



EARLYRIDER



Urban

U20

U20FBR

USER MANUAL

KNOW YOUR BIKE

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



U20



U20 FBR

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



To start your adventure register with

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.



HEY!
THANK YOU...

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 Early Rider 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 hashtag us on Instagram and share it with the world?

[@earlyrider](https://www.instagram.com/earlyrider) [@earlyriderbikes](https://www.instagram.com/earlyriderbikes)

SETTING UP YOUR BELTER

1 ADJUST THE SEATING POSITION

SEAT CLAMP

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.

IMPORTANT STUFF

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



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SEAT RAILS

Your bike is equipped with our epic Wing Seat. An anatomically correct performance seat specially designed for children. It uses rails together with a micro-adjust seatpost to give you precise control over reach and angle. We recommend you work with your child to find the perfect position.

To adjust simply loosen the allen key bolt under the seat at the top of the seat post (see pic). Once loose you will be able to move the seat backward and forwards and angle it up and down. Once the desired position has been found just tighten the bolt and you're ready to ride!



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SETTING UP YOUR BELTER

2 ADJUST THE HANDLEBARS

The handlebars can be adjusted to suit the rider. The height can be altered to find the most comfortable riding position for your child.

STEM HEIGHT

Your Belter has a "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).



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3 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 range 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.



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SETTING UP YOUR BELTER

4 CHECK YOUR BRAKES (U20 & U20FBR)

You can adjust the reach to the lever using the allen head screw as shown in the picture 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 bike is equipped with two short reach, high performance 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.



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IMPORTANT STUFF

Your bike is set up so the right hand brake lever operates the front brake. If the destination country drive on the right, the right hand brake will operate the rear brake. Please check before the first ride.

SETTING UP YOUR BELTER

5 GEARS

Shift gears by turning the rotating grip. You can shift while standing still or while riding your bicycle. When approaching inclines shift down in good time. The smoothest and fastest gear change happens when changing gears while pedaling with low force.

FOR FURTHER INFORMATION AND MAINTENANCE TIPS, PLEASE DOWNLOAD THE MANUFACTURER'S USER GUIDE FROM EARLYRIDER.COM/MANUALS

IMPORTANT STUFF

The internal gear hub should only be serviced by a qualified dealer. There are no user-servicable parts. **NEVER ATTEMPT TO TAKE IT APART - YOU WILL BREAK IT!** Don't say we didn't warn you.



U20

SAFETY FIRST

RIDING IN THE DARK

Your Early Rider bike 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.

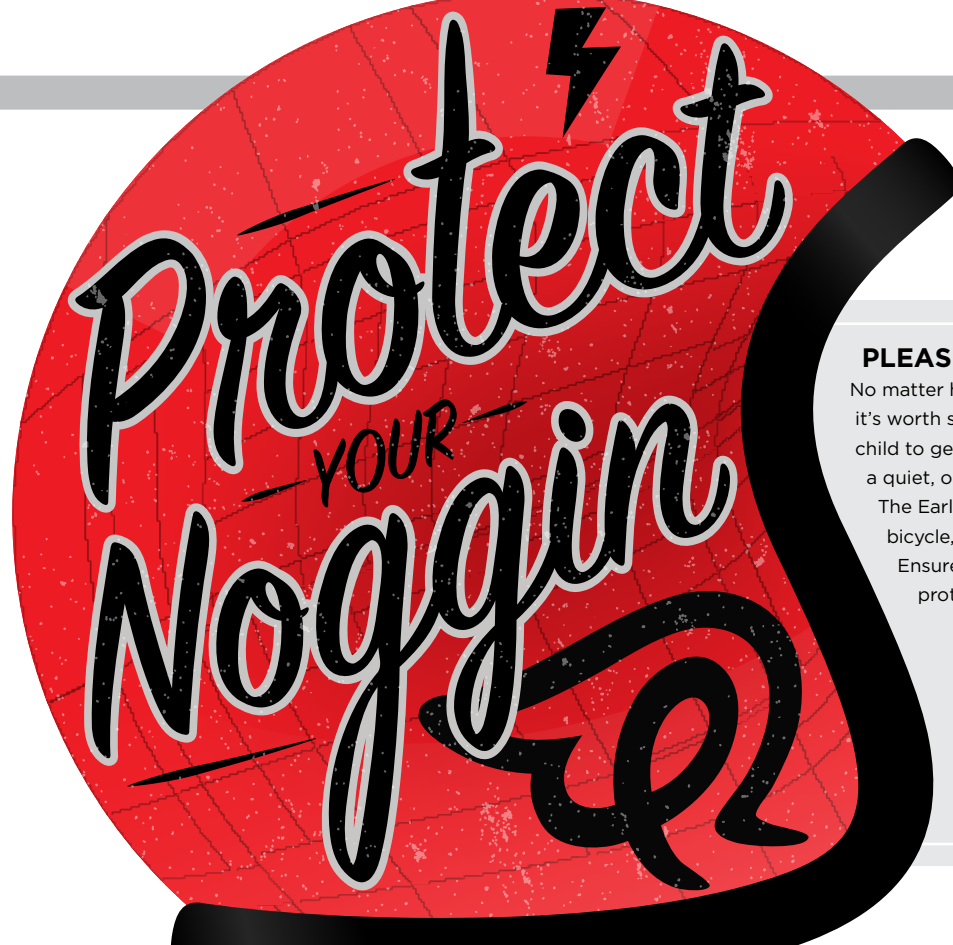
BAD WEATHER

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.

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 20 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!



SAFETY FIRST

INTENDED USE

The Urban 20 is a child's bike. As such, it is not intended for use by an adult. An adult's 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.

Although we test our bikes beyond their intended usage and weight, the maximum safe combined weight for rider + luggage is 40kg.

The U20FBR & U20 are designed to be ridden on paved cycle paths with gentle gradients, where the wheels remain in constant contact with the ground. They are not suitable for use on rough terrain.

IMPORTANT STUFF

Avoid riding by any busy streets or highways and always observe possible national legal requirements if riding on public roads.

SIMPLE MAINTENANCE

Your Early Rider bike 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

After cleaning your bike, it is advisable to spray with a water dispersant, let it dry and then lubricate moving parts. The drivetrain and gear cables will benefit from regular lubrication with a suitable bicycle specific lubricant.

Component	Lubricant	Frequency
Chain	Oil	Weekly/after washing/rain
Gear Cables	Oil	Weekly/after washing/rain
Rear Derailleur	Oil	Weekly/after washing/rain
Suspension Forks	Silicone spray	Weekly/after washing/rain

Although the bike uses Stainless Steel hardware - a small squirt of a water dispersant on all bolt heads will help stop corrosion and keep the bolts looking like new.

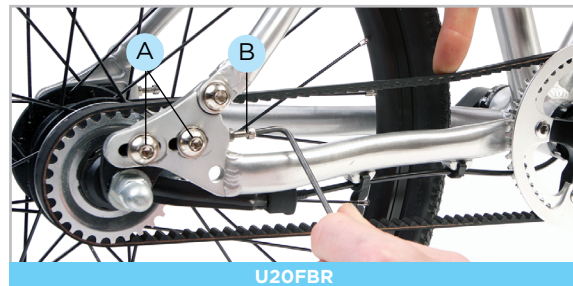
SIMPLE MAINTENANCE

BELT TENSIONING (U20FBR)

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.



U20FBR

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.

SIMPLE MAINTENANCE

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.



IMPORTANT STUFF

It is important that the parents or carers ensure that the child is properly instructed in the use of the bicycle, particular in the safe use of the braking systems.

V-BRAKES (U20)

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.

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.



SIMPLE MAINTENANCE

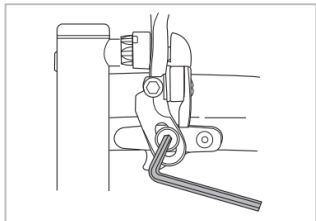
CALIPER BRAKES (U20FBR)

The U20 FBR is fitted with dual pivot Tektro caliper brakes. There may be some stretching of the cable during the first few rides. You can adjust this slack by using the barrel adjusters on the brake lever and at the top of the caliper brake.

BRAKE PAD WEAR & ADJUSTMENT

The brake pads on the caliper brakes have grooves in them to clear water from the rim. If the grooves are no longer visible, the pads should be replaced.

Adjust the brake pad position so that the shoe surface aligns with the rim surface as shown in the illustration below, and tighten the shoe fixing bolt to 5-7Nm using a 4mm allen key.



Ensure that the cable barrel adjuster is seated in place and that the quick release locking lever is seated in the closed position inside the brake arm.

You can make minor adjustments by using the centering adjustment bolt using a 2mm allen key.



U20FBR

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 loses its '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 to 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.

IMPORTANT STUFF

Never ride your bike with loose cranks or pedals as this could damage your cranks which will never tighten up properly again.

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.



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SPARES AND REPLACEMENT PARTS

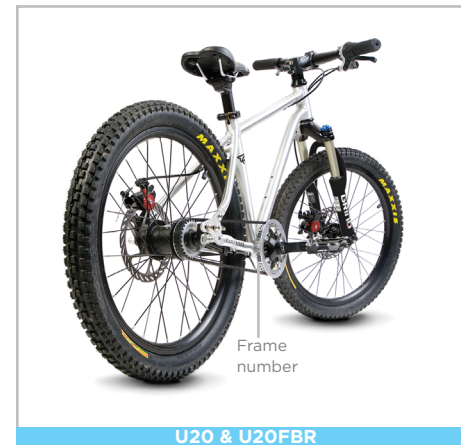
We carry a stock of replacement parts for your Early Rider bike including grips, tyres and inner tubes. Please visit the Early Rider website for a list of readily available parts.

www.earlyrider.com/collections/spares

If you can't find what you're looking for or for any questions regarding the compatibility of parts please contact our customer services by phone or email.

FRAME NUMBER

Please keep a record of your frame number. The frame number is located on the underside of the frame and consists of letters and numbers stamped into the frame.



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ENJOYING YOUR BIKE EVERY RIDE

LIMITED WARRANTY

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

This warranty does not cover:

1. Normal wear and tear. Including consumables such as tyres, grips, brake pads, inner tubes and cables.
2. 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.
3. 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.

As with all mechanical components, the bicycle is subjected to wear and high stresses. Different materials and components might react to wear or stress fatigue in different ways. If the design life of the components has been exceeded, it may suddenly fail, possibly causing injuries to the rider. Any form of crack, scratches, or change of colouring in highly stressed areas indicate that the life of the component has been reached and it should be replaced.

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 the 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.





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