

## Complete Bike Assembly Instructions



### Tools Needed

- Allen Wrenches
- Open End/Adjustable Wrench/Ratchet & Socket
- Wire Cutters
- Screwdriver
- Grease
- Air Pump

*Note: Tools needed may vary.*

### Unpacking the Bike

- Open the box and remove ALL of the staples in the box flaps so you do not scratch or cut yourself, rip clothes or even scratch the bike.
- Remove the bike and the small parts box.
- Cut the zip ties that are holding the handlebars and the front wheel in place.
- Remove all of the cardboard that is wrapped around the tubes of the frame and fork.



### Inspecting the Bike

- Inspect the bike and all of the included parts to make sure there is no damage or missing parts.

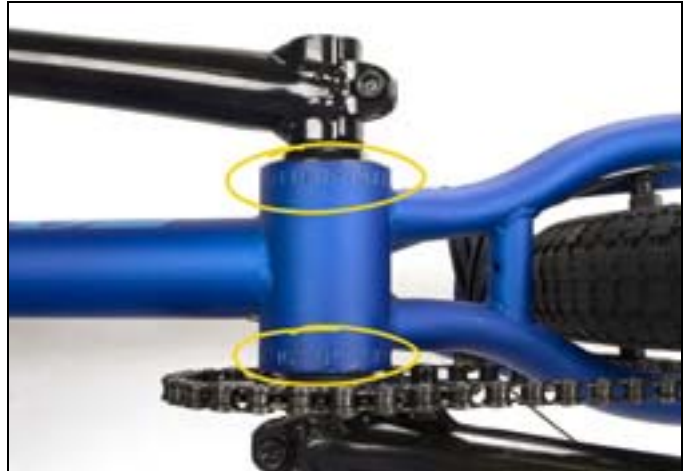
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### Locate and Record the Serial Number

- Look for a bunch of numbers stamped on the underneath side of the bottom bracket shell. Serial numbers are stamped into the frame before it is painted, so some or all of the numbers may be hard to read.
- Write ALL of the numbers down in the Owners Manual or on the Invoice that was included with the bike and put it in a safe place. Danscomp does not record serial numbers!

*Note: Some bikes may have the serial number stamped in one of the rear dropouts.*



### Installing the Handlebars

- Loosen the pinch bolts and turn the stem forward. Since you will probably have to re-align the stem once the bike is all together, do not tighten it back down yet, just snug the bolts for now to keep the stem from spinning around on the fork.
- Loosen and remove the clamping bolts holding the face plate on the top or front of the stem.
- Apply a little grease to the threads of the bolts before threading them back into the stem.

- Place the handlebars in the stem.
- Use the knurling (the rough area) on the handlebars to help center them in the stem.
- Place the face plate back on and start threading the bolts back into the stem body.
- As you are tightening the bolts, the gap between the face plate and stem body need to be equal all the way around.
- Looking from the side of the bike, align the handlebars to run parallel with the forks.



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### Tightening the Stem and Handlebars

- Tighten the stem bolts in an X or cross pattern.
- Be sure you do not over-tighten the bolts.

*Note: Over-tightening the stem bolts can cause damage to the stem and/or handlebars.*

### Loosen the Seat Post Clamp

- Loosen, but do not remove the seat post clamp bolt.
- Apply a thin layer of grease to the inside of the seat tube or to the outside of the seat post.



### Installing the Seat and Seat Post

- Insert the seat post into the frame.
- Slide it down until it is to the desired height.
- Make sure the Maximum Height Line on the post is below the top of the seat tube, so that it is not visible. Failure to do so will damage the seat tube and void the manufacturer's warranty.

For detailed instructions on other types of seat, Check out our seat installs at [danscomp.com/tech](https://www.danscomp.com/tech)

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### Aligning the Seat

- While standing over the bike, look down, align the nose of the seat to run parallel with the top tube of the frame.



### Tightening the Seat Post Clamp

- Grab the seat and try to turn it. If it turns, re-align it and continue tightening the seat post clamp until it does not turn anymore.

*Note: Over-tightening the seat post clamp bolt can cause damage to the seat post clamp and/or the bolt.*

### Installing the Left Pedal

- There is an L stamped into the end of the spindle.
- The Left pedal has Left hand threads or reversed threads and will thread into the Left crank arm.
- Tighten by turning the wrench counter-clockwise.

*Note: You will damage the threads in the crank arms if you thread the wrong pedal into the wrong crank arm.*



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### Installing the Right Pedal

- There is a R stamped into the end of the spindle.
- The Right pedal has Right hand threads and will thread into the Right crank arm.
- Tighten by turning the wrench clockwise.

*Note: You will damage the threads in the crank arms if you thread the wrong pedal into the wrong crank arm.*

### Tightening the Cranks

- 1). Using an allen wrench, check to make sure the spindle bolts are tight.
- 2). If your crank arms have pinch bolts, you will need to check them as well.



### Adjusting the Chain

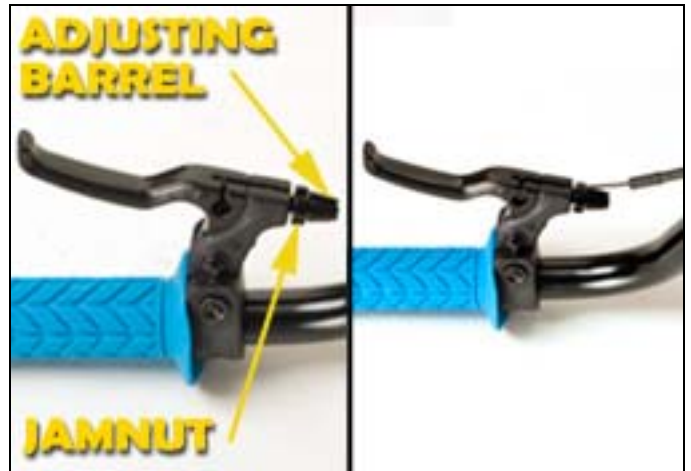
- With the bike upside down, spin the cranks.
- If it is hard to pedal, the chain is too tight. If it is easy to pedal and the chain has a lot of slack, it is too loose.
- To adjust the chain tension, loosen the axle nuts.
- Pull the wheel towards the end of the dropout slots and tighten the axle nuts a little, do not tighten completely.
- Check to make sure the wheel is centered in the frame and then spin the cranks to make sure the chain has no more than 1/2" of up and down movement.
- Tighten both axle nuts.

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### Hooking up the Brake Cable

- Unthread the adjusting barrel on the brake lever a couple turns. Align the slots in the adjusting barrel, the jam nut and the lever.
- Insert the lead head on the brake cable into the hole in the lever.
- Insert the cable into the slot in the adjusting barrel. Thread the adjusting barrel all the way into the lever.



- Tighten the nut on the cable hanger.
- Cut the excess from the brake cable leaving approximately 1" – 1 ½" for you to install a cable end.
- Lightly crimp the cable end using a pair of wire cutters. Be careful not to apply too much pressure and cut through the cable end.
- This will keep the end of the brake cable from fraying.

- Squeeze both brake arms until the brake pads are against the sidewall of the rim. Make sure both ends of the cable housing are inside the adjusting barrels in the cable stop (located on the underneath side of the top tube) and the brake lever. Insert the lead head of the straddle cable into the slot on the brake arm.



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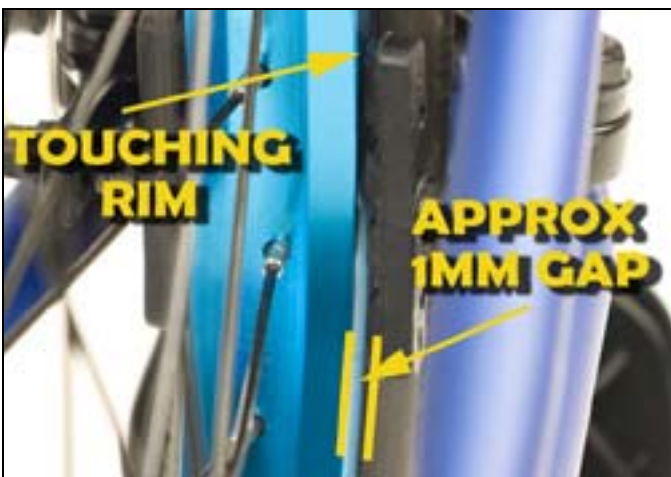
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- Cut the excess from the straddle cable leaving approximately 1" – 1 ½" for you to install a cable end.
- Lightly crimp the cable end using a pair of wire cutters. Be careful not to apply too much pressure and cut through the cable end.
- This will keep the end of the straddle cable from fraying.

### Align the Brake Pads

- Loosen, but do not remove the nut on the brake pad.
- Align the brake pad so it runs parallel to the sidewall of the rim.



### Toe in the Brake Pads

- Adjust the front of the brake pads so they make contact with the rim first, there should be approximately 1mm gap on the other end. This will lessen the chance of rim squeal and improve your braking.

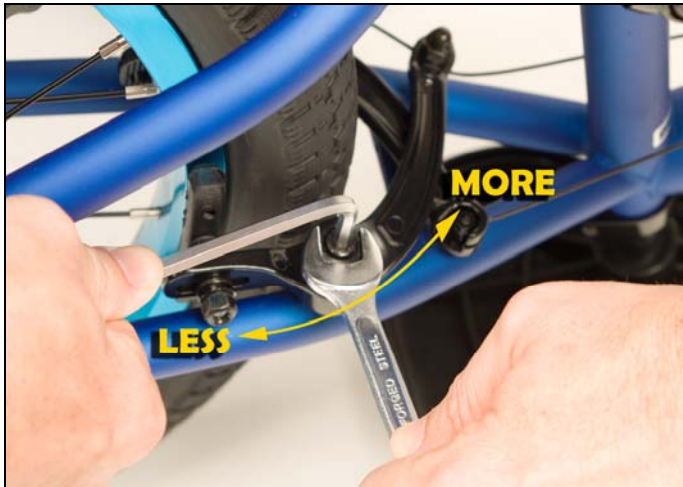
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- Tighten the nuts securely. You can rearrange the spherical washers for more space between the rim and the brake pad.

*Tip 1: File or sand the flat braking surface of the pads. This will remove the hard, slick surface and will help improve braking.*

*Tip 2: Spin your wheel to make sure the brake pad is NOT making contact with your tire.*



### Adjust Spring Tension

- Squeeze the brake lever a few times to determine if the brake feels too hard, too easy or just right.
- For more spring tension, push the wrench towards the front of the bike (this will cause the brake pad to move away from the rim).
- For less spring tension, pull the wrench towards the rear of the bike (this will cause the brake pad to move closer to the rim).
- For both brake pads to hit the rim at the same time, you will need equal spring tension on both brake arms.

For more detailed instructions, Check out our brake installs at [danscomp.com/tech](https://danscomp.com/tech)

### Installing the Front Wheel

- Loosen the axle nuts and slide the axle into the dropouts of the fork.

*Note: Some front hubs require the fork legs to be spread apart a little for the axle hardware to clear the inside of the dropouts. This will not damage your forks!*



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### Installing the Safety Washers

- You will need to unthread the axle nuts completely off both ends of the axle.
- Slide the safety washer over the axle.
- Thread the axle nuts back on.

*Note: Safety washer type may vary.*

### Tightening Down the Front Wheel

- Thread both axle nuts onto the axle and tighten them securely by hand.
- Take a wrench or a ratchet and socket and tighten the axle nuts. As you are tightening the axle nuts, be sure to align the tire with the center of the fork crown.



### Adjusting the Headset and Aligning the Stem

- Spin the handlebars and stem to determine if the headset needs to be adjusted.
- If so, you will need to loosen the pinch bolts on the back of the stem. Tighten the compression bolt/cap if the headset has play in it or loosen it if it is hard to turn. You may need to spin the stem and handlebars a few times until you have it adjusted.

*Note: Do not over-tighten the compression bolt! You can damage the fork and/or the headset bearings.*

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- Looking down on the handlebars and stem, align the stem with the front tire. The stem should be parallel to the tire.
- Tighten both of the pinch bolts.



### Inflating the Tires

- Locate the recommended air pressure on the sidewall of both tires.
- Use an air pump or compressor to inflate the tire to the recommended air pressure. Be sure to stop periodically to check the pressure by using an air pressure gauge.

*Note: Exceeding the tire manufacturer's recommended air pressure can damage the rim, tire or tube.*

Many States require that bikes be equipped with reflectors... don't say we didn't warn you!

### Installing Reflectors and Chain Guard

- Install the clear reflector on the front of the bike.
- Install the red reflector on the rear of the bike.
- Install the reflectors in both wheels.
- Install the chain guard.

*Note: Reflectors and chain guards may vary in size, type or how they fit on the bike.*



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