

Final Assembly Instructions: Bikes with Threadless Headsets



Thank you for buying your new bicycle from L.L.Bean. Read these instructions carefully before beginning the final assembly. Prior to shipping, our expert cycling technicians completely assembled and tuned your bicycle to ensure that all components are functioning properly. However, for shipping purposes we have to partially disassemble your bicycle. Although this bicycle has been factory pre-assembled, some loosening may have occurred during shipping and handling.



WARNING: BEFORE ATTEMPTING TO RIDE THIS BICYCLE, read the enclosed Owner's Manual thoroughly. The Owner's Manual includes important information on customizing your bike for an optimal fit.

Tools required for final assembly:

- Cutting-type pliers – for removal of packaging materials, including “zip-ties”
- 5mm & 6mm hex wrenches – for tightening stem bolts and handlebar clamps
- 4mm hex wrench for models with a non-quick-release seat clamp
- 15mm wrench or adjustable wrench – for tightening pedals
- Phillips head screwdriver – for tightening reflectors

BEFORE GETTING STARTED:

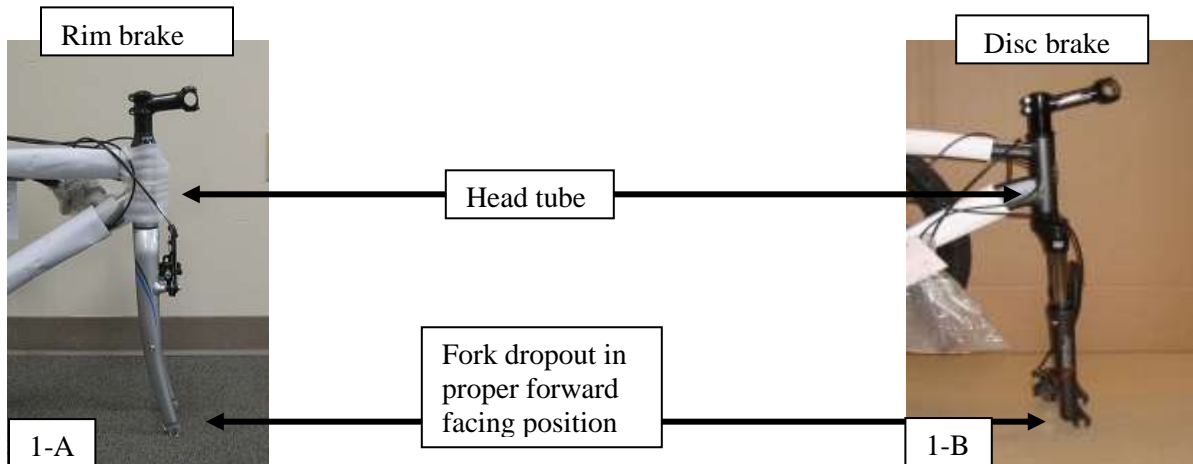
PLEASE REMOVE BICYCLE FROM BOX AND REMOVE PACKAGING MATERIAL. Recommended tool – diagonal cutting pliers, wire cutter, heavy duty shears, or multi-tool wire cutter.



FYI - Your bicycle may appear different from those in photos.

1. FORK POSITION

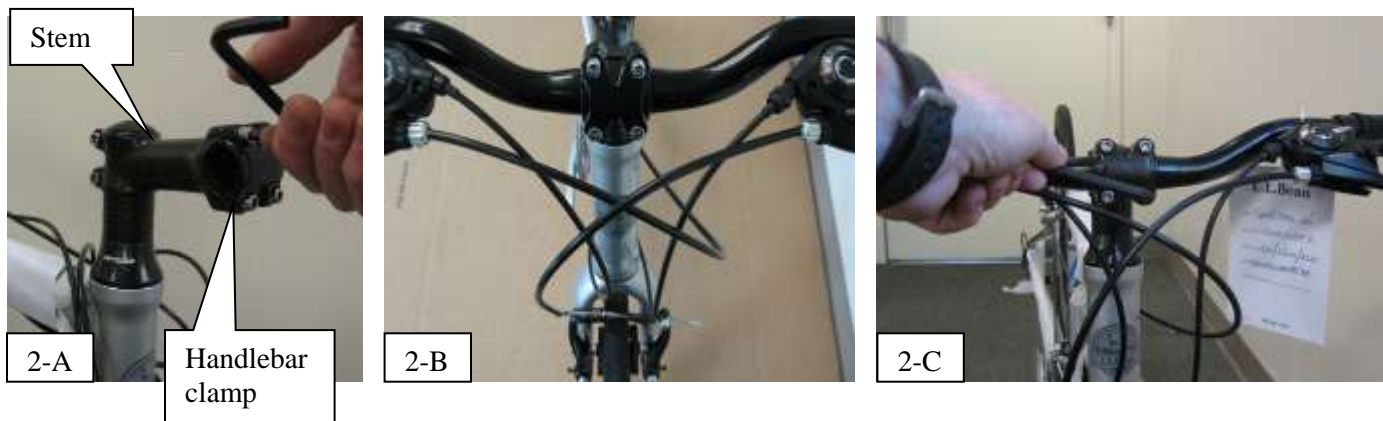
The front wheel has been removed and the fork may have been reversed for shipping. In the proper position, the fork dropout will face forward. If you find the fork is not in this position, spin the fork 180 degrees. Spin so the brake cable does not wrap around the head tube. In the correct position the fork dropout will be facing forward (1-A & 1-B)



2. INSTALL HANDLEBAR

Required tool- 5mm or 6mm hex wrench

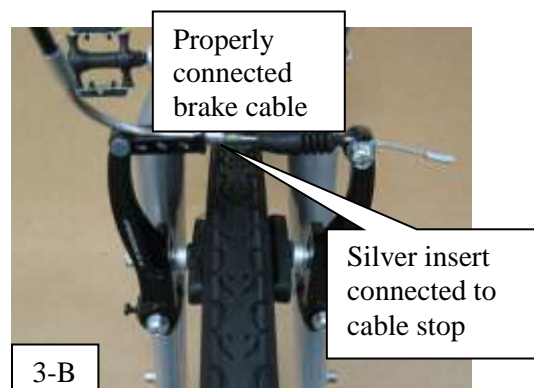
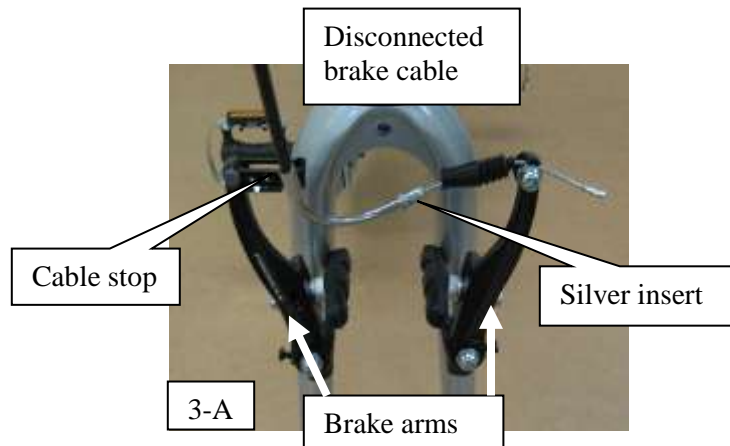
With the fork in the correct forward position, remove the bolts from the handlebar clamp (2-A). With the handlebar clamp plate removed, center the handlebar on the handlebar clamp portion of the stem and place the handlebar clamp plate over it. Ensure that all cables are seated into cable stops properly and are routed in smooth rounded paths, not pinched or bent (2-B). Carefully thread bolts in and tighten until snug (2-C).



3. FRONT WHEEL INSTALLATION

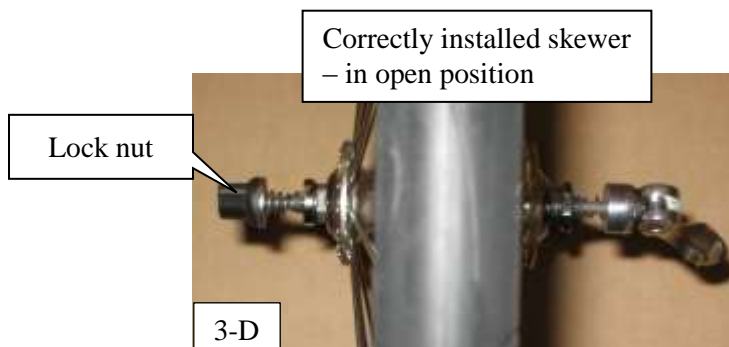
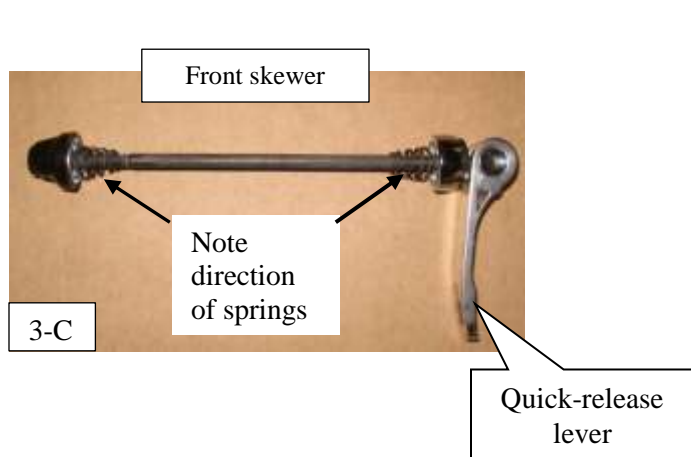
The brake cable on rim brakes should be disconnected (3-A). If it is connected (3-B), disconnect by holding the brake arms together and removing the silver insert from the cable stop.

To reconnect after wheel is on, hold the brake arms together and place the silver insert into the cable stop as shown (3-B) or as seen on the rear brake of your bike.



To install the quick-release front wheel:

Remove the quick-release front skewer (3-C) from the parts box. Align the tread direction of the front tire with that of the rear. Unscrew the lock nut (3-D) from the quick release skewer, remove the outer spring and slide the skewer through the front wheel axle. Install spring and start to thread lock nut, but do not tighten. There should be a spring on each end of the wheel axle. Both springs should have the smaller end facing the wheel axle. (3-D)



Insert the wheel between the fork blades so that the axle seats firmly at the top of the fork dropouts (1-A & 1-B), which are at the tips of the fork blades. For bikes with disc brakes, ensure that the rotor is sliding between the caliper on the fork. Hold the wheel firmly to the top of the fork dropout, centering the wheel in the fork. Tension and secure the quick-release lever as directed below.

Correct quick-release tensioning:

1. Turn the lever to the open position so that the curved part faces away from the bicycle (3-D).
2. While holding the lever in one hand, tighten the lock nut until it stops.
3. Pivot the lever towards the closed position (3-E). When the lever is halfway closed, there must be firm resistance to turn it beyond that point. If resistance is not firm, open the lever and tighten the adjusting nut in a clockwise direction.
4. Continue to pivot the lever all the way to the closed position so that the curved part faces the bicycle (3-E).



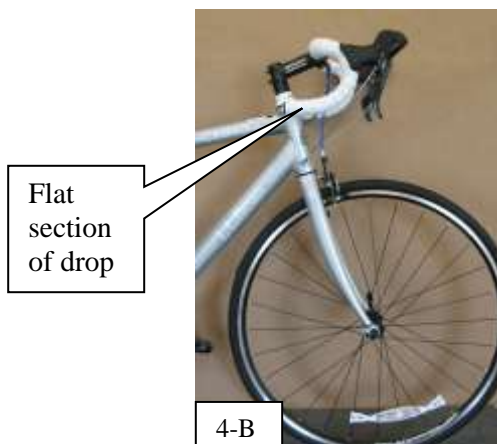
For bikes with rim brakes, reconnect the brakes (3-B)

Note: If you can fully close the quick release without wrapping your fingers around the fork for leverage, and the lever does not leave a clear imprint in the palm of your hand, the tension is insufficient. Open the lever, turn the adjustment nut and try again. Continue until quick release lever closes properly. Reconnect the brake cable as explained above.

Please also refer to the Owner's Manual for additional information.

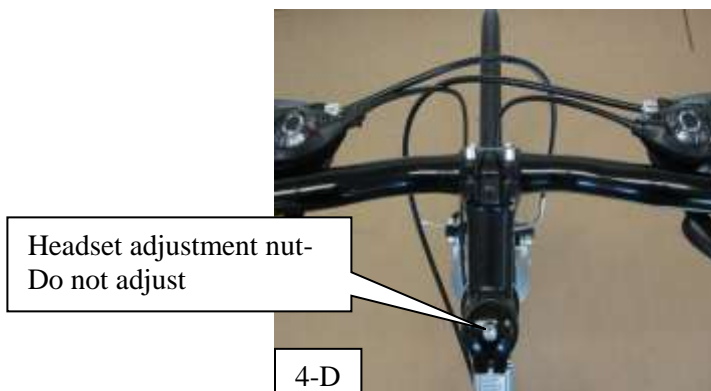
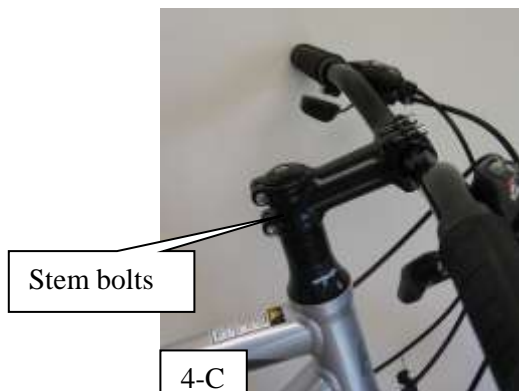
4. POSITIONING HANDLEBAR Required tool – 5mm or 6mm hex wrench

The best starting position for flat bar style handlebars is with the grip portion of the handlebar parallel to the ground (4-A). On drop bar style handlebars the flat section of the drop should be parallel to the ground (4-B). To position the handlebar this way, loosen the handlebar clamp bolts enough to rotate the handlebar (2-A). With the handlebar in the desired position and centered to the handlebar clamp, tighten the handlebar clamp bolts.



Ensure that the stem and tire are aligned (4-D). If not, loosen the stem bolts and adjust the stem (4-C). Tighten the stem bolts. To check for tightness, brace the front wheel between your legs and try to move the handlebar. The stem should not move.

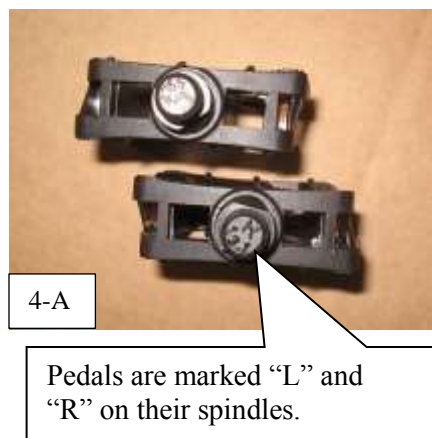
Note: The nut on the top of the steering tube is the headset adjustment nut (4-C). This nut should not be adjusted during assembly.



4. INSTALL PEDALS

Required tool – 15mm open-end wrench, or adjustable wrench

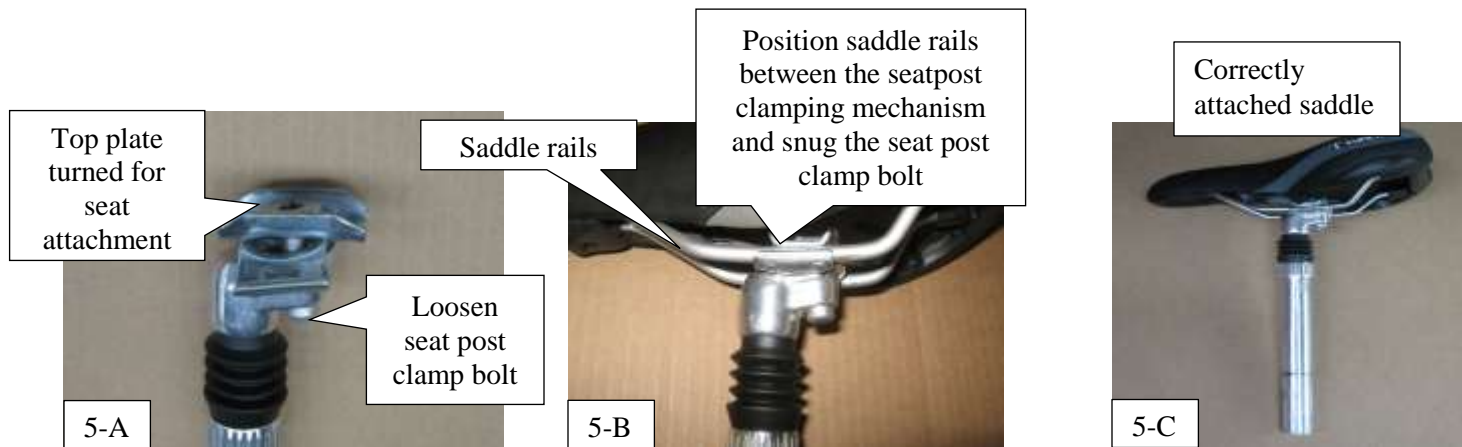
CAUTION: The right pedal has right-hand threads and **must be installed in the right crankarm**, tightening in a clockwise direction (4-B). The left pedal has left-hand threads and **must be installed in the left crankarm**, tightening in a counter-clockwise direction (4-C). To avoid cross-threading, carefully start and tighten pedals by hand. Then tighten securely with a 15mm wrench.



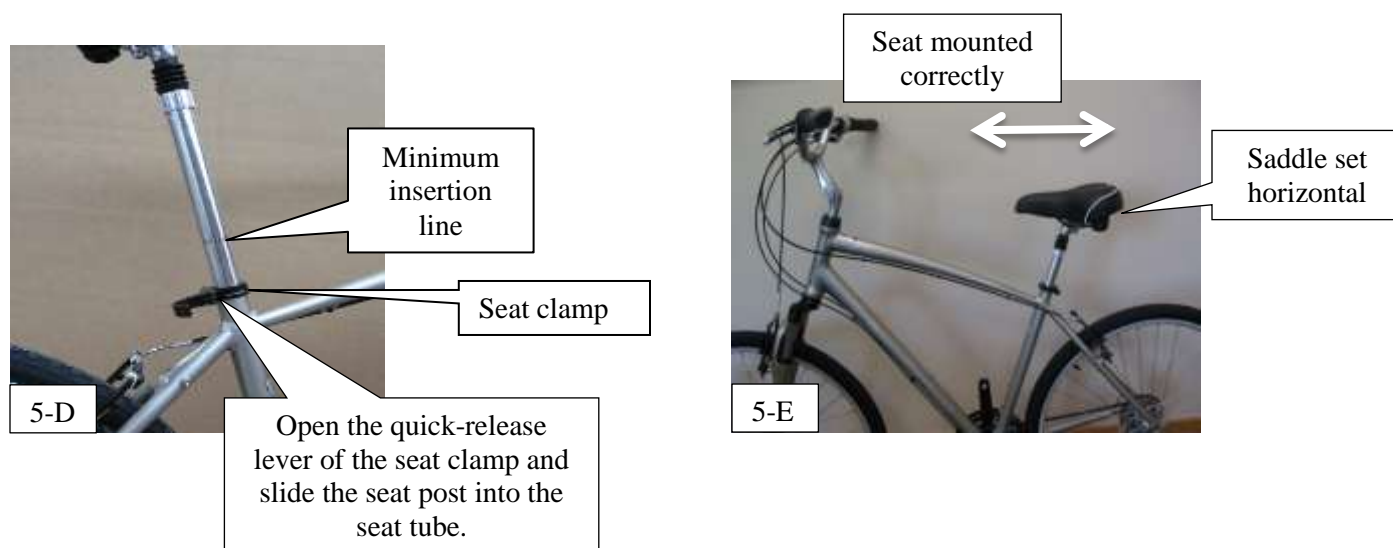
5. ATTACHMENT OF SADDLE (If already attached as in 5-C skip this step)

Required tool – 6mm hex wrench, 4mm hex wrench for non-quick release seat clamp

To attach the saddle to the seat post, unpack the seatpost and saddle. Using a 6mm hex wrench turn the seatpost clamp bolt counter clockwise to loosen. Take care not to completely unscrew the bolt. Turn the top plate 90 degrees (5-A). With the bolt portion of the seatpost clamp facing the rear of the saddle, position the seatpost clamp mechanism along the saddle rails. Turn the top plate 90 degrees again to align the grooves in the seatpost clamp evenly above and below the saddle rails (5-B). Make sure the clamping mechanism is clamping on the straight part of the saddle rails and is not touching the curved part of the rails. Snug the seatpost clamp bolt.



To install the seat post to the bike, open the quick release seat clamp or loosen clamp bolt if not a quick release (5-D). Insert the seat post into the bike's seat tube past the minimum insertion line. This line is embossed into the lower portion of the seatpost (5-D). The saddle is adjustable forward and back along the saddle rails and can be angled up or down. The best starting position is with the saddle horizontal and in the middle of the seat rails (5-E). With the bike on the ground, find this position and tighten the seat post clamp bolt.



6. SADDLE HEIGHT ADJUSTMENT

If the seat and seat post are not already installed, insert the seat post into the seat post tube.

WARNING: The seatpost may be raised or lowered for comfort, but it should never be raised above the “minimum insertion line” embossed on the seatpost.



To raise or lower seatpost, open the quick-release lever as shown and close when adjusted. If not equipped with quick-release, loosen and tighten hex head bolt.



To determine proper saddle height, position right pedal at the bottom of its revolution, aligned with the seat tube. While sitting on saddle, place your heel on right pedal. Your leg should be fully extended (6-B).



Adjust saddle height if necessary and repeat. Now place the ball of your foot directly over the center of the pedal (normal riding position). This should result in the correct bend at the knee (6-C).

Generally, you do not want to raise your saddle higher than determined by this method. If you have to rock your hips to reach the bottom of the pedal stroke, then your saddle is too high. However, if while riding your bicycle, this position doesn't feel comfortable to you, adjust as necessary.

7. ATTACH REFLECTORS

Required tool – Phillips head screwdriver

The front and rear reflectors may have been adjusted or not installed to prevent shipping damage. Be sure to mount the red reflector facing the rear of the bike and the white reflector facing forward. Both reflectors should be set perpendicular to the ground and secured before riding.

Reflector styles may vary slightly. These instructions are a guide for the most common types.

To install a seatpost-mounted rear reflector (red), remove the reflector mounting screw and gently open the bracket enough to slide over the seatpost. Position the reflector and secure with the screw (7-A). Use care not to over-tighten as the bracket may crack. If the reflector has an adjustment screw, loosen the adjustment screw to set the reflector perpendicular to the ground and tighten to secure (7-B).



7-A

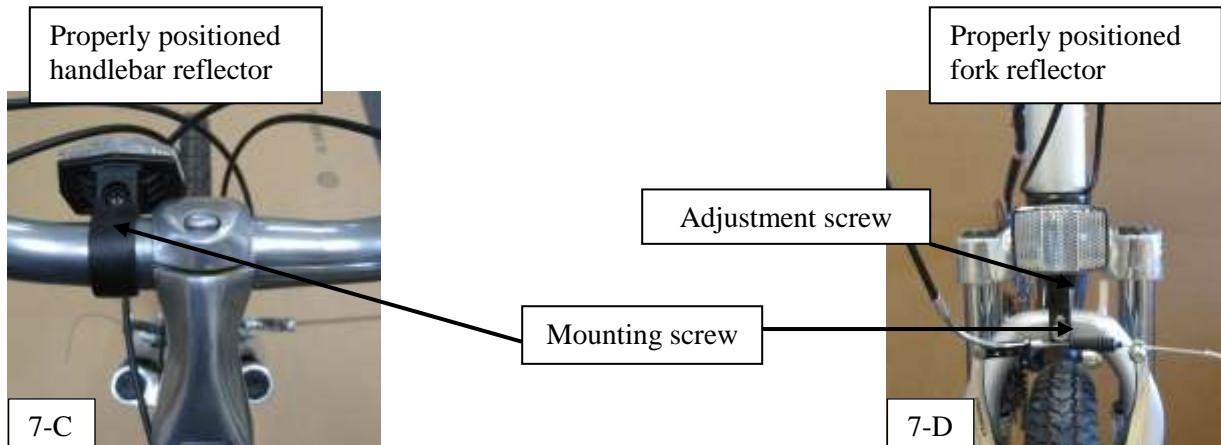


7-B

Mounting screw

If your bike came with a handlebar-mounted front reflector (white), remove the reflector mounting screw and gently open the bracket enough to slide over the handlebar on the left side of the stem (7-C). Position the reflector perpendicular to the ground and secure with the screw. Use care not to over-tighten as the bracket may crack.

If your bike came with a fork mounted reflector it will be mounted but may need to be adjusted to the proper position (7-D). Rotate the reflector upright. Loosen the adjustment screw located below the reflector, set perpendicular to the ground and tighten to secure.



NOTE: For additional maintenance and safety tips, be sure to read your Owner's Manual thoroughly.