

CRUZBIKE

Assembly Instructions for the Cruzbike Sofrider

These are assembly instructions only.
Please read the Cruzbike Owner's Manual for important safety information and riding instructions.

A Cruzbike Owners support forum is located at:
<http://www.cruzbike.com/forums/>

Cruzbike Sofrider v2 Assembly Instructions - 3/1/2011

Read these instructions completely before beginning assembly. There are several safety-critical steps that we instruct you to have performed by a professional bike mechanic. Do not attempt these steps yourself if you are not appropriately skilled or experienced, or are in any way unsure about these steps.

Start with a clean work area and tools including a rubber hammer, metric Allen wrenches, Phillips screwdriver, snippers, utility knife, and pliers. A light lubricant is also useful.



fig 1.

It's a good idea to see what the finished product should look like. Below (fig. 2) is a properly assembled Cruzbike Sofrider V2. Note the names of the basic parts of the bicycle.

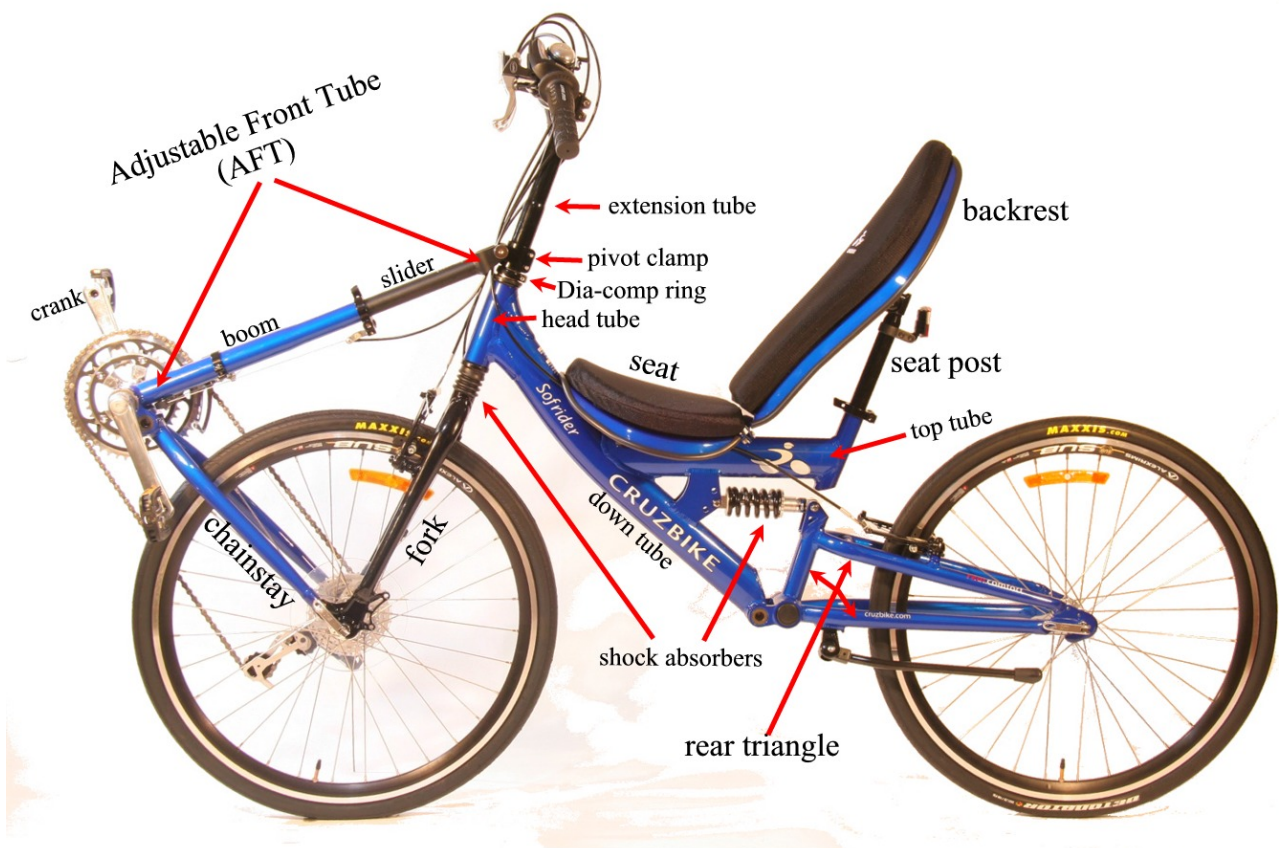


fig. 2

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Step 1:

Open the box (fig. 3-4) and remove contents:

- 1) small box of parts,
- 2) seat/cushion,
- 3) backrest/cushion, and
- 4) the bicycle frame, wheels, etc., all tied together.

(fig. 5) Snip all plastic zip ties and set the wheels aside.



fig. 3



fig. 4

Step 2:

(fig. 6-8) Attach the rear shock absorber to the rear triangle. Rotate the rear triangle around and use two 5mm Allen wrenches to secure tightly. If you don't have a second 5 mm Allen wrench, a 3/16" Allen wrench will work, too. See photos below.



fig. 5



fig. 6



fig.7



fig. 8

Done.

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Step 3:

Unpack the small parts box (fig. 9).



fig. 9

The parts box contains:

- 1) "bar end" rear view mirror
- 2) seat mount bracket and bag of bolts, nuts, etc.
- 3) pedals
- 4) seat post
- 5) pivot clamp (with extension tube and slider tube of AFT attached)
- 6) QR (Quick-Release) skewers for front (long) and rear (short) wheels
- 7) Reflectors, etc.
- 8) Cruzbike Head tube badge

In the small bag (fig. 10), there are two long bolts and two curved surface washers for attaching the seat mount bracket to the top tube of the frame. The rubber sheet goes between the frame's top tube and the bracket. Four short bolts connect the seat to the seat mount bracket, and two short bolts (with rubber washers) connect the seat and backrest. More on these later.



fig. 10

Note

These two pictures (fig. 11-12) are just to show you different ways you can use the box to support the bike as you assemble it. Use either, both, or neither method as you see fit.



fig. 11



fig. 12

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Step 4:

Connect the AFT and install the pivot clamp over the fork steerer tube (fig. 13, silver cylinder). Attach the handlebar.

Use a 5mm Allen wrench and attach handlebar stem to top of steering extension tube, brake levers toward the front... will fine-adjust cables and grips later.



fig. 13



fig. 15



fig. 14

Make sure the DiaTech ring is installed on the fork steerer tube as shown in fig. 13. Insert the inner (slider) tube of the AFT (telescopic front tube) into the outer tube of the AFT. You may want to apply some light Teflon lubricant here (fig. 14). The inner tube of the AFT has measurement markings, which should face up when the bike is upright.



fig. 16

Make sure the two pinch bolts of the pivot clamp are loose (5 mm Allen wrench) and work the pivot clamp over the end of the steerer (fig. 13). Tap the top of the Extension tube with a rubber hammer to seat it around the steerer (see figs. 15-17). Tighten the two pivot clamp bolts when the pivot clamp is flush with the DiaTech ring clamp, which is the black ring at the top of the steerer.

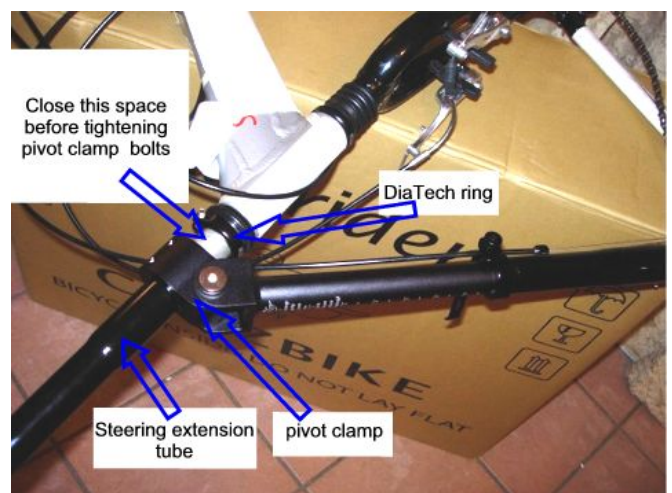


fig. 17

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Step 5:

Install the seat mount bracket, seat, and backrest.



fig. 18 Seat mount bracket and rubber sheet.

The rubber sheet goes between the frame (top tube) and bracket.

The tall end of the bracket goes toward the front of the bike.



fig. 19

Use the two long bolts and the curved washers to attach to frame with a 4mm Allen wrench. The rubber sheet and bracket have 8 holes. Use the 3rd and 6th holes for the bolts. Keep in mind that, later, if you decide to move the seat fore or aft, you can move this bracket by using holes 2 & 5, for example, or holes 4 & 7.

Next, we need to connect the seat to the backrest with two short bolts with rubber washers in-between.

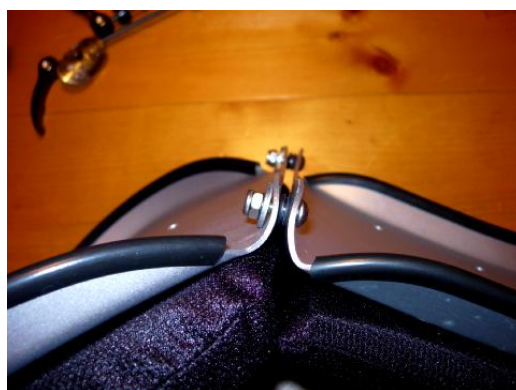


fig. 20

Place the standard washer next to the nut. Tighten with 10mm socket wrench and 4mm Allen wrench. Remove cushions. Attach seat to seat bracket with 4 short bolts (nuts and washers on the bottom). The two forward-most holes in the bracket should align with the two forward-most holes in the seat. The seat can also be adjusted fore or aft by aligning the holes in the seat pan with a different set of holes in the bracket.

Attach backrest to seat post with rubber hammer and a 14mm socket wrench:



fig. 21 and 22 (below)



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Adjust the angle of the backrest by raising or lowering the seat post or by sliding the back rest clamp up or down (14mm socket wrench).

Step 6:

Install wheels and brakes.

Flip bike over (fig. 23). You might as well learn now that it's easier to flip the bike around if you have one hand on the AFT. This keeps the front triangle (actually a tetrahedron) from folding back on you.



fig. 23

First, release the brakes by pulling back on the cylindrical rubber cover and release the metal nipple from the bracket. Insert the rear wheel, making sure the arrow on the tire is pointing in the direction of rotation. Place the short skewer through the axle and lock in place (one spring on each side of the skewer, pointy end pointing toward the center of the hub). The front wheel goes on with the cassette (the stack of sprockets) on the side with the chainrings and derailleurs. The inside loop of the chain should engage the cassette before dropping in the fork slots. Once the wheel is in place lock in the long skewer as you did the short one.



fig. 24

Now you can flip the bike right-side-up and lean it against a wall to adjust the brakes.

Now you can flip the bike right-side-up and lean it against a wall to adjust the brakes.



fig. 25

First, make sure the wheel is centered in the swing-arm – the center of the tire should line up with the hole in the crossbar. Center the wheel by loosening the quick release and adjusting the axle position in the dropouts. Tighten the wheel with the quick release, and then, adjust V-brakes with a 5mm and 2.5mm Allen wrench. The brake pads should be squarely aligned on the rims (fig 25). Clearance should be adjusted by adjusting the cable. The 2.5mm Allen wrench is for making the pad-to-rim distance for the right and left pad equal. This is a critical step and should be done by a professional mechanic.

Step 7: (optional)

Re-routing cables through the pivot clamp tunnel. This step is optional. Some prefer to simply use a plastic zip tie through the pivot clamp tunnel and around the cable to secure them neatly and out of the way of your legs. This is a good idea, especially if you are tall. The tunnel gets narrower as the AFT elongates. Therefore, if you are tall (or have a long X-seam), the tunnel can get too narrow and can pinch or cut the cable housing.

If you choose to re-route the cables through the pivot clamp tunnel, use a 6mm Allen wrench and remove the large steel bolt. You may need to tap out half the bolt with a rubber hammer as shown in the photo. Don't disturb the brass bushings that are recessed in the pivot clamp. Move the now-disconnected AFT out of the way, grab the cables and stick them in the tunnel, and then reattach the AFT to the pivot clamp. See figs. 27-29.



fig. 27



fig. 28



fig. 29

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Step 8:

Install front and rear reflectors, mirror, pedals, and head tube badge

The red reflector mounts on the seatpost (fig. 30). The white one mounts on the handlebar:



fig. 30

Install mirror: use a utility knife and cut out the end of the rubber grip on the left (or the right if you prefer). (fig. 31-32):



fig. 31



fig. 32

The pedals are marked 'L' and 'R'. The left pedal is reverse threaded, so turn it counter-clockwise to tighten:



fig. 33

Be sure to proudly “peel & stick” your CRUZBIKE badge on the front and center of your head tube!



fig. 34

← Mirror: (fig 32) a good mirror is an important accessory on ANY recumbent. We recommend you use the Mountain Mirrycle mirror or other high quality mirror.

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Step 9:

Handlebar adjustments.

The handlebar grip may come from the factory rotated so they sweep back (see the red arrow in fig. 35). This position will cause strain on your wrists. Loosen the four bolts (5 mm Allen wrench) that secure the bar to the handlebar extension, and rotate the grips STRAIGHT DOWN (like the green arrow).



fig. 35 ...you'll thank us later.

You may also take this opportunity to fine tune the position of your grip shifters or brake levers. They should be comfortable for you. You may want to ride awhile before you do this. You can also adjust the handlebar up or down, but start with the handlebar extension flush with the top of the steering extension tube.

This is the proper parking position:



fig. 36

Note that parking the bike in "crank forward" position is for photo ops only. Turn the wheel to the right for stable parking with the kickstand engaged.

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Step 10:

Time to check the headset bearings. Hold the front brake on tight and rock the bike backwards and forwards. If there is any click or movement in the headset, then continue below to fine-adjust the bearings.

The Diatech ring is an expanding ring that creates the needed pressure on the headset bearings as you tighten its pinch bolt.

The procedure for adjusting the headset pressure is as follows

- 1) Loosen the two bolts of the Pivot clamp and the pinch bolt on the DiaTech ring clamp just above the head tube (5 mm Allen wrench).
- 2) Tap (with a rubber hammer) the steering extension tube to make sure it is snugly down around the steering tube, AND then tap the pivot clamp down snugly onto the top of the DiaTech ring. Now secure the pivot clamp bolts.
- 3) Now tighten the DiaTech pinch bolt, to apply pressure to the bearing stack until the unwanted motion in the headset is gone.

This should be done by your local bicycle mechanic if any of the above is unclear in any way.

Step 11:

Inflate tires up to the maximum pressure as indicated on the tire.

Remove protective wrapping material.

Make sure all cables are fully seated in their cable stops, brakes adjusted, and the AFT QR clamp secured tightly.

Do a complete safety check and have a professional bicycle mechanic check the bicycle before riding. Read and review the

Owner's manual and obey all safety warnings before attempting to ride. Failure to do so may result in serious injury or death.

Adjusting the AFT to suit your x-seam: The QR clamp on the AFT is designed to be able to rotate around the lip of the outer tube. Position it where it is comfortable for you to adjust and does not impede the FD (front derailleur) cable. If you are not confident in your knowledge of how to secure the AFT clamp, ask your local mechanic. Sometimes the AFT seems difficult to lengthen, especially for tall people. To make it easier, pull some extra FD cable through the pivot clamp tunnel so there is some slack BEFORE trying to adjust it.

If you experience rough shifting or gear chatter, have your Front and rear derailleur settings checked. They are properly set at the factory, but can get knocked out of place during shipping.

If your knees hit the handlebar (and the handlebar is already in its highest position), try moving the seat forward relative to the bracket. If that doesn't work, try moving it back. If that doesn't work, try moving the seat mount bracket forward (or backward). There is a combination of positions for the seat and seat bracket that will work for 95% of the adult population.

Check headset tension (Step 10) after your first ride.

If you have any questions, contact us at sales@cruzbike.com or post your questions on our user forum at <http://www.cruzbike.com/forums>.