



Maintenance and Assembly Reference Guide

NOTE: THIS GUIDE IS FOR REFERENCE ONLY. WE STRONGLY RECOMMEND ALL BICYCLES BE ASSEMBLED BY AN EXPERIENCED BICYCLE MECHANIC.

For the most up-to-date instructions, tips and links to videos please visit: regalbicycles.com/pages/assembly

WARNING: RIDING AN IMPROPERLY ASSEMBLED BICYCLE MAY CAUSE INJURY AND/OR DEATH. THIS IS A REFERENCE GUIDE ONLY; MAKE SURE TO HAVE YOUR BICYCLE ASSEMBLED BY A CERTIFIED BICYCLE MECHANIC. REGAL BICYCLES IS NOT RESPONSIBLE FOR IMPROPER ASSEMBLY OR MAINTENANCE.

PLEASE FOLLOW ALL LAWS BY-LAWS REGULATIONS THAT ARE APPLICABLE WHEN RIDING YOUR BIKE.

ALWAYS WEAR A HELMET AND BE VISIBLE WHEN RIDING.

STEP ONE: Remove all protective packaging – zip ties, plastic wrap, etc. and separate the front wheel from the rest of the body.





STEP TWO: Remove the thread protector from the stem.

(Tip: If the protector doesn't come off loosen the screw on top of the stem)



And insert the stem with the handlebar into the head tube past the minimum insertion markings.



Tighten the stem.



STEP THREE: Adjust and tighten the handlebar so that it is facing upright. Tighten from the bottom and adjust and attach the brake levers.



STEP FOUR: Attach the front wheel to the front fork dropout, then attach the wheel lock washer to the fork and tighten the wheel nuts.

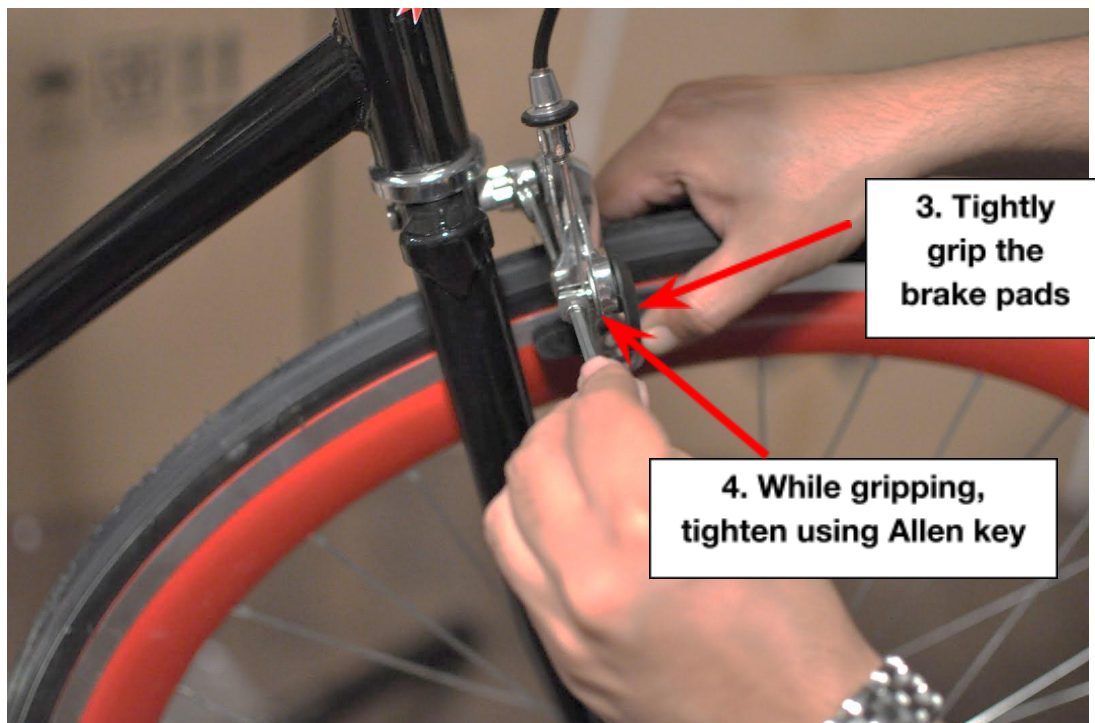
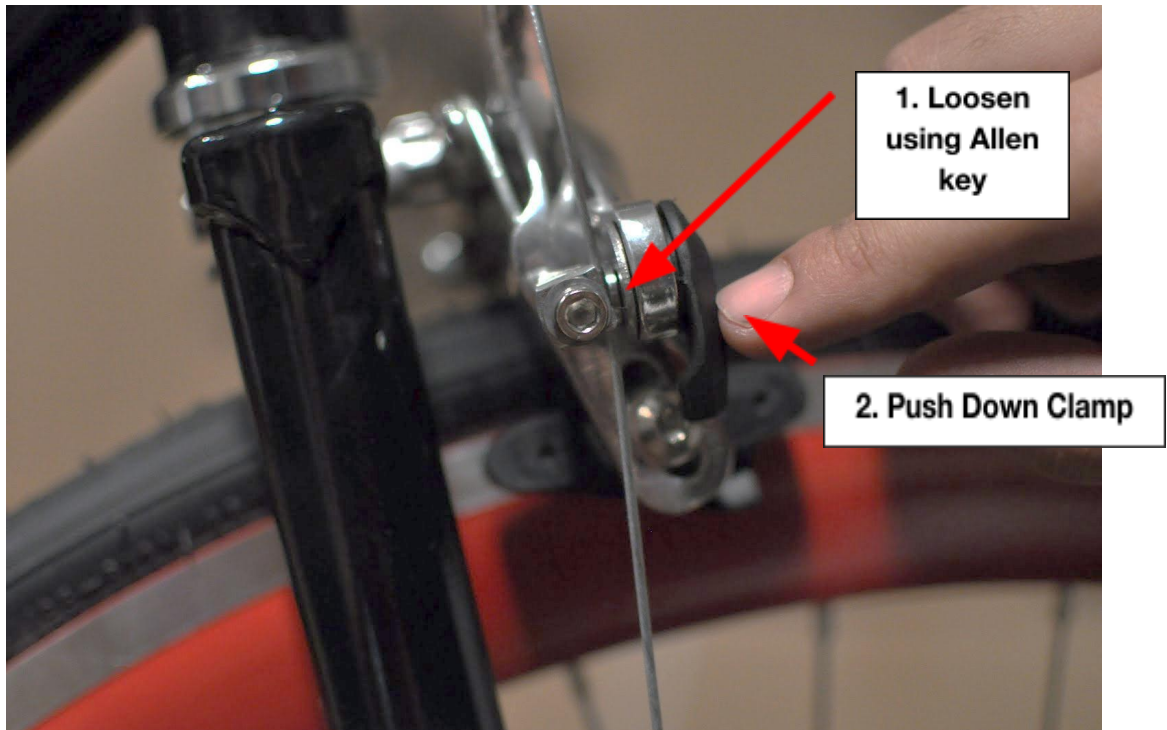
(Note: Some forks do not require washers and will not be included)

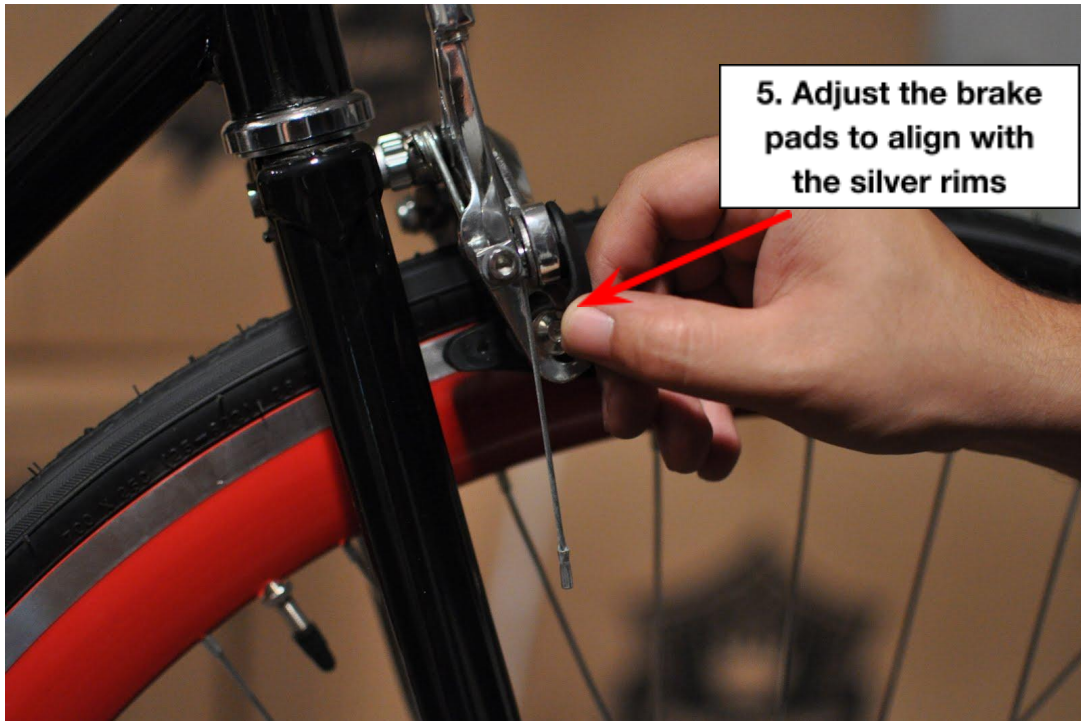




STEP FIVE: Adjust the brake by pushing down the clamp.

Brake assembly videos can be found on our assembly website, link on pg. 2



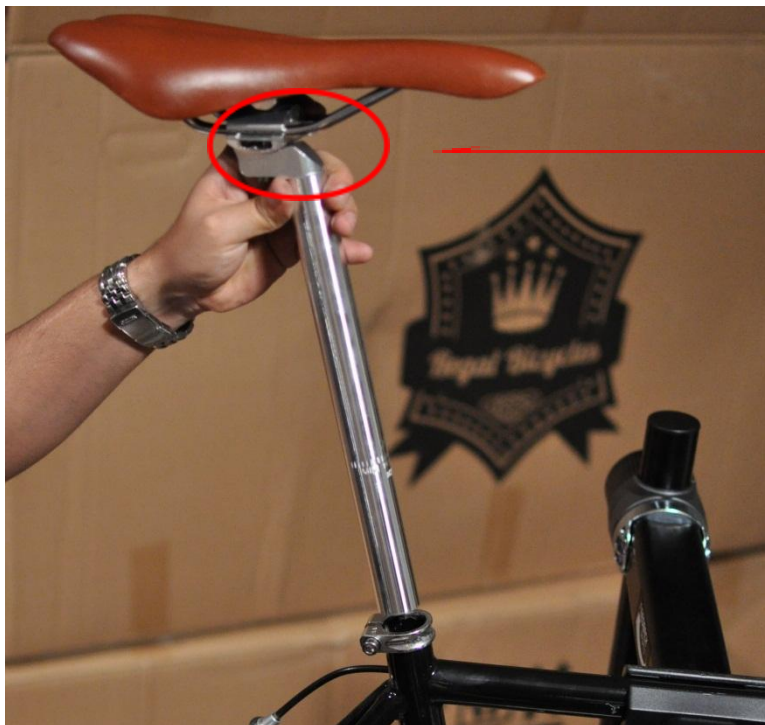


STEP SIX: Attach the pedals.



The pedals must be torqued to minimum 35Nm otherwise they will damage the crank arm and fall out. **Rotate CLOCKWISE on the right crank (chainring). COUNTERCLOCKWISE on the left.**

STEP SEVEN: When attaching the seat to the seat post, make sure the top of the seat post is pointed to the rear of the bicycle.



Pointing to the rear.

Attach the seat. Lube the seat post and insert it past the minimum insertion line.



Tighten.



STEP EIGHT: Pump tires (maximum recommended pressure is listed on the tire).

To avoid flats we recommend keeping the tire pressure near the maximum, and pumping the tires every couple of weeks.

Please contact us immediately if any parts appear to be damaged, we do our very best to inspect each bike before shipping but bikes can get damaged in the shipping process.

ASSEMBLY AND MAINTENANCE – USE OF A TORQUE WRENCH

If you make any adjustments to your bicycle, we recommend you use a torque wrench and adjust to the following torques for parts of the bicycle.

Torque Wrench Specification

Front Wheel Nuts	25-30 Newton Meters
Rear Wheel Nuts	30-35 Newton Meters
Seat Connection Nut (to post)	12-16 Newton Meters
Seat Post Clamp Nut (at frame)	5-7 Newton Meters
Brake Anchor Nut	7-11 Newton Meters
Handlebar Clamp Bolt	20 Newton Meters
Stem Expander Bolt	20 - 25 Newton Meters
Pedals	35-40 Newton Meters

SWITCHING FROM SINGLE SPEED TO FIXED GEAR

Our bikes are designed to be ridden either as a single speed bicycle or as a fixed wheel/gear bicycle.

The bicycle will be delivered to you in single speed format. This means that the rear wheel can spin either forwards or backwards and that it can rotate freely without the pedals rotating.

Riding the bike as a fixed wheel bike can be dangerous. We DO NOT recommend removing the brakes and operating the bike as a pure fixed gear bike.

If you do want to switch from single speed to a fixed wheel or fixie format, you will need to remove the rear wheel by loosening the screws holding it in place, then removing the chain and turning the wheel around (you will notice that both sides of the wheel have a cog). Then reattach the chain and adjust the wheel accordingly. Remember the chain should have a little give in it, but not too much.

YouTube has many videos that show you how to do this, as well as lots of videos on how to ride fixies properly, including how to brake using a fixed wheel bike. We suggest that you watch them and practice (a lot!) before hitting the streets.

ONGOING MAINTENANCE & REPAIR

Break-in Period

Most bikes require a break-in period before riding them “hard”. You should still avoid long rides for the first few weeks of riding and make sure that you check the chain tension after a few weeks as the chain links will stretch with use. It is a good idea to give the bike a thorough check 1 month after purchase to make sure everything is still securely attached and nothing has come loose or needs re-adjustment.

Tires

Tire pressure should be checked regularly to ensure they are correctly inflated. The tires should not be inflated over the recommended maximum mentioned on the tires.

Brakes

Brakes need to be checked before every ride. The easiest way is to squeeze both the front and rear brakes while moving the bike backwards and forwards. The wheels should be locked and everything should feel tight. If not, then you may have a loose headset or the brake-pads need adjusting. If you have any doubts about your brakes, you should take the bike to a bicycle mechanic to check properly.

Brake blocks (or pads) should be replaced when they are worn or uneven. This should be done by an experienced bicycle mechanic.

Cleaning

After a long ride or exposure to rain or salt water the bicycle should be cleaned and the chain and moving parts lightly oiled. To clean your bicycle, wash with lightly soapy water and dry with a cloth. Use of solvents or oils on the rims is not advised, as it could interfere with the brakes making them less effective and potentially putting you in risk of harm.

Lubrication & Oiling the Chain

To keep your Regal Bicycle running at maximum efficiency, it is recommended that you regularly lubricate your bicycle.

Your bike chain should be lubricated at least monthly. This can be done by lightly applying a bicycle lubricant along the length of the chain whilst rotating the chain slowly. Make sure you wipe off any excess with a cloth.

Brake calipers can also be lightly lubricated, however keep any oils away from the brake pads. Brake cables, levers and calipers should be lubricated every 3 months or so.

Rust & Corrosion

To avoid rust and corrosion, it is recommended that you:

- Store your bike in a dry area away from dampness or wet air
- Do not leave your bike outside in the rain
- Clean and oil your bike after any exposure to rain or salt water

Warning: Rust or corrosion is not covered under our warranty.

Warning: Handlebar grips and tube plugs should be replaced if they are damaged or worn. Naked tube ends have been known to cause serious injury in the event of an accident.

WARRANTY

Regal Bicycles Incorporated offers a one-year manufacturer's warranty against all frames and forks.

The warranty does not cover parts subject to normal wear and tear. Examples of these parts include: handlebar tape, pedals, chains, cranks, saddle, paint, brake pads, cables, tubes, tires, etc.

Please note that the warranty is extended only to the original owner and cannot be transferred to subsequent owners.

Improper use, lack of maintenance, neglect, improper repairs, accidents, custom alterations, and modifications are not included in the warranty.

Regal Bicycles Incorporated reserves the right to request photographs of the damage and may only replace the damaged part. Regal Bicycles Incorporated also reserves the right to issue a store credit at any time for warranty claims we are unable to satisfy based on current production or for any other reason.

NOTE: We strongly recommend your bicycle be built by a proper trained bicycle mechanic. Regal Bicycles Incorporated shall not be held liable for any accidents, injuries or deaths resulting from incorrect assembly. Regal Bicycles Incorporated is absolved of any responsibility and obligation for any accidents involving people or any other incidents that could occur with or during the use of the bicycle.