



BICYCLE ASSEMBLY

INSTRUCTIONS

REID



reidcycles.com.au

| STORE LOCATIONS

MELBOURNE STORE

290 Victoria Street
North Melbourne 3051
t: 03 9348 9892

SYDNEY STORE

56 Parramatta Road
Glebe 2037
t: 02 9516 4449

BRISBANE STORE

11 Birubi Street
Coorparoo 4151
t: 07 3397 3000

PERTH STORE

Shop 8, 7 Erindale Road
Balcatta 6021
t: 08 9204 5584

ADELAIDE STORE

176A Pulteney Street
Adelaide 5000
t: 08 8227 0011

HEAD OFFICE

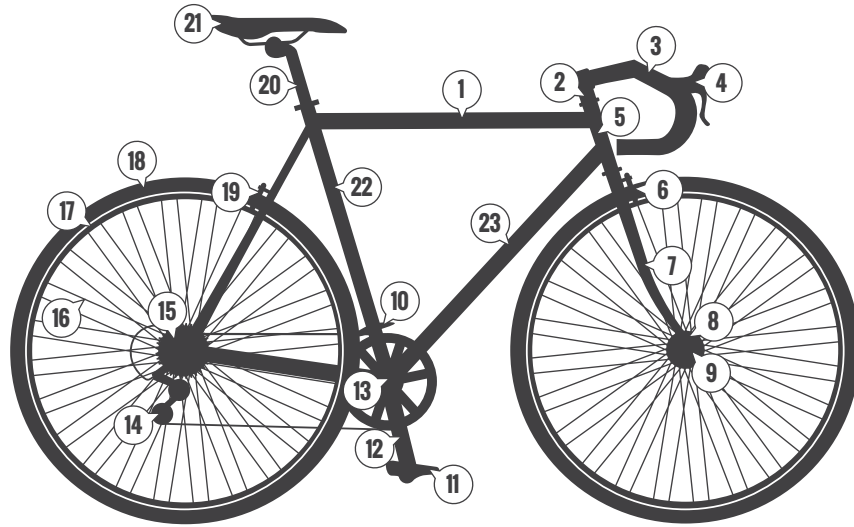
Suite 2, Ground Floor
55 Walsh Street, West Melbourne 3003
t: 03 9314 9091



EVERY REID BIKE IS
CERTIFIED BY SAI GLOBAL
FOR CONSUMER SAFETY

Australian Standard
AS/NZS1927:2010
SMK40279

BICYCLE COMPONENTS KEY



- | | | |
|----------------------|------------------------|---------------|
| 1 Top Tube | 9 Quick Release | 17 Rim |
| 2 Stem | 10 Front Dérailleur | 18 Tyre |
| 3 Handlebar | 11 Pedal | 19 Rear Brake |
| 4 Brake & Gear Lever | 12 Crank Arm | 20 Seat Post |
| 5 Head Tube | 13 Crank | 21 Saddle |
| 6 Front Brake | 14 Rear Dérailleur | 22 Seat Tube |
| 7 Fork | 15 Free Wheel/Cassette | 23 Down Tube |
| 8 Hub | 16 Spoke | |

INTRODUCTION

CONGRATULATIONS ON PURCHASING YOUR BRAND NEW REID BICYCLE!

Your bicycle comes to you requiring some assembly. This guide has been written to help you through the steps necessary to complete the assembly of your bike.

THESE INSTRUCTIONS WILL GUIDE YOU THROUGH:

- ✓ Tools Required
- ✓ Inspecting the bike
- ✓ Installing the handlebars
- ✓ Installing your pedals
- ✓ Adjusting the brakes
- ✓ Attaching the reflectors and bell
- ✓ Unpacking the bike
- ✓ Installing the front wheel
- ✓ Installing the saddle and seat post
- ✓ Tightening the crank
- ✓ Tuning the gears
- ✓ Inflating the tyres



SERIAL NUMBER:

PLEASE RECORD YOUR SERIAL NUMBER HERE

Your Serial number is located beneath your bottom bracket where the pedals attach. Authorities will require your serial number to identify your bicycle should it be lost or stolen.

INVOICE NUMBER:

PLEASE RECORD YOUR INVOICE NUMBER HERE

These instructions are to be used as a guide only;

the images used throughout are for demonstration purposes only and may not be images of your specific bike.

BEFORE YOU START

TOOLS REQUIRED

Your bicycle box has a list of required tools listed on its side.

UNPACKING THE BIKE

Open the box and **REMOVE ALL OF THE STAPLES** in the box flaps so you do not scratch or cut yourself, rip clothes or even scratch the bike.

Remove the bike and the small accessory box.

Cut the cable ties that are holding the handlebars and the front wheel in place.

Remove all of the cardboard that is wrapped around the tubes of the frame and fork.

INSPECTING THE BICYCLE

Inspect the bicycle and all of the included parts to make sure there is no damage or parts missing.

You must contact us within one week of receiving the bicycle to report any issues.

QUESTIONS



If you have any questions regarding any issues with your bicycle, please contact our Customer Support team on:
03 9329 1222 or service@reidcycles.com.au

INSTALLING THE HANDLEBARS

| FACE PLATE STEM

Depending on your bicycle's design, this process may differ.



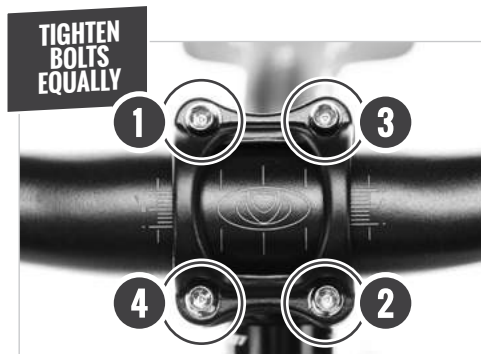
STEP 1

Remove the face plate from the stem and insert the handlebar. Place the face plate over the handlebar and start threading the bolts back into the stem body. Use an Allen key to tighten.



STEP 2

Before you fully tighten, use the knurled area (the rough area) to help you centre and align your handlebar.



STEP 3

As you are tightening the bolts, the gap between the face plate and stem body needs to be equal all the way around. Making sure that you have equal tension is just as important as making sure that the handlebar is tight.

INSTALLING THE HANDLEBARS

| FACE PLATE STEM - CONTINUED...



STEP 4

The top cap on top of the steering tube will already be in place. Check that it is tight using an Allen key. This bolt holds the front forks into the frame of the bicycle. If you are in any doubt that this is secure, you must seek the help of an experienced mechanic.



STEP 5

Make sure that the handlebar is square with the front wheel. Using an Allen key tighten the pinch bolts on the left and right of the stem, until the handlebar no longer rotates freely from the front wheel.

PLEASE NOTE:
OVER TIGHTENING CAN CAUSE BEARING DAMAGE



WARNING

VERY IMPORTANT

THE HANDLEBAR AND THE WHEEL MUST BE SECURE.

Using some force, make sure that the handlebar cannot be moved out of alignment with the wheel. If in doubt you must seek the help of an experienced mechanic.

INSTALLING THE HANDLEBARS

| TOP BOLT STEM

Your bike may have the stem already attached to the handlebar.



STEP 1

Insert the stem into the steering tube and use an Allen key to tighten the bolt on top of the stem. Make sure that the handlebar is square with the front wheel.



WARNING

VERY IMPORTANT

THE HANDLEBAR AND THE WHEEL MUST BE SECURE.

Using some force, make sure that the handlebar cannot be moved out of alignment with the wheel. If in doubt you must seek the help of an experienced mechanic.

INSTALLING THE FRONT WHEEL

| NUTTED FRONT WHEELS

Your bicycle comes with either a **NUTTED FRONT WHEEL** or a **QUICK RELEASE MECHANISM**.



STEP 1

Place the front wheel in the front fork drop out slots and ensure the wheel fits correctly.

FITTING A BASKET?



BASKET STAY FOR BASKET KIT TO BE IN PLACE BEFORE STEP 2 - See basket assembly instructions.

STEP 2

If your bicycle has tabbed lock washers, ensure that the locking tabs are correctly mounted into the holes in the forks.



STEP 3

Fully tighten both nuts and ensure the wheel sits straight in the forks.

INSTALLING THE FRONT WHEEL

| QUICK RELEASE FRONT WHEELS



STEP 1

Unscrew the lock nut from the quick release skewer, remove the outer spring and slide the skewer through the axle so the quick release handle is on the left hand side of the bike.



NARROW SIDE OF THE SPRING MUST GO ON CLOSEST TO WHEEL

STEP 2

Re-install the spring and lock nut back on to the skewer and place the wheel into the fork slots ensuring the wheel is centered.

INSTALLING THE FRONT WHEEL

| QUICK RELEASE FRONT WHEELS - CONTINUED...



STEP 3

Always adjust the Quick release clamp with the lever in the open position, and by turning the nut (not the lever).



STEP 4

Using your palm, close the lever so that wheel is secure. When closing the lever you want to feel resistance at 45° degrees. From there, squeeze hard until fully closed.



STEP 5

Fully closed, the wheel should be free from any wobble. If this is not the case, release the lever, tighten the nut and repeat the process. Ensure the wheel sits straight in the forks.

INSTALLING THE SADDLE AND SEAT POST

| ATTACHING THE SEATPOST

Depending on your bicycle's design, this process may differ.



VERY IMPORTANT

Make sure the **MINIMUM INSERTION LINE** on the post is below the top of the seat tube, so that it is not visible. Failure to do so will damage the seat tube and void the warranty.



STEP 1

Attach the seat post to the rails of the saddle. Depending on your bicycle's design this will require an Allen key or a spanner.



STEP 2

Insert the seat post into the frame. There is a minimum insertion marked on the seat post. This must be situated below the seat post clamp when riding to avoid accidents and damage.

Slide the seat post down until it is to the desired height for riding.

INSTALLING THE SADDLE AND SEAT POST

| ATTACHING A VINTAGE SADDLE



STEP 1

The seat post clamp is already attached to the rails beneath the saddle.



STEP 2

Insert the seat post into the seat post clamp and tighten using a spanner. Ensure that the both sides of the seat post clamp are tightened equally.

REMEMBER

ATTACH THE SEAT POST TO THE SADDLE BEFORE ATTACHING THE SEAT POST TO THE BICYCLE.

INSTALLING THE SADDLE AND SEAT POST

| ALIGNING THE SEATPOST



STEP 1

While standing over the bike, look down. Align the nose of the saddle to run parallel with the top tube of the frame, so that it is pointing directly at the head stem.

STEP 2

You may want to re-adjust the saddle's tilt (so that the nose of the saddle is in line with the rear of the saddle and not pointing up or down). To do this. Loosen the bolt(s) that clamp the saddle's rails. Adjust the tilt and then re-tighten the bolt(s).

| TIGHTENING THE SEATPOST CLAMP

Your seat post clamp may require an Allen key or a spanner to tighten. Other kinds have quick release similar to those used in the wheel assembly guide.



STEP 1

Grab the seat and try to turn it. If it turns, re-align it and continue tightening the seat post clamp until it does not turn anymore.

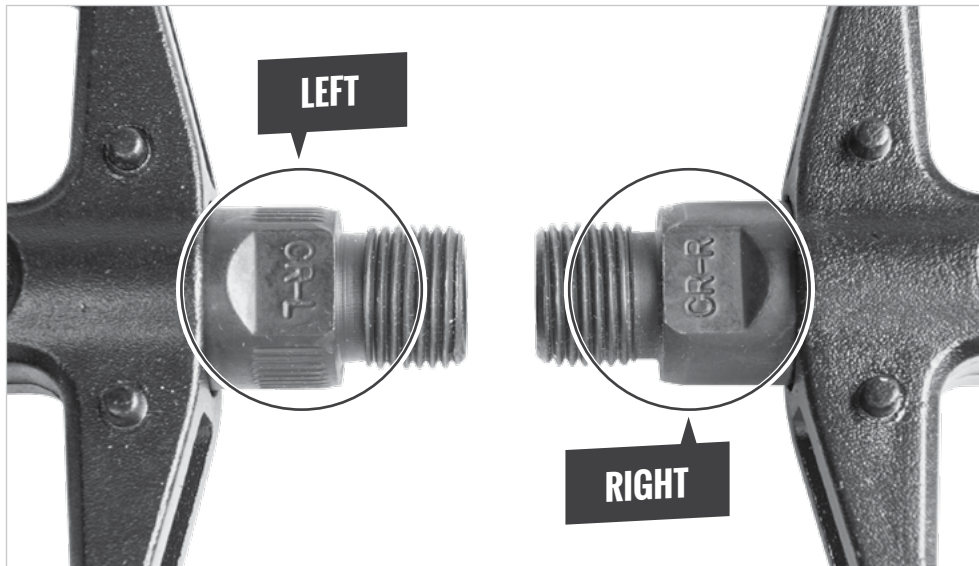
INSTALLING YOUR PEDALS

| ALL BIKE MODELS



VERY IMPORTANT

WARNING: INCORRECT ATTACHMENT OF THE PEDAL into the crank arm can strip the thread from the pedal spindle, or threads in the crank arm, and cause irreparable damage. Incorrect assembly is not covered under warranty.



STEP 1

Identify Left vs Right pedal. There is an “L” or “R” stamped into the metal part of the pedal near the threaded part that looks like a screw. **NOTE:** they are not the same!

IMPORTANT NOTE

If you were to sit on the bike and hold the handlebars, your “left” foot is on the same side as the “left” pedal.

INSTALLING YOUR PEDALS



STEP 2

Install the left hand pedal first. You will have to screw it in **COUNTER-CLOCKWISE** because the threading is the reverse of a normal screw.

DO NOT USE A SPANNER until you are ready to tighten it for the final few turns. Tighten it until you can't anymore.



STEP 3

Next install the right hand pedal. This one threads in **CLOCKWISE**, like a normal screw. Follow the same principals as discussed in step 2 for the left pedal.



VERY IMPORTANT

PLEASE NOTE: that damage caused by **INCORRECT ASSEMBLY** (such as installing the pedals the wrong way around) is not covered by your warranty.

TIGHTENING THE CRANK

Depending on your bicycle's design, this may differ.

Your bike will either require an **ALLEN KEY**, or a **SOCKET SPANNER** to tighten.

| USING A SOCKET SPANNER



STEP 1

Your bicycle will arrive with the crank already attached. Make sure that you tighten the crank for safety purposes before you ride. Failure to do so can cause personal injury and damage the bicycle beyond repair.



STEP 2

Insert the socket onto the crank bolt and tighten. Repeat on both sides making sure that there is no wobble on either crank arm.

TIGHTENING THE CRANK

| USING AN ALLEN KEY

Your bicycle will arrive with the crank already attached. Make sure that you tighten the crank for safety purposes before you ride. Failure to do so can cause personal injury and damage the bicycle beyond repair.

| STANDARD CRANKSET



STEP 1

Insert the Allen key onto the crank bolt and tighten. Repeat on both sides making sure that there is no wobble on either crank arm.

| HOLOWTECH CRANKSET



STEP 1

Your crank arms may have pinch bolts, if you have a Falco or other bike featuring a hollowtech crankset. Following the same instructions as before make sure both arms are tight, using your Allen key.

ADJUSTING YOUR BRAKES

| TYPE OF BRAKES

Your bike will come with one of two types of brakes: **V BRAKES** or **CALLIPER BRAKES**.

Follow the appropriate instructions below to install and adjust your brakes.

| V BRAKES



STEP 1

Loosen the clamp that holds the brake cable with an Allen key. Hold each arm in towards the rim of the wheel and pull the loose brake cable through the clamp.



STEP 2

Once you have pulled the cable tight, use an Allen key to tighten the clamp. This will hold the cable in place. Make sure that the bolt is tightly holding the brake cable before you ride!

ADJUSTING YOUR BRAKES

| CALIPER BRAKES

Similar to V Brakes.



STEP 1

Squeeze the brake arms into the wheel rim so that the brake pads are touching the rim. Pull the brake cable through the loosened clamp until tight. Use an Allen key to tighten the clamp. Make sure that the clamp is holding the cable tight before you ride!

| BRAKE PADS

Use the below method for both **CALLIPER BRAKES** and **V BRAKES**.



STEP 1

Loosen the nut on the brake pad and then align the brake pad so it runs parallel to the machined brake surface area (Silver). Allow for a 1mm gap so that the brake does not rub against the tyre.

TUNING THE GEARS - REAR DÉRAILLEUR



VERY IMPORTANT

WARNING: YOUR GEARS ARE NOT TUNED. Tuning the gears correctly is very important. Failure to do so will void your warranty and may cause injury while riding! If your bicycle has gears and you are unsure how to tune and adjust them, you must seek an experienced bicycle mechanic

| ADJUST THE CABLE



STEP 1

Make sure the chain is on the smallest rear sprocket and that the gear shifter is in the highest position (highest gear).



STEP 2

Loosen the clamp on the under section of the derailleur where the cable is gripped.

Pull any cable slack through the clamp and re-tighten.

TUNING THE GEARS - REAR DÉRAILLEUR

| LIMIT SCREWS



STEP 1

| ADJUST UPPER LIMIT

To limit the movement of the rear dérailleur so that it doesn't shift into the chain stay, you'll need to use the **UPPER LIMIT SCREW (H)** located on the back of the dérailleur body.

Turning this screw clockwise moves the top jockey wheel to the left, and turning it anti-clockwise moves it to the right.

Shift the rear dérailleur into the smallest sprocket and adjust it until the centre line of the top jockey wheel is in-line with the smallest sprocket.

STEP 2

| ADJUST LOWER LIMIT

The low adjustment will stop the chain from over-shifting beyond the largest sprocket and causing the chain to jump into the spokes of the rear wheel.

Turning the **LOWER LIMIT SCREW (L)** clockwise will move the top jockey wheel to the right and anti-clockwise will move it to the left.

Shift the rear dérailleur into the largest sprocket and adjust the screw until the centre line of the top jockey wheel is directly in-line with the largest sprocket.

TUNING THE GEARS - REAR DÉRAILLEUR

| BARREL ADJUSTER



| To adjust the dérailleur cable tension, shift the chain onto the smallest sprocket and try to shift on to the second sprocket by changing the gear on the handlebar.

| If it doesn't quite make it, rotate the barrel adjuster on the dérailleur **ANTI-CLOCKWISE TO INCREASE THE CABLE TENSION.**

| If it over-shifts and tries to get onto the third sprocket, turn the adjuster **CLOCKWISE TO DECREASE THE CABLE TENSION.**

| When it works between one and two, check the shifting across the rest of the gears and tweak the barrel adjuster if necessary.

NEW CABLES CAN STRETCH AND LOSE TENSION AFTER ITS FIRST PERIOD OF USE.

You'll notice that the gears move slightly out of adjustment and will begin to hesitate or over-shift.

TO FIX THIS; you will need to remove the slack from the cable using the barrel adjustment.

| If there is lots of slack in the cable and cannot be taken up using the barrel adjuster, you will need to pull the excess cable through the clamp, like in the first step.

TUNING THE GEARS - FRONT DÉRAILLEUR

VERY IMPORTANT



WARNING: YOUR GEARS ARE NOT TUNED. Tuning the gears correctly is very important. Failure to do so will void your warranty and may cause injury while riding! If your bicycle has gears and you are unsure how to tune and adjust them, you must seek an experienced bicycle mechanic

| ADJUST THE CABLE



STEP 1

Make sure the chain is on the smallest chain ring, and that the gear shifter is in its lowest position (lowest gear).



STEP 2

Loosen the clamp where the cable is gripped to the dérailleur.

Pull through any cable slack and tighten.

TUNING THE GEARS - FRONT DÉRAILLEUR

| LIMIT SCREWS

Limit screws stop the inward and outward travel of the front dérailleur. Limit screws are marked “L” & “H”.

The L-screw will stop the motion of the dérailleur toward the smallest sprocket. The H-screw will stop the motion of the dérailleur toward the largest chain ring.



STEP 1

| ADJUST UPPER LIMIT

Shift the dérailleurs to the largest chain ring on the rear gears, and the smallest sprocket on the front gears.

Turn the low gear limit on the top of the dérailleur with the Phillips head screwdriver to adjust the dérailleur so that it prevents the chain from coming off the smallest sprocket. You are looking for a very small gap.

STEP 2

| ADJUST LOWER LIMIT

Shift the dérailleurs to the smallest rear sprocket and the largest front chain ring.

Turn the high gear limit on the top of the dérailleur to adjust the dérailleur cage so that it just clears the chain on the largest sprocket.

ATTACHING THE REFLECTORS & BELL



VERY IMPORTANT

WARNING: REFLECTORS ARE NOT A SUBSTITUTE FOR REQUIRED LIGHTS. Riding at dawn, dusk, night or at other times of poor visibility without an adequate bicycle lighting system is dangerous and may result in serious injury or death

| FRONT REFLECTOR & BELL



The front reflector must be positioned and clamped into place. Using a screwdriver, loosen the mounting clamp. Position the reflector ensuring it is facing outwards and retighten the clamp.

The white reflector is for the front of the bicycle. Place the bell into position so that it can be easily used and then tighten the clamp.

| REAR REFLECTOR



The rear reflector must be positioned and clamped into place. Using a screwdriver, loosen the mounting clamp. Position the reflector ensuring it is facing outwards and retighten the clamp.

Position and mount the red reflector on the seat post at the rear of the bicycle.

INFLATING THE TYRES

| PRESTA VALVE (PV)

(Sometimes referred to as a French valve [FV])

A Presta valve is commonly found on road bikes and some mountain bikes.

A small screw and nut on the top of the valve body permits the valve to be screwed shut to prevent air escaping from the tube.

The nut must be unscrewed to permit airflow in either direction.



| VALVE TYPE

Unscrew the nut all the way and attach the pump.

Pump to the required pressure, remove the pump and screw the nut back down to secure the pressure.



| PRESSURE

The required pressure is printed on the side wall of the bicycles tyres

PRESSURE SETTING

MIN. 50/MAX. 85 PSI (Pressure per Square Inch) - This means that the pressure required in your tyre is no less than 50 PSI and no more than 85 PSI. To accurately see this pressure, you will require a pump with a pressure gauge.

INFLATING THE TYRES

| SCHRADER VALVE (SV)

(Sometimes referred to as an American Valve [AV])

A Schrader valve is commonly found on mountain bikes and hybrids. It is also used on cars.

The valve stem is surrounded by a threaded valve cylinder: to press down on the stem, you need to use a tool like a pen cap or your thumbnail.

Schrader valves are typically wider in diameter and shorter than Presta.



| VALVE TYPE

To open a Schrader valve, simply unscrew the cap at the top.

Place the pump on the valve, pump to the required pressure and remove the pump.



| PRESSURE

The required pressure is printed on the side wall of the bicycles tyres

MIN. 50/MAX. 85 PSI (Pressure per Square Inch) - This means that the pressure required in your tyre is no less than 50 PSI and no more than 85 PSI. To accurately see this pressure, you will require a pump with a pressure gauge.