




MASON

— THE #FASTFAR BICYCLE CO —



SET-UP AND CARE GUIDE

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Thank you for choosing MASON CYCLES, we realise it's a big commitment to spend out on a new bicycle or frameset and we really, really appreciate the fact that you have chosen one of ours.

We have worked hard to create something special and unique with our first bicycles. Much of the energy and creative drive behind MASON has come from riders and early adopters of the brand like yourself.

If you've followed Mason Cycles from the first spark of an idea to where we are now, your encouragement, enthusiasm and positivity towards the brand and first products have driven us forward from the word go.

Every detail of your new frameset and bike has been thought about, obsessed over actually. The geometry, cable runs, exact positioning of the stops and ports, the tubing selection, finish, decal design, headbadge... Everything is there for a reason with the goal being a properly designed bicycle that will inspire you, adapt with you and carry you on many years of adventures.

We would love to see your finished bike and hear about your travels and riding experiences, that's what it's all about for us. Please keep in touch through the MASON website and all social media channels. We'll share the best stories and post some bike-builds and adventure pics and stories up on the site.

Before you read any further take a minute and write down this frame's serial number. If you should ever experience a problem with it, the serial number will help us get things sorted, and if your bike is ever stolen the serial number is undeniable proof that it's yours. So take a minute, flip the bike over, and write it down. Your frame's individual serial number is located on the underside of the bottom bracket (the part of the frame that houses the crank bearings).

SERIAL NUMBER:

COMPLETE BIKE CONTENTS:

If you purchased a complete bike all you need to do is some basic assembly and then you're ready to ride. Please refer to section 08 for assembly guidance.

The MultiPort parts supplied with your MASON bicycle are dependent on the build specification that you have chosen. Please contact us directly if you require any additional parts, for example, when changing from mechanical shifting to Di2. You will find the complete range of MultiPort parts on the next page.

WARNING: Cycling can be dangerous. Bicycle products should be installed and serviced by a Professional mechanic. Never modify your bicycle or accessories. Read and follow all product instructions and warnings including information on the manufacturer's website. Inspect your bicycle before every ride. Always wear a helmet. Additional Product and Safety Information can be found at the website: www.masoncycles.cc



BOKEH FRAMESET SMALL PARTS CONTENTS:

(1) MultiPort Inserts: Hose Outer x4; Di2/Hose Outer (Optional); Split Outer x2; Di2 Port x2; Blank plate x2

(2) Blanking grommet x2.

(3) Di2 Port grommet x3.

(3) P-Clip x3.

(4) Dynamo wire grommet for fork.



(1) MultiPorts: Hose-Outer, Di2+Outer, Split Outer, Di2, Blank.

(2) Di2/Blank Grommet, P-Clip, Fork Grommet.

(1) Jagwire long-nose ferrule for front derailleur cable.

(2) 3D printed BB cable guide & M3 CSK screw x2.

(3) M3 CSK screws x6 for MultiPort inserts.

(4) Neoprene foam tubing for internal routing x3.



(1) Long-nose ferrule. (2) 3D-Printed BB cable guide. (3) M3 CSK screws. (4) Neoprene foam tubing.

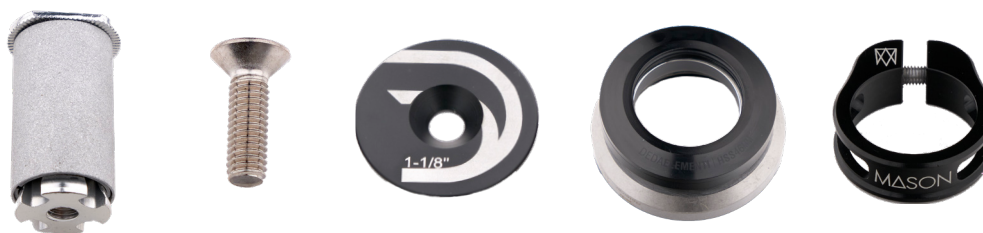
(1) Steerer bung.

(2) M6 Stainless screw for top cap.

(3) Deda top cap.

(4) Deda IN5-ASUJ headset.

(5) Mason Macro 27.2mm seat clamp.



(1) Steerer bung

(2) M6 Screw

(3) Top Cap

(4) Headset

(5) Seat Clamp

Headset



BRAKING

Rotor Size: The fork can take a 140 or 160mm rotor. We recommend no smaller than 160mm up front if you are using cable braking. 160mm is the maximum recommended diameter for the rear and the native rotor size is 140mm.

Calliper Type: These frames are designed for flat-mount calipers. It's possible to fit post-mount calipers front and rear with the use of a flat > post-mount adapter.

Bokeh Flat-Mount Mounting Bolt Lengths: FRONT - 15mm. REAR - SRAM: 22mm. Shimano: 28mm.

BokehTi Flat-Mount Mounting Bolt Lengths: FRONT - 15mm. REAR - SRAM: 27mm. Shimano: 33mm.

Bolt lengths for mounting Flat-Mount brake calipers to our frames vary because of the different dropout designs and materials used across our range.

We always recommend using genuine hardware and consulting us directly using the 'Technical' dropdown, or using a qualified cycle mechanic if in doubt.

NOTE: This frame is compatible with most modern disc-brake systems but may not be suitable for ALL brake callipers. Please check clearance before purchasing your braking system.

WHEELS + AXLE SPACING

Ø12mm Thru-axle Front / Ø12mm Thru-axle rear. Tighten to 10Nm.

Front axle spacing: 100mm. Rear axle spacing: 142mm.

Axle length/pitch: Bokeh: Front - 120mm/1.5P. Rear - 160mm/1.5P. BokehTi: Front - 120mm/1.5P. Rear - 172mm/1.5P.

TYRES

The below are guides only. Fitted width may vary depending on manufacturer and rim width. Please check true dimensions of chosen components to be sure.

Max tyre widths with 'guards: 700C x 41mm | 650B x 50mm.

Max tyre widths without 'guards: 700C x 45mm | 650B x 52mm.

SEAT POST

Bokeh: 27.2mm. BokehTi: 31.6mm.

SEAT CLAMP

Bokeh: 31.8mm. BokehTi: 34.9mm. Tighten to 5Nm.

FRONT MECH

Bokeh: 31.8mm. 62cm: 34.9mm. BokehTi: 34.9mm.

BB TYPE

68mm shell width. BSA threaded.

PARALLAX2

Your Bokeh frame is supplied with our 'Parallax2' 465g, Ø12mm thru-axle/flat-mount, monocoque carbon fork. We develop our own custom tubing and wheels, so when it comes to the forks for our bicycles it makes total sense for us to design and tool up for our own fork too. We don't want to compromise ride-feel, balance and performance by using an 'off-the-shelf' and generic product.

The Parallax2 fork comes with a versatile combination of load-bearing and accessory mounting features:

Accessory Cages (A): Max load capacity 3kg per side. Follow manufacturers installation and loading instructions. Mounting Bolt Torque: 4Nm. Can also be used as water bottle mounts.

Internally sealed dynamo cable routing, brake hose routing and crown-mount boss for front dynamo light. (B, C)

Fully eyeleted for fender.

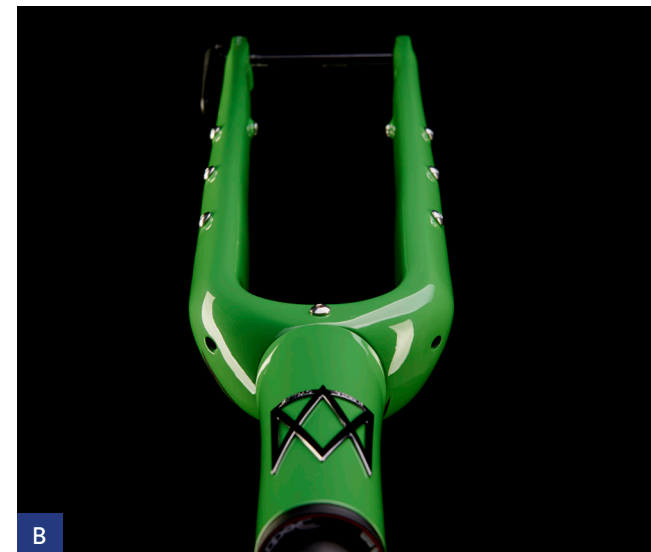
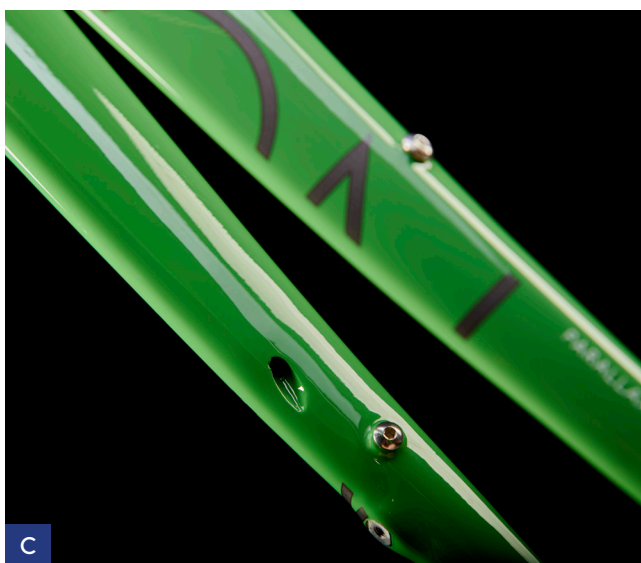
Headset type: Integrated, 41.8Ø upper, 51.8Ø lower, for taper head tube. Angular Contact Bearings. The head-tube seat angle is 45°.

Stack-washer maximum: 40mm below stem is max. recommended for carbon steerer. Warranty is void above this dimension.

Dimensions: Crown height - 398mm. Offset - 50mm.

120mm, M12 x 1.5mm 'Switchlever' Thru Axle. (D)

Recommended tyre sizing: 700c x 40mm [45mm Max.] 650b x 50mm/2" [2.1" Max.]



ASSEMBLING YOUR BIKE

Please take the time to quickly give your bike and frameset a once over before you assemble them, just to check they haven't been damaged in transit. To ensure you don't encounter any problems in the future please read some of the following information in this guide.

Fitting the wheels: The Bokeh uses our 'Switchlever' axle system which features a removable lever-handle. To tighten, simply screw the axle clockwise to 10Nm, and unscrew counter-clockwise to remove. The lever-handle is removable from the axle by pulling it out (D). With this system, the fitted position of the lever-handle is selectable or the lever-handle can be left in your pocket for a clean look at the dropouts.

Our rear axles use the same Switchlever 6mm allen key fitting and should be secured to 10Nm.

Inflate tyres to desired pressure.



ASSEMBLING YOUR BIKE

Bars and stem (A, B): Rotate the handlebars upwards into a comfortable position and secure the 4 stem cap bolts to 5Nm, working from top left to bottom right, top right to bottom left. The gap between the stem face plate and the body of the stem should be even. Next, align the stem in parallel with the front wheel and top tube. Tighten the headset preload screw to remove play in the headset and tighten stem bolts to 5Nm.

Seat post (C) Insert seat post. We recommend applying a light coating of anti-seize or good quality grease to the seat post. Set saddle to desired height, or a good starting point is to have the saddle at hip level when standing alongside your bike. Torque the seat clamp to 5Nm.



GENERAL ASSEMBLY GUIDANCE

The following notes are assembly good practices applicable to various stages of your bicycle build.

- Liberally grease all MultiPort insert parts and screws before assembly. Make sure screws are threaded in carefully and not overtightened. It is much easier to fit the Multiports square, rather than trying to wedge them in at an angle.

. Use the foam tubing provided to isolate the outer cabling/hose within the downtube and toptube to prevent any rattles.

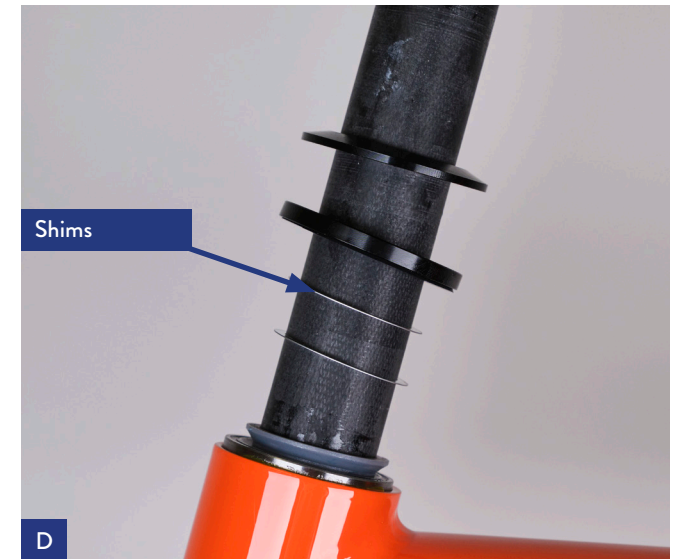
- Grease BB threads before assembly.
- Use the supplied MASON structural nylon BB cable stop when running a mechanical front derailleur, remove when using electronic shifting or 1x gearing.
- Use the supplied Jagwire long-nose ferrule to run the front mech cable from BB cable-stop to mech.



FRAME ASSEMBLY GUIDANCE

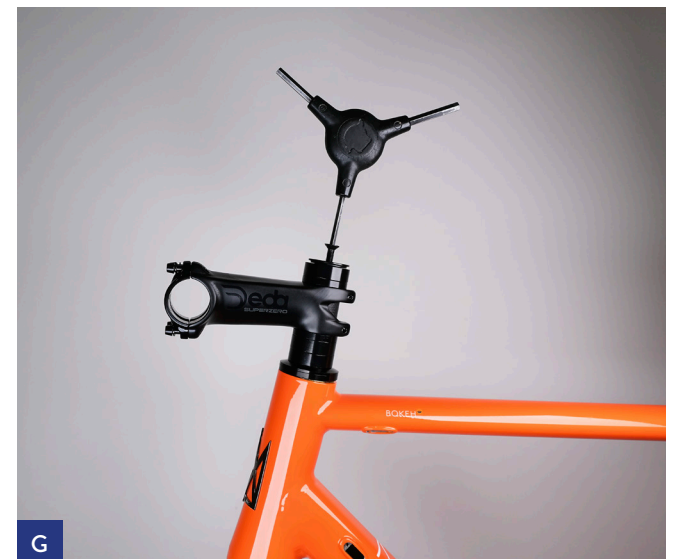
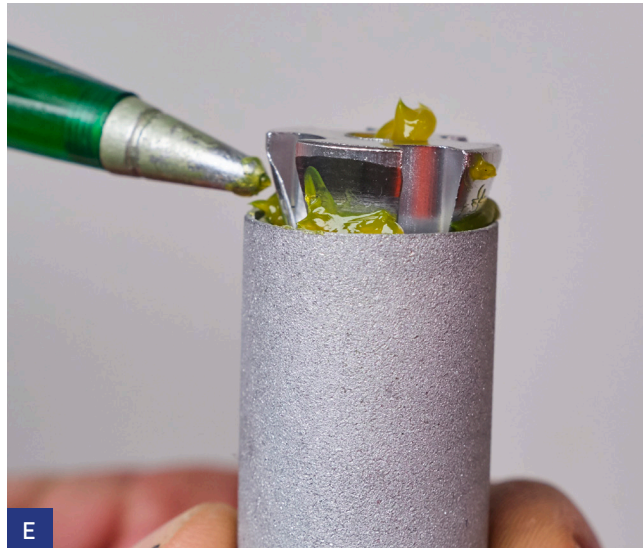
Grease headset cups and crown race (including underneath of crown race where it contacts the fork crown).

Fit crown race and lower (larger) bearing to fork steerer (A&B). Insert fork into head tube and fit remaining headset parts in order as shown on 04 Resolution/Definition Frame Contents. Ensure that you fit the thin metal headset shims to achieve (D) correct gap. The headset top cap should not contact the head tube.



FRAME ASSEMBLY GUIDANCE

Fitting steerer expander bung (E) After cutting steerer to desired length, ensure steerer is clean and free of swarf. Lightly grease the internal wedge of the expander and apply fibre-grip compound to exterior of bung. Insert into fork steerer (F). Torque to no more than 6Nm. Tighten the top-cap to adjust headset bearing play (G). Over the first few rides this will likely develop play again as the headset bearings settle into place.



BOKEH CABLE ROUTING

Please note: this is a guide, cable routing on all models is designed to be flexible to suit differing set-ups.

(A) Choose full or interrupted outer for the front derailleur (if applicable) and pick appropriate MultiPort parts. Run the front derailleur cable out of MultiPort at the base of the down tube and through to the 3D BB cable guide and cap with the Jagwire long-nosed ferrule (B).

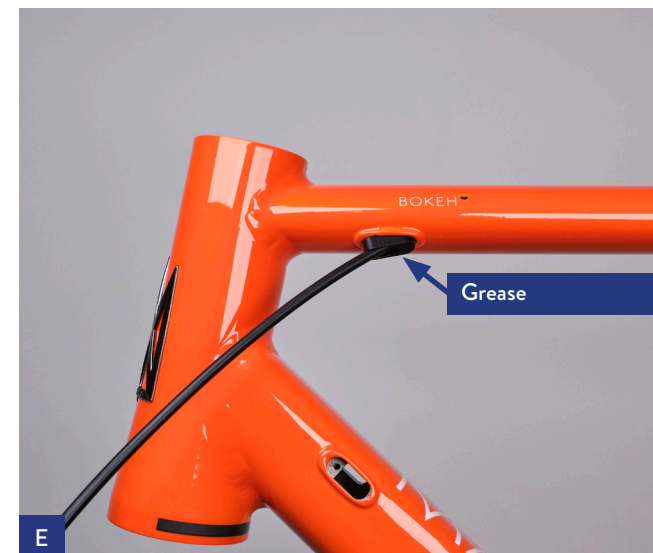
(C, D continues overleaf) Run full-outer or hose to rear brake. You'll have to run the hose through the ThruBB before fitting the bottom bracket.

Note: The 'ThruBB' system requires a bottom bracket that uses a plastic or metal sleeve to space the cups and protect internally routed cables/hoses from the rotating crank spindle. Shimano BBR60B, SRAM GXP/DUB BB's all feature this sleeve as standard. Other BBs may also feature this so please ensure it is present.



BOKEH CABLE ROUTING

Run full-outer cable to rear mech (E) using top-tube MultiPort openings. Grease ports and MultiPort inserts before fitting, and fit the exit-hole MultiPort after full-outer has been routed. Secure outer to seat stay using 3 P-clips (F).



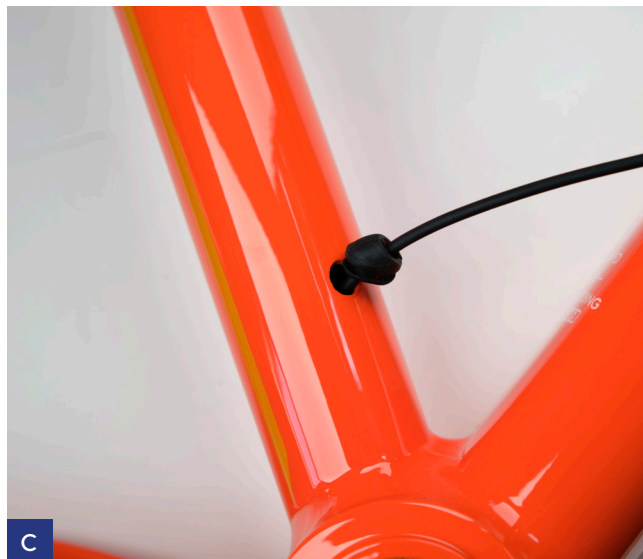
BOKEH DI2 ROUTING

If using Di2, fit the MultiPort blanking plates to the top tube holes, and route the Di2 cable via down tube MultiPort (A) to an internal junction box.

The rear derailleur wire exits through the chainstay, exiting as in (B).

If using a 2x system, the front mech wire exits as shown in (C).

When using Di2, Etap or 1x, blank off all unused MultiPort housings.



BASIC CARE AND MAINTENANCE

Please use an appropriate cleaning product to give your bike a good clean regularly. This is to ensure that your bike maintains its proper function and exceptional looks for as long as possible.

Also if you really love your bike, here are some tips to maintain its excellent finish:

Bokeh: A dab of glossy polish and then wax on your frame every now and again, this will keep the paint well protected from nasty road salt and grime.

BokehTi: Wipe down your frame using a microfiber cloth and mild cleaning agent e.g. brake cleaner, and seal by applying a high quality tyre dressing with a microfiber cloth. This works very well to leave a lustre and bring out the best of the Titanium tubes.

And finally, your bike should be treated to a thorough strip-down and service annually (at a minimum). This should include removing, cleaning and re-greasing the MultiPorts, housings and screws.





We're amazed at the stories that bring people to MASON, and what makes it them so special is to learn about where each customer takes MASON in the future. We would love to see your finished bike and hear about your travels and riding experiences, that's what it's all about for us.

You'll always receive the same dedication to customer service wherever you are in the world. We will look after you during the entire ownership of your Mason Cycles bicycle or product. Our commitment to you doesn't end as soon as the sale is made and we are here to contact for help, advice and of course to hear about your rides and adventures on our award winning bikes!

Please keep in touch through the MASON website and all social media channels. Join us on Strava. We'll share the best stories, and post some bike- builds and adventure pics up on the site.

#thisismason #masoncycles #thisisbokeh #fastfar

Image: Philippa Battye, an inspiring ultra-racing cyclist who we are lucky enough to call our friend. Slovakia, 2019