

**RETAILER:** This framesheet MUST BE provided to the end user.

At Salsa, we believe that a sense of adventure makes life better. The bicycle can be so much more than just a bike; it's a path to new places, new people, and amazing experiences.

Thank you for your purchase. We hope it makes a good riding experience even better!

Salsa. Adventure by bike®.

Thank you for purchasing a Salsa Powderkeg! We want to give you important information about your bike...

**▲ 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.

## Intended Use: Condition 3

| CONDITION   | DESCRIPTION  | SALSA MODEL |
|---|--|-------------|
|   | This is a set of conditions for the operation of a bicycle on a regular paved surface where the tires are intended to maintain ground contact.   |             |
|  | This is a set of conditions for the operation of a bicycle that includes Condition 1 as well as unpaved and gravel roads and trails with moderate grades. In this set of conditions, contact with irregular terrain and loss of tire contact with the ground may occur. Drops are intended to be limited to 15cm (6") or less. |             |
|  | This is a set of conditions for operation of a bicycle that includes Condition 1 and Condition 2 as well as rough trails, rough unpaved roads, and rough terrain and unimproved trails that require technical skills. Jumps and drops are intended to be less than 61cm (24").   | Powderkeg   |
|  | This is a set of conditions for operation of a bicycle that includes Conditions 1, 2, and 3, or downhill grades on rough trails at speeds less than 40 km/h (25 mph), or both. Jumps are intended to be less than 122cm (48").   |             |
|  | This is a set of conditions for operation of a bicycle that includes Conditions 1, 2, 3, and 4; extreme jumping; or downhill grades on rough trails at speeds in excess of 40 km/h (25 mph); or a combination thereof.   |             |

## Frame Compatibility

|                        |   |
|------------------------|---|
| Design Wheel/Tire Size | 29 x 2.1-2.4"   |
| Rigid Fork Length      | 483-486mm   |
| Headset-Upper          | ZS44  |
| Headset-Lower          | EC44  |
| Seatpost               | Captain: 27.2mm / Stoker: 31.6mm  |
| Seat Collar            | Captain: 30.0mm / Stoker: 35.0mm  |
| Front Derailleur Mount | High direct mount (26mm offset) via Ø34.9mm clamp Problem Solvers Bracket (FS1326)        |
| Bottom Bracket         | Captain: eccentric, pinch-bolt style BSA<br>Stoker: 68mm BSA                              |
| Crankset               | 2x setup 40/28t max; 3x setup 44/32/22t max   |
| Rear Brake (Rotor)     | 51mm I.S. (160-203mm)   |
| Bottle Mounts          | 7   |
| Derailleur Hanger      | QR = FS1312; TA = FS1374; SS = FS1318; SSTA = FS1375; L Rohloff = FS1371; TA Kit = FS1370 |
| Rear Spacing           | 135 x 10mm QR or 142 x 12mm thru-axle   |
| Rear Axle Size         | 12 x 174L, TP = 1.75, TL = 20   |
| Frame Weight           | 5060g (MD/SM size)  |

## Fork Compatibility (if included)

|                     |   |
|---------------------|---|
| Stem Clamp          | 28.6mm  |
| Crown Race          | Steel: 40mm   |
| Front Brake (Rotor) | 51mm I.S. (160-180mm)   |
| Front Spacing       | 100 x 15mm thru-axle  |
| Front Axle Size     | 15 x 125L, TP = 1.5, TL = 12  |
| Bottle Mounts       | 2 (3-pack boss config)  |
| Rack Mounts         | Mid-blade eyelets & forward dropout eyelets   |
| Rack Mounting       | Fork compatible with forward dropout eyelet mounting racks only (i.e. Salsa Low Rider Rack) |
| Fork Weight         | 1460g   |

Refer to [salsacycles.com](http://salsacycles.com) for geometry and sizing information.

**▲ WARNING:** DO NOT USE SUSPENSION FORKS EXCEEDING 511MM AXLE-TO-CROWN OR RIGID FORKS EXCEEDING 486MM AXLE-TO-CROWN. DOING SO WILL VOID THE FRAME WARRANTY AND MAY RESULT IN DAMAGE OR FAILURE OF THE FRAME AND POSSIBLE SERIOUS INJURY.

## Care & Maintenance

Keep your frame clean. Dirt and road grime lead to oxidation and fading of the finish, and they make it hard to do a thorough inspection. Dirt will accelerate any abrasion of the paint that comes from rubbing, such as places where the cable housing touches the frame. In extreme cases, this type of abrasion could remove frame material.

When your bicycle is not being ridden, store it where it will be protected from rain, snow, sun, etc. Rain or snow may cause the metal on your frame to corrode. We recommend applying J.P. Weigle's Frame Saver to the inside of the tubes before the frame is assembled into a bike (only applicable for steel frames).

If your bicycle was exposed to moisture during a ride, thoroughly dry the bicycle before storing it. If water got inside the frame, tilt the bicycle to drain the water. If necessary, remove the seatpost and turn the bicycle upside down. This is especially critical if there is a large amount of water inside. If water freezes inside your frame, the expansion of the ice can crack and rupture the structure.

Before storing your bicycle for an extended period of time, clean and lubricate the frame with a frame wax, polish, or protectant. Do not store the bicycle near electric motors, as ozone from motors destroys paint. Before riding the bicycle again, follow the pre-ride checklist to be certain it is in good working order.

## Inspection

Before every ride carefully inspect your frame for signs of fatigue. If any frame part shows signs of damage or fatigue, consult your dealer or replace the frame before riding the bicycle.

**▲ WARNING:** An improperly modified frame, fork, or component can cause you to lose control and fall. NEVER MODIFY YOUR FRAMESSET.

**▲ WARNING:** Attaching incompatible clamping devices to a fork can lead to fork breakage, causing a loss of control. If you are not sure if a device is compatible, consult your dealer.

SERIAL NUMBER: \_\_\_\_\_

Get a pen and write down the serial number of your Salsa immediately. The number is stamped into the bottom of the bottom bracket shell. Having this number is imperative if your bike ever gets stolen or if you ever have questions about your frame...we are constantly improving our products and sometimes the serial number is the only way to tell one generation of product from another.

## Warranty Information:

Proof of purchase is required before a warranty claim is processed. Salsa Cycles therefore strongly encourages warranty registration at [salsacycles.com](http://salsacycles.com). Failure to register will not affect consumer rights under the limited warranty stated above, so long as the consumer can show in a reasonable manner proof of original ownership and the date the Salsa Cycles product was purchased.

If you have any questions contact [warranty@salsacycles.com](mailto:warranty@salsacycles.com)

## TANDEM ECCENTRIC BOTTOM BRACKET INSTRUCTIONS

The Salsa Powderkeg uses a twin pinch bolt bottom bracket shell to hold the captain eccentric bottom bracket in place. The eccentric bottom bracket is used to achieve the correct chain tension on the timing chain between stoker and captain. Make sure to follow the manufacturer's instructions for installing both the captain and stoker cranksets. These instructions will guide you through the proper setup of your timing chain.

1. Loosen M6 pinch bolts with an M5 Allen tool so the eccentric bottom bracket can rotate freely (Fig. 1).

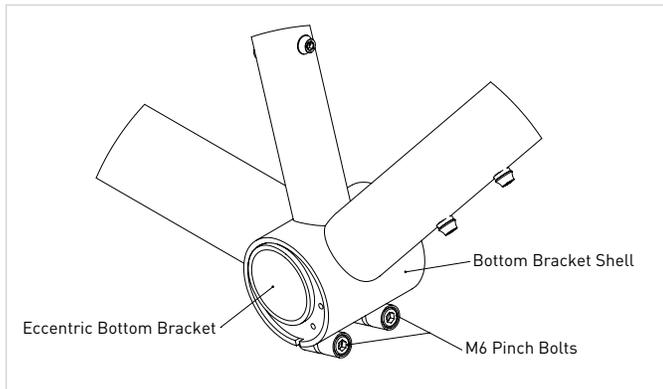


Figure 1

5. Loosen the M6 pinch bolt that was tightened, and rotate the crankset forward by applying pressure on the pedal/crankarm or using a pin spanner in the eccentric bottom bracket.
6. Achieve enough chain tension to eliminate chain slack but not cause binding. Slightly tighten one M6 pinch bolt to keep the eccentric bottom bracket from rotating. Now do several rotations of the captain and stoker crankset to make sure the cranksets can rotate freely and there is no binding.
7. If chain tension is satisfactory, torque the M6 pinch bolts with an M5 allen key to 4–5Nm.

2. When installing the timing chain or beginning the adjustment of the timing chain tension, the captain eccentric bottom bracket should be in the install position as shown. This position allows the rotation of the eccentric bottom bracket forward to apply tension to the timing chain.
3. Tighten one M6 pinch bolt to keep the eccentric in the install location.
4. Install the appropriate length chain around the stoker and captain chainrings; follow the chain manufacturer's instructions (Fig. 2).

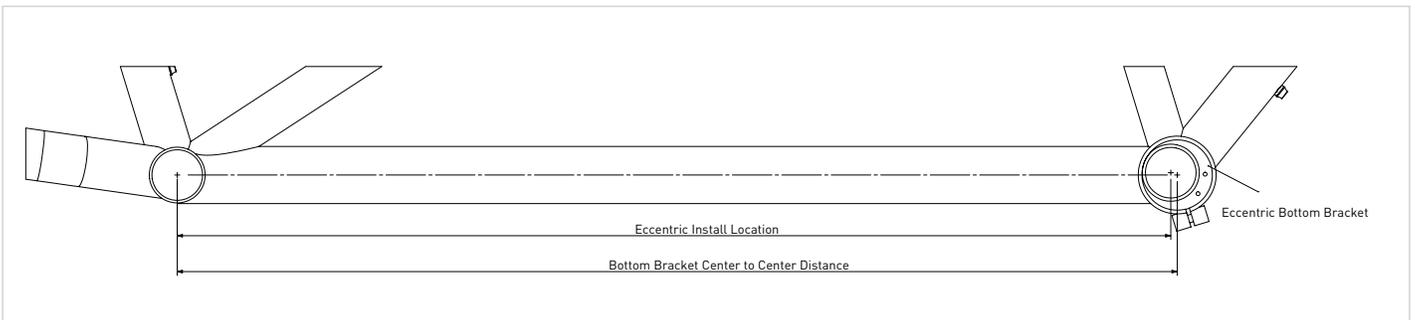


Figure 2