

A technical line drawing of a vehicle chassis, showing the frame, suspension components, and steering knuckles. The drawing is rendered in a light gray color against a dark background.

COVERT

OWNERS MANUAL & SPECIFICATIONS

Transition

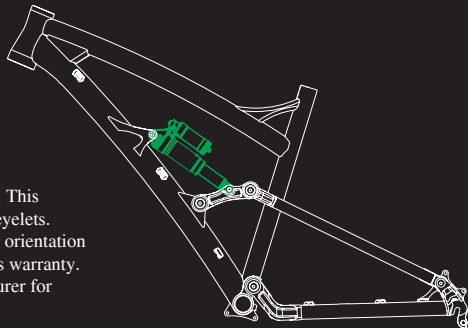
Congratulations on the purchase of your Transition Covert frame. This manual contains important information that will help you build a long lasting relationship with your Covert. Please read it thoroughly before shredding to levels never thought imaginable.

Build Specifications

- Shock Specs: 7.5" eye-to-eye x 2.0" stroke, Rear Pin 22.2mm x 8mm, Forward Pin 22.2mm x 8mm
- Bottom Bracket: 73mm, 51mm Chainline
- Headtube: Tapered 1.5" / 1-1/8" (1.5" lower cup / 1-1/8" Cane Creek integrated top cup)
- Seatpost: 31.6mm
- Seat Clamp: 34.9mm
- Front Derailleur: 34.9mm Clamp, Bottom-pull, Low Clamp
- Rear Dropout: 135mm x 10mm
- Disc Brake Mount: International Standard 6"
- Chain Guide Mounting: ISCG O5

Shock Spec / Mounting Orientation

This product will accept a 7.5" x 2.0" (190.5mm x 50.8mm) shock only. This frame requires the use of a 22x8mm spacer at both front and rear shock eyelets. Damage caused by use of the incorrect shock size, spacer size or a shock orientation other than pictured in this manual will not be covered under this products warranty. If you have an issue with your shock, please contact the shock manufacturer for warranty.



Torque Ratings

Below is a guide for all torque ratings for all hardware on this product. Be sure to lightly grease all bolts prior to applying torque. Damage caused by over/under torqueing will not be covered by the warranty on this product.

- All Pivot Bolts	150 in/lbs
- Sleeved 2 piece Shock Mounting Bolt	125 in/lbs
- Main Rocker Arm Shock Mounting Bolt	200 in/lbs
- Derailleur Hanger Bolt	100 in/lbs

Tips

1. Cable Routing: Make sure you don't have any cable rub on the frame. Any time a cable comes near a frame, use clear vinyl protective covering to protect the frame finish and the metal. Leaving exposed cable rub will cause damage to the structural integrity of the frame.
2. Use Blue loctite on all pivot hardware. Check pivot bolts often. Damage caused by loose pivot hardware is not covered under warranty.
3. Headtube reaming is not required. Over-reaming can cause irreparable frame damage. Facing the top/bottom of the HT can be performed for optimum headset fit. Have a qualified bicycle mechanic perform these operations. The upper part of the headtube requires a special tool for reaming/facing integrated Cane Creek style headtubes. Have a qualified bicycle mechanic perform these operations.
4. Facing of the Bottom Bracket Shell is optional and should only be performed by a qualified bicycle mechanic.
5. The bottom bracket shell is threaded at the factory after welding and heat treatment and in most cases does not need to be chased. If the Bottom Bracket does not thread in smoothly, do not force it, have a qualified shop mechanic chase the threads.
6. Shock Mounting: If you feel a knocking/clicking in the middle section of the bike, it is potentially caused by the main rocker arm shock mounting bolt not being tight enough. Ensure that the shock mounting bolts are properly torqued and greased, see torque specs above.
7. Bearing Service: Make sure you regularly check the function of the bearings. Don't ever run pressurized water into the bearing areas. If bearings need replacement, use the Transition Bikes Bearing Installation and Removal Tool specifically designed for this frame.

PRICE:

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Serial Number / Product Registration

You will find the serial number for this product on the underside of the Bottom-Bracket shell. It is recommended that you register your product on the website as Transition Bikes does not record the serial number at the time of sale, only when you register on the site. In the event of a stolen bike, warranty or crash replacement this is the only way we can help you. Register your frame at: <http://www.transitionbikes.com/Register.cfm>