



or riding the Vendetta. Visit www.cruzbike.com for support. Having a bike buddy along to share the excitement is not necessary, but can be fun.

General notes on assembly

This instruction set describes assembly of the Vendetta Cruzbike.



WARNING

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

Assembling the Vendetta may 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 around the Slider. Be sure to tighten the clamp sufficiently that the frame won't rotate out of the clamp. **Do NOT clamp around the rear stays or seat stays or chainstays.**

Un-box and evaluate the frame and major parts

The Vendetta Frameset comes mostly unassembled. Please take the following approach to completing the assembly. These instructions make reference to the Vendetta Parts Diagram.

Unpack the items and unwrap them, except for tube protection, which may be retained until the bike is ready to be ridden.

Once you have all the parts laid out, begin the assembly. In general, the approach is to:

- 1) Arrange the frame on the floor;
- 2) Fit the slider into the boom;
- 3) Connect the chainstays to the fork legs;
- 4) Fit the slider to the top of the fork;
- 5) Fit the headrest and seat cushions;
- 6) Fit the wheels, check the brakes;
- 7) Reattach the gear cables; and
- 8) Carry out adjustments to size.

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Congratulations on purchasing a Cruzbike Vendetta! Our support specialists are always available to assist you should you have questions about assembling, adjusting

Assembly Procedure

Arrange the frame on the floor

Lay all the items out on a large work area. Lay the bike on its left side. Arrange the parts in the general configuration of the bicycle, taking care that cables flow smoothly from the frame and into the Pivot Cage. Make sure they are not twisted; rotate the Slider and handlebar assembly if necessary.

Fit the slider into the boom

Rotate the chainstay around the bottom bracket until the Front Derailleur is about 0.5" (1 cm) from the Boom. Loosen the Chainstay Clamp bolts if necessary.

Insert the Slider into the Boom, loosening the Boom Clamp if necessary.

Connect the chainstays to the fork legs

Put the rear of the frame into the box with the forks hanging over one end of the box, supported behind the front brake. This will allow you to more easily fit the chainstay.

Unwrap the rear derailleur and check its cable is positioned along the rear of the fork leg.

Unwrap the chain and arrange in a large loop, with the chain running over the small chainring. Note that before connecting the chainstay arms the chain has to go from the top of the chainring to the inside of the fork leg.

Gently spring apart the chainstays arms so the cups on each end can fit over the fork dropouts. The cups should click on and then allow the chainstay to easily rotate around the fork dropouts.

At this point, check the bolts are loose on the clamps that connect chainstay to the crank bearings.

Fit the slider to the top of the fork

The fit of the slider to the fork carries adjustment from torso length and arm length, see below section on Arm Adjustments.

To fit the Slider to the top of the fork, arrange the cables so they exit in front of the fork steerer.

Two Pivot Cage bolts go through the Pivot Cage and into the Pivot Clamp, one left and one right. If these bolts do not align with the holes in the Pivot Clamp, check the Boom Clamp is loose. If needed, also loosen the Pivot Clamp bolts, and be sure to retighten them.

Leave the Two Pivot Cage bolts finger tight for now.

Fit the headrest

Four circular clamps hold the headrest. With the bolts firmed up for shipping, to avoid loosening bolts and nuts, the clamps may have been squeezed and may seem too small. Loosen the bolts till there is no thread protruding from the nut. Fit the ends of the headrest into the clamps, push the headrest down as far as it will go for short torso riders and as high as it will go for long torso riders. Adjust the headrest so that the cushion supports the base of the skull. Note the pocket in the back of the cushion-cover, useful for carrying a spare tube.

There are three pairs of holes on the seat back, you can use the upper pair or the lower pair in combination with the middle pair.

Check there is Velcro hook fitted to the inside curve of the headrest tubing to prevent the headrest pad moving during riding. If not, borrow an inch or so from each Velcro strip that comes with the seat back.

Fit the wheels, check the brakes

Wheels fit in the usual manner. Place the front drive wheel in the dropouts, then lift it out, loop the chain and reseat the axle into the fork. This is sometimes an easier approach. Ensure both wheels are fully seated in their dropouts.

Brakes are already cabled, *but* if the rear cable housing has popped out of one of the cable stops on the frame, then it must be returned. To do this, with the rear wheel removed, squeeze the brake calipers together to create slack in the housing. The rear brake cable goes down the right side of the downtube, with its housing terminated in a cable stop at either end of the downtube.

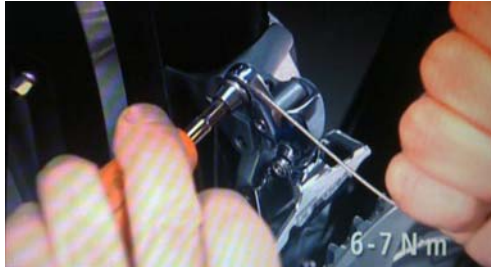
Reattach the gear cables

The rear derailleur cable remains attached to the rear derailleur; there is no need to remove it. Ensure the right gearshift lever is in the fully forward position, and then press the derailleur across to loosen the tension on the cable housing. Reinsert the cable housing in the cable stops on the right fork. Typically the lower cable stop is the one you need to reconnect the housing into, but it could be both.

The front derailleur cable has been released from the front derailleur for shipping, now it can be unwrapped, threaded and attached to the front derailleur.

Unwrap the cable, and thread it through the cable stop on the boom, found near the boom clamp on the left side of the frame. Check that this cable adjuster is wound all the way in. The cable then travels next to the boom and around the front of the crank. Thread the cable through the cable guide on the crank housing, then between the crank housing and the chainstay assembly, then finally to the Front Derailleur. Before attaching to the FD, slide a 25mm (1") segment of black gear cable housing over the cable end, and use this segment to protect the cable where it passes over

the chainstay. Attach the cable as per the manufacturers instructions. If your Vendetta has a Shimano Ultegra FD, put the cable over the small nipple, found on the clamping area, then under the clamping plate and tighten. Pull on the cable to ensure there is minimal slack, as in the following picture:



Use the barrel adjuster on the Boom cable stopper.

<http://bit.ly/iilnJ0> ... Service Instruction for Ultegra Front Derailleur

<http://bit.ly/l8x0zw> ... Service Instruction for Ultegra Rear Derailleur

The FD shifter is a friction type. To make the thumb lever operate more firmly, tighten the bolt on the side of the shifter.

A segmented cable housing is used. After settling all sizing adjustments to your own personal needs, it is possible to remove housing segments to shorten cable housings for a more tidy appearance and to avoid unnecessary drag.

Carry out adjustments to size

By sitting on the bike, the rider can make rough sizing adjustments. Final adjustments can be made after riding, when the rider's body can take up its true riding position on the seat.

These adjustments should be reviewed after the rider has become proficient at handling the bike. Adjustments should be reviewed in the light of how the bike ergonomics feels when the rider is tired yet trying to still go fast, as that is when poor adjustment is most readily identified. (Sometimes however it is just the body being tired!)

The front triangle changes its geometry when adjustments are made for leg length because the top of the triangle, comprising the Boom and Slider, changes length. Each corner of the triangle needs to be loosened before the Slider can adjust in the Boom to accommodate a different leg length.

Leg Adjustments

Once assembled, please note the following critical procedure for adjusting the leg length on your new Vendetta:

- 1) Loosen the BB ring clamps around the outboard bearings. For the right side clamp, it may be necessary to pass the allen key through the crank spider and to position the spider appropriately.
- 2) Release the quick release front axle skewer.
- 3) Loosen the Boom clamp and adjust for leg length.
- 4) Tighten the Boom clamp.
- 5) Tighten the BB ring clamps around the outboard bearings. Take note that the crank housing (or Bottom Bracket) is centered between the pair of ring clamps. Check also that the spider of the crank does not touch the right side ring clamp when pedaling.
- 6) Secure the quick release front axle skewer

For short x-seams a short boom is available. Use of the short boom will necessitate removing some length from the Slider.

Arm Adjustments

Handlebar position adjustment is noted above. For minimum air resistances, handlebars should be positioned so that they track as close to the forearm as possible. The handlebars can rotate a small amount in the Handlebar Clamp.

Handlebars can also be lowered by lowering the Pivot Clamp. Remove it and one or two spacers below it, then return the clamp and place the spacer(s) above it. To remove the Pivot Clamp first remove the cap bolt from the top of the fork neck, then loosen the bolts holding the Pivot Clamp. Rearrange and retighten: tighten the cap bolt and then before retightening the Pivot Clamp, ensure it is aligned correctly with the slider – test the Pivot Cage bolts will assemble – then remove and tighten the Pivot Clamp.

The reach of the handlebar can be adjusted by altering which holes in the pivot cage are utilized.



Do not force the handlebar to rotate, or you may damage the cables as they pass from the inside of the Handlebar to the inside of the Slider. Damaged cables could cause severe injury or death.

- Short torso, remove the pivot clamp and spacers, put the pivot clamp back and then the spacers, this will lower the handlebar clamps.
- Long torso, have the pivot clamp with spacers underneath it.
- Short arms, fit the slider to the first pair of holes in the Pivot Cage. (Count the holes in the Pivot Clamp from the front of the bike.) This will put the handlebars closer to the body.

- Long arms, fit the slider to the fourth pair of holes in the Pivot Cage. (Count the holes in the Pivot Clamp from the front of the bike.) This will put the handlebars further from the body.

For medium riders, interpolate between these adjustment positions.

Ensure clearance for your Front Derailleur

Note, If the pivot clamp is not at the top of the steering stack, with all spacers below it, then there may be interference between the Front Derailleur and the Boom when attempting to adjust leg length for large x-seam riders.

Product Design Limitations

Vendetta is designed to meet exacting performance specifications. As a consequence, Vendetta does not comply with all component specification standards for road bikes – some components that meet road bike standard might not fit.

- Standard road front and rear brake calipers may fit, but this is not promised.
- Standard TT bike thumb shifters may fit, but might not operate as effectively as the original equipment.
- Standard road bike brake levers may work in a bar-lever-up orientation but might not operate as effectively as the original equipment.

We do not take responsibility for personal modification of the above items.

- Certain cranks will fit while certain others might not fit. Do not purchase cranks for Vendetta without first contacting our technical support team at http://cruzbike.com/cruzbike_support.

Pre-ride check

1. **Wheel axles are seated properly in the dropouts.**
2. **The Quick Release on each wheel is tight.**
3. **Each Chainstay Ring Clamp bolt is tight.**
4. **The Boom Clamp is tight.**
5. **The Pivot Clamp is tight.**
6. **The Pivot Cage bolts are tight.**
7. **The Handlebar Clamp is tight.**
8. **The brakes are working.**
9. **The rear derailleur is held firm.**
10. **The chainline is unencumbered.**
11. **Front and rear derailleurs adjusted to manufacturers specification.**

Riding instructions

It is imperative 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!