



Sensor

Owner's Manual Supplement



WARNING

**READ THIS SUPPLEMENT AND YOUR
GT BICYCLE OWNER'S MANUAL.**

Both contain important safety information.
Keep both for future reference.

Safety Messages

In this supplement, particularly important information is presented in the following ways:






WARNING

Indicates a hazardous situation which, if not avoided, may result in death or serious injury.

NOTICE

Indicates special precautions that must be taken to avoid damage.

Symbols:

Symbol	Name	Description
	Carbon gel	Apply carbon gel (friction paste) KF115/
	NGLI-2 synthetic grease	Apply NGLI-2 synthetic grease.
	Medium-strength removable thread lock	Apply Loctite® 242 (blue) or equivalent.

GT Support

Our online SUPPORT contains helpful resources to consult about our bikes.



Illustrations:

Throughout this manual, all product images, graphics, and figures shown are for illustration purposes only and may not be an exact representation of the product.

<https://support.gtbicycles.com/hc/en-us>

GT Supplements

This manual is a “supplement” to your [GT Bicycle Owner’s Manual](#).

This supplement provides additional and important model-specific safety, maintenance, and technical information. It may be one of several important manuals/ supplements for your bike; obtain and read all of them.

Please contact your Authorized GT Dealer immediately if you need a manual or supplement or have a question about your bike. You may also contact us using the appropriate country/region/location information.

You can download Adobe PDF versions of any manual/supplement from our website: <http://www.gtbicycles.com>.

Contacting GT

GT USA

Cycling Sports Group, Inc.
1 Cannondale Way,
Wilton ,CT 06897 USA
1-800-726-BIKE (2453)

Cycling Sports Group Europe B.V

CSG Europe (Woudenberg)
Cycling Sports Group Europe B.V.
Geeresteinselaan 57
3931JB Woudenberg
The Netherlands
PH: 00.31.541.200374

International Distributors

Consult our website to identify the appropriate GT Dealer for your region.

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Your GT Dealer

To make sure your bike is serviced and maintained correctly and that you protect applicable warranties, please coordinate all service and maintenance through your Authorized GT Dealer.

NOTICE

Unauthorized service, maintenance, or repair parts can result in serious damage and void your warranty.

SAFETY INFORMATION

Important Composites Message

WARNING

Your bike (frame and components) is made from composite materials also known as “carbon fiber.”

All riders must understand a fundamental reality of composites. Composite materials constructed of carbon fibers are strong and light; but when crashed or overloaded, carbon fibers do not bend - they break.

For your safety, as you own and use the bike, you must follow proper service, maintenance, and inspection of all the composites (e.g., frame, stem, fork, handlebar, seat post, etc.). Ask your GT Dealer for help.

We urge you to read PART II, Section D. “Inspect For Safety” in your [GT Bicycle Owner's Manual](#) BEFORE you ride.

You can be severely injured, paralyzed, or killed in an accident if you ignore this warning.

Inspection & Crash Damage Of Carbon Frames/Forks

WARNING

After A Crash Or Impact:

Inspect frame carefully for damage (See PART II, Section D. Inspect For Safety in your [GT Bicycle Owner's Manual](#).)

Do not ride your bike if you see any signs of damage such as broken, splintered, or delaminated carbon fiber.

Any of the following may indicate a delamination or damage:

- An unusual or strange feel to the frame
- Carbon which has a soft feel or altered shape
- Creaking or other unexplained noises
- Visible cracks, or a white / milky color present in carbon fiber section

Continuing to ride a damaged frame increases the chances of frame failure with the possibility of injury or death of the rider.

Intended Use



The intended use of all models is ASTM CONDITION 4, All-Mountain.

WARNING

Understand your bike and its intended use. Using your bike the wrong way is dangerous.

Please read your [GT Bicycle Owner's Manual](#) for more information about Intended Use and Conditions 1-5.

Servicing

WARNING

This supplement may include procedures beyond the scope of general mechanical aptitude.

Special tools, skills, and knowledge may be required. Improper mechanical work increases the risk of an accident. Any bicycle accident has risk of serious injury, paralysis, or death.

To minimize risk, we strongly recommend that owners always have mechanical work done by an Authorized GT Dealer.

Tightening Torques

Correct tightening torque for the fasteners (e.g., bolts, screws, nuts, etc.) on your bicycle is very important to your safety. Correct tightening torque for the fasteners is also important for the durability and performance of your bicycle. We urge you to have your dealer correctly torque all fasteners using a torque wrench. If you decide to torque fasteners yourself, always use a torque wrench.

Find Tightening Torque Information :

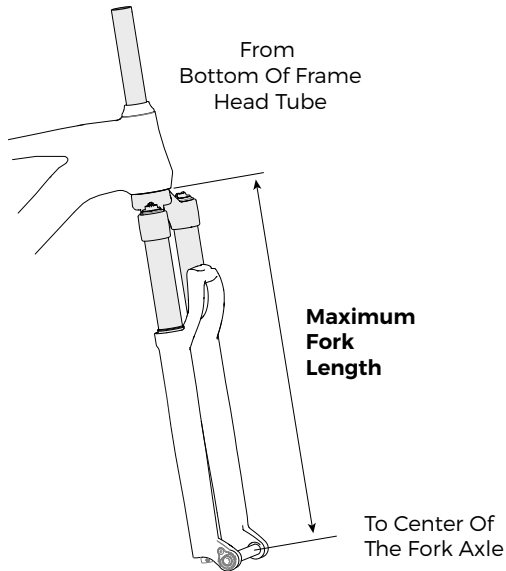
The wide range of bicycle models and components used means that a listing of tightening torques would be out of date by the time it was published. Many fasteners should be installed with a thread locking adhesive such as Loctite®.

To determine correct tightening torque and any adhesive application for a fastener, we ask you to check for the following:

1. On-product marking Many components are marked. On-product marking is becoming common.
2. Torque specs in the component manufacturers instructions shipped with your bicycle.
3. Torque specs listed on the websites of component manufacturers.
4. With your dealer. Dealers have access to current data and have experience with correct torques for most fasteners.

Maximum Fork Length

Maximum Fork Length is an important frame safety testing specification for front suspension mountain bikes. You must observe the measurement when installing headset parts and headset adapters, when installing and adjusting a fork, and selecting replacement forks.



WARNING

You must select a replacement fork based not only on headtube diameter but also on the frame's maximum fork length.

Do not exceed the frame's maximum fork length. Doing so can overload the frame, causing it to break while riding.

Your retailer **MUST** follow and observe this specification for your bike. For Maximum Fork Length specifications for GT bicycles, see www.gtbicycles.com.

You can be severely injured, paralyzed, or killed in an accident if you ignore this warning.

Tire Size x Maximum Width

WARNING

Observe the Tire Size x Maximum Width for your bike found in the “Specifications” page of this manual.

Mounting the wrong size tires can result in the tires hitting the fork or frame when riding. If this happens, you can lose control of your bike and you can be thrown off. A moving tire can be stopped because it touches the fork or frame.

Do not mount oversized tires, ones that rub or hit the fork or frame, ones that result in too little clearance, or ones that can hit the fork or frame, saddles, seat post, or seat post clamps seat post when the suspension is fully compressed or when riding.

Take care that the tires you select are compatible with your bike’s fork or frame design. Also, be sure to follow the manufacturer’s recommendations of your front fork and rear shocks.

When you are considering tires for your bike, consider the following:

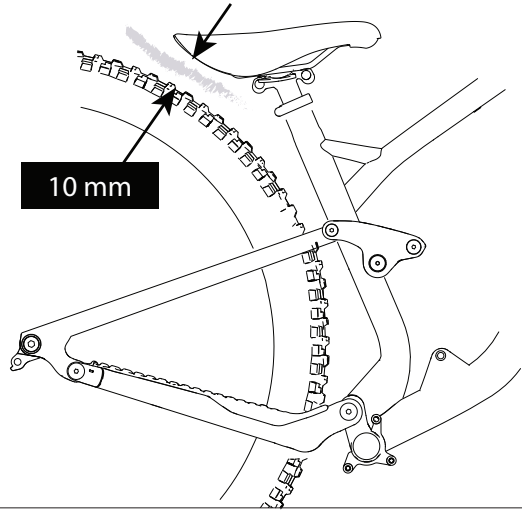
The actual measured size of a tire may be different than its sidewall marking. Each time you mount a new tire, take the time to inspect the actual clearance between the rotating tire and all parts of the frame. The U.S. Consumer Product Safety Commission (CPSC) requires at least 1/16” (1.6 mm) tire clearance from any part of the bike. Allowing for lateral rim flex and a wheel or rim that is out-of-true will likely mean choosing a rear tire that provides even more clearance than the CPSC recommends.

Ask your authorized brand retailer for the right tires for your bike and its particular components! You can be severely injured, paralyzed, or killed in an accident if you ignore this warning.

Rear Tire Clearance : Full Suspension

Applies to:

- saddles
- seat posts
- rear racks
- dropper posts
- any accessory with possible collision with the moving tire.



To check clearance:

1. Release all the air from the rear shock. Remove the coil spring from coil shocks (spring coil removal should only be done by a professional bike mechanic). Do not disconnect or remove the shock.
2. Compress the suspension fully with the tire inflated to its maximum inflation pressure.
3. At various points across the tire, measure the distance between the tire and the component or accessory.
4. If there is less than 10 mm of clearance available, the component or accessory must be adjusted or changed until there is at least 10 mm of clearance.

WARNING

Maintain 10 mm of clearance between rear tire, any rear rack, saddle, seat post, frame seat tube, or any mounted accessory.

Check following saddle or seat post adjustments.

If you have questions maintaining tire clearances for parts of your bike, consult with an Authorized Dealer or with a professional cycling mechanic.

You can be severely injured, paralyzed, or killed in an accident if you ignore this warning.

Rear Shocks

WARNING

Select only compatible shocks and forks for your bike. Do not modify your bike in any way to mount one.

Have your shock or fork installed by a professional bike mechanic.

Riding with the wrong rear shock can damage the frame. You could have a serious accident. Make sure the total travel, eye-to-eye length, and stroke length of the rear shock you select meet the “Specifications” listed in this manual.

When selecting different shocks or forks for your bike, make sure that the shock or fork you select is compatible with your bike’s design and how you will use your bike.

You can be severely injured, paralyzed, or killed in an accident if you ignore this warning.

Minimum Seat Post Insert

WARNING

Make sure at least 100 mm of the seat post is inserted into the frame at all times.

Failure to insert the seat post at least 100 mm can place a very high stress on the seat tube / top tube junction, causing the frame to fail while riding.

Remove the seat post. Measure 100 mm from the bottom of the seat post. Use a permanent marker to mark the post at 100 mm.

When adjusting the seat post height in the seat tube, never adjust the seat post so that the line you mark is above the top edge of the seat tube.

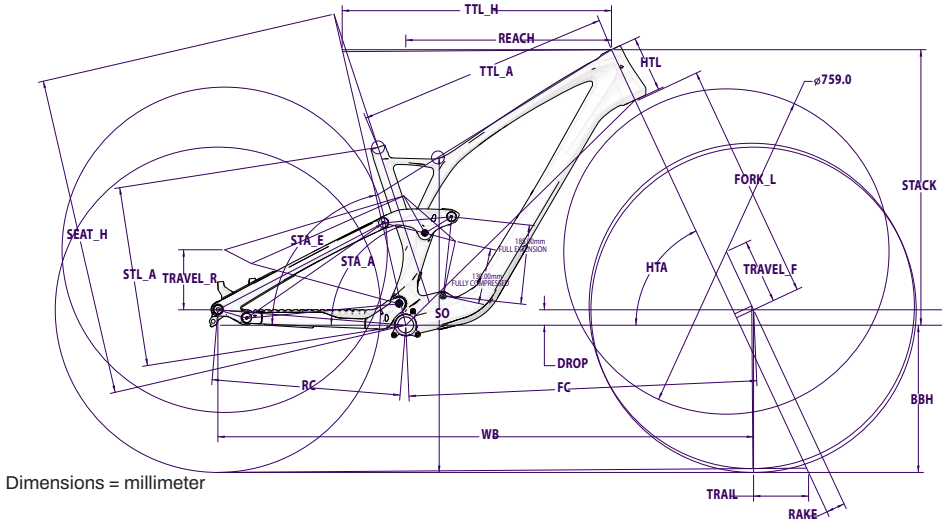
You must also be aware that bicycle seat posts are permanently marked by the manufacturer with a “minimum insert” line on the seat post itself. You must not rely on this marking as an indication of the proper minimum seat post insertion depth.

You can be severely injured, paralyzed, or killed in an accident if you ignore this warning.

TECHNICAL INFORMATION

Specifications - Carbon

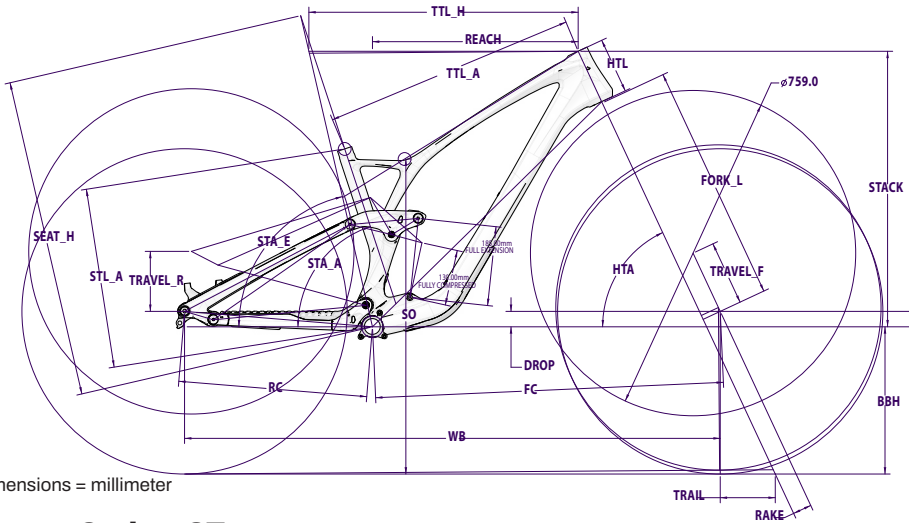
Sensor Carbon	Collection 2022	
Item	Sensor Carbon	Sensor Carbon ST
Rear Travel	140mm	120mm
Head Tube	UPR: 1-1/8" LWR: 1-1/2"	
Headset	FSA Orbit C-40 Integrated, 1-1/8"-1-1/2"	
Bottom Bracket: Type/Width	BSA/73mm	
Front Derailleur	N/A	
Seat Post: Dia./Binder	31.6mm/34.9mm	
▲ Min. Seat Post Insert	SM: 250mm MD-LG: 275mm XL:286mm	
Tire Size x Max. Tire Width	29x2.5"	
▲ Max. Fork Length	567.1mm	
Rear Shock: Eye-to-Eye / Stroke / Bushing Width	185mm x 55mm Metric Trunion/20mm x M8	185mm x 47.5mm Metric Trunion/20mm x M8
Sag	25% - 13.75mm	25%-12mm
Chain Guide	ISCG 05 - K22059 GT ISCG Mount 3 Bolt	
Rear Brake: Mount Type / Min./Max. Rotor Dia.	Post Mount / 180mm/203mm	
Rear Axle: Type/Length	Maxle UDH TA/148mm x 12mm x 1.0P, 180mm overall length	
▲ Intended Use	ASTM CONDITION 4, All Mountain	
▲ Max. Weight Limit: Total (Rider+All Equipment)	305lbs/138kg	
Additional Technical Features	SRAM Universal Derailleur Hanger	



Sensor Carbon

Key	Size	SM	MD	LG	XL
	Wheel Size	29	29	29	29
STL_A	Seat Tube Length	380	400	420	460
TTL_H	Top Tube Horizontal	574	601	628	666
TTL_A	Top Tube Actual	542	565	591	623
HTA	Head Tube Angle	65°	65°	65°	65°
STA_E	Seat Tube Angle Effective	77°	77°	77°	77°
STA_A	Seat Tube Angle Actual	70.7°	71.0°	71.7°	72.0°
SO	Standover	715	725	735	745
HTL	Head Tube Length	110	120	130	140
WB	Wheelbase	1191	1221	1250	1289
FC	Front Center	754	783	812	851
RC	Chain Stay Length	440	440	440	440
DROP	Bottom Bracket Drop	36	36	36	36
BBH	Bottom Bracket Height	344	344	344	344
RAKE	Fork Rake	44	44	44	44
TRAIL	Trail	128	128	128	128
STACK	Stack	624	633	642	651
REACH	Reach	430	455	480	515
FORK_L	Head Tube Height	559	559	559	559
TRAVEL_R	Rear Travel	140	140	140	140
TRAVEL_F	Front Travel	150	150	150	150
	Recommended Sag % (Rear/Front)	25	25	25	25

Geometry - Carbon



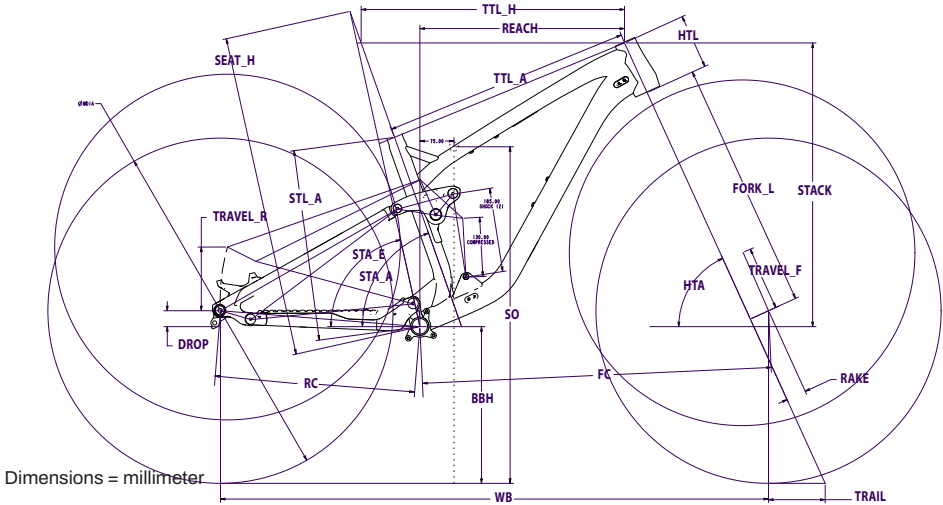
Sensor Carbon ST

Key	Size	SM	MD	LG	XL
	Wheel Size	29	29	29	29
STL_A	Seat Tube Length	380	400	420	460
TTL_H	Top Tube Horizontal	573	600	627	664
TTL_A	Top Tube Actual	542	565	591	623
HTA	Head Tube Angle	65.4°	65.4°	65.4°	65.4°
STA_E	Seat Tube Angle Effective	77.4°	77.4°	77.4°	77.4°
STA_A	Seat Tube Angle Actual	71.1°	71.4°	72.1°	72.4°
SO	Standover	711	721	731	741
HTL	Head Tube Length	110	120	130	140
WB	Wheelbase	1187	1216	1246	1285
FC	Front Center	750	779	808	848
RC	Chain Stay Length	440	440	440	440
DROP	Bottom Bracket Drop	39	39	39	39
BBH	Bottom Bracket Height	340	340	340	340
RAKE	Fork Rake	44	44	44	44
TRAIL	Trail	125	125	125	125
STACK	Stack	621	629	638	647
REACH	Reach	435	460	485	520
FORK_L	Head Tube Height	125	125	125	125
TRAVEL_R	Rear Travel	120	120	120	120
TRAVEL_F	Front Travel	140	140	140	140
	Recommended Sag % (Rear/Front)	25	25	25	25

Specifications - Alloy

Sensor Alloy	Collection 2022
Item	Specification
Rear Travel	130mm
Head Tube	UPR: 1-1/8" LWR: 1-1/2"
Headset	FSA Orbit C-40 Integrated, 1-1/8"-1-1/2"
Bottom Bracket: Type/Width	BSA/73mm
Front Derailleur	N/A
Seat Post: Dia./Binder	31.6mm/34.9mm
▲ Min. Seat Post Insert	SM: 250mm MD-LG: 275mm XL:297mm
Tire Size x Max. Tire Width	29x2.5"
▲ Max. Fork Length	557.1mm
Rear Shock: Eye-to-Eye / Stroke / Bushing Width	185mm x 50mm Metric Trunion/20mm x M8
Sag	25%-12.5mm
Chain Guide	ISCG 05
Rear Brake: Mount Type / Min./Max. Rotor Dia.	Post Mount / 180mm/203mm
Rear Axle: Type/Length	Maxle UDH TA/148mm x12mm x 1.0P, 180mm overall length
▲ Intended Use	ASTM CONDITION 4, All Mountain
▲ Max. Weight Limit: Total (Rider+All Equipment)	305lbs/138kg
Additional Technical Features	SRAM Universal Derailleur Hanger

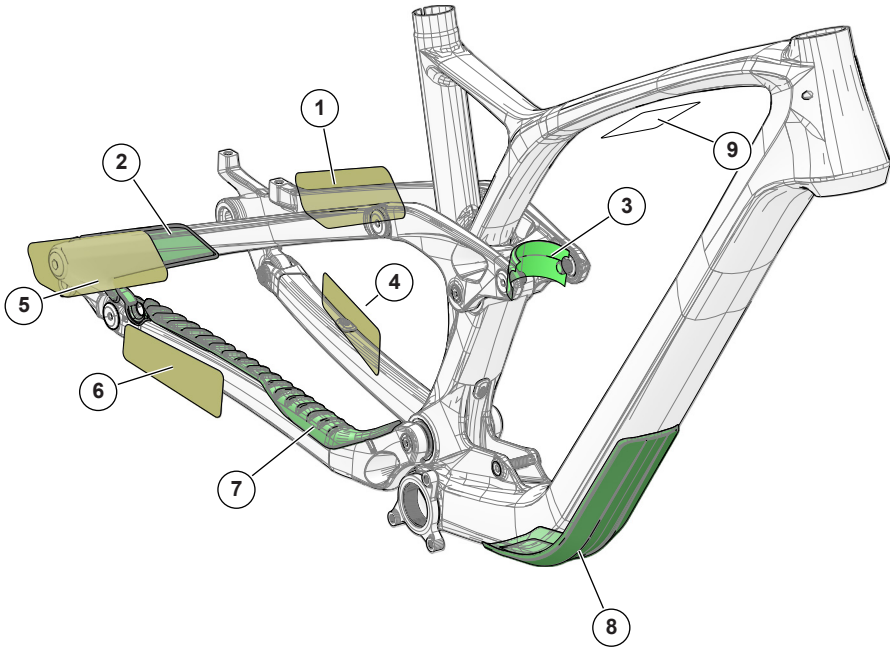
Geometry - Alloy



Sensor

Key	Size	SM	MD	LG	XL
	Wheel Size	29	29	29	29
STL_A	Seat Tube Length	395	420	445	460
TTL_H	Top Tube Horizontal	561	588	615	652
TTL_A	Top Tube Actual	522	547	572	609
HTA	Head Tube Angle	65.5°	65.5°	65.5°	65.5°
STA_E	Seat Tube Angle Effective	77.5°	77.5°	77.5°	77.5°
STA_A	Seat Tube Angle Actual	70.5°	70.5°	70.5°	70.5°
SO	Standover	745	745	750	760
HTL	Head Tube Length	110	120	130	140
WB	Wheelbase	1176	1205	1234	1273
FC	Front Center	738	767	797	836
RC	Chain Stay Length	440	440	440	440
DROP	Bottom Bracket Drop	35	35	35	35
BBH	Bottom Bracket Height	345	345	345	345
RAKE	Fork Rake	44	44	44	44
TRAIL	Trail	125	125	125	125
STACK	Stack	615	624	633	642
REACH	Reach	425	450	475	510
FORK_L	Head Tube Height	547	547	547	547
TRAVEL_R	Rear Travel	130	130	130	130
TRAVEL_F	Front Travel	140	140	140	140
	Recommended Sag %	25.0	25.0	25.0	25.0

Guards/Protectors



Identification

- | | | |
|--------------------|---------------------|---------------------------|
| 1. Left, SS, outer | 4. Left CS, outer | 7. Right, CS, upper |
| 2. Right, Dropout | 5. Right, SS, outer | 8. DT, lower |
| 3. Link/Shock | 6. Right, CS, outer | 9. TT, lower (Alloy only) |

NOTICE

Damaged, loose, missing, or incorrectly-positioned protectors can lead to frame damage. Damage of this type is not covered by the GT Limited Warranty. Make sure all frame protectors and guards are present, are installed correctly, and are in good condition.

Rear Shock

Setting Sag

1. Follow the shock manufacturer's instructions for setting the shock according to rider weight.
2. In case of an air spring shock, slide the O-ring against the shock wiper seal. In case of a coil spring shock, measure the shock length without the rider seated.
3. Sit on the bike in a normal riding position with your hands on the handlebar and feet on the pedals so that your weight compresses the rear shock.
4. Measure the SAG.
5. Dismount and adjust the air pressure or coil spring preload of the shock. Repeat steps 2 through 4 to achieve the correct SAG measurement.

Removal

1. Secure bike in a work stand.
2. Remove the rear wheel; otherwise, place a support under the wheel to prevent it from moving downward or falling during next steps.
3. Place a thick towel between the seat tube and link to prevent the linkage from striking the seat tube.

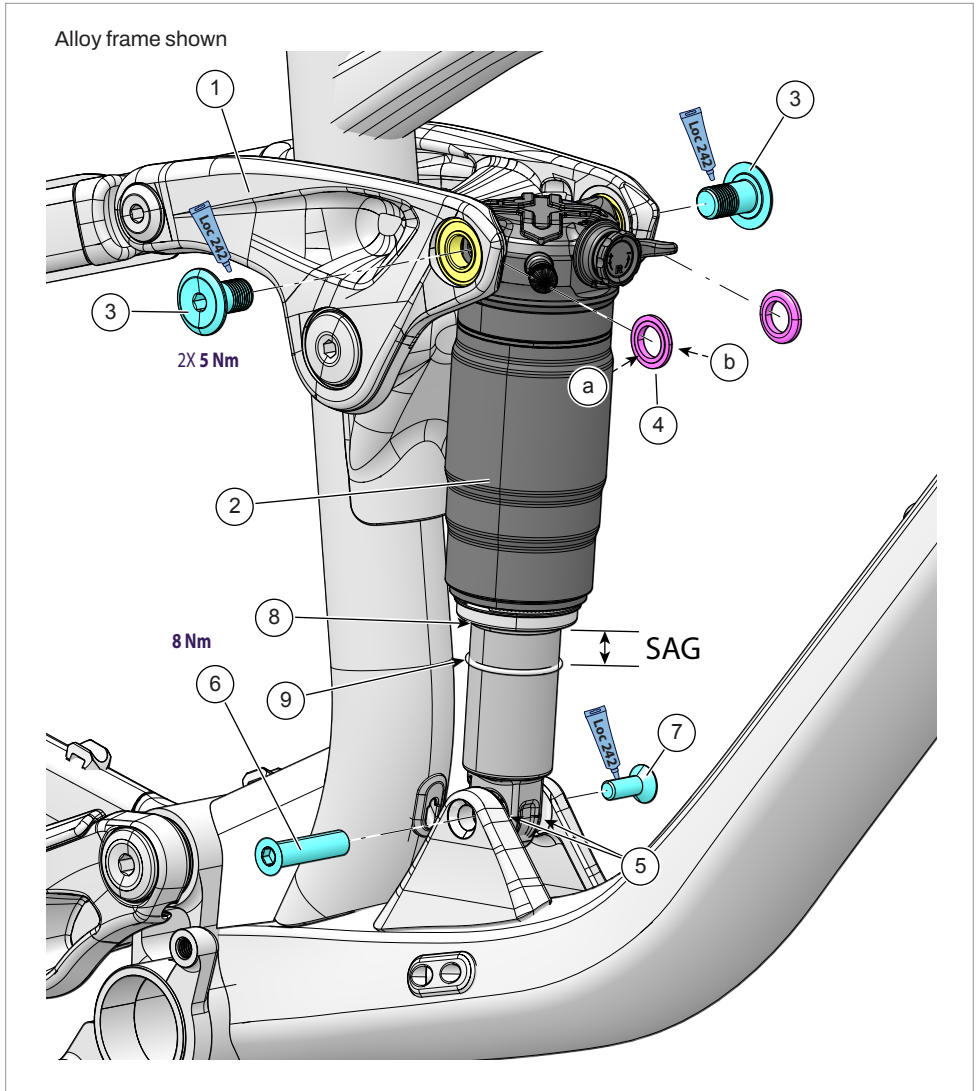
4. Remove the upper and lower shock mounting bolts and remove the shock.
5. Remove the upper spacers.

Installation

1. Secure bike in a work stand.
2. Remove the rear wheel; otherwise, place a support under the wheel to prevent it from moving downward or falling during next steps.
3. Install the small ends of the spacers into the upper link bearings. The smooth side should face the trunnion.
4. Install the shock into the frame.
5. Install the lower shock bolts. Apply thread lock as indicated.
6. Install the upper shock bolts. Apply thread lock as indicated.
7. Tighten the shock bolts to the specified torque.

NOTICE

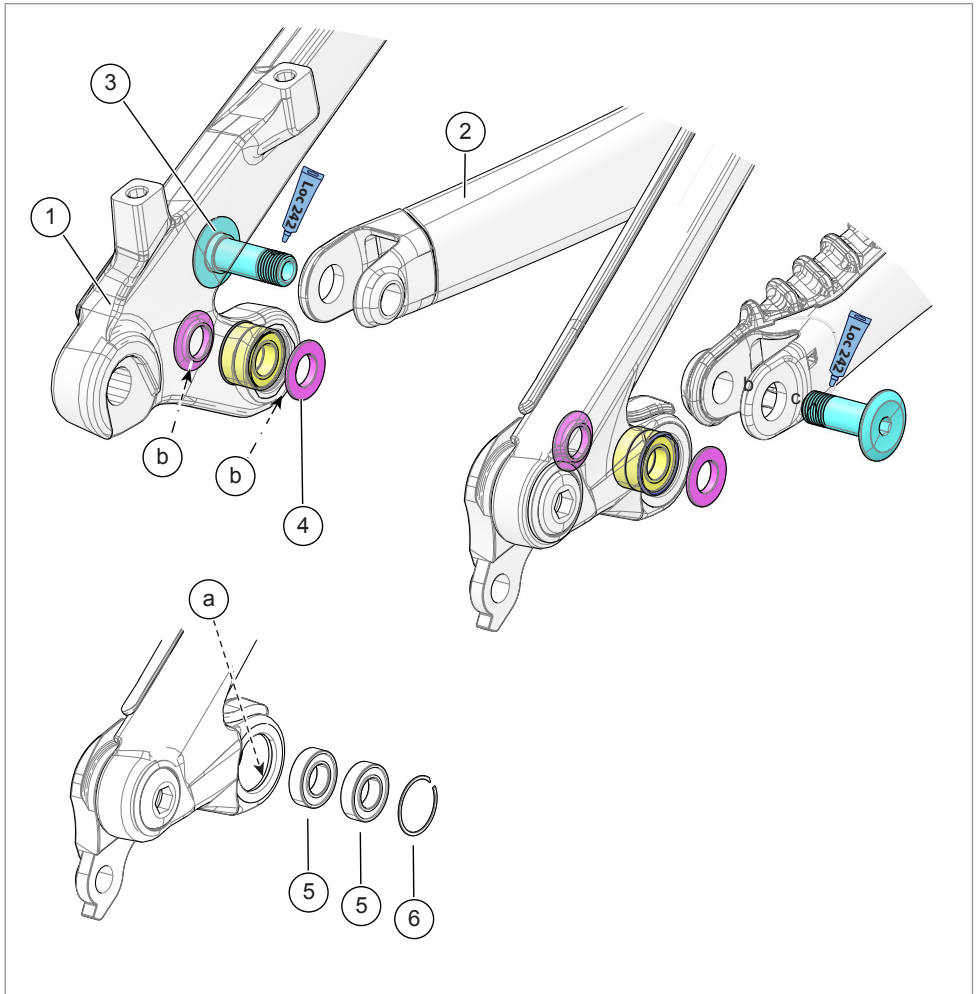
Install shock with adjusters/reservoirs positioned to the front of the bike.



Identification

- | | | |
|---------------------------|-----------------------------|----------------|
| 1. Link | 5. Shock bushings, lower | 9. O-Ring |
| 2. Shock | 6. Shock bolt, lower, long | a. Small side |
| 3. Shock bolt, upper (2X) | 7. Shock bolt, lower, short | b. Smooth side |
| 4. Bearing spacer (2X) | 8. Wiper | |

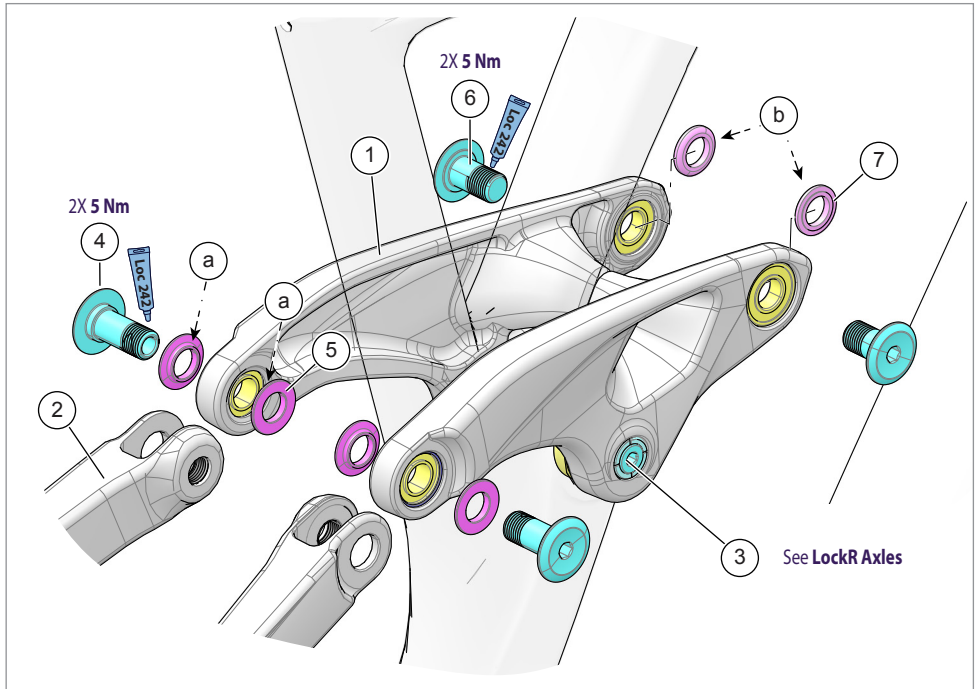
Dropouts



Identification

- | | | |
|------------------------|-------------------|---------------|
| 1. Seatstay | 5. Bearing (4X) | a. Groove |
| 2. Chainstay | 6. Ring clip (2X) | b. Small side |
| 3. Axle Bolt (2X) | | |
| 4. Bearing spacer (4X) | | |

Link Assembly - Carbon



Connecting the Link

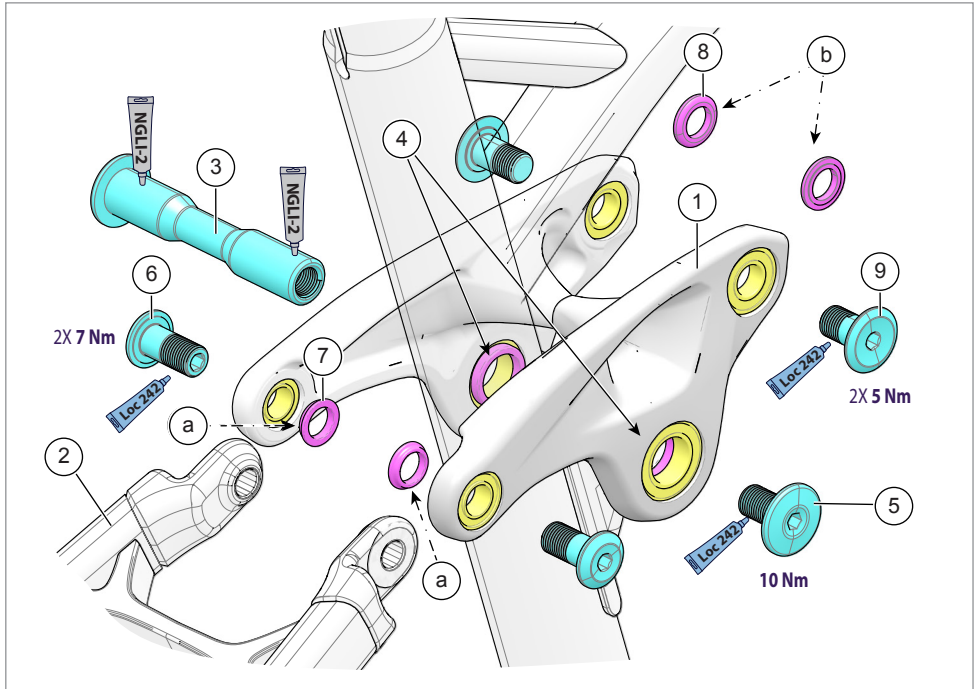
To prevent misalignment and/or potential damage, follow this assembly order routine:

1. Connect link to frame. See „LockR Axles.“
2. Connect the rear shock. Make sure the smooth side of the spacers face the shock. Only finger-tighten the bolts.
3. Connect the seat stay. Make sure the small end of the spacers face the bearings. Only finger-tighten the bolts.
4. Tighten all bolts in stages to the specified torque.

Identification

1. Link
 2. Seatstay
 3. LOCKR Link pivot
 4. Seatstay-Link bolt (2X)
 5. Seatstay-Link spacer (4X)
 6. Link-Shock bolt (2X)
 7. Link-Shock spacer (2X)
- a. Small side
b. Smooth side

Link Assembly - Alloy



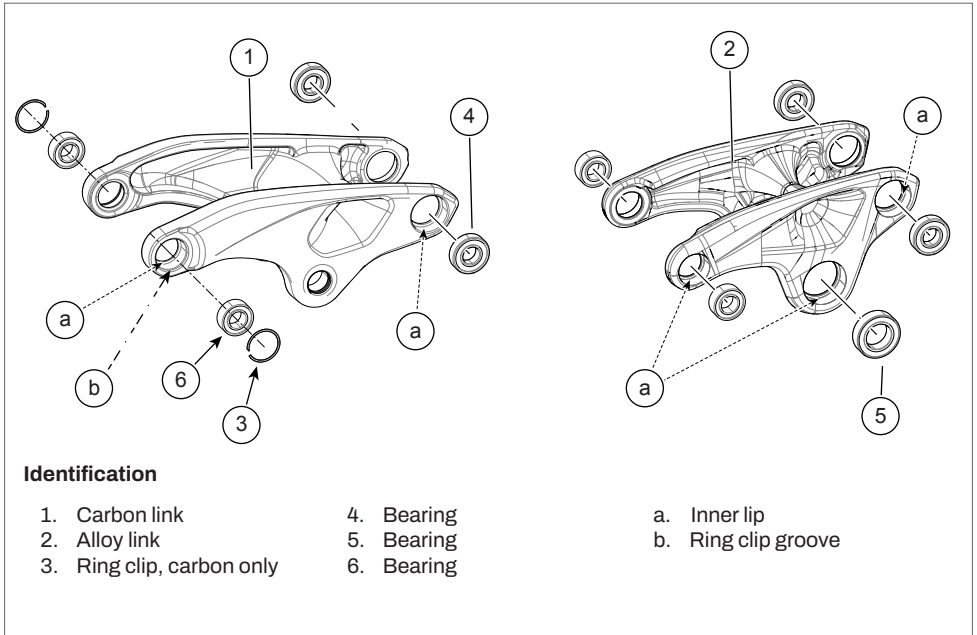
Connecting the Link

To prevent mis-alignment and/or potential damage, follow this assembly order routine:

1. Connect link to frame. Be sure to position the spacer (X) on each side.
2. Connect the rear shock. Make sure the smooth side of the spacers face the shock. Only finger-tighten the bolts.
3. Connect the seat stay. Make sure the small end of the spacers face the bearings. Only finger-tighten the bolts.
4. Tighten all bolts in stages to the specified torque.

Identification

1. Link
2. Seatstay
3. Link pivot
4. Frame-Link spacer (2X)
5. Link pivot bolt
6. Seatstay-Link bolt (2X)
7. Seatstay-Link spacer (2X)
8. Link-Shock spacer (2X)
9. Link-Shock bolt (2X)
- a. Small side
- b. Smooth side



Inspection

- Inspect bearing condition periodically. Bearings wear out with use. Inspect and plan to replace them as part of normal maintenance.
- To inspect, disconnect the link to expose the bearings. Rotate the inner race of each bearing with your finger. The rotation should feel smooth without binding. Each bearing should be fixed securely in the opening. Check to make sure each circlip is fully seated in the groove. All bearings should be seated against the inner lip.
- Inspection frequency should be based upon how and where you ride. Evidence of damage would be excessive play, visible wear, or corrosion of bearings.
- If you find any damage to the parts, discontinue riding until all the parts (e.g., bearings, pivot axles, spacers) can be replaced. This will help prevent damage elsewhere.
- Do not re-use removed bearings; replace all bearings in the link with new ones. All bearings are bonded in place with the indicated bearing compound. Always use an appropriately-sized bearing tool to remove and to reinstall. Clean but do not remove any link material of the bearing bores. Follow the bearing compound instructions.

LockR Axles - Carbon Frames

To remove the LockR from the frame:

1. Loosen the screw 4-6 turns using a T25 Torx key.
2. Tap head of screw with a rubber mallet to un-seat the wedge bolt located on the opposite side.
3. Remove the screw and wedge bolt from the still-installed axle.
4. If the wedge did not come out with the screw, insert a 5 mm hex key and turn to free and remove it. If wedge still sticks, insert a wooden or plastic dowel into the drive side and drive it out.
5. To remove the axle itself, insert a 6 mm hex key into the axle on the non-drive side and turn counter-clockwise until it can be removed.

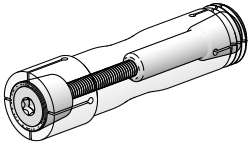
To install the LockR on the frame:

1. Disassemble and clean all parts of the LockR axle. Do not install it assembled.

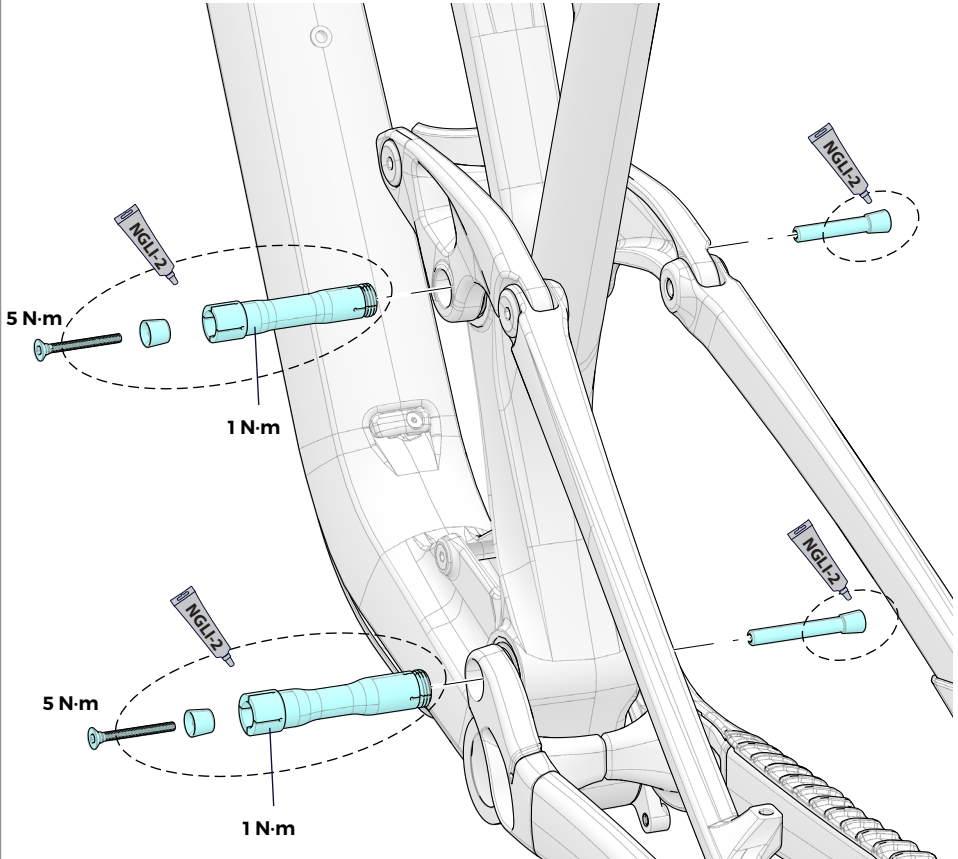
Inspect the parts for damage (e.g., burrs, scratches, deformity, wear). Replace the entire LockR assembly if any damage is found.
2. Apply a light coating of a high-quality bicycle bearing grease to all parts.
3. Align the linkage and bearing and insert the threaded end of the pivot axle (1) from the non-drive side.
4. From the non-drive side, tighten the inserted pivot axle to 1 Nm using a 6mm hex key fitted to a torque wrench.
5. Insert the wedge bolt (2) into the drive side of the axle and insert the small end of the wedge (3) into the non-drive side axle head.
6. Thread the screw (4) into the wedge bolt with a wrench and tighten to 5.0 Nm.

NOTICE

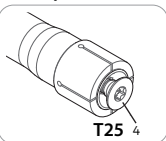
Use a calibrated torque wrench. Exceeding 1 N·m will result in permanent damage to the LockR pivot system.



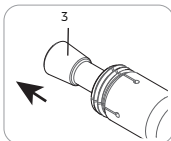
- Do not install assembled.
- Clean thoroughly while disassembled.
- Re-apply grease as shown.



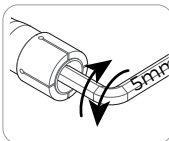
Unthread &
tap mallet



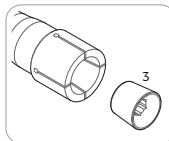
dislodge &
remove



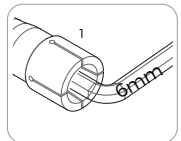
Insert 5mm &
turn to free



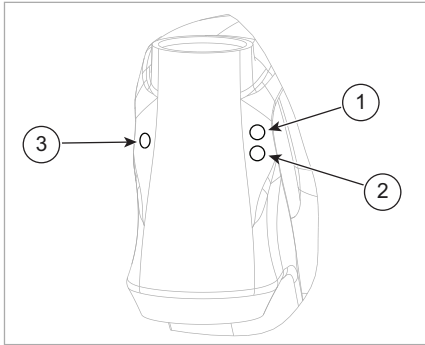
Remove



Unthread
Remove

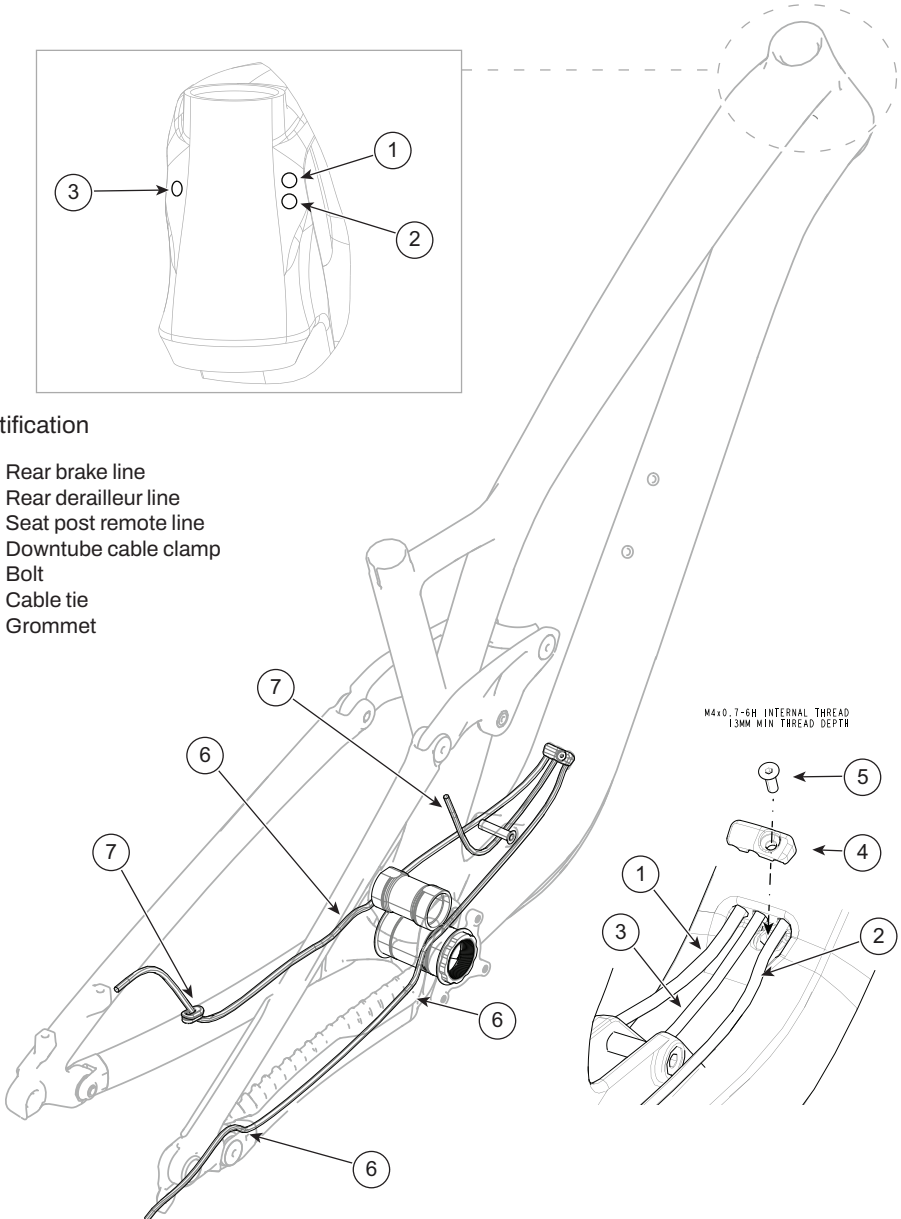


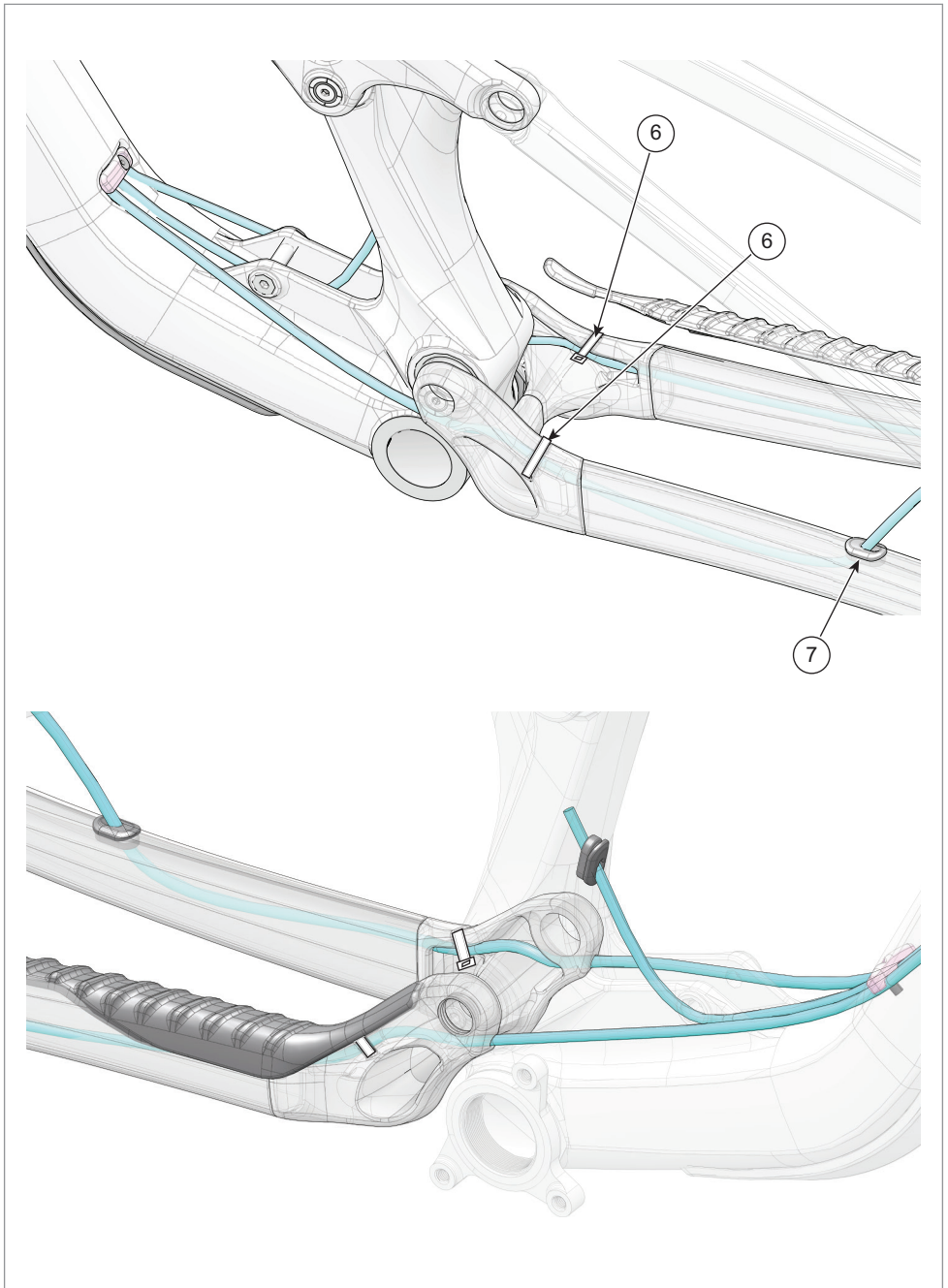
Cabling - Sensor



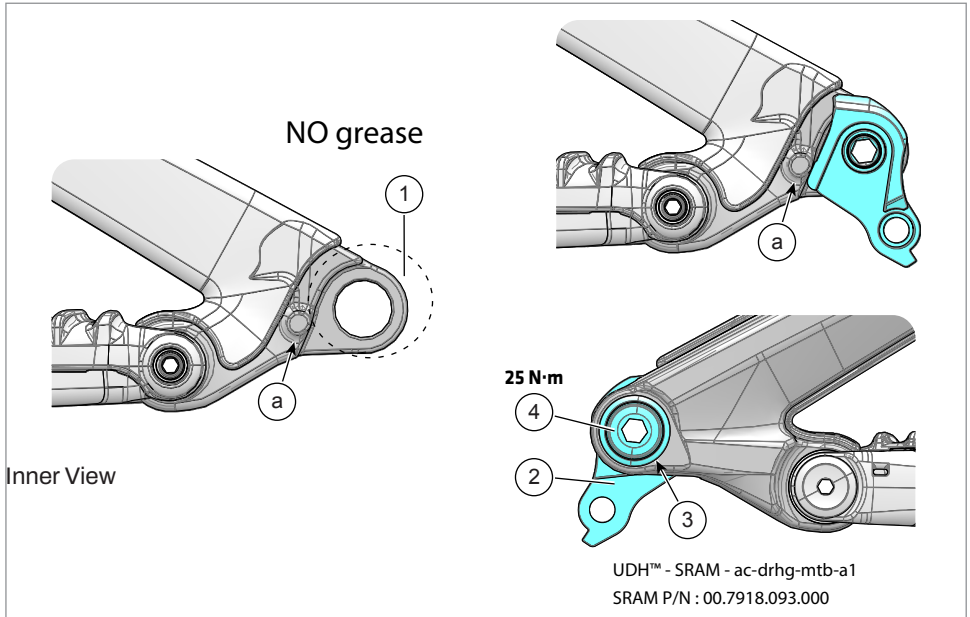
Identification

- 1. Rear brake line
- 2. Rear derailleur line
- 3. Seat post remote line
- 4. Downtube cable clamp
- 5. Bolt
- 6. Cable tie
- 7. Grommet





Universal Derailleur Hangers (UDH)



Identification

- | | | |
|----------------|---------------|----------------------|
| 1. UDH dropout | 3. UDH washer | a. UDH rotation stop |
| 2. UDH hanger | 4. UDH bolt | |

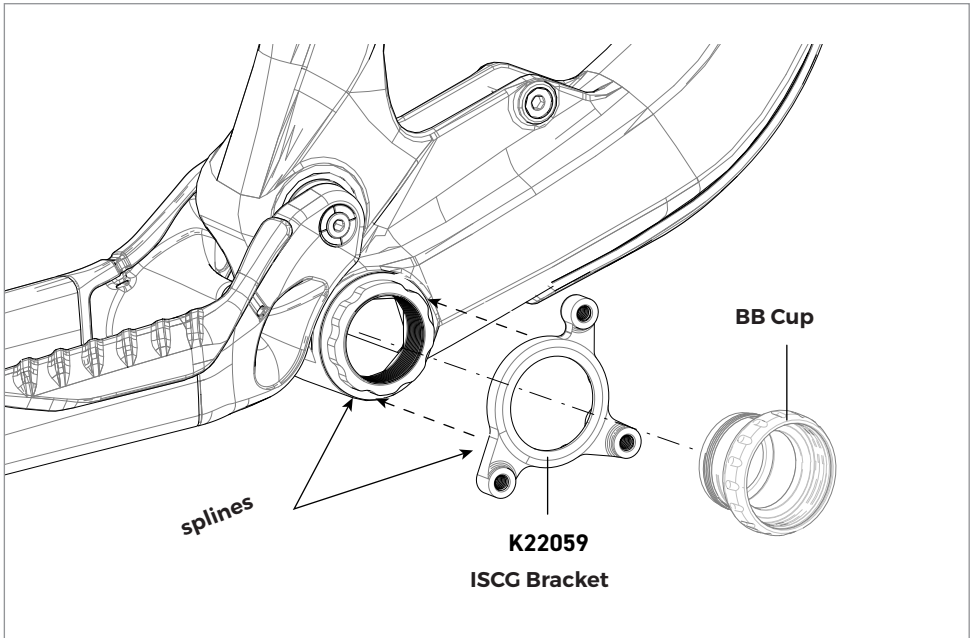
Replacement

Before installing a new/replacement hanger, be sure to clean any dirt or debris on the dropout with a nylon brush (old toothbrush). Inspect the area for any damage especially after a crash or impact. Take corrective action when required. Use a good-quality torque wrench and tighten to the specified torque.

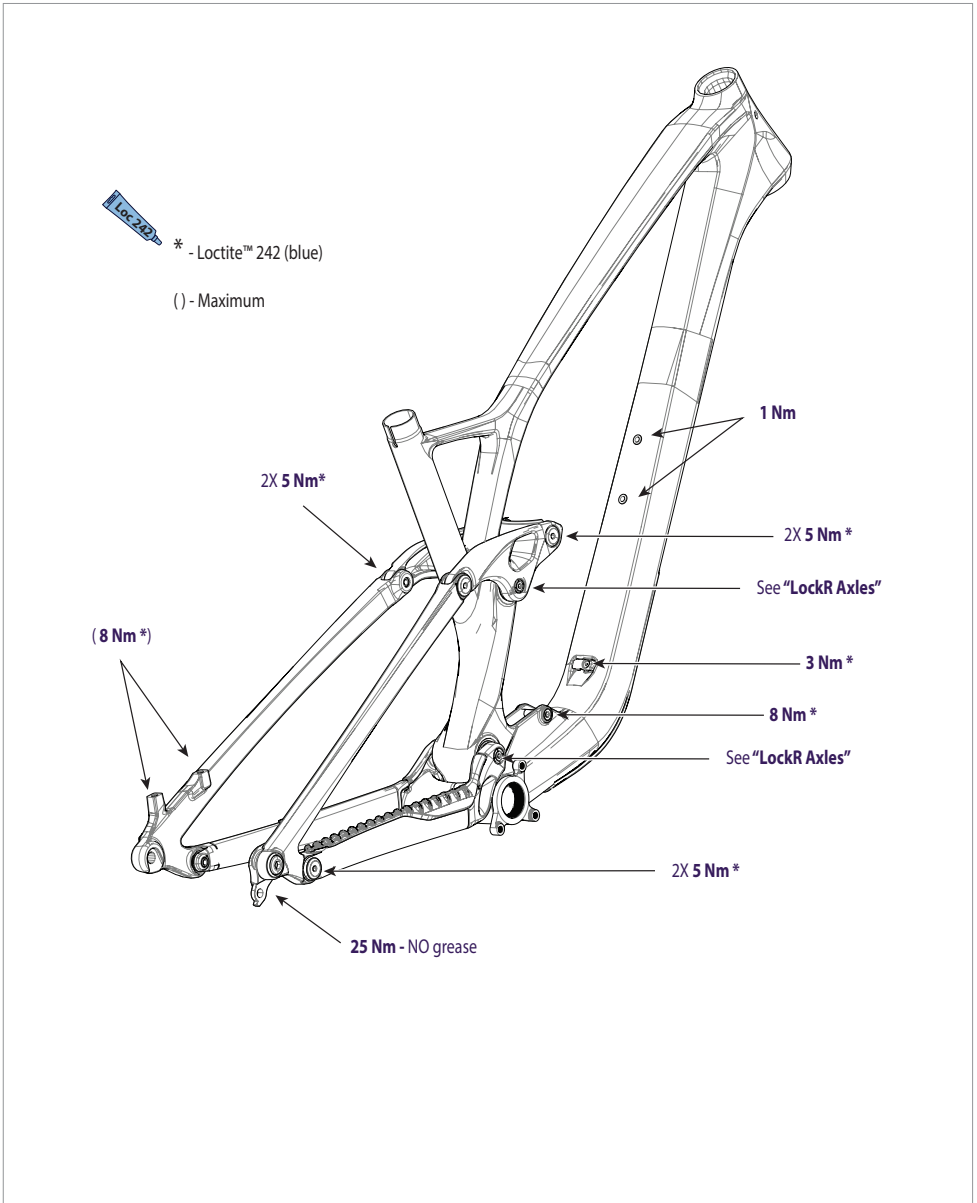
NOTICE

Follow the manufacturer's instructions when mounting the UDH hanger to the frame.
 SRAM - <https://www.sram.com/en/sram/models/ac-drhg-mtb-a1>

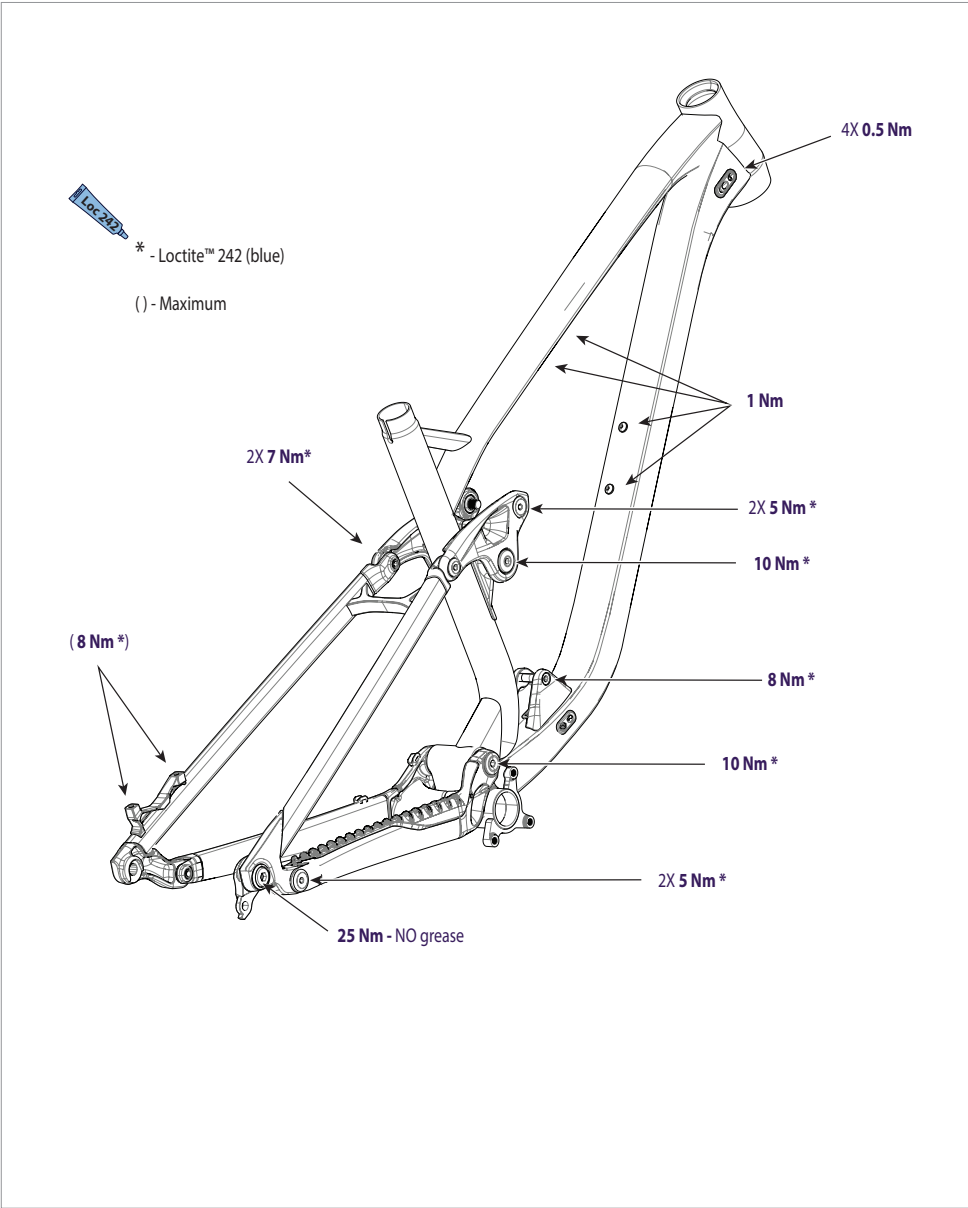
ISCG Tab Instructions - Sensor



- On alloy frame models, the ISCG mounting tabs are fixed permanently to the frame and cannot be removed.
- On carbon frames, the ISCG mount fits onto a spline. Correct positioning is certain due to the alignment of the splines. The tab is secured by the threaded cup of the bottom bracket bearing cup.
- You should periodically check both bottom bracket parts to make sure they are tightened according to the specification.
- When replacing or servicing the removable ISCG guide, be sure to clean the frame splines and the guide parts. Lightly grease before reinstallation.

Tightening Torques - CARBON

Tightening Torques - ALLOY



REPLACEMENT PARTS

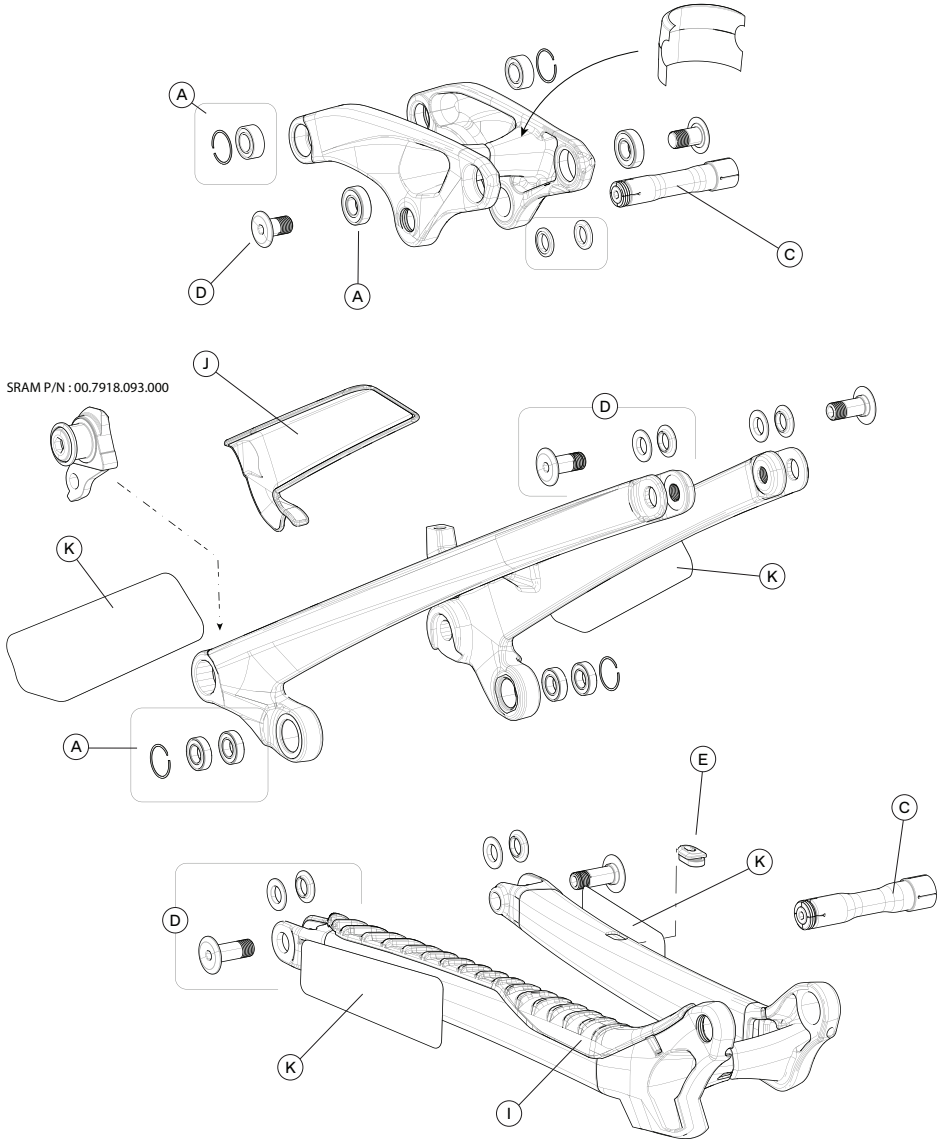
The following service and replacement parts are available through an Authorized GT Dealer:

SENSOR - Carbon Frame

ID	Part Number	Description	VIEW(S)
A	K36112	Sensor Crb Link/CS/SS/Pivot Bearings	1,2
B	K36122	Sensor Crb Link/CS/SS/Pivot Hardware	1,2
C	K36009	Expanding Axle Hardware 79mm and 87mm	1
D	K36132	Sensor Shock Bolts	1,2
E	KP312/	Open Oval Grommet x10	1,2
F	K22059	GT ISCG Mount 3 Bolt	2
G	K91062	Sensor Crb Link	1
H	K32102	Sensor Crb DT Cable Guide	2
I	K34192	Sensor CS Frame Protector	1
J	K34202	Sensor Crb SS Frame Protector	1
K	K34212	Sensor Crb Clear Frame Protection	1,2
SRAM	Universal Derailleur Hanger Order SRAM P/N : 00.7918.093.000		

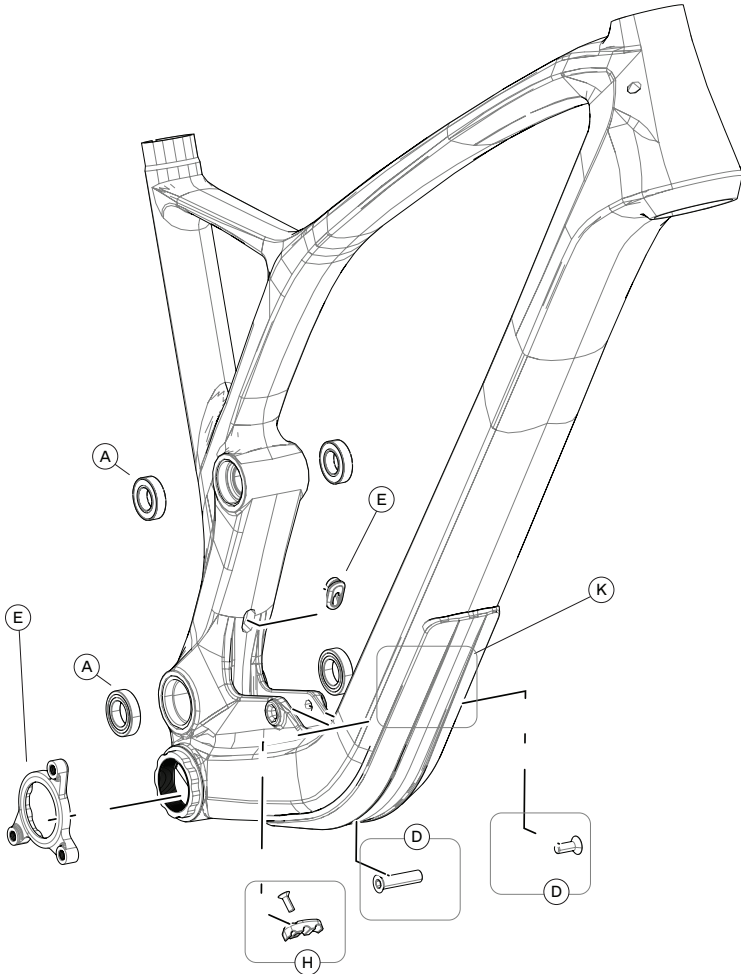
VIEW I

Link/Seatstay/Chainstay



VIEW 2

Front Triangle



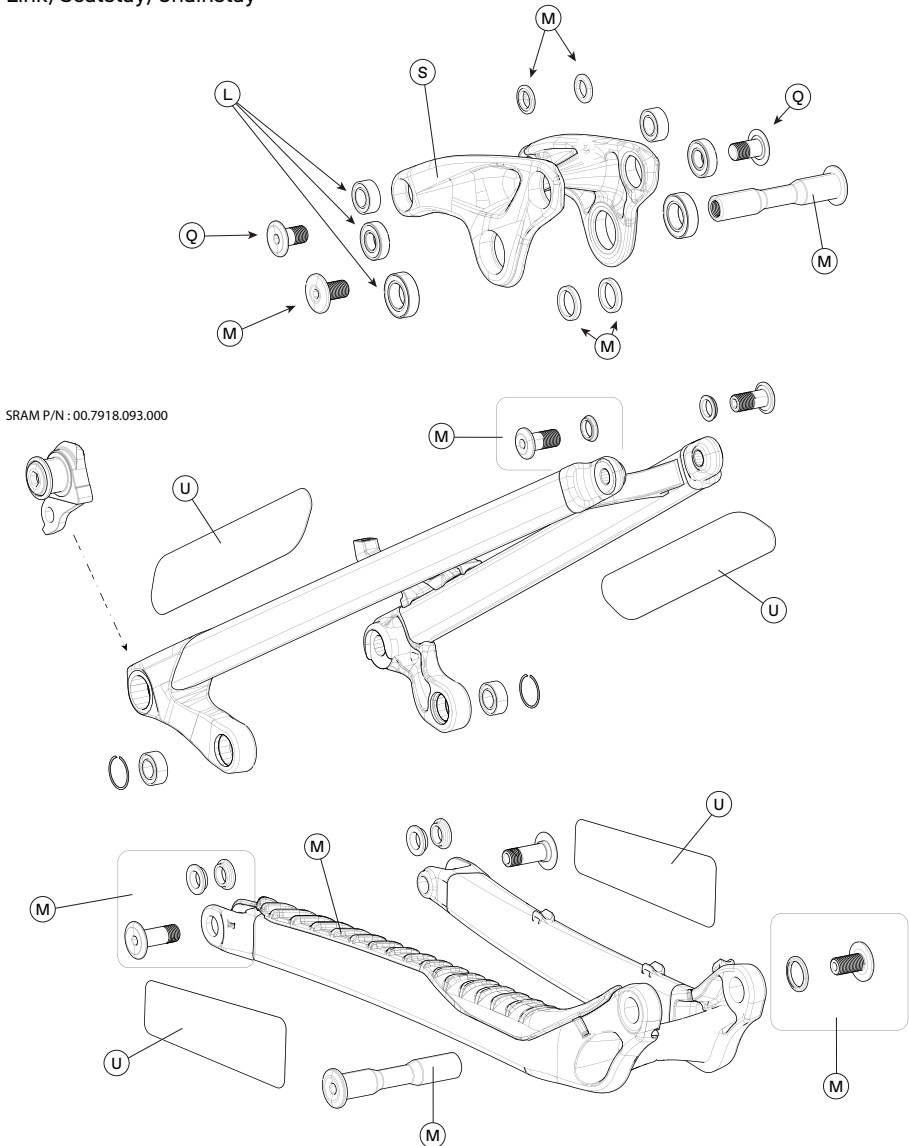
The following service and replacement parts are available through an Authorized GT Dealer:

SENSOR - Alloy Frame

ID	Part Number	Description	VIEW(S)
L	K36142	Sensor Alloy Link/CS/SS/Pivot Bearings	3,4
M	K36152	Sensor Alloy Link/CS/SS/Pivot Hardware	3,4
N	K32112	27mm Slide Guides 30mm Bolt Qty6	
O	K32122	2Port Slide Guides 30mm Bolt Qty6	
P	K32132	Slide Guides 30mm Bolt Qty6	
Q	K36132	Sensor Shock Bolts	3,4
R	KP312/	Open Oval Grommet x10	4
S	K91072	Sensor Al Link	3
T	K34192	Sensor CS Frame Protector	4
U	K34222	Sensor Alloy Clear Frame Protection	3,4
V	K32051	9mm ID Dropper Insulation Tubing	4
SRAM	Universal Derailleur Hanger Order SRAM P/N : 00.7918.093.000		

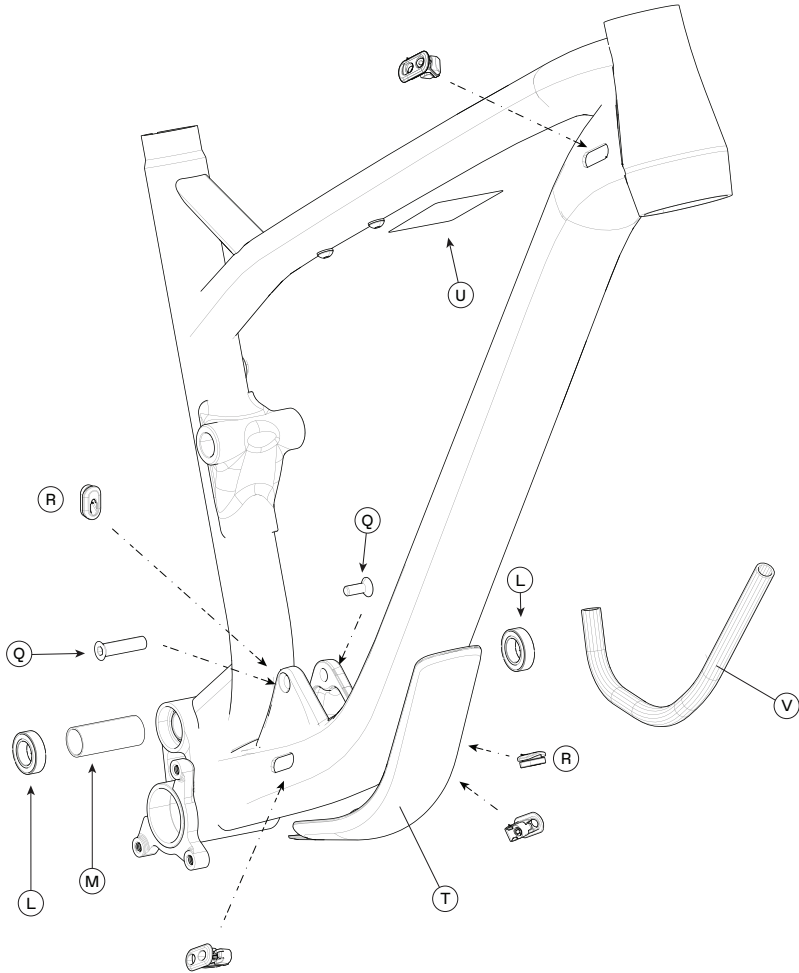
VIEW 3

Link/Seatstay/Chainstay



VIEW 4

Front Triangle




MAINTENANCE

Scheduling

The following table lists only supplemental maintenance items. Please consult your [GT Bicycle Owner’s Manual](#) for more information on basic bike maintenance.

Item	Frequency
<p>Cable Routing - Make sure control cables are in place, undamaged and attached securely.</p> <p>Frame Protection - Check the various frame protectors on your bike. Make sure they are in place and in good condition.</p>	Before first ride
<p>Damage Inspection - Clean and visually inspect entire bike frame/swing arm/linkage assembly for cracks or damage.</p>	Before and after each ride
<p>Check Tightening Torques - In addition to other component-specific tightening torques for your bike, tighten according to the “Tightening Torques” information listed in this supplement.</p>	Every few rides
<p>Disassemble, clean, inspect, re-grease, replace worn or damaged parts in the following assemblies:</p> <p>· SHOCK LINK · PIVOT AXLES · FRAME PIVOT BEARINGS</p>	<p>In wet, muddy, sandy conditions every 25 hrs.</p> <p>In dry conditions every 50 hrs.</p>
<p>Fork and Shock- Consult the manufacturer’s owner’s manual for maintenance requirements.</p>	

 **WARNING**

Any part of a poorly maintained bike can break or malfunction leading to an accident where you can be killed, severely injured, or paralyzed.

Frequent checks are necessary to identify the problems that can lead to an accident. See “Inspect For Safety” in your [GT Bicycle Owners Manual](#).

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