

kodiak user manual

For optimal performance and safety, review the instructions in this manual.

Instinctiv Bicycles © 2026 V04

This work is licensed under the creative commons attribution non-commercial no derivatives 4.0 international license.

contents

prepare

- 05 tools
- 06 assembly

first ride

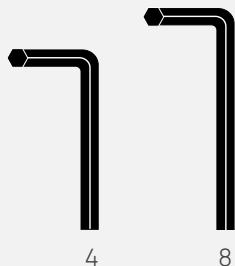
- 13 setup

bike care

- 17 brakes
- 18 suspension
- 19 cleaning
- 20 your bike
- 22 overview
- 24 parts
- 26 warranty

prepare

tools



hex keys



torx key



shock pump



torque wrench with hex bit size 4



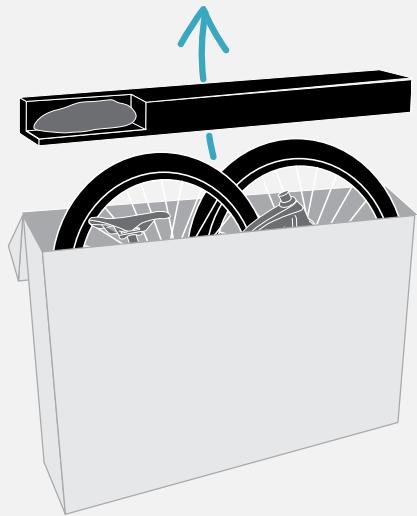
bearing grease



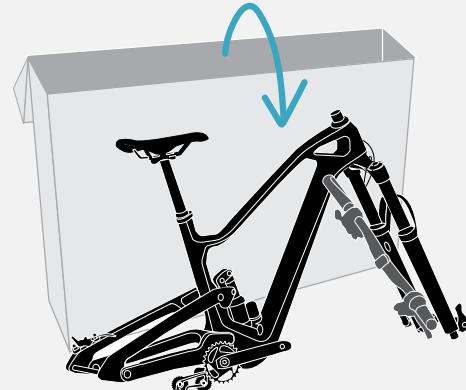
assembly paste

assembly

unboxing



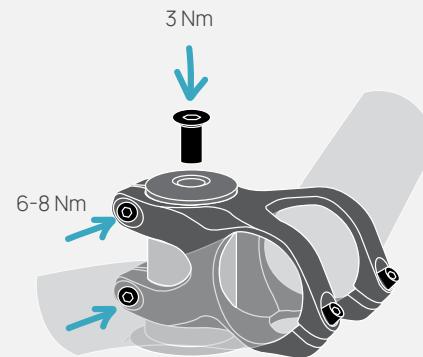
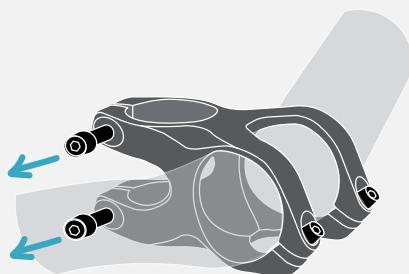
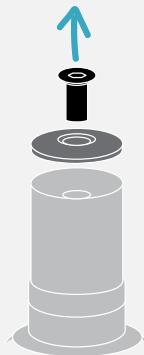
Take out any accessories and lift the cardboard inlay .
Next remove the wheels carefully from the box.



Carefully lift the frame out of the box and place it on the floor standing on its cardboard front & rear support.

mounting the handlebar

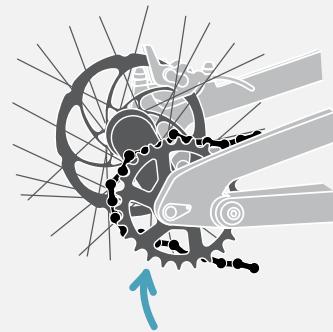
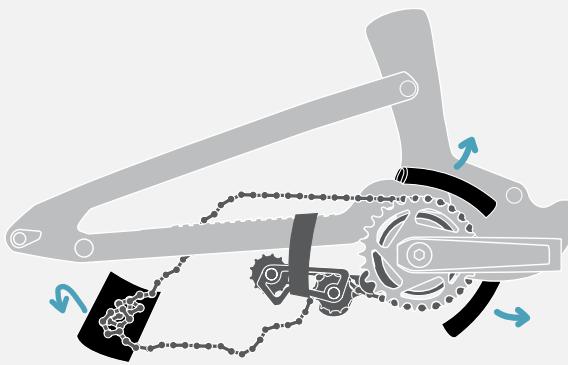
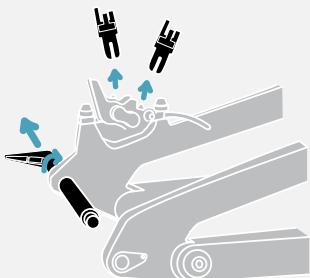
4 T25



Unpack the handlebar. Remove the topcap from the steerer tube using a hex key, size 4. With the Torx key, loosen the bolts on the side of the stem. Place the stem on the steerer tube and align the handlebar.

Place the topcap back and tighten the topcap screw lightly to pre-load the head tube bearings. Gradually tighten the bolts on the side of the stem up to 8Nm.

rear wheel assembly

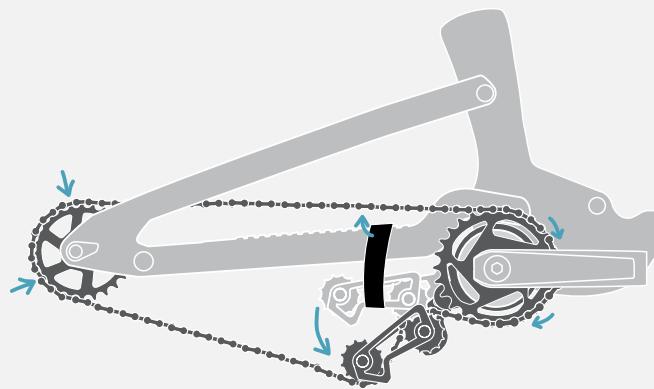


Remove the brake protectors from the rear wheel, unscrew the thru-axle and unpack the chain.

Mount the rear wheel from the bottom. Make sure the chain is positioned around the rear sprocket and the brake rotor into the rear brake caliper.

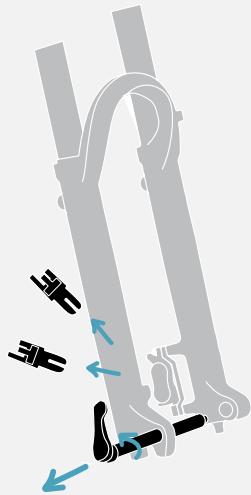


Fix the position of the rear wheel by placing the thru-axle through the rear wheel and tighten it hand tight.

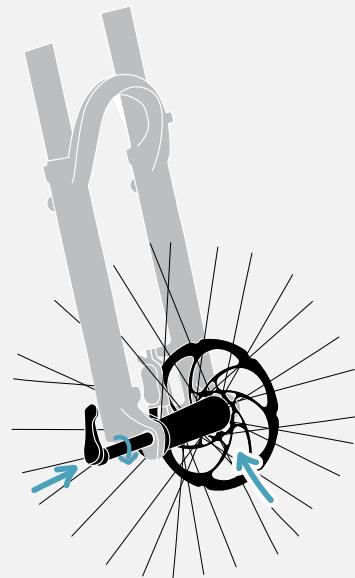


Release the chain tensioner, check the routing of the chain, and test the setup by carefully rotating the crank arms.

front wheel assembly



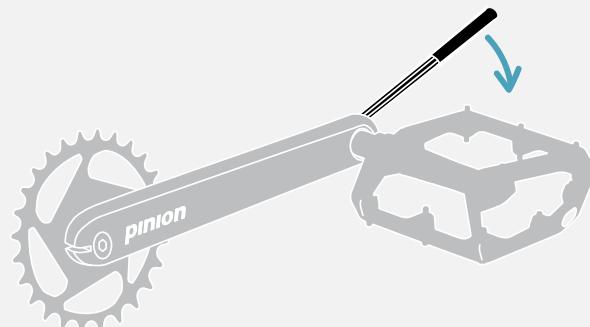
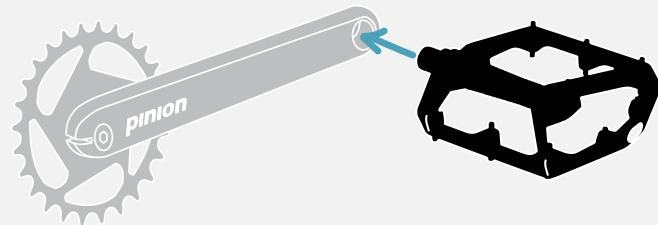
Remove the protectors from the front brake, unscrew and remove the front axle. Place the front wheel carefully into the fork whilst checking the brake rotor and caliper are correctly engaged.



Fix the position of the front wheel by placing the thru-axle through the fork dropout and tighten it.

pedals

8



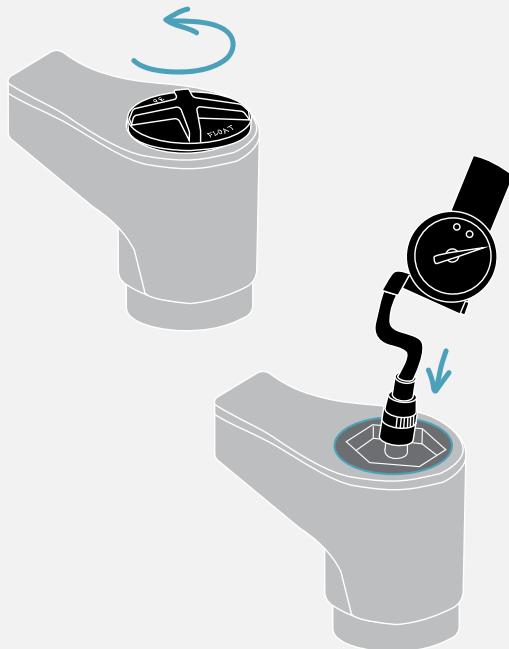
Take the pedals from the bag and identify the left (non driveside) and right (driveside) pedal. Apply some bearing grease on the threaded sections and screw both of them into the cranks with a forward-pedalling-like rotation.

As such the left pedal is mounted in a clockwise direction, whereas the right pedal is mounted in a counter-clockwise direction. Crankbrother Stamps require a 8mm hex key; other pedals may differ. Tight the pedals to 35-40Nm.

first ride

setup

fork

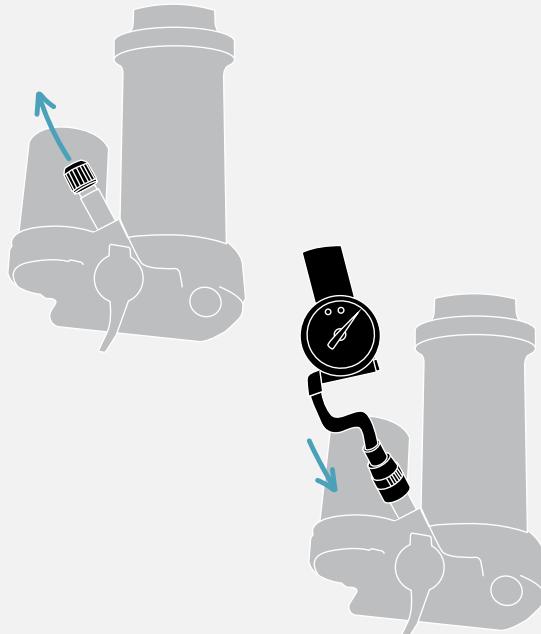


Unscrew the fork cap - located on the fork crown above the left fork leg - and connect the shock pump. As a starting point we provide the following table featuring recommended fork pressures for various riders' weights:

weight (kg)	pressure (psi)
60 - 69	70 - 74
70 - 79	74 - 85
80 - 90	85 - 93
90 - 99	93 - 107
100 - 110	107 - 115

The above information is based on Fox' 36 forks; other models may differ. For more information, check the forks' manual or consult the manufacturers' website.

shock



To get the best performance from your rear suspension, adjust the air pressure of your shock to attain an optimal sag setting. Remove the shock valve cap and connect the shock pump. Next, adjust the pressure according to your weight and preference. As a starting point we advice:

weight (kg)	pressure (psi)
60 - 69	160 - 210
70 - 79	210 - 260
80 - 90	260 - 310
90 - 99	310 - 330
100 - 110	330 - 350

For more information on the setup of your shock (e.g. (re)bound clicks) check the manual or consult the manufacturers' website.

brakes

Brake pads develop their full braking power during the bedding-in phase. To bed-in the brake pads, use the following procedure:

1. accelerate the bike up to about 30 km/h (20 mph).
2. make a stop while firmly braking, without slipping.
3. repeat this procedure about 30 to 50 times.
4. the brake pads and disc rotors are now properly run in and offer their optimum braking power.

Before your ride, always pull and hold each brake lever to check that no oil is leaking from any part of the brake system. Also check if the pressure point is clearly noticeable and does not change. Bleed the brake system if this is not the case.

drivetrain

The Pinion gearbox has a run-in period of around 500 km. During this period the gearbox will start to run and shift even more smoothly.

Remember to make sure that both front and rear axles are correctly installed and that your wheels cannot be accidentally released. Also, it is important to check that the chain is correctly installed and tensioned.

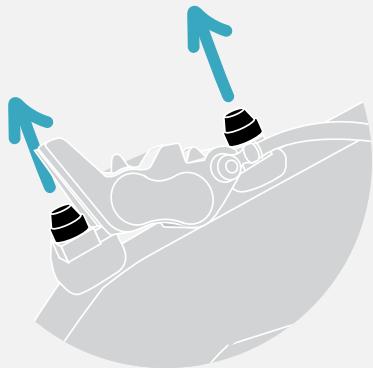
tyres

Always make sure the tyres are in good condition and inflated correctly. We recommend to start with a pressure of 1.8 - 2.0 bars if you are riding tubeless on rocky terrain. If you want maximum traction, a range of 1.2 - 1.4 bars may suit you better. Check the Instinctiv website for more details.

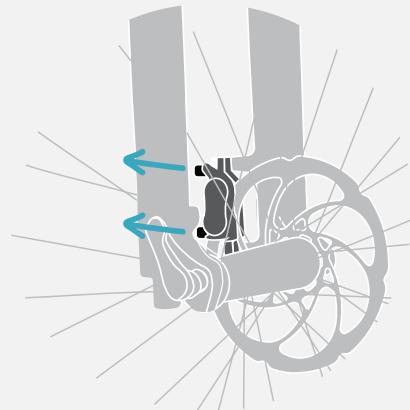
bike care

brakes

T25



If your brakes do not run smoothly and the brake pads brush against the rotor, realigning the brake caliper with the rotor is needed. Loosen the two bolts that connect the disc brake with the frame with a T25 key. Then, slide a thin piece of cardboard (approx. 0.2mm) between the brake pads and the disc on both sides.



Brake and tighten the bolts at the same time. Release the brakes and remove the cardboard.

Make sure not to brake when the pads, rotor or yellow brake adapters are not in place, as doing so will push out the brake caliper pistons.

suspension

Check your suspension pivots now and then for wear. We use high quality bearings, but if you ride a lot in wet and dirty circumstances, your bearings might wear quicker.

In some pivots in our suspension links we use needle bearings to be able to build a very compact suspension and carry extremely high loads.

These bearings are double sealed and we added extra x-ring seals to protect them from dirt and water. But if for some reason water or dirt will reach the inner compartment of these bearings, they may wear down quicker.

If you start to hear squeaking noises from your suspension links and you ride a lot in dirty and wet conditions, then contact your local bike shop to do a check.

Please also check the small rubber behind the rocker links. This rubber slightly preloads the system and takes out the small play that comes naturally with needle bearings that we use in our puma suspension.

If for some reason it is damaged or got loose, it will not affect the riding. You might only hear a small clicking noise when lifting the rear end of the bike that is due to the natural play in the needle bearings.

cleaning

When cleaning your bike, please never use a high pressure or steam cleaner, the seals are not built to withstand the pressure. Use a hose, or bucket and sponge, to wet the bike and remove the majority of the mud and grime that has built up.

If you have a chain cleaning device use it to clean the chain, if not, you'll simply have to apply a degreaser and use a brush. Make sure you have a specific brush for your chain and don't use it on any other part of the bike, particularly the brakes. Contaminating your brake rotors with chain filth will ruin performance and may force you to replace your brake pads.

Use a soft brush to clean the whole bike down. The brushes combined with a detergent will loosen most of the remaining

dirt from the bike. Remember the undersides and awkward bits that also need attention.

Use fresh water to rinse off the bike. Spin each wheel to rinse all the detergent out of the tread. Check all the dirt has been lifted off and revisit with the brush if any remains, then rinse again.

If you have a workstand, now is a good time to move the bike into it. Use an old dishcloth or chamois leather if you have one to dry the bike.

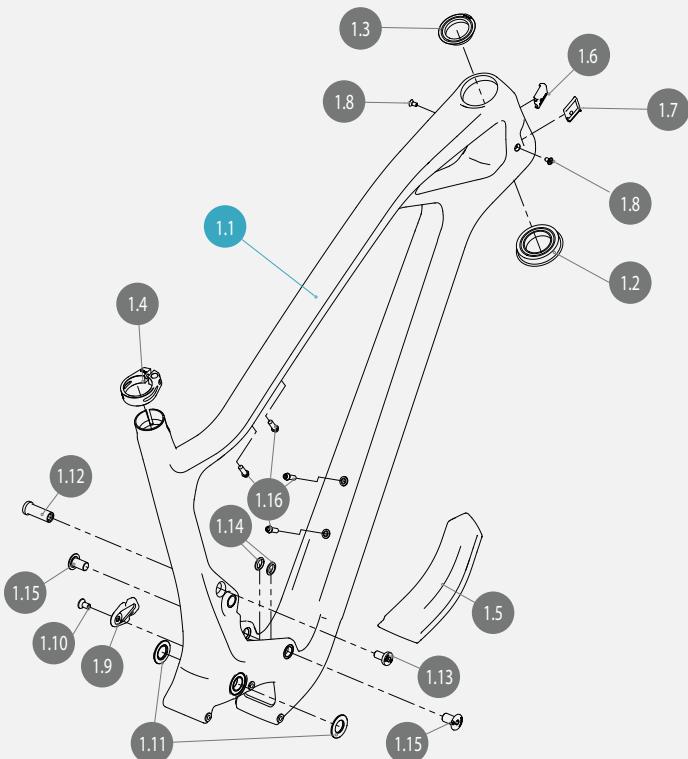
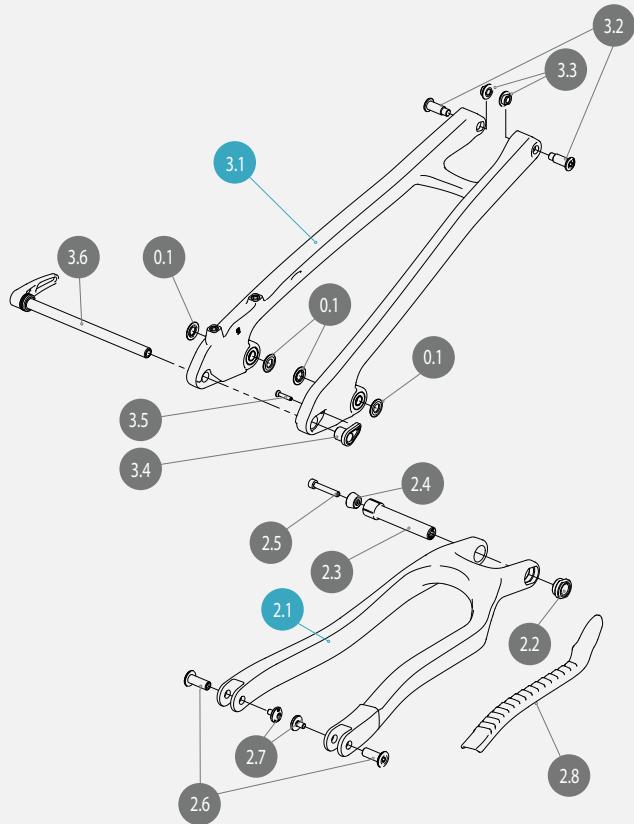
Apply lube to the chain while turning the pedals. Pay attention to manufacturer recommendations because it's very easy to overdo it with lube.

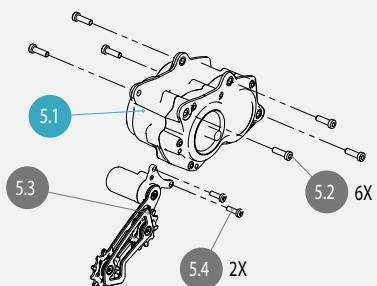
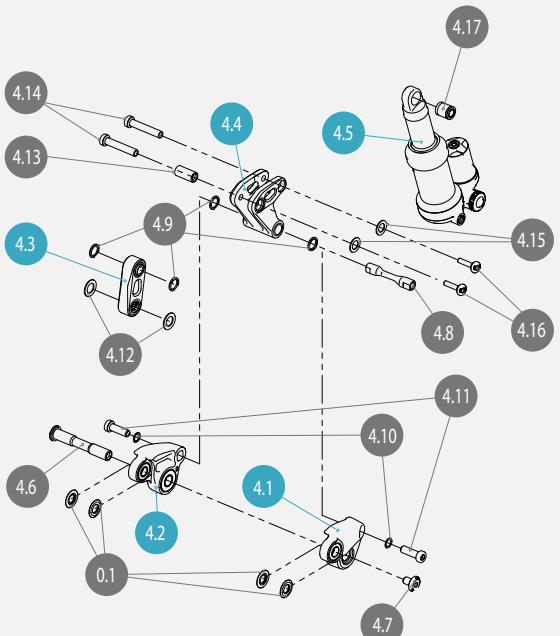
parts



item	description	item	description
1	front triangle	k	chain tensioner
2	chainstay	l	chainring
3	seatstay	m	gearbox
4	rocker assembly	n	crank arms
a	shock	o	pedals
b	saddle	p	stem
c	seat post / dropper	q	handlebar
d	seat post clamp	r	brake lever
e	rear brake caliper	s	suspension fork
f	rear axle	t	front axle
g	rear brake rotor	u	front brake rotor
h	rear sprocket	v	front tyre
i	rear tyre	w	tyre valve
j	chain	x	front brake caliper

parts





parts

item	id	item	id
1.1 frame front triangle - MD	46999	1.15 pivot I - bolt (2x)	28095
frame front triangle - LG	27089	1.16 M5x12 bottle cage screw (4x)	45813
frame front triangle - XL	48076		
1.2 headset bearing - Acros ZS56	27092	2.1 chainstay	29529
1.3 headset bearing - Acros ZS44 BL	27091	2.2 pivot A - nut	30168
1.4 seat post clamp 34.9 mm	52319	2.3 pivot A - axle	30157
1.5 down tube protector	40542	2.4 pivot A - wedge	30166
1.6 left clamp - 2 cables	42726	2.5 M6x35 socket head screw	35956
1.7 right clamp - 1 cable	42728	2.6 pivot B - sleeve nut (2x)	30173
1.8 M4x8 countersunk screw (2x)	44466	2.7 pivot B - screw (2x)	29405
1.9 lower clamp - DS2	37167	2.8 chainstay protector	40552
lower clamp - trigger	45874		
1.10 M6x12 countersunk screw	44785	3.1 seat stay - Kodiak MX 150	29432
1.11 pivot A - bearing spacer (2x)	33628	seat stay - Kodiak 130, 140 and 150	37166
1.12 pivot F - axle	29330	3.2 pivot C - bolt (2x)	39446
1.13 pivot F - bolt	29406	3.3 pivot C - nut (2x)	39447
1.14 pivot I - bearing spacer (2x)	29107	3.4 rear axle - nut	29986

item		id	item		id
3.5	M4x20 countersunk screw	44609	4.8	pivot E – axle	29399
3.6	through axle 12x148 M12x1.5	44649	4.9	10.82x1.78 x – ring (4x)	49247
4.1	rocker - right - Kodiak MX 150	29370	4.10	10x16x1 shim support ring (2x)	44470
	rocker - right - Kodiak 130 and 140	49288	4.11	M8x25 cylinder screw (2x)	39465
	rocker - right - Kodiak 150	55822	4.12	pivot F - washer (2x)	39312
4.2	rocker - left - Kodiak MX 150	29403	4.13	pivot G - inner ring	49248
	rocker - left - Kodiak 130 and 140	49292	4.14	pivot GH - barrel nut (x2)	62035
	rocker - left - Kodiak 150	55824	4.15	shim ring 6x12x1 (x2)	62037
4.3	frame link - Kodiak MX 150	29336	4.16	pivot GH - bolt (x2)	62036
	frame link - Kodiak 130 and 140	49296	4.17	Fox mounting hardware 19 mm	
	frame link - Kodiak 150	55841			
4.4	shock link - Kodiak MX 150	29406	5.1	gearbox - Pinion C-line	
	shock link - Kodiak 130 and 140	49284	5.2	M6x20 cylinder screw (6x)	45814
	shock link - Kodiak 150	55837	5.3	Chain tensioner Pinion CT2	P8552
4.5	shock 185x55 - trunnion		5.4	M5x16 – cylinder screw (2x)	55666
4.6	pivot D – axle	29334			
4.7	pivot D – bolt	29333	0.1	pivot DC - bearing washer (8x)	31770

warranty

warranty

If something is not right, we would like to hear from you. You can always call us at +31 20 820 2212 to discuss the situation. We will investigate and resolve the issue so you can go riding trails again.

We voluntarily grant an extended warranty on our frames for ten years against damage due to manufacturing defects for the original buyer. We will repair or replace, at our discretion, any frame we deem defective.

You can make a warranty claim in accordance with the terms and conditions of the warranty.

To do so, please send us an email with a detailed description of what happened, together with clear images of the damage and image of the full bike.

crash replacement

Our bikes are very durable and are equipped with a blocklock head tube bearing. In an incident this prevents, or greatly reduces, the impact of the handlebar against the top tube.

If you were to have a big crash or your frame gets damaged in an event not covered under warranty (e.g. transport) we have a crash replacement scheme.

We will make replacement parts available for you and paint and replace them if needed, at a reduced price.

