ASSEMBLY GUIDE

REACH YOUR DESTINATION - 1, 3, & 7 SPEED
We want you to love your bike as much as we do. If you run into any issues, no matter how small, let us know and we’ll take care of it.

SIXTHREEZERO
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Welcome to the sixthreezero experience. Now for the fun part... the assembly.

I know, I know, we’ve all had to assemble something we’ve bought before - a TV stand, coffee table, possibly a grill or even a bike a time or two before. It’s never fun, it never goes well, you always lose a nut or a screw and by the time you’re done, you’d rather destroy whatever it is you’ve bought than actually use it. Well, I’m here to make sure that doesn’t happen.

Assembly of a bike can be a fun, engaging, learning experience. Call up a friend, ask your spouse or child, don’t rush, and enjoy the process. Part of the fun in building your bike is telling people “I built it all by myself.” I build bikes almost everyday and I always learn something new. I enjoy the process of building something from the ground up, and I hope you will too.

The instructions were written and designed by me, so if you have any suggestions please let me know!

Good luck,
Creating something wonderful with your own hands is basically the best feeling ever. We want you to have fun building your new bike, so there’s only a few things you need to get started.

**TOOLS YOU’LL NEED**

- **SCISSORS** (Use to cut zip ties)
- **SCHRADE VALVE**
- **SCHRADE CRESCENT WRENCHES**
- **4, 5, AND 6MM ALLEN KEY**
- **8, 10, 13, AND 15MM CRESCENT WRENCHES**
- **PHILLIPS HEAD SCREWDRIVER**
- **BICYCLE OR AUTO GREASE**

Or use the multi-tool provided.
WHAT’S IN EACH BOX?

Lay out all the parts in front of you. Make sure you have all the parts before getting started.

12MM
FRONT FENDER BOLT
10MM
FRONT + REAR EYELET BOLTS
8MM
PEDALS + REAR AXEL
15MM
13MM
9MM
pre-installed
FRONT REFLECTOR
fender strut usually comes pre-installed
FRONT FENDER + STRUT
Seat post is zip-tied to frame
HANDLE BAR / FRAME / REAR WHEEL AND REAR RACK SET-UP
QUICK RELEASE FRONT WHEEL

BOX 1
All the names of all the parts for your bike, all in one place. Keep this handy during assembly, and everything will go just fine.

Note: The bicycle in the diagram may not be the model you purchased. Use diagram for bicycle part reference only.
**FRONT WHEEL, FENDER + REAR RACK**

### Tools You’ll Need:
- Phillips Screwdriver
- 4mm Allen Key
- Quick Release
- Quick Release Skewer
- 10mm Multi-Tool

### Parts Required:
- Front Fender + Strut
- Quick Release Front Wheel
- Frame, Rear Rack + Rear Wheel
- (2) Washers, Nut and Long Bolt (pre-installed)
- (6) 4mm Allen Key Screws (pre-installed)

### 01
Spin the front fork so that the handlebars are pointing inwards.

**CORRECT**
- The front brake is facing away from the bike body.

**INCORRECT**
- The brake is behind the fork.

### 02
Pinch front brake arms, pulling the metal tubing up and out until it is disengaged and the brake arms are open.

**CORRECT**
- The brakes are behind the fork.

**INCORRECT**
- The brake arms are in front of the fork.

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**Having Trouble? Call 310.982.2877 or Email theTeam@SixThreeZero.com**
Locate the arrow on the wall of the tire and position the tire like the image below. With the arrow pointing forward, insert the wheel into the fork dropouts. The axle nuts will fall inside the fork entry.

Reattach the brake arms by connecting the metal tube as shown.

All of the components for the quick release skewer are attached out of the box.

Unscrew QR5 and remove QR4. Do not remove QR2 and QR3 from the quick release handle QR1.

Quick release skewer must be installed correctly to avoid bicycle damage and/or injuries.

Insert the quick release skewer through the hub opening on either side of the wheel, as shown below.

Slide quick release skewer completely through the hub.
07
Place QR4 on the open side of the quick skewer, with the smaller end pointing inward.

08
Making sure the wheel is straight, attach QR5 to QR1 by compressing the spring completely. Hold the quick release lever in place and tighten QR5 lightly.

09
Lift the lever up towards the fork. If the lever does not lock in place smoothly, loosen QR5 slightly and try again. It will take a small amount of strength, but that is normal.

10
Once the front wheel is secured, lower the kickstand and locate the front fender.

NOTE
The lever should be tight enough to feel resistance at a 90º angle. Make sure the front wheel is securely tightened and properly aligned so there are no issues when you assemble the brakes.
Align the fender struts with the eyelets on the fork, so that the fender tab is pointing upwards. Slide the fender up through the back of the front tire.

Use a Phillips head screwdriver and the 10mm multi-tool to remove then install the fender tab screw and nut.

**NOTE**

Order from front to back:
LONG BOLT, WASHER, FORK, FENDER TAB, WASHER, NUT.

Remove the screws from the fork eyelets.

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Attach the fender struts and eyelets. Use a 4mm allen key to tighten the screws and attach the fender strut to the fork eyelet.

Align the front rear rack arms to the eyelets on the frame below the seat. Use a 4mm allen key to tighten the screws and attach the rack to the frame.
Install the angled rear fender strut to the frame in this order (from the frame out): Frame, fender strut, rear rack arms, and 4mm allen screws. Tighten with a 4mm allen key.

Install the bottom rear rack arms to the frame in this order (from the frame out): Frame, fender strut, rear rack arms, and 4mm allen screws. Tighten with a 4mm allen key.

NOTE
Repeat on both sides.
Place the lock nut cap in between ST1 and ST2.

Line up the stem, frame, and front wheel, then tighten the handlebar stem bolt.

**NOTE**
Straightening the stem, frame, and front wheel will ensure that your handlebars and wheel are properly aligned.

Loosen handlebar adjustment bolt using the 6mm Allen key. Change the angle of the handlebars to your liking. Riders typically prefer their grips parallel to the ground.

Straighten the reflector so that it points forward.

Adjust the position of the front reflector by loosening the screw on the bracket.

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WE STRIVE FOR PERFECT, ALTHOUGH IT’S NOT ALWAYS POSSIBLE, WE NEVER LEAVE A RIDER BEHIND.
18

Apply great to seat lever, then open seat post clamp. Holding the seat post firmly, insert into seat post tube until the top is level with your waist.

Close the seat post clamp lever.

CAUTION
Make sure not to drop seat post into the frame.

19

Place the seat onto the seat post, using the 13mm multi-tool to tighten the nuts under the seat.

20

Apply grease to threading on both pedals.

Select the pedal stamped R and locate the right side of the bike (with the chain and chain guard). Align threading with the right crank arm, turning the pedal clockwise to tighten it.

Locate the pedal stamped L and align with the left crank arm. The left side pedal is reverse-threaded, tightening in a counterclockwise direction.

Hand tighten accordingly, then follow up by tightening both pedals with the 15mm multi-tool or crescent wrench.
21

Pump air into the tires to the recommended PSI on the sidewall of the tire.

22

Sit on the bike and check the angle formed by your knee. If your knee forms the incorrect angle, use the seat post clamp lever to raise the seat until you have a subtle bend or achieve a comfortable height.

**BRAKE ASSEMBLY**

**DIAGRAM**

- Metal tube
- Cable housing
- Brake adjustment screw
- Brake lever
- Brake housing
- Brake pads
- Spring tension screws
- Tension screws
- Barrel adjuster

**TOOLS REQUIRED**

- 5mm Allen key
- Phillips screwdriver
- 3mm Allen key

**CORRECT**

**INCORRECT**

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**NOTE**

Only follow steps 1-9 if your brake cable is not attached to the bicycle.

If your brake cable is attached, skip to step 10.

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**01**

There are two ends to the brake cable.

One end has a barrel attached, while the other end has an open piece of cable.

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**02**

Attach the brake cable to the brake lever by squeezing the lever and inserting the barrel into the barrel hanger.

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**03**

Pull on the cable and slide it through the narrow crevice that runs along the brake lever.

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**04**

Slide the cable housing up toward the brake lever until it fits snug inside the barrel adjuster.

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**05**

Turn the lock ring on the barrel adjuster clockwise, tightening the barrel to prevent any loose movement.
06
Insert the open end of the brake cable into the larger end of the metal tube.

07
Slide the metal tube up the brake cable until the housing fits snugly into the cable housing.

08
Slide the exposed end of the metal into the metal tube hanger, located on the left brake arm. Make sure the metal tube is hooked securely inside the hanger.

09
Using a 5mm Allen key, loosen the brake cable adjustment screw. Slide remaining brake cable between the right brake arm and the adjustment screw.
10 Pull the cable outward, reducing the distance between the brake pads and the rim by about 1/4 inch on both sides. Retighten the adjustment screw.

11 Make sure the pads are evenly lined up with the rim. If the pads rub against the tire, they are too high; if they don’t make full contact with the rim when braking, they are too low.

Adjust the positions by holding the brake pad with one hand and loosening the nut on the back with a 5mm Allen key.

12 If one pad seems to run against the rim while the other still has plenty of space, you will need to center the brakes. To do this, adjust the spring tensioner screws located at the base of each brake arm.

Tightening the screw on the right brake arm pushes the right brake pad away from the rim, and the left brake pad towards the rim.

Loosening the right screw allows the right brake pad to move closer to the rim, and the left brake pad away from the rim.
3 SPEED DERAILLEUR TUNING

TOOLS REQUIRED

- 10MM MULTI-TOOL
- PHILLIPS SCREWDRIVER

DIAGRAM

01 Check and adjust gears. Shift into 2nd gear by twisting the shifting unit. The shifter has an outer exterior that resembles a gold ball, that is the part that turns.

02 Look through the window in the back of the rear hub. If the yellow dot is within the parallel lines and arrows, your bike is properly adjusted.
If not adjusted correctly, loosen the lock nut with a 10mm crescent wrench, and turn the adjustment barrel in either direction. The yellow dot will start to move.

Tightening the adjustment barrel in, moves the yellow dot away from the rear wheel.

Untightening the adjustment barrel out moves the yellow dot in towards the rear wheel.

Center the yellow dot within the parallel lines. Once the yellow dot is within range, tighten down the nut using the 10mm crescent wrench.
To adjust the rear derailleur, first twist the shifter until the number 7 is highlighted on the shift knob.

Rotate pedals until the chain falls into the smallest cog.
03

Turn the barrel adjuster located on the rear derailleur clockwise until it stops.

04

If the chain still hasn’t reached the smallest cog, then you will need to adjust the "High Gear" limiting screw located on the derailleur (indicated by the letter H).

With a Phillips screwdriver, gradually turn the screw counterclockwise 1/4 turn at a time while rotating the pedal until the chain falls onto the smallest cog.

NOTE

The "High Gear" limiting screws are very sensitive. We recommend using only 1/4 turn at a time, in case you have to revert back to its original position.

05

Now adjust the cable tension, which controls how your bike will shift. Using a 9mm crescent wrench or the multi-tool, loosen the cable adjustment screw and pull on the cable. While keeping tension on the cable, tighten the cable adjustment screw.

06

Rotate the pedals and try to shift between gears. If it doesn’t shift from 7th to 6th gear in one click, then the cable needs to be tightened. To tighten the cable, twist the barrel adjuster counterclockwise 1/4 turn at a time until it is able to shift from 7th to 6th gear in one click.

Shift through the gears from 7th to 1st, then back from 1st to 7th. If the gears feel sluggish when shifting from 7th to 1st, tighten the cable by turning the barrel adjuster counterclockwise. If shifting feels fine from 7th to 1st, but sluggish from 1st to 7th, loosen the cable by turning the barrel adjuster clockwise.

Continue to adjust the derailleur cable until you are able to shift between each gear with a single click.
Tell us about your assembly experience. If you have had any trouble at all or didn’t, and would like to leave feedback and help us improve our assembly instructions you can.

Type this URL into your browser:

goo.gl/6enZji
CONGRATULATIONS

You did it! Time to take your brand new bike for a spin.

Still have questions? We're happy to help.

Want to share your journey with us? We're happy about that, too.

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