



## **CRUZBIKE *Quest 2.0* Assembly**

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Congratulations on purchasing a Cruzbike Quest! Our support specialists are always available to assist you should you have questions about assembling, adjusting or riding the Quest. Use [sales@crubike.com](mailto:sales@crubike.com) or [doug@crubike.com](mailto:doug@crubike.com)

## **General notes on assembly**

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The general order of assembly for Quest is indicated in the contents table. This instruction set describes assembly of the Quest 451 and Quest 559 Cruzbikes. Although the bikes have minor differences in specification, assembly is the same.

### **WARNING**

**If you are unsure about adjusting brakes or gearing on a bicycle, you should take your Quest to a professional bicycle mechanic for adjustment. Improperly adjusted brakes or drivetrain components could cause severe injury or death.**

Assembling the Quest can be easier if you have a bike workstand, but these instructions assume you don't have one. The best place to clamp the frame is across the bottle cage braze-ons under the seat pan. Be sure to tighten the clamp sufficiently that the frame won't rotate out of the clamp. To properly adjust the rear brakes, you may need to remove the bike from the workstand to free up the rear brake cable.

## **Un-box and evaluate the frame and major parts**

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1. Open the top of the shipping box: locate and remove the small parts box.



Slide the frame and wheels out of the box and check for shipping damage. Contact us if anything appears to be wrong.

2. Remove the foam packing and cut the zip ties that hold the frame and wheels in their shipping configuration. Be careful not to cut or damage the cables, tires or frame as you remove the zip ties. You may want to leave the cardboard frame cover tubes on the frame until you complete assembly to avoid scratching the paint.

## **Unfold the rear swing arm and arrange the frame**

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3. Turn the front fork around so the crankset is to the front of the fork.
4. Pull the boom out from between the fork legs so it points up to the top of the fork steerer tube.
5. Pivot the rear swing arm over the seat tube and into normal position.
6. The frame can now rest on the floor on the fork and swing arm dropouts.

## **Rear Swing Arm**

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7. Attach the rear shock absorber to the shock frame mount using the short quick release in the parts box. Adjust the quick release nut so that firm pressure is required to close the quick release.

## Front triangle & steering components

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8. Slide the upper top front tube into the lower top front tube.
9. Place the pivot clamp over the fork steerer tube.



10. Slide the steering column (in the small parts box) into the pivot clamp and over the fork steerer tube with the clamping slot turned to the rear of the bike.
11. Tighten the dual quick release, with the quick release handles as shown. Check these bolts for tightness with a 4mm hex key, after closing the levers.

12. Attach the lower seat pan to the seat back with the thumb knobs, two black spacers and rubber grommets. The two rubber grommets go between the seat pan and the seat back. Use one washer.

## **Fit wheels, rear derailleur, & clickbox**

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13. Turn the bike over and rest it on the handlebars and seat back.
14. Install the kickstand into the rear swing arm using the 8mm socket head cap screw. You may need to turn the kickstand slightly to keep it from striking the swing arm when retracted.
15. Install the quick releases into the rear wheel axle, with the quick release handle to the disc brake side of the wheel.
16. Install the rear wheel in the rear dropouts, making sure the brake disc slides between the caliper brake pads. Make sure the tire is centered (use the kickstand bolt hole as a visual alignment cue) and secure the quick release.
17. Attach the derailleur to the front fork dropout, using the special derailleur hanger bolt and nut. Sometimes the chain can get tangled in shipping; carefully unwind it. You should not have to break the chain to untangle it.
18. Shift the rear derailleur into the lowest gear by rotating the shifter into the 9 position.

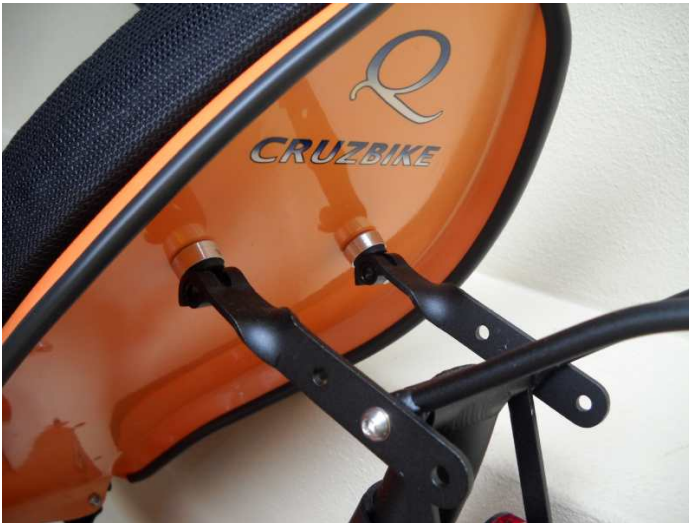


19. Slip the front wheel into the fork, between the two chain runs; the derailleur will unfold to accept the cassette, and the axle will slide into the dropouts. Make sure the serrated washers are on the outside of the dropouts. Be careful not to allow the front brake disc to scratch the paint on the chainstay, and make sure the disc slides between the caliper brake pads.
20. Secure the front wheel nuts with a 15mm wrench.

21. Shift the rear derailleur into the lowest gear and adjust the low limit stop screw so that the derailleur idler pulley is aligned with the largest cassette cog.
22. Shift the rear derailleur to the highest gear and adjust the high limit stop screw so that the derailleur idler pulley is aligned with the smallest cassette cog.
23. Install the Dual Drive “Clickbox” onto the axle end and shifting pin, following the instructions in the included SRAM Dual Drive II Manual. When pressing the pin to lock the unit on, it may help to press both the pin and the perch that goes under the actuation pin, both are visible on the under side of the Clickbox.

## Fit seat

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24. Unfold the seat back rack and slide the seatpost into the seat tube on the frame. You may need to loosen the seat post clamp to allow the post to slide in. Don't forget to tighten it later.
25. Check that all bolts on the rear rack are tightened after unfolding, including the bolts holding the seat back



26. Position the seat base pan such that the two socket head cap screws slide into the seat mount slots on the frame, and secure them with the two large thumb nuts.

### **Check and adjust the brakes**

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27. Squeeze the front and rear brake levers and make sure the calipers close and open freely.
28. Loosen the caliper-to-bracket bolts slightly.
29. Squeeze the rear brake lever completely closed, and tighten the caliper-to-bracket bolts while the lever is squeezed.
30. Spin the wheel to check for free turning. Adjust the inner and outer pad positions according to instructions found on the included Avid BB5 brake manual.
31. Repeat steps 28, 29 and 30 for the front brakes.

### **Set the top front tube length to your x-seam**

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32. Turn the bike right side up and loosen the top front tube quick release.
33. Make sure the handlebar is in the straight-ahead position, and turn the crank arm such that the pedal is at its furthest point of rotation away from you.
34. Sit on the bike and place your heel on the pedal. Push the pedal away from you until your leg is fully-extended when your heel is on the pedal. Tighten the top front tube quick release. When your toe is on the pedal, your leg should be slightly bent at the knee.

### **Complete drivetrain adjustment**

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35. Shift the rear derailleur to the center cassette cog.

36. Turn the pedals and adjust the rear derailleur cable barrel adjuster until the chain runs quietly without clicking or grinding. If the derailleur shifts, turn the adjuster until it shifts back and then runs quietly.
37. Turn the bike right side up and check tightness of all fasteners.
38. Inflate the tires to a maximum pressure of 100 psi.

### **Elliptical ring (e-ring) adjustment**

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39. Your Quest 2.0 is fitted with an advanced elliptical chainring (patent pending). This elliptical ring is assembled in the correct orientation for most riders. For further details on refining the orientation to better suit your particular riding style, consult [www.cruzbike.com](http://www.cruzbike.com).



### **Riding instructions**

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40. It is imperative that you consult the cruzbike owners manual for instructions on how to learn to ride. Contact us immediately if you do not have this manual.

You are now ready for your first ride. Enjoy!