOLTS		89	10*
SPIDER LOCKRING		443	50
REAR BRAKE GUIDE		6	0.7
WATER BOTTLE BOSS	3mm HEX	25	2.8
12MM REAR AXLE	6mm HEX	133	15.0
DERAILLEUR HANGER	2.5mm HEX	7	0.8
CHAINSTAY PROTECTOR	T25 TORX	7	0.8
HOUSING TUBE SET SCREW	1.5mm HEX	N/A	N/A
BATTERY MOUNT			
DOWN TUBE BUMP STOP			
TOP TUBE DISPLAY			
MOTOR MOUNTS			

* Apply blue loctite to chainring bolts.

CAUTION (non-pivot bolts): Ensure all contact surfaces are clean and greased.

PIVOT TORQUE SPECS (Torque the pivot bolts in the order listed below, after the assembly is complete):

LOCATION	ALLEN KEY	TORQUE (in-lbf)	TORQUE (Nm)
MAIN (BOTTOM BRACKET) [4]	6	160	18
LINK @ SEAT TUBE	6	180	20.3
LINK @ SEATSTAY	6	180	20.3
DROPOUT (HORST LINK)	6	180	20.3
LINK @ EXTENSION	6	180	20.3
UPPER SHOCK EYE	5	90	10.2
LOWER SHOCK EYE	6	210	23.7

10.5. REAR TRIANGLE PIVOT ASSEMBLY

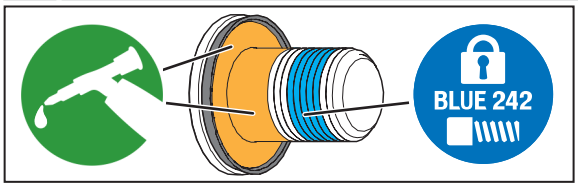
In order to successfully build the LEVO FSR rear triangle, it is very important to follow the order of operations as outlined in this manual. Modifying the order of assembly will result in a longer build process.

Grease all bearing surfaces before placing the spacers against the bearings. This helps keep the spacers in place when assembling each pivot. Always place the smaller (tapered) surface 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.

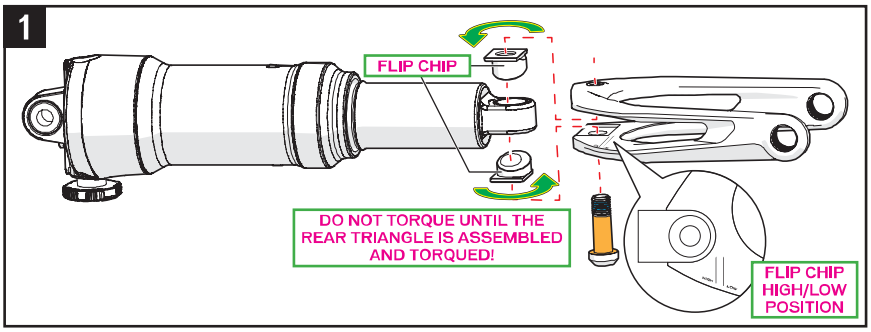
Only apply grease to the unthreaded portion of the bolt shaft and the inner bolt head surface (orange highlighted portion of bolts as shown in illustrations below). Do NOT grease the threads.

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.



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

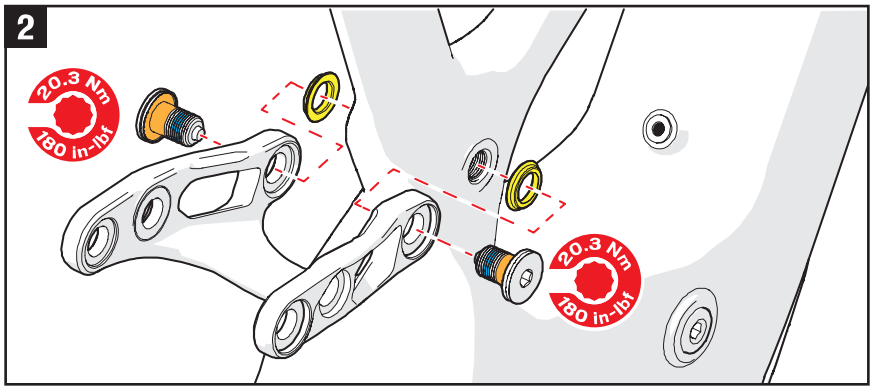
1. EXTENSION @ SHOCK



- Place the Flip Chip eccentric sleeves inside the lower shock eye, in the High or Low mounting position.
- Align the shock eye with the extension hole, then install the bolt/nut.

Do not torque the lower shock eye bolt until the last step!

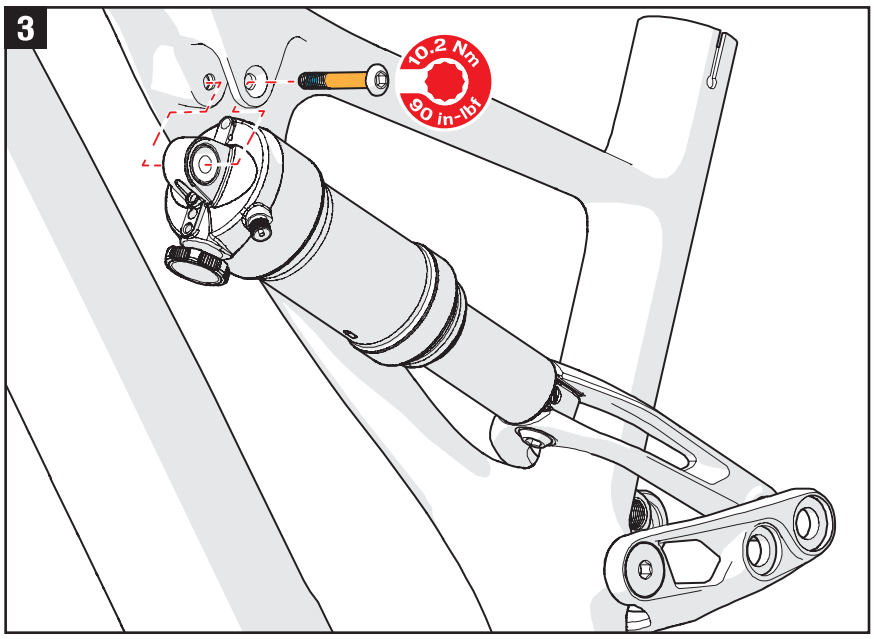
2. LINK @ SEAT TUBE



- Grease, then place the spacers against the inner surface of the link @ seat tube bearings (tapered surface against bearing).
- Align the link with the seat tube pivot, then insert the pivot bolts.

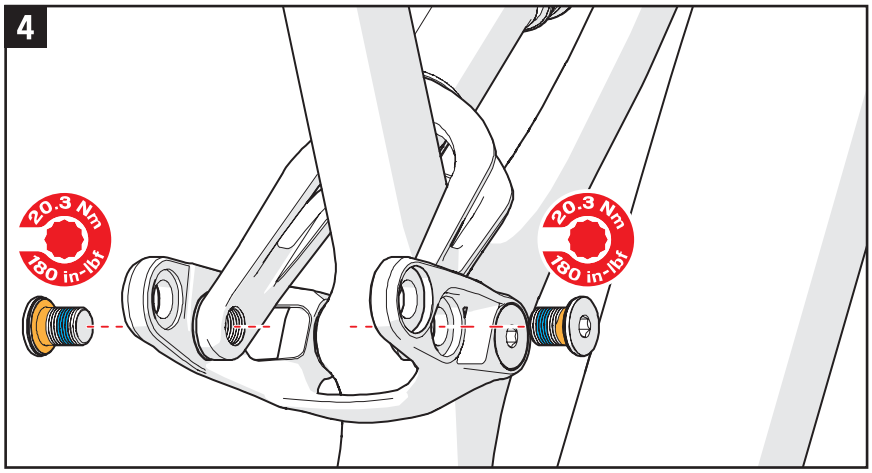
Place a small rag between the link and seat tube to prevent any damage to the seat tube.

3. SHOCK @ UPPER SHOCK EYE MOUNT



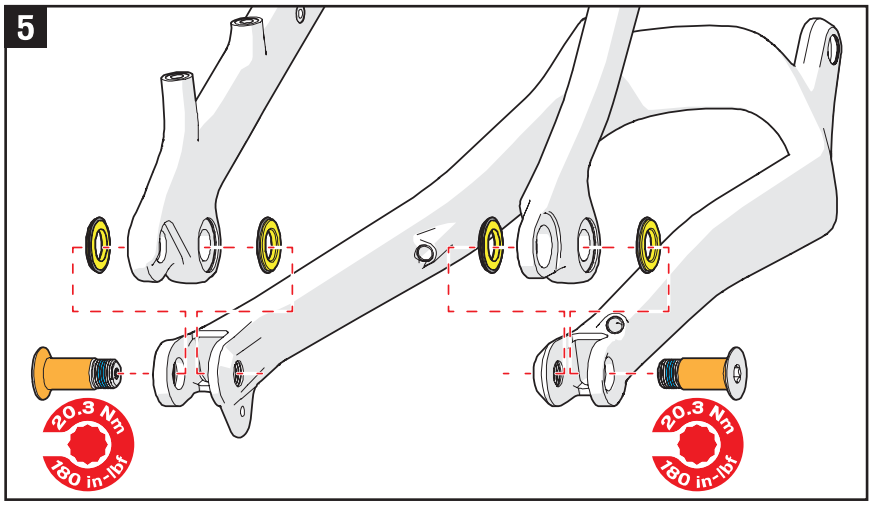
- Place the extension around the seat tube, then align the upper shock eye with the frame mount.
- Insert the upper shock eye bolt.

4. EXTENSION @ LINK



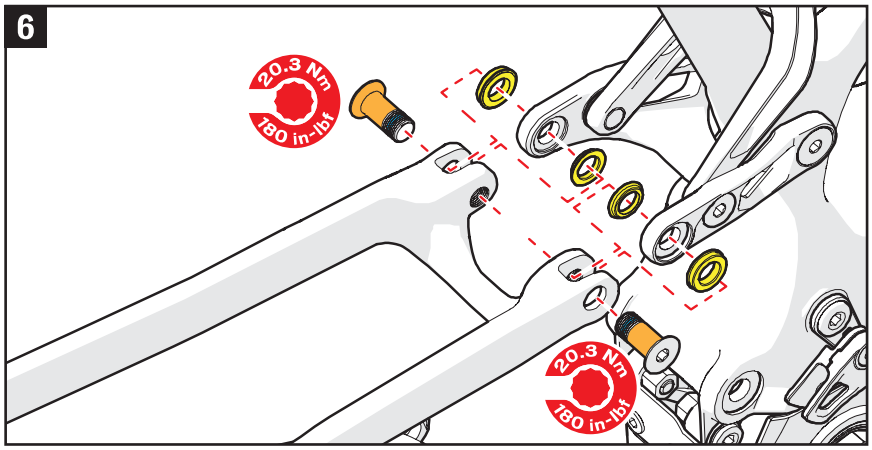
- Align the extension with the bearings, then insert the pivot bolts.

5. HORST LINK (DROPOUT)



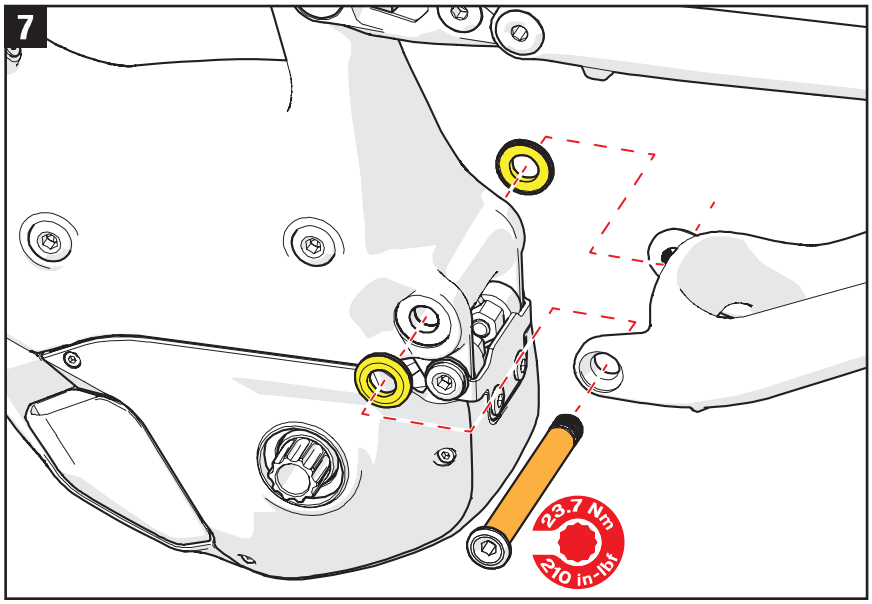
- Grease, then place all the outer Horst spacers against the Horst bearings (tapered surface against bearing).
- Align the drive-side and non-drive side Horst pivot assemblies, then insert the pivot bolts.

6. SEATSTAY @ LINK



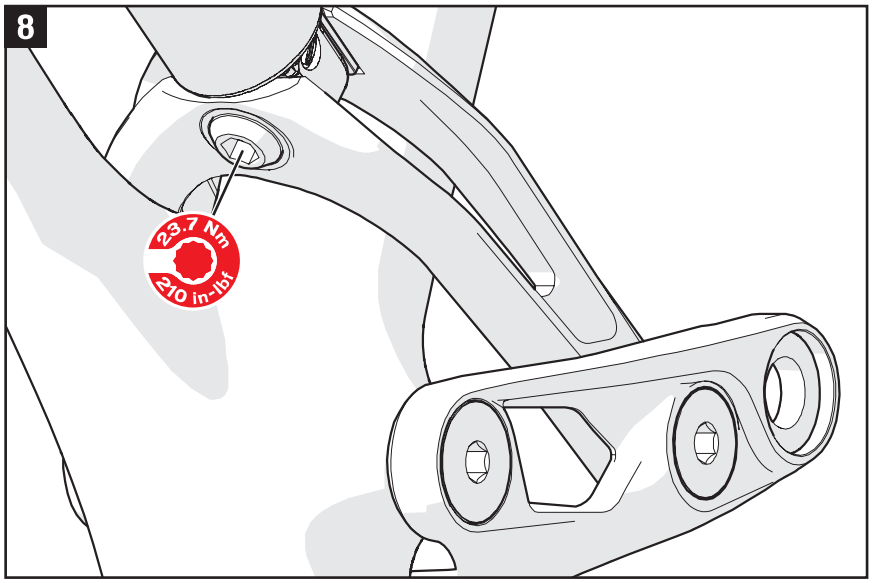
- Grease, then place the two outer spacers (with seals against bearing) and two inner spacers (conical, tapered surface against bearing) against the link bearings.
- Align the seatstay tabs with the link pivot bearings and spacers, then insert the pivot bolts.

7. MAIN (BOTTOM BRACKET)



- Grease, then place the main pivot spacers against the main pivot bearings (seal against bearing).
- Align the chainstay tabs with the main pivot bearins and spacers, then insert the axle.

8. LOWER SHOCK EYE BOLT



- Once all pivot locations are assembled and torqued to specification, torque the lower shock eye bolt.

TECH TIP: For easy lower shock eye bolt access, use the Carbon Crank 6mm Allen w/Socket, part #9891-3010.

PIVOT LOCATION	IN-LBF	Nm	PIVOT LOCATION	IN-LBF	Nm
MAIN (CARBON FRAME)	200	22.5	S-LINK @ SEATSTAY	130	14.7
MAIN (ALLOY FRAME)	182	20.5	S-LINK @ SHOCK EXTENSION	148	16.7
DROPOUT	113	12.8	LOWER SHOCK MOUNT	175	19.8
S-LINK @ FRAME	96	10.8	UPPER SHOCK EYE	113	12.8

TORQUE SPECS (KENEVO FSR PIVOTS)*:

PIVOT LOCATION	IN-LBF	Nm	PIVOT LOCATION	IN-LBF	Nm
MAIN	182	20.5	S-LINK @ SHOCK EXTENSION	204	23
DROPOUT	204	23	LOWER SHOCK MOUNT	156	18
S-LINK @ FRAME	204	23	UPPER SHOCK EYE	156	18
S-LINK @ SEATSTAY	204	23			

* Apply blue loctite to chainring bolts.

TORQUE SPECS (GENERAL LOCATIONS):

LOCATION	IN-LBF	Nm	LOCATION	IN-LBF	Nm
~~SEAT COLLAR (30.9 POST)~~	45	5.1	SPIDER LOCKRING	443	50
SEAT COLLAR (34.9 POST)	55	6.2	DERAILLEUR HANGER	7	0.8
SEATPOST @ SADDLE	120	13.5	WATER BOTTLE BOLTS	25	2.8
STEM @ STEERER TUBE	45	5.1	REAR BRAKE GUIDES	6	0.7
STEM @ HANDLEBAR	45	5.1	BATTERY AXLE	88.5	10
CRANK BOLTS	443	50	REAR AXLE	133	15
CHAINRING BOLTS	89	10*			

TORQUE SPECS (MOTOR MOUNTS):

LOCATION	IN-LBF	Nm
LEVO/KENEVO ALLOY (ALL)	200	22.5
LEVO CARBON MAIN PIVOT	200	22.5
LEVO CARBON FORWARD	133	15
LEVO CARBON UPPER	133	15
LEVO CARBON LOWER	200	22.5

CAUTION: Ensure all contact surfaces are clean and bolt threads are greased or have a threadlocking compound prior to installation.

~~12.4. FRAME SPECIFICATIONS~~

ITEM	SPECIFICATION
HEADSET	1 1/8" UPPER / 1.5" LOWER
SEAT COLLAR DIAMETER (LEVO)	34.9MM
SEAT COLLAR DIAMETER (KENEVO)	38.6MM
SEATPOST DIAMETER (LEVO)	30.9MM

SEATPOST DIAMETER (KENEVO)	34.9MM
DERAILLEUR HANGER	S172600003 (AMAZINGER 2.1)
REAR HUB	148MM X 12MM
FRONT HUB	110MM X 15MM

12.5. RECOMMENDED TIRE PRESSURES

Proper tire pressure is critical for optimal performance. Tires with higher pressure will typically roll faster and provide less rolling resistance, but provide less traction. Tires with lower pressure will typically provide increased traction and control at the expense of rolling resistance. Too little pressure will increase the risk of rim damage and potential for "burped" tires (releasing air when used as tubeless).

Experiment with different tire pressures in different conditions to find what works best for you when riding your preferred terrain.

With the increased volume of 6Fattie tires it is much more difficult to determine pressure by squeezing the tire. Use a quality pressure gauge instead and refer to the tire pressure recommendations written on the side of the tires.

Because of the extra weight of the LEVO bicycle, tire pressure should generally be higher compared to a regular bicycle with 6Fattie tires, such as a Stumpjumper or Rhyme 6Fattie FSR.

13. FCC Compflfiance & Advfisory Statement

FCC ID: O4GTTHMI
MODEL: SBC-D03
MADE IN CHINA
This device complies with part 15 of the FCC Rules.
Operation is subject to the following conditions:
(1) this device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.

NOTES:

THE MANUFACTURER IS NOT RESPONSIBLE FOR ANY RADIO OR TV INTERFERENCE CAUSED BY UNAUTHORIZED MODIFICATIONS TO THIS EQUIPMENT. SUCH MODIFICATIONS COULD VOID THE USER AUTHORITY TO OPERATE THE EQUIPMENT.

NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

-- Reorient or relocate the receiving antenna.
-- Increase the separation between the equipment and receiver.
-- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
-- Consult the dealer or experienced radio / TV technician for help

The RF Exposure Compliance distance is 20 millimeters.

14. RETAILER SERVICE SCHEDULE

1st Inspection:
After approx. 200 kilometers (120 miles)

Work done:

Materials used:

Date:
Signature:
Retailer Stamp:

2nd Inspection:
After approx. 1000 kilometers (600 miles)

Work done:

Materials used:

Date:
Signature:
Retailer Stamp:

3rd Inspection:
After approx. 2000 kilometers (1200 miles)

Work done:

Materials used:

Date:
Signature:
Retailer Stamp:

4th Inspection:

Work done:

Materials used:

Date:
Signature:
Retailer Stamp:

5th Inspection:

Work done:

Materials used:

Date:
Signature:
Retailer Stamp:

6th Inspection:

Work done:

Materials used:

Date:
Signature:
Retailer Stamp: