



MANUAL

# 601

Mk4

Compatibilities, Assembly & Maintenance

## REGISTRATION & WARRANTY

In order for us to help you efficiently in case of an accident (with a repair, a warranty case or a general service) you should register your bike. This way, you also automatically extend the warranty of your Liteville to 10 years.

Please find our entire warranty policy and information on the registration in the warranty & voucher leaflet attached.

Further information on your Liteville can be found here:  
<http://www.liteville.com/en/72/faq-support/general/>

Please find the latest updates of your 601 manual here:  
<http://www.liteville.com/en/77/faq-support/manuals/>



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## A. DELIVERY CONTENTS

- 1 pcs. Liteville Bicycle user manual
- 1 pcs. polish pad WorksFinish frames
- 1 pcs. RockShox manual
- 2 pcs. Liteville 601 sticker WorksFinish frames #130050
- 1 pcs. VarioSpin top cap
- 1 pcs. baseplate cone 1.5 #127159
- 1 pcs. topplate cone 1 1/8 #127166
- 3 pcs. cable inlet double #127517
- 3 pcs. screw cable inlet #127487
- 2 pcs. cable inlet closed #127494
- 2 pcs. cable inlet single #127500
- 1 pcs. cable pulley assembly tool
- 1 pcs. cable tie 140x3,6 mm
- 2 pcs. cable tie 92x2.4 mm
- 1 pcs. derailleur hanger Typ3 Std #128118
- 3 pcs. foam tube #141209

## B. USAGE AS INTENDED

There is no restrictions for your Liteville 601 Mk4 frame as to the maximum rider weight or the range of usage of the bike, however you need to assure that all components are compatible with the frame and that they are mounted according to the manufacturers' manuals.

Additional components such as electric motors may only be mounted after they have been approved by Syntace or Liteville.

## C. COMPATIBILITIES

### 1. Suspension Forks

Suspension forks may be mounted with a maximum insert length of 572 mm. Double crown forks must not be mounted.

The same counts for Boost- and B+ forks with a maximum insert length of 572 mm.

Make sure that the fork – when fully compressed – does neither interfere with the steering tube nor with the down tube.

### 2. Damper

The 601 Mk4 comes with the following dampers as standard:

- until 2017: RockShox Vivid Air 241 x 76 mm
- starting 2018: RockShox Super Deluxe 250 x 75 mm

The front damper interface of the 601 Mk4:

- until 2017: designed for 241 x 76 mm
- starting 2018: fits 241 x 76 and 250 x 75 mm

If you want to change the damper from 241 x 76 mm to 250 x 75 mm at a 2017 model, a different front damper socket (Art. no. 128040) is to be used.

The frames initially come with needle bearings in both damper sockets measuring 25 x 8 mm.

**ADVICE:** The 601 frame features special kinematics that do not harmonize ideally with all dampers available on the market. In order to achieve an ultimate damper setup, our dampers are adapted accordingly.



Picture: Clearance down tube



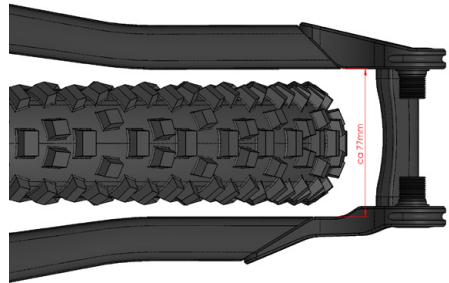
Picture: Clearance steering tube

The maximum air pressure in the main chamber of the RockShox Super Deluxe damper is 285 psi (19,65 bar). Please refer to a suitable damper pump as you reaffirm and adjust the damper.

### 3. Wheel size

All frame lengths of the 601 Mk4 are designed for 27.5" wheels.

### 4. Tire width



At the chain stay, the 601 Mk4 leaves a clearance of about 77mm which leads to the following tire width recommendations:

- frame length **S**:  
27,5" up to 2,6" width
- frame length **M, L, XL**:  
27,5" up to 2,6" width

Using different tire widths, make sure that the tire may touch the seat tube only slightly when the damper is fully compressed. This also varies depending on the tire pressure.

**ADVICE:** In case the tire touches the seat tube slightly, this does not result in anything but minimal scratches on the frame and is nothing to be worried about. However, please also mind the restrictions as declared by the fork manufacturer.

### 5. Hub installation measurements

The Liteville frame is compatible with all rear hubs with the 148 x 12mm axle standard. We recommend not to use adapter solutions.

**ADVICE:** The Liteville 601 is designed with the EVO6 rear frame standard. An EVO6 rear wheel, in comparison to a Boost 148mm rear wheel, features a different spoke pattern that allows for a fully symmetrical and thus more stable rear wheel thanks to identical spoke tensions on both sides.

### 6. X-12 through axle

The Liteville 601 Mk4 is designed with the X-12 through axle design with a width of 148mm. The thread pitch is M12x1mm. The Syntace X-12 through axle design – as the only solution on the market – allows for the toe adjustment and thus for an even more precise production of the frame.

The clamp thread (Allen Key, 5mm) in the right-hand end of the construction is meant exclusively for the fixation of the rear derailleur hanger as well as for the axle insert. It does not have to be opened when the axle or the rear wheel is removed.

**ADVICE:** The axle insert is adapted individually to your frame and marked respectively. The 0.5mm or 1.0mm insert is aligned correctly if the notch of the clamping system and the one of the dropout is parallel.



The picture displays the insert and the clamping notch aligned correctly.

### 7. Bottom bracket/crankset

The bottom bracket housing of the Liteville 601 Mk4 is 73mm wide fitting standard BSA and DUB BSA bottom brackets. ISCG adapters can not be mounted.

The 601 frame is designed for one- and two-speed Boost cranksets with a minimum Q-Factor of 167mm. The frame also fits SRAM DUB cranksets. Three-speed cranksets can not be mounted.

**NOTE:** Mounting a SRAM DUB bottom bracket, you will need the ParkTool BBT-79.

For other cranksets, please mind the clearance between the crankset and the frame. Find further information in the chapter "Bottom bracket/crankset/front and rear derailleur".



Picture shows Boost SRAM



Picture shows Boost Shimano

#### CHAIN LINE:

SRAM 1- and 2-speed: 52mm  
Shimano 1-speed: 53,4mm  
Shimano 2-speed: 51,8mm

#### CHAIN RING SIZES:

SRAM 1-speed: 26 to 40 teeth  
Shimano 1-speed: 30 to 34 teeth  
Shimano 2-speed: 24 to 38 teeth

### 8. Drivetrain

The Liteville 601 Mk4 frame is designed for one- and two-speed drivetrains.

### 9. Rear derailleur hanger and rear derailleur

The 601 Mk4 comes with the rear derailleur hanger "Type 3" with two different options. Both the Standard and the Direct Mount versions are included.



Type 3 Standard rear derailleur hanger for Shimano Shadow and Sram



Type 3 Shimano Direct Mount rear derailleur

Sram rear derailleurs are to be mounted with the Type3 Standard rear derailleur hanger.

## 10. Front derailleur

The frame is built in a way that only low Direct Mount two-speed front derailleurs with "front pull" designs can be mounted.

### EXAMPLES:

Shimano XT: I-FDM8020E6X  
Shimano XTR: I-FDM9020E6X  
SRAM: FD GX LD 2X11 FRONT PULL

## 12. Brakes

Your Liteville 601 Mk4 is designed exclusively for disc brakes.

The frame features a 7"-Postmount socket for the rear brake. For 180 mm discs, the brake can be mounted directly without an additional adapter. Disc diameters may vary between a minimum of 180 mm and a maximum of 203 mm.

## 11. Shift cable housing

Use nothing but shift cable housings with an outer diameter of 4 mm such as Shimano SIS-SP41.

## 13. Seatpost

The inner diameter for all Liteville seat tubes is 34.9 mm. The Mk4 is prepared for the usage of an Eightpins variable seatpost. Conventional seatposts with inner cable routings can be mounted, too.

**NOTE:** The geometry of the 601 Mk4 requires seatposts with a -26 mm seat offset. In case a seatpost without a setback, the seat angle and the top tube length are altered.

In order to avoid frame damages, the following minimum insert lengths need to be considered:

Up to 200 mm above seat clamp:  
minimum insert = 120 mm  
More than 200 mm above seat clamp:  
minimum insert = 140 mm

he length is measured from the seat clamp to the top end of the seat cover.

## 14. Seatpost reduction shims

Using reduction shims, the minimum insert length is still to be minded.

**ADVICE:** In case of doubt, choose the longer reduction shim and mind both the compatibility and the quality of it (for example Art. #113299 Syntace Post Shim Light 31.6 Art. #114203 Syntace Post Shim 30.9).

**NOTE:** In case the minimum insert length of 120 mm or 140 mm can not be realized, the PostShim 30.9 (Art. #114203) is to be used. This is the only way the minimum insert length can be reduced to 90 mm.

## 15. Seat post clamp

If you mount a conventional seatpost or common variable seatpost other than Eightpins, we recommend you to use a Syntace SuperLock2 or MicroLock38 seat clamp.

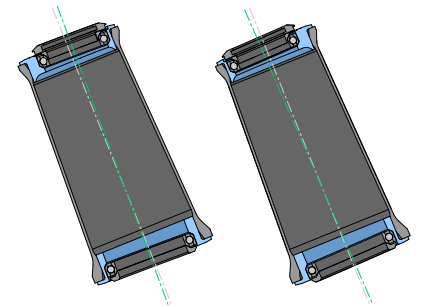
In case you want to use a different seat post clamp, it is to fit the outer seat tube diameter of 38 mm and must not interfere with the linkage bar of the damper system when it is fully compressed.

## 16. Headset

The Liteville 601 Mk4 comes with a 0° Syntace VarioSpin headset as standard. In order to adapt the frame to the rider's individual requirements, one can mount +/- 1.5° bearing shells as an option. The latter are displayed in blue.

Steering tube angle +1,5°

Steering tube angle -1,5°



S	M	L	XL
cup set 2	cup set 3	cup set 4	cup set 6
Art.No. 114944	Art.No. 114890	Art.No. 114906	Art.No. 114920

Find an instruction video here:

<https://www.youtube.com/watch?v=NpAF1IG7fuw>

## D. ASSEMBLY

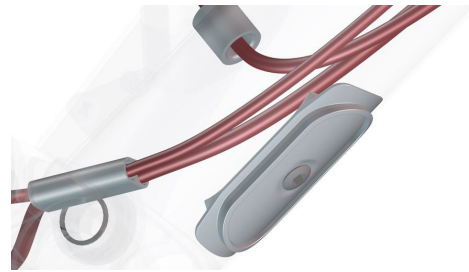
### 1. Frame preparation

The contact surfaces (bottom bracket, disc brake socket, seat tube) are fully prepared for the assembly. In case you face problems during the assembly, please directly contact Syntace.

**NOTE:** The position of the adjustment ring of the Eightpins variable seatpost must not be changed in case you service your bike or paint your frame. You will find this adjustment ring at the bottom right-hand end of the seat tube just above the bottom bracket.

### 2. Seatpost/seat

The 601 Mk4 is designed for variable seatposts with internal cable routing. The assembly is simplified thanks to the ServicePort at the lower end of the down tube close to the bottom bracket.



Please refer to the extra manual of Eightpins that exemplifies the assembly process with a Liteville 601 Mk4.

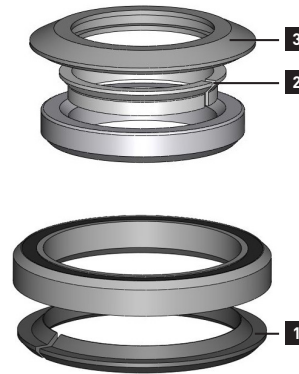
<http://www.eightpins.at/service-einbau/>

**NOTE:** The standard Eightpins variable seatpost interface (Postpin) at the seat tube is adapted already and does not need to be changed.

Using a common seatpost, the frequent changing of the seat height leads to a certain wear of the seatpost and the seat tube. For carbon fiber seatposts, this wear is considerably higher than for Aluminum seatposts. In order to minimize the wear, please clean the seatpost and seat clamp after every ride in the rain. The diameter of the seatpost must never become less than 34.7 mm at any point. If this is the case, please exchange the seatpost as it might result in damages of the frame.

### 3. Headset/fork

The frame comes with nothing but the cone and the cover cap for tapered fork steer tubes (see picture).



**ADVICE:** Reduction kit for 1 1/8"-fork steer tube: Syntace Art.# 14593

Make sure all parts of the headset, including the bearings, are greased before the assembly. Put the bigger (1,5") cone **1** on the fork, which is to lay evenly on the fork crown. The fork can now be inserted into the frame before the smaller (1 1/8") cone **2** is put on the fork steer tube. Installing the cover cap is the last step of the headset assembly **3**.



**ADVICE:** Using a Syntace MegaSpacer, a silver 0.6 mm washer needs to be added between the SuperSpin cover cap and the MegaSpacer. The washer is included in the MegaSpacer package or can be ordered separately as a spare part at Syntace.

**ADVICE:** Tighten the adjustment screw of the Ahead star nut hand-tight. Loosen it again thereafter with about 3/4 revolutions and only in the next, last step adjust the bearing play of the headset bearing. Following this procedure, you make sure that the bearings sit evenly in the bearing shells. The result should be that the fork can be turned easily without any bearing play. It may be necessary to repeat the process after the first ride.

### 4. Handlebar/stem

Mount and adjust the handlebar and stem according to the Syntace manual.

### 5. Shift and brake levers

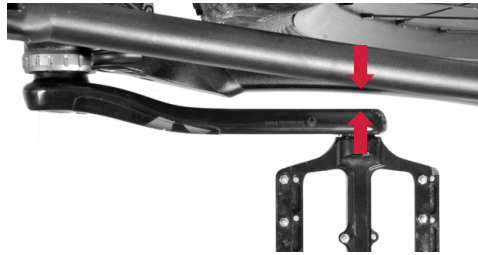
Mount and adjust the shift and brake levers according to the manufacturers' manuals.

**ADVICE:** Tighten the screws of the brake and shift levers only so much that they can still turn in case of a crash. This might avoid a lever to brake apart and additionally protects the thin walls of your handlebar.

## 6. Bottom bracket/crankset/front and rear derailleur

Mount the two bearing shells and the crankset according to the manufacturer's manual and do not forget to grease the system thoroughly.

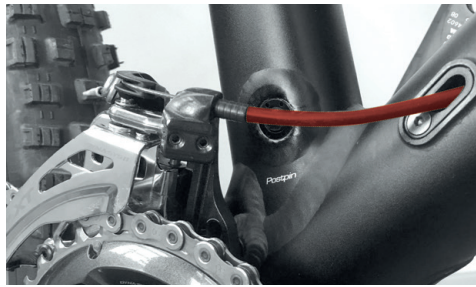
**NOTE:** Mind the clearance between the crankset and the chain stay as well as between the right crank arm and the Syntace SCS chain guide.



Picture displays the clearance between the chain stay and the crank arm

- Mount the low Direct Mount front derailleur at the intended socket.
- Mounting Shimano front derailleurs, use two raised countersunk head screws (M5x10mm/TX25/ISO 7380). The Shimano derailleur comes with the two screws as standard or can be ordered at Syntace (Art. #140882). For SRAM front derailleurs, only one of these screws is needed.
- Make sure that the guide plate of the front derailleur is parallel with the big chain ring.

**NOTE:** Please mind the different cable routing options of front derailleurs offered. The Liteville 601 Mk4 is compatible with front pull design solutions only.



Picture shows: Shimano side swing front derailleur



- Mount and adjust the rear derailleur according to the manufacturer's manual with a suitable rear derailleur hanger (Direct Mount/ Standard).

## 7. ServicePort

At the lower end of the down tube, you will find the ServicePort with which the assembly of the bike including the internal cables is simplified.

### Opening the ServicePort:

- Fixate the frame and open the ServicePort screw with about 3.5 counterclockwise revolutions.
- Open the ServicePort towards the front making usage of an Allen key.
- You may now take the ServicePort out of the frame.

### Closing the ServicePort:

- Follow the procedure above in the opposite directions.

## 8. Cable routing

**NOTE:** For the cable routing, we recommend to use the Park Tool "Internal Cable routing kit" IR-1.2 or the RockShox Barb Connector SRAM article # 00.6815.066.030



1



2

The picture displays the 1 Park Tool ... 2 RockShox Barb Connector

The frame comes with a cable deflection pulley in each chain stay that allows for a cable routing free of friction resistance between the chain stay and the rear dropout. The package includes an assembly tool in case the deflection pulley is to be demounted (Pos. 11).



Picture displays exemplified 2x11 drivetrain, brake and variable seatpost housing.

- 1 Variable seatpost
- 2 Rear derailleur
- 3 Rear brake
- 4 Front brake
- 5 Front derailleur (side swing)

## 9. Cable routing front derailleur

- Insert the cable in the right-hand opening of the frame and push it all the way to the ServicePort.
- In the next step, push it through one of the foam tubes and pull it back slightly before pulling the cable housing out of the front derailleur cable opening of the frame.



- Mount the cable inlets (Pos. 10, 11) on both sides. On the side of the front derailleur, use a "cable inlet single" if you do not ride with a variable seatpost, or a "cable inlet double" in case you do.
- Attach the lower end of the cable housing to the front derailleur.

## 10. Cable routing rear derailleur

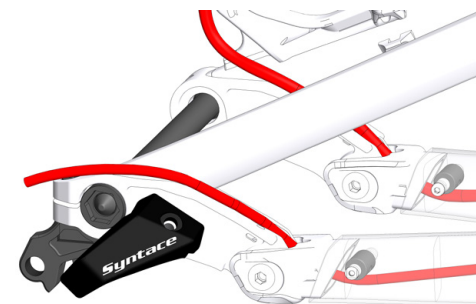
The housing of the rear derailleur has been inserted into the frame already.

- Guide the rear end of the housing to the rear derailleur and attach it to the intended socket at the Horstlink using a cable tie (Pos. 14).



## 11. Exchanging the housing of the rear derailleur

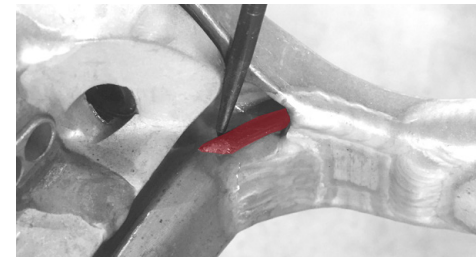
- Remove the old housing, the PE tube between the chain stay and the main frame and the foam tube.



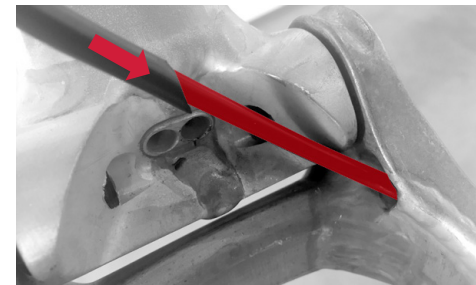
Make sure the housing is underneath the cable pulley.



- Cut the new cable housing at a 45° angle and slightly fold it. Thereafter, insert the new cable housing above the Horstlink at the rear end of the chain stay.



- Pull the new cable housing out of the front end of the chain stay until the rest at the end of the frame leading to the rear derailleur has the right length. Turning it simplifies the process.



- Entirely slip the PE tube over the cable housing until it reaches into the chain stay for about 2 cm.



- With a sweeping curve, the cable housing is to be inserted into the right-hand hole of the main frame and then pulled out of the ServicePort.



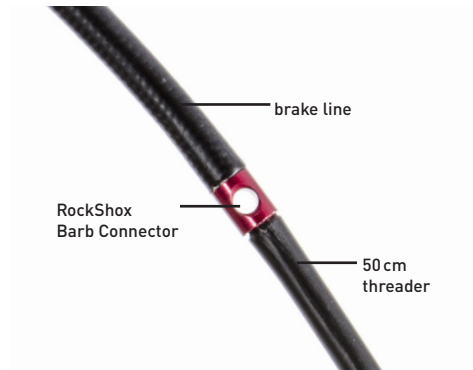
- Simultaneously pulling and pushing, the cable housing can now be guided through the ServicePort until the PE tube sits solidly between the chain stay and the main frame.



- Starting at the front, slip the foam tube over the cable housing until it reaches the inner main frame.
- With the help of the Park Tool IR-1.2 or the RockShox Barb Connector, the cable housing including the foam tube can be guided through the down tube and into the left-hand cable hole at the top of the tube.

## 12. Brake hose routing

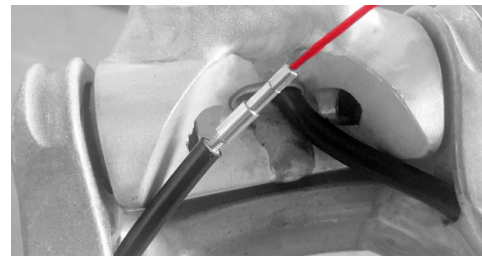
In order to simplify the routing of the brake hose, the frame comes with a shifting cable housing inside the left-hand chain stay. The Park Tool IR-1.2 or the RockShox Barb Connector may help further. Refer to the picture.



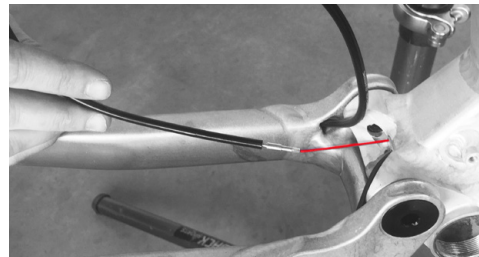
At first, the hose is to be cut at the brake lever. The clamping capsule and the fitting need to be removed.

Working with the Park Tool Internal Cable Routing Kit:

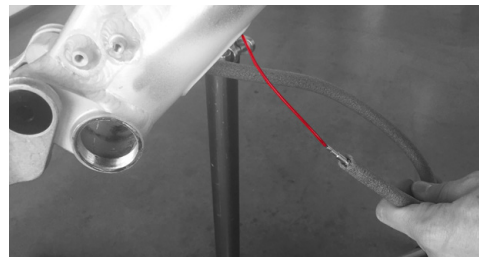
- Connect the front end of the cable housing in the left-hand chain stay with the threaded end part of the routing advice.
- Towards the rear end of the frame, pull the cable housing out of the chain stay leaving the Park Tool routing advice inside the chain stay.
- Disconnect the advice and the cable housing.



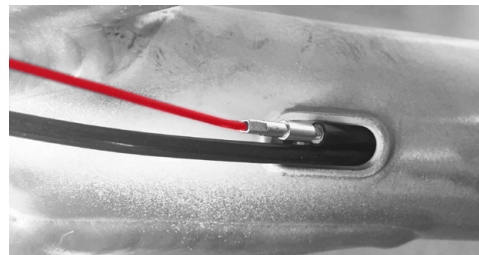
- Connect the threaded part of the advice to the brake hose for the rear brake and pull it back into the left-hand chain stay. Support the hose and the tool by simultaneously pulling and pushing.



- Guide the routing advice through the left-hand hole of the main frame and from the bottom into the ServicePort.



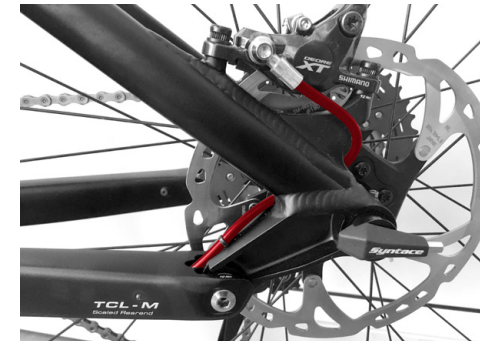
- Slip a foam tube over the routing advice and the brake hose.



- With the help of the Park Tool magnet, guide the routing advice through the down tube of the frame and into the top end cable hole of the frame.

If you assemble your bike without a Park Tool Internal Cable Routing Kit, the procedure can be realized with a SRAM hose connector, too. In the end, the brake hose can be guided through the chain stay in a similar way as with the Park Tool advice.

The assembly of the brake depends on different brake modals and should be realized as displayed below.



Picture shows rear brake on a Post Mount socket with hose routing for Shimano.



Picture shows rear brake on Post Mount socket with hose routing for SRAM.

## 13. Variable seatpost

The 601 Mk4 is designed for a fully integrated Eightpins variable seatpost. Refer to the separate Eightpins manual that can also be downloaded at [www.eightpins.at](http://www.eightpins.at)

**NOTE:** The routing for all internal cable routing variable seatposts is done via the ServicePort in the down tube.



- Guide the cable housing or the hydraulic hose through the right-hand hole at the steering tube and pull it out of the ServicePort at the lower end of the down tube.
- From the bottom end, slip a foam tube over the hose all the way to the cable hole at the top end of the down tube.



- Now push the cable housing or hydraulic hose upwards – through the snorkel (see arrow) – into the seat tube.
- Mounting a variable seat post, stick to the recommendations of the individual manufacturers' manuals.

**NOTE:** The seat tube is manufactured particularly accurately for the Eightpins variable seatpost with very small tolerances only. This is why it must not be changed in any way.

**NOTE:** In case the frame is painted or anodized after the purchase, make sure that the inner diameter of the seat tube remains the same for the entire 140 mm insert length.

#### 14. SCS-III EVO6 chain guide

The SCS-III EVO6 chain guide (Art. #131040) is attached to the right-hand chain stay yoke with a single screw.



Picture shows Syntace SCSIII EVO6 chain guide

**NOTE:** The SCS-III EVO6 chain guide is compatible only with one- and two-speed Boost cranksets.

#### 15. RockGuard SL

The Liteville 601 Mk4 features an interface for the Syntace RockGuard

Art.: 116757, black  
Art.: 117013, WorksFinish



Picture displays RockGuard SL in black

#### 16. Damper adjustment

In order to guarantee for an ideal performance of the RockShox Super Deluxe damper, it is necessary to ride it with a 30% SAG adjustment, meaning a 30% negative damper travel (75 mm) when sitting on the bike. For the rear damper system to work perfectly, it is advisable to adjust the damper accurately.

**ADVICE:** Before and during the damper adjustment, compress the damper with the compression damping being open three to four times. This way, the positive and negative air chambers are synchronized.

#### FOLLOW THE STEPS BELOW:

- Look for an even road and have a second person hold you while you sit on the bike
- Make sure the compression rate is fully open (the blue adjustment lever points towards the down tube)
- Move the red indication ring on the damper piston rod towards the air chamber.
- With your full equipment (including backpack, bottle, helmet, etc.) and without moving too much towards the front or back of your bike, have a seat on your bike
- The second person holds the handlebar helping you to keep your balance
- Sit on your bike in a natural position and release the brakes
- Get off your bike carefully and read the SAG with the help of the red indication ring on the piston rod scale. Adjust the air pressure until the red indication ring remains exactly on the 30% mark.



The illustration shows the SAG indication on the damper.

**NOTE:** Even a bigger backpack changes the overall weight noticeably. It is thus recommended to check and – if necessary – adjust the air pressure frequently.

#### 17. Damper rebound adjustment

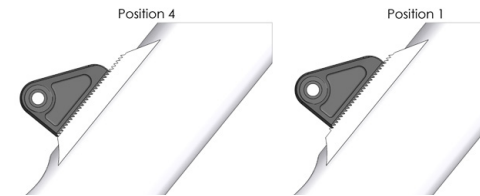
Sitting on your bike, ride down a sidewalk. The rear frame should "bounce" only once. In case it does so more often, close the rebound of your damper further. In case the rear frame works too fast, open the rebound. The rear frame should not go back into its original position too fast. This is because it should be "prepared" for further obstacles to come as soon as possible.

With most dampers, the direction of the adjustment is indicated with a "+" or symbolized with a "turtle". The adjustment wheel in the middle, with most modals, is painted red. Please additionally refer to the manufacturers' manuals for further adjustment advices.

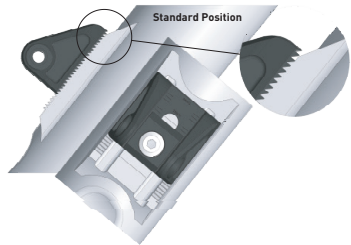
#### **ADVICE:** Damping system adjustment

It is possible to mount volume spacers or tokens into the damper. This way, the air volume of the damper is reduced leading to a higher end progression of it. Please find further information on this tuning on the websites of the individual damper manufacturers.

## 18. MicroAdjust damper socket



Model 2017, damper measurement: 241 x 76 mm



Model 2018, damper measurements: 241 x 76 and 250 x 75 mm

The MicroAdjust Shockmount of the 601 Mk4 offers four different positions for the adjustment of the overall bike geometry. In order to open the adjustment screw, the front damper screw is to be removed.

**NOTE:** Mind the accurate alignment of the damper socket and the frame.

Position 4: damper socket "at the bottom" equals "steep steering and seating angle and highest bottom bracket adjustment".

Position 1: damper socket „at the top“ equals "flat steering and seating angle and lowest bottom bracket adjustment".

The option to adjust the geometry generally can also be used to ride with different SAGs without altering the overall geometry of the bike.

**ADVICE:** take your time to adjust the bike and find your ultimate setup. The option to adjust the geometry this way allows for a huge variety of different rear frame setups.

## E. MAINTENANCE AND CARE

### 1. Frame bearings and headset bearing

With conventional usage, the bearings do not have to be dismantled, greased or cleaned. In case a bearing gets damaged anyways, you may order the respective bearing type at your Liteville Workstation and have it exchanged there or order it at Syntace directly.



Picture shows bearings that can be greased at the HorstLink.

**ADVICE:** We recommend the Syntace GreaseGun [Art. #116931] for most effective results.

Never point at your bearings with a high-pressure water jet, as this can easily damage them. After all, too much "maintenance" may even harm your bearings.

### 2. Screws

The screws in your frame are all made from Titanium or Aluminum and are produced specifically for Liteville frames. They are all mounted with screwlock. Nonetheless, you are to check the correct tightening torque frequently.

**ADVICE:** in case a screw can actually be twisted as the tightening torque is checked, the screwlock is broken and as a consequence needs to be exchanged. The screw needs to be secured again. Unscrew it, clean it and reassemble everything with screwlock.

We have summed up a "Screwlock Basics" at [www.liteville.de](http://www.liteville.de) > FAQ.

### 3. WorksFinish surface

The Liteville WorksFinish is a genuine raw Aluminum surface, free of any kind of protection paint, meaning it is no Aluminum simulation. The frame actually shows the signs of the original manufacturing process. Stains are thus common, the frame may even change its color slightly which leads to the natural charm of a grown patina.

The surface can be reprocessed at all times either chemically or mechanically with a Scotch-Brite-Finish or by being polished manually. The frame comes standard with two Scotch-Brite grinding fleeces. Try applying it on a spot that is not seen directly.

**NOTE:** The WorksFinish frame comes with 3M stickers. It is your choice if you put them on your frame or if you do not.



Picture shows Liteville stickers.

## E. SCREWS

### 1. Maximum tightening torque and securing screws

Always use a torque wrench tightening your screws such as the Syntace Torque Tool.

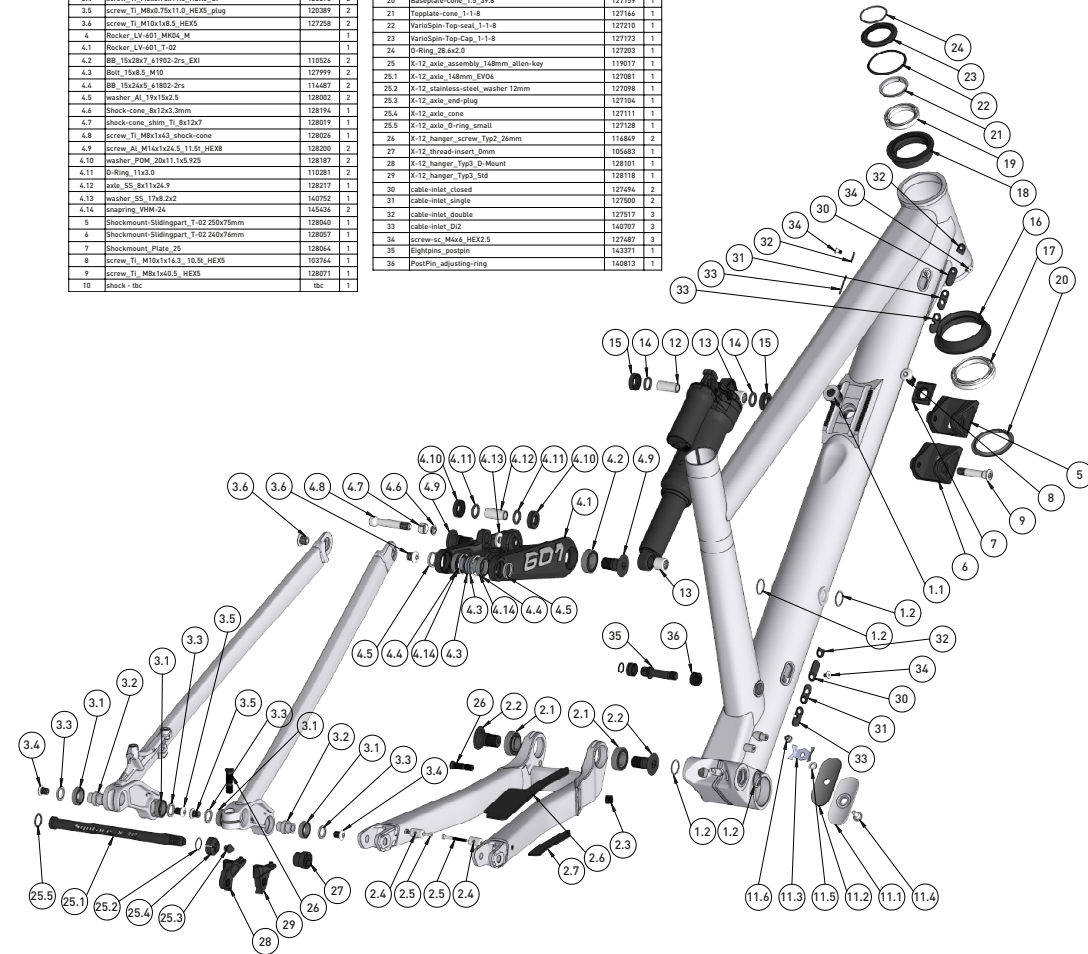
Watch out! In case a screw may actually move during the check, the original screw lock has been damaged and needs to be replaced. Remove the screw, clean it, apply new screw lock and tighten it again. The screw lock needs a certain amount of time to cure. Refer to further information on the procedure in our "Loctite 1 x 1" at [www.liteville.de](http://www.liteville.de) > FAQ.



- x Nm schwarz = ohne Schraubensicherung
- x Nm blau = mittelfeste Schraubensicherung
- x Nm grün = hochfeste Schraubensicherung

## F. SPARE PARTS

POS-NR.	Description	Article No.	Qty	POS-NR.	Description	Article No.	Qty
1	MF_LV-601_MK04_M		1	11	closing-cap_assembly_T01		1
1.1	Shockmount-plate-insert_T-01	127261	1	11.1	closing-cap_43	127920	1
1.2	washer_BB_16x15.2x1	127944	4	11.2	closing-cap_34_sticker_T01	142200	1
2	CS_LV-601_MK04_M		1	11.3	closing-cap_snap-plate	143371	1
2.1	BB_15x28x7_61902-2rs_EXI	110526	2	11.4	screw_VA_M6x12.5_HEXS	127937	1
2.2	screw_AL_M14x1x24.5_11.5t_HEX8	128200	2	11.5	washer_SS_10x5.5x1	143344	1
2.3	screw_PDM_M10x1x8_HEX8Plug	127943	1	11.6	stop-nut_MS	143351	1
2.4	CS-cable-pulley	130395	2	12	axle_SS_8x11x24.9	128217	1
2.5	screw_M3x30	130401	2	13	Hub_11x15x12.9	110071	2
2.6	CS-protector_top_size-3	140440	1	14	O-Ring_11x3.0	110281	2
2.7	CS-protector_bottom	140477	1	15	washer_PDM_20x11.1x5.925	128187	2
3	SS_LV-601_MK04_M		1	16	Headset-cap_1.5_57x52	127142	1
3.1	BB_12x21x5_61801-rs	141764	4	17	BB_40x25x2_PRS_cone	103887	1
3.2	Horstlink-axle_T-01	127090	2	18	Headset-cap_1.1-8_48-8x41	127135	1
3.3	washer_AL_16x12x2	140684	4	19	BB_30x16x5_PRS_cone	103870	1
3.4	screw_Ti_M8x7.9x11.0_HEX8_GP	120396	2	20	Baseplate-cone_1.5_39.8	127159	1
3.5	screw_Ti_M8x7.9x11.0_HEX8Plug	120387	2	21	Topplate-cone_1-1-8	127166	1
3.6	screw_Ti_M10x1x8.5_HEX5	127258	2	22	VariedSpin-Top-rod_3-1-8	127210	1
4	Rocker_LV-601_MK04_M		1	23	VariedSpin-Top-Cap_3-1-8	127173	1
4.1	Rocker_LV-601_T-02		1	24	O-Ring_28.4x2.0	127203	1
4.2	BB_15x28x7_61902-2rs_EXI	110526	2	25	X-12_axle_assembly_148mm_allen-key	119017	1
4.3	Hub_15x6.5_M10	127099	2	25.1	X-12_axle_148mm_EV04	127081	1
4.4	BB_15x24x5_61802-2rs	114487	2	25.2	X-12_stainless-steel_washer_12mm	127098	1
4.5	washer_AL_19x16x2.5	128002	2	25.3	X-12_axle_end-plug	127104	1
4.6	Shock-cong_8x12x3.3mm	128194	1	25.4	X-12_axle_cone	127111	1
4.7	Shock-cong_alum_Ti_8x13x7	128019	1	25.5	X-12_axle_D-ring_small	127128	1
4.8	screw_Ti_M8x1x4.3Shock-cone	128024	1	26	X-12_hanger_screw_Type2_26mm	116849	2
4.9	screw_AL_M14x1x24.5_11.5t_HEX8	128200	2	27	X-12_thread-insert_26mm	105463	1
4.10	washer_PDM_20x11.1x5.925	128187	2	28	X-12_hanger_Type3_D-Mount	128101	1
4.11	O-Ring_11x3.0	110281	2	29	X-12_hanger_Type3_Sid	128118	1
4.12	axle_SS_8x11x24.9	128217	1	30	cable-inlet_closed	127494	2
4.13	washer_SS_17x8.2x2	140752	1	31	cable-inlet_single	127500	2
4.14	snapping_WHM-24	145436	2	32	cable-inlet_double	127517	2
5	Shockmount-Slidingpart_T-02_250x75mm	128040	1	33	cable-inlet_Di2	140707	2
6	Shockmount-Slidingpart_T-02_240x75mm	128057	1	34	screw-ss_M4x6_HEX2.5	127487	3
7	Shockmount_Plate_25	128064	1	35	lightpins_pneum	143371	1
8	screw_Ti_M10x1x16.3_10.9t_HEX5	103764	1	36	PostPin_adjusting-ring	140813	1
9	screw_Ti_M8x1x4.0.5_HEX5	128071	1				
10	shock_tbc	tbc	1				





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