

## Pedal Installation

Pedal threads are different from left side and right side.

**The right side pedal has a right-hand thread (removes counter clockwise, installs clockwise).**

**The left side pedal has a left-hand thread (removes clockwise, installs counter clockwise).**

Many pedals are stamped "L" and "R" for left and right. Additionally, the thread will appear to slope up toward its tightening direction. Left hand threads slope up to the left, while right hand threads slope up to the right.

1. Grease the pedal threads.
2. Select the correct pedal for the crank arm, pay close attention to the thread. The RHS pedal has a right hand thread whereas the LHS has a left hand thread.
3. Thread the pedal into the crank using the fingers being careful not to cross the thread on the crank.
4. Use a 15mm spanner, 8mm or 6mm allen key dependant on the pedal to tighten the pedal on the crank. It is best to place the bike with the wheels on the ground to ensure sufficient torque is applied to tighten the pedal. Recommended torque ranges between 35 and 55Nm.

LHS

RHS



## Handlebar Installation

1. Install the stem faceplate and bolts. Most faceplates require an equal gap at the top and bottom of the stem (Pic 1). Other designs can require that you tighten the bottom of the faceplate all the way in although this requirement will usually be printed on the stem (Pic 2). If in doubt contact the manufacturer. Loosely tighten the bolts to hold the bar.
2. Ensure the bar is centred by lining up the marks printed on the bar with the stem face plate (Pic 3).
3. Set the roll on the bar, this is down to personal preference but I find the correct roll to be perpendicular to the ground (Pic 4).
4. Tighten the bolts on the faceplate evenly to 6Nm (Pic 5). It is important that you don't over torque the face plates bolts when installing carbon bars as it can damage the carbon, this isn't an issue when installing aluminium bars.



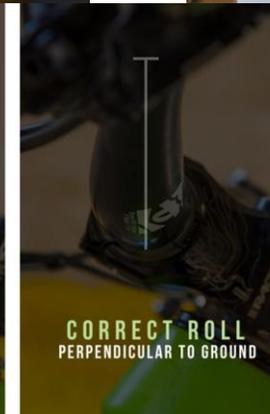
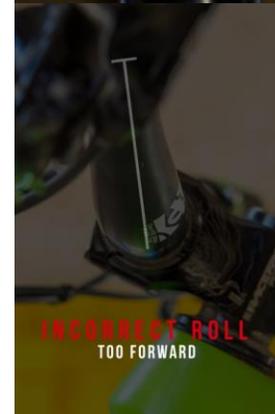
Pic 1



Pic 2



Pic 3



Pic 4



Pic 5

## Wheel Installation

1. It is best to place the bike upside down to install the wheels. Take care not to damage the dropper post or brake levers when placing the bike upside down.
2. Remove the cardboard spacer from the disc pads.
3. Insert the wheel into the drop outs lining up the disc with the gap between the disc pads. If the disc will not slot between the pads a flat headed screw driver can be inserted between the pads to push the calipers back and increase the gap.
4. When inserting the rear wheel, pivot the rear derailleur back and be sure to feed the chain around the cassette (Pic 1). This process can be made easier by turning off the clutch on a Shimano derailleur (Pic 2) or using the locking pin on a Sram derailleur (Pic 3).
5. Insert the axle and turn clockwise to tighten.
6. It is best to clamp the axle in a position where it can't be knocked by accident and come undone (Pic 4). When clamping the lever on the axle do not force it shut. If it is too tight turn the axle counter clockwise a quarter of a turn and retighten.
7. Grip the tyre with your hand and move the wheel, there should be no play in the wheel if the axle has been tightened correctly.



Pic 1



Pic 2



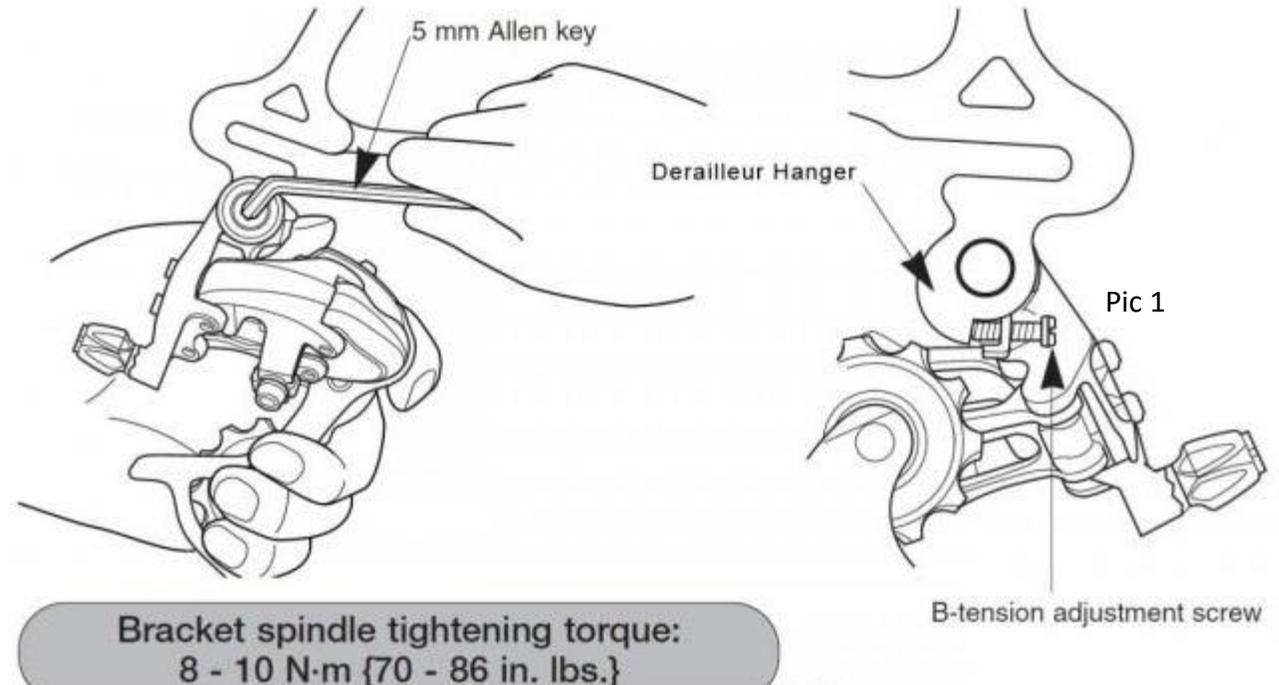
Pic 3



Pic 4

## Rear Derailleur Installation

1. It is easiest to install the rear mech with the rear wheel off.
2. If the rear derailleur is attached to the mech hanger insert the hanger into the frame and tighten the hanger attachment bolt.
3. If the rear derailleur is not attached to the hanger insert the derailleur bolt and tighten with either a 5mm allen key or t25 torque key dependant on the mech. This process can be made easier by turning off the clutch on the Shimano derailleur or using the locking pin on the Sram derailleur.
4. Ensure the b tension screw is sitting to the rear of the corresponding tab on the mech hanger to avoid it making contact with the hanger during tightening (Pic 1).



## Saddle Installation

1. The saddle position is a personal preference. A good base setting is to align the saddle so it is parallel with the ground. The saddle should also be centred on the rails with the clamp.

## Suspension Pressure

1. A shock pump will be required to properly adjust the suspension pressure.
2. Air pressure charts for your weight can be found on the manufacturers website. Some Rockshox forks have the pressure charts on the rear of the fork leg.
3. This charts are a base setting, you may need more or less pressure to get the best out of the suspension. When stood on the bike in the riding position the sag on the suspension should sit around 30% of the full travel (Pic 1).



Pic 1