

## Final Assembly Instructions – Bikes with Quill Stems



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 bolt & handlebar 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.

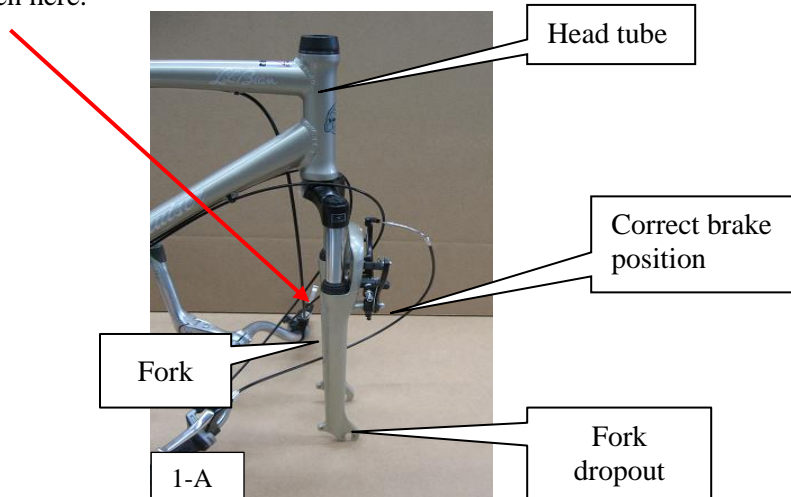
**QUESTIONS:** Should you have any questions during the final assembly of your new bicycle, please call our product specialists at 800-226-7552 any day between 8:00 a.m. and 10:00 p.m. Eastern. 7/7/14

# 1. INSTALL HANDLEBAR AND STEM

Required tool – 6mm hex wrench

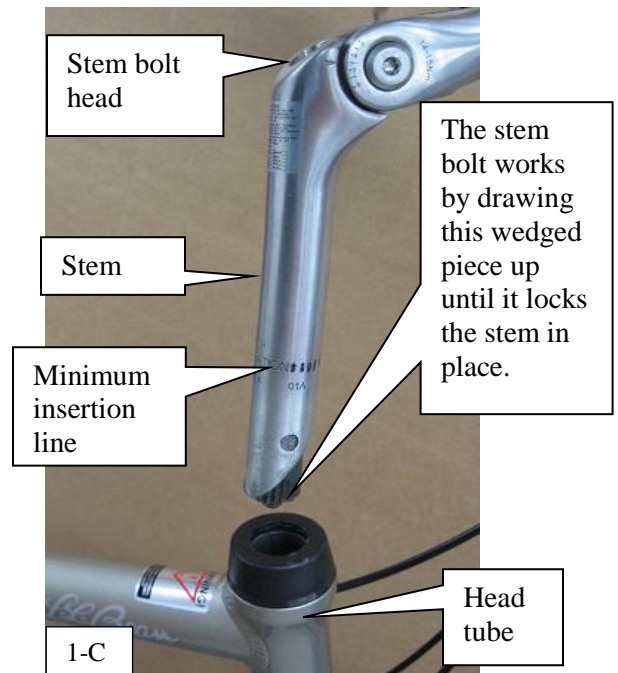
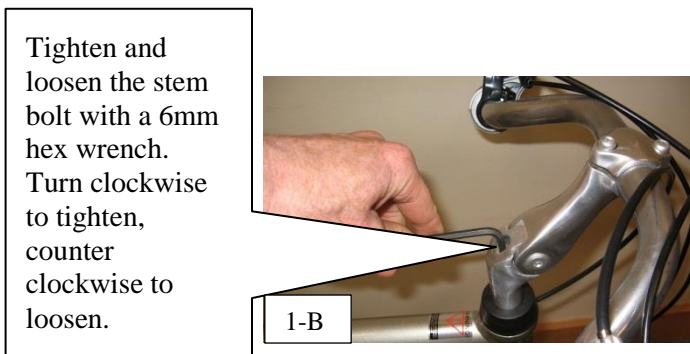
The front wheel has been removed, and the fork may have been reversed for shipping. If you find the brakes facing toward the frame, spin the fork 180 degrees. Spin so the brake cable does not wrap around the head tube. In proper position, brakes will face away from the frame (1-A).

Brakes must face away from the frame as seen here.



If there is a protective plastic cap on the end of the stem, remove and discard it before inserting the end of stem into the head tube. Cables should be in brackets and routed in smooth rounded paths (not pinched or bent). Insert stem into head tube (1-C). You may need to loosen the stem bolt slightly (1-B).

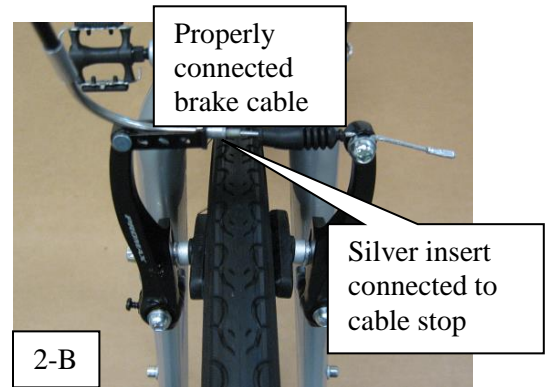
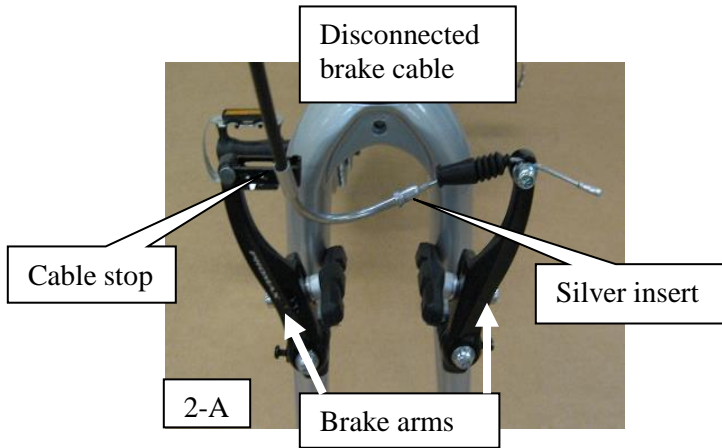
Snug the stem bolt. Instructions for proper alignment will be given later.



## 2. FRONT WHEEL INSTALLATION

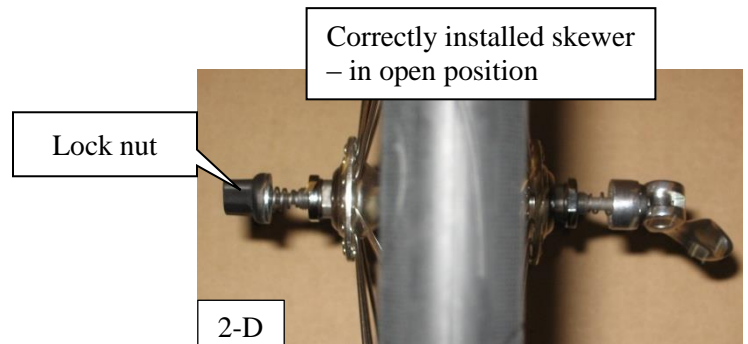
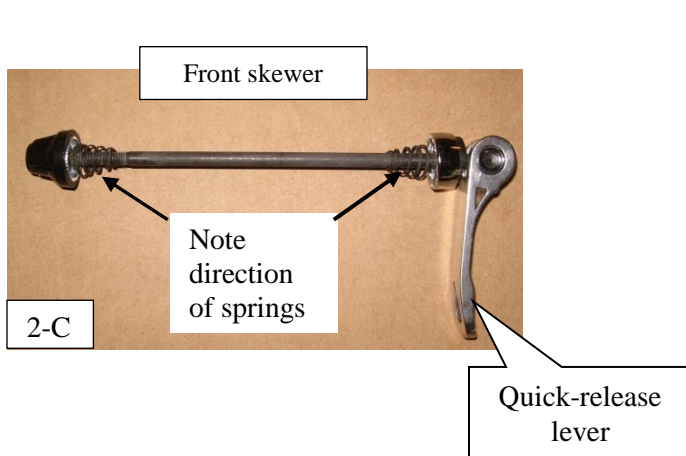
The brake cable on rim brakes should be disconnected (2-A). If it is connected (2-B), disconnect by holding the brake arms together and removing the silver insert from the cable stop.

To reconnect after wheel is on, hold the brake arms together and place the silver insert into the cable stop as shown (2-B) or as seen on the rear brake of your bike.



To install the quick-release front wheel:

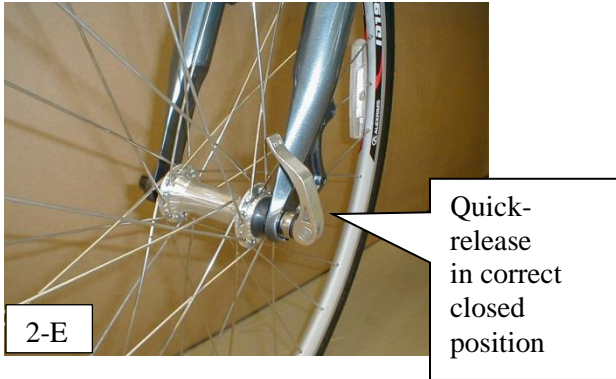
Remove the quick-release front skewer (2-C) from the parts box. Align the tread direction of the front tire with that of the rear. Unscrew the lock nut (2-D) from the quick release skewer, remove the outer spring and slide the skewer through the front wheel axle. Install spring and start to thread lock nut, but do not tighten. There should be a spring on each end of the wheel axle. Both springs should have the smaller ends facing the wheel axle (2-D)



Insert the wheel between the fork blades so that the axle seats firmly at the top of the fork dropouts (1-A), which are at the tips of the fork blades. 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 (2-D).
2. While holding the lever in one hand, tighten the lock nut until it stops.
3. Pivot the lever towards the closed position (2-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 (2-E).



When the wheel is secured connect the brakes (2-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.

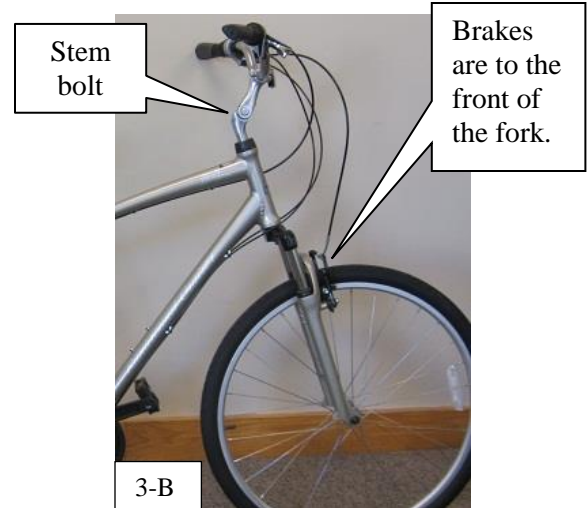
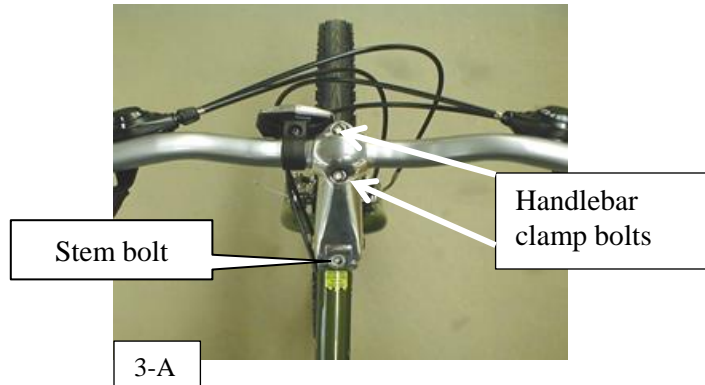
Please also refer to the Owner's Manual for additional information.



### 3. Handlebar and Stem Alignment

Tools required – 6mm and 5mm hex wrench

The handlebar should be aligned square to the tire, if not, slightly loosen the stem bolt, adjust square and retighten (3-A). Tighten stem bolt firmly. To check tightness, brace front wheel between your knees, then try to turn the handlebar left and right. The stem should not move.



NOTE: After completing Step 3, Handlebar and Stem Alignment, your bike should look like 3-B handlebar and stem facing forward – with front brakes located in front of fork.

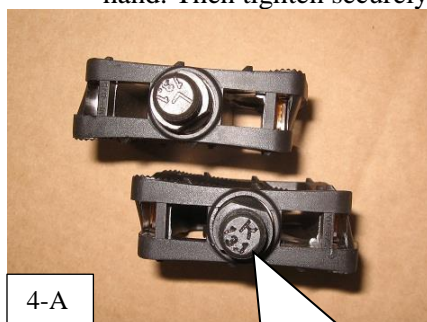
The handlebar may have been rotated for shipping. To adjust, loosen the handlebar clamp bolts on the stem (3-A). Rotate to desired angle and tighten the bolts. The grips should be parallel to the ground. The bolts should be tightened enough that there is no movement when firmly pushing against the handlebar.

**REMEMBER**, the stem may be raised or lowered for comfort, but it should never be raised above the “Minimum insertion line” embossed on the lower portion of the stem (1-C).

### 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.



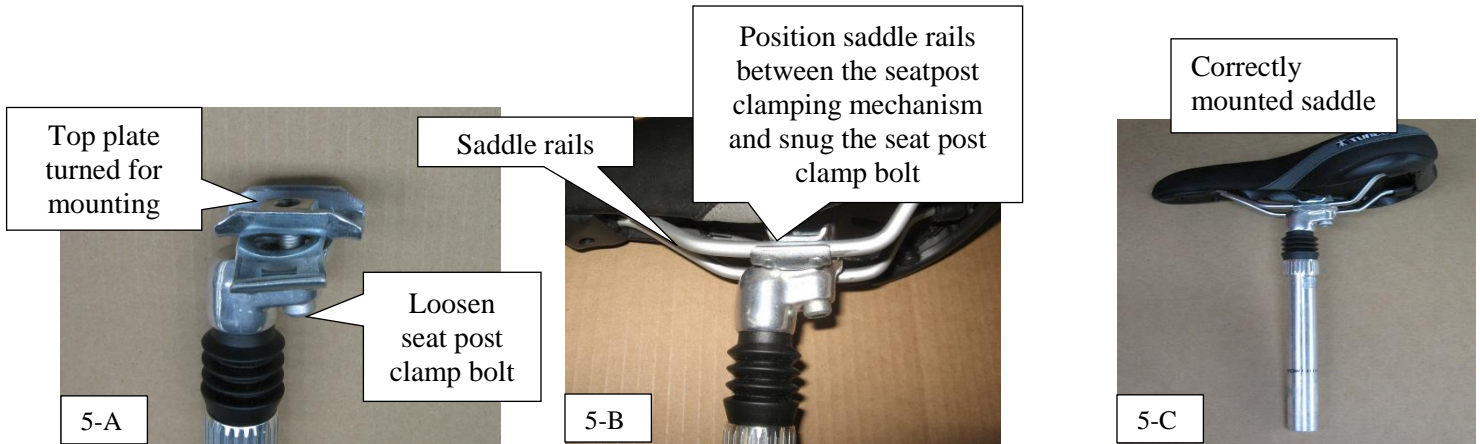
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## 5. ATTACHMENT OF SADDLE TO SEATPOST (If already attached as in 5-C, skip this step)

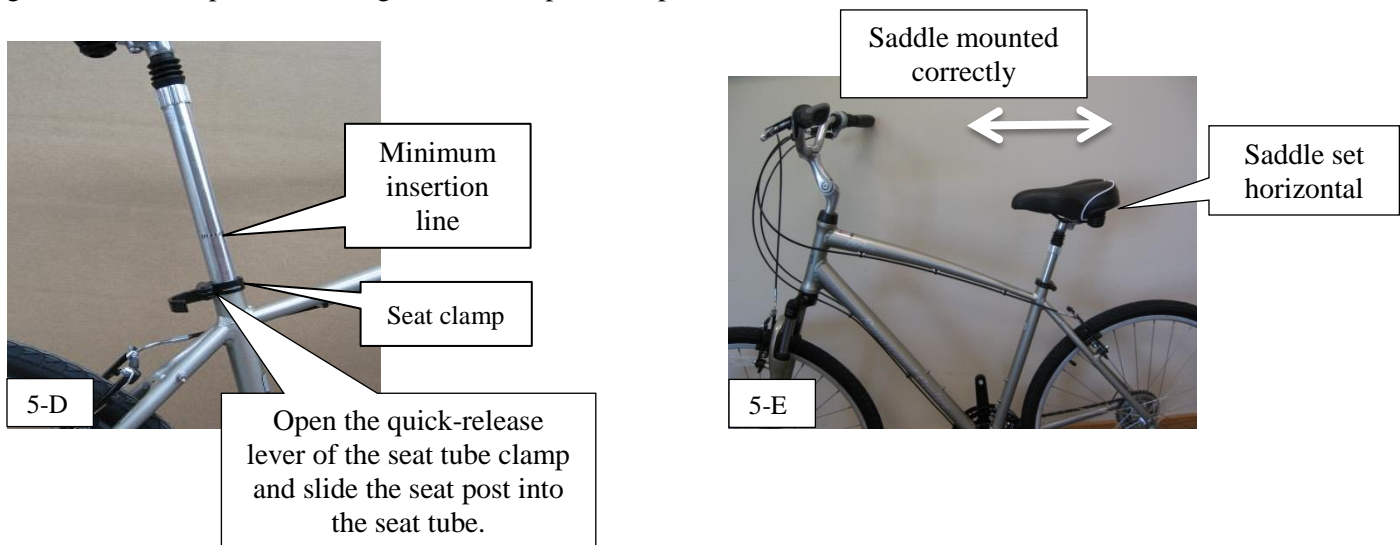
Required tool – 6mm hex wrench

To fit your bike into the shipping box the saddle may not be attached to the seatpost. Please follow the instructions below to correctly attach your saddle.

To attach the saddle to the seatpost, 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 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 seat post 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 (5-D). This line is embossed into the lower portion of the seat post. 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.

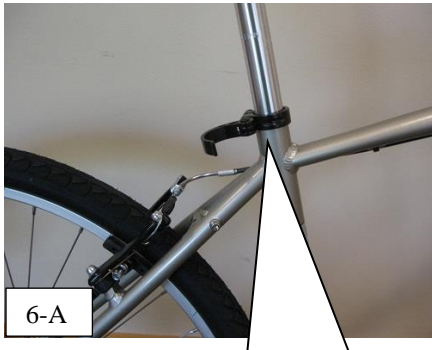


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## 6. SADDLE HEIGHT ADJUSTMENT

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.

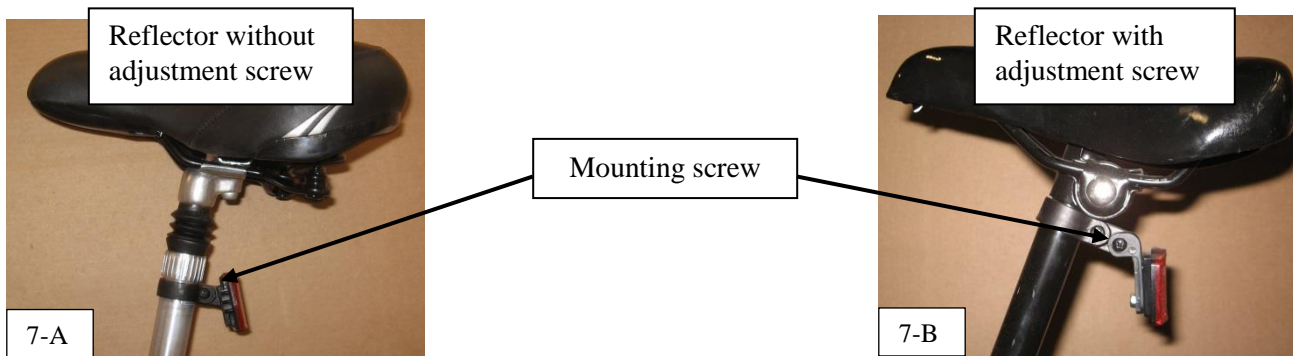
## 7. ATTACH REFLECTORS

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.

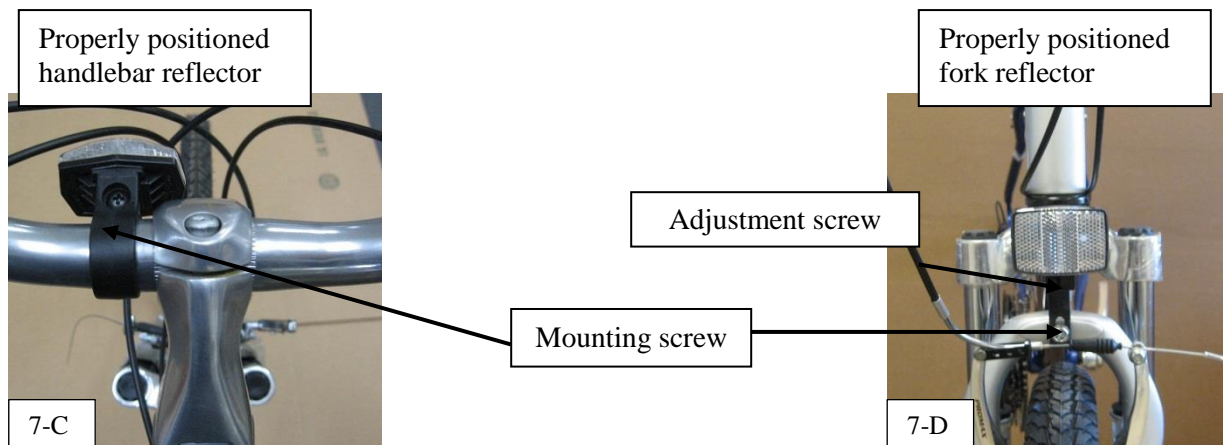
Reflector styles may vary slightly. These instructions are a guide for the most common types.

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).



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.

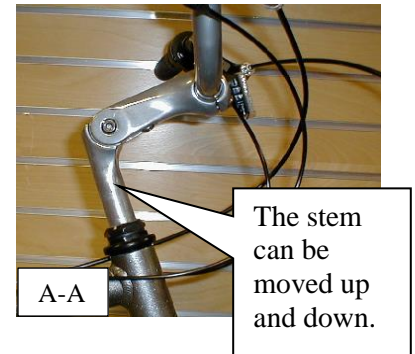
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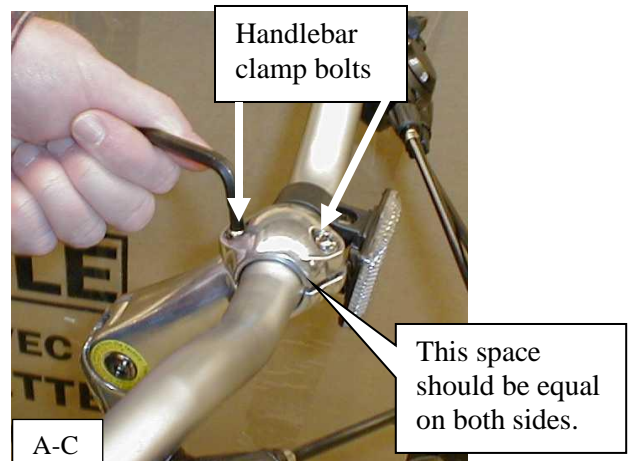
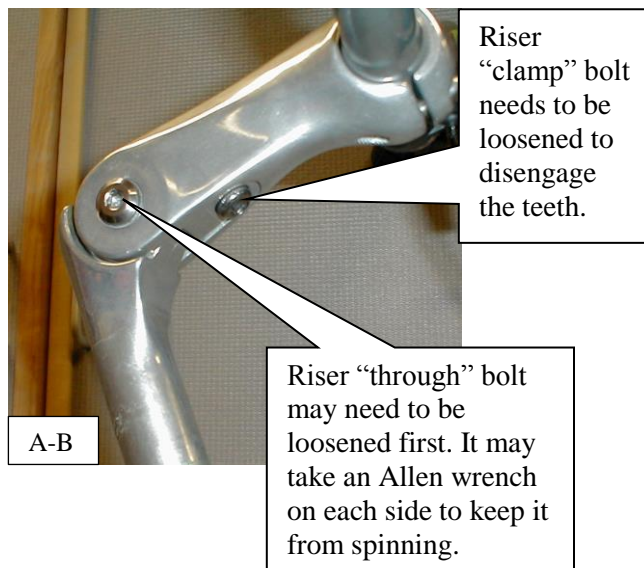
## Custom Fitting your Handlebar (adjustable stems only)

Your stem angle comes pre-adjusted for the average rider and may be perfectly satisfactory where it is. However, some bikes have an adjustable “riser” stem. You may be able to raise or lower it, as well as move it farther away from you. If you’d like to be sitting more upright, you can move it up and back towards you. If you feel that your riding position is too upright, you can move it lower and out away from you.

Moving the stem straight up and down is the simplest way to make minor height adjustments. This was covered in the assembly instructions (1-C). (Remember not to raise the stem over the “minimum insertion line.”)



Rotating the adjustable riser bar allows you to bring the handlebar further up and closer to you or lower and further away. To adjust, loosen the riser “clamp” bolt at the front of the riser (A-B), holding the clamp away to disengage the teeth. You may also need to loosen the riser “through” bolt (A-B) a few turns using hex wrenches (you might need two, one for each side). Rotate the bar to the desired position and retighten, tightening the riser “clamp” bolt first, and then the riser “through” bolt.



After adjusting the riser angle you may need to rotate the handlebar back to a more level upright position by loosening the two handlebar clamp bolts, rotating the bar to the position you want, and retightening them (A-C). Generally the grip portions of the handlebar should be parallel with the ground. Retighten the handlebar clamp bolts equally by turning each one turn at a time, so the space between them and the clamp base is equal on both sides.

