

PURE CYCLES

LOS ANGELES, CALIF.



ADVENTURE-AL ASSEMBLY GUIDE

Revised - December 2023



CONGRATULATIONS

Congratulations on the purchase of your new Pure Cycles bike. This assembly guide will provide instructions for the final assembly and setup of your new bike.

Before your first ride, please read the Pure Cycles Owner's Manual along with this BICYCLE ASSEMBLY MANUAL included with your new bike. This guide is not intended as a comprehensive repair and maintenance book. All repair and maintenance should be performed by trained professionals. We highly recommend you seek the services of a trained mechanic at your local bike shop in these matters.

UPDATES

Periodically, updates and addendums may be issued for this document. To ensure you have the most up-to-date information, please check www.purecycles.com or contact customer care at (855) 255-5011 or support@purecycles.com

FIND A RETAILER IN YOUR AREA

purecycles.com/pages/store-locator

HAVE A QUESTION

support@purecycles.com

FIND US ONLINE

purecycles.com

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PREPARING FOR ASSEMBLY

- **Gather all tools required for assembly**
 - Below are the recommended tools and supplies needed for assembly



15mm Pedal Wrench



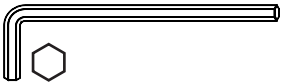
Pliers / Cutters



Flat Blade Screwdriver



Phillips Screwdriver



Metric Hex Wrench Set



Torque Wrench



Air Pump



Bicycle Grease

- **Select your work area**
 - A well lit area like a garage or outside is ideal
 - Make sure you have plenty of space to move around
 - Protect your work surface to prevent accidental damage. I.E. carpet or wood floors

QUICK REFERENCE

■ Warranty

- Pure Cycles written warranty can be located in the Pure Cycles Owner's manual included with your new bicycle or at purecycles.com

Bike Details	
Model	Adventure AL
Frame Sizes	45, 48, 51, 53, 56, & 59cm
Wheel Size	700c
Tire Size	700 x 40c
Tire Pressure	30 - 60 PSI
Max Tire Width	700 x 50c
Thru-Axle - Front	M12 x 123mm
Thru-Axle - Rear	M12 x 156mm
Bike Weight (53cm)	25 lbs.
Max Rider weight	250 lbs.
Max Cargo weight	25 lbs.
Max Rider/Cargo Combined	275 lbs.

Fastener Torque Specifications	Tool Size	Torque
Front Wheel	6 mm hex wrench	10 Nm
Rear Wheel	6 mm hex wrench	10 Nm
Seat Collar	4 mm hex wrench	5 Nm
Seatpost Head	5 mm hex wrench	10 Nm
Stem - Side Bolts	4 mm hex wrench	6 Nm
Stem - Faceplate Bolts	4 mm hex wrench	6 Nm
Pedals	15 mm pedal wrench	
Reflectors	Phillips screwdriver	

UNPACK YOUR NEW BIKE



■ Opening the carton

- Remove the staples from top top of the carton with pliers or a flat blade screw driver and open box top flaps
- **Warning!** The staples have sharp edges and should be disposed of in a safe manner to ensure they do not become a hazard to yourself and others

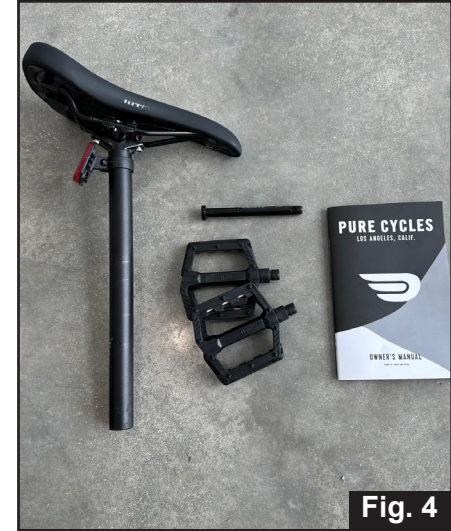
■ Lift your new bike and all parts out of the carton

- To make lifting the bike out of the carton easier, its good idea to have a second person to help with this step
- Double check the carton to ensure you have removed the small parts box, and the saddle

■ Remove all packaging from your new bike

- First, cut the zip ties securing the front wheel, handlebar, and seat assembly from the rest of the bike and set to the side
- Be mindful not to cut the spokes, brake cables, and derailleur cables during this step
- Next, remove all remaining foam and cardboard packaging

WHAT'S IN THE BOX



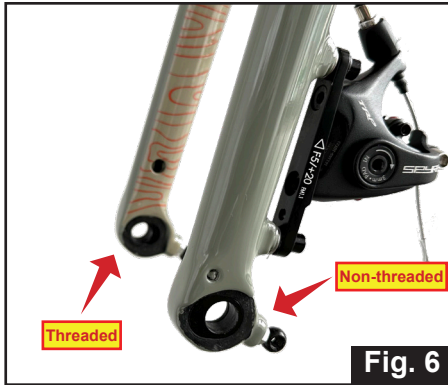
- **Confirm you have everything**
 - Main bike assembly - Fig. 3
 - Front wheel - Fig. 3
 - Pre-assembled saddle, seatpost, and rear reflector - Fig. 4
 - Small parts box containing the Pure Cycles Owners Manual, left & right pedals, and the thru-axle for the front wheel - Fig. 4

INSTALL FRONT WHEEL



Fig. 5

INSTALL FRONT WHEEL



- Left-side dropout - Threaded
- Right-side dropout - Non-threaded



- Apply a small amount of bicycle grease to the threaded portion of the Thru-Axle - Fig. 7b
- Insert the Thru-Axle into the non-threaded side of the fork while aligning the wheel to allow the axle to pass through to the threaded side - Fig. 7a



- Finish by tightening the Thru-Axle with a 6 mm hex wrench to the recommended torque - Fig. 9
- Recommended torque: 10 Nm
- **CAUTION:** Make sure the hex wrench is fully inserted into the Thru-Axle prior to applying leverage to avoid damage

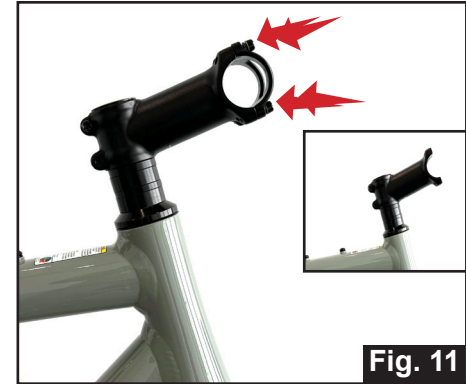
POSITION STEM



- Loosen both pinch bolts at the steer tube with a 4 mm hex wrench - Fig. 9
- 1 turn counter clockwise should be enough



- Rotate the stem so it is facing forward and align with the front wheel - Fig. 10
- Tighten both pinch bolts with a 4 mm hex wrench to the recommended torque
- Recommended torque: 6 Nm



- Remove all 4 faceplate bolts and the faceplate shown in Fig. 11
- You are now ready to attach the handlebar

INSTALL HANDLEBAR



- Move the handlebar and faceplate into position as shown and loosely install all 4 faceplate bolts - Fig. 12



- Ensure the handlebar is centered in the stem using the alignment marks on the handlebar - Fig. 13
- It may be helpful to temporarily remove the front reflector when positioning the handlebar
- Don't forget to re-attach the front reflector when done

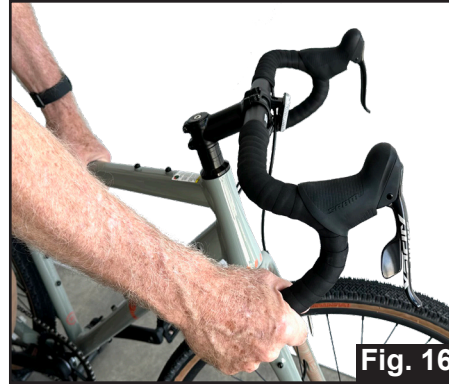


- Position the handlebar as shown
- Evenly tighten all 4 faceplate bolts with a 4 mm hex wrench to the recommended torque
- Recommended torque: 6 Nm

CHECK HEADSET ADJUSTMENT



- Handlebars should move smoothly without resistance or play. Improperly adjusted headsets can cause handling issues, premature wear on parts, and compromise safety with unpredictable steering

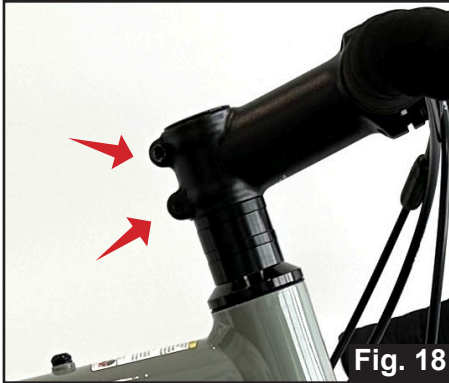


- **TOO TIGHT:** When turning the handlebars, be attentive for roughness, a “notchy” feeling, resistance, or lack of smooth movement, which could suggest an overly tight headset. Additionally, listen for any unusual creaking or grinding sounds emanating from the headset area as you rotate the handlebars



- **TOO LOOSE:** Apply the front brake and rock the bike gently while checking for any knocking, clunking, or play in the headset. Turn the handlebars slowly to assess smoothness; a loose headset may cause overly easy or loose movements lacking normal resistance

ADJUST HEADSET



- Loosen the stem bolts located on the side of the stem with a 4mm hex wrench - FIG. 18
- Rotate or wiggle stem slightly to ensure it is not stuck

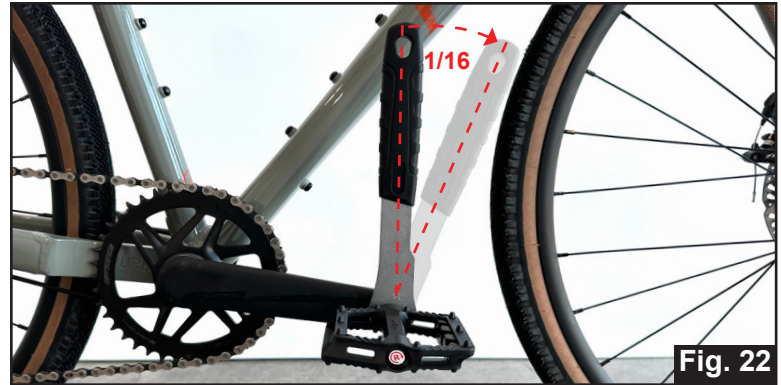


- Gently turn the top cap bolt with a 5mm hex wrench. Clockwise to add resistance, counterclockwise to reduce resistance - FIG. 19
- Align the stem with the front wheel
- Tighten both pinch bolts with a 4 mm hex wrench to the recommended torque
- Recommended torque: 6 Nm



- Check adjustment
- If the headset is still too tight or too loose, repeat the adjustment process
- **Important Tip:** Rotate the top cap bolt by only 1/8 to 1/4 of a turn, then reassess the adjustment. Even a minor tweak can significantly impact the setup
- **WARNING!** If you're uncertain if your headset is properly adjusted, have it checked by a trained mechanic at a bike shop before riding your bike

INSTALL RIGHT SIDE PEDAL



- Identify the right side pedal - Fig. 21
- The right side pedal has a sticker marked “R”
- The right side pedal has a smooth spindle
- The right side pedal has a “R” stamped on the end of the pedals spindle
- The right side pedal has a right-hand thread (installs clockwise, removes counterclockwise)
- The right side pedal can only be installed on the right side crank arm (Also known as the drive-side or chain side of the bike)

- Apply bicycle grease to the pedal threads - Fig. 21
- Hold the right pedal with your hand and insert into the right crank arm (clockwise rotation too tighten). Begin by threading it in by hand to ensure it doesn't cross-thread
- Once threaded correctly, use a pedal wrench or other 15mm wrench to tighten the pedal until it firmly contacts the crank arm and then tighten another 1/16 of a turn - Fig. 22
- The pedal should be tight enough to prevent loosening but not so much that it's hard to remove later
- If you're uncertain about the proper pedal tightness, have the pedal tightness checked by a trained mechanic at a bike shop before riding

INSTALL LEFT SIDE PEDAL

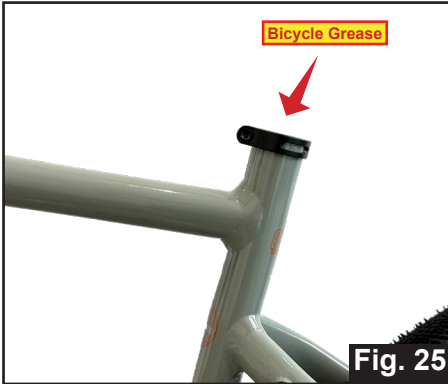


- Identify the left side pedal - Fig. 23
- The left side pedal has a sticker marked "L"
- The left side pedal has ridges on the spindle
- The left side pedal has a "L" stamped on the end of the pedals spindle
- The left side pedal has a left-hand thread (installs counterclockwise, removes clockwise)
- The left side pedal can only be installed on the left side crank arm (Also known as the non-drive side or non-chain side of the bike)

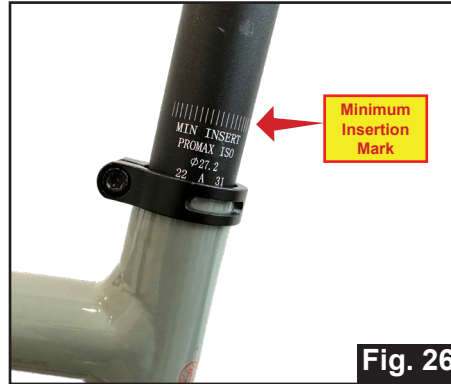


- Apply bicycle grease to the pedal threads - Fig. 23
- Hold the left pedal with your hand and insert into the left crank arm (counterclockwise rotation too tighten). Begin by threading it in by hand to ensure it doesn't cross-thread
- Once threaded correctly, use a pedal wrench or other 15mm wrench to tighten the pedal until it firmly contacts the crank arm and then tighten another 1/16 of a turn - Fig. 24
- The pedal should be tight enough to prevent loosening but not so much that it's hard to remove later
- If you're uncertain about the proper pedal tightness, have the pedal tightness checked by a trained mechanic at a bike shop before riding

INSTALL SEATPOST



- Apply a small amount of bicycle grease to the inner surface of the seat tube - Fig. 25
- Bicycle grease will help reduce friction between the seatpost and the seat tube making it easier to adjust the seat height
- Bicycle grease will also prevent the seatpost from getting stuck due to friction or corrosion



- Insert seatpost into the seat tube to your desired height
- Ensure the seatpost is inserted below the Minimum Insertion line shown above - Fig. 26
- If you can see the line, your seatpost is too high which can cause permanent damage to your frame, and pose a safety hazard



- Tighten the seat clamp with a 4 mm hex wrench to the recommended torque - Fig. 27
- Recommended torque: 5 Nm

ADJUST SADDLE



- The saddle can be moved fore and aft as well as angled up and down
 - Loosen the two bolts on the seatpost head, shown in Fig. 28 with a 5 mm hex wrench
 - Position saddle to the desired position and retighten to the recommended torque
 - Recommended torque: 10 Nm
- Be sure to use the marks on the seat rail as a guide when adjusting the saddle fore and aft
 - Positioning the saddle too far forward or too far back on the rails can cause damage to the saddle and the seatpost
 - A good starting point is to position the saddle level with the ground and in the middle of the rails as show in Fig. 28 & 29. Then make small incremental adjustments until you find the right fit

INFLATE TIRES



- Rotate your wheel so the Presta valve is positioned at the 6 O'clock position - Fig. 30



- Unscrew the small knurled nut at the top of the valve by turning it counter-clockwise until it stops - Fig. 31
- This action will allow air to flow into the tire when you connect the pump



- Attach pump head and inflate to the recommended tire pressure - Fig. 32
- Remove pump head
- Screw the knurled nut at the top of the Presta valve clockwise to close it and secure the valve. This step helps prevent air from escaping after you disconnect the pump
- Recommended tire pressure: 30-60 PSI

CHECK BRAKES



- Pre-adjusted brakes may be affected during shipping, unboxing, and assembly. To ensure proper functionality: Elevate the bike, spin the front wheel, and firmly pull the front brake lever to confirm its operation. Repeat for the rear brake Fig. 33
- Adjustments - See Fig. 34
- Use the barrel adjuster to add or reduce cable slack. Turning clockwise decreases brake lever firmness, while turning counterclockwise increases firmness
- Use a 3mm hex wrench to adjust the brake pad position. Clockwise reduces space between pad and rotor, counterclockwise increases it
- Brake cable anchor bolt torque: 6-8 N m (recommended)
- **CAUTION:** Adjusting the cable anchor bolt, barrel adjuster, or pad adjustment screw(s) may affect brake function
- **WARNING:** If unsure about brake functionality, consult a trained bike mechanic before riding
- **WARNING:** Disc brakes require 30-40 cycles to optimize pad seating and performance

CHECK GEARS

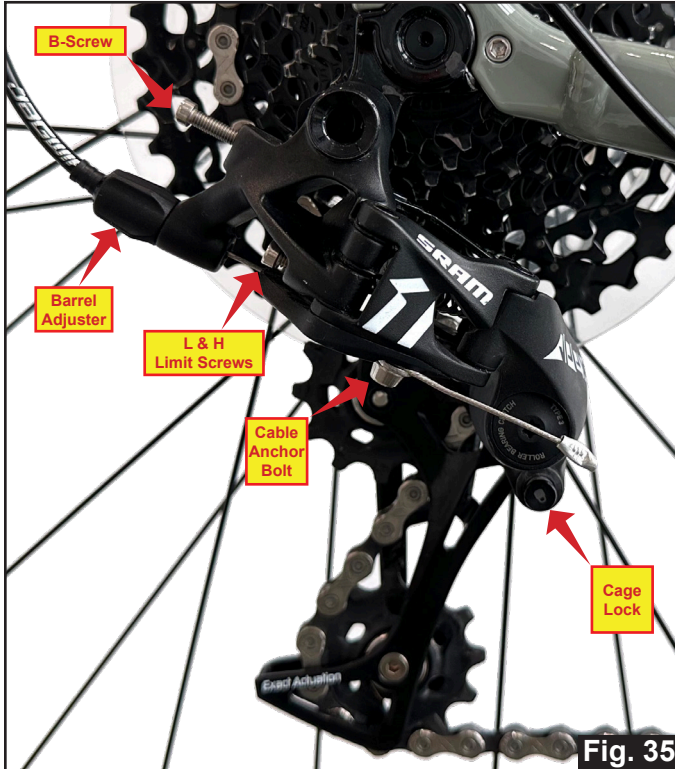


Fig. 35

- Pre-adjusted gears may be affected during shipping, unboxing, and assembly. To ensure proper functionality: Elevate the bike and shift through gears to confirm operation
- Adjustments - Fig. 35
- Use the barrel adjuster to add or reduce cable slack by turning clockwise or counterclockwise
- Adjust the L-limit screw to control how far the derailleur moves outward on the cassette in the largest cog by turning clockwise or counterclockwise
- Use the H-limit screw to limit the inward movement of the derailleur in the smallest cog by turning clockwise or counterclockwise.
- Use the B-Screw to increase or decrease the space between the upper pulley wheel and the cogs by turning clockwise or counterclockwise
- CAGE LOCK - Makes removal and installation of the rear wheel easier. Visit sram.com for more info
- Cable anchor bolt torque: 6-8 N m (recommended)
- **CAUTION:** Adjusting the cable anchor bolt, barrel adjuster, or High, Low, & B Limit screws can impact shifting function
- **WARNING:** If uncertain about gear functionality, consult a trained mechanic at a bike shop before riding

CHECK REFLECTORS



Fig. 36

- Make sure the white handlebar reflector is front facing so it will be visible to drivers or pedestrians approaching from the front
- Make sure the red seatpost reflector is rear facing so it will be visible to drivers or pedestrians approaching from the rear
- Front and rear reflectors can be repositioned using a phillips screwdriver
- Make sure the pedal and wheel reflectors are attached

SAFETY CHECK

- **WARNING!** Prior to the initial ride and regularly before each subsequent ride, conduct the safety check listed below and any other safety verifications detailed in the Owner's Manual to guarantee the bicycle's safety for riding. Ignoring this warning could lead to severe personal injury
- Ensure all fasteners, including nuts, bolts, and screws, are appropriately tightened for the seatpost, stem, and handlebar. Check their tightness by securing the bike between your legs and attempting to twist, push, and pull the handlebar and saddle. If any component moves, realign it, increase bolt tension, and repeat until there is no movement
- Adjust the seatpost to ensure the saddle height is suitable for your riding needs
- Inspect tires and wheels to ensure they spin freely without any wobbling. Wheels should be centered within the frame and fork. If there's any wobbling or misalignment, and your If uncertain about the cause, seek assistance from a Pure Cycles Retailer or other reputable bike shop
- Maintain proper tire pressure by regularly inflating and checking with an accurate gauge. For more details, refer to the Tires and Tubes section in the Pure Cycles Owner's Manual accompanying your bike
- The brakes and gears come preadjusted, but if they are misaligned, seek assistance from a Pure Cycles Retailer or other reputable bike shop. Periodically inspect brake pads for wear; replace them when worn down. If inexperienced in brake pad replacement, seek assistance at a Pure Cycles Retailer or other reputable bike shop. Test brakes individually by lifting one end of the bike, spinning each wheel, and squeezing the appropriate brake lever. For malfunctioning brakes, seek assistance from a Pure Cycles Retailer or other reputable bike shop

NOTES

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