STOLEN BRAND

COMPLETE BICYCLE ASSEMBLY INSTRUCTIONS

TOOLS REQUIRED

1. Air Pump
2. 10mm & 17mm wrenches*
3. Adjustable spanner
4. Phillips head screwdriver
5. 5mm & 6mm Allen wrenches
6. Diagonal cutters
7. Grease

*Note: *Can use adjustable wrench*

UNPACKING THE BIKE

- Inspect bicycle box for signs of damage. If damage is found contact the seller for instructions and pay particular attention for damage during the inspection.
- Open the box and remove ALL of the staples from the box flaps so you do not scratch or cut yourself, rip clothes or scratch the bike.
- Carefully 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.
- In the small parts box you should find a pair of pedals, reflectors and *bell**

**where required by law*

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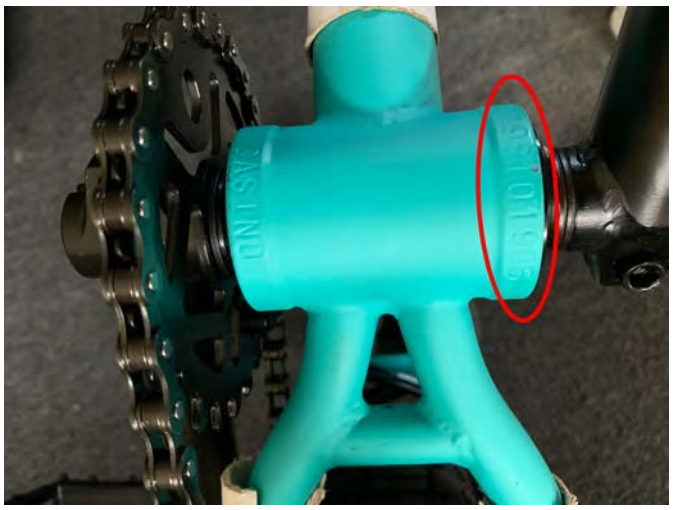
LOCATE AND RECORD SERIAL NUMBER

- Look the serial number stamped on the bottom 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. You can use a flashlight to help identify the number.
- Write ALL of the numbers down and put it in a safe place. Stolen Brand does not record serial numbers.



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

- Place the handlebars in the stem.
- Use the knurling (the rough area) on the handlebars to help center the bars 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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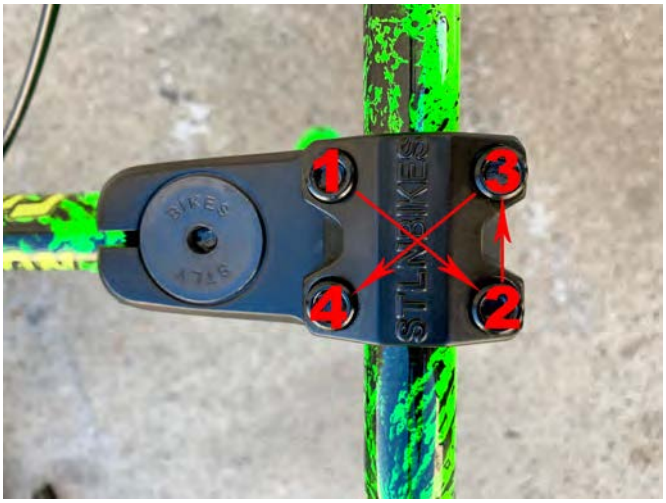
TIGHTENING THE STEM AND HANDLEBARS



- Using a 6mm Allen wrench tighten the stem bolts in an X or cross pattern making sure that the gap between the stem and faceplate is uniform on the front and back.
- Be sure you do not over-tighten the bolts.

Note: Tighten stem clAmp bolts to 00-00nm. Over-tightening the stem bolts can cause damage to the stem and/or handlebars.

LOOSEN THE SEAT CLAMP BOLT

- 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 the post 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.

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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: Tighten stem clamp bolts to 00-00nm. 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 a L stamped into the left pedal 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 right pedal 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 CRANK ARMS

- 1). Using a 6mm 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 (chain is sagging), 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 ½" of up and down movement.
- Tighten both axle nuts.

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ALIGN THE BRAKE PADS

- Using the 10mm wrench, 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.

- 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.

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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.

INSTALLING THE FRONT WHEEL

- Loosen the axle nuts/bolts and slide the axle into the dropouts of the fork.
- Ensure the safety washers are hooked into the dropout slot before tightening the axle nut/bolt.
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- Hand tighten the nuts/bolts securely by hand.
- Take a 17mm wrench or a ratchet and socket and tighten the axle nuts/bolts. As you are tightening the axle nuts, be sure to align the tire with the center of the fork crown.

NOTE: *Pay attention to the position of the safety washers as you tighten the nuts/bolts and make sure the ends stay hooked in the dropout slot.*

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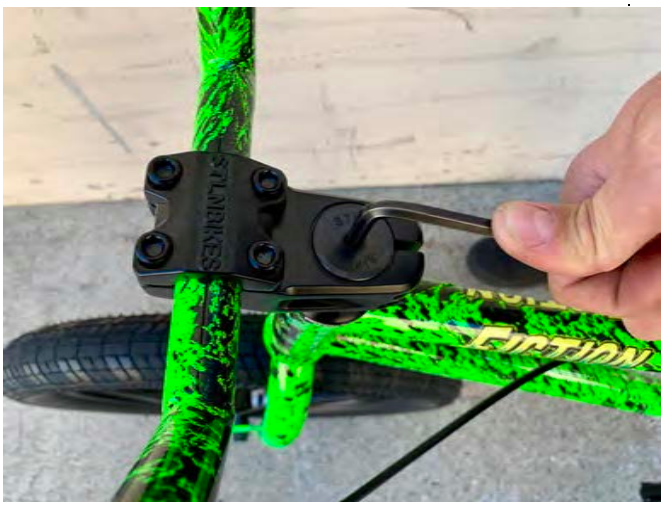
ADJUST THE HEADSET AND ALIGN THE STEM

- 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 sides of the stem with a 6mm Allen wrench. Use the 6mm Allen wrench to 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. The compression bolt does not hold your stem on, it is only designed to compress the headset to proper tension



- 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 side pinch bolts at the back of the stem.

ADJUST TIRE AIR PRESSURE

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

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

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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.
- Make sure the reflectors are installed in both wheels.
- Install the chain-guard.

Note: *Most US States require reflectors that you install reflectors. Some countries require bells or lights. Please check with your local government regarding the rules where you live.*
Reflectors and chain guards may vary in size, type or how they fit on the bike.

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