



BELT TENSIONING & ALIGNMENT

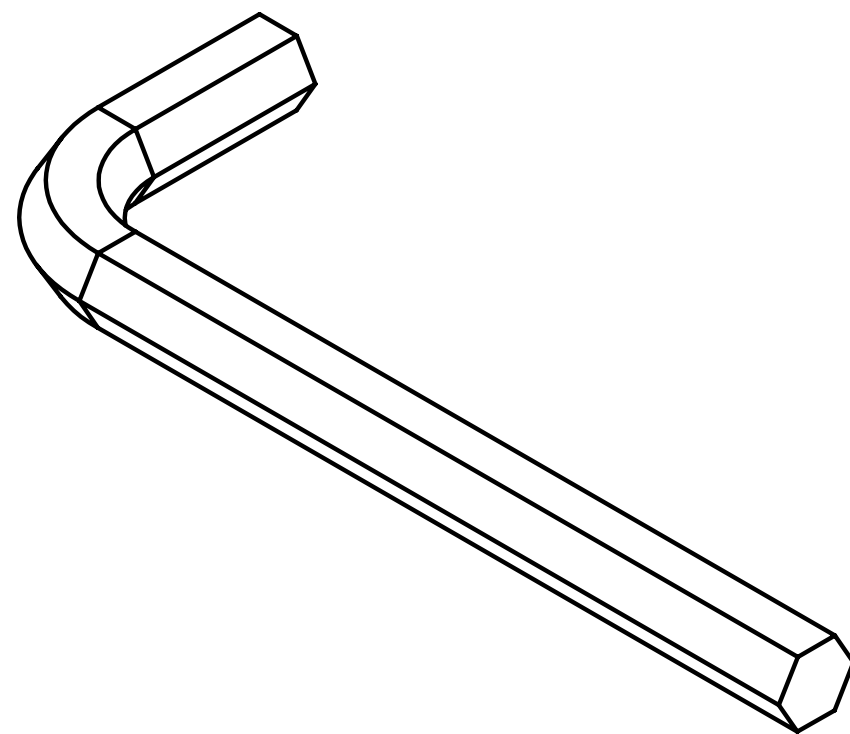
IMPORTANT NOTICE

Make sure to read all instruction manuals included with the product. Do not disassemble or modify the product other than as stated in the information contained in this manual. This manual is currently a draft document. It is not to be publically shared until it has been reviewed and added to an Early rider user manual. If any part of the information on the manual is unclear to you, do not proceed with the installation. Instead, contact your place of purchase or a local bicycle dealer for their assistance. Users who do not consider themselves as a competent bicycle mechanic may want to visit an Early rider dealer for support during bicycle assembly. Early Rider is not responsible for any costs this may incur.

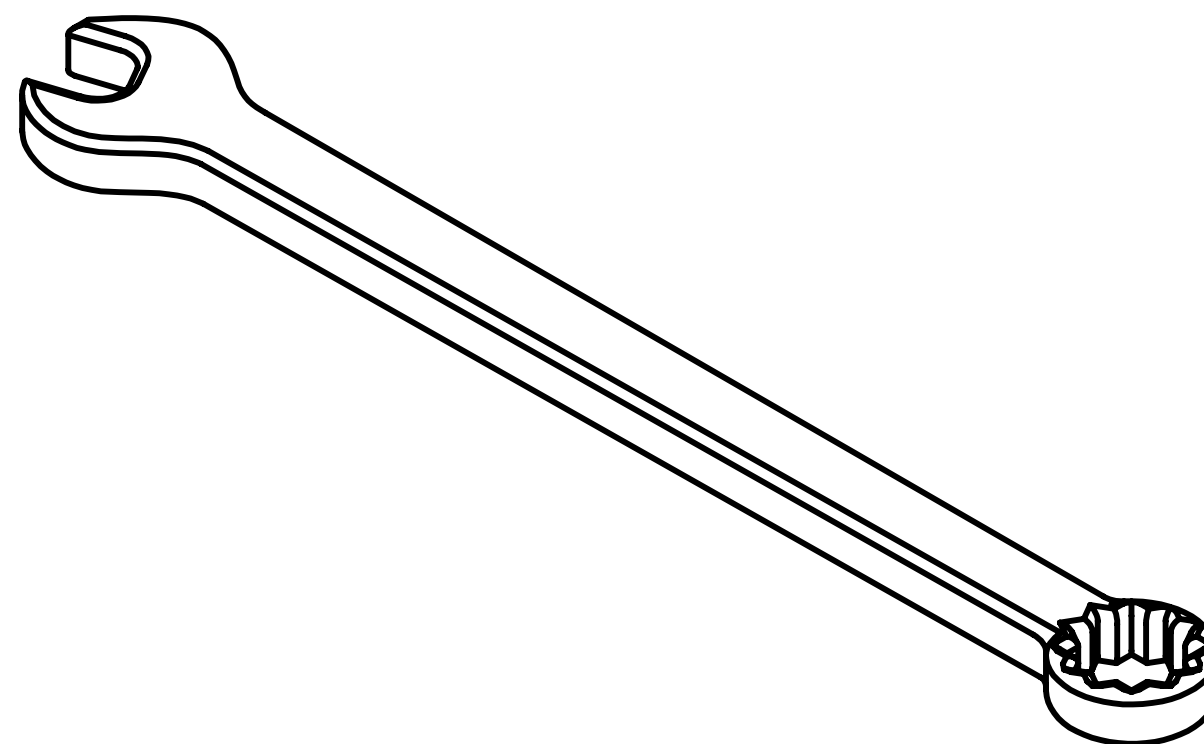
SAFETY WARNING

Be sure to follow the instructions provided in the manuals when installing the product. It is recommended to use genuine Early Rider parts only. If parts such as bolts and nuts become loose or damaged, the bicycle may suddenly fall over, which may cause serious injury. In addition, if adjustments are not carried out correctly, problems may occur, and the bicycle may suddenly fall over, which may cause serious injury. Be sure to wear safety glasses or goggles to protect your eyes while performing maintenance tasks such as replacing parts. After reading the manual thoroughly, keep it in a safe place for later reference. Make sure only to use the correct tools specified in this user manual.

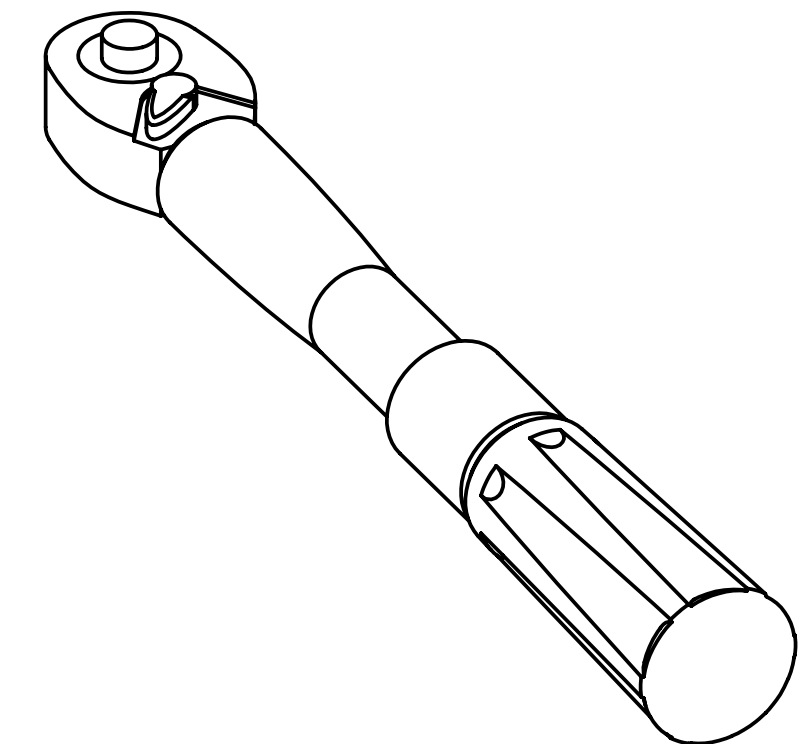
TOOLS REQUIRED



3mm Allen Key



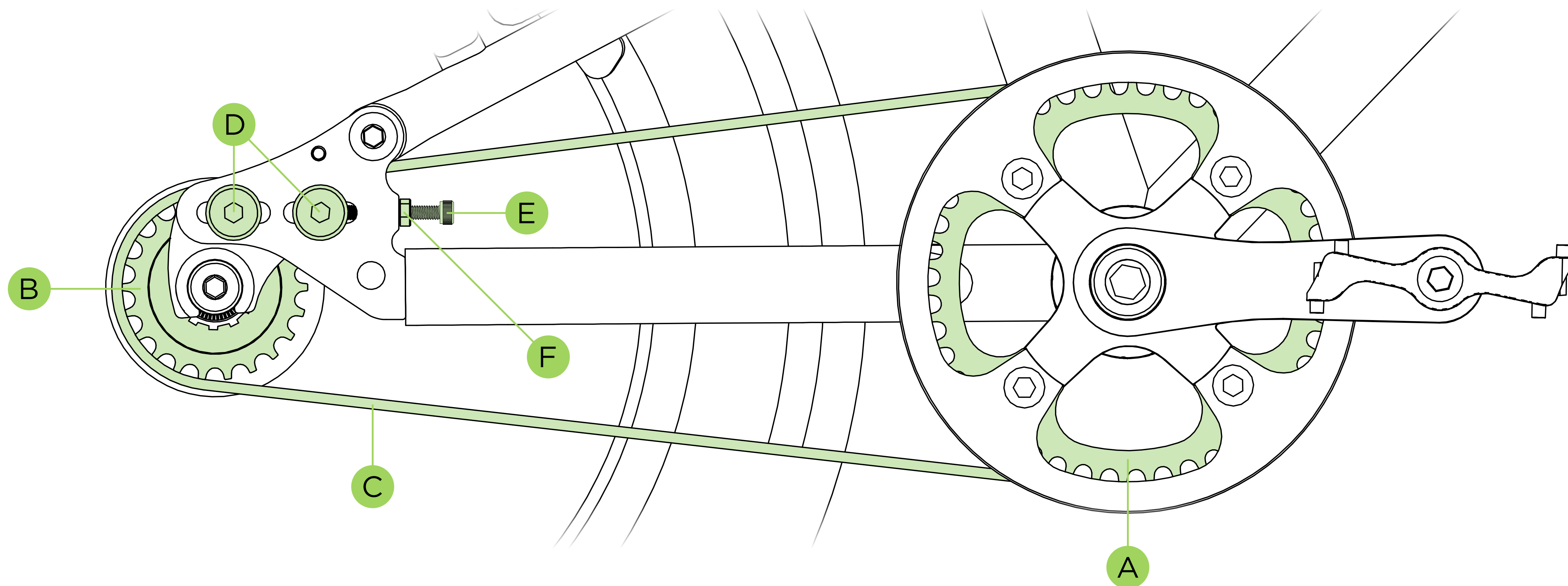
7mm Spanner



5mm Torque Wrench



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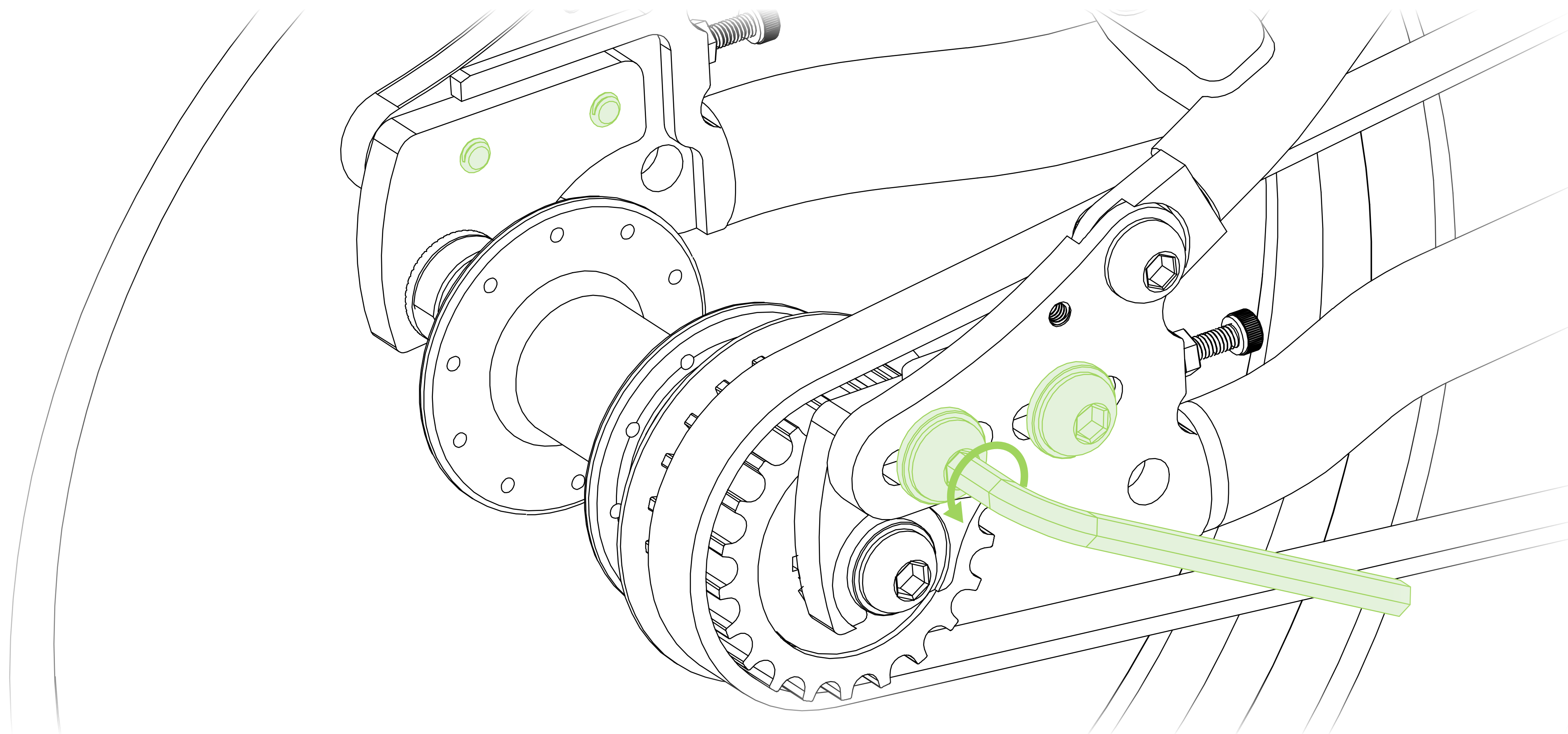


A Front sprocket
B Rear sprocket
C Belt

D Drop out plate bolts
E Tensioner bolt
F Tensioner bolt lock nut



- 1 To adjust the belt tension and alignment first loosen the right hand side (drive side) and left hand side (non- drive side) dropout plate bolts.

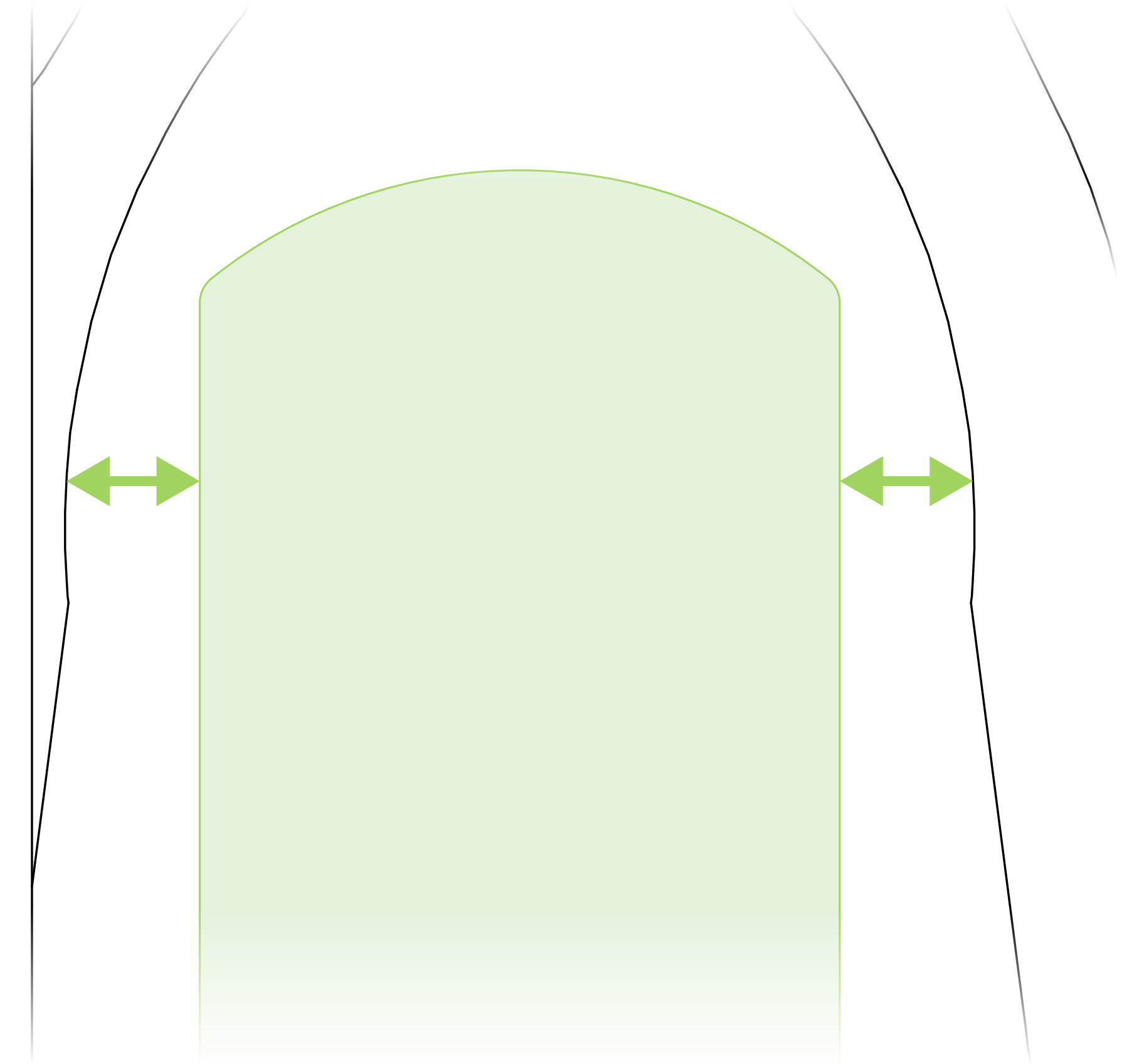
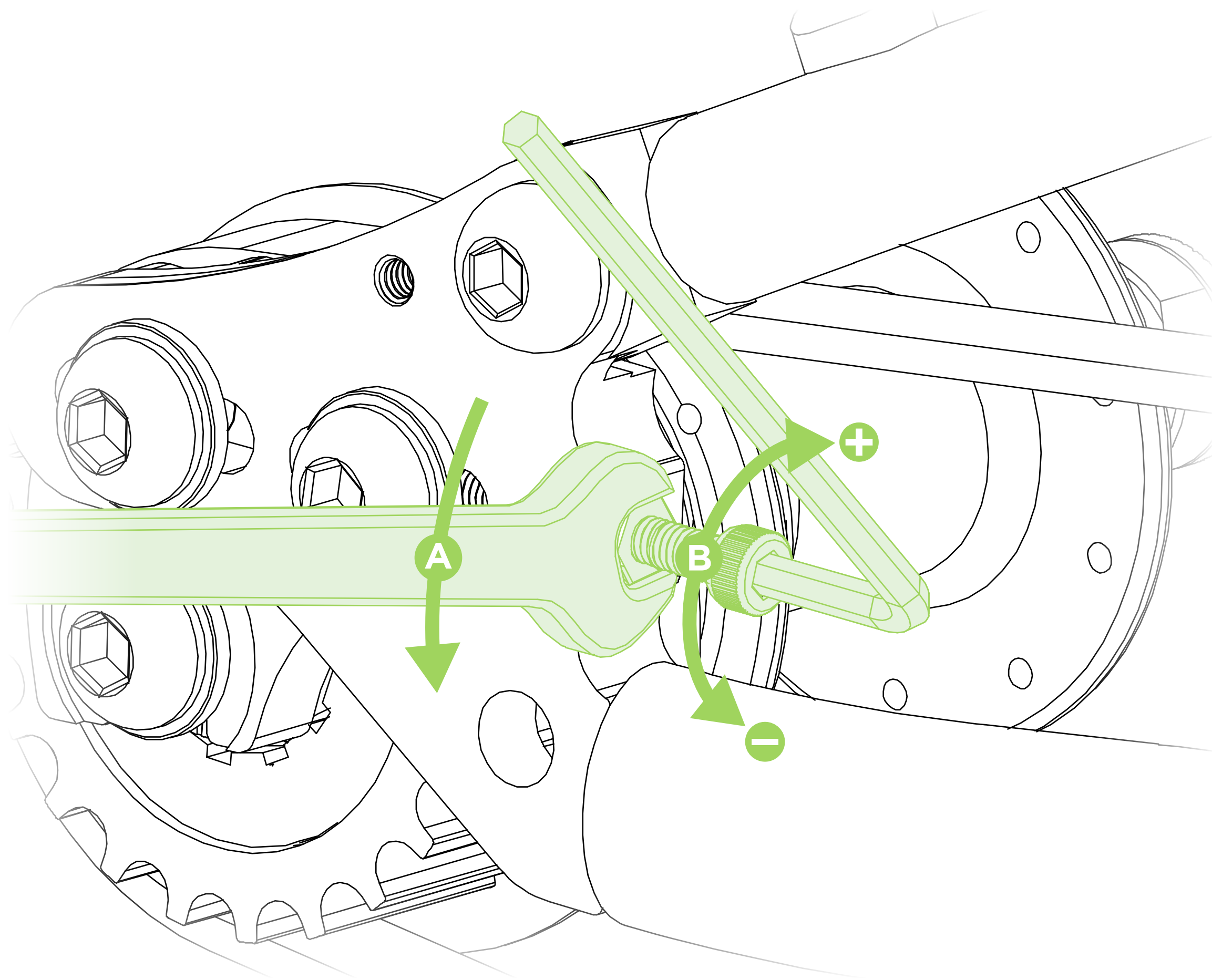




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BIKE IN UPRIGHT POSITION

- 2** **A** - Loosen the tensioner bolt lock nuts, and **B** - adjust the belt tensioner bolts trying to keep the wheel central.
To increase belt tension, turn clockwise, to decrease turn anticlockwise.

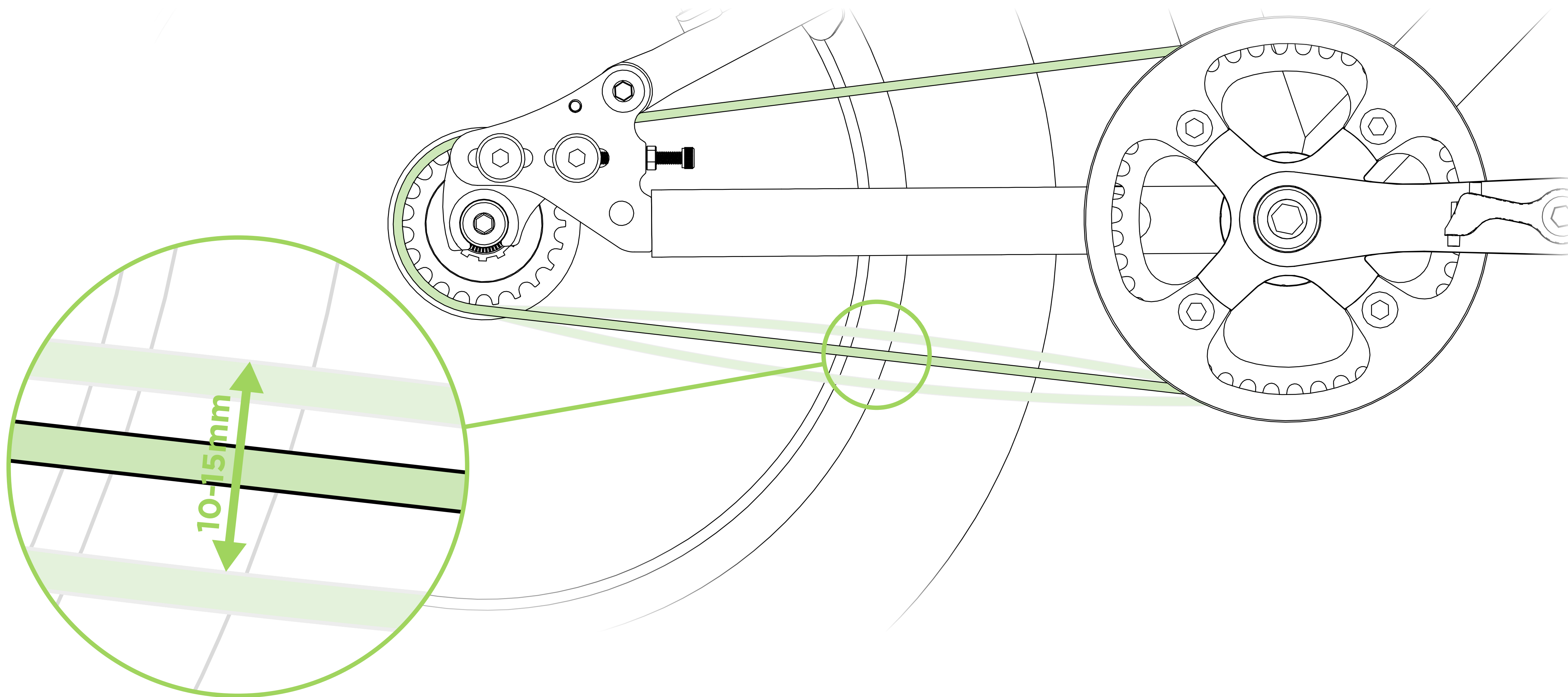




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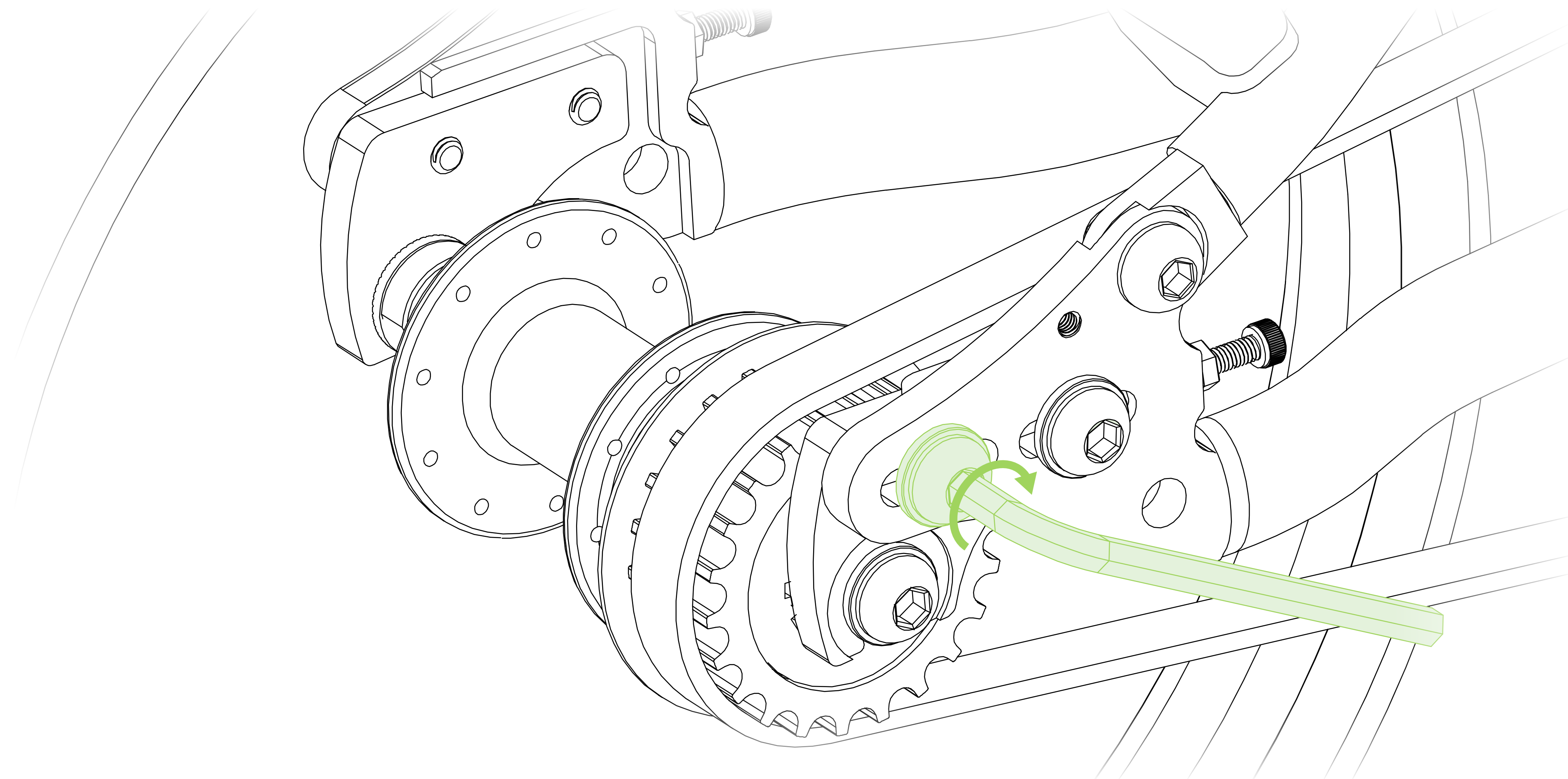
BIKE IN UPRIGHT POSITION

- 3 Correct tension is achieved when there is approximately 10-15mm of up and down movement in the belt when stationary.



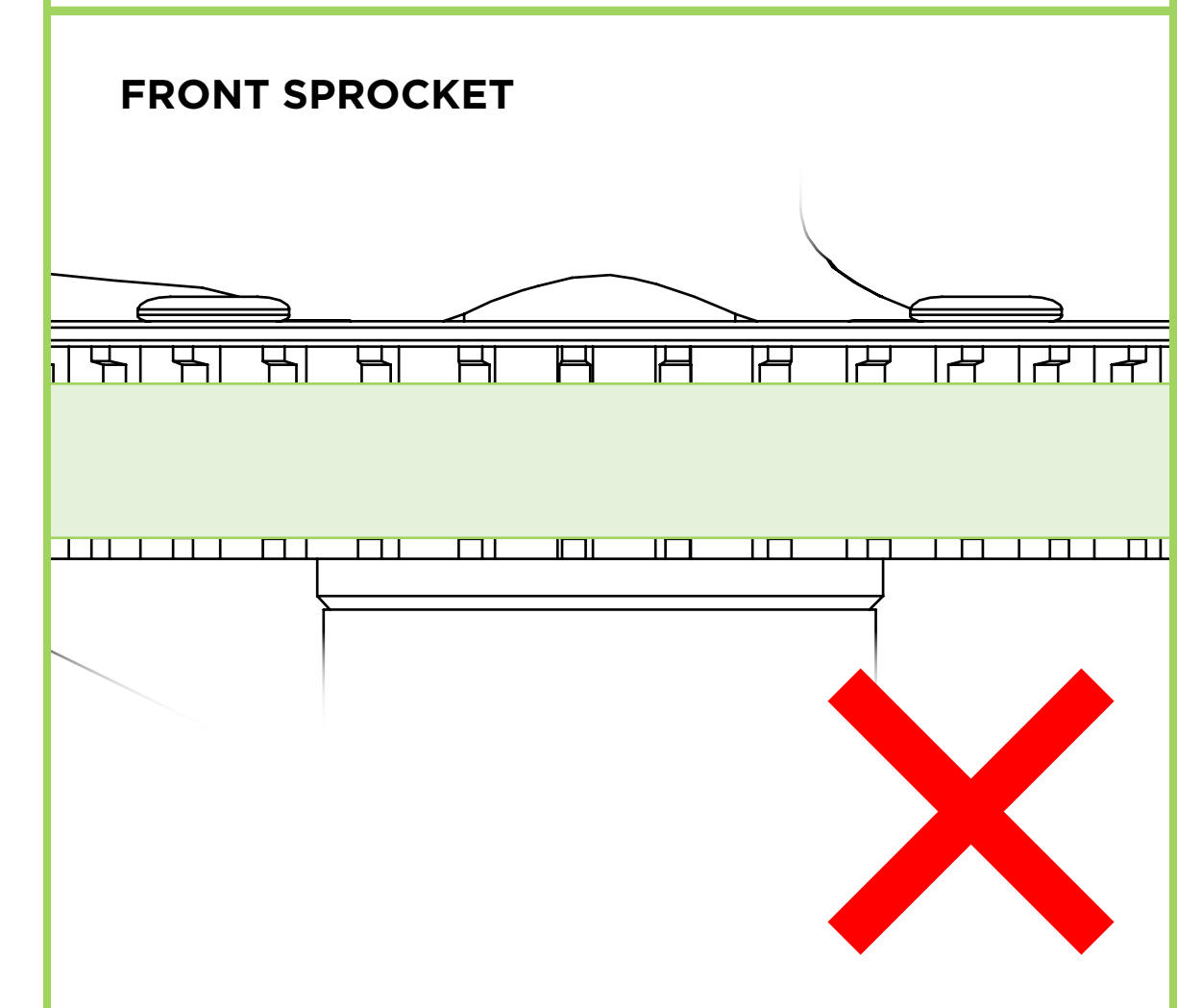
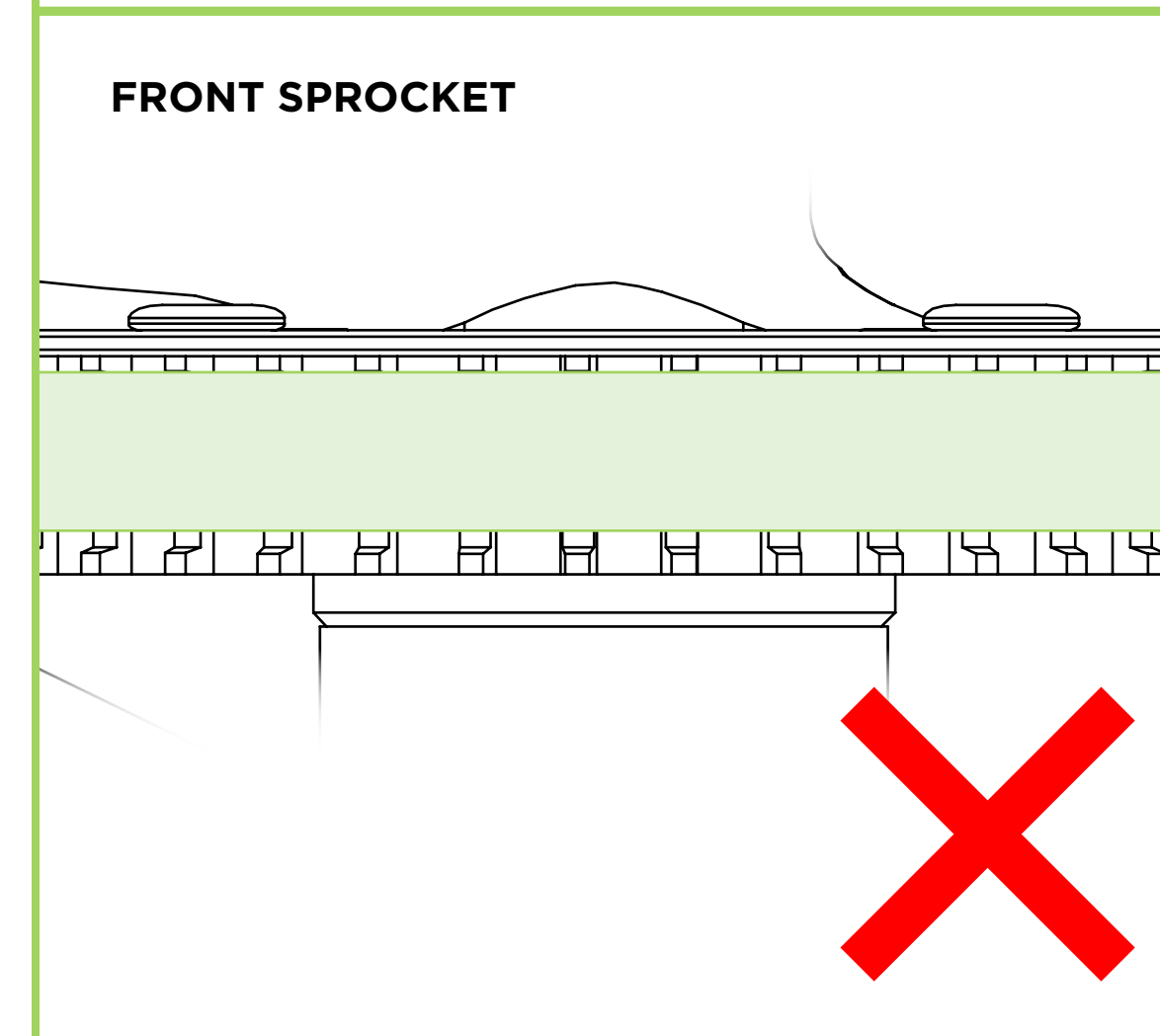
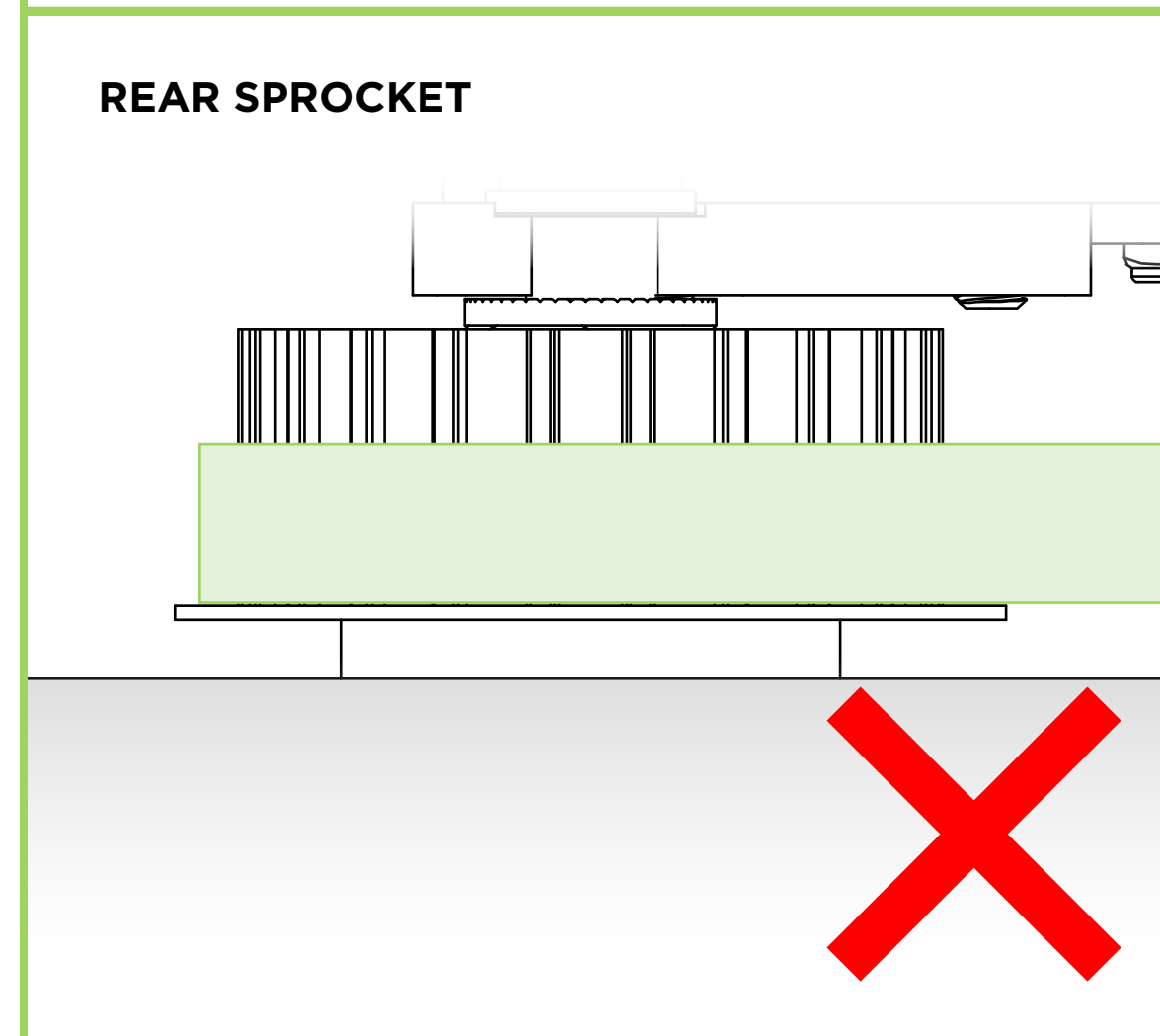
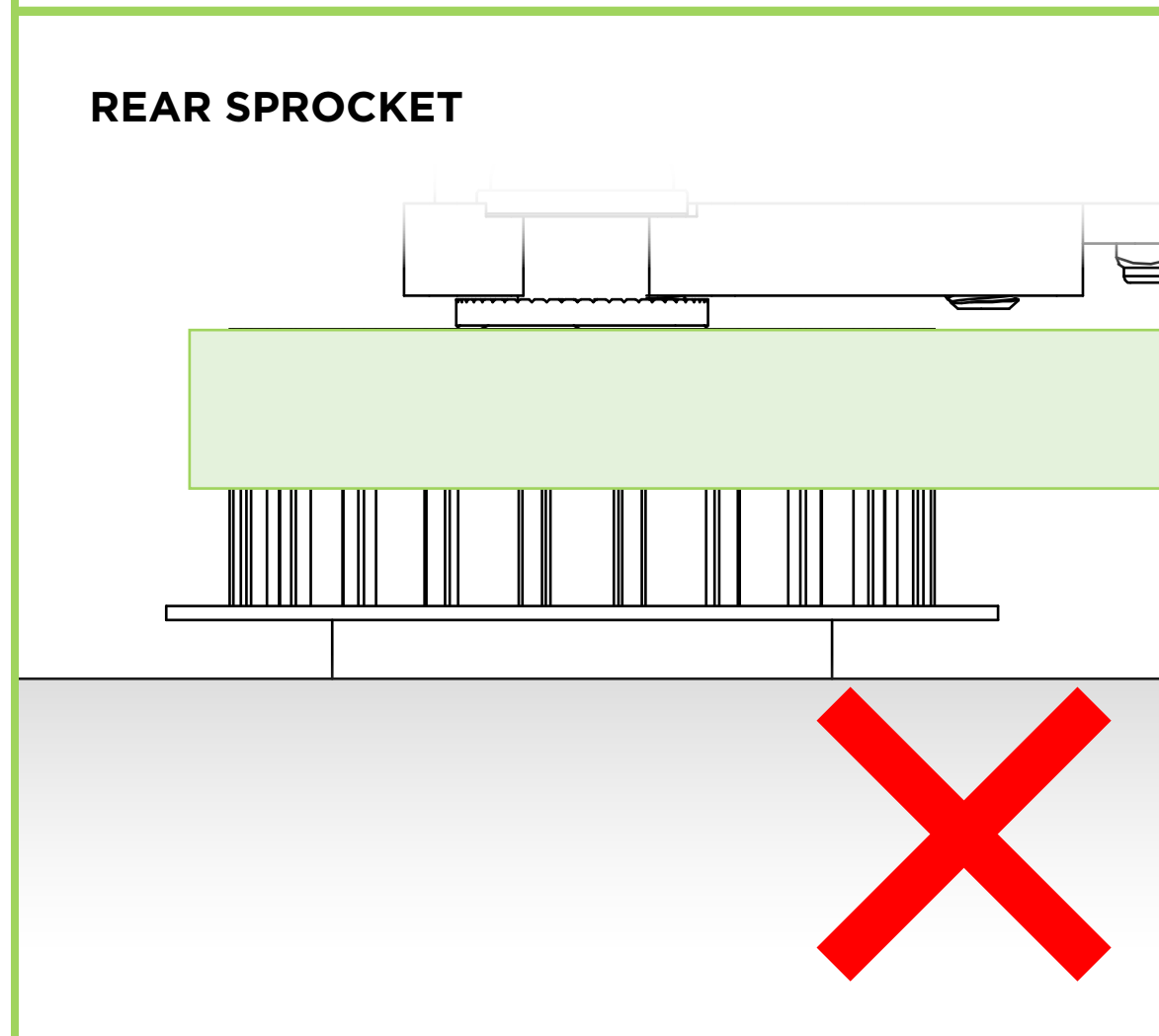
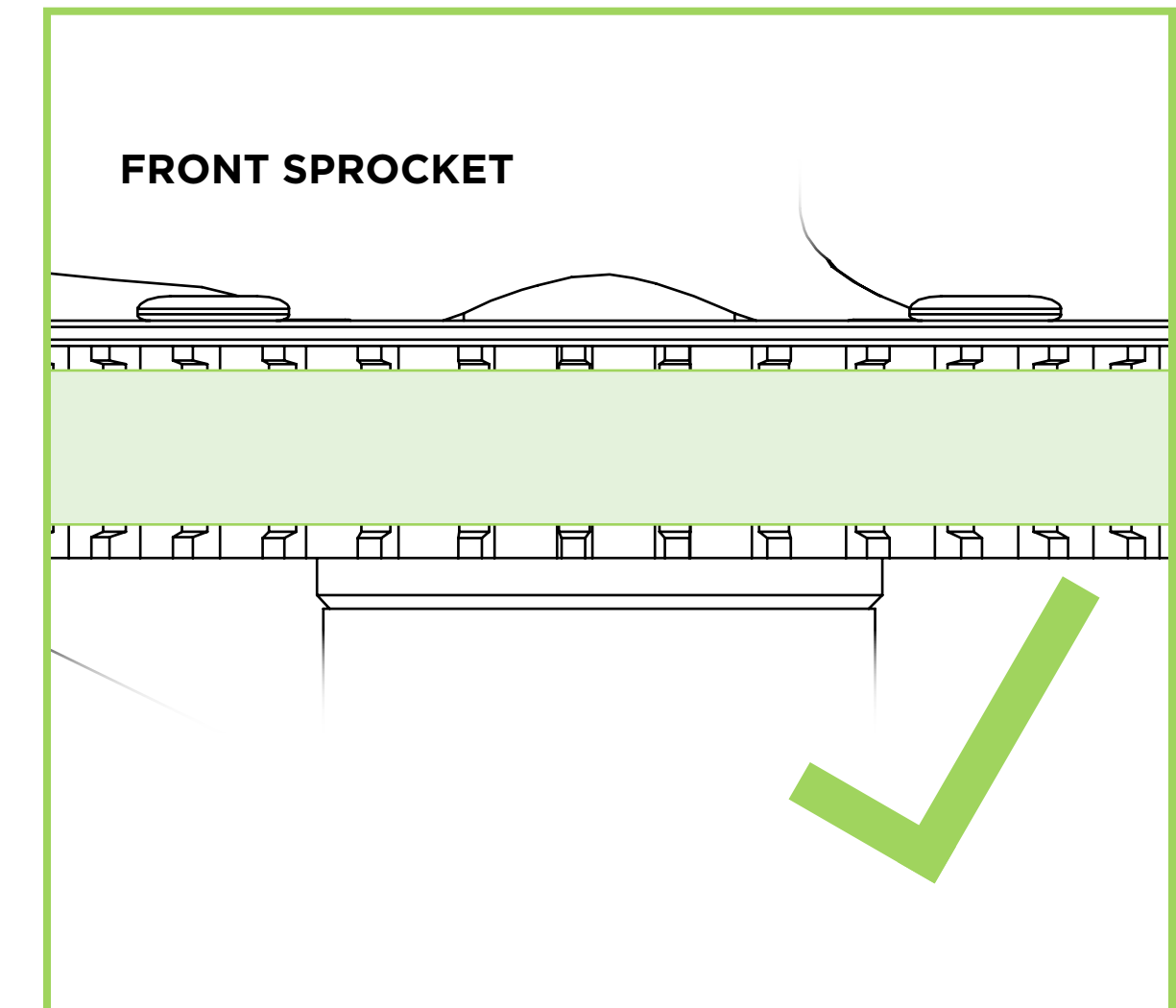
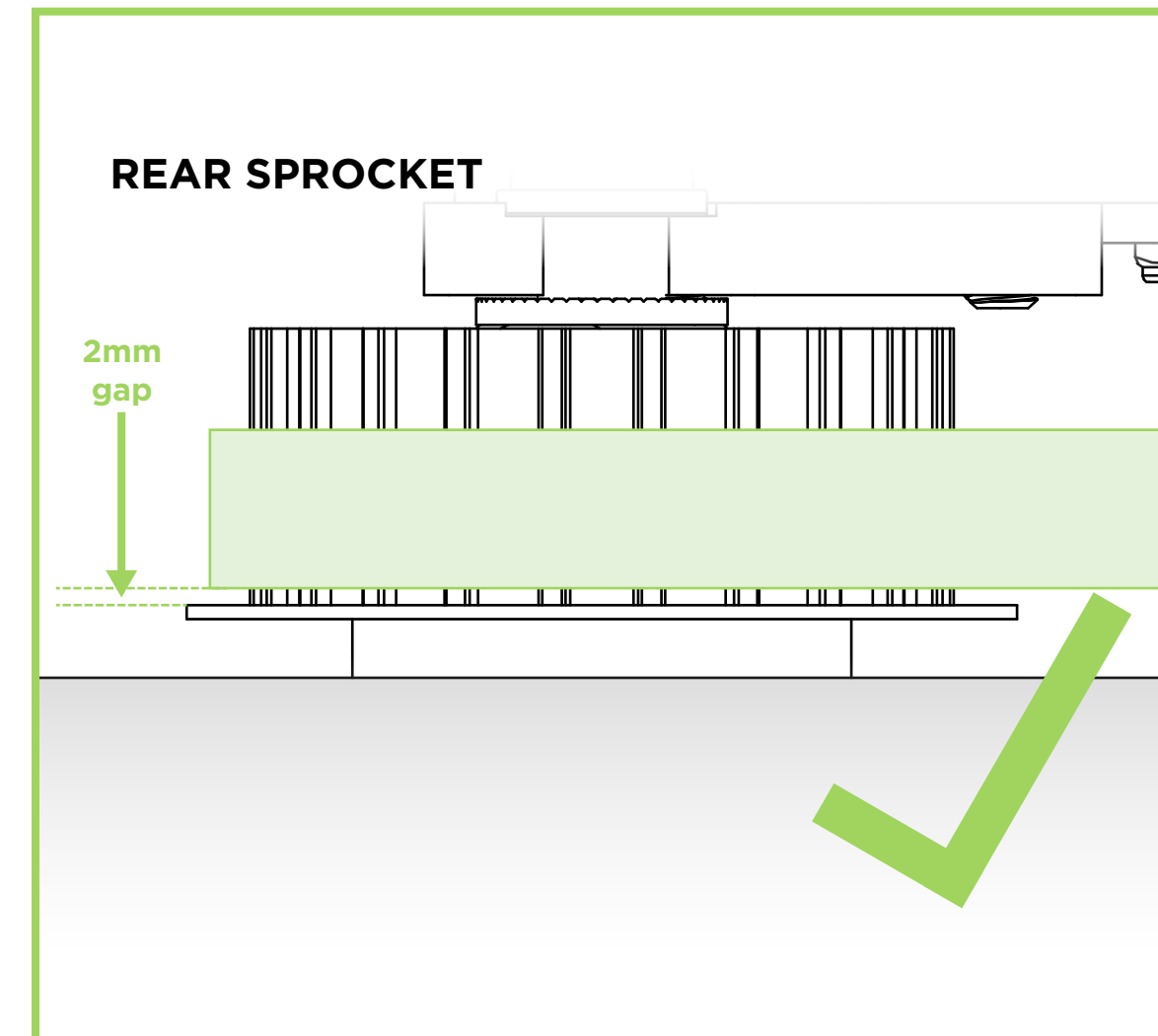
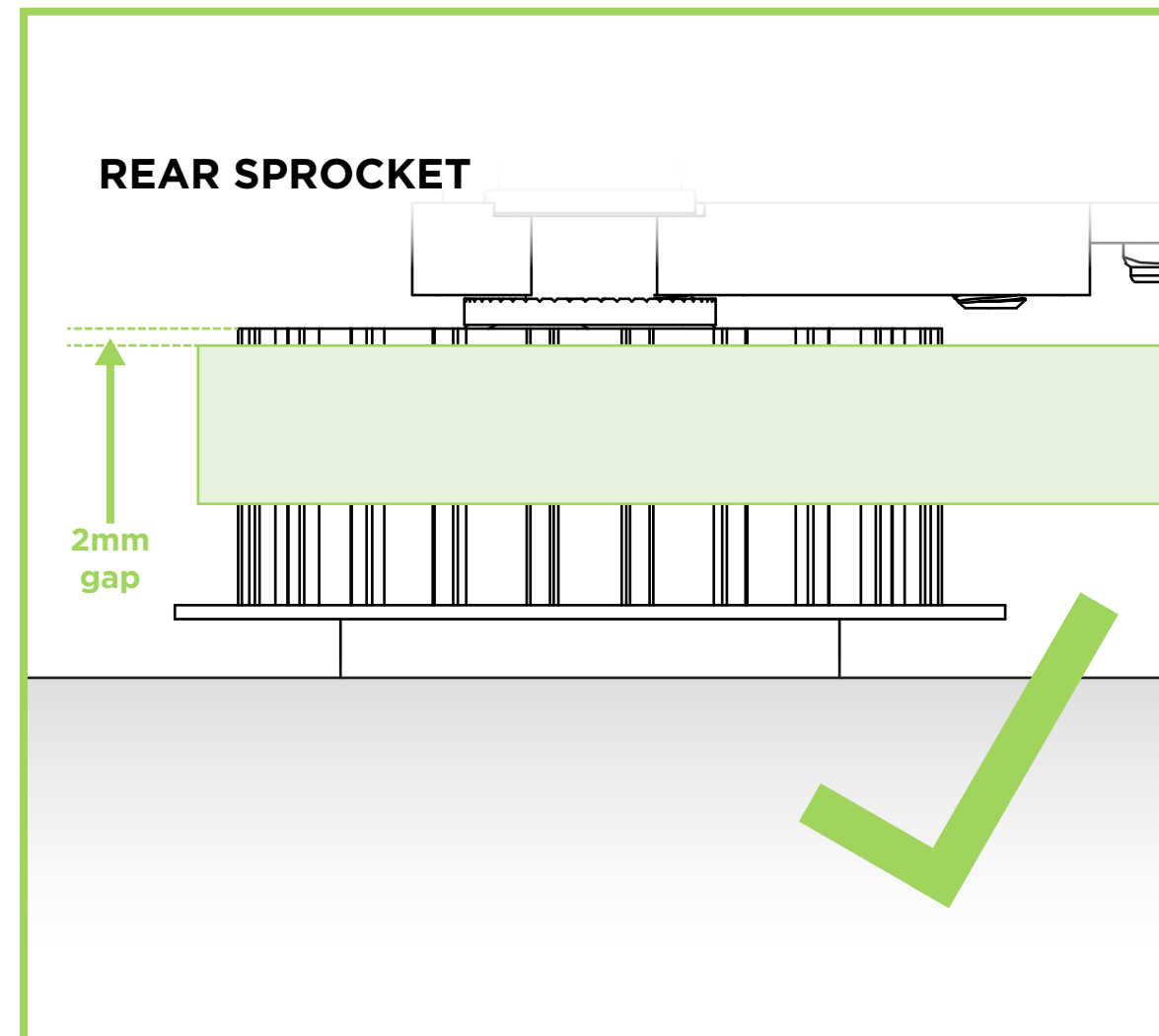
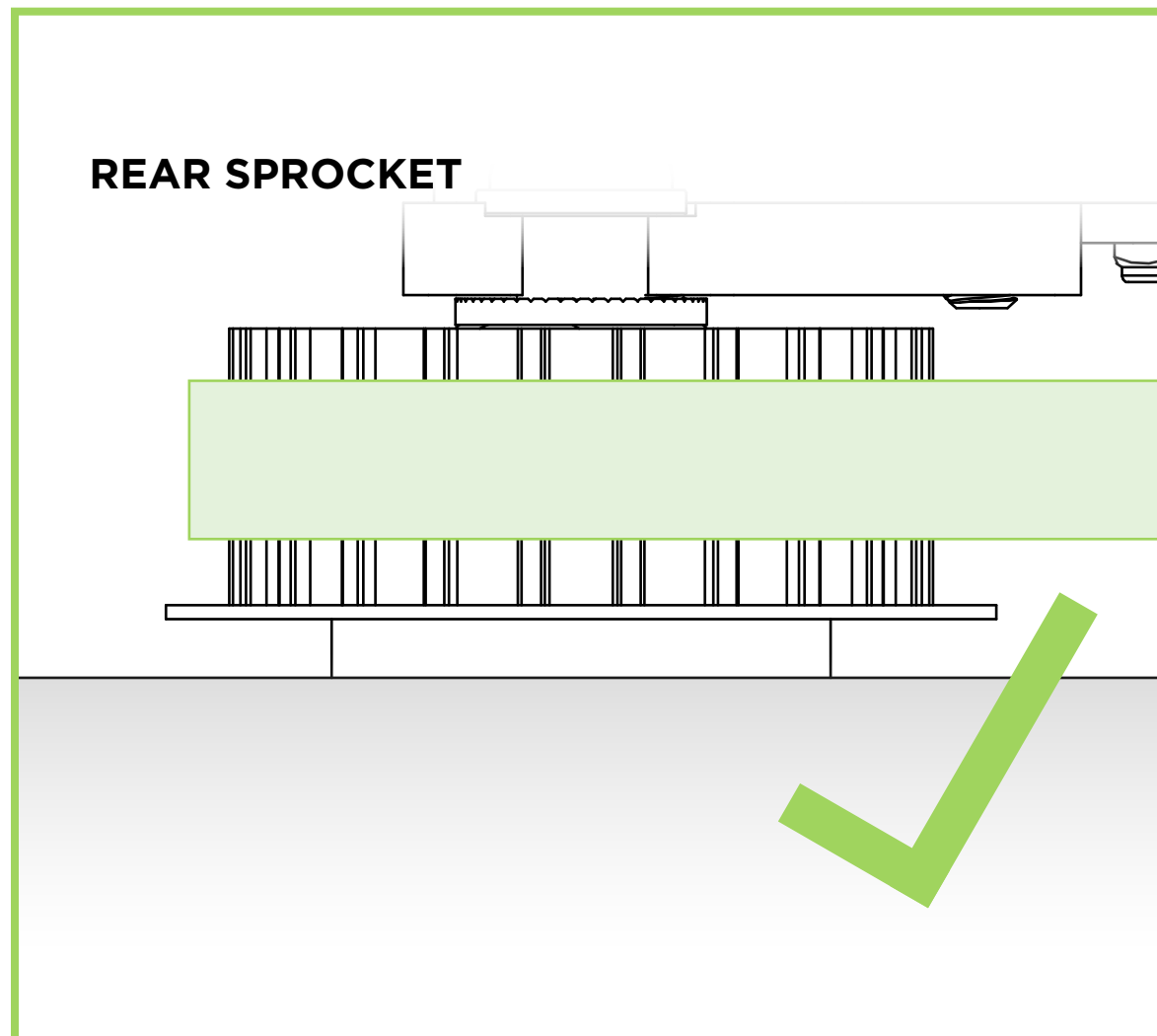


- 4 Once satisfactory tension has been achieved secure one of the right hand (drive side) dropout plate bolts by tightening to 8nm.





- 5** To assess belt alignment turn the cranks. Correct alignment is achieved when the belt runs centrally on the front and rear sprockets without contacting the belt guards. The belt may be biased marginally either left or right but care should be taken to ensure it is not riding up onto the inner or outer edge of the front sprocket, and there is a minimum 2mm margin to either the inside edge or outside edge of the rear sprocket.

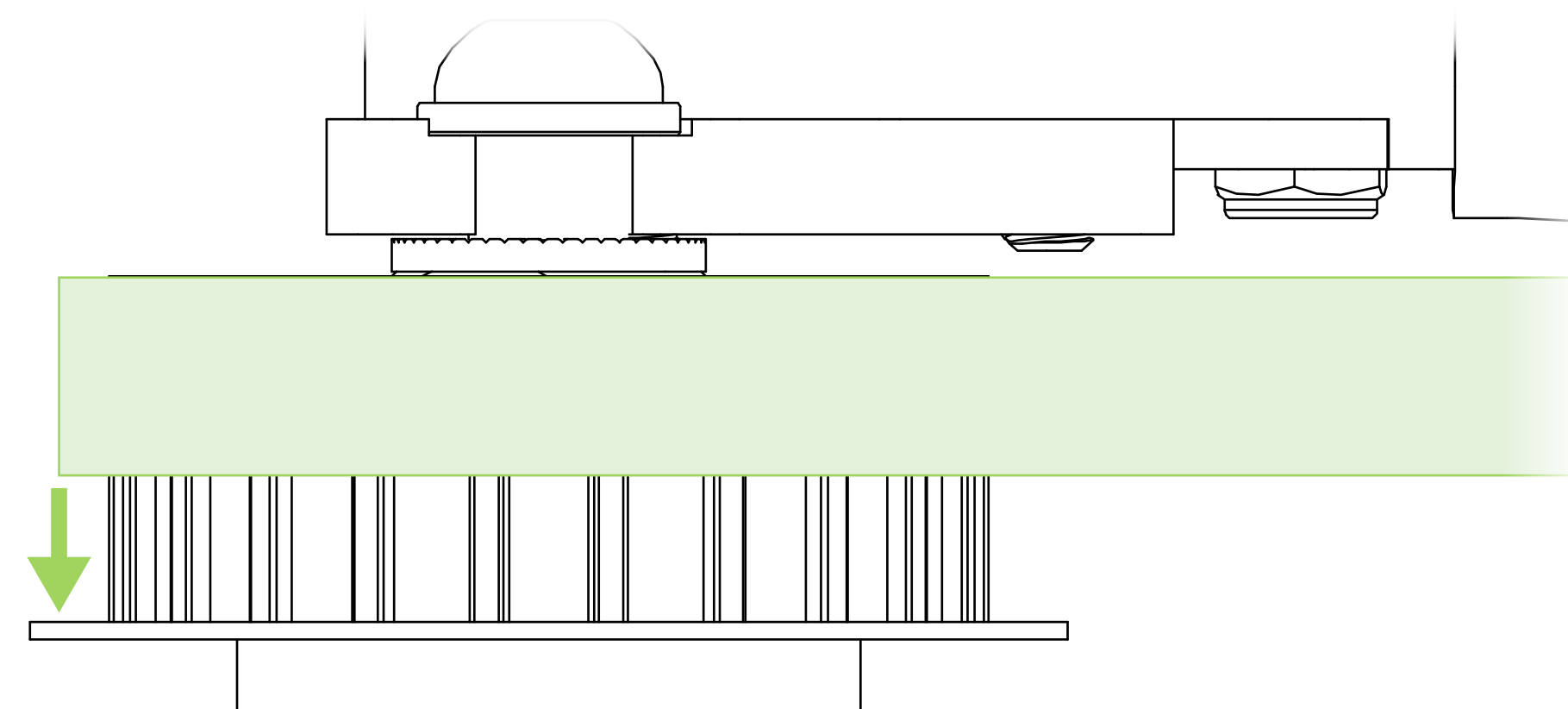
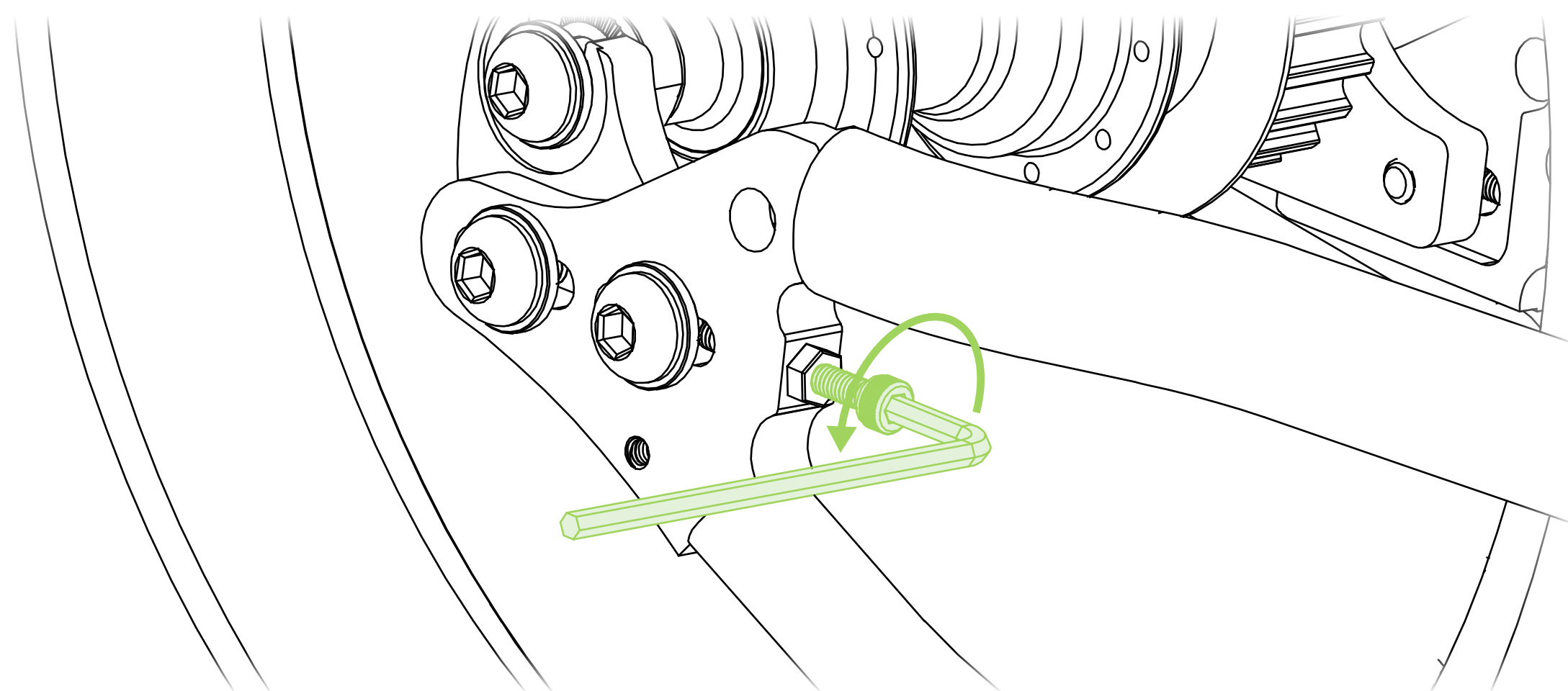




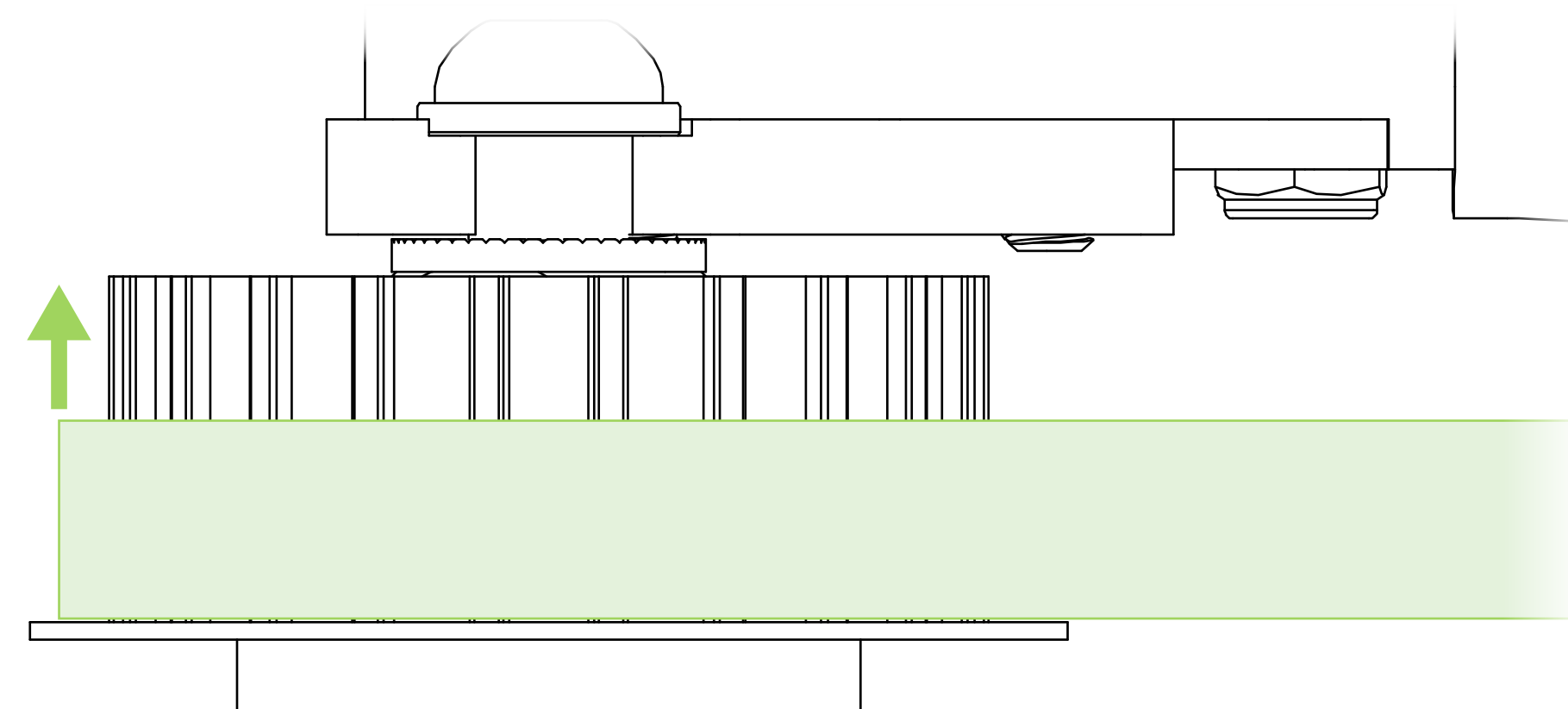
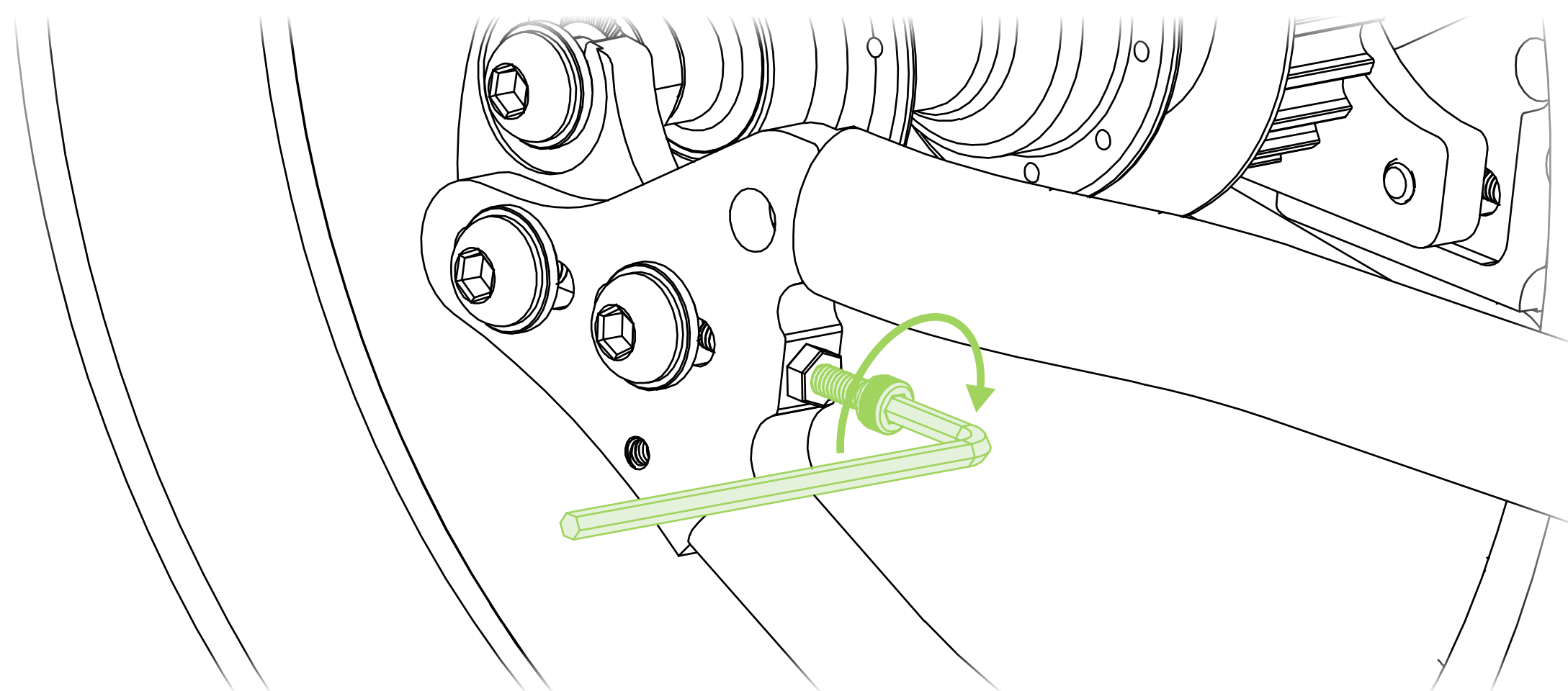
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BIKE IN UPSIDE DOWN POSITION

- 6 If the belt is running too far to the left then wind the non-drive side tensioner bolt anti-clockwise.

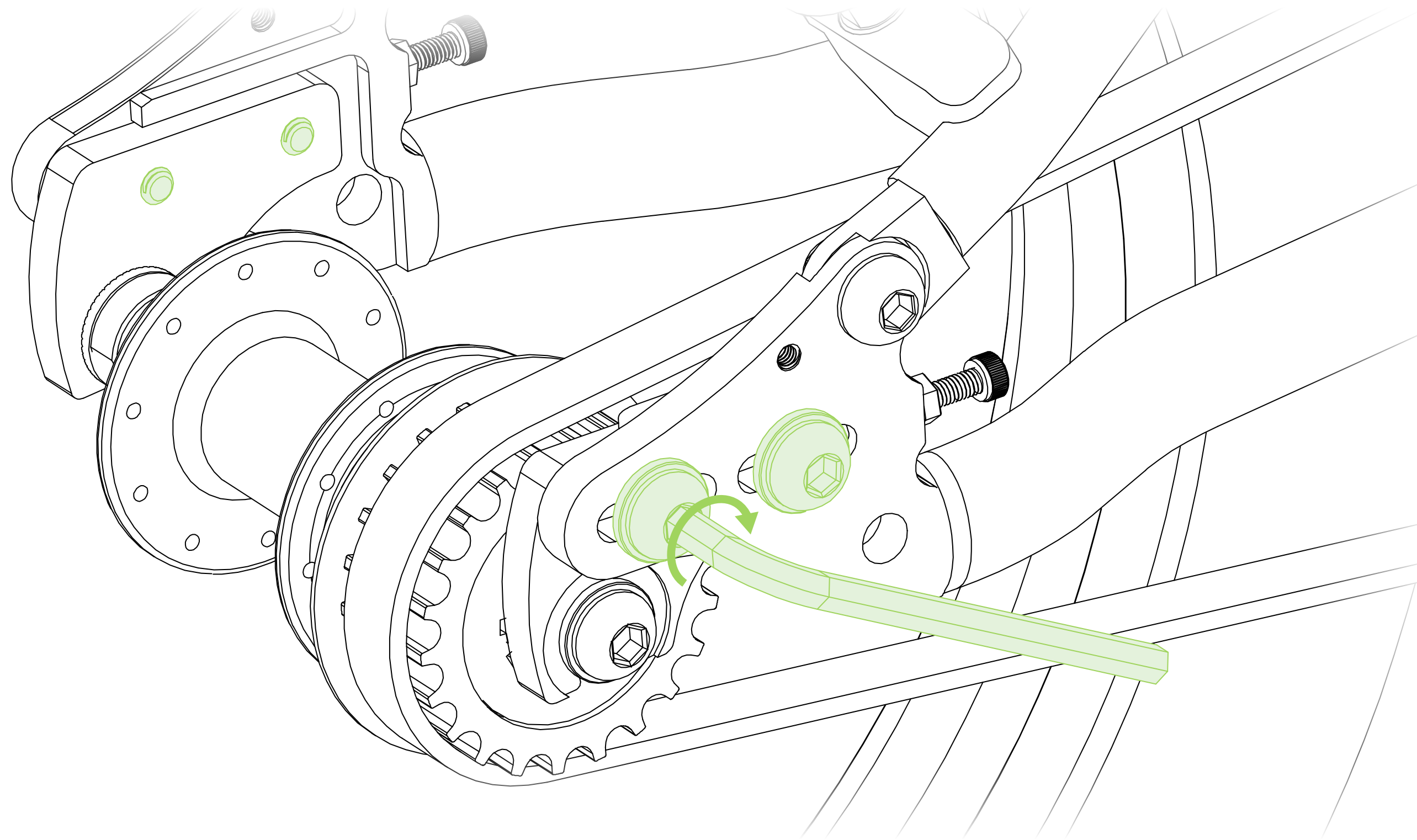


If running too far to the right then wind the drive side tensioner bolt clockwise.

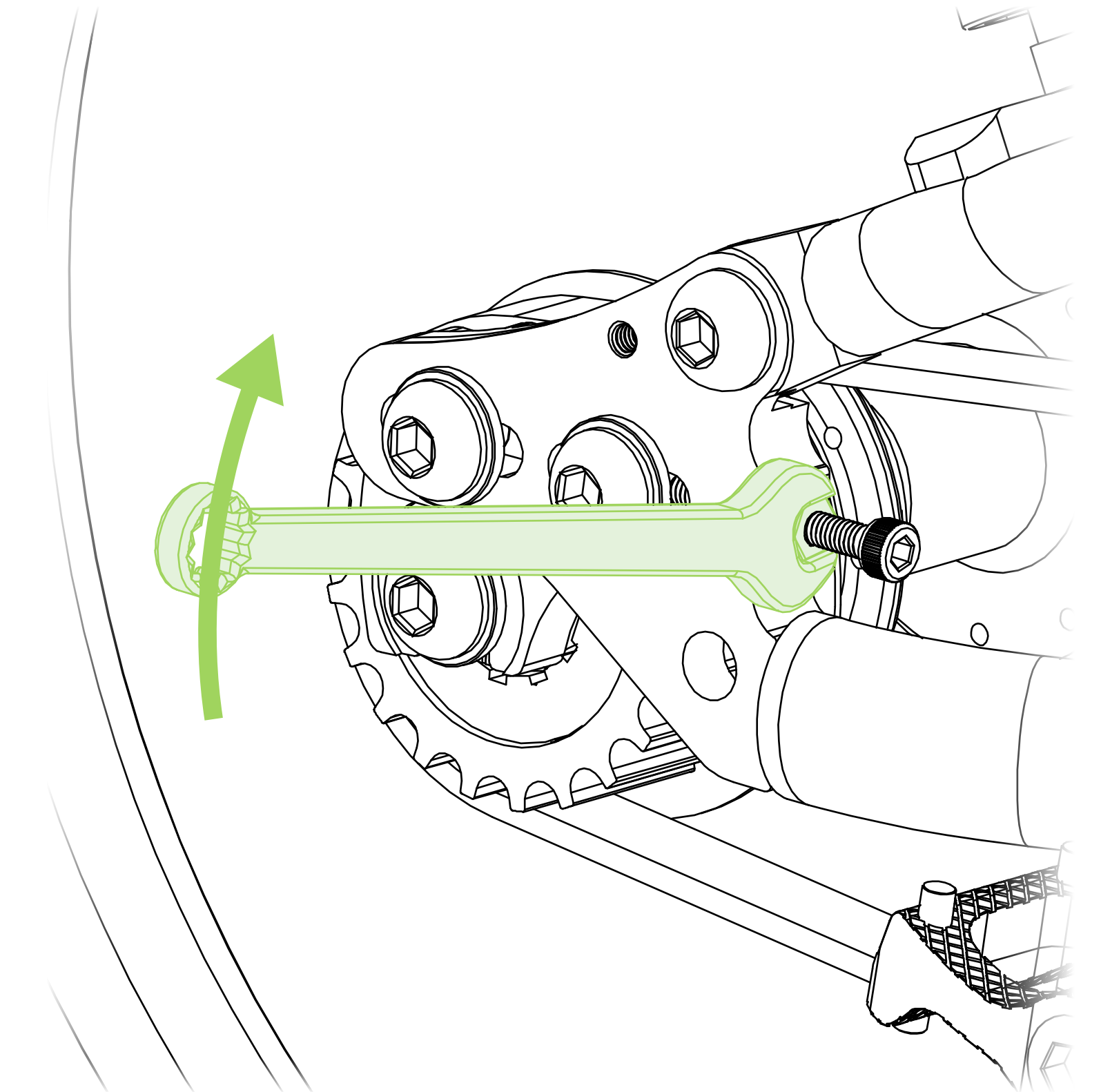




- 7** Once correct alignment has been achieved secure left hand side (non drive side) dropout plate bolts and remaining right hand side (drive side) drop-out plate bolt by tightening to 8nm. Re-check the belt tension and alignment.
If unsatisfactory repeat the above procedure from step 1.



- 8** Finally lock off the tensioner bolt lock nuts and double check all dropout plate bolts are secure.



ATTENTION

Correct belt alignment is crucial. Make sure to turn cranks for a minimum of 30 seconds when making final assessment.