



# FORBIDDEN

**READ  
BUILD  
RIDE.**







## **WE ARE MOUNTAIN BIKERS.**

## **WE MAKE MOUNTAIN BIKES.**

Congratulations and thank you for choosing to purchase a bike from Forbidden. Like you, we love mountain biking and want you to have the best experience possible. We therefore recommend that you take the time to read through the guidelines set out in this manual before embarking upon the assembly of your new Forbidden. But don't worry, it's not rocket science and we sweated the details so you won't have to.

As a technical piece of sports equipment, your new bike requires a degree of technical knowledge as well as the mechanical skills to properly and safely assemble ready for the trails. These instructions are in no way here to replace the abilities of a professional bicycle mechanic - if you do not feel confident that you have the abilities required to perform the necessary assembly of your new bike we strongly advise that you take your new Forbidden to a professional bike shop for assistance.

Please be aware that if you choose to assemble your new bike on your own without the necessary skills to do so, you run the risk of voiding the warranty. We will not accept any liability for damage or accidents that may arise from improper assembly.

If you are struggling, and that's okay, please reach out and let us know what the problem is as there's a high probability that we can help you out and have you closer to the trails in an email or two. Please contact us at [contact@forbiddenbike.com](mailto:contact@forbiddenbike.com)

# DRUID ASSEMBLY MANUAL \ PARTS + TOOLS

03



## DRUID XT

## TOOLS REQUIRED

|    |                     |    |                     |
|----|---------------------|----|---------------------|
| 1  | SADDLE              | 13 | BRAKE LEVER         |
| 2  | SEATPOST            | 14 | HANDLEBAR           |
| 3  | SEAT CLAMP          | 15 | FACEPLATE BOLTS     |
| 4  | MAIN PIVOT          | 16 | STEER CLAMP BOLTS   |
| 5  | IDLER PULLEY        | 17 | STEM                |
| 6  | REAR DROPOUT        | 18 | DROPPER POST REMOTE |
| 7  | HANGER              |    |                     |
| 8  | CABLE PORT          |    |                     |
| 9  | CRANK ARMS          |    |                     |
| 10 | FRONT BRAKE CALIPER |    |                     |
| 11 | FORK DROPOUTS       |    |                     |
| 12 | FRONT BRAKE ROTOR   |    |                     |

|   |   |
|---|---|
| 1 | TORQUE WRENCH: 2NM - 9NM                    |
| 2 | SIDE CUTTERS                                |
| 3 | 3MM, 4MM, 5MM AND 6MM ALLEN KEYS (SUPPLIED) |
| 4 | 44MM 16 NOTCH INSTALLATION TOOL (SUPPLIED)  |
| 5 | ASSEMBLY GREASE                             |
| 6 | PEDALS                                      |
| 7 | SHOCK PUMP (SUPPLIED)                       |
| 8 | TIRE PUMP                                   |
| 9 | BICYCLE WORKSTAND*                          |

\*If you don't have one, keep the bike box handy as it can assist for the early steps.

**CAUTION: READ THIS MANUAL IN ITS ENTIRETY BEFORE ASSEMBLING YOUR NEW BIKE.**

## 01. GETTING READY

a. Open the box top and remove the small parts box, set this aside.

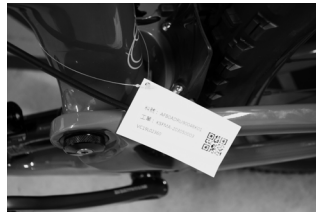
b. Take your bike out of the box and remove packaging, being careful not to scratch your new ride. Set the front wheel safely aside.



c. Put the rear end of the bike back in the box with the fork overhanging outside of the box. This will help make the next few steps easier.



d. Remove the card containing the bike's serial number and store in a safe place.

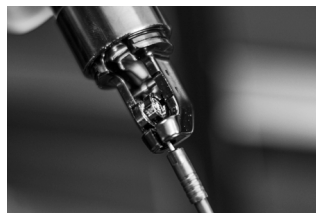


## 02. CONNECT DROPPER POST CABLE

a. Fit cable end nut into the cradle at the bottom of the seatpost.



b. Pull the housing away from the cable end nut and align the housing into the housing stop at the bottom of the seatpost.



## 03. INSTALL DROPPER POST

a. Using a 4mm Allen key, loosen the dropper post cable port (drive side, near the head tube) one full turn.



b. Apply a thin layer of grease and insert the seat post into the seat tube about one inch.

c. While gently pulling on the seatpost remote cable housing, continue to insert the seat post to your desired height.



d. Tighten the seatpost clamp to 6Nm.



e. Using a 4mm Allen key, pull gently on remote cable housing and re-tighten cable port to 1-2Nm.



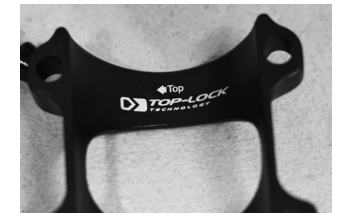
## 04. INSTALL HANDLEBAR

a. Using a 4mm Allen key, remove all four stem faceplate bolts.

b. Ensure cables are properly routed and mount the handlebar on the stem.

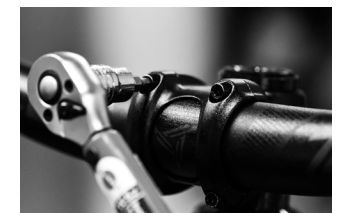


c. Double check the orientation of the stem faceplate by confirming which is the top on the reverse side.



d. Using a 4mm Allen key, re-install faceplate and faceplate bolts adhering to the manufacturer's specifications.

**RaceFace Aeffect:** tighten the top two bolts so the faceplate is flush with the stem and then tighten the bottom two bolts equally to 6Nm. Check all four bolts once more to ensure 6Nm.





## 05. INSTALL FRONT BRAKE CALIPER | SHIMANO

a. Using a 3mm, install the dropper post remote via the iSpec mount to the left brake lever clamp.



b. Grab the front rotor and lock-ring out of the small parts box.



c. Insert rotor onto the hub and using a 44mm 16 notch installation tool, torque lock ring to 40Nm.



d. Remove the bike out of box, remove brake pad spacer from the caliper and keep the spacer for any future transportation where the wheel needs to be removed.



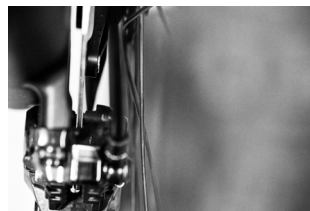
e. Insert front wheel into the dropouts. Using a 6mm Allen key for the Fox 36 fork, tighten the axle to 9Nm. Then tighten the pinch bolt under the axle head to 5Nm to lock the axle in place.



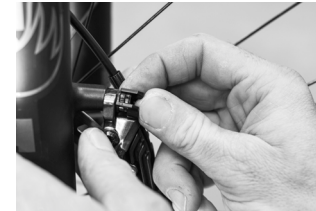
f. Pull the front brake lever a few times and then hold the brake lever in.



g. With the brake lever still applied, tighten the two caliper bolts. Once tight, release the brake lever and spin the front wheel to test any drag between the rotor and caliper. If the wheel is spinning freely without sound, using a 5mm Allen key, tighten the two caliper bolts to 8Nm.



h. Install the nylon anti-rotation devices (in small parts box) on the brake bolt heads.



**CAUTION:**  
BRAKE CALIPER BOLTS  
MUST BE PROPERLY  
TORQUED AND ANTI-  
ROTATION DEVICES  
INSTALLED PRIOR  
TO RIDING.



## 05. INSTALL FRONT BRAKE CALIPER | SRAM

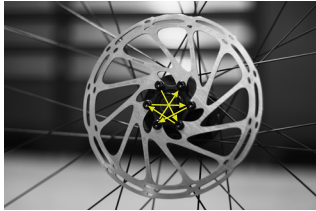
a. Using a T25, install the dropper post remote via the MMX mount to the left brake lever clamp.



b. Grab the front rotor and rotor bolts out of the small parts box.



c. Install the rotor and tighten the rotor bolts one turn in an alternating sequence until a torque of 6.2 N·m is achieved for each bolt.



d. Remove the bike out of box, remove brake pad spacer from the caliper and keep the spacer for any future transportation where the wheel needs to be removed.



e. Insert front wheel into the dropouts. Using a 6mm Allen key for the Fox 36 fork, tighten the axle to 9Nm. Then tighten the pinch bolt under the axle head to 5Nm to lock the axle in place.



f. Pull the front brake lever a few times and then hold the brake lever in.



g. With the brake lever still applied, tighten the two caliper bolts. Once tight, release the brake lever and spin the front wheel to test any drag between the rotor and caliper. If the wheel is spinning freely without sound, using a 5mm Allen key, tighten the two caliper bolts to 9.5Nm.



**CAUTION:**  
BRAKE CALIPER BOLTS  
MUST BE PROPERLY  
TORQUED AND ANTI-  
ROTATION DEVICES  
INSTALLED PRIOR  
TO RIDING.

## 06. PEDALS

a. Grab your own pedals and install the pedals to the crank arms following the manufacturer's specifications.



## 07. TIRES

b. We recommend that for off-road riding, the air pressure in your tires needs to be within those recommended by the manufacturer (visible on the sidewall) before fine-tuning can commence. Air pressure is just as important as suspension when it comes to maximizing performance, boosting both traction and your bike's dynamic handling.





## 08. DIAL IN THE COCKPIT SHIMANO

a. Stand over the bike and straddle the top tube.



b. Using a 4mm Alley key, loosen the brake lever clamp bolts and adjust the location for your brake levers.



c. Using a 3mm Allen key, dial in the shifter and dropper remote position. They can be moved up and down/in and out to get the perfect placement.

## 08. DIAL IN THE COCKPIT SRAM

a. Stand over the bike and straddle the top tube.



b. Using a T25, loosen the brake lever clamp bolts and adjust the location for your brake levers.



c. Using a T25, dial in the shifter and dropper remote position. They can be moved up and down/in and out to get the perfect placement.



# NICE WORK.

You have now successfully built your new Forbidden, but before you get it dirty, let's do a few more steps to dial it in, just for you.

## SUSPENSION SETUP

Your weight, riding style and the trails you ride the most, all factor into how you will want to set up your suspension. Personal preferences will determine the exact settings that will work best for you, but as a starting point, please refer to the suspension manufacturers 'base settings' - these can be found in the manuals that accompanied this bike or online via the manufacturer's website.

**CAUTION: YOUR BIKE'S HANDLING IS HIGHLY INFLUENCED BY EACH AND EVERY ADJUSTMENT MADE TO EITHER YOUR FORK AND SHOCK'S ADJUSTMENT DIALS. PLEASE TAKE IT EASY ON YOUR FIRST TEST RIDE AND TO REDUCE THE LIKELIHOOD OF CRASHING, MAKE SMALL AND INCREMENTAL CHANGES TO YOUR FORK AND SHOCK SETTINGS MAKING MENTAL OR PHYSICAL NOTES AS TO WHERE YOU ARE WITH YOUR SETTINGS.**

When dialing in your new bike, please note the detailed instructions of the suspension manufacturer. You can find up-to-date information on their websites, respectively:

[RIDEFOX - 36 >>](#)

[RIDEFOX - DPX2 >>](#)

If you have any questions regarding suspension setup, please don't hesitate to reach out via [contact@forbiddenbike.com](mailto:contact@forbiddenbike.com) or speak with your local bicycle retailer.

## LEGAL STUFF

Wear a helmet whenever and wherever you ride.

### FORK LENGTH

Forbidden bikes are designed to be used with specific suspension fork lengths and travel. Installing forks that exceed our recommended lengths will void your warranty and could result in catastrophic frame failure.

**CAUTION: DO NOT INSTALL A FORK EXCEEDING THE MAXIMUM MANUFACTURER'S SPECIFICATION; THE MAXIMUM FORK LENGTH COMPATIBLE WITH THIS PRODUCT (FORBIDDEN DRUID XT AND DRUID SLX) MEASURES AT 571 MM AXLE TO CROWN AND HAS 150MM TRAVEL.**

## BRAKES & SHIFTERS

Forbidden bikes have hydraulic disc brake systems that deliver exceptional braking performance that will increase after a short break-in period and will be affected by different terrain surfaces.

Forbidden bikes are shipped with a North American brake setup with the left brake lever operating the front brake and the right brake lever operating the rear brake. To switch these to a 'moto' style please contact your local bike shop as doing so will require specialist hydraulic bleeding tools.

Applying too much pressure [via the brake lever] to either the front or rear brake may result in a crash. We advise that you familiarize yourself with your bike's braking system in a safe and controlled environment before hitting the 'full send' mode on your favorite double black trail.

Your Forbidden bike has a single gear shifter (situated on the right-hand side of your handlebars) which operates the rear derailleur. It is best to ease off the amount of power you are exerting through the drivetrain when shifting through the gears and instead make small and incremental changes. This will make your shifts smoother and protect your drivetrain from premature wear.

## RIDING: PUBLIC ROADS/NIGHT/WET

Forbidden bikes are engineered to rip off-road trails and not epic road rides or your daily commute to work through the city. If you are going to be riding on public roads, please check with local government guidelines and laws to ensure your bike is compliant and what steps need to be taken, ie, fitting a bell and reflectors.

If you are going to be venturing out at night, be sure to follow local laws which will likely require the use of front and rear lights, but check with your local government to make sure you are compliant.

When riding in the wet, braking distances are increased and traction is decreased. While riding off-road in the wet is fun, please be careful out there and give yourself more time to slow down and be cautious of slippery surfaces.





Here at Forbidden we take pride in the level of craftsmanship we apply to each and every bike we sell. Tested beyond the safety standards adopted by many in the industry, we stand by our product 100%. But mountain biking by its very nature puts a lot of stress on equipment, all of which will wear differently and fatigue at differing rates, and may even fail without warning. We, therefore, recommend that you regularly inspect your bike for any signs of damage and wear, replacing any worn and damaged components. If you don't have the necessary skills, please refer to your local bike shop or Forbidden dealer. Loose bolts can lead to frame damage (and potential failure) that is not covered under warranty. Please use the torque wrench and attachments supplied with your DRUID and refer to the torque settings outlined on page 10. If you are not confident in conducting these checks, please contact your local bike shop.

## BEFORE EVERY RIDE

- △ Front and rear wheels are securely and properly mounted in the fork and frame dropouts
- △ Axles should be tightened as per the torque chart
- △ Wheels should spin freely without any resistance or rubbing from brake pads/ rotors
- △ Wheels should be steadfast and straight without any side-to-side or up-and-down play in the hub or buckles (and cracks) in the rim
- △ All cockpit parts should be torqued to manufacturer's specifications
- △ Check brake functionality and where possible/ practical, pad wear  
Worn brake pads must be replaced before use
- △ The headset system moves freely and without play
- △ Handlebar, stem and seat post are all properly secured and have no visible signs of wear or damage
- △ General check to ensure that all components (including the frame) are free of any signs of damage, material fatigue or early signs of failure (deformations, fractures, cracks, stress lines in finish, etc.)
- △ Check both tire sidewalls and tread for damage and that pressures are not outside those advised by the tire manufacturer
- △ Ensure that your chain and drivetrain are properly and regularly lubricated and cleaned between service intervals
- △ Do not ride even if only one of the possible defects is present

## WEEKLY OR MONTHLY CHECKLIST\*

- △ All bolts and fittings are tightened to the proper torque value
- △ Your wheels are true and spoke tension is proper and consistent
- △ Brake pads have sufficient pad material and brake system is free of any leaking fluids
- △ Derailleur hanger is straight and the rear derailleur is properly adjusted
- △ Too much or too little chain lube can wear your drivetrain prematurely so give it a clean and a light lube while you are at it.
- △ Front and rear suspension are properly adjusted and are not leaking fluids
- △ Tires are free of damage or excessive wear

## SIX TO TWELVE-MONTH CHECKLIST\*

- △ Bike overhaul/tune-up completed by a competent mechanic
- △ Clean and re-grease headset races, bottom bracket shell, and freehub assembly, checking for wear and tear
- △ Remove and rebuild frame linkage, checking bearings and replacing as necessary
- △ Remove and re-grease axles and tighten all fittings to proper torque values
- △ Front and rear suspension service
- △ Dropper seatpost service
- △ Detailed inspection of all components for signs of damage, wear, or failure

**CAUTION: Mountain biking and cycling off-road causes vibrations that can (and will over time) loosen the bolts on your bike. Please check all frame fittings regularly, including all linkage and rear shock assembly junctions.**

\*Frequency depends on how much or how hard you ride.



| TORQUE CHART                             |        |
|--|--------|
| POSITION                                 | TORQUE |
| Main Pivot                               | 22Nm   |
| Rate Control Link / Front Triangle Pivot | 14Nm   |
| Rate Control Link / Rear Triangle Pivot  | 14Nm   |
| Rate Control Link                        | 14Nm   |
| Main Pivot Cover                         | 8Nm    |
| Shock Bolts                              | 10Nm   |
| Upper Slider Screws                      | 5Nm    |
| Idler Pulley Screw                       | 10Nm   |
| Lower Chainguide ISCG Screws             | 6Nm    |
| Seat Clamp                               | 6Nm    |
| Hanger                                   | 16Nm   |
| Rear Axle                                | 10Nm   |
| Cable Ports                              | 1-2Nm  |
| Fender                                   | 0.5Nm  |
| Water Bottle Bolts                       | 1Nm    |
| Down Tube Protector                      | 0.5Nm  |
| RaceFace Aeffect Stem Faceplate          | 6Nm    |
| RaceFace Aeffect Stem Steer Clamp        | 8Nm    |
| Shimano Brake Caliper Bolts              | 8Nm    |
| Shimano Centerlock Rotor Lock-Rings      | 40Nm   |
| Shimano Brake Levers                     | 4-6Nm  |
| FOX 36 KaboltX Axle                      | 9Nm    |
| FOX 36 KaboltX Pinch-Bolt                | 5Nm    |

## TAKING CARE OF CARBON

- △ Never clamp your carbon frame directly in a bike stand as it can severely damage your frame and instead, clamp it to the seat post
- △ Be careful with bike racks and transporting in cars. Do not overload the frame with bike rack clamps and be careful not to overload the frame when transporting inside cars
- △ Never tighten your rear axle without the wheel installed in the frame as the lateral forces can damage the stays
- △ Never tighten your seat clamp without a seat post installed as it can damage your frame
- △ Do not leave aluminum components in direct contact with carbon without first applying a film of high-quality grease or carbon paste - components can corrode and bind to your frame over time
- △ Never tighten fittings over the specified torque values, ever
- △ Clean with warm water and where possible, proper bicycle detergent and avoid all solvent based cleaners
- △ Cover high wear areas with protective adhesive films (eg: areas exposed to rub from cables, heels, knees, etc.). We recommend Ride Wrap and Invisiframe frame protection for our bikes

**Any damage that results from incorrect handling of your carbon frame will not be covered under warranty.**

## CRASHES

Crashes do happen and sometimes things break and become damaged as a result. If you've had a crash, please make sure to thoroughly check your bike for any signs of damage before you continue on your ride - do not continue on your ride if you see any signs of damage! If you are unsure that your bike is safe to use, we strongly recommend that it is taken to a reputable local bike shop and have them inspect it for any damage.

Due to the nature of carbon fiber, crashes can cause damage without showing any visible signs. If you are unsure, seek professional advice and where possible, replace the component in question. Forbidden has a crash replacement program that will help get you and your bike on the trails.







## FORBIDDEN INDUSTRIES LTD PRODUCT WARRANTY NOTICE

Forbidden Bike Co. warrants each new Forbidden bicycle frame against defects in workmanship and materials for Five years from the purchase date, for the original owner. All components featured on our complete bikes are covered by the respective manufacturer's warranty.

### THIS WARRANTY DOES NOT COVER:

- Normal wear-and-tear
- Improper assembly
- Improper maintenance
- Installation of parts or accessories not originally intended for, or compatible with, the frames as sold
- Damage or failure due to accident, misuse, abuse, or neglect
- Labour charges, shipping or other transportation charges for part replacement or changeover
- This warranty is expressly limited to the repair or replacement of a defective item and is the sole remedy of the warranty

### THIS WARRANTY DOES NOT APPLY TO DAMAGE CAUSED BY:

- Collision
  - Crashing
  - Trick riding
  - Riding with heavy loads
  - Commercial activities
  - Any similar activities or misuse;
- 
- △ Such uses may damage your bike and can cause serious injury to the rider, and in all cases will void this warranty
  - △ This warranty is void in its entirety by any modification of the frame, or its components
  - △ This warranty extends from the date of purchase, applies only to the original owner, and is not transferable
  - △ Claims under this warranty must be made through the point of sale  
Proof of purchase is required
  - △ This limited warranty is the only warranty applicable to Forbidden Industries Ltd

## PRODUCT LIABILITY WARNING

Please read carefully the product service instructions before use. Improper use and/or assembly, care and maintenance of this product can result in failure and/or personal injury. We are not liable for any personal injury or property damage that results from crashes, poor maintenance, incorrect assembly or failure of any component.

We advise that you seek professional assistance when assembling this product prior to use. Mountain Biking involves risk and can be extremely dangerous. By choosing to participate in Mountain Biking, you assume responsibility for this risk. Please ensure you follow proper use and maintenance instructions and wear appropriate safety equipment. Please wear a helmet whenever and wherever you ride.





**RIDE  
AND  
REPEAT.**

**FORBIDDEN BIKE CO.**  
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