



MASON

— THE #FASTFAR BICYCLE CO —



RAW 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 bicycles. Much of the energy and creative drive behind MASON has come from riders and early adopters of the brand like yourself.

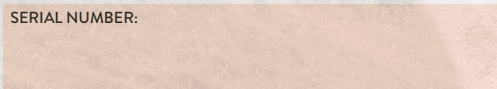
If you've followed Mason Cycles from the first spark of an idea to where we are now, your encouragement, enthusiasm and positivity towards the brand and first products have driven us forward from the word go.

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



ISO FRAMESET SMALL PARTS CONTENTS:

(1) MultiPort Inserts: Hose Outer x4; Di2/Hose Outer (Optional); 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, Di2, Blank.

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

(1) M3 CSK screws x6 for MultiPort inserts.

(2) Neoprene foam tubing for internal routing x3.



(1) M3 CSK screws. (2) Neoprene foam tubing.

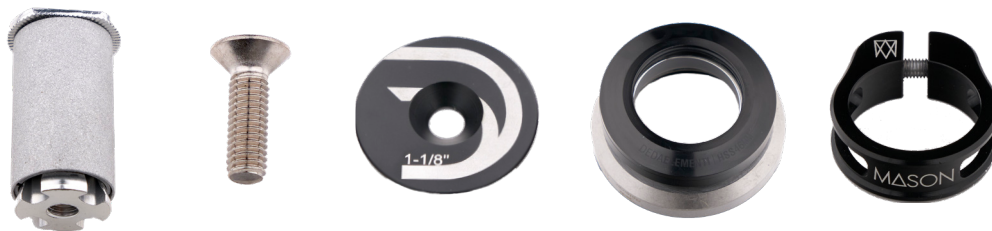
(1) Steerer bung.

(2) M6 Stainless screw for top cap.

(3) Deda top cap.

(4) Deda IN5-ASUJ headset.

(5) Mason Macro 31.6mm seat clamp.



(1) Steerer bung

(2) M6 Screw

(3) Top Cap

(4) Headset

(5) Seat Clamp

Headset



BRAKING

Rotor Size: For the rear brake, Ø160mm can be fitted directly to the frame, with a maximum rotor size of Ø180mm with adapter. Please refer to fork manufacturer's guidelines for native/maximum front rotor size.

Caliper Type: This frameset is designed for Post-Mount calipers. Please contact us if you would like guidance on correct components to use.

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.

HEADSET

The Raw uses a EC44 external lower headset cup and a ZS44 internal upper headset cup.

An EC44 external cup may also be used for the top of the headtube but will increase stack.

WHEELS + AXLE SPACING

The Raw is designed around the 'BOOST' standard. The front hub is 10mm wider and the rear is 6mm wider than 100/142mm standard road thru-axle spec., allowing wider wheels and high volume tyres with larger clearances front and rear. The wider hub flanges result in a stiffer wheel, giving enhanced bike handling and shorter/wider stays allow progressive geometry, whilst a wider rear hub helps give a greater choice of chainrings.

SwitchLever: Ø12mm Thru-axle rear.

Rear hub spacing: 148mm.

Axle length/pitch: Rear - 172mm/1.5P.

TYRE SIZES

All frame sizes are designed for and tested with the 29" wheel size [29"/700c] and a range of tyre sizes.

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

Max tyre size: 29" x 2.6"

Min tyre size: 29" x 2.25"

SEAT POST

31.6mm.

DROPPER-POST

31.6mm/Stealth-routed.

SEAT CLAMP: 34.9mm

FRONT MECH

Raw is designed with 1x transmissions in mind.

BB TYPE

73mm shell width. BSA threaded.

CHAINRING FIT

1x Cranksets: SRAM - Use 3mm or 0mm offset chainring. Shimano - Use 52 or 55mm chainline crankset. Max single ring: 34t round.

SUSPENSION FORK

The Raw frame was designed and tested for use with a typical trail focussed suspension fork of 120mm, with up to a 535mm static crown height. Check fork manufacturers data to ensure chosen fork falls within this dimension, longer forks will void warranty.

Crown Clearance: Down tube design gives suspension fork crown clearance for most modern forks. We cannot guarantee ALL forks will clear, so please check when installing.

Offset: 44mm offset is recommended.

ASSEMBLING YOUR BIKE

NB: PLEASE REFER TO OUR 'HOW TO ASSEMBLE YOUR BIKE' VIDEO. IF YOU ARE IN ANY DOUBT ABOUT THIS PROCEDURE PLEASE REFER TO YOUR LOCAL BIKE SHOP OR CONTACT US FOR SUPPORT.

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 Raw uses our 'Switchlever' rear 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.

The Rockshox SID suspension fork uses a 6mm allen key in the drive side of the axle.

Inflate tyres to desired pressure within tyre and more importantly rim manufacturer's guidelines.

Pressurise fork air chamber to manufacturer's recommend levels, please see suspension fork manual for setup and guidance.



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. If your bike has a Di2 transmission, you will need to connect the seatpost battery to the wire inside the seat tube. Use the pronged tool included to do this safely - it will fit into place with a distinctive click. If you do not hear or feel this click, it is not connected properly and may not work correctly.



HOTSHOE

As with all our framesets, we design and tool for our own fork. The ISO required a very special fork, so we designed the HotShoe carbon fork specifically for this frame. The refined shape gives ride quality and feel and there are multiple mounting points for accessories, including our TriMount on the fork crown for 'Mason Shutter' load-bearing fender. Internal routing for hose and dynamo wire and light mount on crown. Huge clearance for + size 29" and 27.5" tyres.

Fully tested to MTB standard with 483mm crown height [equal to a typical 100mm travel XC fork inc. sag] and 50mm offset.

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.

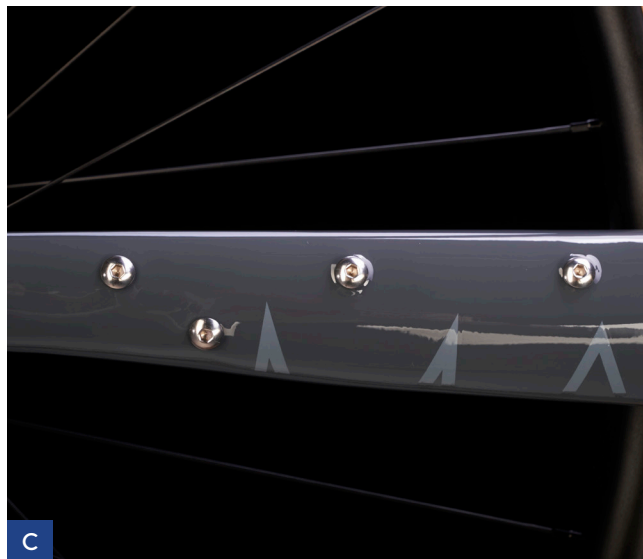
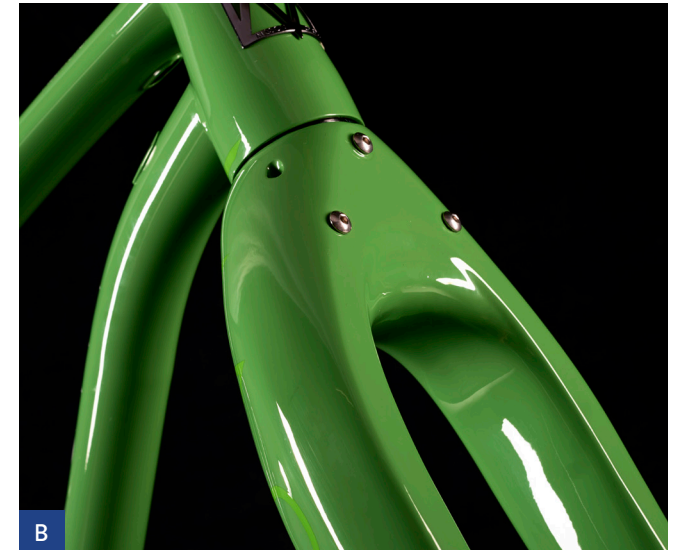
'Shutter' Fender: Max load capacity 2kg. Recommended straps MasonxVoile 20".

'Condenser' Rack: Max load capacity 8kg. Recommended straps Voile Rack Strap.

TriMount: Use M5 x 16mm screws.

Mounting Bolt Torque: 4Nm.

Accessory Cages: Max load capacity 3kg per side. Follow manufacturers installation and loading instructions.



SHUTTER

The world exclusive Shutter mudguard protects you and your InSearchOf from trail dirt, debris and water. It doubles up as a load-bearing platform to directly strap things to or provide additional support for your handlebar mounted luggage. Shutter is rated to a maximum of 2kg load when placed at the ridged load platform. Never position a load on the Shutter mudguard in any position other than the ridged platform closest to the fork crown.

There are 8 individual slots that are designed specifically for the Mason X Voile straps (as pictured). These are used to clamp down on whatever load is on the Shutter and keep it secure. Luggage can be strapped onto the Shutter loading deck in longitudinal or lateral retention. See figures B, C for illustration.

The 'Shutter' fender is attached to the HotShoe fork with 4 M5 screws (D). The qty.3 M5 screws on the Tri-Mount crown are M5 x 16mm button head and the single M5 screw at the back of the fork crown is M5 x 12mm button head. Your HotShoe fork is supplied with the correct screws already in place.



WARNING

Installing the Mason Shutter mudguard on a bicycle requires in-depth knowledge of bicycle mechanics and professional-grade tools.

If you do not have the proper tools or knowledge to perform this installation, please take your bicycle to a professional bicycle mechanic or store.

Failure to appropriately install this mudguard may lead to component failure, resulting in serious injury or death. We recommend that you have this product installed, adjusted and maintained by a professional bicycle mechanic.

- The 'Mason Shutter' mudguard is compatible only on Mason 'HotShoe' fork.
- Do not exceed the load capacity of 2kg / 4.4lbs.
- Mason Shutter mudguard is not designed to attach decks or 'flatbeds' of any kind.
- Do not modify the Shutter rack. Doing so will void the warranty (see below).
- Check hardware for tightness before every ride.
- Front and rear racks may change the steering and handling of your bike, especially when loaded. Be sure to test the handling out in a safe area before riding.

WARNING

• Make sure your load is evenly balanced and secure before riding (i.e. no loose straps to get caught in the wheels). We recommend Voile Straps to work perfectly with the Shutter mudguard.

• Position reflectors and lights so that they are not obstructed when the mudguard is loaded.

FITMENT REQUIREMENTS

- The Mason Shutter mudguard is suitable and allowed to be mounted only on the Mason 'HotShoe' fork, using the correct TriMount mounting points on the fork crown.
- Only mount this mudguard above the front wheel of your bike.
- Only item-specific mounting components must be used.
- Please follow the tightening torque and the description (standard and strength) of each fastening element according to the assembly drawing.
- Tightening torques are stated in Nm (Newton meter) and ft·lb (foot-pound). The precise tightening torque will be achieved with a torque wrench.
- The carrier is admissible for a maximum load of 2 kilograms (4.4lbs). The carrier is not allowed for attaching a child seat or carrying a person/s. Mason racks or carriers must not be used for carriage of passengers.
- The mudguard is not suitable to fix any accessories by a 'pressure-type' connection (e.g. metal-clamps / child seat).
- Any kind of physical or technical change on the carrier is strictly prohibited by Mason Cycles. Structural alterations could jeopardise you or other traffic participants. Mason Cycles disclaims liability for any kind of technical change on the carrier produced by us.

SHUTTER MUDGUARD FITTING INSTRUCTIONS

TOOLS REQUIRED:

3mm allen key. Torque Wrench with 3mm allen key fitting.

The 'Shutter' mudguard is attached to the HotShoe fork with qty.4 M5 screws. The qty.4 M5 screws used for the TriMount crown are M5 x 16mm button head screws. Your Hot Shoe fork is supplied with the correct screws in place.

- Apply grease to screws, threads and inner and outer faces of screw holes in mudguard. (A)
- Position the rear mounting plate of mudguard so it is central over the threaded hole on the rear face of the HotShoe fork. Carefully start the rear screw in the threaded hole. (B)
- Position mounting plate of mudguard in front of fork crown and carefully start the screws in the threaded holes. Be careful not to 'cross-thread' the screws before tightening. (C)
- Loosely thread all 3 screws into place ensuring all face plate holes are concentric with threaded holes on HotShoe fork. (D)
- Loosely thread all 4 screws into place before using a torque wrench to tighten the screws to 3Nm / 2.2ft-lb. DO NOT OVER TIGHTEN. Next Page (E)



SHUTTER MUDGUARD FITTING INSTRUCTIONS

- Loosely thread all 4 screws into place before using a torque wrench to tighten the screws to 3Nm / 2.2ft-lb. DO NOT OVER TIGHTEN. (E)



CONDENSER

The Condenser rack is the second TriMount accessory for HotShoe forks. This exclusive rack features with a rated load capacity of 8kg and internal dynamo wire routing.

The Condenser is TIG welded in high-grade steel and finished in durable black powder-coat. We like to have as many products made within Europe as possible including the Condenser; the entire manufacturing process happens in The Netherlands by a specialist with over 100 years experience in rack making.

Condenser is designed for dynamo lights and accessories. Featuring 2 mounts for dynamo powered lights, one riding-low at the front of the rack and the second up high on the forward facing rear loop. For a more 'touring' or road based adventure, the front low-riding mount works best: the headlamp is low down which increases road surface contrast and is less likely to dazzle oncoming drivers. For more off-road / MTB style riding, the higher mount might be the better choice, where you have easy access to the light controls and the beam pattern is higher up to extend your night vision.

The railed loading platform is designed for various loads in dry bags, or backpacks or similar self-contained luggage. A variety of straps or webbing can be used to secure any load to the rack, in particular the new Voilé Rack Strap is an excellent solution to this.



WARNING

Installing this Mason Condenser rack on a bicycle requires good knowledge of bicycle mechanics and professional-grade tools.

If you do not have the proper tools or knowledge to perform this installation, please take your bicycle to a professional bicycle mechanic or store.

Failure to appropriately install this rack may lead to component failure, resulting in serious injury or death. We recommend that you have this product installed, adjusted and maintained by a professional bicycle mechanic.

- The 'Mason Condenser' rack is compatible only on Mason 'HotShoe' fork.
- The top and front mounting tabs on the Condenser rack are designed for mounting headlights only.
- Mason Condenser rack is not designed to attach decks or 'flatbeds' of any kind.
- Do not exceed the recommended load capacity of 8kg.
- Do not modify the Condenser rack. Doing so will void the warranty (see below).
- Check hardware for tightness before every ride.
- Front and rear racks may change the steering and handling of your bike, especially when loaded. Be sure to test the handling out in a safe area before riding.

WARNING

• Make sure your load is evenly balanced and secure before riding (i.e. no loose straps to get caught in the wheels). We recommend Voile 'RackStraps' to work perfectly with the Condenser rack.

• Position reflectors and lights so that they are not obstructed when the racks are loaded.

FITMENT REQUIREMENTS

- The Mason Condenser front rack is suitable and allowed to be mounted only on the Mason 'HotShoe' fork, using the correct TriMount mounting points on the fork crown.
- A minimum of 15mm clearance is required between the base of the Mason Condenser rack and the highest point of the tire or fender. See fig. 'A'
- Only mount this rack above the front wheel of your bike.
- Only item-specific mounting components must be used.
- Please follow the tightening torque and the description (standard and strength) of each fastening element according to the assembly drawing.
- Tightening torques are stated in Nm (Newton meter) and ft-lb (foot-pound). The precise tightening torque will be achieved with a torque wrench.
- The carrier is admissible for a maximum load of 8 kilograms (17lbs). The carrier is not allowed for attaching a child seat or carrying a person/s. Mason racks or carriers must not be used for carriage of passengers.

The rack is not suitable to fix any accessories by a 'pressure-type' connection (e.g. metal-clamps / child seat).

- Any kind of physical or technical change on the carrier is strictly prohibited by Mason Cycles. Structural alterations could jeopardise you or other traffic participants. Mason Cycles disclaims liability for any kind of technical change on the carrier produced by us.



CONDENSER FITTING INSTRUCTIONS

TOOLS REQUIRED:

4mm allen key. Torque Wrench with 4mm allen key.

The 'Condenser' rack is attached to the HotShoe fork with qty.3 M5 screws. The qty.3 M5 screws used for the TriMount crown are M5 x 16mm socket head cap screws. Your Condenser rack is supplied with the correct screws and qty. 5 M5 washers.

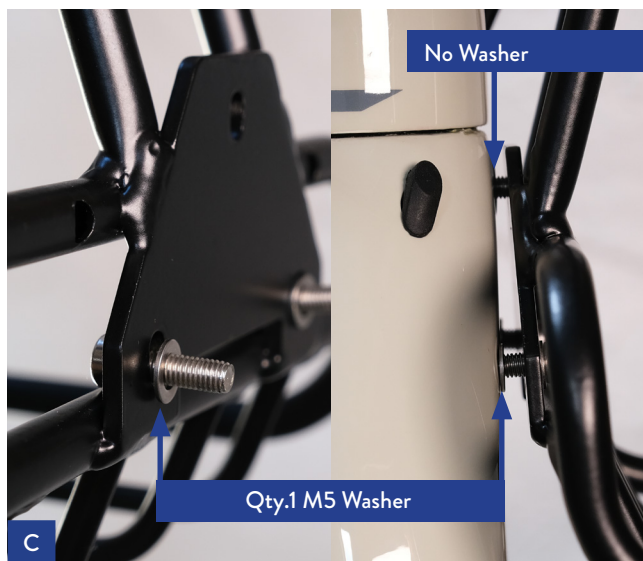
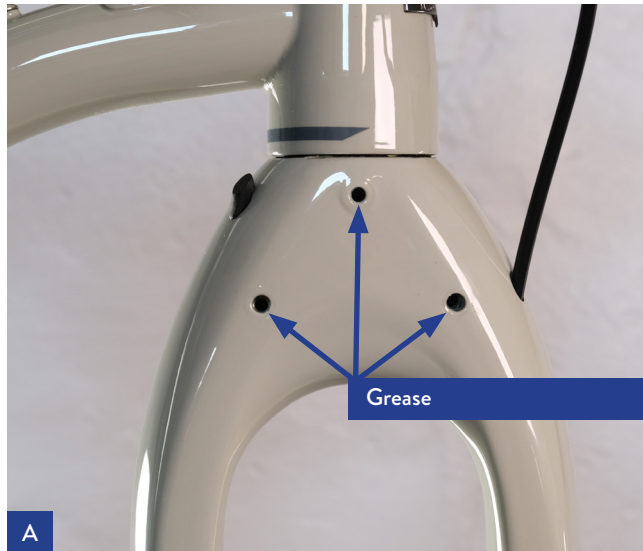
- Apply grease to screws, threads and inner and outer faces of screw holes in rack. (A, B)

- Insert mounting screws through the 3 slotted holes in the rack mounting plate.

IMPORTANT: Top mounting screw requires qty. 1 M5 washer between head and outside face of mounting plate. Lower mounting screws require qty. 1 M5 washer between head and outside face of mounting plate AND qty. 1 M5 washer between rear face of mounting plate and fork crown. See diagrams 'C' & 'D'

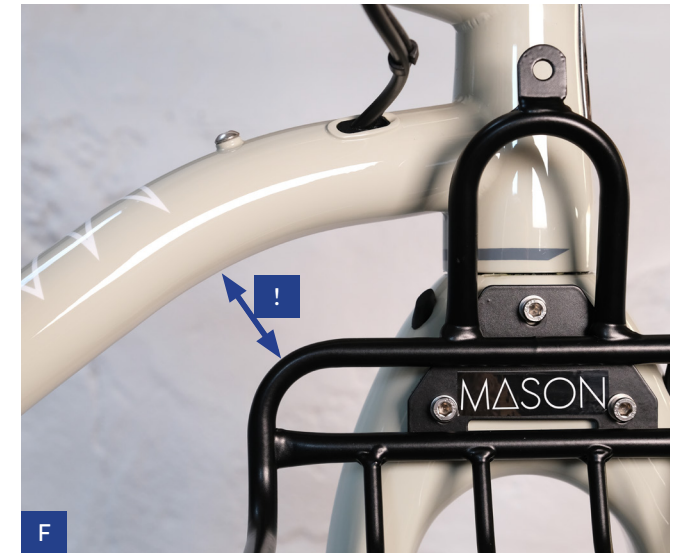
- Position mounting plate of rack in front of fork crown and carefully start the screws in the threaded holes (D). Be careful not to 'cross-thread' the screws before tightening.

- Loosely thread all 3 screws into place (D), making sure the washers are in the correct positions, before using a torque wrench to tighten the screws to 4Nm / 2.95 lb-ft. DO NOT OVER TIGHTEN. (E)



CONDENSER FITTING INSTRUCTIONS

- Check clearance of rack with frame (F,G) by turning handlebars through full range of movement. The InSearchOf frame and Condenser rack are designed to work together but different frame sizes have varying clearance between rack extremities and frame and also handlebars and frame. Check before use and apply 'Armour Tape' to protect the frame if necessary.



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.



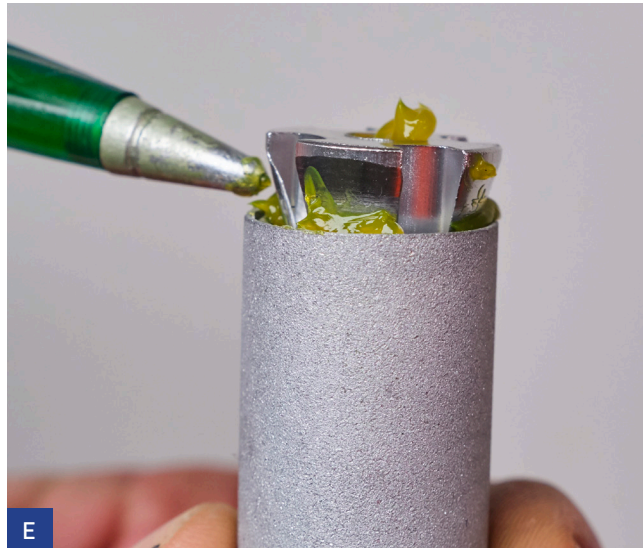
FRAMESET ASSEMBLY GUIDANCE

Grease headset cups and press headset 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 in 04 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.



FRAMESET 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.



INSEARCHOF BRAKE HOSE ROUTING

(A) Run full-outer or hose to rear brake. Secure rear brake hose to chainstay (B) using cable-outer clips or cable ties.

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

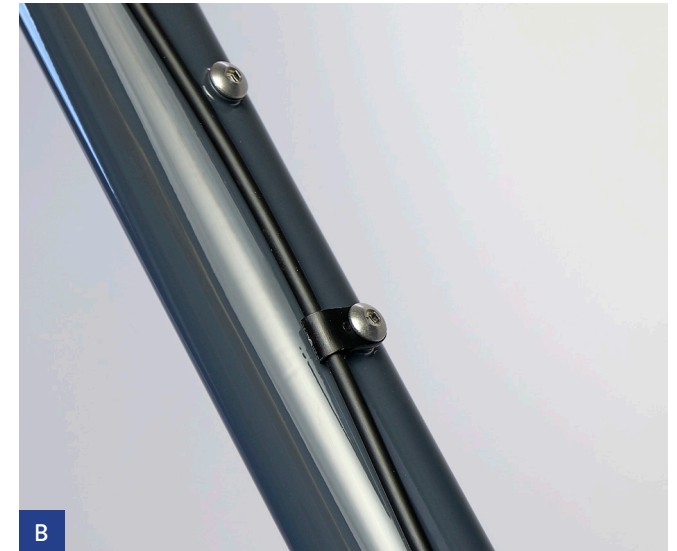


INSEARCHOF DROPPER ROUTING

(A) Fit a P-clip to the threaded hole located at the top of the down tube.

(B) Fit a second and third P-clip to the bottle-cage bosses. Route dropper-post hose or full outer through P-clips.

(C) Run full-outer cable to MultiPort opening at base of seat tube. Grease port in seat tube and MultiPort inserts before fitting, and fit the entry-hole MultiPort before full-outer has been routed.



INSEARCHOF GEAR CABLE ROUTING

Run full-outer cable to rear mech (A, B) 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 (C).



IN SEARCH OF 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).

Always blank off all unused MultiPort housings. (C, D)



BASIC CARE AND MAINTENENCE

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.

Please do use heli-tape or similar protective tape to shield the frame from bag straps and other abrasions likely to occur.

Also if you really love your bike, a dab of glossy polish and then wax on your frame every now and again will keep the paint well protected from nasty road salt and grime.

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 #thisisboked
#fastfar

Image: Nick Miles, adventure cyclist and friend of Mason, Slovakia 2019

