

LOWDOWN

TECH PACK

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LOWDOWN



LIZARD GREEN ■



The Lowdown takes everything we learned developing our full suspension line, and directs it into a long travel bruiser.

We still have a penchant for 4130 steel, 29" wheels, slack head tube angles (63.5°) and steeper seat tube angles (79°), but now we've paired all of that with 170mm up front and 158mm out back.

The Lowdown isn't for the weight weenies, but the modern climbing position and descending capabilities more than make up for the extra grams.

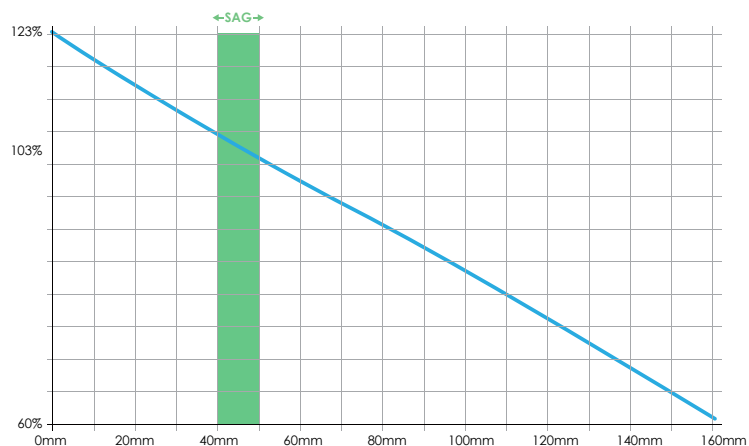
We've pored over the kinematics of this bike, balancing the trade-offs into what we believe is a truly great mountain bike. Our overall design principles were to create a very consistent kinematic (no notable or fast changes in the leverage ratio that would make the bike unpredictable), have reasonable progression (the bike ramps up due to consistent change in leverage ratio), and have a supportive pedaling platform (an anti-squat of approximately 105% at expected sag height).

We're very excited to share this new chapter of Chromag with you, we hope you enjoy riding these bikes as much as we've enjoyed developing them. Dig into all the things that make the Lowdown tick over the next few pages.



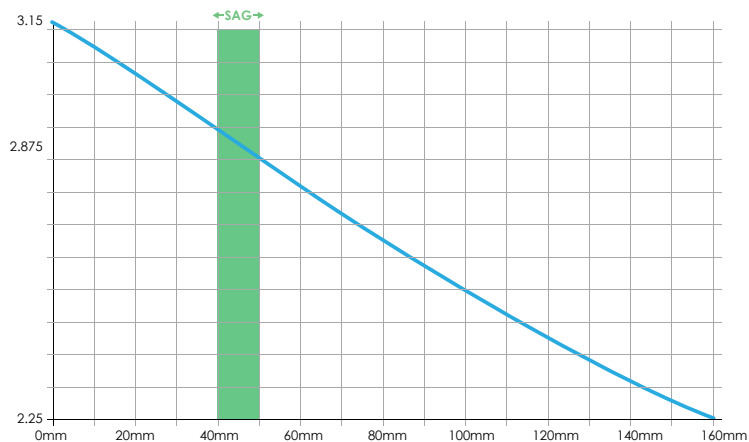
Happy shredding!

- The Chromag Crew



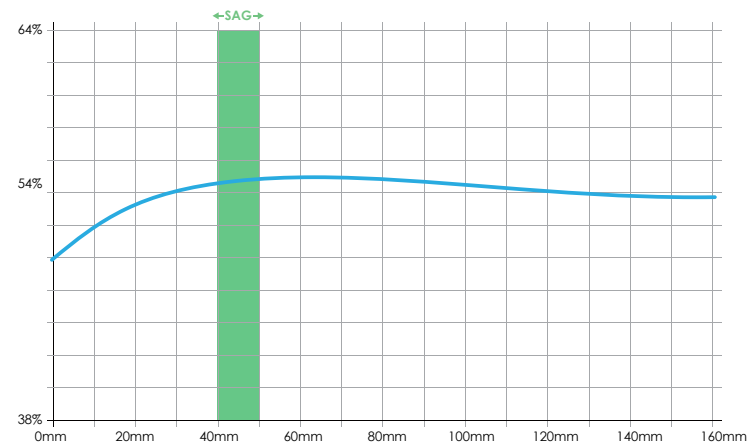
ANTI-SQUAT

Anti-squat is approximately 105% at sag height. This will give a supportive platform but still allow some suspension activity aiding traction. The amount of anti-squat reduces consistently over the full travel. As such the Lowdown will pedal and behave in a consistent way throughout its travel.



LEVERAGE RATIO

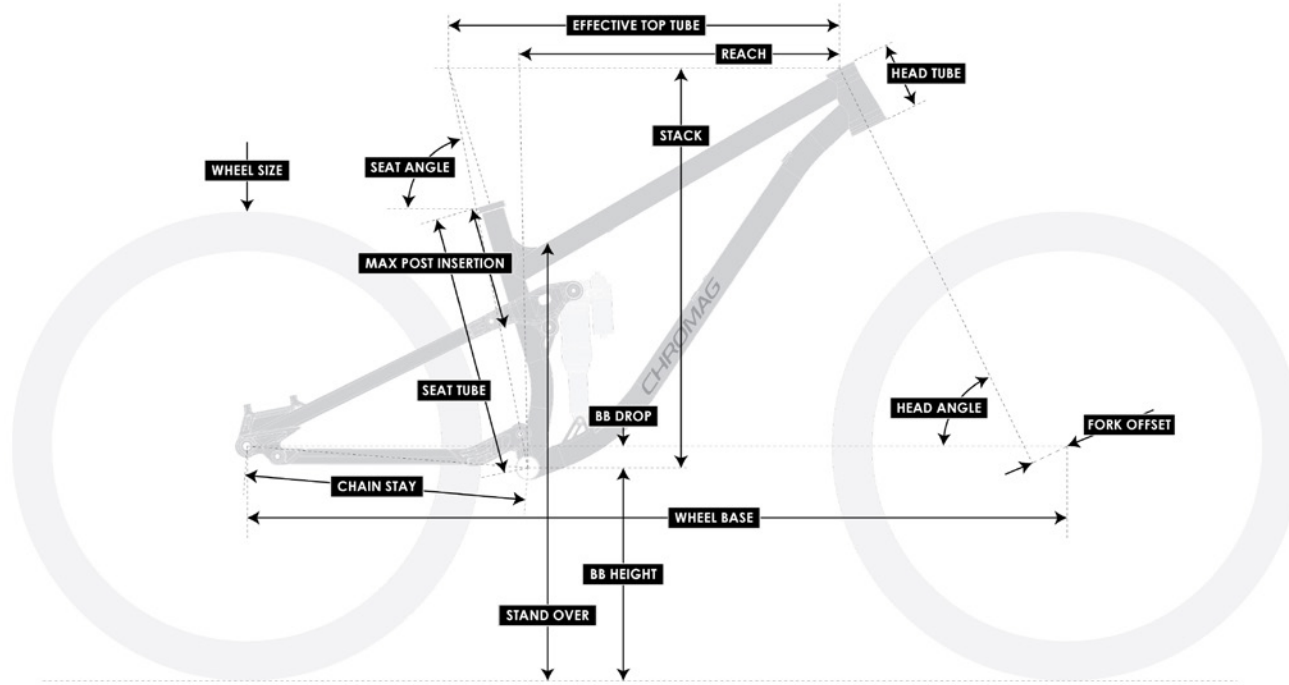
We designed the leverage curve to be both consistent and progressive which equates to a predictable ride both in terms of travel used and suspension damping. There is 28% progression over the full travel which strikes a great balance of useable suspension travel, small bump compliance, mid stroke support and bottom out resistance. The kinematic is designed to work well with both air and coil shocks.



ANTI-RISE

The anti-rise is consistent throughout the travel, with only a 5% variation across the travel range. This means that the bike will behave as consistently as possible on the brakes regardless of the size and speed of the impact.

The Lowdown is on the more active side of supported.

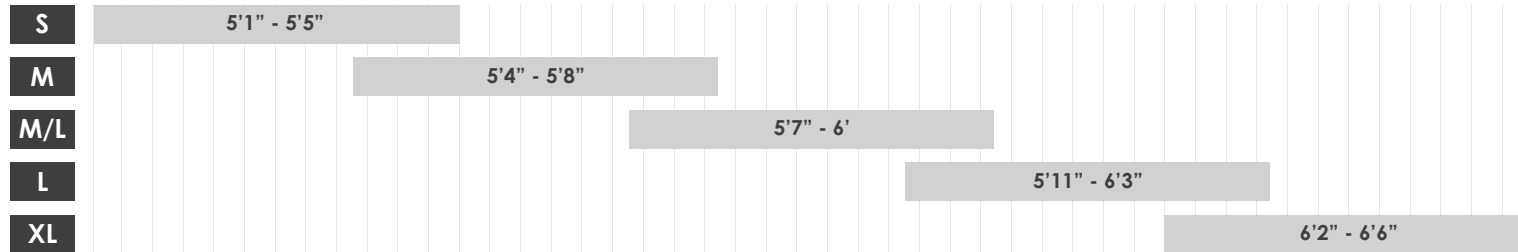


GEOMETRY

Size	S		M		M/L		L		XL	
Units	Inches	mm	Inches	mm	Inches	mm	Inches	mm	Inches	mm
Typical Rider Height	5'1" - 5'5"	155 - 165cm	5'4" - 5'8"	163 - 174cm	5'7" - 6'	172 - 183cm	5'11" - 6'3"	181 - 192cm	6'2" - 6'6"	190 - 200cm
Effective Top Tube	22.4	570	23.3	592	24.1	612.5	25.1	637	25.8	656
Seat Tube	13.8	350	15.0	380	16.1	410	17.3	440	18.5	470
Reach	17.68	449	18.5	471	19.3	490	20.2	513	20.9	530
Stack	24.53	623	24.5	623	24.6	625	25.1	637	25.4	646
Standover	13.6	345	13.6	345	13.6	345	13.6	345	13.6	345
Wheelbase	48.50	1232	49.4	1254	50.4	1280	51.3	1302	52.1	1324
BB Height	13.58	345	13.6	345	13.6	345	13.6	345	13.6	345
Front Center	31.19	792.35	32.1	814.34	33.1	841	34.0	863	34.8	884
Chainstay	17.32	440	17.3	440	17.3	440	17.3	440	17.3	440
Head Tube	3.94	100	3.9	100	4.1	105	4.5	115	4.9	125
Max. Seatpost Insertion	7.91	201	9.1	231	10.2	260	11.3	288	12.4	316
Head Tube Angle	63.5°									
Effective Seat Tube Angle	77°									



SIZING



SPECS

Frame Construction	4130 Cr-Mo Steel // 6066 Aluminum
Rear Travel	158mm
Wheel Size	29"
Rear Axle	180mm, M12 X 1.00mm (Boost 148)
BB Type	BSA 73mm Threaded
Headset	44-56mm
Linkage	Rocker Driven Horst Linkage
Shock Size	205 x 60mm Trunnion
Lower Shock Hardware	20 x 8mm
Hanger	SRAM™ UDH™
Recommended Fork Offset	42mm
Seatpost Size	31.6mm
Seatclamp Size	35mm
Bottle Cage Mount	Yup!
Gear Mount	Yup!
Brake Mount	180mm Post
Origin	Taiwan





LOWDOWN





BUILD

Fork	Rock Shox™ ZEB Ultimate 170mm, 15x110mm, 42mm, 1 Token
Shock	Rock Shox™ Super Deluxe Ultimate 205x60mm, 2 Tokens, LN M Tune
Stem	Chromag HiFi 40mm
Bar	Chromag OSX
Headset	Cane Creek 40
Crankset	SRAM™ GX Eagle 170mm, 30t
Brakes	SRAM™ Code RSC
Rotors	SRAM™ Centerline 200mm
Shifter	SRAM™ GX Eagle 12 Speed
Cassette	SRAM™ GX Eagle 12 Speed
Chain	SRAM™ GX Eagle 12 Speed
Derailleur	SRAM™ GX Eagle 12 Speed
BB	DUB 73mm Threaded
Wheels	Chromag BA30 / R4
Tires	Maxxis DHF/DHR Double Down
Seatpost	Rock Shox™ Reverb, 125 - 200mm
Saddle	Chromag Trailmaster DT
Grips	Chromag Format
Pedals	-





Suspension sag is the percentage of full travel that the suspension compresses when the rider, including gear, is on the bicycle in a **normal riding position**. Setting the correct sag allows the suspension to perform effectively. **More sag (less pressure)** increases bump sensitivity and suspension movement. More bump sensitivity results in a smoother ride and is typically preferred on longer travel bicycles. **Less sag (more pressure)** decreases bump sensitivity and suspension movement. Less bump sensitivity results in a more firm, efficient ride and is typically preferred on shorter travel bicycles.

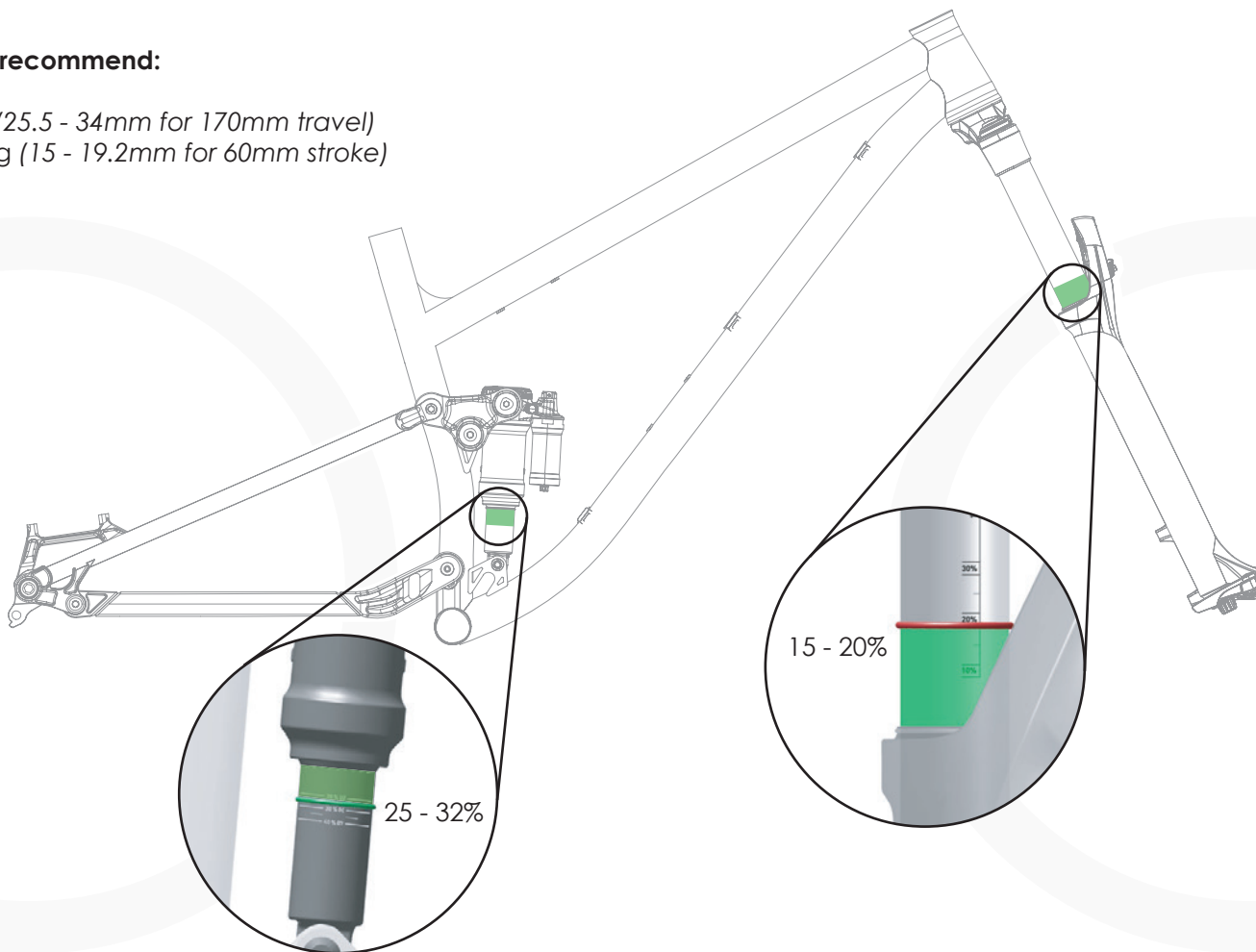
On RockShox suspension, the sag indication is marked on the stanchion making it very easy to check. If your suspension is from another manufacturer then you will need to measure the sag against the full stroke to calculate the percentage of sag.

Before setting sag, set the dampers (rebound and compression) to the full open positions. Rotate the adjusters counter-clockwise until they stop. After changing pressure, bounce on the bike at least 5 times to make sure the positive and negative chambers are equalized. Stand in your neutral riding position and have your butler read the amount of sag. Repeat and adjust as needed to achieve desired sag.

For more information visit trailhead.rockshox.com or your suspension manufacturer's website. It should go without saying that suspension setup is an iterative and delicate process. If you are having trouble, or if any of the above seems like a foreign language, please visit your local bike shop for help with setup!

For your Lowdown, we recommend:

- **Fork:** 15 - 20% of sag (25.5 - 34mm for 170mm travel)
- **Shock:** 25 - 32% of sag (15 - 19.2mm for 60mm stroke)





Approximate starting pressures are printed on your RockShox fork lower legs, and also on some other manufacturer's forks. Rock Shox Trailhead is also a fantastic resource to get you started: trailhead.rockshox.com.

Because different bikes use different leverage ratios, the shock manufacturer cannot provide this information. Please use the table below to find an **approximate** starting pressure for your weight. You should still go through the sag setup described above as many times as needed.

This is a rough guide, it cannot be stated enough that suspension setup is one of the most personal touches you can make while setting up your bike. Use this guide to find a rough starting point, ride your bike and adjust. You may repeat this process for many rides until you find a setup you like. You may even have multiple setups for different types of ride (bike park vs. singletrack epic for example).

Chromag Lowdown / Rock Shox™ Super Deluxe Ultimate 205x60, 1 Tokens, HM Tune				
Rider Weight (Lbs)	Approx. Rear Shock Air Pressure (PSI)	Sag	LSR*	LSC / HSC
80 - 100	80 - 110	30%	7 - 6	Start middle / Adjust to suit
100 - 120	100 - 130	30%	6 - 5	Start middle / Adjust to suit
120 - 140	120 - 155	30%	6 - 5	Start middle / Adjust to suit
140 - 160	140 - 175	30%	5 - 4	Start middle / Adjust to suit
160 - 180	160 - 200	30%	4 - 3	Start middle / Adjust to suit
180 - 200	180 - 220	30%	4 - 3	Start middle / Adjust to suit
200 - 220	200 - 240	30%	3 - 2	Start middle / Adjust to suit
220 - 240	220 - 260	30%	2 - 1	Start middle / Adjust to suit

We're not going to go into volume spacers in too much detail, but in short, if sag is set correctly and your suspension bottoms out quickly and often, you can try adding more volume spacers. *Note: 2023 RockShox suspension has been redesigned to favour using less spacers.*

Here's what comes installed, and how many you can use:

	Tokens Installed	Max. No. of Tokens
Rock Shox™ Zeb Ultimate 29" 170mm	1	4
Rock Shox™ Super Deluxe Ultimate 205x60mm	0	3

The Lowdown was design to also work with a coil shock. For spring rates, we reccomend using the TF Tuned spring calcluator: ftuned.com/spring-calculator. (60mm shock stroke, 158mm wheel travel)

When you find settings you like, **make a note of them**. This is important, as even when a bike shop reads your air pressure before performing a service, some pressure is lost when a shock pump is connected.

Setup Description	My Settings					
	Fork Pressure	Fork LSR*	Fork LSC*	Shock Pressure	Shock LSR*	Shock LSC*
Eg. Bike Park						

*Count clicks from closed. 0 clicks = closed.



Whether you get your bike in a box, or roll it out the front door here at Chromag HQ, you can rest assured your bike has been pored over with pride, and built with the utmost attention to detail by one of our extremely talented mechanics. Threads are chased, seat tubes are reamed, head tubes are honed, fits are checked and checked again, all to make sure when you get your bike, everything is absolutely dialed.

If we shipped your bicycle, the only difference is that once built, we disassembled some of the parts to fit it in the box. In terms of assembly, here's what's been done, and what needs to be done if you're getting your Chromag shipped.

What has been done:

- ✓ Chain length adjusted.
- ✓ Gears adjusted.
- ✓ Brakes set up and bled.
- ✓ Handlebar tightened to 6Nm.
- ✓ Grips tight on handlebar.
- ✓ Crankset tight, bottom bracket tight/adjusted.
- ✓ Saddle and seatpost tight.
- ✓ Seatpost greased ***make sure to re-grease every 6 months!**
- ✓ Tire sealant installed.
- ✓ Cassette tight.

What needs to be done:

- Inflate tires to desired pressure.
- Install brake rotors, tightening bolts to 6.2Nm.
- Attach derailleur to frame, tightening to 9Nm making sure that the B-tension tab rests properly against the derailleur hanger stop.
- Grease headset bearings, install fork and handlebar, positioning the headset spacers above or below the stem according to rider fit.
- Align handlebar stem, preload headset and tighten stem pinch bolts to 8Nm.
- Install wheels, tighten axles.
- Install chain with quick link.
- Grease pedal threads and install pedals using pedal washers supplied.
- Adjust brakes, shifters, saddle position and height for personal preference.
- Set up suspension.
- Bed-in brakes. (Roll down a gentle gradient dragging one brake at a time. Avoid locking them up.)
- Go ride!



Notes:

We recommend using an experienced and qualified mechanic to build your bike.

Things bed-in over time, be sure to perform a bolt check after your first ride. (It's good practice to perform a bolt check before every ride.)

**Can I run the Lowdown as a mullet?**

It would be possible (as it technically is with all 29" bikes) however it would drastically change the geometry and behaviour of the bike. The bottom bracket would be low enough to be annoying for pedal strikes and the head angle and seat tube angle slacker. This would make the bike more of a plow. It is possible but not advised, try riding it as it has been designed first.

Can I run a coil shock?

Yes. There is good shock clearance for any normal shock, air or coil. The leverage ratio works well with modern high volume air shocks and coil shocks. For spring rates, we recommend using the TF Tuned spring calculator: fftuned.com/spring-calculator.

Can I 'long shock' it?

No. This means fitting a shock that has a longer eye to eye or stroke to get more travel out of a frame. Fitting a longer stroke shock would cause clearance issues between the seat stay brace and seat tube, this would void your frame warranty.

What's the tire clearance?

The Lowdown will fit most tires up to 2.5" wide with plenty of mud clearance. Note that most tires do not measure exactly as stated by the manufacturer, and tires from one manufacturer vary greatly to the next.

Can I fit a chain guide and/or bash guard?

There are no ISCG mounts on the Lowdown. The bike was designed without a chain guide option, to leave more room for the main pivot and thus more bearing stability.

Why a collet axle?

A collet axle means there is no pull up to remove any free space in the main pivot bolted joint. This eliminates binding as it goes through its travel, improving suspension performance.

How do I change bearings?

All bearings are surrounded, where possible, by large flat surfaces making removal and refitting far easier. There is access to the outer race of all bearings so if a bearing inner race comes out leaving the outer behind it is still possible to remove the outer with simple tools. See exploded diagrams for more info. If you're not comfortable removing/installing your own bearings, we strongly recommend bringing your bike to a local bike shop. It's possible to damage your bike beyond repair if you improperly remove/install your bearings. Such damage would not be covered under our warranty policy.

Long-forking?

The Lowdown can accommodate a change in fork travel of up to +/- 10mm. Using a 180mm fork will slacken the headtube and seat tube angles by about 0.5° and raise the BB. A 160mm fork will do the opposite. Keeping it simple, a longer fork will make the bike more stable at speed, and a shorter one will make it more responsive. That being said, we designed the bike around a 170mm fork as we think it is well-suited to the character of the bike, striking a good balance of agility and stability.

What is the chain line?

The Lowdown uses a boost rear end (148mm). As such, the chain line should reflect this, typically 51-54mm or a 3mm offset on the chain ring if running SRAM.

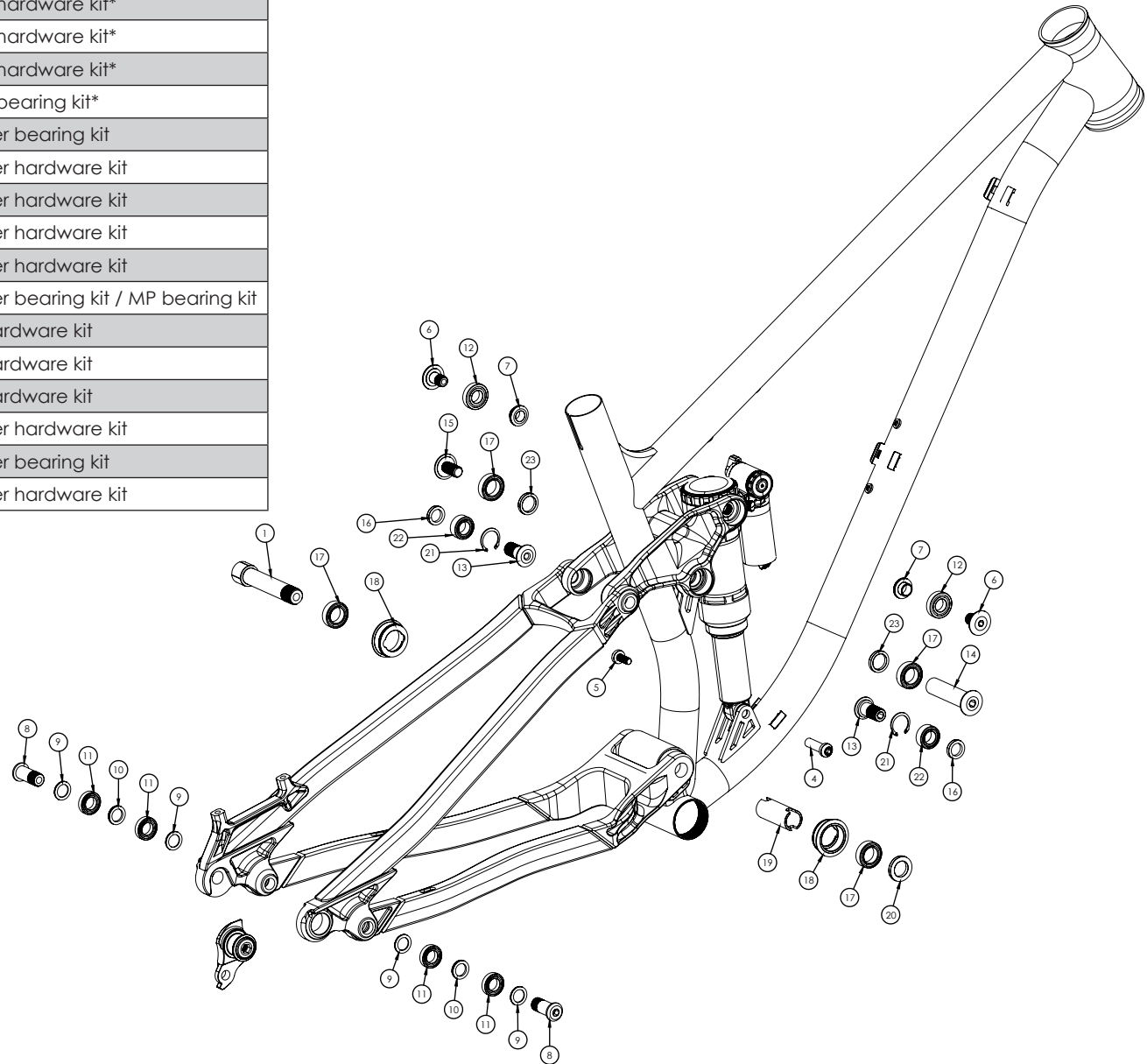
Max chain ring size?

With a 52mm chainline (SRAM boost standard), the Lowdown can fit up to a 34-tooth chainring.

LOWDOWN 158 EXPLODED VIEW

Ref.	Description	Qty. In Frame	Included In Kit
1	MAIN PIVOT COLLET AXLE	1	MP hardware kit
2	WEDGE FOR COLLET AXLE	1	MP hardware kit
3	SOCKETHEAD CAP SCREW FOR COLLET AXLE	1	MP hardware kit
4	LOWER SHOCK SECURING PIN SS	1	Lower shock hardware kit*
5	LOWER SHOCK SECURING SCREW SS	1	Lower shock hardware kit*
6	TRUNNION BOLT	2	Trunnion hardware kit*
7	SS TRUNNION SPACER	2	Trunnion hardware kit*
8	HORST LINK SCREW	2	Horst hardware kit*
9	1MM HORST SPACER (RING SHIM)	4	Horst hardware kit*
10	ALLOY 2MM HORST SPACER	2	Horst hardware kit*
11	6801 MAX BEARING	4	Horst bearing kit*
12	6901 MAX BEARING	2	Rocker bearing kit
13	REAR LINK PIVOT BOLT	2	Rocker hardware kit
14	ROCKER PIVOT AXLE	1	Rocker hardware kit
15	ROCKER MAIN AXLE RETAINER	1	Rocker hardware kit
16	ALLOY 3MM SPACER	2	Rocker hardware kit
17	3802 MAX BEARING	4	Rocker bearing kit / MP bearing kit
18	MAIN PIVOT BEARING CUP FOR 3802 BEARING	2	MP hardware kit
19	MAIN PIVOT BEARING TUBE FOR 3802 BEARING	1	MP hardware kit
20	MAIN PIVOT 3.5MM SPACER FOR 3802 BEARING	1	MP hardware kit
21	3801 CIRCLIP	2	Rocker hardware kit
22	3801 MAX BEARING	2	Rocker bearing kit
23	ALLOY ROCKER MAIN SPACER	2	Rocker hardware kit

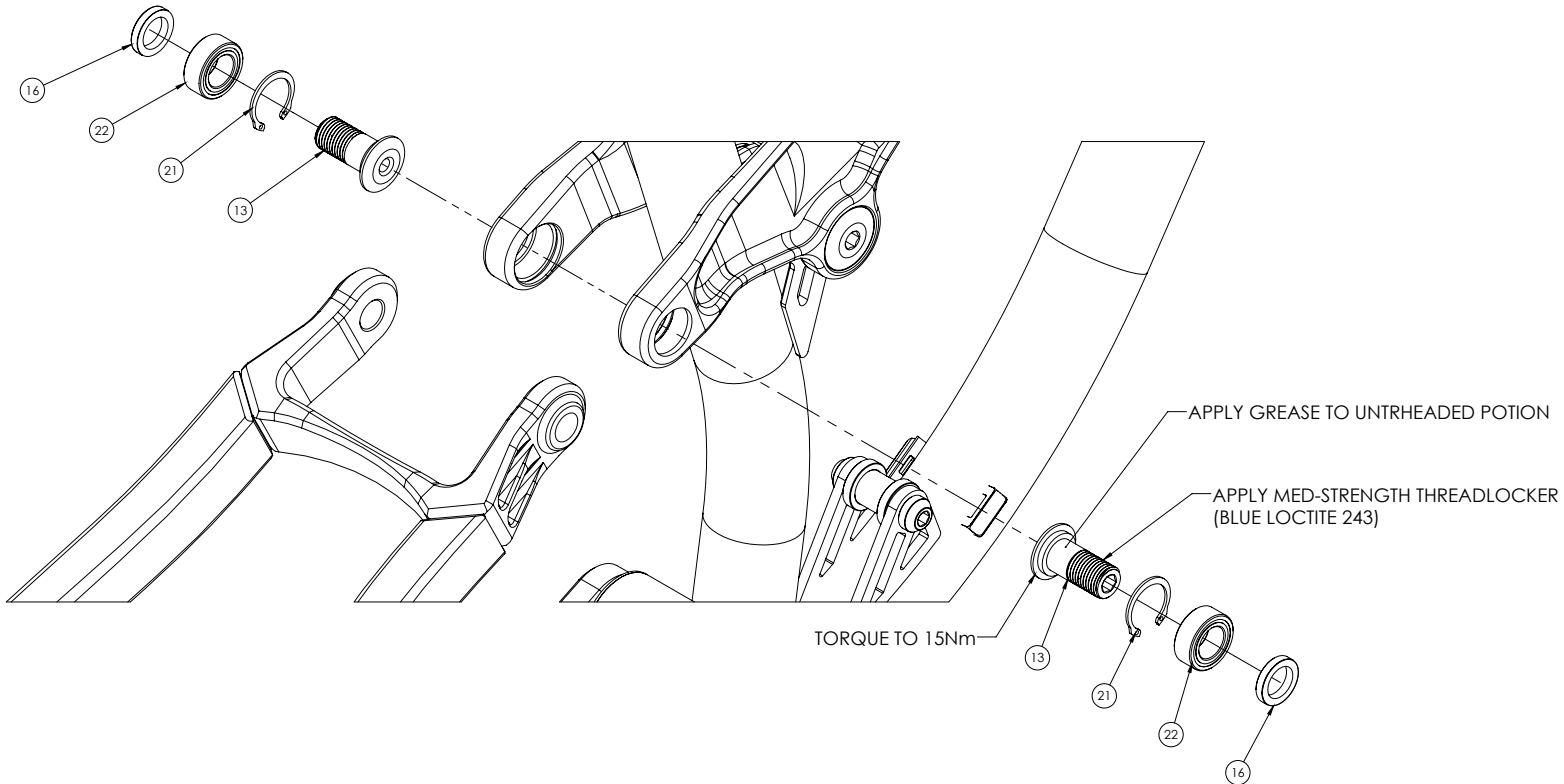
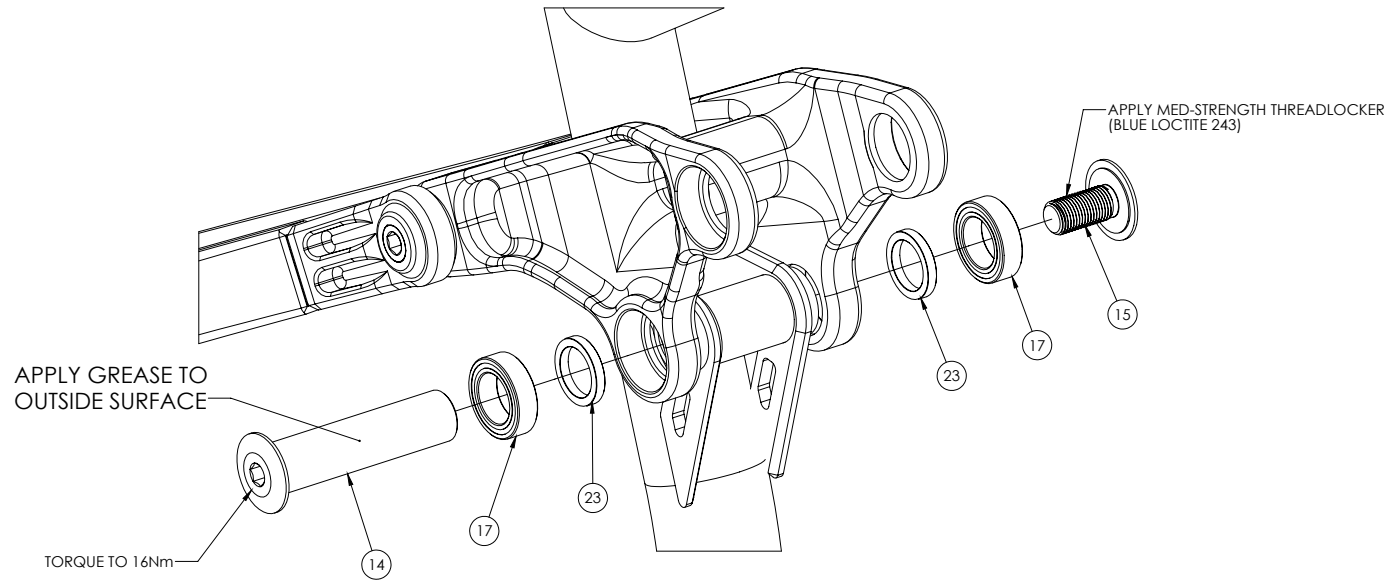
* Same as Darco parts kit

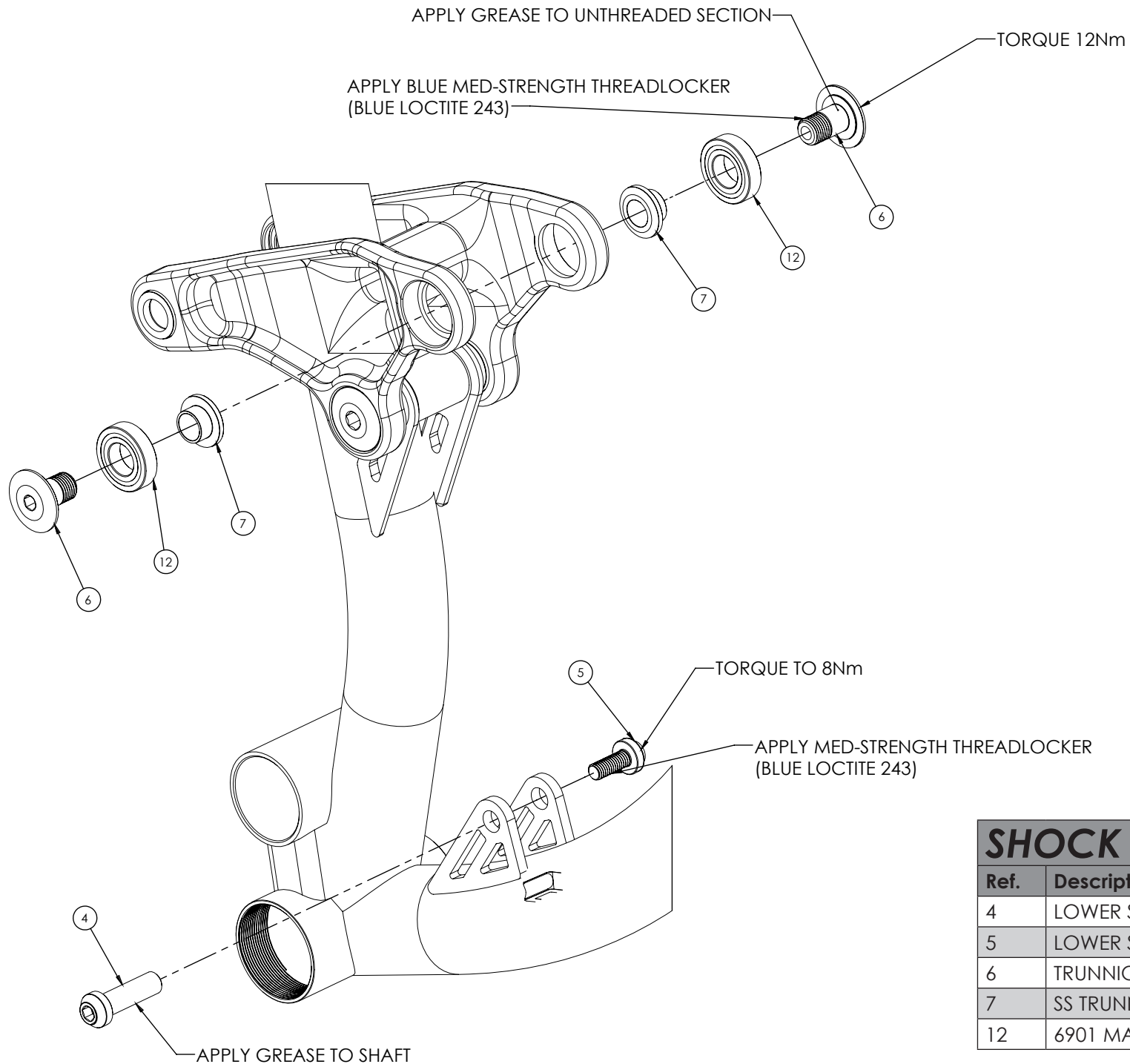




ROCKER ASSEMBLY

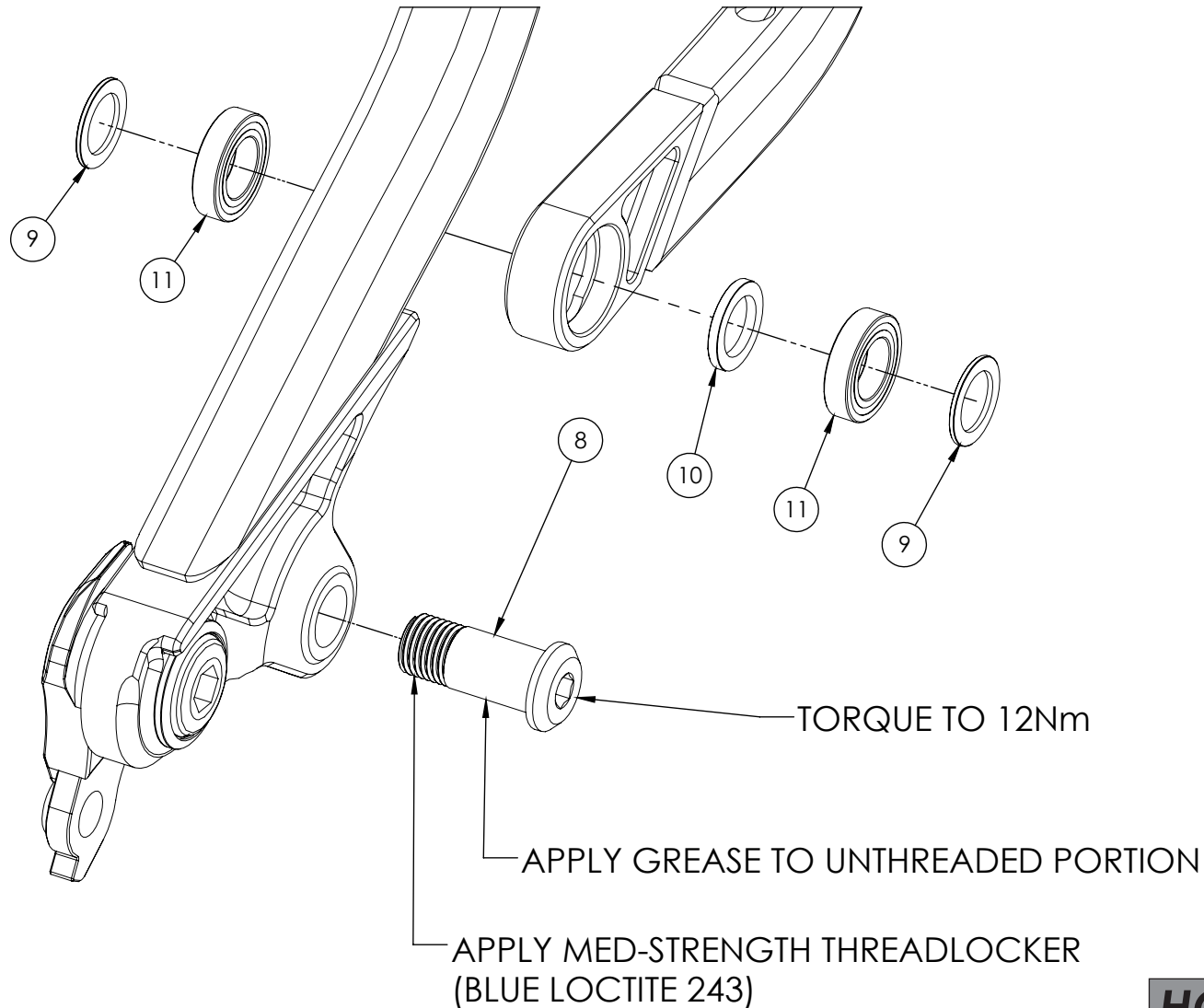
Ref.	Description
12	6901 MAX BEARING
13	REAR LINK PIVOT BOLT
14	ROCKER PIVOT AXLE
15	ROCKER MAIN AXLE RETAINER
16	ALLOY 3MM SPACER
17	3802 MAX BEARING
21	3801 CIRCLIP
22	3801 MAX BEARING
23	ALLOY ROCKER MAIN SPACER





SHOCK ASSEMBLY

Ref.	Description
4	LOWER SHOCK SECURING PIN SS
5	LOWER SHOCK SECURING SCREW SS
6	TRUNNION BOLT
7	SS TRUNNION SPACER
12	6901 MAX BEARING



NOTE - (10) MUST BE PLACED BETWEEN BEARINGS BEFORE PRESSING BEARINGS INTO CHAINSTAY

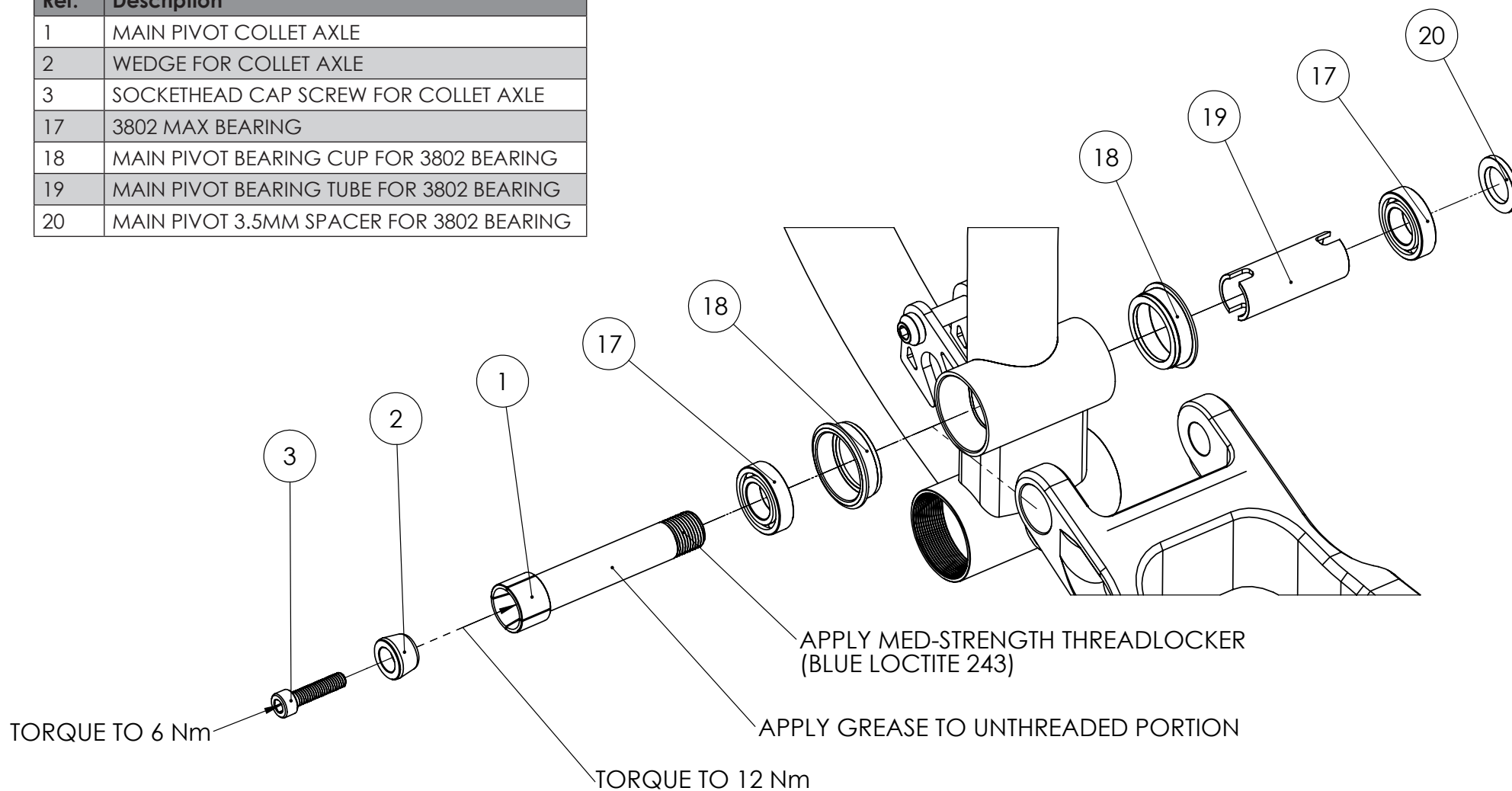
HORST LINK ASSEMBLY

Ref.	Description
8	HORST LINK SCREW
9	1MM HORST SPACER (RING SHIM)
10	ALLOY 2MM HORST SPACER
11	6801 MAX BEARING



MAIN PIVOT ASSEMBLY

Ref.	Description
1	MAIN PIVOT COLLET AXLE
2	WEDGE FOR COLLET AXLE
3	SOCKETHEAD CAP SCREW FOR COLLET AXLE
17	3802 MAX BEARING
18	MAIN PIVOT BEARING CUP FOR 3802 BEARING
19	MAIN PIVOT BEARING TUBE FOR 3802 BEARING
20	MAIN PIVOT 3.5MM SPACER FOR 3802 BEARING



- NOTES - BEARING CUPS (18) ARE PRESSED INTO FRAME AND SHOULD NOT REQUIRE REMOVAL UNLESS DAMAGED OR WORN
- (19) MUST BE PLACED BETWEEN BEARINGS BEFORE PRESSING BEARINGS INTO CUPS



Now get out and ride!

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