

# ***DISSENT***

F R A M E  
MANUAL

 **NUKEPROOF**

**CONGRATULATIONS** ON YOUR PURCHASE  
AND WELCOME TO THE NUKEPROOF FAMILY!  
WE HOPE YOU ENJOY THE RIDE!

**#ENJOYRESPONSIBLY**

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# 275 FRAME INFORMATION

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## DISSENT 275

MATERIAL	HYDROFORMED 6061 TRIPLE-BUTTED ALUMINIUM
FORK TRAVEL	S/M/L/XL
AXLE TO CROWN	200MM
FORK OFFSET	585MM
SHOCK TRAVEL	46MM
WHEELS SIZE	200MM
MAX TYRE SIZE	27.5"
SHOCK SIZE	2.5"
SHOCK HARDWARE F	250X75MM
SHOCK HARDWARE R	25X8MM
SIZING	30X8MM
HEADTUBE	49MM SEMI-INTEGRATED
HEADSET	ZS49-28.6 / ZS49/40
BEARINGS REQUIRED	6X NP-90 (BB 6902 LLU MAX), 2X NP-91 (63804-2RS MAX)
SEATPOST	30.9MM
SEAT CLAMP	34.9MM
BB	THREADED 83MM BSA
REAR HUB	BOOST 157X12MM
REAR AXLE	NUKEPROOF M12X1.75 198MM
CHAIN GUIDE	ISC605
BRAKE MOUNT	200MM DIRECT POST
PROTECTION	3D CONTOURED RUBBER FRAME PROTECTION FOR DT/SS/CS

# 290 FRAME INFORMATION

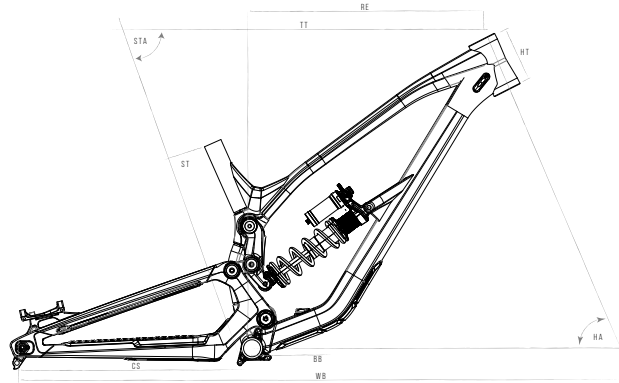
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## DISSENT 290

MATERIAL	HYDROFORMED 6061 TRIPLE-BUTTED ALUMINIUM
FORK TRAVEL	M/L/XL
AXLE TO CROWN	200MM
FORK OFFSET	604MM
SHOCK TRAVEL	56MM
WHEELS SIZE	190MM
MAX TYRE SIZE	29"
SHOCK SIZE	2.5"
SHOCK HARDWARE F	250X70MM
SHOCK HARDWARE R	25X8MM
SIZING	30X8MM
HEADTUBE	49MM SEMI-INTEGRATED
HEADSET	ZS49-28.6 / ZS49/40
BEARINGS REQUIRED	6X NP-90 (BB 6902 LLU MAX), 2X NP-91 (63804-2RS MAX)
SEATPOST	30.9MM
SEAT CLAMP	34.9MM
BB	THREADED 83MM BSA
REAR HUB	BOOST 157X12MM
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# 275 GEOMETRY

**DISSENT**

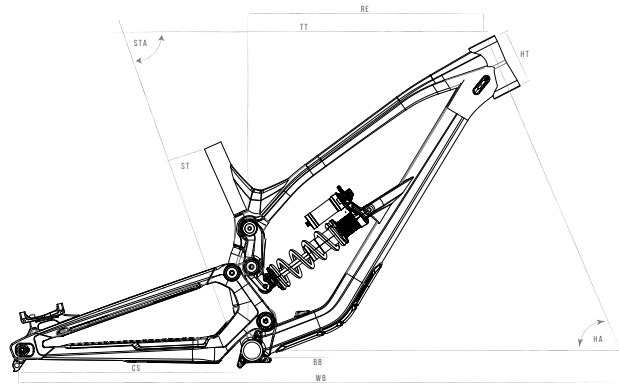


## DISSENT 275

FRAME SIZE	SMALL	MEDIUM	LARGE	X-LARGE
FRAME SIZE CM/INCH	38CM (15")	42CM (16.5")	46CM (18")	51CM (20")
(ST) SEATTUBE LENGTH	405MM / 16"	405MM / 16"	405MM / 16"	405MM / 16"
(TTE) EFFECTIVE TOP TUBE LENGTH	590.6MM	610.6MM	630.6MM	650.6MM
(HT) HEADTUBE LENGTH	110MM	110MM	110MM	110MM
(HA) HEADTUBE ANGLE	63°	63°	63°	63°
(WB) WHEELBASE	"1221.5MM (MIDDLE SETTING)"	"1241.5MM (MIDDLE SETTING)"	"1261.5MM (MIDDLE SETTING)"	"1281.5MM (MIDDLE SETTING)"
(CS) CHAINSTAY LENGTH	435/440/445MM	435/440/445MM	435/440/445MM	435/440/445MM
(STE) EFFECTIVE SEATTUBE ANGLE	74.5°	74.5°	74.5°	74.5°
(BB) BOTTOM BRACKET DROP	0MM	0MM	0MM	0MM
BOTTOM BRACKET HEIGHT	357.5MM	357.5MM	357.5MM	357.5MM
(RE) REACH	425MM	445MM	465MM	485MM
STACK	598.4MM	598.4MM	598.4MM	598.4MM
FORK TRAVEL	200MM	200MM	200MM	200MM
FORK OFFSET	46MM	46MM	46MM	46MM
AXLE TO CROWN	585MM	585MM	585MM	585MM

# 290 GEOMETRY

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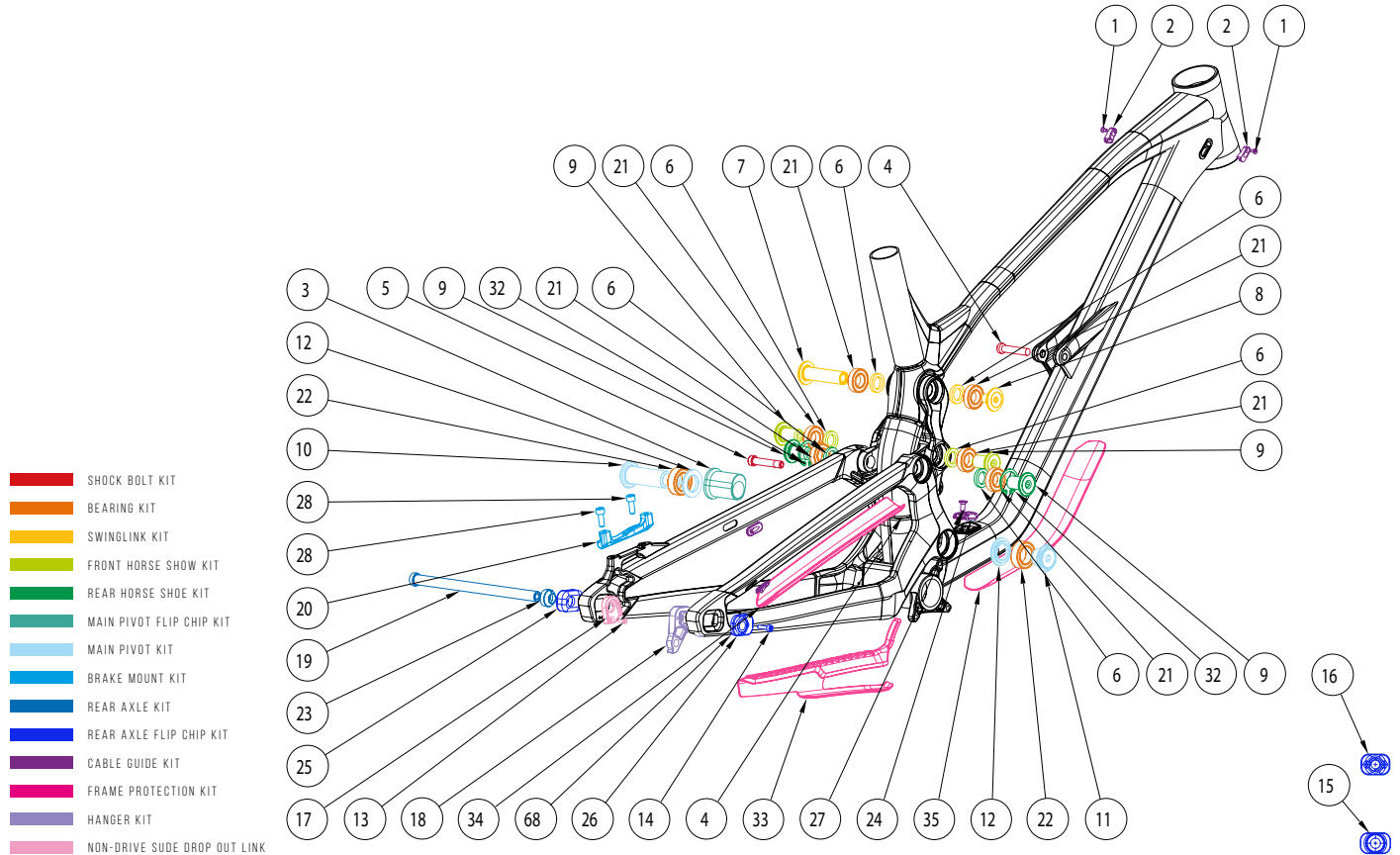


## DISSENT 290

FRAME SIZE	MEDIUM	LARGE	X-LARGE
(ST) SEATTUBE LENGTH	405MM / 16"	405MM / 16"	405MM / 16"
(TTE) EFFECTIVE TOP TUBE LENGTH	590MM	610MM	630MM
(HT) HEADTUBE LENGTH	110MM	110MM	110MM
(HA) HEADTUBE ANGLE	63°	63°	63°
(WB) WHEELBASE	1264MM	1284MM	1304MM
(CS) CHAINSTAY LENGTH	445/450/455MM	445/450/455MM	445/450/455MM
(STE) EFFECTIVE SEATTUBE ANGLE	76°	76°	76°
(BB) BOTTOM BRACKET DROP	-20MM	-20MM	-20MM
BOTTOM BRACKET HEIGHT	357.5MM	357.5MM	357.5MM
(RE) REACH	440MM	460MM	480MM
STACK	631MM	631MM	631MM
FORK TRAVEL	200MM	200MM	200MM
FORK OFFSET	56MM	56MM	56MM
AXLE TO CROWN	604MM	604MM	604MM

# PARTS LIST TABLE

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ITEM #	NUKEPROOF #	DESCRIPTION	QTY
1	NP-70	CABLE GUIDE BOLT	2
2	NP-71	METAL CABLE GUIDE	2
3	NP-72	MAIN PIVOT CHIP 2/3	1
4	NP-73	FRONT SHICK BOLT	1
5	NP-74	REAR SHOCK BOLT	1
6	NP-75	SWING LINK WASHER	6
7	NP-76	SWING LINK AXLE	1
8	NP-77	SWING LINK BOLT	1
9	NP-78	HORSE SHOW BOLT	4
10	NP-79	MAIN PIVOT AXLE	1
11	NP-80	MAIN PIVOT BOLT	1
12	NP-81	MAIN PIVOT WASHER	2
13	NP-82	NON-DRIVE SIDE FLIP CHIP BOLT	1
14	NP-83	DRIVE SIDE FLIP CHIP	1
15	NP-84	NON-DRIVE SIDE FLIP CHIP MIDDLE	1
16	NP-85	DRIVE SIDE FLIP CHIP MIDDLE	1
17	NP-86	NON-DRIVE SIDE DROP OUT	1
18	NP-87	GEAR HANGER	1
19	NP-88	REAR AXLE	1

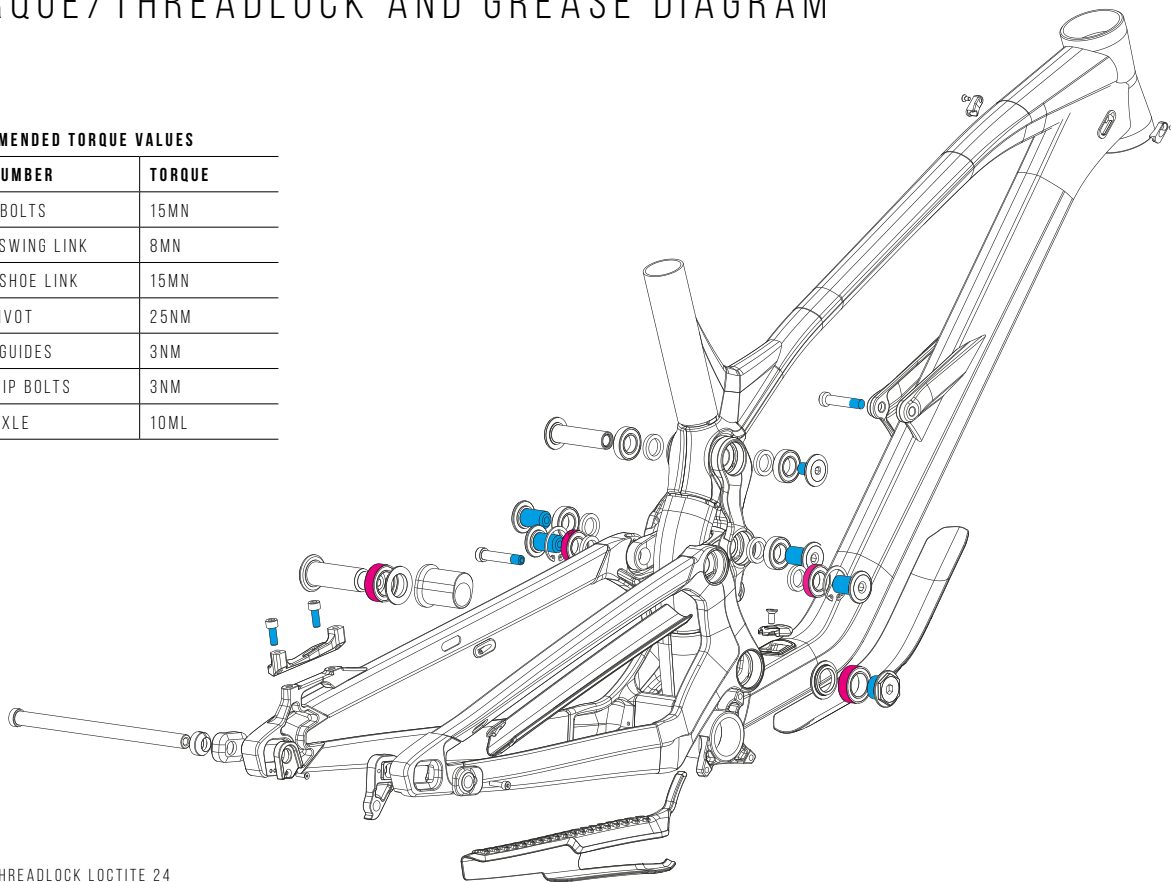
20	NP-89	BRAKE MOUNT ADAPTOR	1
21	NP-90	6902-2RS	6
22	NP-91	63804-2RS	2
23	NP-92	AXLE COMPRESSION WASHER	1
24	NP-93	DOWN TUBE CABLE GUIDE	1
25	NP-94	NON-DRIVE SIDE FLIP CHIP LONG/ SHORT	1
26	NP-95	DRIVE SIDE FLIP CHIP LONG/SHORT	1
27	NP-96	DOWN TUBE CABLE GUIDE BOLT	1
28	NP-97	BRAKE ADAPTOR BOLT	2
29	NP-98	1.5MM BRAKE ADAPTOR WASHER	2
30	NP-99	1MM BRAKE ADAPTOR WASHER	2
31	NP-100	MAIN PIVOT FLIP CHIP 1/4	1
32	NP-101	HORSE SHOE CLIP	2
33	NP-102	CHAIN STAY PROTECTION	1
34	NP-103	SEAT STAY PROTECTION	1
35	NP-104	DOWN TUBE PROTECTOR	1
36	NP-105	CABLE GUIDE	2

# TORQUE/THREADLOCK AND GREASE DIAGRAM

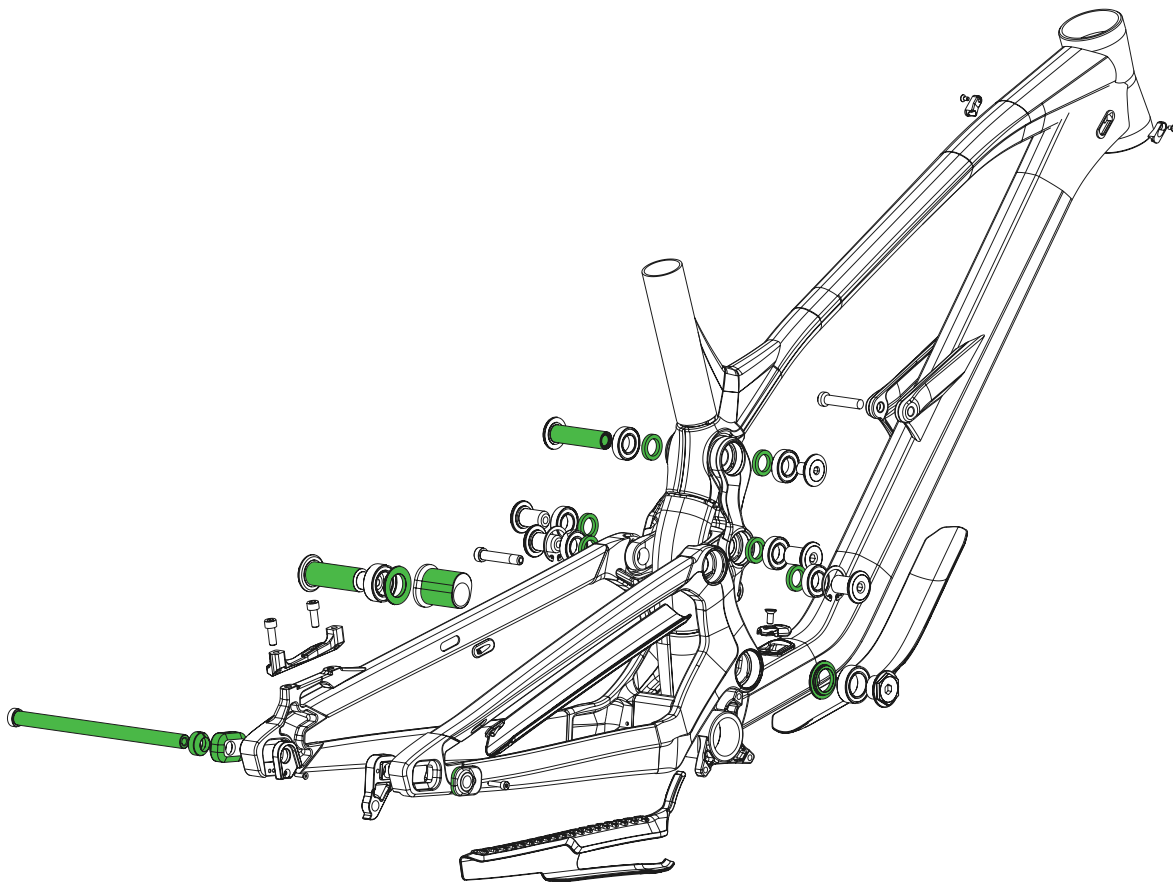
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## RECOMMENDED TORQUE VALUES

PART NUMBER	TORQUE
SHOCK BOLTS	15MN
UPPER SWING LINK	8MN
HORSE SHOE LINK	15MN
MAIN PIVOT	25NM
CABLE GUIDES	3NM
FLIP CHIP BOLTS	3NM
REAR AXLE	10ML



 THREADLOCK LOCTITE 24  
 THREADLOCK LOCTITE 368



 GREASE

# CHAINSTAY FLIP CHIP INSTRUCTIONS

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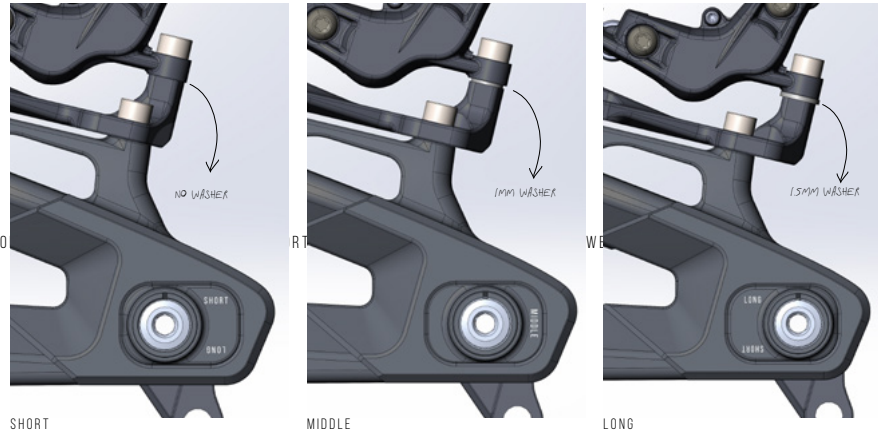
THERE ARE 3X CHAINSTAY POSITIONS THAT ARE POSSIBLE ON THE NUKEPROOF DISSENT 27.5" AND 29" FRAMES. (ALL FRAMES COME FITTED IN THE **MIDDLE** POSITION)

(CS) CHAIN STAY LENGTH	DISSENT 275	DISSENT 290
SHORT/MIDDLE/LONG	435/440/45MM	445/450/455MM

EACH POSITION ALTERS THE LENGTH OF THE CHAINSTAYS. LONGER IS CHOICE AND PREFERENCES.

## INSTRUCTIONS FOR HOW TO CHANGE THE CHAINSTAY FLIP CHIP POSITION:

1. INSERT THE BIKE INTO A BIKE STAND, CLAMPING THE SEATPOST FIRMLY.
2. USING AN 8MM ALLEN KEY REMOVE THE REAR AXLE/WHEEL AND SET ASIDE. (BE CAREFUL NOT TO LOSE THE COMPRESSION WEDGE)
3. START ON THE DRIVE-SIDE. USING A 4MM ALLEN KEY, REMOVE THE TWO BOLTS THAT HOLD THE HANGER IN PLACE. YOU SHOULD NOW BE ABLE TO REMOVE THE DRIVE-SIDE FLIP CHIP. SET IT ASIDE.
4. REPLACE THE DRIVE-SIDE "MIDDLE" FLIP CHIP WITH THE DRIVE-SIDE "LONG/SHORT" CHIP IN THE DESIRED POSITION. NOTE: THE DRIVE-SIDE MIDDLE CHIP HAS 2X BOLT HOLES.
5. NOW MOVE TO THE NON-DRIVE-SIDE. YOU SHOULD BE ABLE TO REMOVE THE FLIP CHIP BY HAND. SET IT ASIDE.
6. REPLACE THE NON-DRIVE-SIDE "MIDDLE" FLIP CHIP WITH THE NON-DRIVE-SIDE "LONG/SHORT" CHIP IN THE DESIRED POSITION. NOTE: THE NON-DRIVE-SIDE CHIP HAS NO BOLT HOLES.
7. YOU WILL NOW NEED TO MOVE THE REAR BRAKE CALLIPER/MOUNT TO REFLECT THE NEW REAR AXLE POSITION.
  - THE LONG SETTING USES 2X 1.5MM WASHERS (SUPPLIED) BETWEEN THE BRAKE MOUNT AND THE CALLIPER.
  - THE MIDDLE SETTING USES 2X 1MM WASHERS (SUPPLIED) BETWEEN THE BRAKE MOUNT AND THE CALLIPER.
  - THE SHORT SETTING USES NO WASHERS BETWEEN THE BRAKE MOUNT AND THE CALLIPER.
8. RE-INSERT THE REAR WHEEL AND RE-TIGHTEN THE REAR AXLE TO 10NM.
9. RE-ALIGN THE REAR BRAKE CALLIPER AND TIGHTEN BRAKE CALLIPER BOLTS.
10. REMOVE FROM THE BIKE STAND AND GO SHRED!



# MAIN PIVOT FLIP CHIP INSTRUCTIONS

**DISSENT**

## DISSENT - MAIN PIVOT FLIP CHIP INSTRUCTIONS

THERE ARE 4X POSSIBLE MAIN PIVOT POSITIONS ON THE NUKE-PROOF DISSENT 27.5" AND 29" FRAMES. (ALL FRAMES COME FITTED IN **POSITION 2**) EACH POSITION ALTERS HOW PROGRESSIVE THE SUSPENSION IS. WE THINK OF THESE LIKE BOTTOM OUT SPACERS FOR A COIL SHOCK BUT A LOT OF IT ALSO COMES DOWN TO PERSONAL PREFERENCE.

### INSTRUCTIONS FOR HOW TO CHANGE MAIN PIVOT FLIP CHIP POSITION:

1. INSERT THE BIKE INTO A BIKE STAND, CLAMPING THE SEATPOST FIRMLY.
2. REMOVE THE REAR WHEEL.
3. USING A 10MM ALLEN KEY ON THE NON-DRIVE SIDE AND A 24MM SPANNER ON THE DRIVE SIDE, LOOSEN AND REMOVE THE MAIN PIVOT AXLE.
4. SLIDE THE REAR TRIANGLE REARWARD UNTIL THE MAIN PIVOT FLIP CHIP CAN CLEAR THE REAR TRIANGLE. BE CAREFUL NOT TO DROP THE REAR TRIANGLE AND DAMAGE YOUR PAINT. ALSO BE CAREFUL THAT NO BEARING SPACERS FALL OUT TO THE FLOOR.
5. REMOVE THE FLIP CHIP USING A FINGER. IF IT IS TIGHT THEN INSERT AN M5 BOLT INTO THE THREADED HOLE SO YOU CAN PULL IT OUT.
6. ORIENTATE THE CHIP TO THE DESIRED POSITION AND RE-INSERT IT INTO THE FRAME.
7. APPLY A SMALL AMOUNT OF LOCTITE MEDIUM 243 THREAD-LOCK TO THE THREADS ON THE MAIN PIVOT AXLE.
8. SLIDE THE REAR TRIANGLE FORWARD AGAIN AND RE-INSERT MAIN PIVOT AXLE. YOU MAY NEED TO CHECK THAT THE BEARING SPACERS ARE POSITIONED CORRECTLY.
9. TIGHTEN THE MAIN PIVOT AXLE TO 25NM.
10. RE-INSERT THE REAR WHEEL.
11. REMOVE FROM THE BIKE STAND AND GO SHRED!



**POSITION 1 -**  
17% PROGRESSION - THIS IS THE LEAST PROGRESSIVE RATE OFF THE TOP, HAS THE MOST MID-STROKE SUPPORT AND THEN RAMPS UP THE LEAST AT THE END. INTERESTINGLY THIS IS THE POSITION THAT SAM HILL PREFERS AS IT SUITS HIS SMOOTH RIDING STYLE AND USE OF FLAT PEDALS.



**POSITION 2 -**  
21% PROGRESSION - THIS IS WHAT WE CONSIDER TO BE THE GOLDILOCKS POSITION. (IT'S JUST RIGHT!) I.E. IT SUITS MOST RIDERS MOST OF THE TIME AND AS A RESULT THIS IS THE SETTING WE RECOMMEND FOR MOST RACERS AND THE SETTING WE WILL SHIP THE BIKE IN.



**POSITION 3 -**  
26% PROGRESSION - THIS IS THE POSITION THAT ADAM BRAYTON PREFERS AND HAS RACED TO SEVERAL MEDALS ALREADY THIS YEAR. IF IT IS PROGRESSIVE ENOUGH FOR "GAS TO FLAT" HIMSELF, THEN IT IS PROBABLY PROGRESSIVE ENOUGH FOR YOU TOO!



**POSITION 4 -**  
30% PROGRESSION - IT STARTS WITH THE MOST PROGRESSIVE RATE OFF THE TOP (MOST SUPPLE OVER SMALL BUMPS), HAS THE LEAST MID-STROKE SUPPORT BUT THEN RAMPS UP THE MOST AT THE END. THIS IS THE SETTING THAT WE WOULD USE FOR RIDING A BIKE PARK WITH LOADS OF BRAKING BUMPS AND MASSIVE JUMPS/DROPS.



FOR ANY MORE INFORMATION PLEASE VISIT [WWW.NUKEPROOF.COM](http://WWW.NUKEPROOF.COM)

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