



REMOVING THE CRANK ARMS.

Remove your pedals first. Remember, left foot pedal is always reverse thread.



Use an 8mm Allen wrench and turn it counter clockwise to remove the crank arms.



Note - When reinstalling the cranks, make sure to pay attention to the direction. Sometimes people forget to look, and put both cranks pointing the same way.



REMOVING THE WHEELS

The wheels are standard quick release wheels just like other high quality bicycles.



Once the wheels have been removed, remove the 'skewers' from the wheels by unscrewing the nut all the way.



Make sure to reassemble the skewers as shown, and then stow them in the 'parts bag'.



RELEASING THE BRAKES

It will be necessary to release your brakes in order for the wheels to be removed easily. Hold the brake pads together with one hand while releasing the 'straddle' cable with the other.



Now just disconnect the straddle wire (no tools needed).



CABLE SPLITTERS

your new bike is equipped with cable splitters in order to more easily disassemble the bike.



All you have to do is hold one side of the splitter in each hand and twist the other side. Always twist the side that is on the back side of the bike (the longer side of the splitter). They are threaded, and occasionally like a little grease on the threads to assure easy operation.



CABLE STOPS

These will need to be removed from the frame so that the handle bars can be completely free from the frame section.



Simply unscrew the securing bolts with a 3mm or a 4mm Allen wrench (depending on the brand). Make sure to reinstall the bolts into the frame afterwards so you won't have to keep track of them.



REMOVING THE FORK (numbers relate to pictures)

The fork will need to be removed, and we have constructed the bike in such a way that this can be done very easily.

1.) Using a 4mm Allen wrench, loosen the bolt that secures the cable hanger.

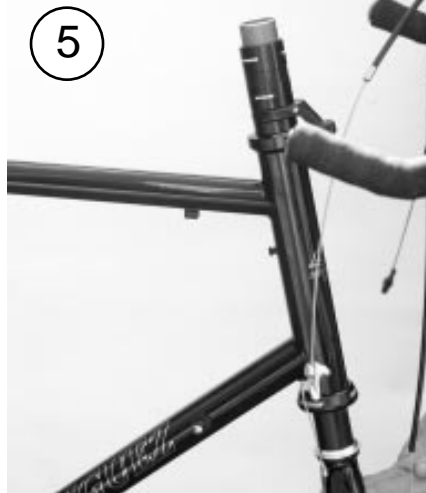
2.) Loosen the bolts that hold the stem onto the bike. During reassembly you will tighten these bolts after you have adjusted the headset.



3.) You will need to remove the top cap on the fork (also called the head set adjusting cap).

4.) Remove the head set adjusting cap using a 5mm Allen wrench. During reassembly, you will use this same cap to properly adjust the headset tension.

5.) Now you remove the handle bars and stem from bike. Be sure to support the fork with your other hand or it will fall out of the bike.



6.) Make sure to keep track of the spacers and the cable hanger.





REMOVING THE FORK CONTINUED

The fork will need to be removed, and we have constructed the bike in such a way that this can be done very easily.

7.) Now you can remove the fork by letting it drop out of the frame into your hand.



8.) This is what the bearings for the fork (headset) looks like in the top of the bike frame now.



9.) Remove the 3 pieces of the headset and make sure that you familiarize yourself with how they will fit back together. *Note: There are also bearing in the bottom of the headset, but if everything is done right, they will stay on the bicycle frame.*



10.) Now put of the headset parts, spacers and the cable hanger back onto the fork in the order that they would be if they were on the bike. This helps you remember how things go back together during reassembly. Remember to put the headset adjusting cap and bolt back on to keep everything from falling off.





REMOVING OTHER PARTS

Remove the rear derailleur using a 5mm wrench.



Do not disconnect the cable. The derailleur can just hang from the bike section.



REINSTALLATION - There is a tab on the bike frame and a tab on the derailleur that need to be in the right position when you reinstall the derailleur. **Make sure to 'rotate' the derailleur towards the back of the bike while you tightened the mounting bolt.** Otherwise, you can break the tab off of the derailleur and it won't work right.



Remove the seat using the appropriate Allen wrench. Make sure to note your seat height. Some people like to put a scratch on the seat post, others will use a piece of electrical tape.



USING THE S&S COUPLING WRENCH








Use the 'hooked' end to grab one of the notches in the coupling and turn. One direction will tighten, and the other will loosen (you'll have to figure that one out).

The threads on the couplings should be lubricated periodically. Use White Lithium grease.

S&S recommends that you check the couplings before each ride. Obviously, if they come loose while your riding, this is a problem.



Head Set Reassembly
Step by Step

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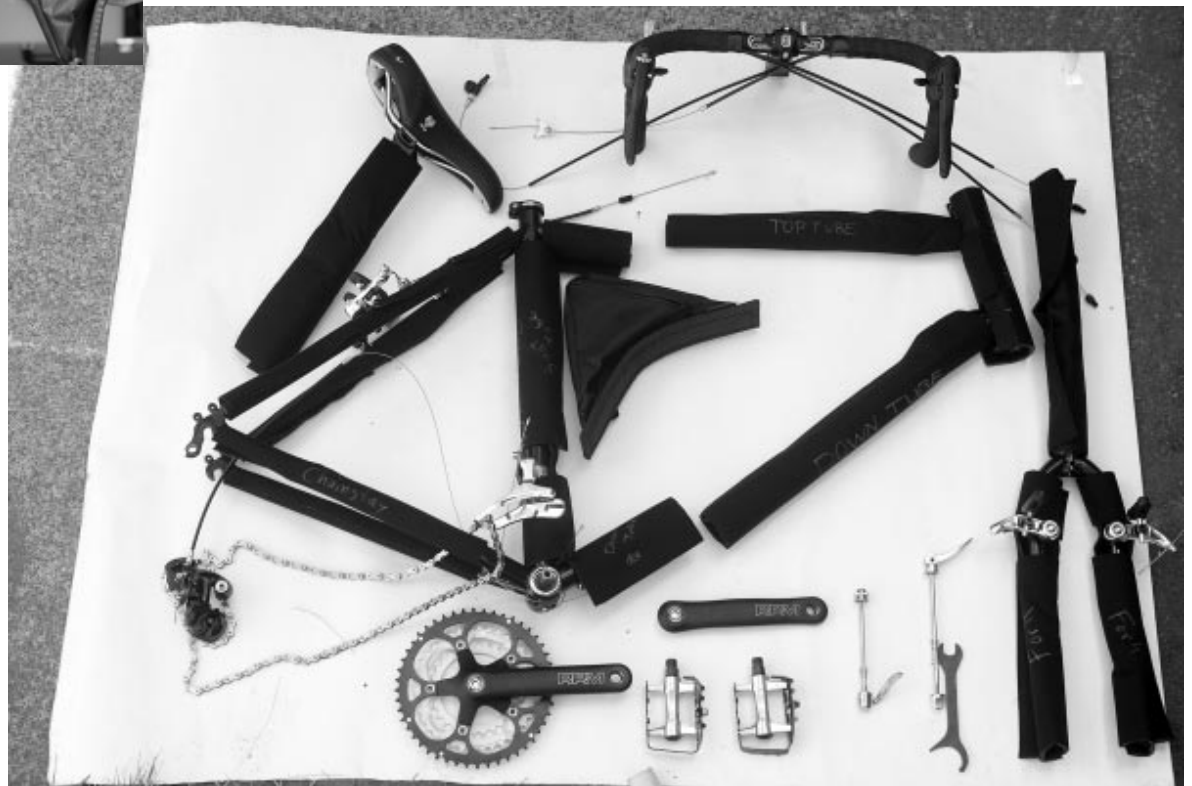
ALMOST READY



ABOVE - The bike disassembled and ready for protective wrapping

RIGHT - The small parts put into the 'parts bag'

BELOW - The protective wrapping has been put onto the painted sections



PACKING



Open the case

Put in the front section of the bike.

Put the cranks into a plastic or canvas bag.

Put the cranks and the parts bag into the case.



Put the rear wheel in, gear side down.

Put the rear section of the bike on top of it.

Note that the rear wheel is now tipping at an angle to allow the wide section of the frame to sit deeper into the case.





Fork and Seat

The fork will slide between the tubes on the back of the frame.

The seat (shown here covered in a plastic bag), will be placed between the tubes on the frame at the back of the bike.



Now put the front wheel on top of the other stuff. We like to use a small plastic cap on the end of the axle to protect the case, but it's not supplied by S&S.

The bottom of this picture illustrates the **handle bars** in the box.



Notice how they are 'hooked' around the rear wheel. You can put them in before you put the fork in, we just forgot to.

Note - you will probably have to loosen the bolts that hold the bars onto the stem to make this easier.





Time for a trial close. Try closing the box to see anything is blocking it from closing properly. It should close easily to about 1-2 inch gap.

Readjust things if needed.

Also make sure that any loose cables are tucked inside the box.



Install the compression members. These are the white plastic things.





Ready for final closing



When standing on the box, only stand where the compression members are.

Actually, don't stand on the box.

