

DAN'S COMP[®]

COMPLETE RACE BIKE ASSEMBLY INSTRUCTIONS



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THESE INSTRUCTIONS ARE TO BE USED AS A GUIDE ONLY. IMPROPERLY INSTALLED PARTS MAY LEAD TO SEVERE INJURY OR HARM. WE STRONGLY RECOMMEND THAT A PROPERLY TRAINED BIKE MECHANIC HANDLE ALL INSTALLATIONS, ADJUSTMENTS AND REPAIRS ON YOUR BIKE. AS ALWAYS...RIDE SAFE!

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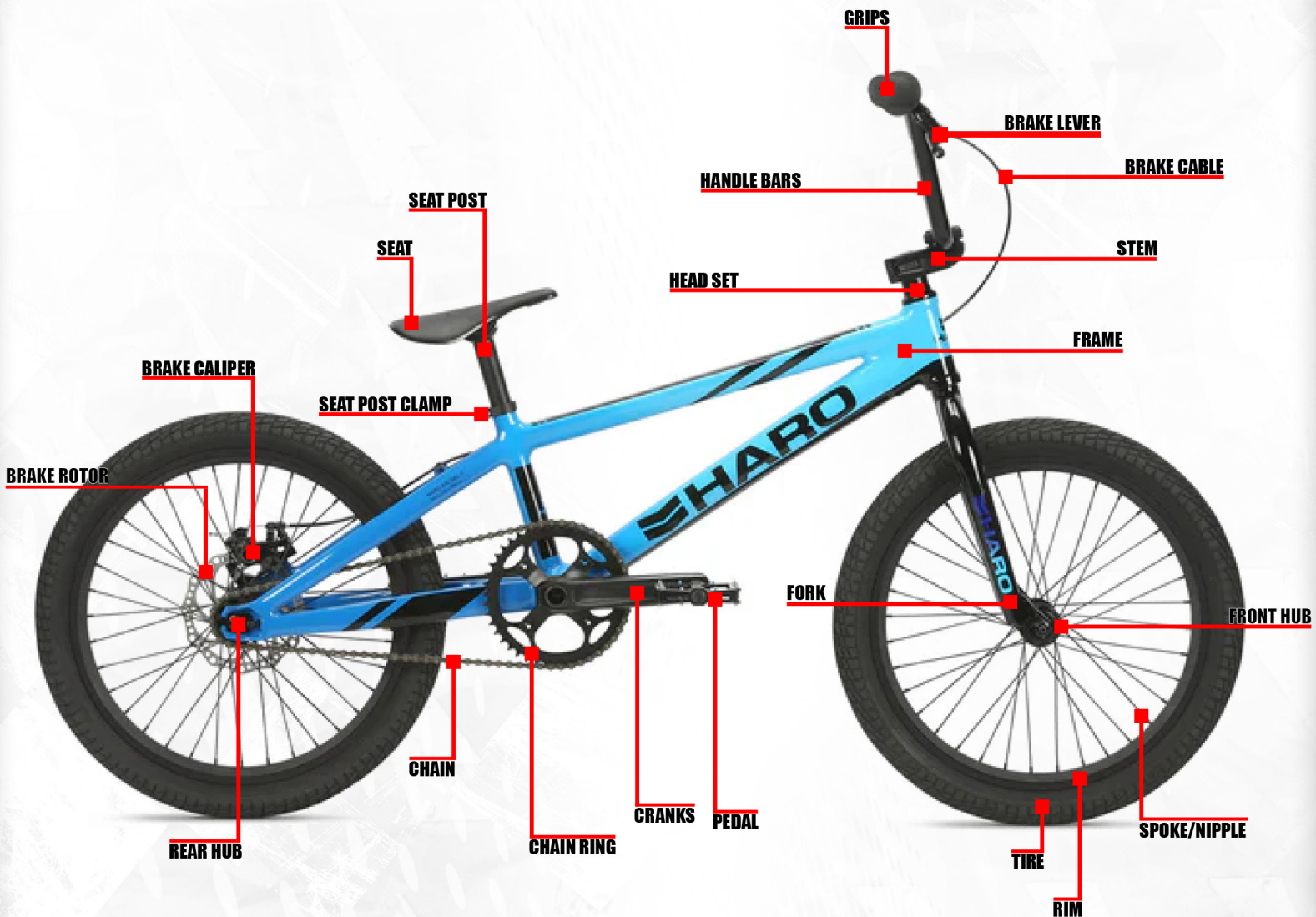
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TOOLS NEEDED

1. AIR PUMP
2. GREASE
3. ADJUSTABLE WRENCH
4. METRIC ALLEN WRENCHES
5. WIRE CUTTERS
6. WRENCH MISC.
7. PHILLIPS SCREW DRIVER

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 scratch the bike.

Remove the bike and small parts box.

Cut any zip ties that may be holding the bars, front wheel, cranks, or frame protection in place.

Remove all of the cardboard that is wrapped around the tubes of the frame and fork.

INSPECTING THE BIKE



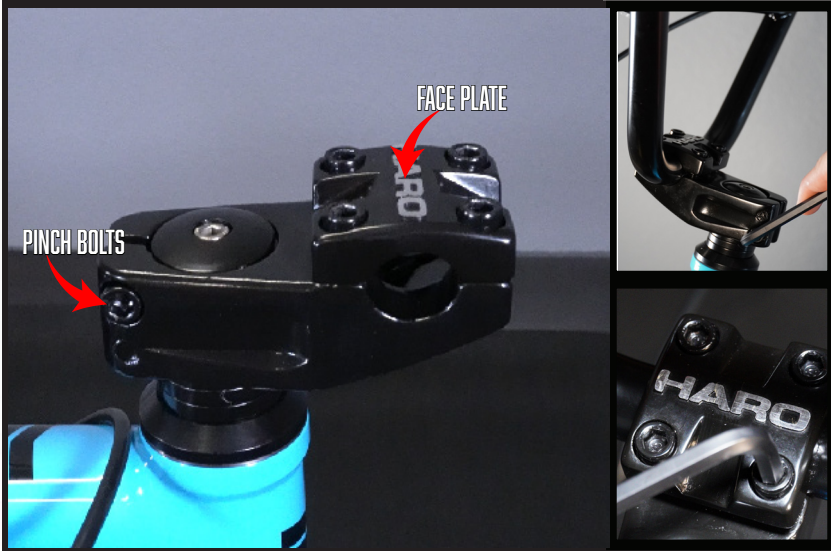
Inspect the bike and all of the included parts to make sure there is no damage or missing parts; handlebars, front wheel, seat, seat post, and pedals.

LOCATE AND RECORD THE SERIAL NUMBER



Locate the serial number stamped on the underneath side of the bottom bracket. Keep this with your records as it will be needed by the police if the bike were to get stolen.

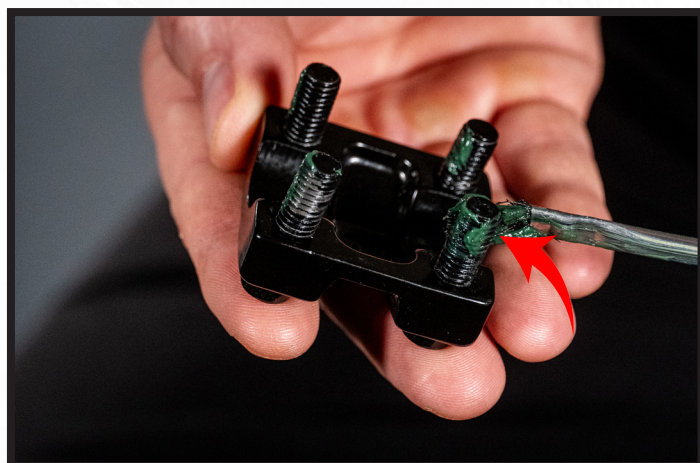
INSTALLING THE HANDLEBARS



Loosen the pinch bolts on the side of the stem and turn the stem forward. We will align the stem later in the process, so for now, just snug the bolts 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.

*most likely a 6mm Allen wrench

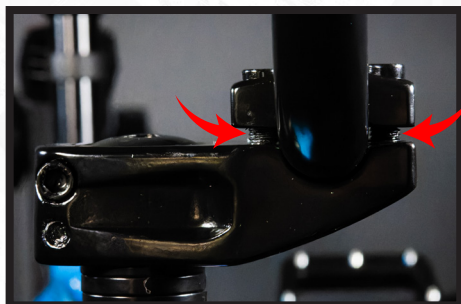


Apply a little grease to the threads of the bolts before threading them back into the stem.



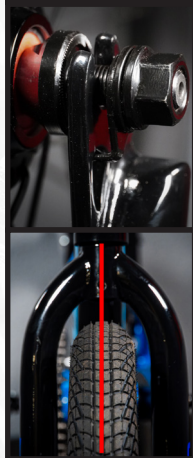
Use the knurling (the rough area) on the handlebars to help center them in the stem.

Place the face plate back on and start evenly 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. Lightly snug the bolts for now, we will come back to this after we install the front wheel

PUTTING ON FRONT WHEEL



Flip the bike upside down to install the front wheel.

Loosen the axle nuts and place the axle in the fork drop outs. Make sure the lock washers go outside of the dropouts along with the axle nut.

Be sure the hook of the lock washer goes in the cut out of the fork as you snug the nuts down.

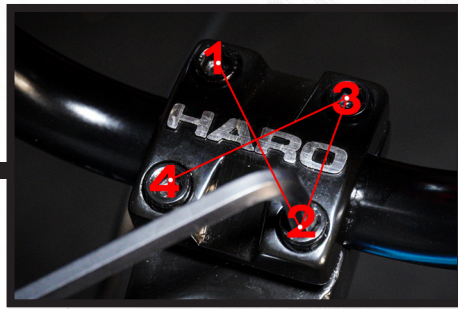
Flip the bike right side up. Make sure the wheel is centered in the fork as you tighten the axle nuts down.

Now, we can go back to the handlebars.





Looking from the side of the bike, align the handlebars to run parallel with the fork.

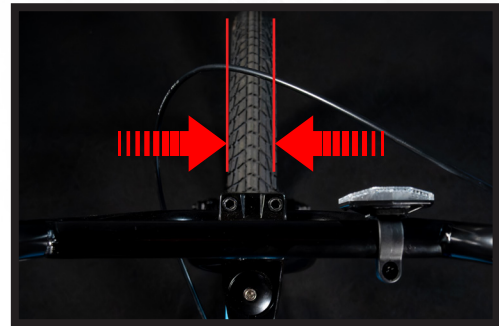


Tighten in 1/4 turn increments in an X pattern until fully tight.

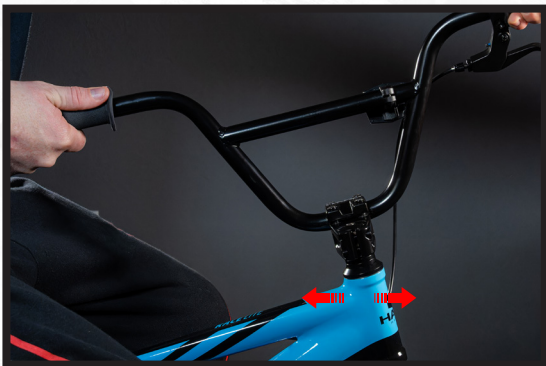
CENTERING THE STEM/BARS



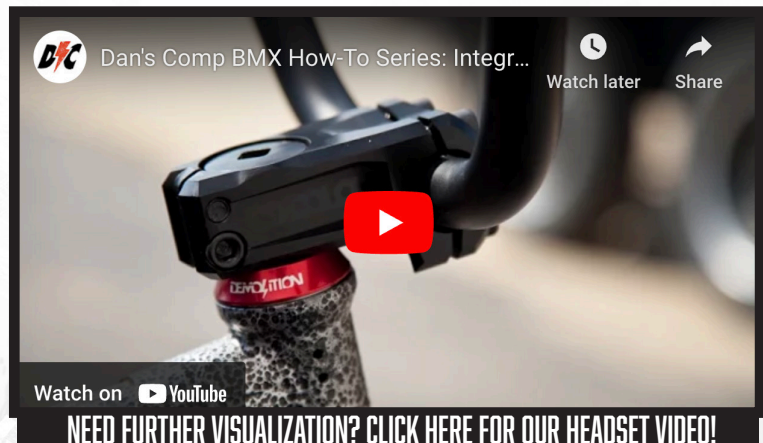
Loosen the pinch bolts on the stem just enough to move it. Lightly snug the compression bolt. If you go too tight, the front end won't spin. If it's too loose, the headset will have play (rock back and forth).



Align the stem with the front tire. Stand over the bars to be sure they are straight, then tighten the pinch bolts.



Check the headset for play. If it needs adjusted, loosen the pinch bolts, adjust the compression bolt as needed (tighten if headset was loose, loosen if it didn't spin freely), then re-tighten the pinch bolts (ensuring the stem is still straight)



INSTALLING THE SEAT AND SEAT POST

Loosen the seat post clamp, likely a 4mm or 5mm Allen wrench.

Apply a thin layer of grease to the inside of the seat tube or to the outside of the seat post.

Slide the post into the frame. 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.

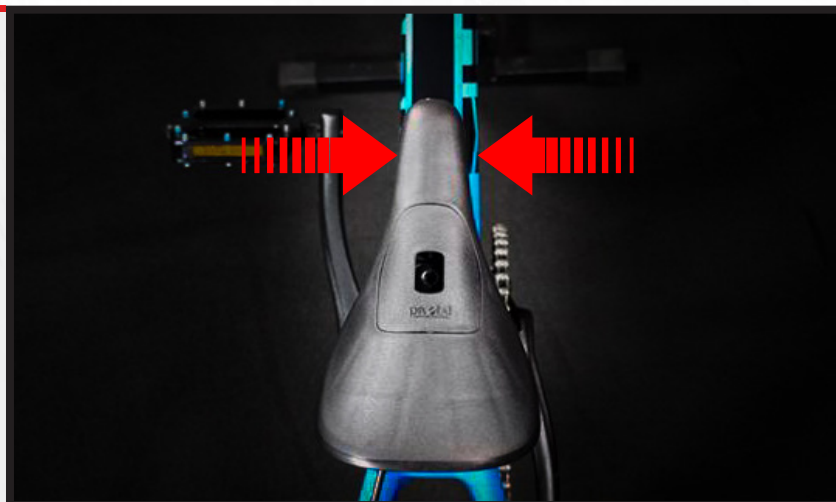


ALIGNING THE SEAT

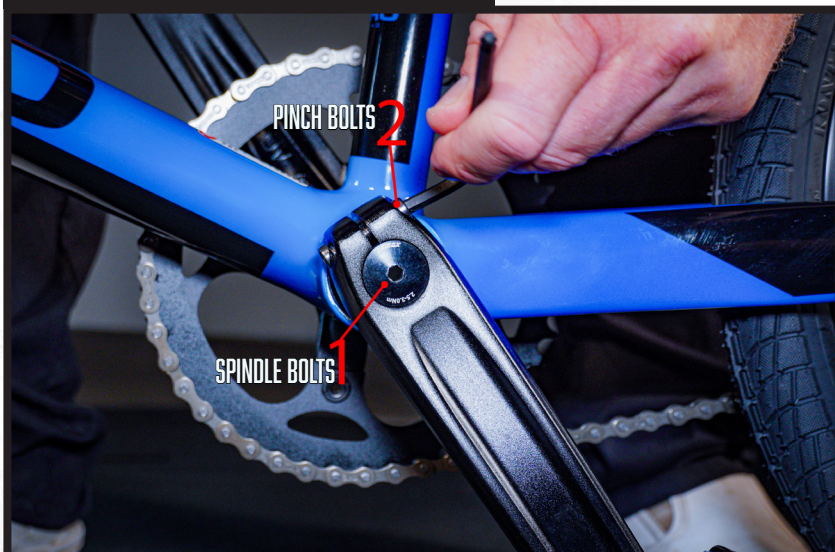
Set the seat to your desired height, make sure the seat is in-line with the toptube of the frame, and tighten the seatpost clamp.

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.



TIGHTENING THE CRANKS

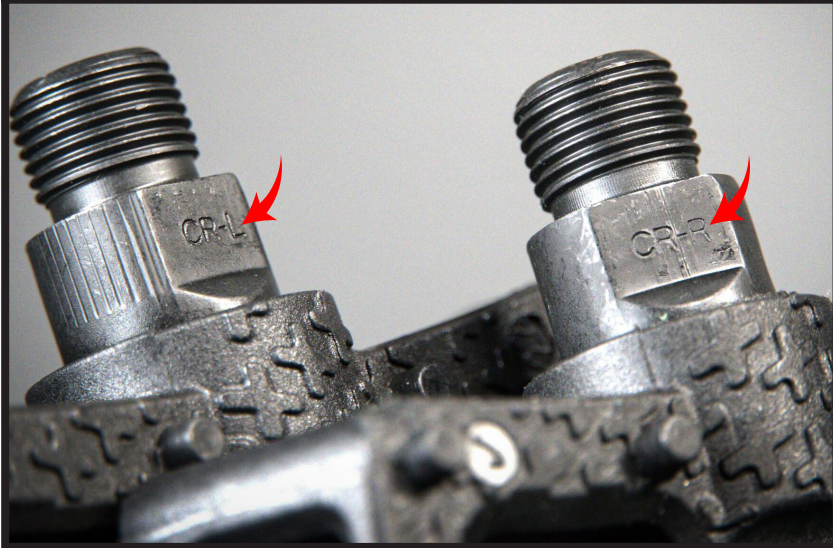


Using an Allen wrench, check to make sure the pinch bolts are tight.

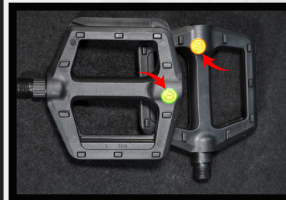
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INSTALLING THE PEDALS



There is a left and a right specific pedal. There should be an L (left) or an R (right) on the spindle of each pedal. **Using the wrong one will damage the pedals and the cranks.**



NOTE: SOME PEDALS MAY HAVE MARKINGS IN DIFFERENT PLACES.

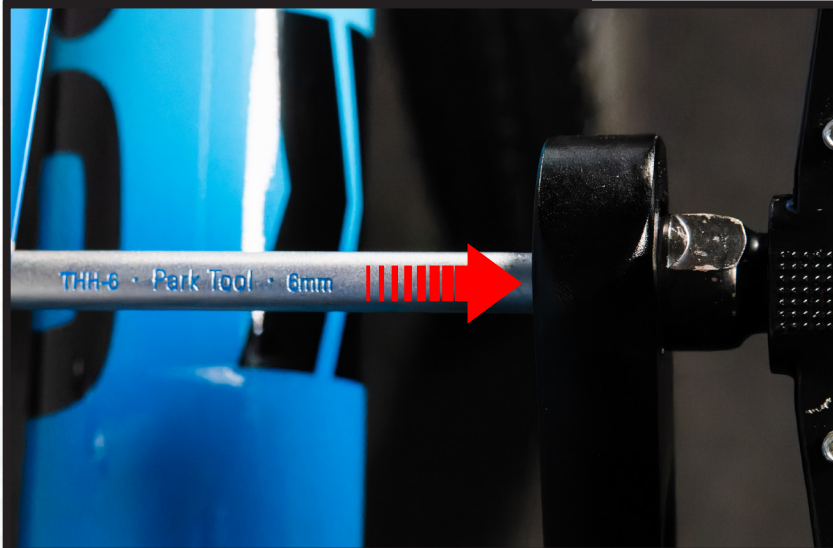


The right pedal has regular threads. Apply a bit of grease to these threads, then begin to rotate the pedal spindle clockwise on to the right crank arm. You can use an open-ended 15mm wrench or possibly an adjustable wrench to tighten this down.



The left pedal has reverse threads, so you will rotate it counter-clockwise to tighten it on to the left crank arm.

ALLEN WRENCH INSTALLATION



Tip: Some pedals also accept a 6mm or 8mm Allen wrench to tighten. This is useful if you do not have a thin enough wrench to tighten the pedals the regular way.

If you use this method, keep in mind you are coming from the back side, so the rotation is opposite. To rotate the right pedal spindle clockwise, you must rotate the Allen wrench counter-clockwise. The left pedal is reverse threads, but since you are on the opposite side, you will now rotate the Allen wrench clockwise.

ADJUSTING THE CHAIN



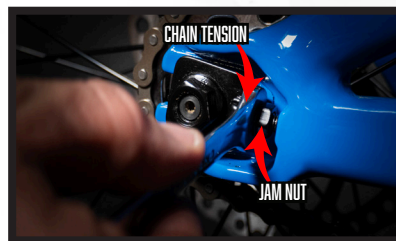
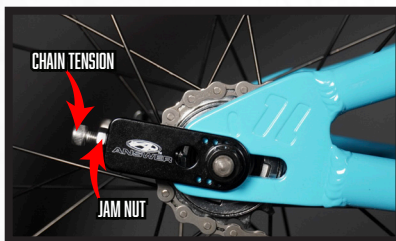
NOTE: THIS STEP IS WITH OR WITHOUT CHAIN TENSIONERS.

The chain should have approximately 1/2" of movement up and down. If it's not in that ballpark, then it should be adjusted.



With the bike upside down, loosen the rear axle nuts. Pull the wheel towards the end of the dropout slots and tighten the axle nuts a little, do not tighten completely.

NOTE: IF YOUR BIKE HAS CHAIN TENSIONERS, THIS MAKES THIS PROCESS A BIT EASIER.



IF YOUR BIKE HAS CHAIN TENSIONERS THERE ARE DIFFERENT STYLES OF THEM.



Loosen the jam nut, then adjust the bolt to push the wheel back. Be sure to do the left and right side evenly to keep the wheel centered. Once the desired chain tension is reached, snug down the jam nut on the chain tensioner to keep it in place.



Check to make sure the wheel is centered in the frame and make sure the chain has no more than 1/2" of up and down movement.

Tighten both axle nuts.



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V-BRAKE



Adjust the brake pads (if needed.)

Make sure the pads are hitting flat against the rim and not hitting the tire. If they need adjusted, loosen it using an Allen wrench. Squeeze the brake lever and align the pads in place. With the lever still squeezed, tighten the pad down. Be sure it doesn't rotate as you tighten. Do this for each brake pad.

Make sure the brake noodle is sitting properly in the brake arms.



ADJUST THE AMOUNT OF TRAVEL



Squeeze the lever a few times to stretch the cable. Now, if you have to pull the lever too far before the pads hit the rim, we will adjust the cable.

Pre-set the barrel adjuster on the lever about 1/3 of the way out for fine tuning later.

Loosen the bolt on the brake arms that holds the cable. Pull the cable a bit tighter, then snug the bolt back down. Squeeze the brakes, repeat if needed.

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FINE TUNE THE BARREL ADJUSTER



Once the amount of pull is in the ballpark, you can fine tune it using the barrel adjuster on the lever. Threading out away from the lever makes the cable tighter, which equals less lever travel. Threading the barrel adjuster in towards the lever loosens the cable and adds more lever travel.

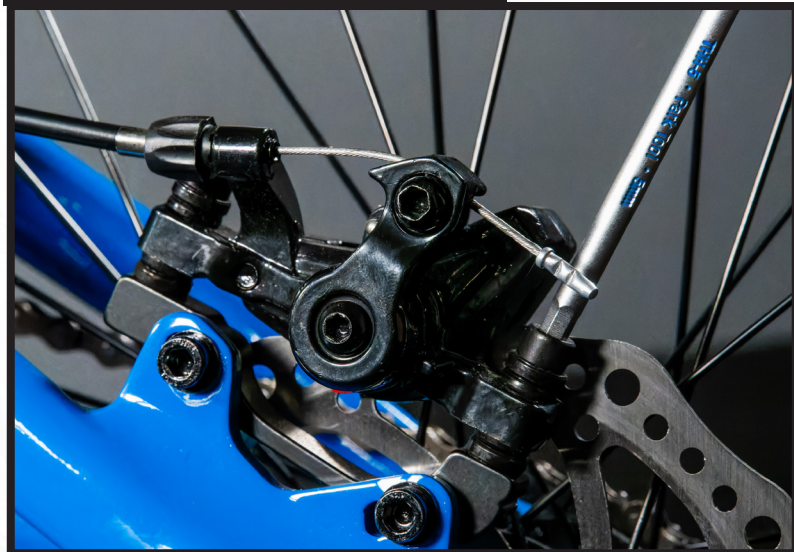
Find your preferred position, then tighten the jam nut to hold it in place.

BRAKES “DISC”



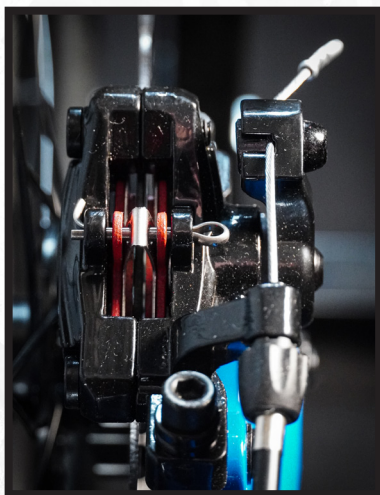
Spin the rear wheel. If the brake rotor is dragging on either brake pad, we need to align the caliper. If the rotor spins freely with no drag, you can skip this step.

ALIGNING THE CALIPER



Loosen the two bolts that hold the caliper on to the frame/mount using an Allen wrench. Squeeze the brake lever to engage the brakes and hold it. While the brakes are engaged, tighten the caliper bolt back down.

***This may require assistance.**



Look down into the brake caliper from above, you should be able to see the rotor. You can engage the brakes to see where the brake pads are.

Spin the wheel again. If it still rubs, we will loosen and adjust the caliper one bolt at a time.

Loosen one bolt, adjust the caliper as needed to prevent the rotor from rubbing, and hold it in place while you re-tighten the caliper bolt. Repeat as needed.

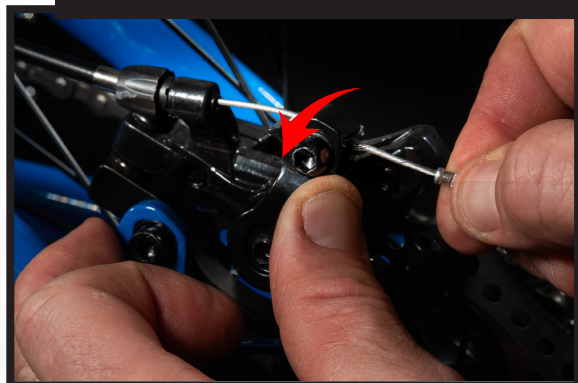


ADJUST THE AMOUNT OF LEVER PULL



Start by setting the barrel adjuster in the lever. Loosen the jam nut, then back the barrel adjuster about 1/3 of the way out. This allows us to adjust either direction later as needed. Snug the jam nut back down.

ADJUST THE AMOUNT OF LEVER PULL CONTINUED



Locate the bolt on the brake caliper that holds the cable in place. If you currently have to pull the lever too far for the brakes to engage, then you will want to loosen this bolt, pull the cable a bit tighter, and snug this bolt back down. Inversely, if the brakes engage too quickly, loosen the bolt, let the "arm" that the cable is attached to go slightly further down the cable, then snug the bolt back up.



Once the amount of pull is in the ballpark, you can fine tune it using the barrel adjuster on the lever. Threading out away from the lever makes the cable tighter, which equals less lever travel. Threading the barrel adjuster in towards the lever loosens the cable and adds more lever travel.

Find your preferred position, then tighten the jam nut to hold it in place.



Please note: There could be excess cable that will need to be cut.



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INFLATE TIRES



Your tire should have a maximum tire pressure printed on it. Air pressure is personal preference, but generally you will want to run at or close to that max pressure listed.



RECOMMENDED PRESSURE RANGE



Please Note: Pressure can be hard to find but is printed on each tire.

REFLECTORS AND CHAIN GUARD



Although it's not common or required on a race track, many states require that bikes be equipped with reflectors and chain guards when riding on the road.

- 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.

CAN'T GO RACING WITHOUT SAFETY GEAR.



LET'S GO RACING!



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