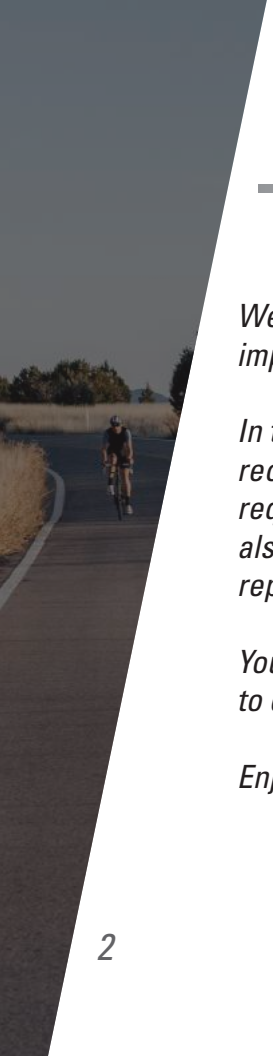
R.1 USER MANUAL



WELCOME

We are excited to welcome you to the Viathon family. This manual contains important information regarding the safe assembly and use of the Viathon R.1.

In this manual you will learn to assemble the bike from start to finish. From receiving it packed in the box to a safe and ready to ride bicycle. The tools required to build it are contained with the box it is shipped in. The proper tools can also be purchased at most bicycle shops and hardware shops, should you need to replace them.

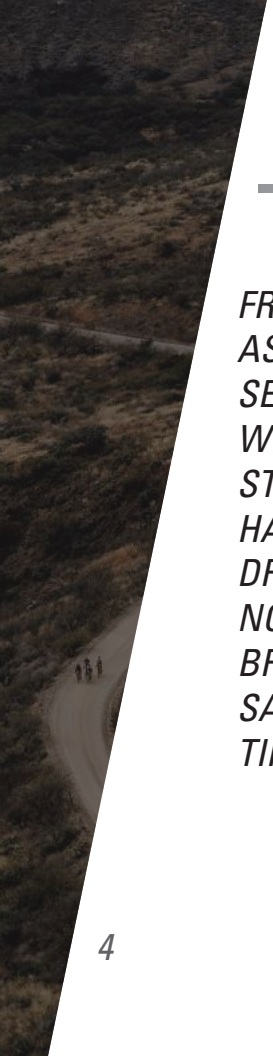
You will also learn about the proper maintenance for the Viathon R.1. It is important to do regular maintenance on your bike to ensure it is riding safely and efficiently.

Enjoy this bike and happy riding!

SAFETY WARNING

Please ensure that you read and follow the instructions carefully, failure to do so can lead to injury or death.

If at any time, while you are working on the bike and aren't sure what to do, don't have the appropriate tools, or for any reason are un-equipped to proceed, you can take this bike to the nearest Viathon dealer or local bike shop.



CONTENTS

FRAME DIAGRAM

Please carefully inspect the image. It gives you a thorough break down of the names of the tubes that the frame/ fork consist of and the components that this bike uses. Please refer back to this image as needed.

1	Top Tube
2	Fork
3	Head Tube
4	Down Tube
5	Chain Stay
6	Seat Stay
7	Seat Tube
8	Seat Post
9	Saddle
10	Seat Post Clamp
11	HeadSet Spacer
12	Stem
13	Handle Bar
14	Brake Lever

15	Rear Derailleur
16	Cassette
17	Chain
18	Crank
19	Front Derailleur
20	Brake Caliper
21	Brake Rotor
22	Tire
23	Tire Valve
24	Rim

FRAME DIAGRAM

ASSEMBLY SYMBOLS

Please inspect the following chart. It depicts the symbols that will be used in this manual and what they mean. Please refer back to this page as needed.

The following section will explain how to assemble the bike. These instructions use text and images to explain how to safely and accurately assemble the bike. Please follow these instructions carefully and deliberately. This bike can also be taken to any Viathon dealer or local bike shop to get assembled.

ASSEMBLY SYMBOLS

SYMBOL	EXPLANATION
 M8	Necessary Hex tool
 8Nm	Clockwise rotation and tightening torque of screw
 8Nm	Counter Clockwise rotation and tightening torque of screw
	Grease indicated surfaces
	note
	Assembly note
	Caution
	First in sequence of work steps
	Next in sequence of work steps

SEAT POST INSTALLATION

Before assembling the seat post ,apply carbon fiber assembly gel (such as fiber grip) to the inside surface of the seat tube. Next, insert the seat tube and tighten the seat post clamp to 5 Nm.

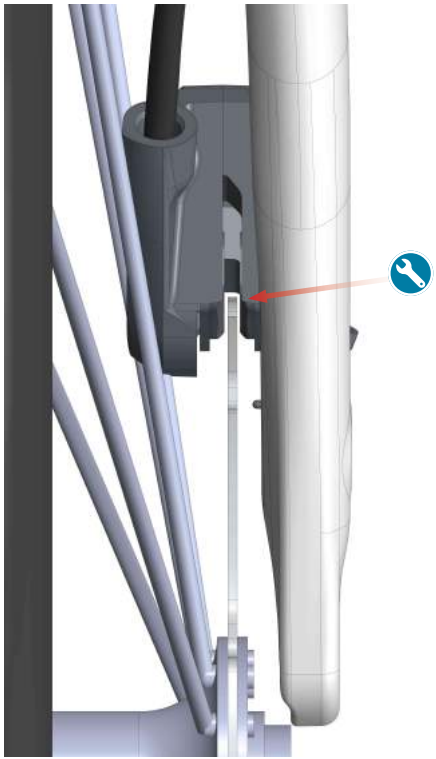
Make sure the minimum insertion mark is completely inside the Seat tube.

SEAT POST INSTALLATION

WHEEL INSTALLATION

Place the wheel in the fork drop outs. Align the brake rotor between the pads in the brake caliper as a guide to place the wheel fully in the dropouts.

WHEEL INSTALLATION



WHEEL INSTALLATION

Insert the thru axle through the dropouts from the non-drive side. The skewer goes through the hub then threads into the drive-side dropout. Rotate the skewer and test flipping the lever from the open to closed position periodically. When you start to feel some resistance in the half-way position, move to the full-closed position. If the lever is in a bad position to open and close do not adjust the closing force. Take the bike to a Viathon dealer or local bike shop

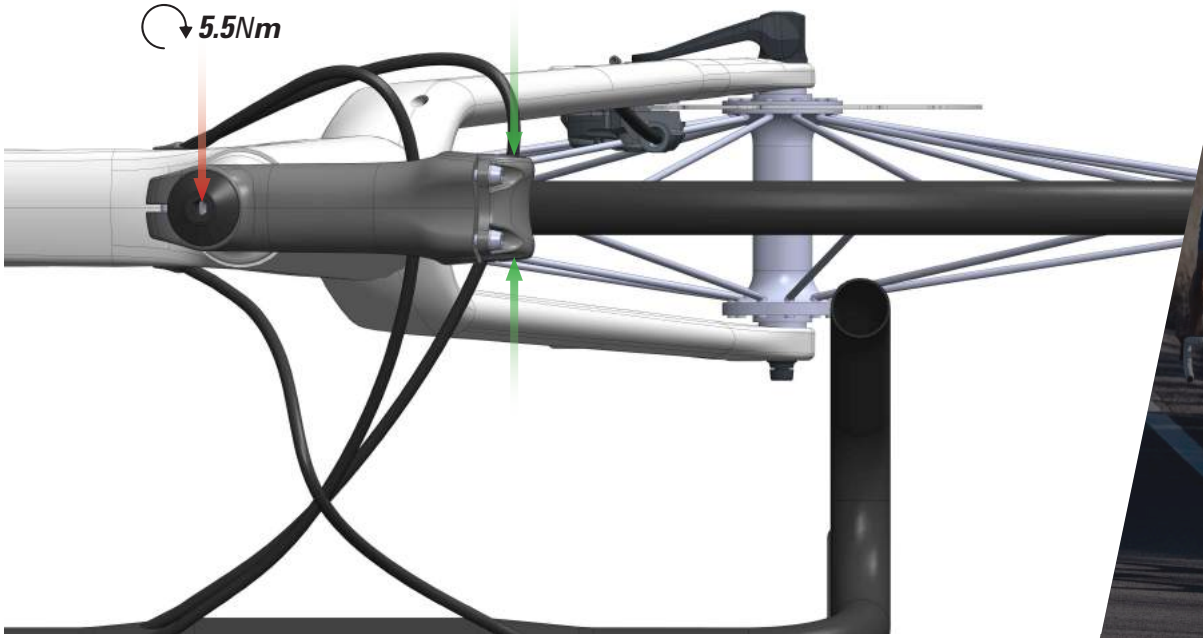
WHEEL INSTALLATION

STEM ALIGNMENT

Make sure the stem is aligned so it's centered above the front wheel. If it needs to be adjusted, loosen the stem cap bolt and the 2 bolts that clamp the stem to the fork. The bolts don't have to be removed, just loosened off enough to rotate the stem independently from the fork. Align the stem over the center of the front wheel so they are facing the same direction. Tighten the bolt until there is no play in the fork. Over tightening will make the steering stiff and unresponsive. Under tightening the bolt will result in play in the fork. (5.5 Nm Thomson stem U.G.)

Note: To check if it's too loose you can lift the front end and drop it from about one foot high, if you hear or feel rattling it is too loose. You can also hold the front brake and rock the handlebars forward and backwards, if the stem cap bolt is too loose you will feel rocking. Turn the stem side to side to check if it is too tight.

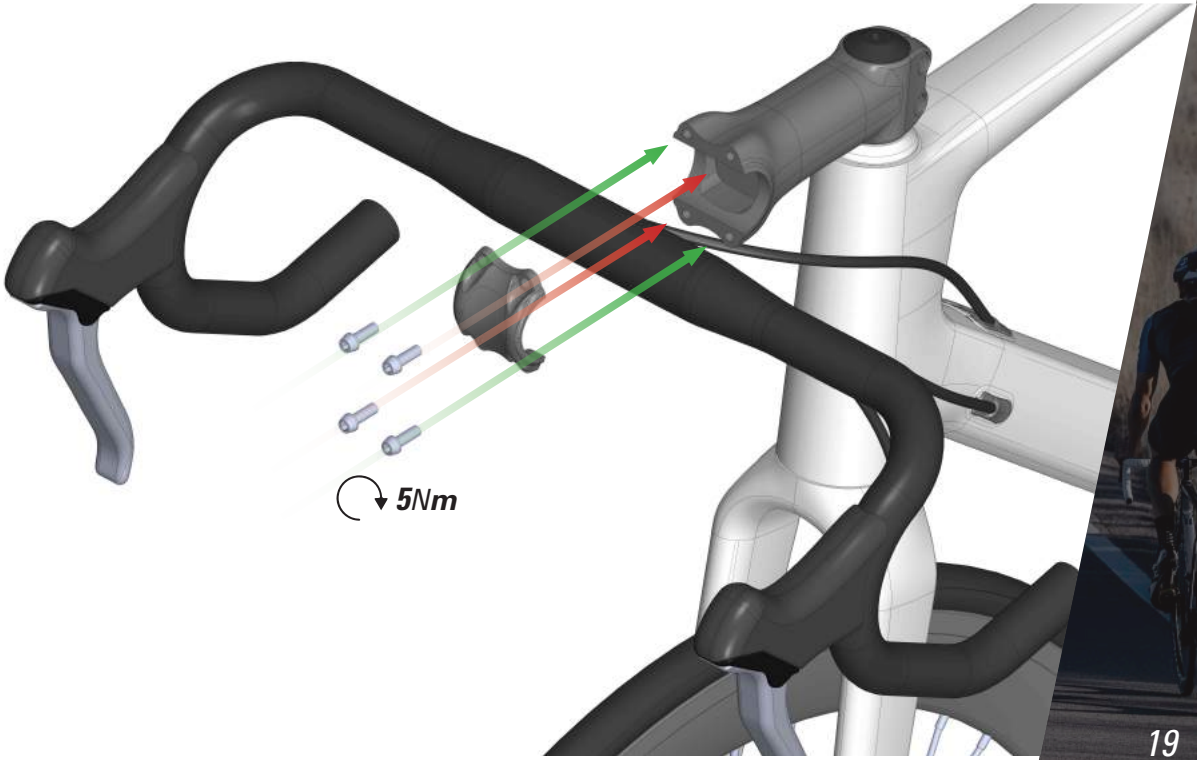
STEM ALIGNMENT



HANDLEBAR INSTALLATION

Start by removing the faceplate. Set the faceplate and bolts down somewhere accessible. Untangle the cables if necessary. Use carbon assembly gel on the clamping area of the stem and face plate. Center the handlebars in the stem. Hold the handlebar in place. Install the faceplate to clamp the handlebars in place. Tighten bolts gradually in a cross pattern and tighten them to 5Nm. Make sure the upper grip portion of the brake levers and the bottom portion of the drop bars are parallel to the ground i.e. horizontal

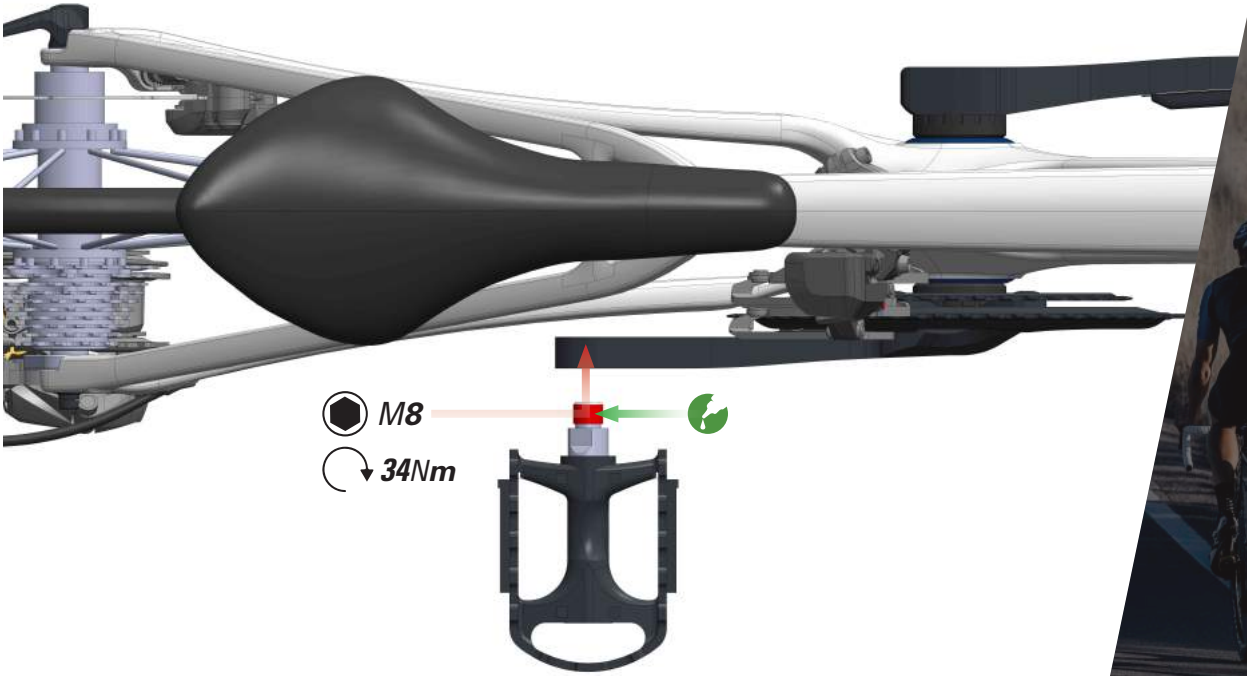
HANDLEBAR INSTALLATION



DRIVE SIDE PEDAL INSTALLATION

The drive side pedal (marked R) installs on the crank, on the side that has the chainring(s). Apply a thin layer of grease to the threads. Start threading the pedal in by hand, turning it clockwise (towards the front of the bike when viewing facing towards the bike from the drive side). Continue to thread the pedals in using the 8mm allen wrench. Tighten firmly, about 34Nm.

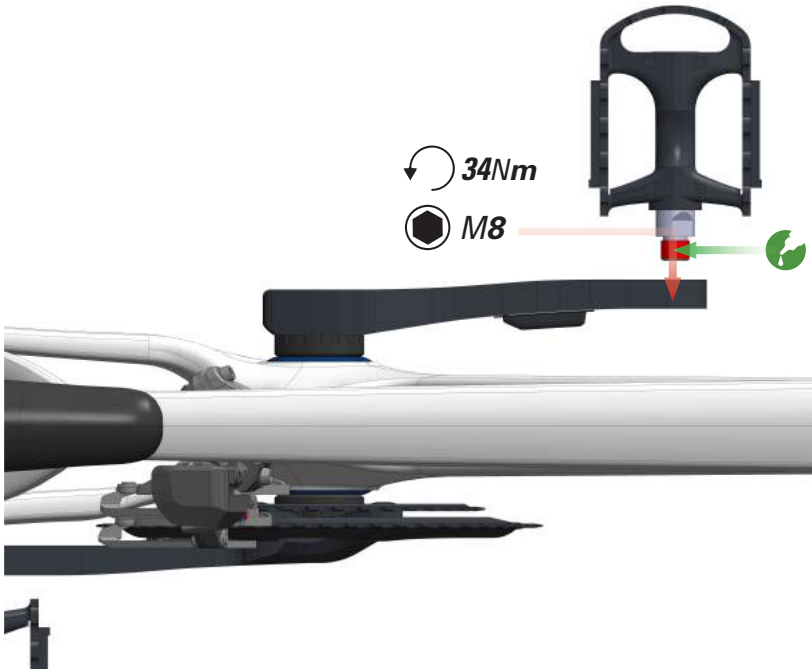
DRIVE SIDE PEDAL INSTALLATION



NON-DRIVE SIDE PEDAL INSTALLATION

Non-drive side pedal installation.The drive side pedal (marked L) installs on the crank on the side that does not have the chainring(s). Apply a thin layer of grease to the threads. Start by threading the pedal in by hand, turning it counter-clockwise (towards the front of the bike when viewing the bike from the non-drive side). Continue to thread the pedals in using the 8mm allen key. Tighten firmly to about 34Nm.

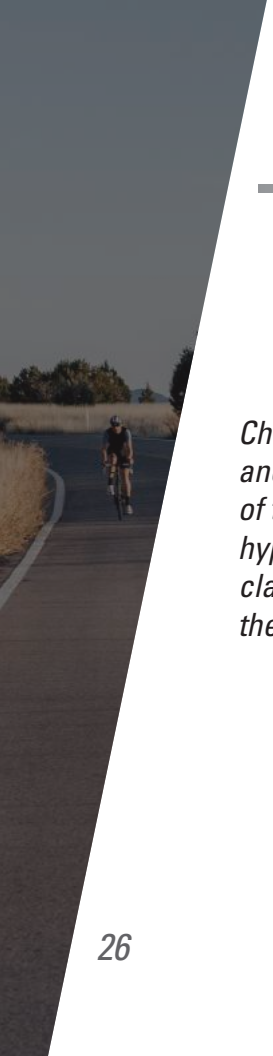
NON-DRIVE SIDE PEDAL INSTALLATION



BRAKE ADJUSTMENT

Verify that the rear brake is working properly. Lift the rear wheel off the ground and spin it. Look inside the caliper to see/ hear if the rotor is rubbing against the break pad. Check that the front and rear brake levers have the same amount of travel when applying the brakes. If the rotor is rubbing, loosen the brake caliper mounting bolts. Squeeze the brake lever and tighten the brake caliper mounting bolts. If there is still rubbing loosen the brake caliper mounting bolts and try to align the rotor by looking into the caliper and visually placing the rotor so there is space between the pads and rotor. Be sure to either be hold the brake levers or holding the caliper in place while tightening the mounting bolts.

BRAKE ADJUSTMENT



SADDLE ADJUSTMENT

Check the saddle position. The saddle should be level i.e. parallel to the ground and high enough to get near to a full extension of the leg when at the bottom of the crank rotation while maintaining a slight bend at the knee to prevent hyperextension. The saddle height can be adjusted by loosening the seatpost clamp. Typically the appropriate height is close to your hip. When the saddle is at the correct height tighten the seatpost clamp back to 5Nm.

SADDLE ADJUSTMENT

SADDLE ADJUSTMENT

To adjust the seatpost loosen both bolts on the underside of the saddle rail clamp. Adjust the saddle to the desired position. Gradually tighten the saddle rail clamp bolts, alternating between them. Pay attention to how tightening the bolts effects the saddle position. The appropriate torque for these bolts is 5Nm

SADDLE ADJUSTMENT

TIRE INFLATION

Inflate the tires. Find the marking on the tires that indicates the appropriate pressure range for those tires. Remove the dust cap and open the valve. Inflate the tire to the appropriate pressure, then close the valve and put the dust cap back on.


ENJOY THE RIDE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