

---

# PERIODIC INSPECTION AND MAINTENANCE

## CRUZBIKE SUSPENSION FORK

Like all shock-absorber-in-steerer forks, the fork on your Cruzbike needs periodic inspection and maintenance. This brief guide will help you perform these activities in a systematic way, so nothing will be missed. Read all warnings and instructions carefully.

### GUIDE INCLUDES

#### Section 1:

**Initial Visual Inspection:** Perform inspection while sitting on the bike.

**Interval:** Monthly

#### Section 2:

**Deeper Inspection and Required**

**Maintenance:** Perform inspection after partially removing the suspension fork from the headtube.

**Interval:** Every 6 months (more frequently if you ride lots of miles or on rough streets)

#### Section 3:

**Reassembly:** Following deeper inspection and required maintenance.

### CRUZBIKE SUSPENSION FORK MODELS

#### Sofrider, Quest, Silvio:

Your Sofrider, Quest or Silvio may have a suspended front fork, check to see if yours is a model that includes front suspension. Note that not all models utilize the same fork. If you have a question about whether a specific maintenance instruction applies to your bike's fork, please feel free to contact Cruzbike Support.



**WARNING:** If you feel unsure about your ability to perform mechanical maintenance on your bike, take it to a professional bike mechanic for service. Improperly-performed bicycle repairs can cause serious injury or death.



**IMPORTANT:** If you begin riding and the bike “feels different” from your last ride, STOP. Find out what has changed and address it before you continue!

---

## INITIAL VISUAL INSPECTION

# SECTION 1

**Interval:** Monthly

**Perform Inspection** while sitting on the bike.

- 1.1 Inspect the headset bearings for play. Sit on the bike seat, and with the brakes locked, try to rock the bike in a fore-aft direction. The suspension may operate, but there should be no visible deflection of the fork legs.
- 1.2 Inspect the headset bearings for free-running. Lift the front of the bike and turn the steering through its complete arc of rotation back-and-forth several times; the bearings should not be loose, but should not be so tight that they feel gritty or like they are binding.
- 1.3 Verify that the steering column (Sofrider and Quest) or the pivot clamp (Silvio) is tight and does not deflect when you rock the bike.
- 1.4 Inspect the shock boot. Look for cracks, dry spots or tears in the boot. Make sure the boot is secure in its mounting grooves at the top and bottom. If it looks dry, apply 100% silicone (sprayed on to a rag is best) to the boot surface. WD40 is not recommended; it may attack the rubber of the boot.
- 1.5 Using a flashlight, inspect the fork crown and upper fork legs for damage or cracking. You'll probably need to wipe this area down with a cloth to get a good look.

---

# DEEPER INSPECTION AND REQUIRED MAINTENANCE

## SECTION 2

**Interval:** Every 6 months (more frequently if you ride lots of miles or on rough streets)

**Perform Inspection** after partially removing the suspension fork from the headtube.

**Note:** You should not need to loosen or remove any cables for this inspection. All cables can remain attached; you will lay the steering column to one side for this.



**WARNING:** If you feel unsure about your ability to perform mechanical maintenance on your bike, take it to a professional bike mechanic for service. Improperly-performed bicycle repairs can cause serious injury or death.

- 2.1 Inspect the upper steerer tube for cracks, deep scratches, or fretting that would indicate the steering column is turning on the fork steerer. Detach the steering column from the fork steerer tube to enable this inspection.
- 2.2 Inspect the lower section of the steerer tube for cracks, deep scratches or abrasions. Verify the crown race (the bearing surface that the lower headset bearing rides on the fork steerer) is fully seated on the fork crown, and that it does not show excess wear that would indicate the headset bearings should be replaced.
- 2.3 Inspect the shock absorber assembly fasteners (if present). These are small grub screws or flat head screws that enter the steerer tube from the side on both sides. Normally, these should never need to be removed; they perform no adjustment functions. They should be very tight; check them but don't back them out, and don't drive them deeper into the fork steerer.
- 2.4 Visually examine the headset bearings for metal shavings, dirt or missing ball bearings. If any of these are evident, remove the headset bearings and clean them thoroughly, re-lubricate them with waterproof grease, or replace them if necessary. Never reassemble and re-use a questionable headset bearing.

---

# REASSEMBLY

## SECTION 3

Instructions for reassembly following deeper inspection and required maintenance (see Section 2, page 3).

- 3.1 Feed the fork steerer back into the lower head tube, making sure the bearings are properly placed.
- 3.2 Slide the upper headset bearings into place on the fork steerer tube. Push them down so they fully-seat in the upper bearing race, and assure that the upper bearing race is fully-seated over the steerer tube.
- 3.3 Sitting on the bike seat, compress the headset bearing stack and place the Diatech headset ring (if equipped) over the upper steerer tube. Back the clearance adjuster ring bolt almost all the way out, leaving the bolt attached a few threads deep in the threaded portion.
- 3.4 Press the steering column down on top of the Diatech ring as far as it will go. Tighten the steering column clamp securely on the fork steerer tube, making sure the handlebars are properly aligned.
- 3.5 Adjust the headset pre-load by tightening the Diatech clearance adjuster ring bolt until the headset has no play, but still turns freely. Do not over-tighten the headset bearings; they will wear rapidly if over-tightened.
- 3.6 Repeat inspections 1.1 through 1.3 above to verify the fork has been properly re-assembled.