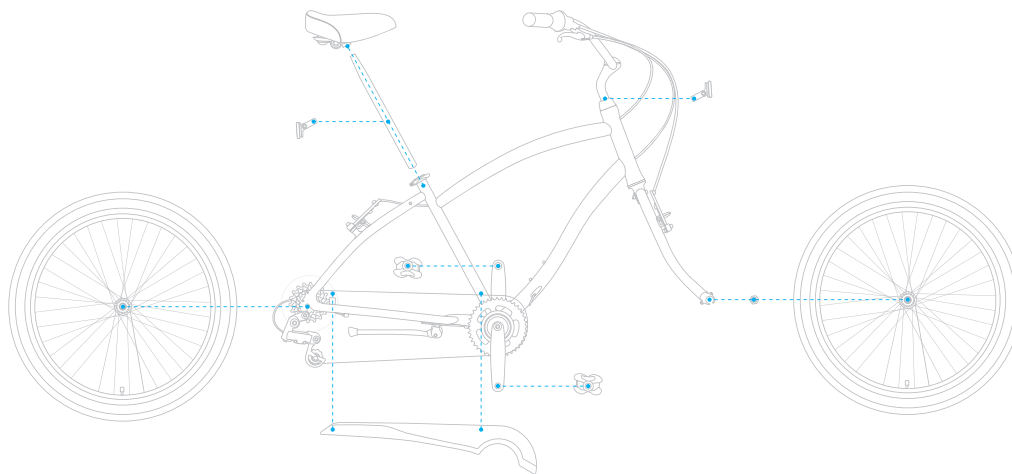


your journey. your experience.



Assembly Instructions

The Fun Part, Assembly. Time to Build Your Own Bike. Enjoy the Ride so Much More Knowing You Built It.

EVERY Men's and Women's
Seven Speed



Mechanic

Meet Marco

Meet Marco, the sixthreezero mechanic. He's here to help. Anything you need with assembly, repairs or installations, he's your guy. Call or email him, he's always around.

mechanic@sixthreezero.com

310.982.2877



Hello Everyone,

Welcome to the sixthreezero experience. We developed a process that will walk you through every step needed to start your ride. Now for the fun part... the assembly. I know, I know, we've all had to assemble something we've bought before, a tv stand, coffee table, possibly a grill or even a bike a time or two before. It's never fun, it never goes well, you always lose a nut or a screw and by the time you're done, you'd rather destroy whatever it is you've bought than actually use it. Well, I'm here to make sure that doesn't happen.

Assembly of a bike can be a fun, engaging, learning experience. Call up a friend, ask your spouse or child, don't rush, and enjoy the process. Part of the fun in building your bike is telling people "I built it all by myself." I build bikes almost everyday and I always learn something new. I enjoy the process of building something from the ground up, and I hope you will too.

The instructions were written and designed by me, so if you have any suggestions please let me know!

Marco
sixthreezero Mechanic

Tools Required

Scissors or Wire Snips (A)

8, 10, 13, and 15mm Crescent Wrench (B)

(Socket wrenches also applicable in some cases)

4, 5 and 6mm Allen Wrench (C)

Phillips Head Screw Driver (D)

Schrader Valve Bicycle Pump (E)

Grease (recommended, but not required) (F)

(A)



(B)



(C)



(D)



(E)



(F)



If you want to be able to See and Work with a Live Mechanic during assembly you can either Skype, FaceTime or do a Google Hangout with us. We'd love to help with assembly. Just let us know in advance and we will arrange it with you.



Google Hangout



Facetime



Skype



What's in the Box?



Multi-Tool
(13mm, 14mm & 15mm
Wrench; Used to tighten
wheels, seat & pedals)



Frame, Handlebars, Seat Post, Seat & Wheels



Fenders
(Applies to certain models)



4mm Screws (4)
(Used to attach fender brackets to
frame and fork eyelets; Applies to models with fenders)



Lock Nut Cap



Touch Up Paint



Pedals



Front Reflector
(Attached to the Handlebars)



Allen Keys
(5mm & 6mm; Used to
tighten handlebars and
adjust brakes)
(4mm; Not Included)



4mm Screw & Nuts (3)
(Used to attach fender
brackets to fenders; Applies
to models with fenders)



**Brake Cable
Components**
(Used to attach front brake
lever to front wheel calipers;
Attached to the Bike)



Rear Reflector

Assembling your Bike

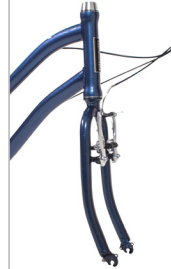
1.



Using scissors or snips, cut off zip ties and remove all packaging from the bike.

2.

The front fork should have arrived backward in the box. Spin it around so that the drop outs (the bends in the fork) are facing away from the bike.



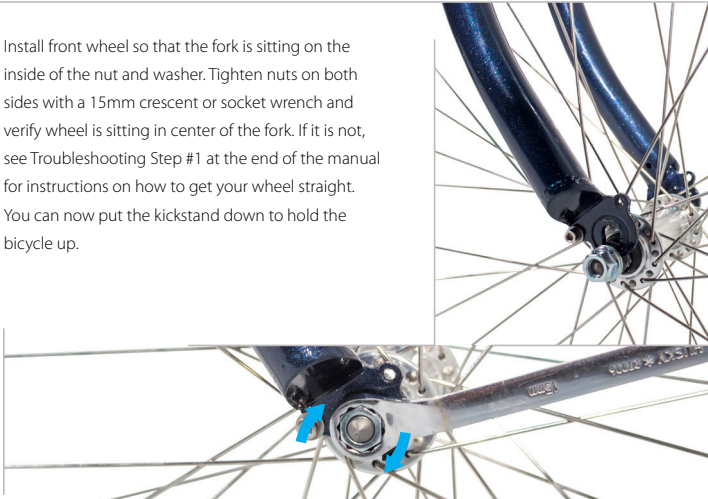
Correct Orientation



Incorrect Orientation

3.

Install front wheel so that the fork is sitting on the inside of the nut and washer. Tighten nuts on both sides with a 15mm crescent or socket wrench and verify wheel is sitting in center of the fork. If it is not, see Troubleshooting Step #1 at the end of the manual for instructions on how to get your wheel straight. You can now put the kickstand down to hold the bicycle up.

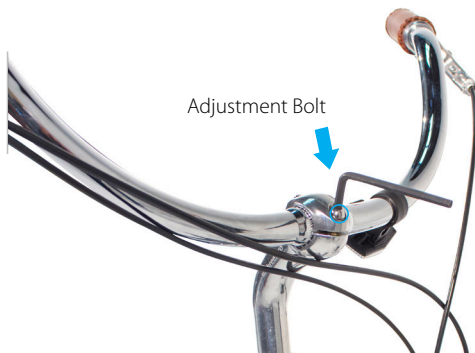


4.

Place the Lock Nut Cap over the Lock Nut as shown below. Apply grease to the stem and insert it into the head tube. Using the frame and front wheel as a guide, tighten the stem with a 6mm Allen Wrench.



5. Adjust the handlebar angle with a 6mm Allen wrench. Traditionally set up, the grips will be approximately level to the ground, but you may find you like the grips to be set up higher or lower. Play around with different angles to find the optimum level of comfort for you.



6. Apply grease to the seat post tube, then insert into Seat Tube. Leave about 2 inches exposed and close the quick release clamp to lock seat into place. If the seat is swiveling, open the clamp, and tighten the nut on the left side and close the clamp.



7. a Install the front and rear reflectors. The front reflector is attached to the handlebar. Use a Phillips head screwdriver, loosen the bolt in the bracket and lift the reflector up till it is facing straight on, like shown below.



- b Using a Phillips head screwdriver, loosen the bolt in the bracket and slide it over the seatpost. Tighten anywhere on the seatpost that is of uniform diameter.



8. Install seat onto the seat post. If necessary, loosen the two nuts to get the seat clamp onto the post. Find desired seat angle, and tighten the nuts uniformly with a 13 crescent or socket wrench. To change seat angle, loosen the nuts and adjust seat to desired angle then tighten again.



9. Apply grease to threading on the pedals. Notice that the pedals are stamped L and R. Make sure to install the correct pedal onto the proper side of the bike, as the threading on the left pedal is reversed. The right side of the bike has the chain and chain guard on it. The right side pedal follows the traditional tightening pattern in a clockwise direction. The left side pedal is reverse-threaded, tightening in a counter clockwise direction. Hand tighten accordingly and follow up by tightening both pedals with a 15mm crescent wrench.

Right



Left



10. Pump air into the tires to a desired pressure or as recommended on the sidewall of the tire.



11. Sit on the bike and notice the seat's height when one leg is at full extension. If your knee forms a shape angle, then raise the seat until you have a subtle bend or you are comfortable with the height. Refer back to step 6 for instruction and images of the seat clamp adjustments. Tighten the seat clamp and enjoy your beach cruiser!



Fenders

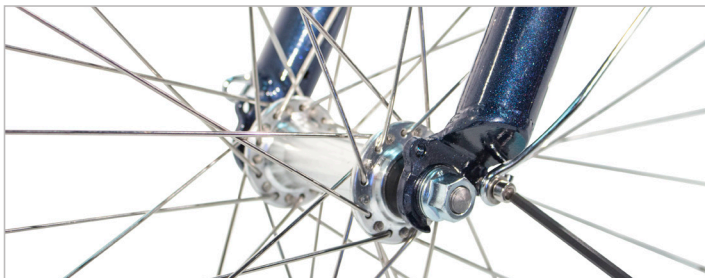
1. Build up the front fender assembly. The washer bolts will go in through the top of the fender and strut and are fastened with supplied nuts. Tighten assembly together with a 4mm allen key and 8mm crescent or socket wrench.



2. Slide fender assembly through the back of the front tire so that the fender struts are oriented with the eyelets at the back of the fork. The installation will occur in this order: Long Bolt, Washer, Fork, Fender Tab, Washer, Nut. It is not necessary to fully tighten just yet, just finger tighten until you're sure nothing will fall apart.



3. Attach the front fender struts to the bike with the short bolts using a 4mm allen key.



4. Attach rear fender struts into respective eyelets using short bolts and repeat process for the other side. Attach fender tab to frame using the medium sized bolt, with washers on both ends closed off with a nut on the underside. Tighten with a 10mm crescent or socket wrench on both sides, one 10mm crescent or socket wrench holding the nut in place and one 10mm crescent or socket wrench to tighten the bolt.



Brake Assembly

Assembling your brakes:

Parts included for the braking system are the "V-brake" arms (these are directly mounted to the frame along with the brake pads attached to them), brake levers (located on either side of the handle bars), the brake cable, and the "V-brake" noodle



Tools needed in order to assemble your braking system are a 5mm allen key, a philips screw driver, and a pair of wire cutters.



1.

There are two ends to the brake cable. At one end there is a small barrel attached and at the other an open piece of cable.

2.

Attach the brake cable to the brake lever by squeezing the lever and placing the barrel inside the barrel hanger.

3.

Then pull on the cable and slide it through the narrow crevice that runs along the brake lever.



4.

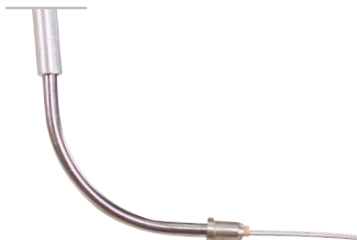
Slide the cable housing up toward the brake lever until it fits snug inside the barrel adjuster.

5.

Turn the lock ring on the barrel adjuster clockwise in order to tighten the barrel and prevent any loose movement.

6.

Take the open end of the brake cable and insert it into the larger end of the V-brake noodle assembly.



7.

Slide the V-brake noodle up so that the cable housing fits snug in the larger end of the noodle.



8.

Slide the other nipple shaped end of the noodle into the noodle hanger, located on the left brake arm. Be sure that the nipple is hooked securely inside of the hanger.



9.

Slide the remaining brake cable in between the right brake arm and the brake adjustment screw by loosening the brake cable adjustment screw with a 5mm allen key.



10.

Begin by loosening the cable adjustment screw on the right brake arm. Pull the cable to reduce the distance between the brake pads and the rim. After you find a comfortable distance, re-tighten the adjustment screw.



11.

Once you've found a good distance, check to see if the pads are lined up with the rim. Make sure the pads are not too high where they are rubbing against the tire and not too low to where the pad isn't making full contact with the rim when the brakes are applied. The position can be adjusted by grabbing the brake pad with one hand and loosening the nut on the back of the brake pad with a 5mm allen key.



12.

If one of the pads seem to be rubbing against the rim while the other still has a lot of distance from the rim then you will have to center your brakes. You can do this by adjusting the spring tensioner screws located at the base of each brake arm. Tightening the screw will pull the brake pad toward the side that the brake pad is mounted on. So, if you tighten the screw on the right brake arm this will push the right brake pad away from the rim and the left brake pad toward the rim. Loosening the right screw will allow the right brake pad to move closer to the rim and the left brake pad away from the rim.

Seven Speed

1.

Tuning your rear derailleur

To adjust the rear derailleur, start by twisting the shifter until the number 7 is highlighted on the shift knob.



2.

Turn the barrel adjuster located on the rear derailleur clockwise until it stops.

3.

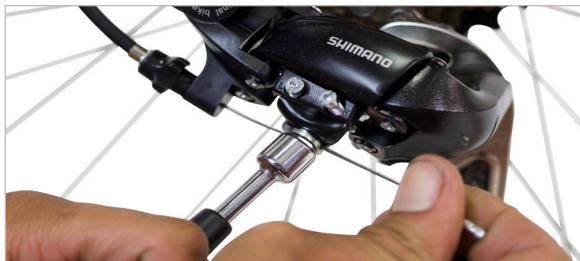
Turn the pedals until the chain falls into the smallest cog.



4. If you've done these steps and it hasn't reached the smallest cog then you will have to adjust the "High gear" limiting screw located on the derailleur indicated by the letter "H". With a Philips screw driver gradually turn the screw counter clockwise 1/4 turn at a time while turning the pedal until the chain falls onto the smallest cog.



5. After you've finished those steps, you can now adjust the cable tension which will decide how your bike will shift. With a 9mm crescent or socket wrench loosen the cable adjustment screw and pull on the cable, while keeping the cable pulled tight, tighten the cable adjustment screw so that the cable is snug and tight.



6. Rotate the pedals and try to shift the gears. If it doesn't seem to shift from 7th to 6th gear within one click then the cable needs to be tightened. You can do this by twisting the barrel adjuster counter clockwise 1/4 at a time until it is able to shift from 7th to 6th in one single click. Now shift through the gears from 7-1 and back from 1-7. If the gears seem to be sluggish when shifting from 7-1, then tighten the cable by turning the barrel adjuster counter clock wise. If shifting from 7-1 is fine but is sluggish when shifting from 1-7, then the cable is too tight and needs to be loosened. Do this by turning the barrel adjuster clockwise. By tightening and loosening the derailleur cable you can find a good spot where the derailleur will ideally shift between each gear one click at a time. *Note: When properly adjusted each gear should shift with a corresponding "click" sound.



Troubleshooting

Straightening out the front wheel

Loosen the axle nut that is on the same side of the fork to which the tire is leaning. Wedge your hand in between the tire and fork and push the wheel to center. Tighten the axle nut down while the wheel is being wedged over. If necessary, loosen the opposite side axle nut and re-set the wheel that way. Make sure that you always check that you have re-tightened the axle nuts after doing any maintenance work on the front wheel.



Chainguard rubbing against chain

If you hear a scraping or grinding noise it is very likely that the chain is rubbing on the chainguard. You can loosen the screw behind the chainguard to readjust it and find the appropriate position.





Congratulations!

You did it! Now you are ready to ride! If the bike is fully assembled but you think things are not quite right or maybe you're missing something, please don't hesitate to email me. My email is mechanics@sixthreezero.com. I'll always respond within 24 hours guaranteed! Once you are up and riding please email us some pictures, we love to see other riders out enjoying their bikes!

Marco
sixthreezero Mechanic



Enjoy the Ride.