



MASON

— THE #FASTFAR BICYCLE CO —



RAW SET-UP AND CARE GUIDE

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Thank you for choosing MΔSON 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 MΔSON 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 MΔSON 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. Refer to Section 08 for bicycle assembly guidance.

The MultiPort parts supplied with your MASON bicycle are dependent on the on the build specification that you have chosen. Please contact us directly if you require any additional parts. 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



RAW FRAMESET SMALL PARTS CONTENTS:

- (1) MultiPort Inserts: Hose/dropper cable x2, full outer gear/dropper cable x 3. Di2+Outer x2. Blank x3
- (2) P-Clip x3.



(1) MultiPorts: Hose-Outer, Di2+Outer, Hose/ dropper, Blank.

(2) P-Clip

- (1) M3 CSK screws x6 for MultiPort inserts.
- (2) Neoprene foam tubing for internal routing x3.
- (3) Pannier rack mounting eyelet bolt/locknut x2.



(1) M3 CSK screws.

(2) Neoprene foam tubing.

(3) Rack mounting eyebolt

- (1) M6 Stainless screw for top cap.
- (2) Deda top cap.
- (3) Mason Macro 34.1mm seat clamp.
- (4) Deda Classic1 ZS44/EC44 headset.



(1) M6 Screw

(2) Top Cap

(3) Seat clamp

(4) 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 exclusively for 1x transmissions.

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.

Offset: 44mm offset is recommended.

ASSEMBLING YOUR BIKE

NB: PLEASE REFER TO OUR [‘HOW TO ASSEMBLE YOUR BIKE’](#) VIDEO ON OUR YOUTUBE CHANNEL IF YOU ARE IN ANY DOUBT ABOUT THIS PROCEDURE PLEASE REFER TO YOUR LOCAL BIKE SHOP OR CONTACT US FOR SUPPORT.

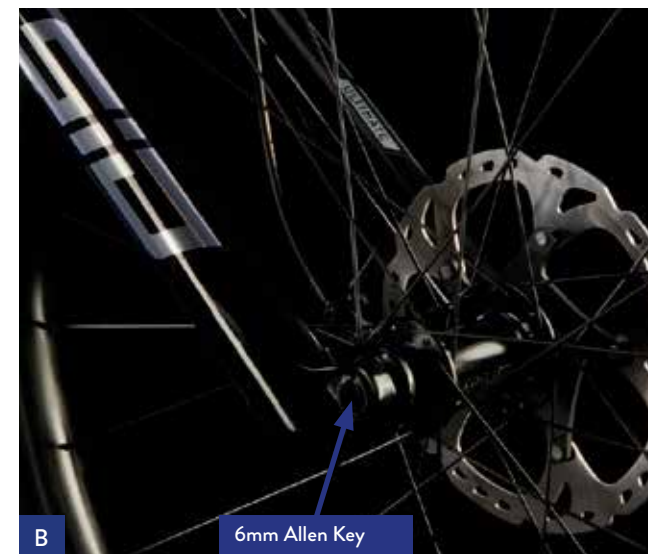
Please take the time to quickly give your bike and frameset a once over before you assemble them, just to check they haven't been damaged in transit. To ensure you don't encounter any problems in the future please read some of the following information in this guide.

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 (A). 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 (B).

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.



PANNIER RACK MOUNTS

The RAW dropouts feature our proprietary hidden rack mounts.

Please note: Rear rack systems that we have tested and recommend for the RAW are the Surly rear rack (with adjustable feet that can bolt directly to the threads in the dropouts) and the Tailfin rack systems that are axle mounted.

To fit a standard rear pannier rack:

1. Remove the grub screws from the rear of the dropouts with a 2.5mm allen key (A).
2. Screw in the supplied eyelet bolts until nearly all the thread is engaged and the the eyelet is parallel to the wheel (B).
3. Use an 8mm open ended spanner to secure the lock nut against the dropout to prevent the eyelet moving. Do not overtighten the locknut.
4. Fit the pannier rack in accordance with the manufacturer's instructions.

Please note: when using the eyelet bolts to mount a rack, maximum recommended load is 15KG.



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 (A).
- Use the foam tubing provided to isolate the outer cabling/hose within the downtube and toptube to prevent any rattles (B).
- Grease BB threads before assembly (C).



FRAMESET ASSEMBLY GUIDANCE

Grease headset cups and press into headtube one at a time (A+B).

Fit star nut to fork steerer tube according to manufacturers guidelines.

Fit crown race (using crown race setter) and lower (larger) bearing to fork steerer. Insert fork into head tube and fit remaining headset parts in order as shown in 05 Frame Contents.

Fit fork, headset spacers and stem. Tighten the top-cap to adjust headset bearing play (C). Over the first few rides this will likely develop play again as the headset bearings settle into place.



RAW BRAKE HOSE/DROPPER ROUTING

(A) Run hose to rear brake. Run dropper post cable through the same ports (It helps to use an old gear cable to guide the outer casing). Use the 3D printed Hose/dropper ports (B) for the entry points. Secure rear brake hose to chainstay (C) 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.



RAW 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/D).



GENERAL CARE AND MAINTENANCE

Keeping the bike clean and free of dirty water and salt are important parts of regular maintenance. Dirt collects at joints and threads and holds salt and moisture, so leaving it in contact with the frame and working parts of your bicycle can lead to accelerated corrosion and premature wear/inefficiency of components.

We recommend cleaning your bike thoroughly once a week at the very least if you are riding regularly, and even after every ride if you're riding through winter on salted roads.

On top of this, it is essential to strip the bike down to the frame annually, cleaning all areas that interface with other components and thoroughly regreasing during reassembly. Paint chips should be touched in as soon as possible.

[Click here](#) to browse our detailed FAQs page for further explanations and care tips.



STEEL CARE AND MAINTENANCE

Steel frames are generally very durable, but due to their iron content they are susceptible to a type of oxidation typically known as rust. Over time, any ferrous metal will oxidise in this way if exposed to oxygen and water.

All of our steel frames are treated with a cathophoretic rust prevention system that involves dipping the entire frame to coat it inside and out before the final paint and lacquer coats.

During the bike's annual strip down we recommend treating the inside of the frame using a rust inhibitor such as 'Frame Saver' or similar. These act as water dispersants and leave a coating on the inside of the frame which helps prevent corrosion. Effort should be made to coat every tube internally, through the multipoint openings, vent holes and eyelets and then worked around the tubing by rotating the frame.



FRAME PROTECTION TAPE

It is a good idea to use a good frame protection tape on your frame or bicycle, especially in the areas where frame bags are mounted and where gravel and rock strikes are likely.

We recommend applying the tape approx. 10 days **after** frame or bicycle purchase if possible, to ensure the paint and decals have fully cured.

BUT, be warned, care must be taken on fitting and removal as the adhesive can be very aggressive and may cause paint or decal damage if removed incorrectly. Our paint warranty does not cover damage caused to the frame or fork through tape removal. Normally, frame protection tape and film are easily repositionable during application but will develop full bonding strength after around 8 hours. We highly recommend warming the tape before removal, pouring hot but not boiling water over the area, or warming with a hair drier [not hot air gun!] works well for this, and being very careful during the removal process. It's a good idea to pull the tape away along the surface of the frame or fork tube, rather than directly off at 90 degrees to the surface. Be especially careful in the areas over decals.

Always follow the manufacturers instructions when fitting and removing the frame protection. We recommend Effeto Mariposa 'Shelter' products.



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.

**#MasonRAW #FastFar #MadeForMiles
#RideDrivenDesign**

Image: Josh Ibbett, Mason supported rider and endurance cyclist, Windermere 2021.