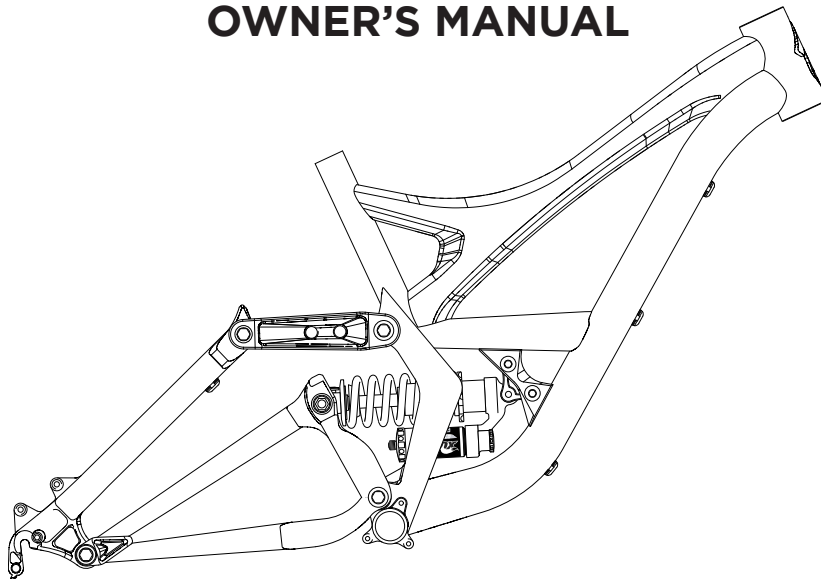


DEMO

OWNER'S MANUAL



SPECIALIZED[®]

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INTRODUCTION

Congratulations on your purchase and welcome to the finest line of suspension bikes available!

About Off Road, Stunt, Downhill and Freeriding

This manual is designed to be used in conjunction with the Bicycle Owner's Manual and owner's manuals supplied by the manufacturer of the front and rear suspension components. If you did not receive any of these manuals, download them from the Internet, contact your dealer, or contact us by telephone. There may be more current manuals and technical information available. For the most current information, regularly check the Specialized web site or consult your Specialized dealer. These manuals were written for an important reason: your safety while riding.

This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle or of failure to follow safe cycling practices. The combination of the safety alert symbol and the word Warning indicates a potentially hazardous situation which, if not avoided, could result in serious injury or death. 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 damage to your bicycle or a component. Because the consequences of not following a Warning usually include "you may lose control and fall," which could result in serious personal injury or death, we may not repeat this in conjunction with each Warning. Because it is impossible to anticipate every situation or condition which may occur, a practice or situation may be unsafe but not anticipated by this manual. So, don't forget to use your common sense.



WARNING! Make sure you have, review, and understand the warnings, instructions, and content of the manuals for your bicycle.

About Off Road, Stunt, Downhill and Freeriding

Downhill racing, severe off road riding, jumping, and stunt riding is extremely dangerous. Some downhill racers and freeriders reach speeds similar to motorcycles, thus face similar risks and hazards. When engaging in these activities, you, your bicycle and safety equipment must be in perfect condition. We recommend that at all times you wear appropriate safety gear, such as an approved full face helmet, full finger gloves, and body armor.

Not every bicycle is built for every activity. Check with your Specialized dealer to make sure you have the right equipment.

No bicycle is indestructible. Downhill racing, severe off road riding, jumping, and stunt riding increases the stress on every part of your bicycle. Frames or parts under high stress may fail, causing you to lose control or fall. Because of the risk involved, Specialized recommends that you conduct a thorough inspection before each ride. If you miss a jump, ditch your bike in mid crash, dump or launch your bike without you on it, inspect yourself for injury, then carefully inspect your bicycle for damage.

INTRODUCTION

Here is what you should look for when you inspect your bicycle for this type of riding: bent or broken components, such as the handlebar, handlebar stem, seatpost, pedals; dents, cracks, scratches, deformation, or discoloration. Because damage may be internal and hidden, if any of these signs are present, stop riding until your bicycle has been thoroughly inspected by your Specialized dealer.



WARNING! Although many catalogs, advertisements and articles about bicycling depict riders racing, jumping, riding hard off road, and/or stunt riding, this activity is extremely dangerous, increases the rider's risk of injury or death, and potentially increases the severity of any injury. The action depicted is being performed by experts with many years of training and experience. Even with that training and experience, cyclists who engage in such activity often get seriously injured. It is also foreseeable that during some jumps or stunts, and even some races, that the rider will exceed the design capacity of the frame or components, which may result in something on the bicycle bending or breaking. If a frame or component bends or breaks, such may lead to loss of control, serious personal injury or death.

As activities such as racing, jumping, severe off road riding, and stunt riding are extremely dangerous, SAFETY should always be the first consideration. Don't ride in the race, ride hard off road, try the jump, or do the stunt, **UNLESS YOU CAN DO SO SAFELY.** Here are some additional recommendations:

- Take lessons from a competent instructor first.
- Do jumps or stunts only in areas designated for this type of riding.
- Start with easy jumps and easy stunts first, and slowly develop skills before trying more dangerous jumps or stunts.
- Wear appropriate safety gear, such as a full face helmet, body armor, full finger gloves.
- Make sure by checking with your dealer that your bike is suitable for the kind of activity you intend to engage in.
- Constantly inspect your bicycle for signs of stress: cracks in the paint; dents; crushing or bending of the frame; bent components. Do not ride your bicycle if it shows such signs of stress.
- Do not seek to bend or break the frame or components. Remember, SAFETY FIRST!!!
- Understand and recognize that the stresses imposed on your bike by riding at speed, jumping or stunt riding may break or damage parts of the bicycle, which may result in loss of control, serious injury or death.

Specialized does not warrant the bicycle frame or components for such activities, and expressly disclaims all warranties, including the warranty of fitness for particular purpose and merchantability.

Stunt riding, severe off road riding, jumping, or riding downhill at speed is extremely dangerous, and the rider voluntarily assumes the risk that the bicycle frame and/or its components will bend or break, and voluntarily assumes the risk of injury or death.

INTRODUCTION

Service and Modifications

Technological advances have made bicycles and bicycle components more complex, and the pace of innovation is increasing. It is impossible for this manual or the accompanying manuals to provide all of the information required to properly repair and/or maintain your bicycle. In order to help minimize the chances of an injury, it is critical for you to have work performed by an authorized Specialized retailer.



WARNING! Service on Specialized bicycles requires special knowledge and tools. Specialized recommends that all service and repairs be performed by an authorized Specialized retailer.

Your bicycle has been engineered and tested with specific components and parts. Because of the great variety in these items, it is impossible for Specialized to test and approve of all possible combinations. Modifying the frame, fork, or any of the components may make your bike unsafe. For example, changing the front suspension on your bicycle may alter the steering characteristics and/or add stresses to the frame which have not been tested for. If you must replace any component, have this done by your authorized Specialized retailer.



WARNING! Never modify your 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 you to lose control and fall.



Caution: Any modification of your frame, fork, or components means that your bike no longer meets our specifications and therefore voids your warranty.

FORK COMPATIBILITY INFORMATION

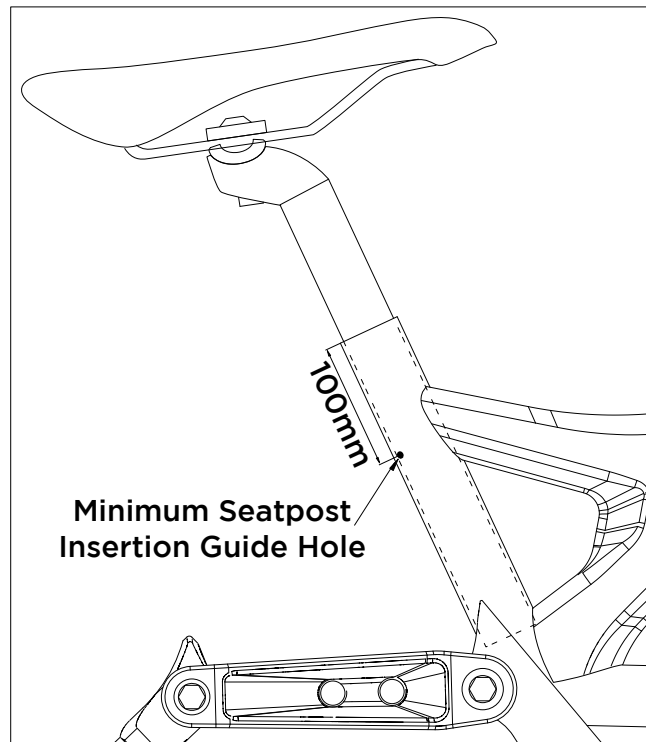
WARNING:

Demo 7 / 8: This frame is compatible **ONLY** with single crown and double triple clamp forks that have travel of 8" (200mm) or less.

Use of different styled forks or forks with longer travel may result catastrophic failure of the frame which may result in serious personal injury or death.

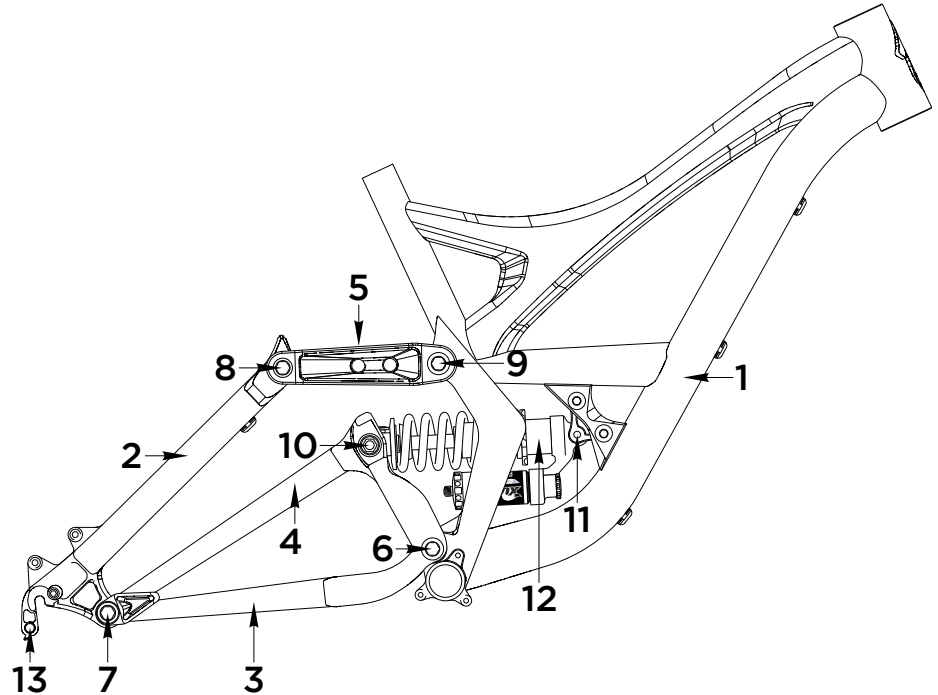
SEAT POST SETUP

SEATPOST MINIMUM INSERTION: All Specialized full suspension models with interrupted seat tubes have a small hole to identify the minimum insertion allowed for your seatpost. If you cannot see the seatpost tube through this hole, your seatpost is too far extended. If a greater saddle height is required, replace the seatpost with a longer one.

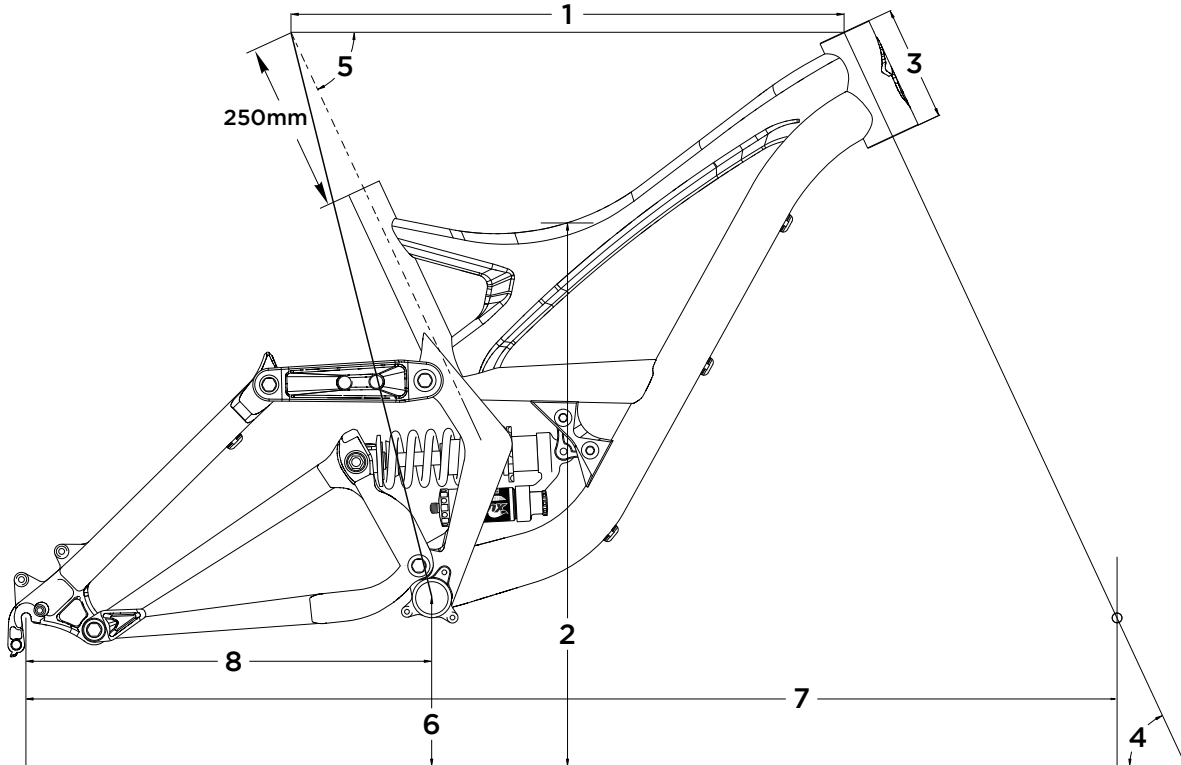


DEMO FRAME FEATURES

1. Main Frame
2. Seatstay
3. Chainstay
4. Sub-Seatstay
5. ↗-Link
6. Main Pivot
7. Dropout (Horst) Pivot
8. ↗-Link at Seatstay Pivot
9. ↗-Link at Frame Pivot
10. Sub-Seatstay Shock Eyelet
11. Shock / Shuttle Eyelet
12. Shock
13. Replaceable Derailleur Hanger



DEMO FRAME GEOMETRY



DEMO 8 FRAME GEOMETRY

	Small		Medium		Large	
1 *Top Tube Length	550mm	21.65"	575mm	22.64"	592mm	23.31"
2 **Standover Height	754mm	29.69"	759mm	29.88"	769mm	30.28"
3 Head Tube Length	120mm	4.72"	120mm	4.72"	120mm	4.72"
4 Head Angle - Steep	65°	65°	65°	65°	65°	65°
4 Head Angle - Slack	64°	64°	64°	64°	64°	64°
5 Seat Angle - Steep	66°	66°	66°	66°	66°	66°
5 Seat Angle - Slack	65°	65°	65°	65°	65°	65°
6 BB Height - High	380mm	14.96"	380mm	14.96"	380mm	14.96"
6 BB Height - Low	368mm	14.49"	368mm	14.49"	368mm	14.49"
7 Wheelbase	1159mm	45.63"	1183mm	46.57"	1203mm	47.36"
8 Chainstay Length	421mm	16.57"	421mm	16.57"	421mm	16.57"

* TT length is the Horizontal Measurement from the center-line of the HT at the top of the HT to the center-line of the projected seat tube.

** Stand Over height is measured vertically at the centerpoint of the TT measurement.

FRAME SPECIFICATIONS

Head tube: 1 1/8"

Seatpost: 30.9mm

Front derailleur clamp: 34.9mm

Rear hub spacing: 135mm (6mm Drive-Side offset)

BB shell: 73mm

Seat Collar: 34.9mm

Stroke: 69.9mm (2.75")

Eye-To-Eye: 222.3mm (8.75")

Travel: 8.4"

Sag: 30-35% (21-24mm of stroke)

SIZE SPRING RATE RIDER WEIGHT

Small	400lb	<150lb
Medium	450lb	150-185lb
Large	500lb	185-220lb

NOTE: Spring weights listed are to be used as an adjustment starting point only. Rider weight and riding style may require a different spring rate than the stock spring rate. Replace the spring accordingly. Refer to your shock manufacturer's manual for additional shock setup information.

DEMO 7 FRAME GEOMETRY

	Small		Medium		Large	
1 *Top Tube Length	550mm	21.65"	575mm	22.64"	595mm	23.43"
2 **Standover Height	748mm	29.45"	753mm	29.65"	763mm	30.04"
3 Head Tube Length	120mm	4.72"	120mm	4.72"	120mm	4.72"
4 Head Angle - Steep	66°	66°	66°	66°	66°	65°
4 Head Angle - Slack	65°	65°	65°	65°	65°	64°
5 Seat Angle - Steep	66°	66°	66°	66°	66°	66°
5 Seat Angle - Slack	65°	65°	65°	65°	65°	65°
6 BB Height - High	374mm	14.72"	374mm	14.72"	374mm	14.72"
6 BB Height - Low	362mm	14.25"	362mm	14.25"	362mm	14.25"
7 Wheelbase	1160mm	45.67"	1185mm	46.65"	1205mm	47.44"
8 Chainstay Length	421mm	16.57"	421mm	16.57"	421mm	16.57"

* TT length is the Horizontal Measurement from the center-line of the HT at the top of the HT to the center-line of the projected seat tube.

** Stand Over height is measured vertically at the centerpoint of the TT measurement.

FRAME SPECIFICATIONS

Head tube: 1.5"

Seatpost: 30.9mm

Front derailleur clamp: 34.9mm

Rear hub spacing: 135mm (6mm Drive-Side offset)

BB shell: 73mm

Seat Collar: 34.9mm

Stroke: 60.3mm / 63.5mm (2.375" / 2.5")

Eye-To-Eye: 215.9mm (8.5")

Travel: 7.3" / 7.7"

Sag: 30-35% (18-21mm / 19-22mm of stroke)

NOTE: Stock setting for the shock stroke is 2.375", resulting in 7.3" of travel. Travel can be increased to 7.7" by removing the small travel limiting chip located under the bottom-out bumper on the shock shaft.

When increasing travel, it's recommended to reduce spring preload, or drop to the next lower spring rate to keep the recommended sag percentage.

SIZE	SPRING RATE	RIDER WEIGHT
Small	400lb	<150lb
Medium	450lb	150-185lb
Large	500lb	185-220lb

NOTE: Spring weights listed are to be used as an adjustment starting point only. Rider weight and riding style may require a different spring rate than the stock spring rate. Replace the spring accordingly. Refer to your shock manufacturer's manual for additional shock setup information.

SHOCK SETUP

Set Sag:

- Proper sag will be achieved with one turn of preload on the spring. More than two turns of preload will require a higher spring rate or not enough sag will require a softer spring rate.
 - See spring rate chart for additional information or refer to the Fox shock manual.
 - Recommended sag: 30 - 35% of shock stroke.
- Demo 8 sag: 21mm - 24mm

Adjust Rebound:

Rebound damping controls the rate at which the shock returns after it has been compressed.

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

Adjust IFP (Boost Valve) (fig.1):

The IFP (Internal Floating Piston) sets up the overall compression platform damping. Pressure range of IFP: 75 to 200 PSI.

- Higher pressure (120-200): More bottom control, more ProPedal.
- Lower pressure (75-120): Less bottom control, less ProPedal.

Set ProPedal (fig.1):

ProPedal affects the first part of the compression stroke (slow speed) and controls rider induced suspension bob.

- Clockwise increases ProPedal (more efficient pedaling).
- Counter-clockwise decreases ProPedal (more supple ride, more traction).

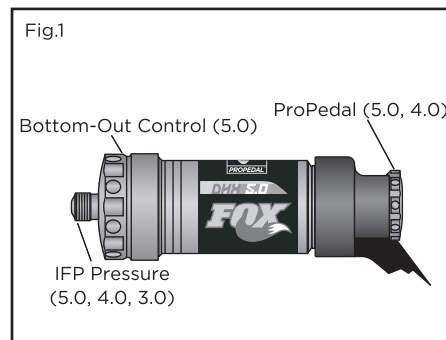
Set Bottom-Out Control (DHX 5.0 only) (fig.1):

Bottom-out affects the last part of the compression stroke.

- Clockwise makes shock more progressive at end of stroke (more bottom control).
- Counter-clockwise produces a more linear feel.

TIPS:- Do not ride or cycle the DHX shock with less than 75 psi in the IFP (Internal Floating Piston). Ensure that the shock reservoir is in the correct position for the desired angles. Failure to follow these points could damage the shock requiring repairs that are NOT covered under warranty.

- Turn Bottom-Out control knob clockwise if you bottom out often with the correct sag. Changing the bottom out control knob can affect the ProPedal setting. When making a significant change, it is recommended that the ProPedal be checked, small adjustments may need to be made.



TIPS

Front Derailleur Adjustment

CAUTION: Normally, the front derailleur cage is positioned 1-3 mm above the large (44t) outer chainring. When using an outer chainring (in place of a bash guard) the design of the Demo 8 & 9 requires that the front derailleur cage be positioned 3-5 mm above the outer chainring to prevent contact.

Saddle Adjustment

Although the Demo 7 & 8 are designed with sufficient clearance between the saddle, seat post and the rear wheel, in some geometry/saddle height combinations the rear wheel may contact the saddle or seatpost when the suspension is completely compressed or bottomed out.

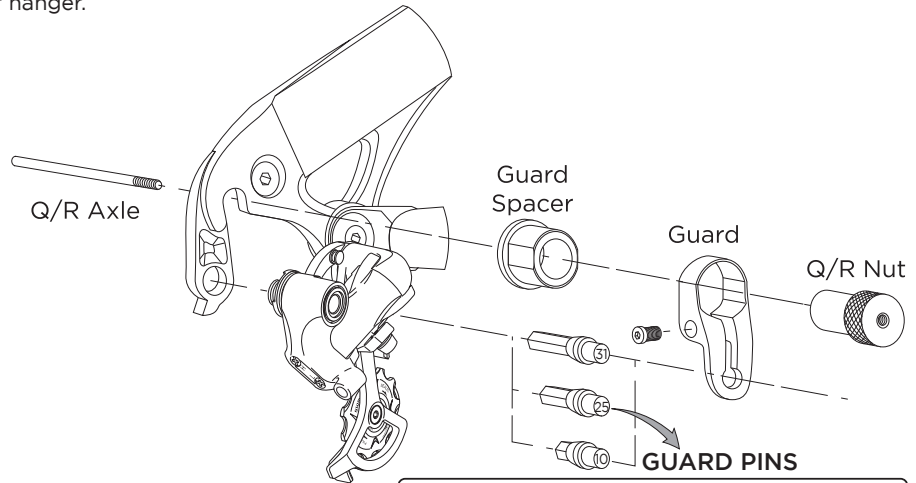


Warning: If there is insufficient clearance between the rear wheel and the seat post and/or saddle, when the suspension is compressed the rear tire may come into contact with the seat post and/or saddle, which may cause you to lose control and fall. Fully compress the suspension before your first ride or after any adjustment, to make sure there is clearance between the rear wheel, the seat post and saddle.

DERAILLEUR GUARD INSTALLATION

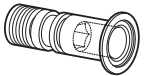
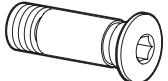
The Specialized Derailleur guard comes with 05/06 Enduro 6" and Demo 8 models, and is available separately through your local Specialized dealer. The guard can be used in Q/R or solid axle setup, and is compatible with all Specialized Mountain bike models using the 2005-2006 Enduro/Demo derailleur hanger.

Guard Part #: 9896-4030
Hanger Part #: 9895-4021

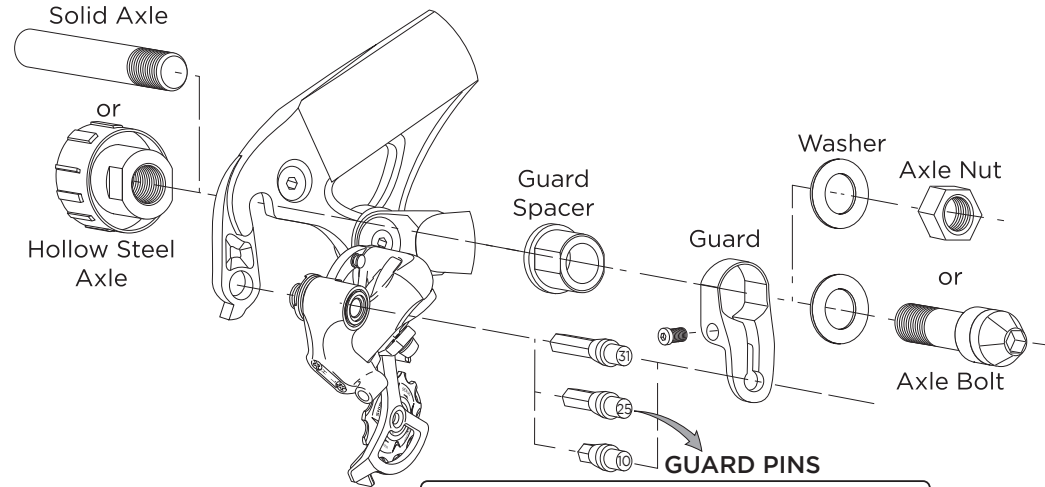


Derailleur Guard Installation (Q/R option):

1. Install rear derailleur on derailleur hanger.
2. Place rear wheel in frame and install Q/R, with springs and without Q/R end nut.
3. Insert appropriate derailleur guard pin in derailleur.
4. Place guard sleeve in derailleur guard.
5. Slide derailleur guard and sleeve over guard pin and Q/R.
6. Install supplied Q/R nut and tighten Q/R.
7. Torque guard pinch bolt to 80 in-lbf (9 N-m).

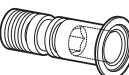

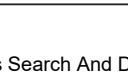
	Long (31mm): All SRAM derailleurs
	Medium (25mm): Shimano XTR / XT / LX (All Shimano derailleurs with countersunk hanger bolt)
	Short (10mm): (All Shimano derailleurs without countersunk hanger bolt)

DERAILLEUR GUARD INSTALLATION

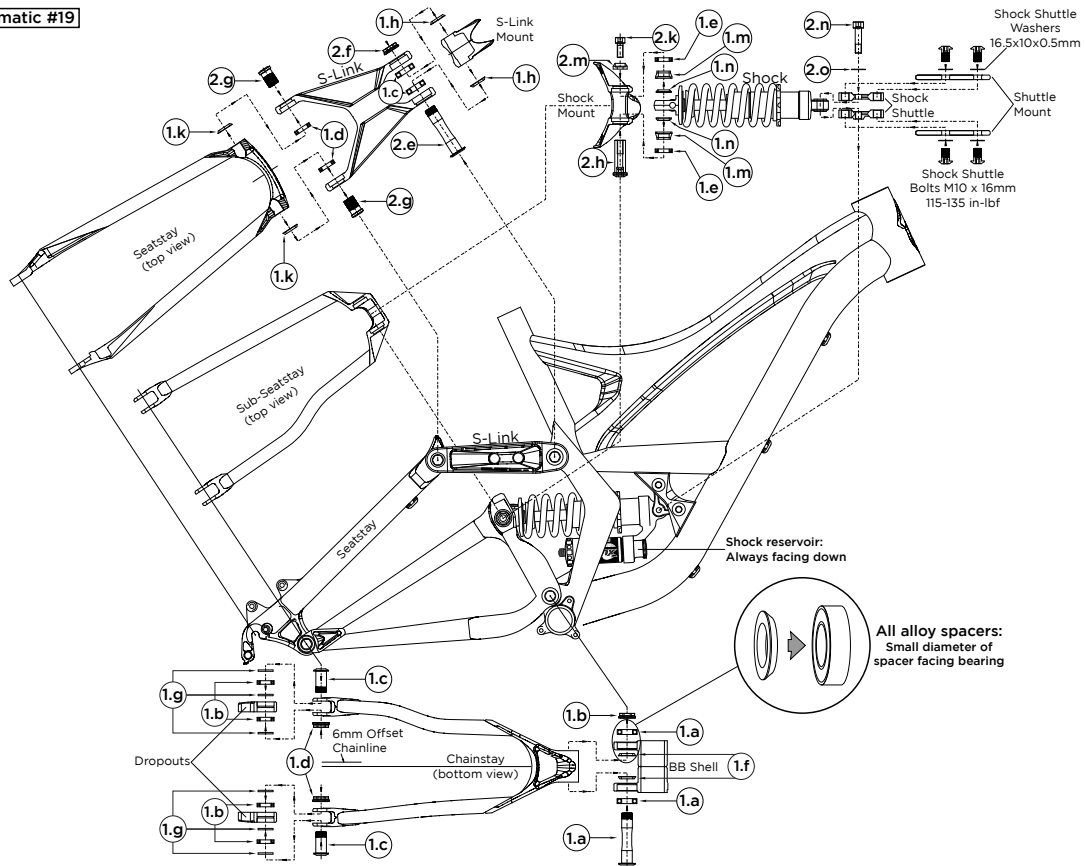


Derailleur Guard Installation (Solid Axle option):

1. Install rear derailleur on derailleur hanger.
2. Place rear wheel in frame and install non-drive side nut.
3. Insert appropriate derailleur guard pin in derailleur.
4. Place guard sleeve in derailleur guard.
5. Slide derailleur guard and sleeve over guard pin and axle.
6. Install drive side nut and tighten hub to manufacturer specifications.
7. Torque guard pinch bolt to 80 in-lbf (9 N-m).

	Long (31mm): All SRAM derailleurs
	Medium (25mm): Shimano XTR / XT / LX (All Shimano derailleurs with countersunk hanger bolt)
	Short (10mm): (All Shimano derailleurs without countersunk hanger bolt)

Schematic #19



NOTE: Bearing and Bolt Kits are available only through your local Specialized dealer. To retain your warranty and for your safety, all maintenance should be performed by your local Specialized dealer.

2007 DEMO 7 / 8

Bearing Kit

Part #	Qty.	Part Description	Part Specification
1.a	2	BB Pivot Bearing	6902 2RS Series Full Complement Bearing - 28mm O.D. x 15mm I.D. x 7mm Width
1.b	4	Dropout Pivot Bearing	6802 RS (1524F) Series Full Complement Bearing - 24mm O.D. x 15mm I.D. x 5mm Width
1.c	2	S-Link @ Frame Pivot Bearing	6902 2RS Series Full Complement Bearing - 28mm O.D. x 15mm I.D. x 7mm Width
1.d	2	S-Link @ Seatstay Pivot Bearing	6802 RS (1524F) Series Full Complement Bearing - 24mm O.D. x 15mm I.D. x 5mm Width
1.e	2	Sub-Seatstay @ Shock Bearing	6802 RS (1524F) Series Full Complement Bearing - 24mm O.D. x 15mm I.D. x 5mm Width
1.f	2	BB Pivot Spacer	Alloy spacer - 23mm O.D. x 15mm I.D. x 3mm Width, Chamfered
1.g	6	Dropout Pivot Bearing Spacer	Alloy spacer - 21mm O.D. x 1mm I.D. x 2mm Width
1.h	2	S-Link @ Frame Pivot Spacer	Alloy spacer - 23mm O.D. x 15mm I.D. x 3mm Width, Chamfered
1.k	2	S-Link @ Seatstay Pivot Spacer	Alloy spacer - 23mm O.D. x 15mm I.D. x 3mm Width, Chamfered
1.m	2	Shock @ Sub-Seatstay Cup Spacer	Alloy spacer - 23mm O.D. x 15mm I.D. x 10mm Width, Cup Surface
1.n	2	Shock @ Sub-Seatstay Ball Spacer	Steel spacer - 21mm O.D. x 15mm I.D. x 3.7mm Width, Ball Surface

Bolt Kit

B = Blue Loctite required

Part #	Qty.	Part Description	Part Specification	Torque in"lb
2.a	1	BB Pivot Axle	Alloy Axle - 15mm O.D. (23.5mm Head O.D.), M15 Thread x 71mm Shaft Length, 8mm Allen	225-255 B
2.b	1	BB Pivot Nut	Alloy Nut - 23.5mm O.D x M15 Thread, 19mm socket (<i>use 6-point 19mm socket only</i>)	
2.c	2	Dropout Pivot Axle	Alloy Axle - 15mm O.D. (21mm Head O.D.), M15 Thread x 30mm Shaft Length, 8mm Allen	225-255 B
2.d	2	Dropout Pivot Nut	Alloy Nut - 23.5mm O.D x M15 Thread, 19mm socket (<i>use 6-point 19mm socket only</i>)	
2.e	1	S-Link @ Frame Pivot Axle	Alloy Axle - 15mm O.D. (23.5mm Head O.D.), M15 Thread x 71mm Shaft Length, 8mm Allen	225-255 B
2.f	1	S-Link @ Frame Pivot Nut	Alloy Nut - 23.5mm O.D x M15 Thread, 19mm socket (<i>use 6-point 19mm socket only</i>)	
2.g	2	S-Link @ Seatstay Pivot Bolt	Alloy Bolt- M15 Thread x 16mm Shaft Length, 8mm Allen	205-225 B
2.h	1	Shock Eye @ Sub-Seatstay Axle	Alloy Axle - 15mm O.D. (19.5mm Head O.D.), M8 Thread x 45.5mm Shaft Length, 8mm Allen	
2.k	1	Shock Eye @ Sub-Seatstay Bolt	Steel Bolt - M8 Thread x 20mm Shaft Length, 6mm Allen	180-200 B
2.m	1	Shock Eye @ Sub-Seatstay Spacer	Alloy spacer - 19.5mm O.D. x 8mm I.D. x 8mm Width, Chamfered, Countersunk	
2.n	1	Shock Eye @ Frame/Shuttle Bolt	Steel Bolt - M8 Thread x 32mm Shaft Length, 6mm Allen	180-200 B
2.o	1	Shock Eye @ Frame/Shuttle Washer	Steel Washer - 16.5mm O.D. x 8mm I.D. x 0.5mm Width	



SBC LIMITED WARRANTY

Specialized Bicycle Components, Inc. ("Specialized"), a California corporation located at 15130 Concord Circle, Morgan Hill, California 95037, makes the following Limited Warranty concerning Specialized bicycles and framesets:

LIMITED LIFETIME WARRANTY ON BICYCLE FRAMES AND FRAMESETS

Subject to the following limitations, terms and conditions, Specialized warrants to the original owner for the lifetime of the original owner of each new Specialized bicycle or frameset that the bicycle frame or frameset when new is free of defective materials and workmanship. The lifetime limited warranty is conditioned upon the bicycle being operated under normal conditions and use, and properly maintained. This limited warranty does not apply to paint/finish or components attached to the bicycle/frameset such as front forks, wheels, drive train, brakes, seatpost, handlebar and stem or any suspension related parts or components. Paint/finish, components attached to the bicycle/ frameset such as front forks, wheels, drive train, brakes, seatpost, handlebar and stem or any suspension related parts or components are covered under the limited one (1) year warranty. This warranty is void if the bicycle or frameset was not purchased new from or not properly assembled by an authorized Specialized dealer.

LIMITED ONE (1) YEAR WARRANTY ON COMPLETE BICYCLE

Subject to the following limitations, terms and conditions, Specialized warrants to the original owner of each new Specialized bicycle that this bicycle when new is free of defective materials and workmanship. This warranty shall expire one (1) year from the date of the original purchase from an authorized Specialized dealer and is conditioned upon the bicycle being operated under normal conditions and use, and properly maintained. This warranty is void if the bicycle was not purchased new from or not properly assembled by an authorized Specialized dealer.

LIMITED ONE (1) YEAR WARRANTY ON SUSPENSION ATTACHMENTS & SUSPENSION RELATED EQUIPMENT

Also subject to the following limitations, terms and conditions, Specialized warrants to the original owner of each new Specialized bicycle or frameset that the suspension attachment points, and suspension related equipment (including pivot points, bushings, shock units, front suspension forks, stays, plates, fasteners) when new are free of defective materials or workmanship. This warranty shall expire one (1) year from the date of the original purchase from an authorized Specialized dealer and is conditioned upon the bicycle being operated under normal conditions and use, and properly maintained. This warranty is void if the bicycle was not purchased new from or not properly assembled by an authorized Specialized dealer. Some branded suspension equipment may have additional warranty coverage offered by the specific manufacturer. Please check in your owner's manual pack for information regarding these warranties or check with your authorized Specialized dealer for details.

ADDITIONAL CONDITIONS

This Limited Warranty is made only to the original owner of this new Specialized bicycle or frameset purchased from an authorized Specialized dealer, and it shall remain in force only as long as the original owner retains ownership of the Specialized bicycle. This Limited Warranty is not transferable. In order to exercise your rights under this limited warranty, the bicycle or frameset must be presented to an authorized Specialized dealer, together with a receipt, bill of sale or other appropriate written proof of purchase which identifies the bicycle or frameset by serial number. Should this bicycle, frameset or any part be determined by Specialized to be covered by this warranty, it will be repaired or replaced, at Specialized's sole option, which will be conclusive and binding. The original owner shall pay all labor charges connected with the repair or replacement of all parts. Under no circumstances does this limited warranty include the cost of travel or shipment to and from an authorized Specialized dealer. Such costs, if any, shall be borne by the original owner. This limited warranty does not apply to normal wear and tear, nor to claimed defects, malfunctions or failures that result from abuse, neglect, improper assembly, improper maintenance, alteration, collision, crash or misuse. This warranty is null and void if the bicycle is used for racing, trick riding, ramp riding, jumping, riding hard off road, aggressive riding, riding on severe terrain, riding in severe climates, riding with heavy loads, commercial activities or similar activities. Such use may damage the bicycle, can cause serious personal injury or death, and in all cases void this warranty.



USEFUL PRODUCT LIFE CYCLE

Every Specialized bicycle and frameset has a useful product life cycle. The length of that useful product life cycle will vary with the construction and materials of the bicycle or frameset, the maintenance and care the bicycle or frameset receives over its useful product life cycle, and the type and amount of use the bicycle or frameset is subject to. Uses in competitive events, trick riding, ramp riding, jumping, aggressive riding, riding on severe terrain, riding in severe climates, riding with heavy loads, commercial activities and other types of non-standard use can dramatically shorten the useful product life cycle of a Specialized bicycle or frameset. Any one or a combination of these conditions may result in an unpredictable failure of a Specialized bicycle or frameset that would not be covered by this warranty. ALL SPECIALIZED BICYCLES AND FRAMESETS SHOULD BE PERIODICALLY CHECKED BY AN AUTHORIZED SPECIALIZED DEALER for indicators of stress and/or potential failure, including cracks, deformation, corrosion, paint peeling, dents, and any other indicators of potential problems, inappropriate use, or abuse. These are important safety checks and very important to help prevent accidents, bodily injury to the rider and shortened useful product life cycle of a Specialized bicycle or frameset.

Special Note regarding Composite Frames and Components: Composite materials develop their strength and maintain strength only if the integrity of the part is fully maintained. Pay special attention to, and periodically and carefully inspect composite frames and components for signs of dents, fraying, gouging, scratches, fracture lines, chipping. In the event of a crash or serious impact, or if any of the foregoing signs are observed, the component and frame should not be ridden until inspected by an Authorized Specialized Dealer. For your safety, Specialized recommends replacing composite handlebars after three years of use.

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