EDICT

Congratulations on purchasing a Felt Edict. As with all of our bikes and components, our aim is to provide the rider with the best product and riding experience. Read this manual supplement thoroughly, as it’s to help you set your bike up correctly, and care for it.

For further information, visit: FELTBICYCLES.COM

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FAST EXPLAINED

FAST, or Felt Active Stay Technology, is a linkage-driven, single pivot system with flexible carbon stays. By replacing the pivot near the dropout with flexible carbon stays a lighter, stiffer, and overall snappier frame can be made.

COMPRESSED

0% Travel (Top-Out): In order for the suspension to reach full extension, the rear triangle is required to compress.

NEUTRAL

30% Travel (Sag): At the sag point (approximately 30%), the rear triangle is neutral.

EXTENDED

100% (Bottom-Out): As the suspension gets deeper in the travel, the rear triangle is required to extend.

Efficient Pedaling: In order to provide efficient pedaling, FAST relies on both ideal anti-squat values as well as the flexible carbon stays. As the suspension moves away from the sag point in either direction, a force is created from either compressing or extending the stays. This force acts on the shock and helps return it back to sag. This provides a stable, responsive platform for pedaling.

Large Impacts: Support for large impacts is provided in two ways: decreasing leverage ratio and carbon flex. The leverage ratio is decreasing which makes it progressively harder to compress the suspension as it moves through the travel. The carbon stays add to this by contributing an additional spring force as they are extended through the travel.

Small-Bump Sensitivity: With the pedaling performance and large impact support handled by the linkage design and flexible carbon stays, the shock can be run with minimal compression damping. This frees the shock up to remain active and absorb the smallest of bumps.

FAST EXPLAINED CONT.
SHOCK SETUP

It is very important to have the correct amount of sag so that the suspension can be in the part of its travel that is most efficient and compliant. Felt recommends starting at 30% and adding/subtracting up to 5-10% to fine tune to your personal preference.

To measure sag, follow these 4 steps:

1. Push the o-ring to the top of the shock shaft.
2. Sit on the bike with the seat at full ride height to compress the shock. Bounce a few times, then push the o-ring back to the top of the shaft.
3. Gently get off the bike, taking care not to change the position of the o-ring. On some shock models, the sag gradients will be printed on the shaft. In this case, simply read your sag percentage as it is printed on the shock shaft. If there are no sag gradients, measure the distance of the o-ring from the top of the shaft. To achieve 30% sag, the o-ring should be 12mm from the top of the shaft. If there is too much sag (>30%), add air pressure, if there is not enough sag (<30%), reduce air pressure.
4. Repeat process until desired sag is achieved.

GEOMETRY

<table>
<thead>
<tr>
<th>Size</th>
<th>Head Tube Angle</th>
<th>Seat Tube Angle</th>
<th>Top Tube Horizontal</th>
<th>Head Tube</th>
<th>BB Drop</th>
<th>Seat Tube</th>
<th>Chainstay</th>
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EDICT FRD
EDICT 1
(100mm Fork)

EDICT 3
EDICT 4
EDICT 5
(120mm Fork)
**HEAD TUBE CABLE GUIDES**

The head tube cable guides contain rubber reducers for all cable sizes that are interchangeable and can be arranged to fit each rider's setup and personal preferences.

- Brake (5mm)
- Blank Plug
- Di2 (2mm)
- Shift (4mm)

**BOTTOM BRACKET CABLE GUIDES**

The bottom bracket cable guide can be adapted to different configurations with rubber reducers for different sizes of cables. It can also be used as a battery holder.

Wrap zip tie around to hold battery in place.

- Di2 (2mm)
- Shift (4mm)
- Brake (5mm)
In order to achieve optimum suspension performance, Felt recommends performing a simple pivot checking procedure after every 100 hours of riding or annually, whichever comes first. If any issues are discovered, please refer to the bearing removal/installation section or take your bike to the nearest Felt dealer.

Pivot Checking Procedure

1. Check torque on all pivot bolts. If bolts are loose, remove, clean and apply Loctite 242 to the threads, then tighten to correct torque (see technical section for torque values).

2. With the shock installed, apply pressure vertically and horizontally to feel for any play in the pivots. If play is discovered, please refer to the technical section for more information and instructions for bearing removal/installation.

3. With the shock removed, move the suspension through its travel. There should be little to no friction. If there is any friction, please refer to the technical section for more information and instructions for bearing removal/installation.

### EVALUATION

**Move Rear Triangle through travel.**

### PIVOT LOCATION

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<th>Pivot Location</th>
<th>Torque</th>
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<td>Seat Stay Pivot</td>
<td>15N-m</td>
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<td>Seat Tube Pivot</td>
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<td>Main Pivot</td>
<td>18N-m</td>
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<tr>
<td>Shock Mounts</td>
<td>15N-m</td>
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**SEAT TUBE PIVOT**

**SEAT STAY PIVOT**

**SHOCK MOUNTS**

**MAIN PIVOT**
**MAIN PIVOT**

EXPLODED

![Exploded View of Main Pivot](image)

**BEARING REMOVAL**

![Bearing Removal Procedure](image)

**BEARING INSTALLATION**

![Bearing Installation Procedure](image)

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<td>4</td>
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<tr>
<td>6</td>
<td>Collet Cone</td>
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<td>Rocker Link - Right</td>
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### SEAT STAY PIVOT

**EXPLODED**

### SEAT STAY PIVOT CONT.

**BEARING REMOVAL**

**BEARING INSTALLATION**

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**Felt offers a bearing rebuild kit as well as a complete hardware rebuild kit. There is also a tool kit for proper removal and installation of the bearings. Individual parts may also be ordered. Contact your local dealer for more information.**