



complete bike home delivery build checklist

GENERAL INSPECTION

- Frame/fork checked for damage and scratches.
- Parts inventoried for missing or incorrect parts.

WHEEL SYSTEMS

- Wheels pre-stressed and trued until stable at + or - .5 mm.
- Check hubs for correct adjustment.
- Wheel reflectors mounted opposite valve stems.
- Quick release levers correctly secured.

DRIVE TRAIN SYSTEM

- Crank arm bolts securely tightened (315in/lbs).
- Chainwheel bolts secured.
- Chain checked for proper length, protruding rivets, and tight links.
- Grease pedal axle or cranks pedal threads.
- Chain lubed with bike chain specific lubrication.

STEERING SYSTEM

- Headset adjusted.
- Headset locknut or ahead stem secured (for ahead stem: 85in/lbs).
- Brake lever rotational alignment set 30-45 degrees down from horizontal.
- Check brake lever security by load-testing.
- Handlebar binder bolt greased at head and threads.
- Stem bolt, wedge and interior of steerer tube greased.
- Handlebar binder bolt secured.
- Stem secured and minimum insertion line not showing.
- Load test the handlebars and stem.

BRAKE SYSTEM: *V-Brakes, Road & Cantilevers*

- Pad heights. Cantilever/V-brake: pads at top of braking surface; Road: at bottom of braking surface.
- Pads aligned so top and bottom edges of pads meet rim simultaneously.
- Brake pads set tangent (parallel) to rim.
- V-brake/canti pads set with 0.5mm -1.5mm toed-in.
- Cable system stress tested by pulling brake lever 10 times with maximum normal effort.
- Cable adjusted to set pad clearance to 1-2mm per side.
- V brake cable adjusted so that cable guide can easily be inserted in guide retainer.
- Cable adjusting barrels left no more than 3 turns out.
- Check cable pinch bolts (V-brake cable or cantilever straddle wire) for tightness.
- Caliper centering adjusted so that clearance difference per side is no more than 0.5mm.
- Wire end finished with cap.

BRAKE SYSTEM: *Disc Brakes*

- Inspect brake lines and connections for damage.
- Check that rotor mounting bolts are tight (40-60 in-lbs), or lockring for Shimano brakes (350 in-lbs).
- Check that rotors are true within 0.5mm.
- Check that each caliper is centered on rotor.
- Check that pad clearance is not more than 1 mm on each side of rotor.
- Check that levers start same distance from bars (if reach adjustable).
- Check that levers do not pinch fingers when pulled and lever travel is even between left & right.
- Check front cable/hose position for possible tire contact.

SHIFT SYSTEMS

- Ft der height set so bottom edge of outer cage plate clears (~2mm) large ring or chain guard.
- Ft der outer cage plate aligned parallel to the large ring when chain is in its outermost position.
- Check front derailleur mounting bolt for tightness.
- Shift levers inspected for proper installation, alignment, and security.
- Cables pre-stressed and slack removed.
- Cable pinch mechanisms checked for tightness.
- Rear derailleur "B" adjustment screw to position pulley as close to cassette as is acceptable.
- Rear derailleur limit screws set.
- R der cables set for tightest setting that allows good index performance.
- Ft der limit screws set for minimum cage to the chain clearance (~1mm outside, 1-4mm inside).
- Front derailleur index system cables set for tightest setting that allows good index performance.

SEAT AND POST

- Seat post checked for smooth installation.
- Seat post binder bolt threads greased.
- Seat clamp bolt threads greased and tightened.
- Frame seat tube greased. If carbon follow manufacturer's guidance.
- Seat angle set level.

REFLECTORS AND ACCESSORIES

- Front and rear reflectors installed.
- Pedal reflectors installed.
- Parts box packed including QRs.
- Invoice, Checklist & Assembly Sheets packed.

Spin Doctor Pro Builder

Date

Spin Doctor: call 1-800-553-8324, email productsupport@performanceinc.com, or live chat at [PerformanceBike.com](https://www.performancebike.com)

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