





BELTER 16 URBAN TRAIL

USER MANUAL

know your Bike



BELTER 16 URBAN

- A Brake Lever
- B Headtube
- C Headset
- D Crank
- E Front Sprocket
- F Belt
- G Rear Sprocket
- H V Brake Arm
- Seatpost Clamp
- J Saddle
- K Seatpost
- L Stem



BELTER 16 TRAIL

Your Early Rider will be fully assembled when purchased from an Early Rider authorised dealer. These instructions are intended to detail some important points vital for the safe and efficient running of your bike and to run through the adjustment of the bike to accommodate your child's development.

Please retain these instructions for future reference.

EARLYRIDER.COM/MANUALS



IT'S EASY TO JOIN

- 1 REGISTER ONLINE earlyrider.com/explorers
- 2 ENJOY THE BENEFITS
 Discounts, ideas and freebies

REGISTER YOUR BIKE

The Early Rider Explorers are a group of adventurers who love getting out on their Early Rider bikes.

They also get special discounts on Early Rider products and you'll activate your bike's warranty.



Thank you for choosing one of our awesome bikes!

They are brought to you by a small team of passionate life-long bikers based in Henley-on-Thames, UK.

We simply love what we do and we hope that shows in the amazing Belter 16 bike you have selected. If you have any questions simply speak to your retailer or drop us a line at:

info@earlyrider.com



So, you're ready for your first adventure. Why not tag us on Instagram and share it with the world?

#earlyrider @earlyriderbikes

SETTING UP YOUR BELLER

ADJUST THE SADDLE

Sit your child on the bike. Adjust the saddle position so that your child can support themselves with their feet on the ground, and their legs slightly bent.

They need to be comfortable and stable when they are getting started on the bike. Once familiar with the bike. you can begin to raise the saddle height to enable a little extra pedal power, but be sure to do this only as your child's confidence develops.

Encourage your child to pedal with the ball of their foot. In time you can get them to a riding position where the leg is slightly bent at the bottom of the pedal stroke for optimum efficiency.

Your seat post is marked to indicate the maximum permissible height of the saddle. For safety reasons, do not exceed the minimum insertion mark.



ADJUST THE HANDLEBARS The handlebars can be adjusted to suit the rider. Both the height and reach can be altered to find the most comfortable riding position for your child.

STEM HEIGHT

Your Belter has "threadless" headset system which uses a series of spacers that can be placed above or below the stem to alter the handlebar height (see maintenance - 'headset' for adjustment information).

BAR REACH (URBAN ONLY)

Your handlebars also have a rise allowing them to be rotated to either increase or decrease the length of the reach.





P

Q

SETTING UP YOUR BELLER

CHECK YOUR WHEELS & TYRES

TYRES

Check your tyre pressure before riding, either by hand or by using a pressure gauge. Your tyres should be inflated to the pressure indicated on the tyre sidewalls. Under inflated tyres will increase traction but will be harder to drive and will increase the chance of punctures.

WHEELS

Spin the wheels and make sure that the brake blocks remain clear of the wheel at all times. Rubbing can usually be fixed by adjusting the brake balance. Interference between rim, tyre and the brake blocks caused by a more substantial buckle in the wheel needs to be fixed by an experienced wheel builder. Please be aware, a brake block rubbing on the tyre sidewall will cause a sudden and dangerous blow out if not corrected.



CHECK YOUR BRAKES

You can adjust the reach to the lever using the Allen head screw as shown in the picture adjacent to find the perfect reach for your child's hands.

Squeeze the brakes before setting off on a ride. It's easy to forget to reconnect brake cables after transporting the bike or repairing a puncture. Ensure the brake blocks are not worn and contact the rim uniformly when the brake lever is pulled. If in doubt, ask your dealer.

Your Belter is equipped with two short reach, high performance V-brakes. Encourage your child to pull the brake lever smoothly and gradually. Remember that braking will throw the rider's weight forward and so when the brakes are applied, extend or tense the arms to resist this motion. Regularly inspect the brakes for adjustment and wear. A worn or loose brake pad won't work well and may be more dangerous than no brake pads at all.



SAFETY FIRST

RIDING IN THE DARK

Your Early Rider Belter comes with a full set of reflectors. Keep them on the bike and keep them clean; they will help your child to be seen by others.

If you and your child will be riding in dull or dark conditions we strongly recommend that you use a set of reliable battery powered lights. We also strongly recommend your child wears reflective clothing when riding, but especially in low light conditions.

BAD WEATHER

Always be aware that brakes do not work as efficiently in wet weather as they do in the dry. Even well maintained brakes will require more pressure on the lever and a longer distance to stop.

Make sure to remind your child to familiarise themselves with braking when they ride in variable conditions. Also remember that visibility is reduced in the wet.

NOT FOR ADULT USE

The Belter 16 is a child's bike. As such, it is not indended for use by an adult. An adults weight on the bike could result in damage to parts on the bike including, but not exclusive to, the frame, forks, cranks and wheel set.

IMPORTANT STUFF

When riding a bicycle, a child should wear a correctly fitted helmet at all times. Failure to do so may result in serious injury. There, we've told you twice.



PLEASE RIDE WITH CARE!

No matter how experienced your child is, it's worth spending some time allowing your child to get used to riding their new bike in a quiet, open area, free from traffic.

The Early Rider Belter 16 is a performance bicycle, built for speed and awesomeness.

Ensure that your child is properly protected at all times and above all...

ALWAYS WEAR A HELMET!

SIMPLE MAINTENANCE

Your Early Rider Belter is uniquely designed to be low maintenance but it will still benefit from care and attention.

CLEANING

Cleaning your bike regularly means you are more likely to notice any loose or worn components and possible frame damage. A clean, well lubricated bike will also run more smoothly.

We recommend using a bicycle or car shampoo, a sponge and a brush. Wash, rinse and dry before lubricating it. **DO NOT JET WASH** as this may damage your bike's cartridge bearings.

LUBRICANTS

NOTE: Your bicycle uses a belt to drive the sprockets and not a chain. Your belt does not require lubrication. Lubricating your belt will only attract dirt in the same way a chainset does.

After cleaning your bike, it is advisable to spray with a water dispersant, let it dry and then lubricate key pivot points.

Brake arms, brake levers and brake cables are all components that benefit from lubrication. Your wheels have sealed cartridge bearings and will run without maintenance however it is worth periodically checking the condition of the bearings by spinning the wheels and making sure they are running freely and smoothly.

BELT TENSIONING

Unlike a chain your belt will not suffer from stretching, meaning no reduction of performance. Occasionally however, you may need to tension the belt, for example after having repaired a puncture. Tensioning the belt is made very simple with 'tensioners' located in the front of the rear dropouts on either side (between the chain stay and seat stay).

To tighten the belt loosen the four dropout-plate bolts (A), loosen the lock nuts on the tensioner screws (B), and turn the belt tensioner adjustment screws using a 3mm allen key clockwise as shown right. Alternate adjusting the left and right belt tensioners to ensure the rear wheel remains aligned centrally with the frame of the bike. Your belt should have no more than 20mm vertical movement when pressed in the middle point of the drive train. Do not over-tighten the belt as this will affect performance. Turn the pedals/cranks and watch to ensure the belt is running correctly centred on the front and rear sprocket.

If for example the belt is running too far to the right on the rear sprocket then turn the right tensioner adjustment screw clockwise or the left tensioner screw anti-clockwise dependant on what is required to maintain optimum belt tension. Once correct alignment and tension have been achieved tighten all four drop-out plate bolts to 6nm, re-check alignment and then secure tensioner screw lock nuts.



D

SIMPLE MAINTENANCE

THREADLESS HEADSET

Your Early Rider Belter uses a 'threadless headset'.

Threadless headsets use a stem that clamps around an unthreaded steerer tube of a fork. Adjustment of these headsets (or re-tensioning after re-positioning of spacers to adjust the stem height) is relatively straightforward – threadless headsets can be adjusted with a simple Allen key.

If the headset is loose, first loosen the stem bolts so that it can move on the steerer. Tighten the bolt in the centre of the top cap that sits on top of the stem until the play is taken up.

Do not over tighten this top bolt. Rock the bike back and forth with the front brake on to check for play and tighten a quarter turn until the play is eliminated. Then tighten the stem bolts correctly ensuring that the stem is lined up with the front wheel.

Correct tensioning of these bolts involves adding a half turn to each bolt in turn until the correct level of torque is reached. Rotate the bars from side to side – the headset should feel smooth, not lumpy or stiff. If it is undo the stem bolts and loosen the top cap bolt a quarter turn and try again.

Bearing damage caused by lack of maintenance or by riding the bike with a loose headset may mean that a smooth feel is not possible – in this case please consult your local dealer for advice.

HEADSET & STEM

Although the bearings of a headset don't rotate as frequently as the other bearings on a bike they are among the most important as they control the accurate steering of your bike. A loose headset can quickly damage the bike making it hard to control. Check your headset every time you ride. To check headset tightness, put the front brake on and rock the bike back and forth. If you feel movement tighten the headset.



IMPORTANT STUFF

WARNING! A loose headset can cause a serious accident – ensure that any play here is eliminated before the bike is ridden. Consult a dealer if in doubt.



D

SIMPLE MAINTENANCE

V-BRAKES

To disconnect the brakes (to remove the wheel for example) you need to release the curved metal tube (the lead pipe or noodle) from it's retainer connected to the brake arm. Grab both brake arms with one hand and squeeze the brakes onto the rim. There should now be enough slack in the cable to unhook the lead pipe. If not, use the barrel adjuster on the brake lever to add a little slack, but remember to take up this slack before riding.

The brake pads on V-brakes have grooves in them to clear water from the rim, replace pads before the pad is worn to the bottom of these grooves. The pads can be simply unbolted to replace. When unbolting be sure to keep the washers and shims in the correct order. Slip these onto the post of the new pad.

Hold the bed flat against the rim and tighten up the Allen bolt. Double check the pad hits the rim squarely without overlapping the edge of the rim and give the Allen key fixing bolt one final turn or partial turn to ensure the pad is totally secure.

To reconnect the brakes, squeeze the brakes against the rim and hook the lead pipe back into the retainer. Make sure that the lead pipe is correctly located and that the outer cable is properly seated in the brake lever. As the pads wear, you can take up additional cable slack with the barrel adjuster on the brake lever. Keep an eye on the pads though, make sure that they still hit the rim squarely. It only takes a few moments to correct and may avoid problems later.





WHEELS

The condition of your wheels is key. The best maintenance for a wheel is preventative maintenance. Watch for these potential usage-created problems:

DIRTY RIMS

Dirty or greasy rims can render your brakes ineffective. Do not clean greasy rims with solvents. Wipe your rims with a clean rag or wash with soap and water, rinse and let air dry. When lubricating your bike, be sure not to get oil on the braking surfaces. If this happens, use a bike specific degreaser to remove any traces of lubricant before riding or operating the brakes as it's easier to remove lubricants from the rims than the pads.

BUCKLED WHEELS

Bike wheels withstand great forces and weight. Watch for bent, loose or broken spokes that can cause your wheel to go 'out of true'. If your wheels rub noticeably on the brake pads or you feel a pulsing or juddering when you brake, your wheels may need truing. Because wheel truing is a complicated procedure we recommend you take your bike to an authorised Early Rider dealer if you feel the wheels need some attention. This is always better done sooner rather than later, as once a wheel looses it's 'balance' or even spoke tension, it will deteriorate to a point where it is not possible to repair it.

SIMPLE MAINTENANCE

PEDALS

It is important to ensure your pedals are tight in the crank before every ride. Using the bike when loose would result in damage to the crank arm and possibly yourself!

NOTE: Remember that pedal threads are different from left side and right side. The right side pedal has a right-hand thread (removes counterclockwise, installs clockwise). The left side pedal has a left-hand thread (removes clockwise, installs counterclockwise). Our pedals are printed 'L' and 'R' for left and right.

TIGHTEN PEDALS

Using a 6mm Allen Key and following the direction guide above, locate the hex hole at the crank end of the pedal and tighten the thread so it is locked in.



SPROCKET, CRANK & FREEWHEEL

These are components that come under significant stress. The crank and front sprocket fit onto the bottom bracket of your bike and is held on at either side by a bolt. These are among the most important bolts to check regularly - once a week. Make sure you have the right size tool (8mm Allen key) to fit the bolt. Tighten to 35nm. It is not uncommon for the cranks to settle on the axle of the bottom bracket during the first few rides. This can cause the cranks to loosen (indicated by a once a revolution creak or clicking sound under pressure) and could permanently damage the cranks.

IMPORTANT STUFF

Never ride your bike with loose cranks as this could damage your cranks which will never tighten up properly again. The bolts on both cranks tighten clockwise. Use the right sized socket and make sure the bolt is tight.





LIMITED WARRANTY

Warranty coverage on your Belter frame and components extends for ONE YEAR from the date of purchase while owned by the original retail purchaser.

This warranty does not cover:

- Normal wear and tear. Including consumables such as tyres, grips, inner tubes and cables.
- Any damage, failure or loss caused by accident, misuse, neglect, abuse, failure to follow instructions or warnings in the owners' manual or manuals supplied with the bike referring to original equipment fitted.
- Any damage, failure or loss caused by use of bicycles for stunt riding, acrobatics or other similar activities or in any other manner for which they were not designed. Bending of frames, forks, handlebars, seat posts or wheel rims can be a sign of misuse or abuse.
- 4. The original owner shall pay all labour charges connected with the repair or replacement of all parts. Under no circumstances does this limited warranty include the cost of shipment or transportation to or from an authorised Early Rider distributor or retailer.

Useful product life cycle

Every Early Rider bike and frame set has a useful life cycle. The useful life cycle is not the same as the warranty period. The warranty identifies the period of time that Early Rider will replace the product if this becomes necessary, this does not guarantee that the product will last forever. The length of the useful life cycle will vary depending on the type of bike, riding conditions and care the bike receives. Any non-standard use can substantially shorten the useful product life cycle of an Early Rider bicycle or frame set. All Early Rider bicycles and frame sets should be annually checked by an authorised Early Rider dealer for indications of potential failures including cracks, corrosion, dents, deformation, paint peeling and any other indications of potential problems, inappropriate use or abuse. These are important safety checks and very important to help prevent accidents, bodily injury to the rider and shortened useful product life cycle of an Early Rider frame set.

Limitations

Only bikes sold, assembled and collected from an authorised Early Rider dealer will be eligible for warranty. The foregoing warranties are in lieu of and exclude all other warranties not expressly set forth herein, whether express or implied by operation of law or otherwise, including but not limited to any warranties of merchantability or fitness for a particular purpose. Early Rider shall in no event be liable for incidental or consequential losses, damages or expenses in connection with its bicycle products. Early Rider's liability hereunder is expressly limited to the replacement of goods not complying with this warranty or, at Early Rider's discretion, to the amount equal to the purchase price of the product in question.

Procedures

- Warranty service will be performed by Early Rider or an Early Rider authorised dealer. Proof of purchase must be provided.
 Transportation to and from Early Rider, an Early Rider distributor or an Early Rider authorised dealer is the responsibility of the purchaser.
- Early Rider will have the option of either repair or repayment of an amount equal to the purchase price of the product.
- In the event Early Rider elects to replace a defective frame, a new frame of equal or greater value will be provided. The new frame may not be the exact model purchased. Early Rider is not responsible for dealer labour charges for component changeovers when a frame is replaced.
- If you elect to repair a defective product yourself or use the services
 of someone other than an Early Rider authorised dealer, Early Rider
 will not be liable for any damage, failure or loss caused by the use of
 such unauthorised service or parts.



WWW.EARLYRIDER.COM

@EARLYRIDERBIKES

INFO@EARLYRIDER.COM

+44 (0) 1264 356 008

HENLEY • ON • THAMES, UK

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