



ASSEMBLE YOUR MOUNTAIN BIKE

Make: _____ Model: _____ Serial #: _____

Congratulations on your new bike purchase! We want to get you on the trails as quickly as possible, so we've prepared this instruction sheet to assist you in assembling your bike. You may also find our instructional video at www.youtube.com/user/FanatikBikeCo.

If you're not comfortable performing the assembly of your bike, **please take it to your local bike shop**. If you have any questions or need assistance, give us a call (1-844-326-2845) or send us an email (sales@fanatikbike.com) and we'll be happy to help.

You'll just need a **few basic tools**: A set of metric allen wrenches spanning from 2.5-8mm, and in some cases, a T25 Torx key. You will also need assembly grease for your headset, axles and pedal spindles.



1. Remove all the components from the box. To remove the handlebar box, open one end of the frame insert and slide the box out. If your frame comes with a dropper seatpost and you provided us with your inseam, it will already be installed and set to your specifications. If you have a bike stand, put your bike in it and remove and recycle all packing material.

2. Install the stem and fork. Remove everything from the steer tube except for the bottom bearing, noting the order. Apply grease above and below the bearing, then slide the fork through the head tube.

Different brands of headset will vary slightly (eg. Chris King bearings don't come out of the cups), but should come on your fork's steer tube in the correct order. Re-install the parts as shown, and then tighten down the top cap enough to eliminate play in the bearings but loose enough to allow the fork to spin freely. You want a snug - not tight - feel. Don't tighten the pinch bolts on the stem yet.

3. Install your handlebars. Center them and adjust the rotation to your preference. The rise of the bars should be close to vertical. Tighten the handlebar clamp bolts evenly. Mount your controls. If you have a mix of Shimano and SRAM components, experiment to see if the shifter or brake should go on to the bar first. This can vary depending on personal preference. When tightening the brake levers, make sure they can rotate around the bar in the event of a crash. If they're too tight, you risk breaking the levers off the bar. If you need further assistance, check out the "How-To" section of our blog for a guide on handlebar set up.

4. Install the rear derailleur and the wheels. You may need the T25 Torx key to thread the derailleur onto it's hanger. When installing wheels, be sure to apply grease to front and rear axles. Always follow torque settings for bolt-on axles (these are usually etched on the axle head). After installing the wheels give them a spin to check clearance between the rotor and caliper. The brake calipers should already be centered on the rotors, but you may need to make minor adjustments.



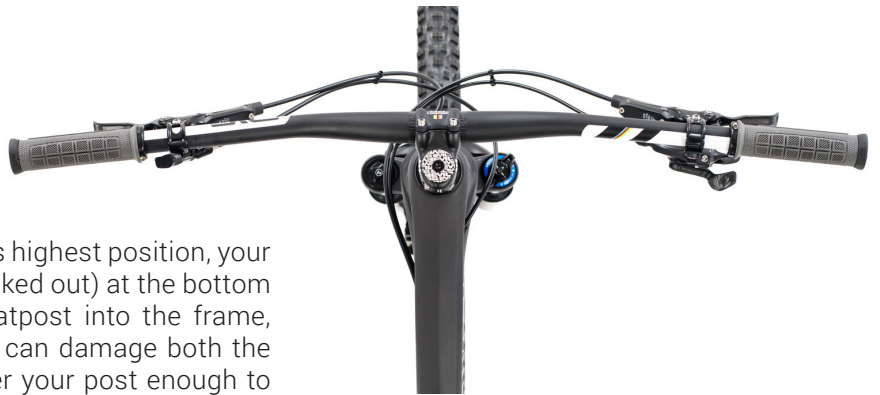
5. Install the pedals. Pedals are left and right specific, so be sure to install the correct one for each side. Each pedal will usually have an "R" or "L" stamped into it somewhere (ie. R=right L=left). The left pedal is reverse threaded, so turn it counterclockwise to tighten. Be sure to apply some grease to the spindle threads before installing.

6. Route the pre-cut chain through the derailleur and around the chainring. Install the chain around the smallest cog; not the largest as shown. This image is solely to display how to route it through the derailleur's pulley wheels. If you have a SRAM Type 2 rear derailleur, you can use the cage lock feature to make chain installation easier. Install the "quicklink." Spin your pedals so the link is at the top of the chain's rotation, as shown (note the orientation and location in the picture), and give the pedal a solid whack to lock it.



7. Shift through all gears to make sure everything is working properly. Your gear shifting should be pretty much spot-on but you may need to make slight cable tension adjustments using the barrel adjuster on your shifter.

8. Align the stem with the front wheel by setting the bike on the ground and standing over the top tube. Double check your top-cap bolt and insure it is tightened to the point that you can't feel any play in your headset. Evenly tighten the stem clamp bolts on your stem.



9. Set your saddle height. With the saddle at it's highest position, your leg should be almost fully extended (but not locked out) at the bottom of your pedal stroke. When lowering your seatpost into the frame, **stop pushing if you feel any resistance.** This can damage both the post and your frame. If you are unable to lower your post enough to be comfortable, please contact us before taking your bike to the trails.

10. Check tire pressure and suspension sag. You will need to add air to your tires, as they will have deflated during shipping. Tire pressure will vary depending on your riding style and trail conditions. A good baseline for suspension sag is around 25-30% but this can vary depending on the bike. If you ordered a custom bike from us, the suspension should already be setup roughly for your weight. It's always best to double-check sag though, as suspension air pressures may change during shipping.

Once your bike is fully assembled go through and double-check that you've tightened all bolts, then take your bike on a quick test ride around your driveway. If something doesn't feel right, do not take your bike to the trails yet. Give us a call or email us so we can troubleshoot your issue. Otherwise, get out and get that thing dirty! Happy trails...

- The Fanatik Crew