

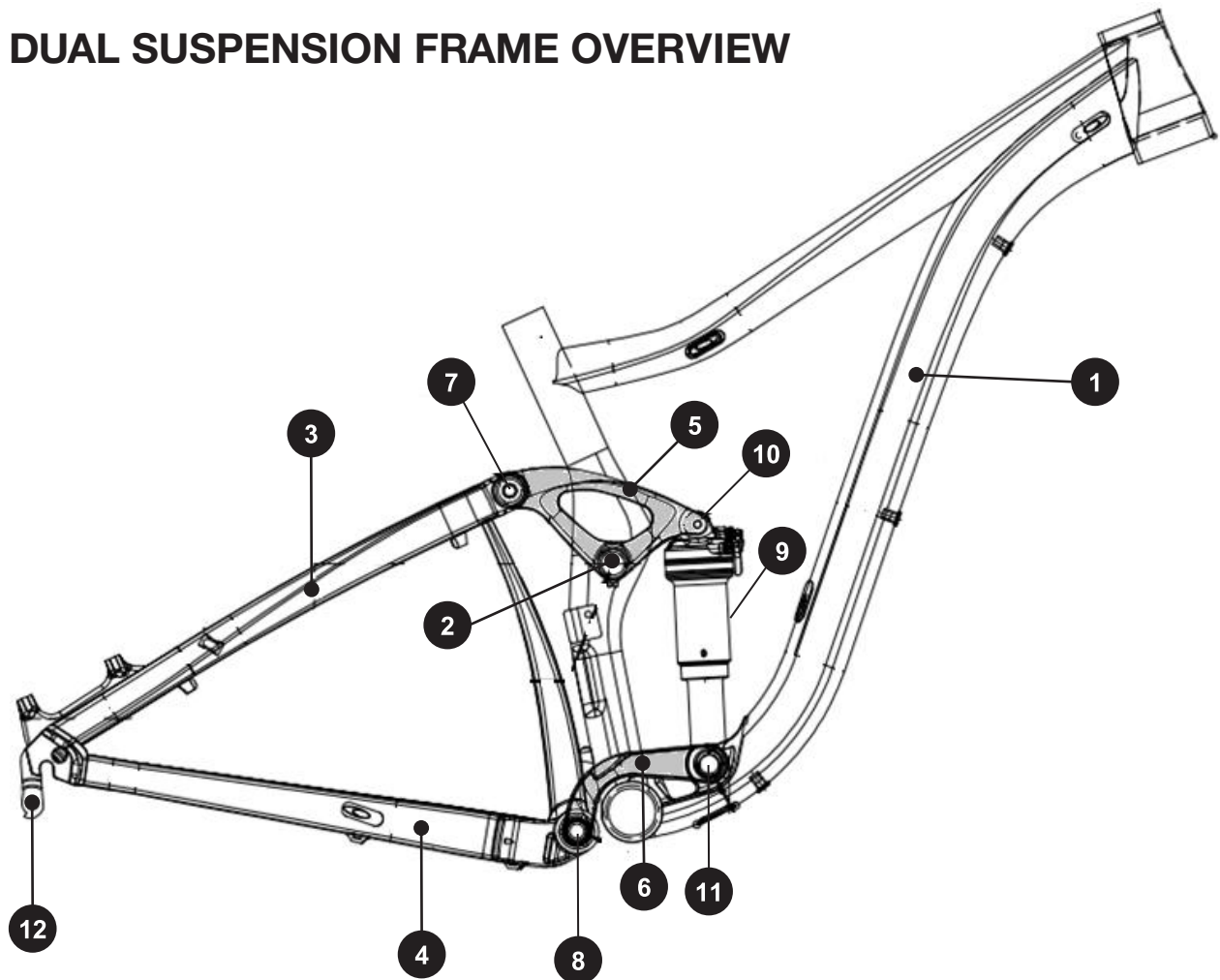
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DUAL SUSPENSION FRAME OVERVIEW



1. Main Frame	5. Rock Arm	9. Shock
2. Rock Arm Frame Pivot	6. U-Link	10. Upper Shock Eyelet
3. Seat stay	7. Rock Arm Seat stay Pivot	11. Lower Shock Eyelet
4. Chain stay	8. U-Link Chain stay Pivot	12. Rear Derailleur Hanger

INTRODUCTION

This manual is intended as a service guide to help you familiarize yourself with Giant Dual Suspension or “Maestro Suspension” systems. It’s designed to be used in conjunction with the Bicycle Owner’s Manual and any owner’s manuals supplied by the manufacturers of the front and rear suspension components. To fully benefit from the performance of the product and to carry out the maintenance smoothly, please read the following installation and service instructions closely.

PRECAUTIONS WHEN SERVICING DUAL SUSPENSION BICYCLES

- Wear appropriate safety equipment, such as safety glasses and gloves.
- Use a portable bicycle stand and make sure the bike is fixed properly and stably to avoid the bike toppling during service.
- Use the proper service kits and specific tools necessary for the job. Using the improper tools could cause damage to the bike which in turn could pose a severe hazard to the rider.
- Refer to the manufacturer’s technical information for specific details regarding shock function and setup.
- This manual contains many “WARNING” and “CAUTION” notes which concern the consequences of failure to maintain or inspect the bicycle or of failure to follow safe cycling practices. Make sure you read this manual thoroughly to get a clear understanding of the warnings, instructions and content it contains.

⚠ WARNING: Never modify the frame or bicycle in any way. Do not sand, drill, fill or remove parts. Do not install incompatible forks or suspension parts. An improperly modified frame, fork or component can cause the rider to lose control and fall.

⚠ CAUTION: Any modification of your frame, fork or components voids your warranty.

BASIC TERMS & SHOCK SETUP OVERVIEW

TERMS

Bottomed Out: When a rear shock or suspension fork (herein after referred to as “shock”) is compressed completely and all the suspension travel has been used

Topped Out: When the shock or fork rebounds quickly enough to cause a “clunk” at the very top of its upstroke

Compression Stroke: The motion of the shock in response to an impact

Damping: Internal mechanism to control the speed of compression or rebound

PSI: Pounds per square inch

Rebound: The extension or return stroke of the shock

Sag: Compression of the shock caused by the rider’s static weight

Spring Rate: The amount of force required to compress the spring

SETUP

Sag: All Giant dual suspension bikes rely on sag for their suspension to work efficiently. Please take a few moments to read through this guide to understand sag as it applies to the bike in question. Setting the sag will greatly enhance the riding experience and the performance of the bike.

Rebound Damping: Rebound damping controls the rate of speed at which the shock returns to its original position after responding to a bump force. Rebound damping prevents the shock from springing back too quickly. This is desirable because it improves the rear suspension’s sensitivity to small bumps and the tire’s ability to stay in contact with the ground. It also helps reduce the “pogo stick” motion from the rear suspension when the bike encounters a bump while the rider is seated. Typically, the heavier the rider (and higher the necessary spring rate), the more rebound damping is required. Please refer to this guide for details on how to set rebound damping rate. You should also refer to the individual shock manufacturer’s technical manual for specific information.

Pedal Platform: A pedal platform system is part of the compression damping circuit in the rear shock on Giant Maestro bike. The system helps to control pedal induced “bob” on the suspension. Please refer to the shock manufacturer’s technical manual for specific adjustment information.

NOTE: The linkage design of the Maestro Suspension system is inherently efficient, therefore very little or no pedal platform is required to get the best from Giant dual suspension bikes.

SUSPENSION SAG RECOMMENDATION CHARTS

SUGGESTED FRONT FORK SAG GUIDE (ALL TYPES)

FORK TRAVEL (mm)	SAG (mm)
85	12-17
100	15-20
120	18-30
140/145	28-37
170	34-50
180	36-54
200	40-60

SUGGESTED FRONT FORK SAG GUIDE (ALL TYPES)

	Rear wheel travel	Eye to eye shock lengths	Shock travel	Recommend sag %	Sag measured by shock travel
ANTHEM X	4.00" (101mm)	6.5" (165mm)	1.50" (38mm)	20% – 30%	0.30" – 0.45" (8mm – 11mm)
ANTHEM X 29ER	4.00" (101mm)	6.5" (165mm)	1.50" (38mm)	20% – 30%	0.30" – 0.45" (8mm – 11mm)
ANTHEM X Advanced 29ER	4.00" (101mm)	6.5" (165mm)	1.50" (38mm)	20% – 30%	0.30" – 0.45" (8mm – 11mm)
ANTHEM X Advanced SL	4.00" (101mm)	6.5" (165mm)	1.50" (38mm)	20% – 30%	0.30" – 0.45" (8mm – 11mm)
ANTHEM X W	4.00" (101mm)	6.5" (165mm)	1.50" (38mm)	20% – 30%	0.30" – 0.45" (8mm – 11mm)
ANTHEM X W 29ER	4.00" (101mm)	6.5" (165mm)	1.50" (38mm)	20% – 30%	0.30" – 0.45" (8mm – 11mm)
CYPHER/TRANCE X W	5.00" (127mm)	7.25" (184.1mm)	1.75" (44mm)	25% – 30%	0.44" – 0.53" (11mm – 13mm)
FAITH	7" (177.8mm)	8.5" (215.9mm)	2.5" (63.5mm)	25% – 35%	0.63" – 0.88" (16mm – 22.35mm)
GLORY	8" (203.2mm)	8.75" (222.3mm)	2.75" (69.85mm)	25% – 35%	0.69" – 0.96" (18mm – 25mm)
REIGN	6.00" (152mm)	7.875" (200mm)	2.00" (51mm)	25% – 30%	0.50" – 0.60" (13mm – 15mm)
REIGN X	6.75" (171mm)	7.875" (200mm)	2.25" (57mm)	25% – 30%	0.56" – 0.68" (14mm – 17mm)
TRANCE X	5.00" (127mm)	7.25" (184.1mm)	1.75" (44mm)	25% – 30%	0.44" – 0.53" (11mm – 13mm)
TRANCE X Advanced SL	5.00" (127mm)	7.25" (184.1mm)	1.75" (44mm)	25% – 30%	0.44" – 0.53" (11mm – 13mm)
TRANCE X 29ER	4.50" (120mm)	7.25" (184.1mm)	1.75" (44mm)	25% – 30%	0.44" – 0.53" (11mm – 13mm)
YUKON FX	4.00" (101mm)	6.5" (165mm)	1.50" (38mm)	20% – 30%	0.30" – 0.45" (8mm – 11mm)

GENERAL MAINTENANCE

1. Inspect all suspension bolts and tighten if necessary to required torque setting.
2. DO NOT use high-pressure water sources to wash or rinse the bicycle. Doing so can displace any lubricants that are present, as well as possibly forcing water and/or contaminants into the bearings that can harm the pivot and bearing, reduce performance, and cause premature wear. Use only low pressure water, or a bucket of water with a sponge and a soft nylon bristle brush and mild soap to clean the frame and components. We would recommend that you do not use dish washing liquid due to its high salt content that can cause corrosion. If using bicycle specific cleaners/degreasers please check the manufacturer's recommended amount of time to leave the cleaner on your bike. Prolonged exposure to some such cleaners can damage the surface finish of the frame and or components.

FRONT SUSPENSION TRAVEL & SAG GUIDE

To determine the bike's specific front suspension travel adjustments and recommended settings, please refer to the fork manufacturer's technical manual.

⚠ WARNING: Only Giant Glory and Faith model bicycles are engineered for use with dual crown suspension forks. Use of dual crown suspension forks on any Giant bicycles other than these models will void the warranty and may result in frame failure, which can cause injury or death. Giant is not responsible for damages to the bike and rider resulting from the use of dual crown forks. A suspension fork is effective at both absorbing bump forces and helping the tire to track the ground for improved traction and braking control. When in active mode, a fork will rely on sag to keep the front tire in better contact with the ground during braking. The chart on page 5 should be used as a general guideline.

AIR SPRUNG FORKS

As a general guide, pump the main chamber (main spring) to a psi equal to 60% of your rider's weight in pounds (2.2lb = 1kg). Adjust the fork's sag by using the same procedure used for accurately adjusting the sag on your rear shock as described on page 7.

COIL SPRUNG FORKS

Springs on these types of forks are set at the factory. Most have a simple preload adjuster that allows the rider to make the fork firmer or softer depending on rider's weight. The heavier the rider, the firmer the spring setting should be. If with no preload you are not achieving the recommended sag then a softer spring is needed and if with maximum preload you are achieving too much sag then a harder spring is needed.

To check rebound, turn the rebound damping knob (if applicable) counter-clockwise until it stops. With full body weight, push down on the fork forcefully with the front brake on and watch (and feel) how the fork rebounds. Turn the rebound damping knob clockwise until the fork rebounds slightly slower than with no damping (the heavier the rider, the more damping will be required).

REAR SHOCK SETUP GUIDE

COIL SHOCK SETUP

All Giant coil shock-equipped bicycles use the same formula to determine “sag” and “rebound damping” (see Basic Terms & Shock Setup Overview for definition of sag and rebound damping). Sag is a critical performance component and is relative to the individual rider’s weight.

SETTING & ADJUSTING SAG (COIL SHOCKS)

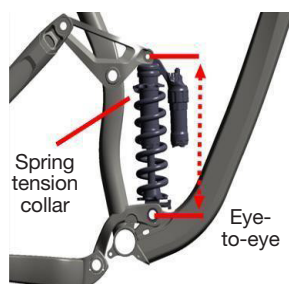


Figure 1

1. Turn the spring tension collar counter clockwise until there is minimal tension on the spring (*Figure 1*).
2. With a felt-tip marker, place a dot on the edge of the collar and the shock body so you can measure full rotations of the shock collar.
3. Position the bicycle next to a wall so the bike owner can sit on the bike with both feet on the pedals while steadying himself with one arm. It is necessary they sit on the saddle without bouncing. Measure the eye-to-eye distance while rider is seated on the bike (*Figure 1*). They should now dismount.

4. Subtract the weighted eye-to-eye distance from the un-weighted eye-to-eye distance to determine sag. See Sag Recommendations charts for sag distances.
5. For general purpose riding, the shock should compress approximately one quarter of its travel (please refer to the Sag Recommendations charts for specific recommendations for the frame). Turn the shock’s tension collar clockwise to increase spring tension/decrease shock sag.
6. If the rider sits on the bike with minimal tension on the spring and there is less than one quarter of the shock travel, a lighter weight spring is needed. If you turn the shock tension collar three complete turns and the shock compresses more than a quarter of the shock’s travel, a heavier spring is needed.

⚠ CAUTION: Never tighten the spring tension collar past three turns from minimum tension as doing so will cause the spring to “coil bind” which can cause damage to the spring and internal workings of the shock.

SUSPENSION SETTINGS & RECOMMENDATIONS (COIL SHOCK-EQUIPPED BIKES)

See Sag Recommendations charts for rear wheel travels. Giant's Maestro rear suspension design precisely positions the pivots and linkages to give the rider efficient pedaling and small bump compliance. Maestro's pivot placement allows the rear suspension to be completely active under pedaling and braking, allowing the rear wheel to react constantly to the terrain.

AIR SHOCK SETUP

See Sag Recommendations charts for rear wheel travels. Giant cross-country, trail and all mountain bikes feature an air shock equipped Maestro suspension design. Maestro-equipped mountain bikes rely on rear suspension "sag." Sag is a critical performance component and is relative to the individual rider's weight.

USING A SHOCK PUMP

These simple steps will help you get the most accurate use of your shock pump and improve the life of your shock pump.

1. When screwing the pump onto the shock do not screw it on all the way until it stops. This will damage the seal on the pump and also allow too much air to escape when you remove the pump.
2. Watch the pressure gauge on the pump when you screw the pump onto the shock. Screw the pump on until the gauge registers a pressure and then another $\frac{1}{4}$ - $\frac{1}{2}$ turn. At this point you now have a strong air seal.
3. When you remove the pump a small amount of air will always be lost. If you follow our recommendation above the pressure loss will only be approximately 5% rather than up to 50% if the pump is screwed all the way onto the valve. Because of this pressure loss when you have found a pressure that gives you the best performance from your frame you will need to add 5% extra pressure according to the gauge to leave the required pressure in the shock once the pump is removed. (e.g. Required pressure is 160psi, 5% = 8psi. Pump the shock until the gauge reads 168psi, remove the pump, and 160psi will be left in the shock.)

SETTING AND ADJUSTING SAG (AIR SHOCKS)

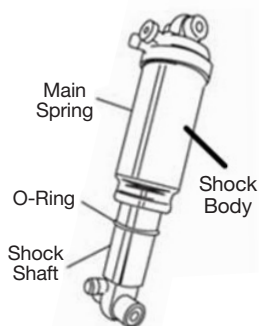


Figure 2

1. Pump the main air chamber to a psi equal to 100% of rider weight in pounds. ($2.2lb = 1kg$)
2. Push the rubber O-ring that is around the shock shaft all the way against the base of shaft (closest to shock body).
3. Position the bicycle next to a wall so the bike owner can sit on the bike with both feet on the pedals while steadying themselves with one arm. It is necessary they sit on the saddle without bouncing. They should then dismount gently, again taking care to avoid any bounce. Measure the distance the O-ring has moved down the shaft. (Figure 2).

4. Add or remove air until desired shock movement is obtained. To achieve a high level of accuracy it's best to carry out this procedure while wearing a normal riding kit including shoes, hydration pack, any tools, etc. The shock pump must be removed every time you check the sag. Refer to the Sag Recommendation Guide on page 5 for proper sag measurement.

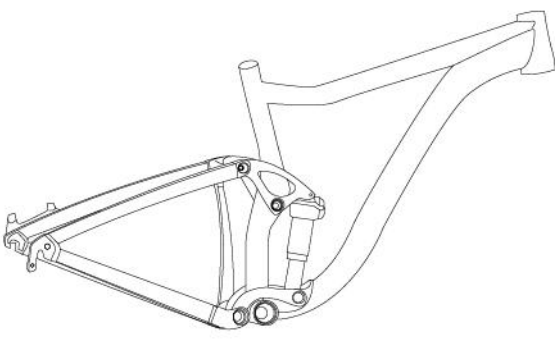
NOTE: Please refer to the shock manufacturer's technical manual for minimum and maximum working pressures for your shock. If there is no O-ring on the shock body or you cannot clearly see the shock shaft then please use the method for coil sprung bikes using the eye-to-eye measurement as described above in the Setting & Adjusting Sag (coil shocks) section.

SETTING & ADJUSTING REBOUND DAMPING (BOTH COIL & AIR SHOCKS)

See Basic Terms and Shock Setup Overview for definition of rebound damping.

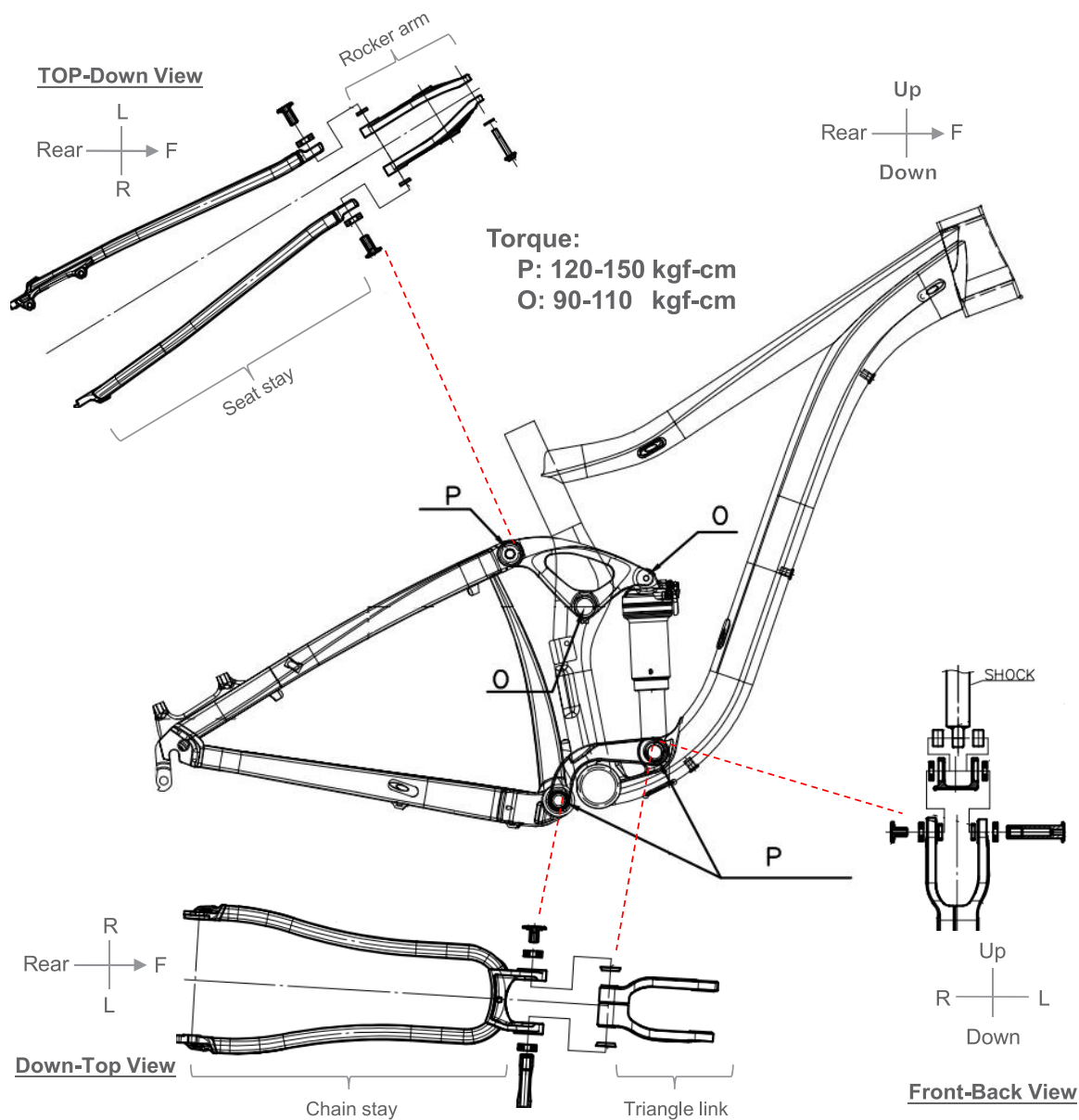
1. If you are unfamiliar with rebound damping, perform this procedure: With full body weight, push down on the saddle forcefully to compress the shock. Watch (and feel) how the shock rebounds from compression.
2. Next, turn the rebound damping knob clockwise until it stops and compress the shock under full body weight. Note that the shock rebounds very slowly. Next, turn the damping knob counterclockwise a few complete turns and re-perform your compression testing until the shock rebounds more slowly than with no damping.
3. To check the rebound damping rate while riding, ride off a curb while seated. The rear suspension should bounce only once upon rebound (the heavier the rider, the more damping will be required). Adjust accordingly to accomplish this motion. If the suspension bounces more than once, turn the damping knob clockwise until one bounce is achieved.

FRAME TECHNICAL DATA: MY13 TRANCE X 29er

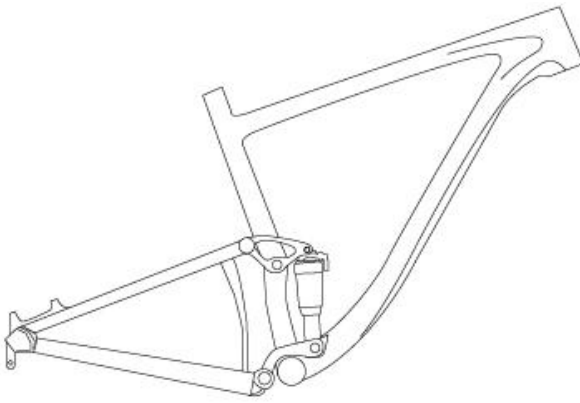
Frame Drawing					
Rear Wheel Travel (in)	5				
Shock Travel (in)	1.75				
Shock Eye To Eye (in)	7.25				
Seatpost Diameter (mm)	30.90				
Front Derailleur Diameter (mm/type)	High direct mount				
Rear O.L.D. (mm)	135				
Rear-Centre (mm)	452				
Size	XS(14.5)	S(16)	M(18)	L(20)	XL(22)
Head Tube Length (in)	4.1	4.1	4.1	4.1	4.1
Top Tube Horizontal Length (in)	21.7	22.4	23.4	24.1	25.0
Seat Angle (degree)	74	73	73	73	73
Head Angle (degree)	69.5	69.5	69.5	69.5	69.5
BB Drop (mm)	34	34	34	34	34

Notes: 1. Mounting Hardware Size: 22.2mm x 6mm 2. BB: Press Fit / BB92
 3. Head Tube Inner Diameter: 44mm / 55.95mm

FRAME FEATURES: MY13 TRANCE X 29er

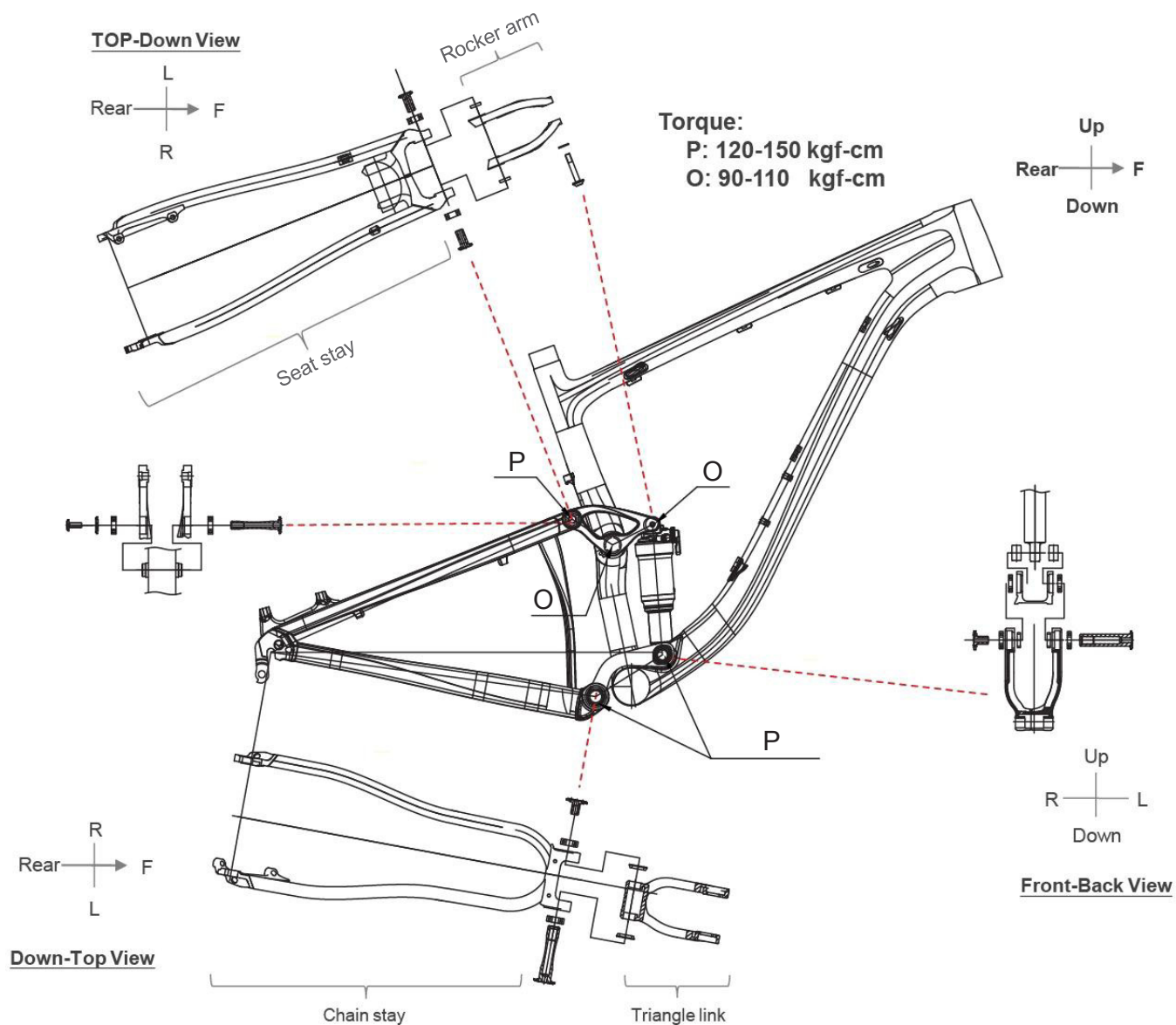


FRAME TECHNICAL DATA: MY13 ANTHEM X ADVANCED 29er

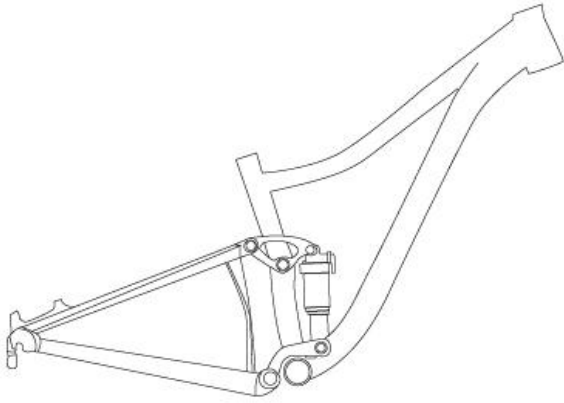
<p>Frame Drawing</p>				
Rear Wheel Travel (in)	4			
Shock Travel (in)	1.5			
Shock Eye To Eye (in)	6.5			
Seatpost Diameter (mm)	30.90			
Front Derailleur Diameter (mm/type)	34.90			
Rear O.L.D. (mm)	135			
Rear-Centre (mm)	462			
Size	S(16)	M(18)	L(20)	XL(22)
Head Tube Length (in)	4.1	4.1	4.1	4.7
Top Tube Horizontal Length (in)	22.6	23.4	24.2	25.0
Seat Angle (degree)	73	73	73	73
Head Angle (degree)	71.0	71.0	71.0	71.0
BB Drop (mm)	43	43	43	43

Notes: 1. Mounting Hardware Size: 22.2mm x 6mm 2. BB: Press Fit / BB92
 3. Head Tube Inner Diameter: 44mm / 55.95mm

FRAME FEATURES: MY13 ANTHEM X ADVANCED 29er

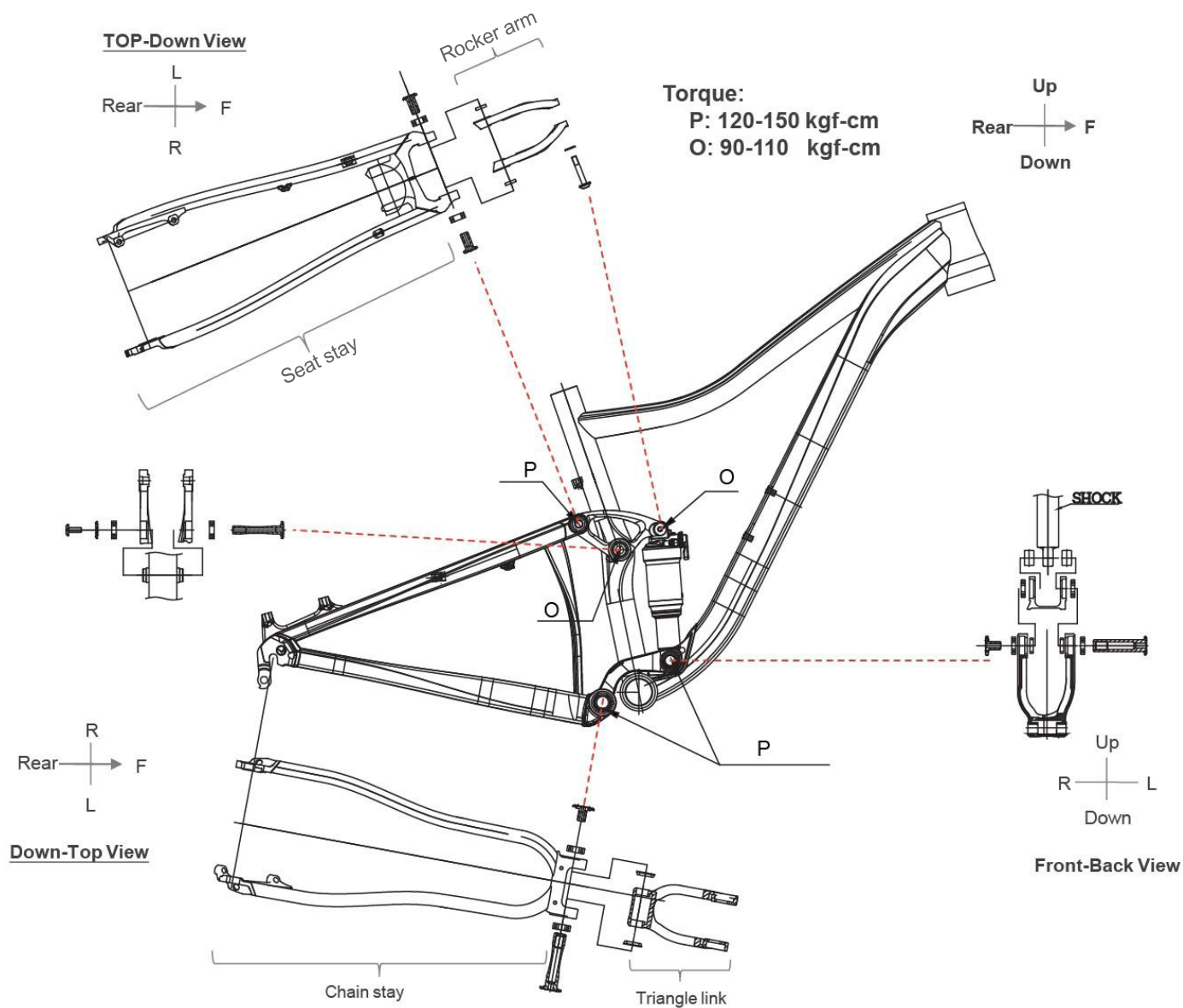


FRAME TECHNICAL DATA: MY13 ANTHEM X W 29er

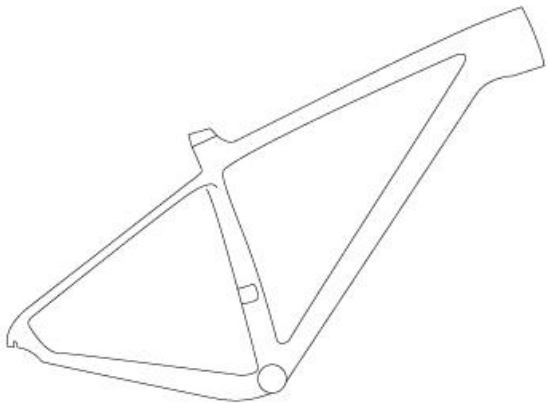
Frame Drawing				
Rear Wheel Travel (in)	4			
Shock Travel (in)	1.5			
Shock Eye To Eye (in)	6.5			
Seatpost Diameter (mm)	30.90			
Front Derailleur Diameter (mm/type)	34.90			
Rear O.L.D. (mm)	135			
Rear-Centre (mm)	462			
Size	XS(14.5)	S(16)	M(18)	L(20)
Head Tube Length (in)	4.1	4.1	4.3	4.5
Top Tube Horizontal Length (in)	21.7	22.2	22.4	22.8
Seat Angle (degree)	74.0	73.5	73.5	73.5
Head Angle (degree)	71.5	71.5	71.5	71.5
BB Drop (mm)	43	43	43	43

Notes: 1. Mounting Hardware Size: 22.2mm x 6mm 2. BB: Press Fit / BB92
 3. Head Tube Inner Diameter: 44mm / 55.95mm

FRAME FEATURES: MY13 ANTHEM X W 29er

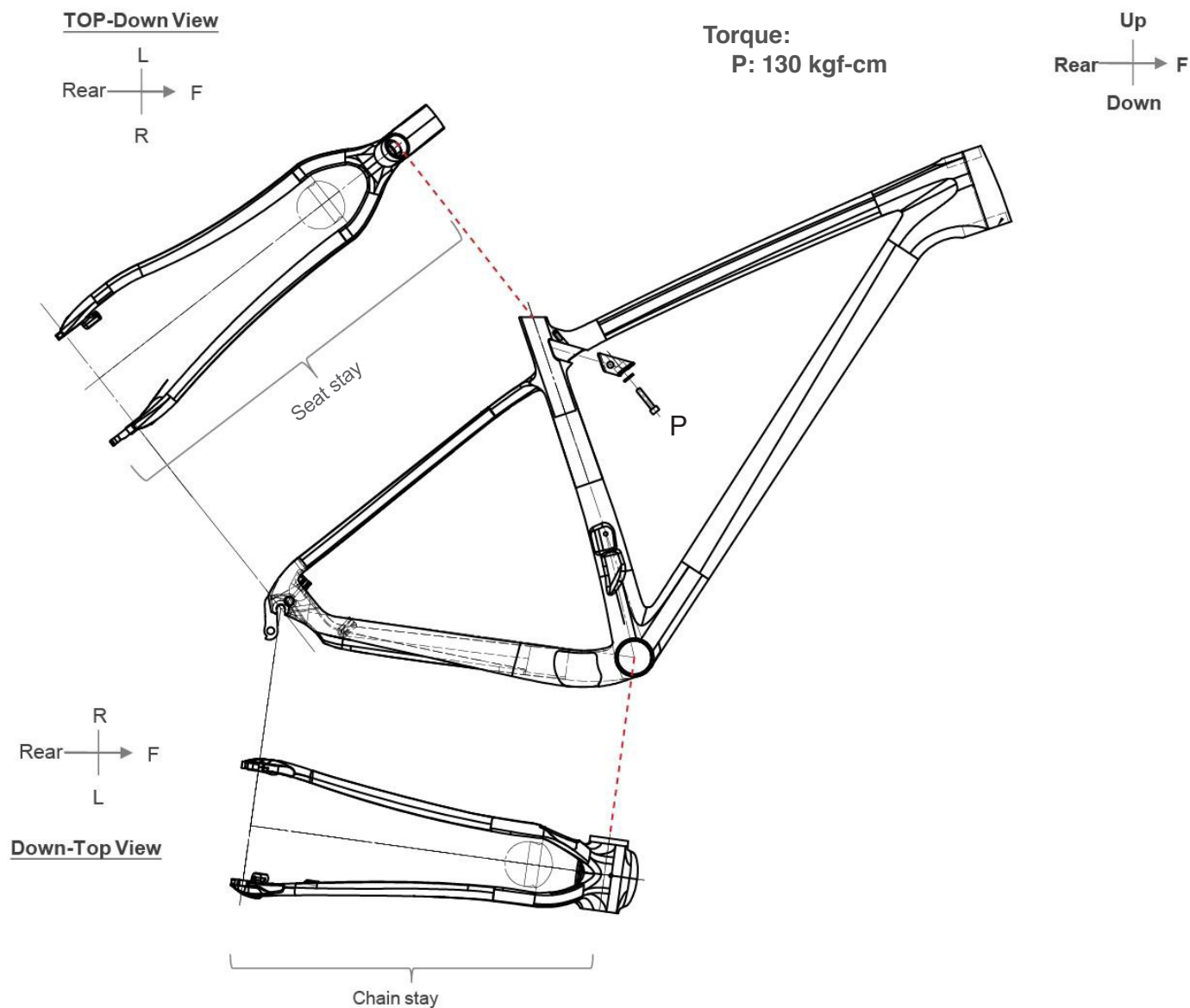


FRAME TECHNICAL DATA: MY13 XTC ADVANCED SL 29er

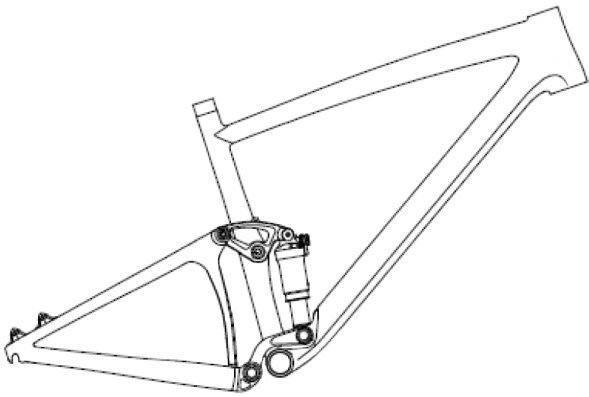
Frame Drawing				
Rear Wheel Travel (in)	N/A			
Shock Travel (in)	N/A			
Shock Eye To Eye (in)	N/A			
Seatpost Diameter (mm)	27.20			
Front Derailleur Diameter (mm/type)	High direct mount			
Rear O.L.D. (mm)	135mm			
Rear-Centre (mm)	437			
Size	S(16)	M(18)	L(20)	XL(22)
Head Tube Length (in)	3.5	3.9	3.9	4.7
Top Tube Horizontal Length (in)	22.4	23.4	24.2	25.0
Seat Angle (degree)	73.0	72.5	72.5	72.5
Head Angle (degree)	71.0	71.5	71.5	71.5
BB Drop (mm)	60	60	60	60

Notes: 1. BB: Press Fit / BB92 2. Head Tube Inner Diameter: 44mm / 55.95mm

FRAME FEATURES: MY13 XTC ADVANCED SL 29er

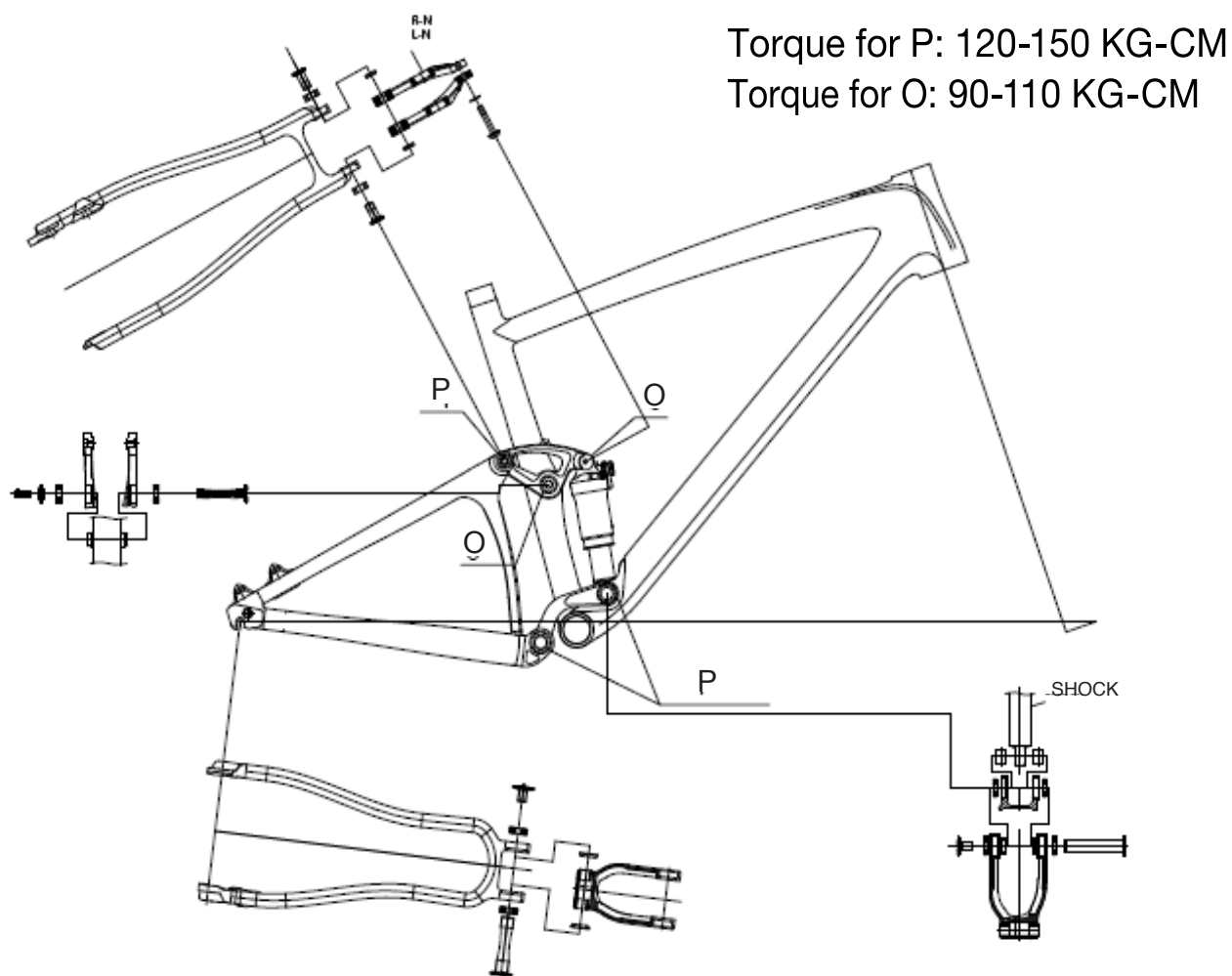


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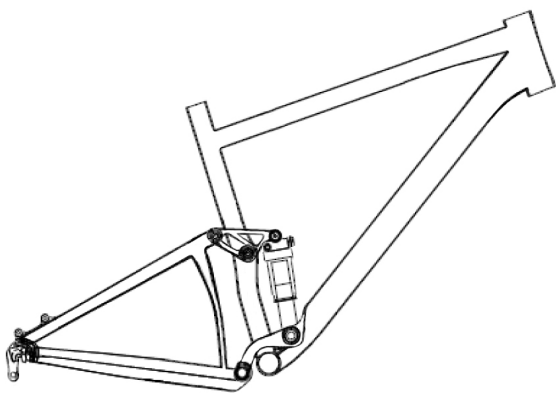
Frame Drawing				
Rear Wheel Travel (in)	4			
Shock Travel (in)	1.5			
Shock Eye To Eye (in)	6.5			
Seatpost Diameter (mm)	30.9			
Front Derailleur Diameter (mm/type)	34.9			
Rear O.L.D. (mm)	135			
Rear-Centre (mm)	425			
Size	S(16)	M(18)	L(20)	XL(22)
Head Tube Length (in)	4.6	5.1	5.7	6.3
Top Tube Horizontal Length (in)	22.6	23.4	24.2	25.0
Seat Angle (degree)	73.5	73.0	73.0	73.0
Head Angle (degree)	71.0	71.0	71.0	71.0
BB Drop (mm)	10	10	10	10

Notes: 1. Mounting Hardware Size: 22.2mm x 6mm 2. BB: Press Fit / BB92

FRAME FEATURES: MY10-MY12 ANTHEM X ADVANCED SL 0 MY12 ANTHEM X ADVANCED

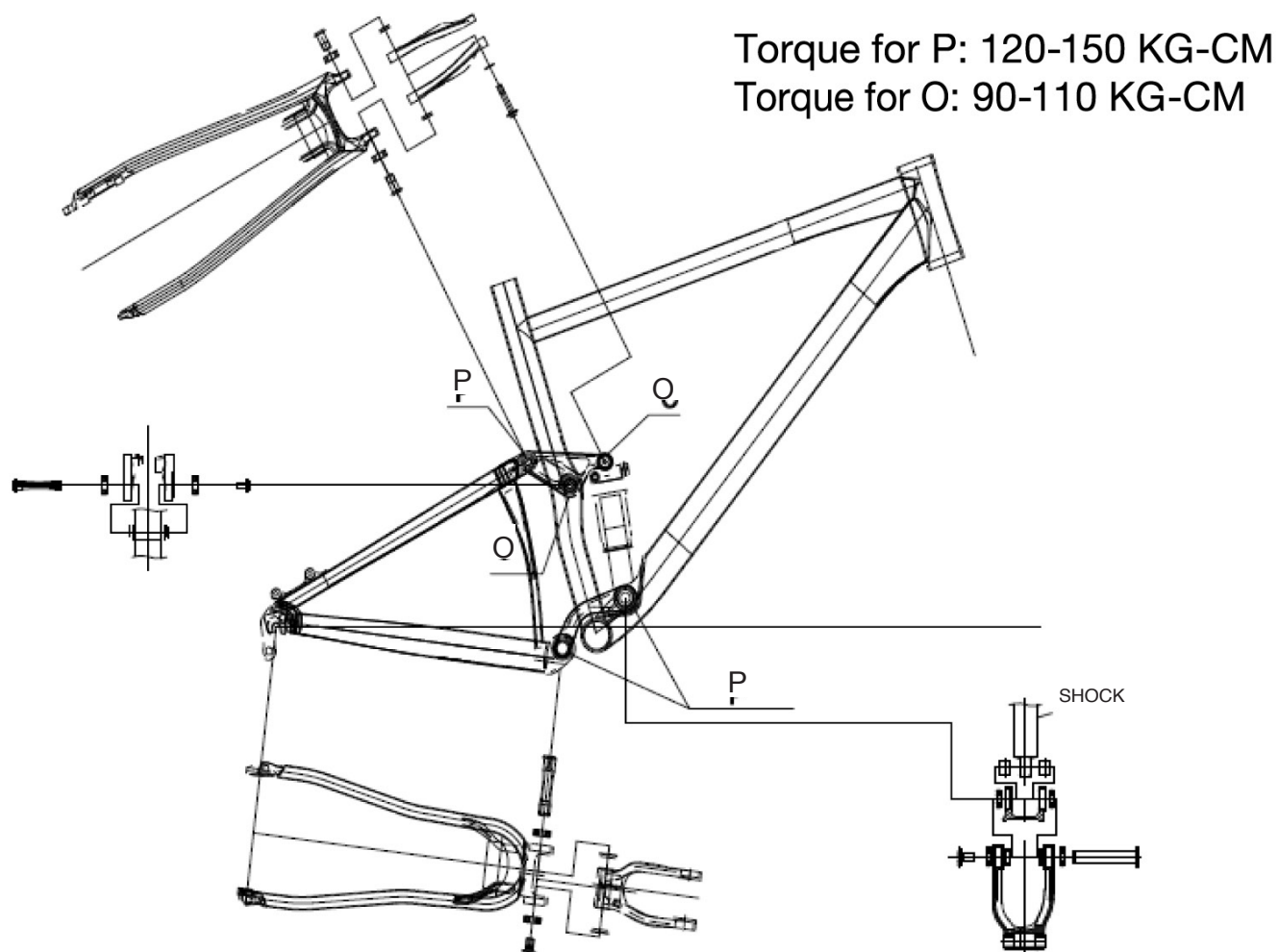


FRAME TECHNICAL DATA: MY10-MY13 ANTHEM X & ANTHEM X W

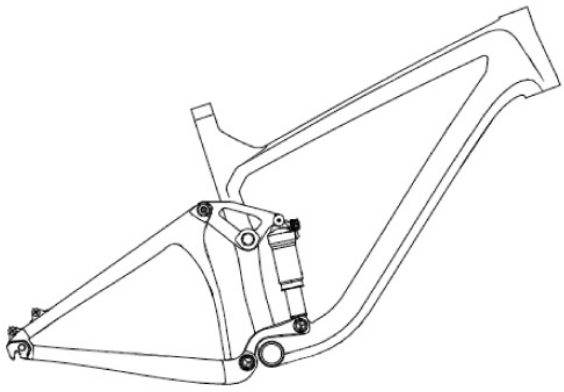
<p>Frame Drawing</p>					
Rear Wheel Travel (in)	4				
Shock Travel (in)	1.5				
Shock Eye To Eye (in)	6.5				
Seatpost Diameter (mm)	30.9				
Front Derailleur Diameter (mm/type)	34.9				
Rear O.L.D. (mm)	135				
Rear-Centre (mm)	425				
Size	XS(14.5)	S(16)	M(18)	L(20)	XL(22)
Head Tube Length (in)	4.3	4.6	5.1	5.7	6.3
Top Tube Horizontal Length (in)	21.9	22.6	23.4	24.2	25.0
Seat Angle (degree)	74.0	73.5	73.0	73.0	73.0
Head Angle (degree)	71.0	71.0	71.0	71.0	71.0
BB Drop (mm)	10	10	10	10	10

Notes: 1. Mounting Hardware Size: 22.2mm x 6mm
 2. BB: MY10 – Threaded, MY11-13 – Pressfit / BB92

FRAME FEATURES: MY10-MY13 ANTHEM X & ANTHEM X W



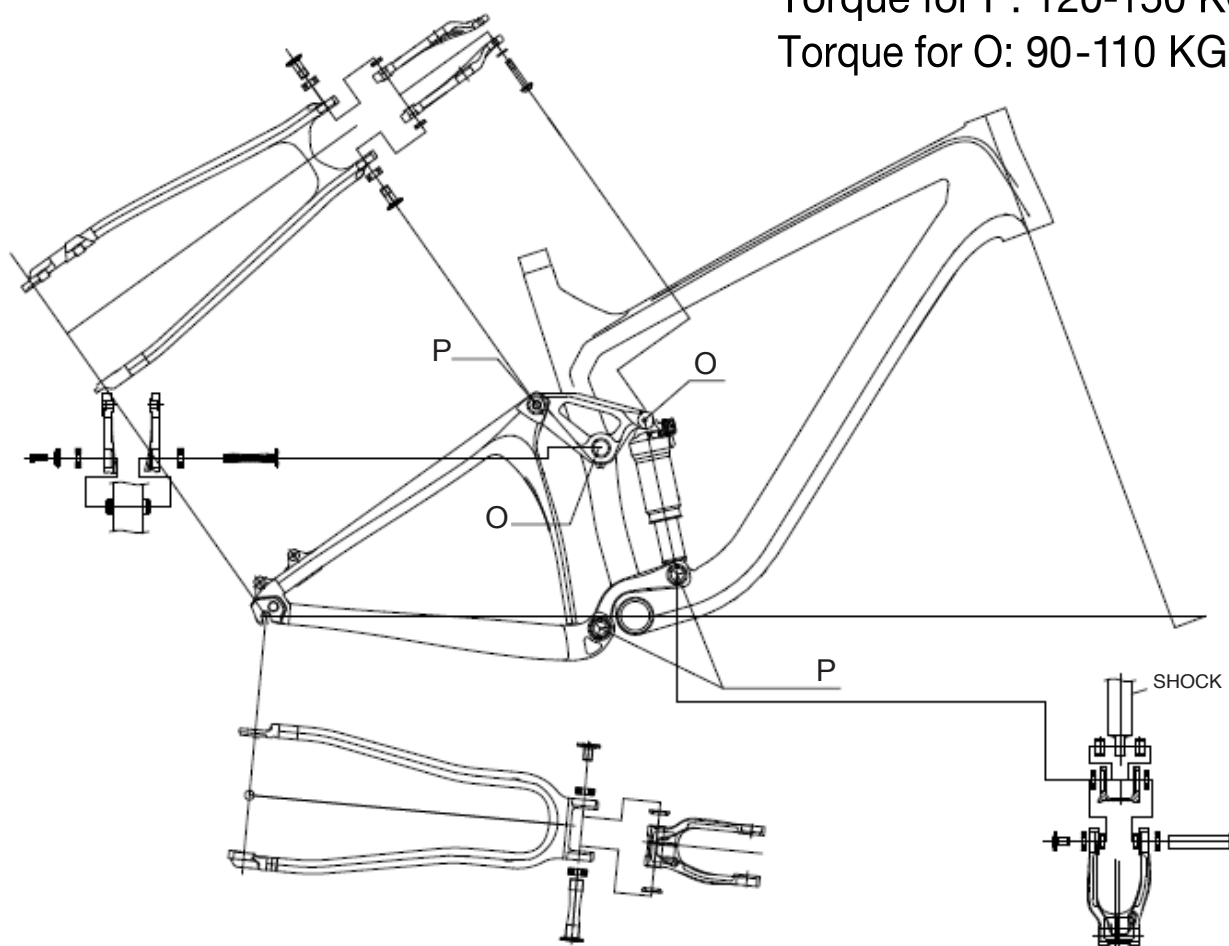
FRAME FEATURES: MY10-MY12 TRANCE X ADVANCED SL MY12-MY13 TRANCE X ADVANCED

Frame Drawing				
Rear Wheel Travel (in)	5			
Shock Travel (in)	1.75			
Shock Eye To Eye (in)	7.25			
Seatpost Diameter (mm)	30.9			
Front Derailleur Diameter (mm/type)	34.9			
Rear O.L.D. (mm)	135			
Rear-Centre (mm)	435			
Size	S(16)	M(18)	L(20)	XL(22)
Head Tube Length (in)	5.1	5.7	6.5	6.9
Top Tube Horizontal Length (in)	22.0	23.0	24.0	25.0
Seat Angle (degree)	73.5	73.5	73.5	73.5
Head Angle (degree)	69.5	69.5	69.5	69.5
BB Drop (mm)	0	0	0	0

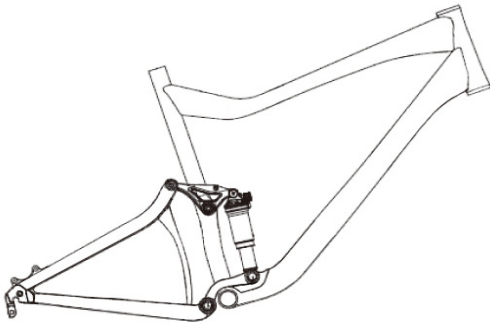
Notes: 1. Mounting Hardware Size: 22.2mm x 6mm
2. BB: MY10 – Threaded, MY11-13 – Pressfit / BB92

FRAME FEATURES: MY10-MY12 TRANCE X ADVANCED SL MY12-MY13 TRANCE X ADVANCED

Torque for P: 120-150 KG-CM
Torque for O: 90-110 KG-CM



FRAME FEATURES: MY10-MY13 TRANCE X MY10-MY13 TRANCE X W / CYPHER

Frame Drawing					
Rear Wheel Travel (in)	5				
Shock Travel (in)	1.75				
Shock Eye To Eye (in)	7.25				
Seatpost Diameter (mm)	30.9				
Front Derailleur Diameter (mm/type)	34.9				
Rear O.L.D. (mm)	135				
Rear-Centre (mm)	433				
Size	XS(14.5)	S(16)	M(18)	L(20)	XL(22)
Head Tube Length (in)	4.3	4.6	5.0	5.7	6.5
Top Tube Horizontal Length (in)	21.5	22.0	23.0	24.0	25.0
Seat Angle (degree)	73.5	73.5	73.5	73.5	73.5
Head Angle (degree)	69.5	69.5	69.5	69.5	69.5
BB Drop (mm)	0	0	0	0	0

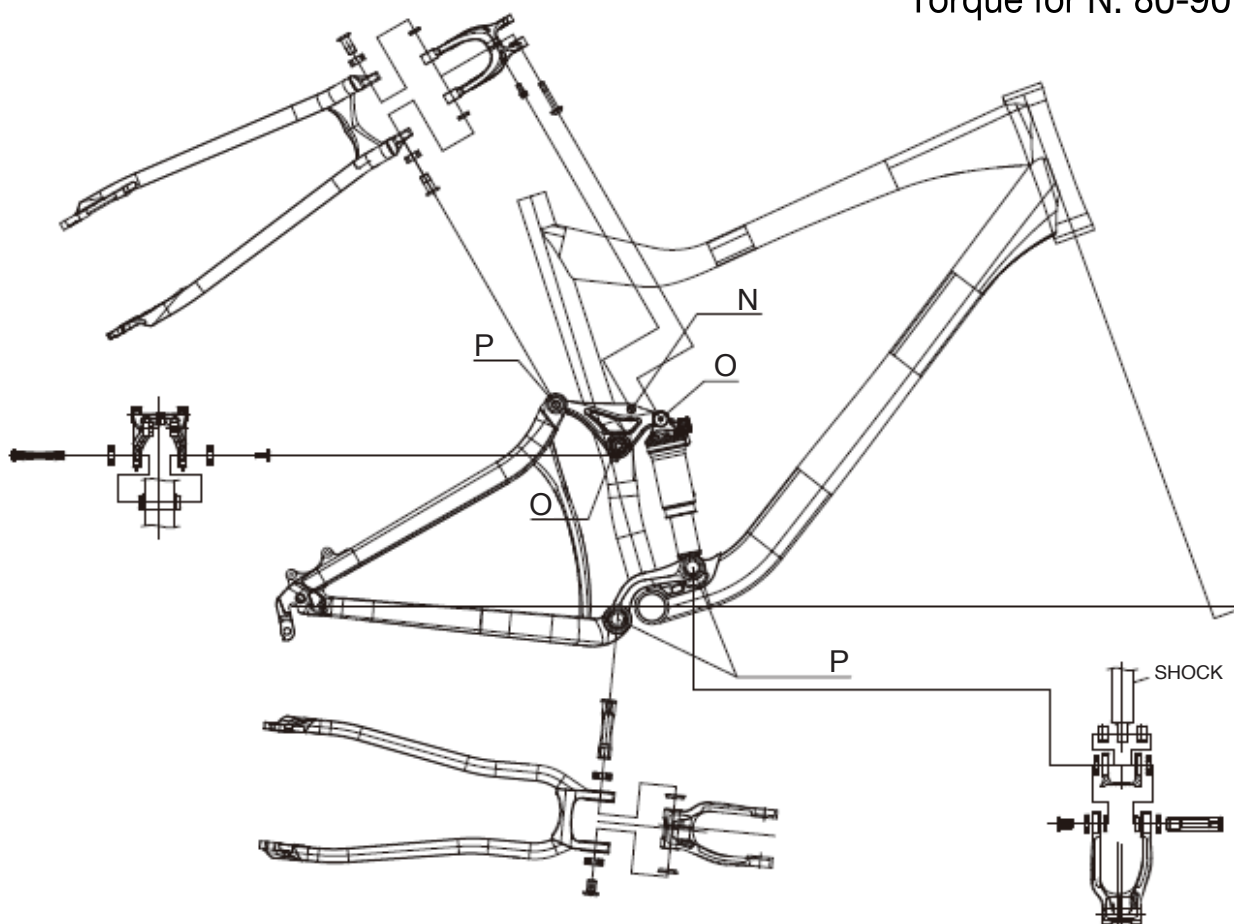
Notes: 1. Mounting Hardware Size: 22.2mm x 6mm
 2. BB: MY10 – Threaded, MY11-13 – Pressfit / BB92

FRAME FEATURES: MY10-MY13 TRANCE X MY10-MY13 TRANCE X W / CYPHER

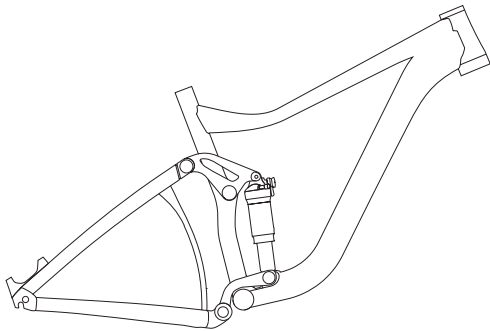
Torque for P: 120-150 KG-CM

Torque for O: 90-110 KG-CM

Torque for N: 80-90 KG-CM



FRAME FEATURES: MY10-MY13 REIGN

Frame Drawing					
Rear Wheel Travel (in)	6				
Shock Travel (in)	2				
Shock Eye To Eye (in)	7.875				
Seatpost Diameter (mm)	30.9				
Front Derailleur Diameter (mm/type)	34.9				
Rear O.L.D. (mm)	135				
Rear-Centre (mm)	438				
Size	XS(14.5)	S(15)	M(17)	L(19)	XL(20)
Head Tube Length (in)	4.6	4.6	6.0	5.9	7.5
Top Tube Horizontal Length (in)	21.7	22.2	23.2	24.2	25.2
Seat Angle (degree)	73.5	73.5	73.5	73.5	72.0
Head Angle (degree)	67.5	67.5	67.5	67.5	67.5
BB Drop (mm)	-12	-12	-12	-12	-12

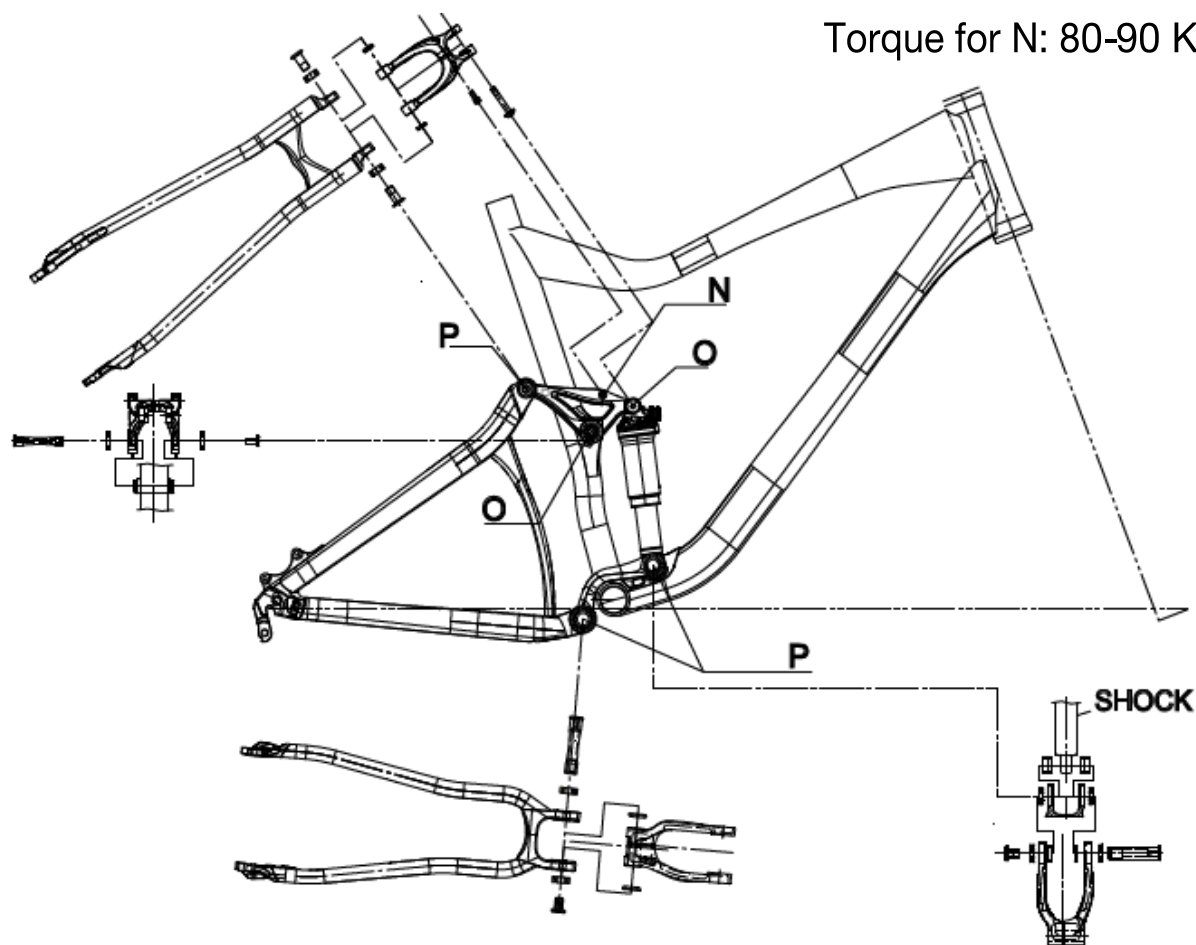
- Notes:
1. Mounting Hardware Size: 22.2mm x 6mm
 2. BB: MY10 – Threaded, MY11-13 – Pressfit / BB92
 3. MY13 – ISCG

FRAME FEATURES: MY10-MY13 REIGN

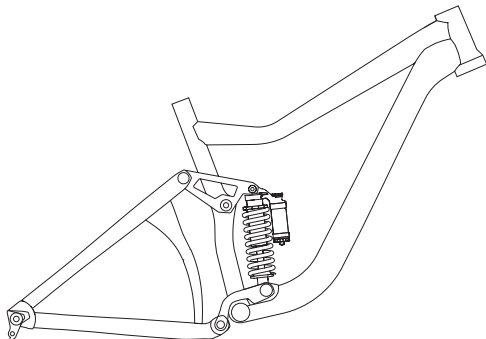
Torque for P: 120-150 KG-CM

Torque for O: 90-110 KG-CM

Torque for N: 80-90 KG-CM

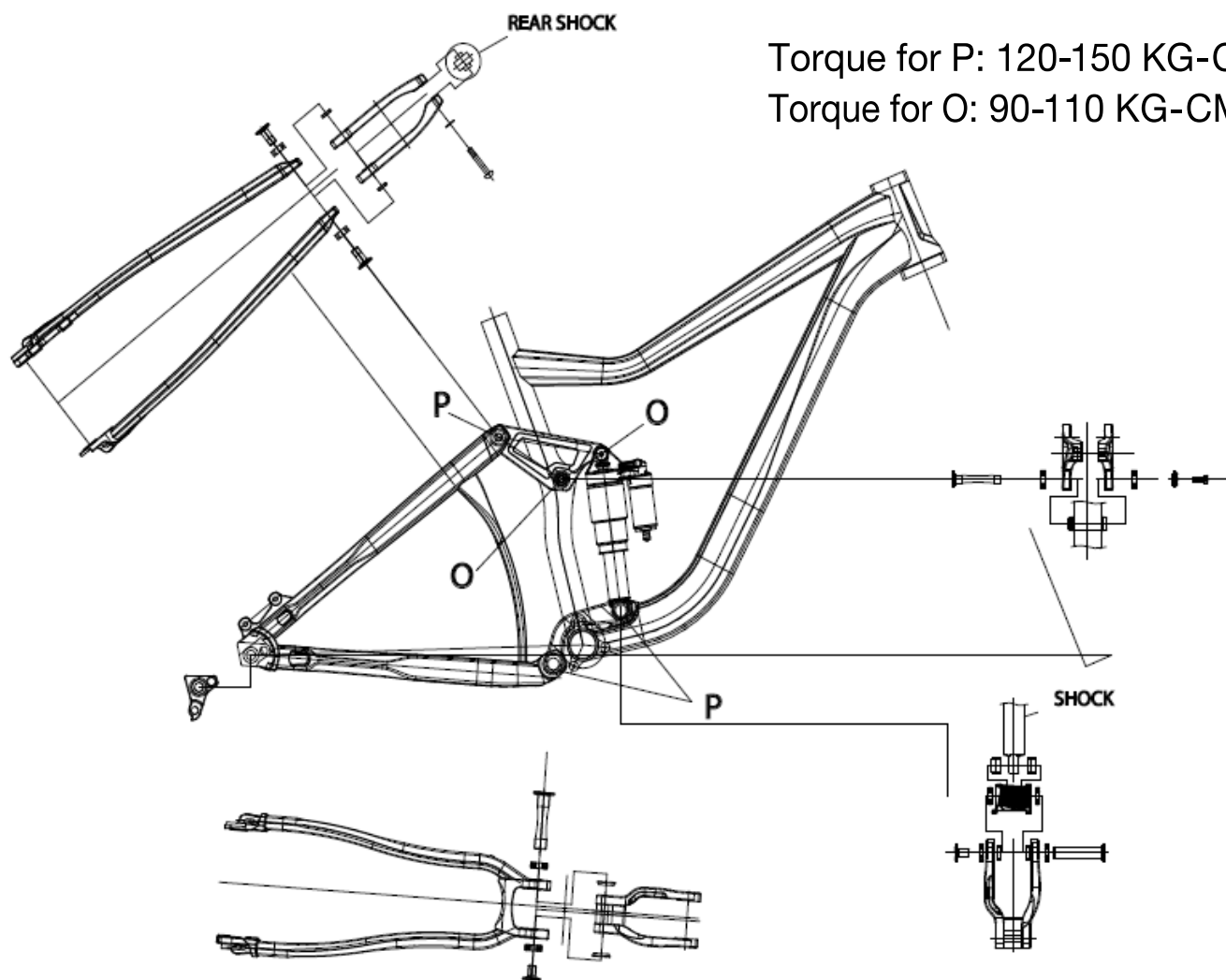


FRAME FEATURES: MY10-MY13 REIGN X

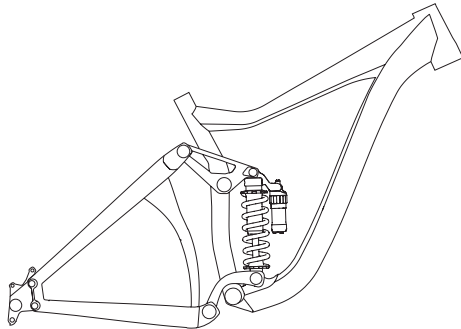
Frame Drawing					
Rear Wheel Travel (in)	6.75				
Shock Travel (in)	2.25				
Shock Eye To Eye (in)	7.875				
Seatpost Diameter (mm)	30.9				
Front Derailleur Diameter (mm/type)	34.9				
Rear O.L.D. (mm)	135				
Rear-Centre (mm)	440				
Size	XS(15)	S(16)	M(18)	L(20)	XL(21)
Head Tube Length (in)	4.6	4.6	5.0	5.9	6.5
Top Tube Horizontal Length (in)	22.0	22.4	23.2	24.1	24.8
Seat Angle (degree)	72.5	72.5	72.5	72.0	72.0
Head Angle (degree)	67.0	67.0	67.0	67.0	67.0
BB Drop (mm)	-13	-13	-13	-13	-13

- Notes:
1. Mounting Hardware Size: 22.2mm x 6mm
 2. BB: Threaded
 3. ISCG

FRAME FEATURES: MY10-MY13 REIGN X

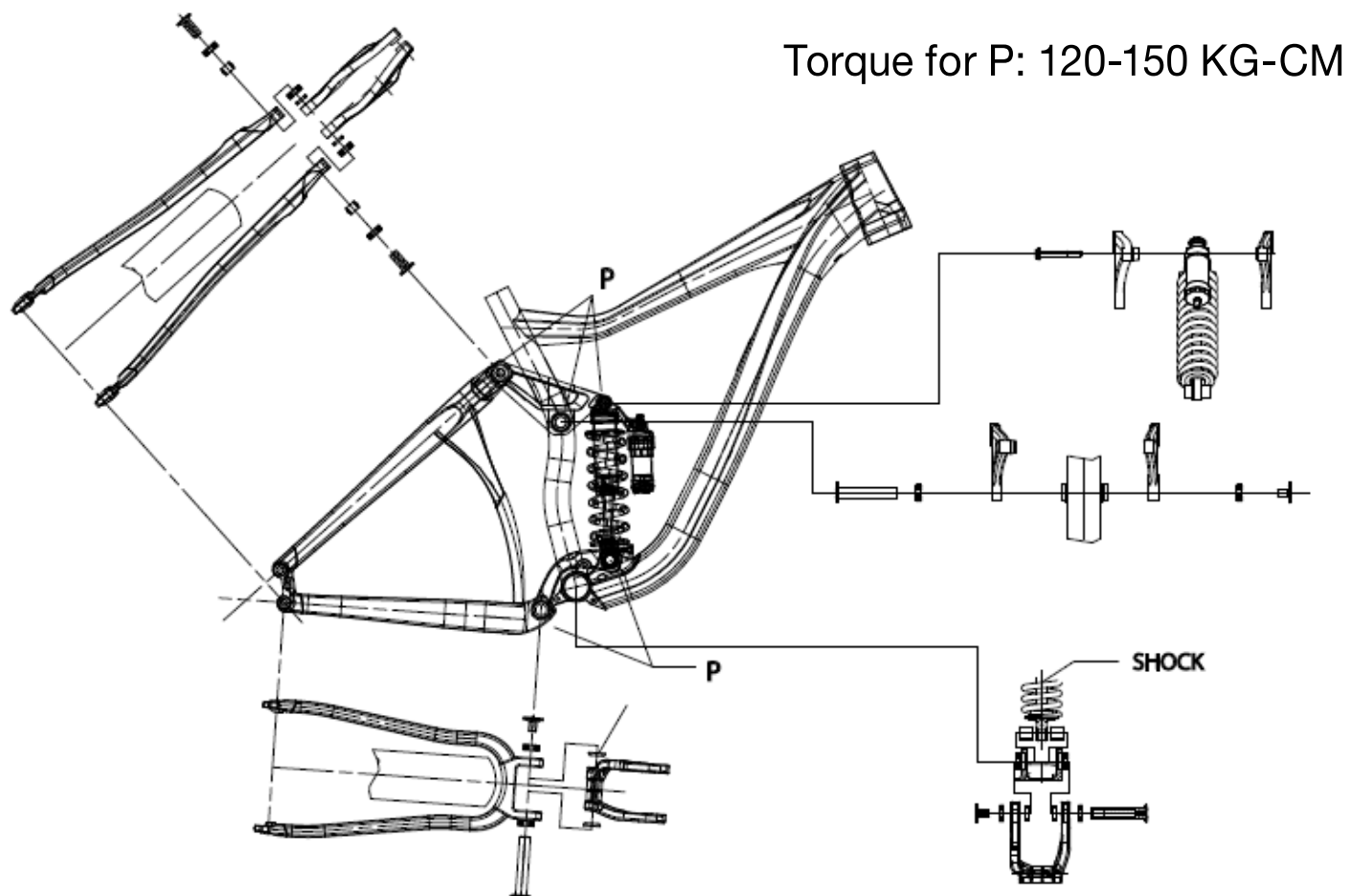


FRAME FEATURES: MY10-MY12 FAITH

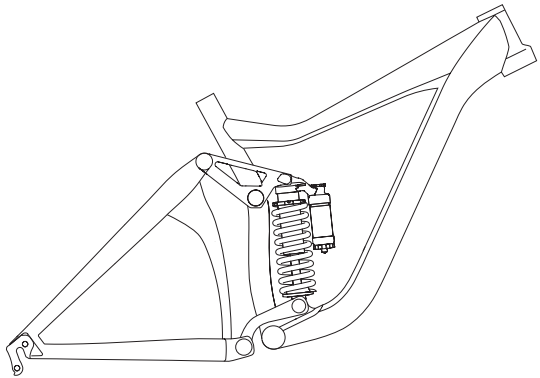
Frame Drawing					
Rear Wheel Travel (in)		7			
Shock Travel (in)		2.5			
Shock Eye To Eye (in)		8.5			
Seatpost Diameter (mm)		30.9			
Front Derailleur Diameter (mm/type)		34.9			
Rear O.L.D. (mm)		150			
Rear-Centre (mm)		442/445			
Size		XS(15)	S(16)	M(16.5)	L(17)
Head Tube Length (in)		4.5	4.5	4.5	4.5
Top Tube Horizontal Length (in)		20.1	22.1	23.2	24.4
Seat Angle (degree)	442 mm	65.20	62.90	62.20	63.30
	445 mm	64.70	62.40	61.70	62.80
Head Angle (degree)	442 mm	66.80	66.80	66.80	66.80
	445 mm	66.25	66.25	66.25	66.25
BB Drop (mm)	442 mm	-22	-22	-22	-22
	445 mm	-16.18	-16.12	-16.04	-15.92

Notes: 1. Mounting Hardware Size: 30mm x 8mm
 2. ISCG

FRAME FEATURES: MY10-MY12 FAITH

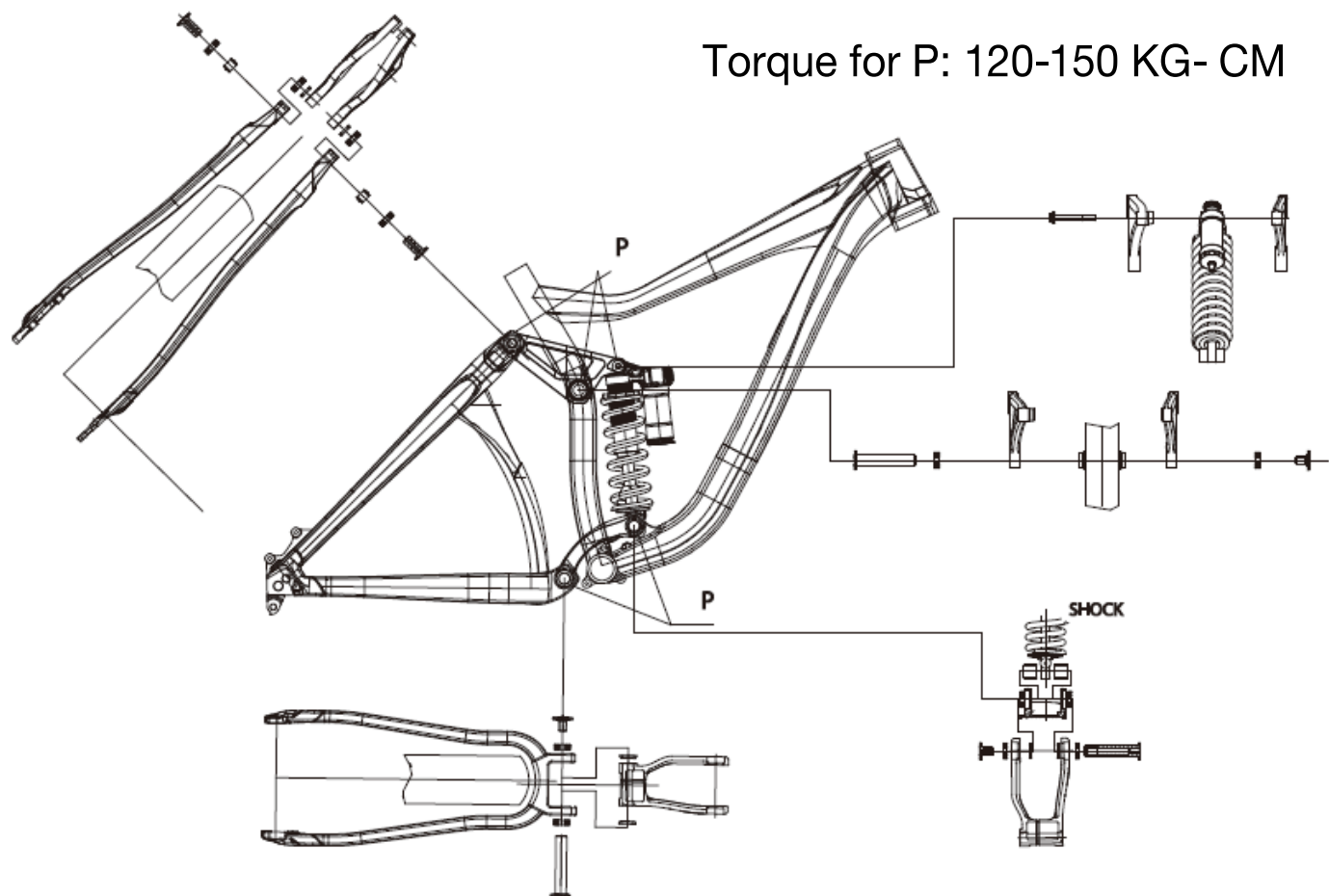


FRAME FEATURES: MY10-MY13 GLORY

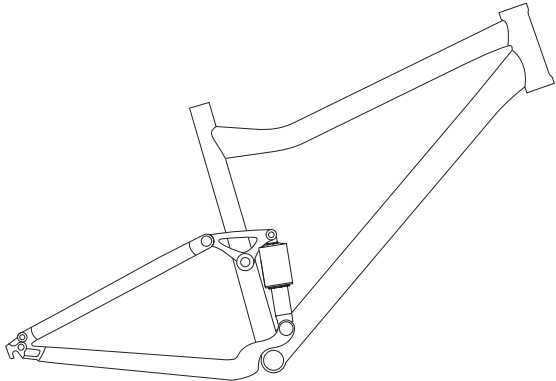
Frame Drawing								
Rear Wheel Travel (in)	8							
Shock Travel (in)	2.75							
Shock Eye To Eye (in)	8.75							
Seatpost Diameter (mm)	30.9							
Front Derailleur Diameter (mm/type)	34.9							
Rear O.L.D. (mm)	150							
Rear-Centre (mm)	445							
	MY10-MY12				MY13			
Size	XS(15)	S(16)	M(17)	L(17.5)	XS(15)	S(16)	M(17)	L(17.5)
Head Tube Length (in)	4.5	4.5	4.5	5.1	4.5	4.5	4.5	4.5
Top Tube Horizontal Length (in)	20.6	21.9	23.8	25.4	21.9	22.8	23.7	24.9
Seat Angle (degree)	66.1	65.7	59.7	59	61.5	61.8	61.8	61.8
Head Angle (degree)	64/65.5	64/65.5	64/65.5	64/65.5	63.5	63.5	63.5	63.5
BB Drop (mm)	-24	-24	-24	-24	N/A	N/A	N/A	N/A

Notes: 1. Mounting Hardware Size: 30mm x 8mm
 2. ISCG

FRAME FEATURES: MY10-MY13 GLORY



FRAME FEATURES: MY10-MY13 YUKON FX

<p>Frame Drawing</p>				
Rear Wheel Travel (in)	4			
Shock Travel (in)	1.5			
Shock Eye To Eye (in)	6.5			
Seatpost Diameter (mm)	30.9			
Front Derailleur Diameter (mm/type)	34.9			
Rear O.L.D. (mm)	135			
Rear-Centre (mm)	433			
Size	XS(14.5)	S(15)	M(17)	L(19)
Head Tube Length (in)	4.7	5.1	5.7	6.5
Top Tube Horizontal Length (in)	21.5	22.0	23.0	24.0
Seat Angle (degree)	73.5	73.5	73.5	73.5
Head Angle (degree)	70.5	70.5	70.5	70.5
BB Drop (mm)	10	10	10	10

Notes: 1. Mounting Hardware Size: 22.2mm x 6mm

FRAME FEATURES: MY10-MY13 YUKON FX

Torque for P: 90-110 KG-CM
Torque for O: 100-120 KG-CM

