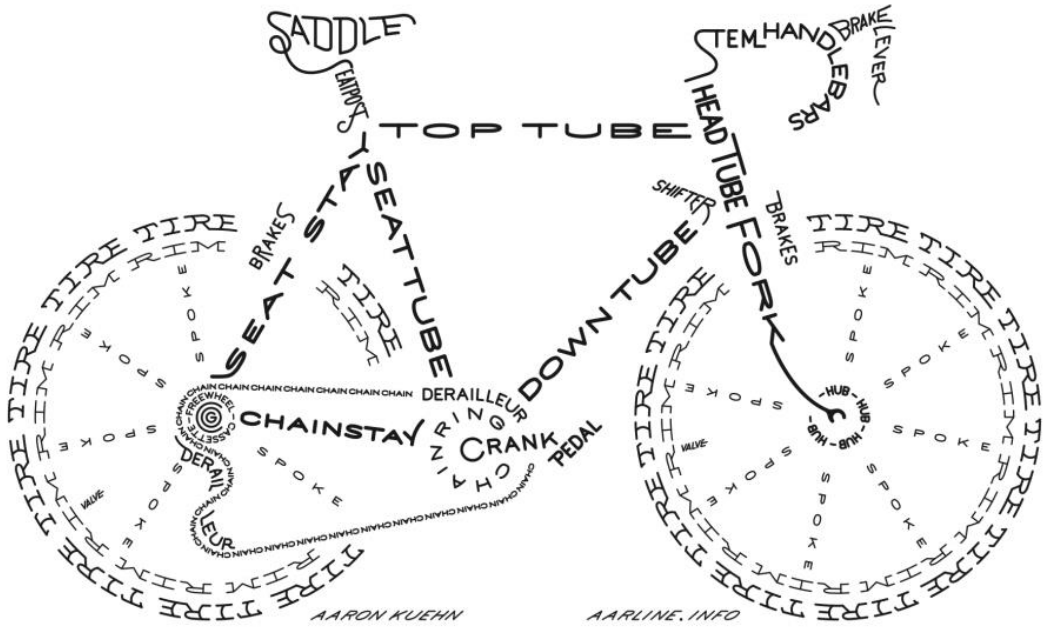
Your New Bike from Dales Cycles!

Thank you for buying your new bike from Dales Cycles. Your bicycle has been fully assembled by one of our qualified technicians where gears and brakes have been setup & tuned for optimum riding performance. To allow for shipping in our *"Standard Boxes"*, we've had to tweak a thing or two, and as such the bike has been partially disassembled. Follow this quick guide and you'll be riding in no time at all!

Firstly, please remove packaging carefully and thoroughly check the bike for any damage. In the event that damage is found, or if you have questions at any point, please contact us including your name and order number:

Phone: 0141 332 2705 (Monday – Saturday 09:00 to 18:00, Sunday 10:00 to 17:00)
Email: sales@dalescycles.com

The information on this guide is for reference only and Dales Cycles strongly advise that you to read the owners instruction manual(s) included with your bike. We also recommend having your bicycle serviced regularly at an authorized bicycle shop to ensure many years of happy cycling!



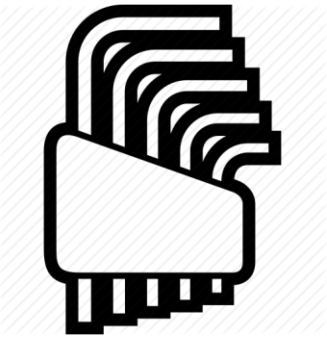
What's in the box?

To help you get setup as quickly as possible, we've included some tools that should come in handy. If any of these are missing, please get in touch with us using the contact details on Page 1.

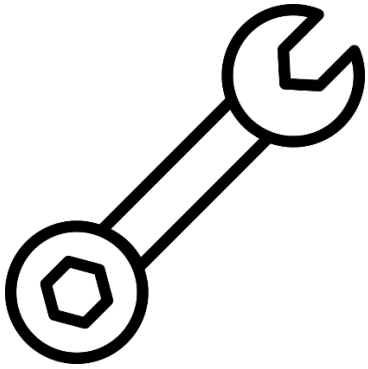
New Bike!

Owner's Manuals

Hex Key Set



15mm Spanner



For some bikes, we'd often recommend the use of a torque wrench for setup and adjustment later.

Although this is not included with your bike, it is something we will refer to a few times in this manual.

If you are interested in purchasing this tool, please search "Torque Wrench" on our website.

Hello! Is Everything Alight?

It's important to fully inspect your bike when you remove it from box to check for any damage that has occurred during shipping. The most important component to check is the rear derailleur - this is what changes your gears at the rear.

Look first at the rear derailleur itself from behind.

You should be able to see if the derailleur itself is aligned properly.

A tell-tale sign of shipping damage is when the two jockey wheels don't line up with the cogs or each other.

If they do not line up – **Do Not Ride** – please take a photograph and email it to sales@dalescycles.com or call us using the contact details on page one. Include your full name and order number as a reference.

We will cover the cost of the part(s) and labour to get it fixed at a local bike shop or organise a replacement.

Failure to check this alignment before riding could cause serious damage to the rear wheel spokes, rear derailleur and most importantly – you!

We cannot be responsible for covering parts or labour charges if this is not checked after delivery and before you ride!

Step 1 – Fit Seatpost

The first step is to install the seatpost into the bike frame. This will come with the saddle already fitted.

Important: Seatposts are marked with a “Minimum Insertion Point.” It is critical that the seatpost is inserted beyond this point as failure to do so could result in damage to the bike that would not be covered under warranty.

Insert the seatpost into the frame past the minimum insertion mark, then securely tighten the seatpost quick release or hex bolt*. Our technicians have already applied the appropriate type of grease inside the seat tube to reduce the chance of the seatpost seizing inside the frame over time.

* Bikes with carbon fibre frames, as well as Giant ALUXX frames, come supplied with a seatpost wedge. This is fitted inside the frame and should be tightened to the manufacturers torque as marked. We would recommend purchasing a torque wrench to allow for the adjustment of bolts on your bike just now and in future. A torque wrench ranging from 4Nm to 16Nm will do the job nicely.

Quick Release

Hex Key

Wedge

Important: Special attention is required if adjusting a “Dropper” style seatpost. Please get in touch with us for advice using the contact details on page 1.

Step 2 – Attaching & Adjusting Handlebars

When boxed the stem and fork will both be facing backwards. Rotate to the forward position ensuring any cables are not twisted or become tight when doing so.

Loosen and remove face plate bolts and the face plate itself.

Position handlebar centrally on stem, place stem face plate back and finger tighten bolts ensuring they are aligned correctly.

Don't fully tighten yet - handlebar position will still need to be adjusted.

Failure to line up the bolts correctly could cause irreparable damage to the threads and will not be covered by the warranty.

2.1 Alignment

Road

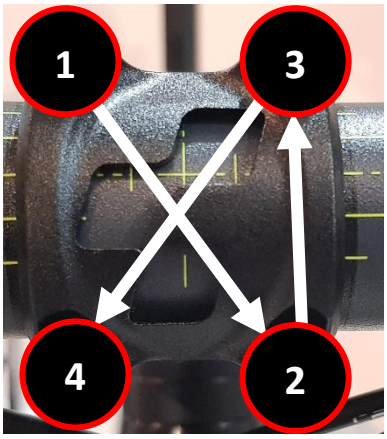
For drop bars, rotate such that the tops of the bars are parallel to the ground.

Flat Bar

For flat/riser handlebars, rotate such that they are positioned with a slight rise and are backswept with brake levers pointing down about 45 degrees.

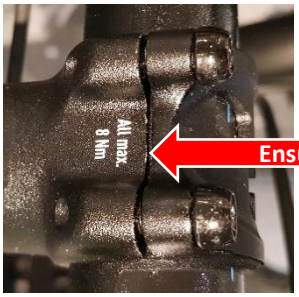
2.2 Final Adjustment

Check again that the handlebars are in centred in the stem, and this time tighten the stem face plate bolts gradually, in a figure of 8 pattern, whilst ensuring the stem to face plate gap is equal on the top and bottom.

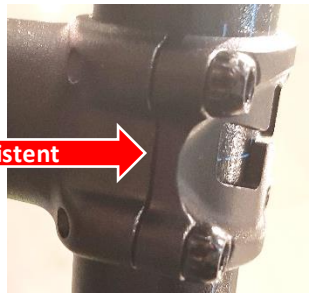


Tighten stem bolts in this pattern

Tighten stem face plate bolts until the handlebar is secure using the torque guideline - which is usually printed on the stem.



Top of Stem



Bottom of Stem

Step 3 – Fitting of the Front Wheel

1. **Remove Disc Brake Spacers:** If you have disc brakes, you'll firstly need to remove the brake pad spacer. Do this by simply pulling on the tab – This spacer is usually red.

   Important: The brake pad spacer has a very important job! If your bike has hydraulic disc brakes, it's very important to refrain from pulling the brake lever when the wheel is removed. This prevents the pistons in the caliper pushing the brake pads together and "sticking" together! When transporting your bike with wheels removed, it can be useful to fit the pad spacer into the caliper to prevent this issue from arising.

2. **Guide Your Wheel into The Fork:** If you have rim brakes, be careful not to dislodge calipers when you install your wheel. If you have disc brakes, guide the rotor in between the brake pads.
3. **Tighten the Axle:** If you have a quick release axle, settle the wheel completely into the dropouts. Make sure the quick release axle is on the non-drive side of the bike, matching the wheel. Holding the lever in place, tighten the nut on the opposite side and push the lever into the closed position. It should feel tight, but it should not be too difficult to close the lever. If you have a thru axle, line up your hub with the holes at the bottom of your fork. Look to see which side of the fork is threaded and push the axle in through the opposite side. Turn the lever clockwise to thread the axle into the fork. Once tight, push the lever into the closed position.
4. **Flip your bike over:** If you have cantilever or rim brakes, make sure your brake cable is reconnected or tightened properly.
5. **Spin your wheel:** By spinning your wheel, you will make sure your brake pads are not rubbing the rim or the rotor. If your wheel does not spin, it could be crooked in the fork's dropouts. Flip your bike back over, loosen your axle, push down on the wheel and tighten the axle again.

Special Note for Some Junior/Kids Bikes (12", 14", 16", 20" Wheel)

Due to the smaller size of these bikes, we've likely left the handlebars & front wheel attached before shipping. This is easier for us to box, which in turn makes it easier for you to assemble! You'll notice that the handlebars are turned 90°, follow the steps below to adjust the stem and get them facing forward.

Quill Stem

Loosen the stem bolt, turn the bars then tighten accordingly. The Quill stem has a minimum insertion mark – You must take care to ensure the stem is inserted beyond this mark, like a seatpost.

Ahead Stem

Loosen the stem bolts, turn the bars then tighten accordingly. Take care to tighten both bolts to an equal torque – Usually around 4-6Nm.

If you are unsure of any of the above steps, or require some further guidance, please get in touch with us using the contact details on page 1.

Step 4 – Attach Pedals

Many bikes are not supplied with pedals, however if yours does, then it is **very important** to follow these steps very carefully as failure to follow instructions correctly will invalidate the warranty.

Left Pedal

The left pedal will attach to the left crank.

This is the crank with no chainrings or chain, on the non-drive side.

To prevent the left pedal loosening off whilst riding, the left pedal & crank arm use a reverse thread.

As such it is tightened by turning anti-clockwise.

Fit the left pedal by gently threading into the left crank arm by hand.

Turn anti-clockwise 

Tighten the pedal **anti-clockwise** by hand

Right Pedal

The right pedal will attach to the right crank.

This is the crank with the chain and chainrings attached.

Fit the right pedal by gently threading into the right crank arm by hand.

Turn clockwise 

Tighten the pedal **clockwise** by hand

Ensure the threads are engaging correctly and the pedal is going in straight. Failure to do so can severely damage the crank.

Finally, using a 15mm spanner – Which you will find in the bike box – tighten both pedals in the correct rotation to the limit of average strength (or the manufactures torque if specified).