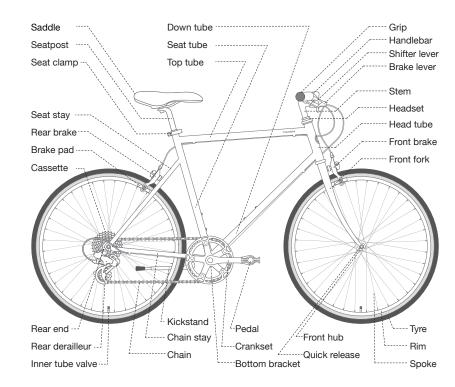
tokyobike Owner's manual

Names of bicycle parts

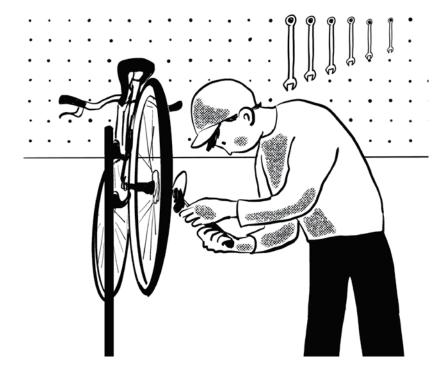
Bicycle frame	Components	Drive train	Wheel
Top tube	Handlebar	Chain	Tyre
Head tube	Stem	Crankset	Rim
Seat tube	Grip	Cassette	Spoke
Down tube	Headset	Hub	Inner tube
Chain stay	Front brake	Shift lever	Front hub
Seat Stay	Rear brake	Derailleur	Rear hub
Front fork	Brake pad		
Rear end	Saddle		
	Seatpost		
	Seat clamp		





Thank you for purchasing a tokyobike. To enjoy your bike in safety and comfort please carefully read the following manual before riding and keep it for future reference.

It is assumed that the rider has basic knowledge of how to use a bicycle. Everyone that rides or services / repairs this bicycle should note and understand the content of this operating manual which relates to the design, use, care and maintenance of your bicycle. Failure to consider this information can cause accidents, including injury or damage to property. If you have any further questions you should contact a tokyobike retailer.



Assembly

In order to validate the warranty your tokyobike must be assembled / checked by a professional bicycle mechanic before riding. If you collect your bike from a tokyobike store or local dealer the mechanic will ensure it is properly assembled and safe to ride.

Note for parents and legal guardians

As your child's legal guardian, you are responsible for your child's actions and safety. This includes responsibility for the technical condition of your child's bicycle and adjusting it for your child's size. You should also ensure that your child has learnt how to use the bicycle safely and responsibly in the environment in which it will be used.



Intended use

A tokyobike is designed as a 'city bike', intended to be ridden on urban roads and smooth paths. They should not be ridden aggressively, off-road or to perform tricks and are not suitable for extreme weather conditions such as snow or ice. Unintended use of the bicycles may cause damage to the frame or components, the rider or those around them.

The weight of the rider + any luggage should not exceed 105KG. The gross maximum permitted weight (bike + rider + luggage) = 120KG.

Use of attachments including racks, child seats or trailers is not permitted as tokyobike has not tested to ensure their compatibility, reliability or safety on your bicycle. Before installing any component or accessory contact your local tokyobike retailer for advice.

Changing the components on your bike with other than genuine replacement parts may compromise the safety of your bicycle and may void the warranty. Check with your tokyobike retailer before changing the components on your bike.

Fitting and adjustment:

CS / Sport / Mono models

Standover height is the basic element of bike fit. It is the distance from the ground to the top of the bicycle's frame at the point where your crotch is when straddling the bike. To check for adequate standover height, straddle the bike while wearing the kind of shoes in which you'll be riding, and gently bounce on your heels. If your crotch touches the frame, the bike is too big for you.

Bisou / Bisou Mono / Mini Velo models

Standover height does not apply to bicycles with step-through frames. Instead, the limiting dimension is determined by saddle height range. You must be able to adjust your saddle position without exceeding the limits set by the height of the top of the seat tube and the "minimum Insertion" or "maximum extension" mark on the seat post.

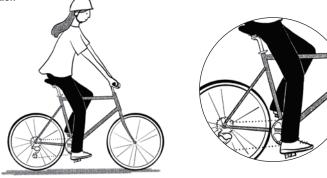
The height and angle of the handlebars can be adjusted but it is recommended this is done by a professional mechanic to the correct torque (refer to torque values provided).

A quill stem has an etched or stamped mark on its shaft which designates the stem's "Minimum Insertion" or "Maximum Extension". This mark must not be visible above the headset. If visible the stem could break or damage the fork's steerer tube, which could cause you to lose control and fall.





Saddle position



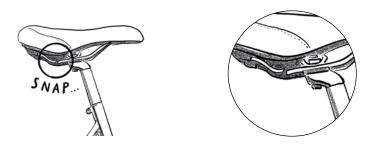
Correct saddle adjustment is important for safety, comfort and performance.

To adjust to the correct height:

- · Sit on the saddle
- · Place one heel on a pedal

• Rotate the crank until the pedal with your heel on it is in the down position and the crank arm is parallel to the seat tube.

If your leg is completely straight, or if your hips must rock for the heel to reach the pedal, the saddle is too high. If your knee is significantly bent with your heel on the pedal, the saddle is too low.



After any saddle adjustment, be sure that the adjusting mechanism is properly seated and tightened before riding. A loose saddle or seat post clamp can cause damage to the seat post or can cause you to lose control and fall. A correctly tightened saddle adjusting mechanism will allow no saddle movement in any direction. Periodically check to make sure that the saddle adjusting mechanism is properly tightened and that the saddle rails are clamped within the min / max markers.

Safety Advice

Before riding your bicycle on public roads, you should inform yourself about the applicable national regulations in your specific country. It's recommended you wear a protective bike helmet, visible clothing, a trouser clip (if required) and stiff shoes with enough grip.



If you have been involved in an accident or you notice that something on your bicycle has changed, do not ride it. Take your bicycle to a tokyobike retailer or local mechanic, describe the issue and have the bicycle inspected. Having your bike regularly checked and serviced by a professional mechanic can help identify damage or worn out parts that should be replaced.

Aluminium components eg handlebars may break suddenly without warning if they have been damaged or have exceeded their lifespan.

- Never hang anything on the handlebar eg a lock or bag
- · Always replace the handlebars if the bike has been involved in an accident
- tokyobike strongly recommends replacing handlebars every 3 years or 10,000 KM



Ensure your lights are not obstructed eg with a coat hanging down at the back or with the contents of a basket at the front. Always assume that others cannot see you.

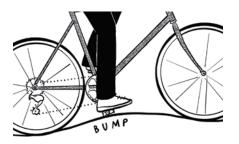
Make sure any bags you are wearing or carrying on your bike are secure, including the straps. Straps can get caught in wheels and luggage moving can unbalance you.



Never ride with your hands off the handlebars and never wear headphones or use your phone whilst riding.

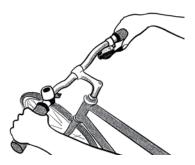
Please adapt your speed to the conditions and your riding skills especially when the road is wet or slippery. Ride more slowly and brake earlier, as the braking distance will be significantly increased. Take care to avoid metal manhole covers or similar surfaces that are slippery when wet.





Take care to avoid catching your pedals on the ground, particularly when leaning into a corner or going over a speed bump or similar obstacle.

When riding geared models it's important to change into the lower gears as you slow down or approach a hill to avoid having to use excess force when accelerating or climbing - this will put less stress on the chain and help the gears and chain to last longer.





To avoid punctures always keep the air pressure topped up and from time to time inspect the tyres for sharp objects that may be lodged - these can be removed before they cause a puncture.

Do not attempt to work on the bicycle yourself - they require specialist tools and

retailer or qualified mechanic.

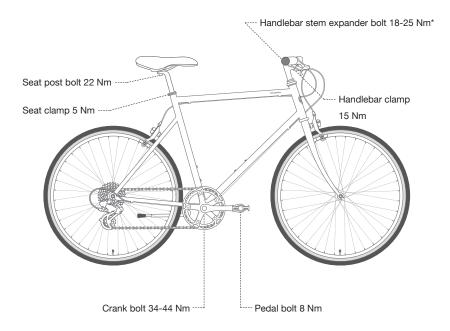
knowledge so always ask a specialist

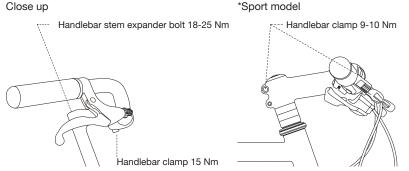


Maintenance

Torque specifications

It is very important that all bolted connections are torqued correctly using specialist tools and it is strongly recommended they are adjusted by a professional bicycle mechanic. The required torque values are printed on most parts with a screwed connection and for each tokyobike model, they are listed below.





Chain

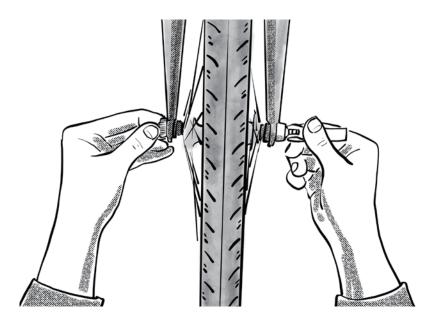
To ensure that it can work effectively, the chain has to be cleaned and greased regularly. It's particularly important to do this after riding in heavy rain, if the chain is noisy or if showing signs of rust. Use a specialist degreaser and lubricant to clean and re-grease the chain removing any excess lubricant.

Derailleur gear systems tension the chain automatically. For the Mono models with adjustable dropouts it's important to check the chain tension. Push the chain up and down midway between the front and rear gears. As a safety precaution, only the outer circumference of the chain should be touched. The chain is correctly tensioned when there is about 1cm of movement up and down at the test point. To change the chain tension, loosen the spindle nuts and using the tensioning mechanism (with a 10 mm wrench) adjust the wheel tension forward or backward slightly. Ensure the wheel is centred while tensioning.

It's also important to check if the chain is stretched which can cause it to 'slip' between gears or even come off completely. To avoid this happening and protect the gears from damage caused by the stretched chain, have it regularly checked by a specialist retailer.

Wheels

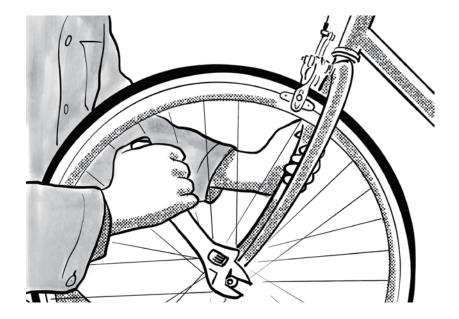
The bicycle is connected to the ground by the wheels and as such the wheels are subject to a great deal of strain through the uneven nature of the road and the weight of the rider. The wheels are checked and trued during assembly but during the first few kilometres of riding, the spokes bed in. After the first 100 kilometres, the wheels should be checked by a specialist and trued again if required. Spoke tension should also be checked at regular intervals with loose or damaged spokes replaced or trued.



Inserting and fastening QR levers.

The wheels are attached to the frame and fork with either an axle nut (tokyobike Mono and Little tokyobike) or a quick release (QR) skewer (all other models)

Turn the QR lever to the open position. Ensure that the lever grips the appropriate slot in the axle. Push the axle from the right side into the hub until it connects to the thread of the left dropout. Fasten the axle in the dropout by placing the QR lever into the axle flange and fastening the axle in a clockwise direction until it is hand-tight. Close the quick-release lever by folding it over. During the closing movement, you should feel tension when the QR lever is in the horizontal position (90 degrees to the lower part of the fork / axle). The quick-release lever should leave a clear imprint on your palm. If there is no resistance the tension is not sufficient. Increase the tension as follows: Open the QR lever and slowly tighten the QR fastening screw until the correct tension has been achieved. It is very important to ensure QR levers are correctly installed and sufficiently tight before each ride. If not tight, they could allow the wheel to become loose and cause an accident.



Securing solid axle wheels

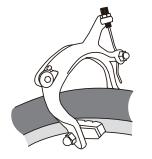
Place the wheel in the fork or chassis brackets. This operation must be performed with the bicycle on the ground to ensure that the wheel axle is positioned correctly in the fork or dropout. Once you have verified that the chain tension is correct and the wheel is centered, use a 15 mm wrench to tighten the nuts on both sides evenly, according to the correct torque values.

Hubs

The hubs can be checked by lifting the bicycle at the front and then at the rear. Push each wheel to start them turning. The wheel should continue to turn and then slow evenly. If the wheel suddenly stops, the bearing is defective. The hub bearing should not exhibit play. Pull the wheels in the front and rear fork lightly to the sides to check if they are loose. No play should be noticeable. If the wheels can be slightly moved in their bearings or are difficult to turn, the hub bearings should be serviced by a specialist retailer.

The braking system

Your tokyobike is equipped with a system of rim brakes (side pull calliper brakes) - front and rear. The default set up will be for the left brake lever to control the rear brake and the right brake lever to control the front brake. In general, both brakes should be used together and use of only the rear or front brake should be avoided.



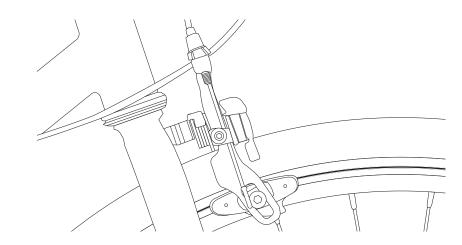
The best way to stop is a slow / graded use of the front brake combined with the rear brake while pulling the body back to prevent the transfer of body weight forward. While turning, sharp use of the rear brake should be avoided in order to prevent the wheel locking and slipping during the turn.

In humid / wet or low light conditions the braking distance should be increased to allow more time to stop. It should also be noted that when the pads are wet they wear more quickly so should be checked more regularly and replaced as necessary by a bicycle mechanic.

To operate the side-pull caliper brake open the quick release lever on the brake arm or if you do not have a brake quick release, deflate the tyre so the wheel can be removed from between the brake pads.

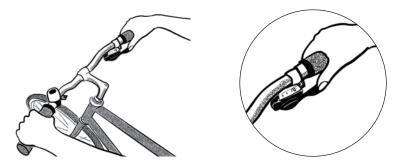
The brake pads for rim brakes are almost all fitted with grooves or notches which serve in part to help identify the wear level of the brake pads. If these can no longer be seen, you should replace the brake pad.

Normal operation wears down brake rubbers and brake pads. You should therefore regularly check the condition of your braking system and brake pads. Replace worn brake pads and rubbers in good time and ensure that rims (and breaking surface) are clean and free of any grease.



Rims

Bicycle wheel rims indicate when they are worn from braking. These indicators take the form of embossed lines on the brake surface. When these lines disappear you should no longer ride as it can result in wheel failure, which can cause you to lose control and fall. It's important to have them regularly checked by a specialist retailer.



Gears

Changing the gears will increase or decrease the force or speed of the bike as needed. In lower gears, you can more easily ride uphill and reduce the effort required. In higher gears, which make it harder to peddle, you can reach higher speeds and pedal at a lower cadence. You should generally aim to ride at a higher cadence and in lower gears as this gives you more control. When changing gears, ensure you are gently pedalling and avoid applying too much pressure to the pedals until you are in gear.

Appropriate spares including tyres and tubes

Ensure tyres are correctly inflated before every ride and refer to the recommended pressures shown below.

	Wheel size	Standard tyre size	Air pressure
CS26	26" (559)	26x1.15 (32-559)	80 psi
CS650c	650c (571)	650x25c (25-571)	120 psi
Bisou	26" (559)	26x1.15 (32-559)	80 psi
Mono	26" (559)	26x1.15 (32-559)	80 psi
Single Speed 650c	650c (571)	650x25c (25-571)	120 psi
Sport	650c (571)	650x25c (25-571)	120 psi
Mini Velo	20" (451)	20x1 1/8 (28-451)	65 psi

Inner tube





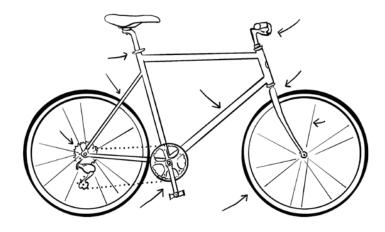
Schrader valve: For inflation, the pump head (depending on the type of pump) must be attached to the valve.

Presta valve: Loosen the valve head slightly without detaching from the valve body. Attach the pump to the valve, inflate to the appropriate pressure, release the pump from the valve and screw the valve head back so it's finger tight.

Installable tyre width (without mudguards)

CS26	26x1.0 (23-559) - 26x1.50 (37-559)
CS650c	650x23c (23-571) - 650x28c (28-571)
Bisou	26x1.0 (23-559) - 26x1.50 (40-559)
Mono	26x1.0 (23-559) - 26x1.75 (47-559)
Single Speed 650c	650x23c (23-571) - 650x28c (28-571)
Sport	650x23c (23-571) - 650x28c (28-571)
Mini Velo	20x1 (23-451) - 20x1 3/8 (37-451)

Checks to perform



Before each ride

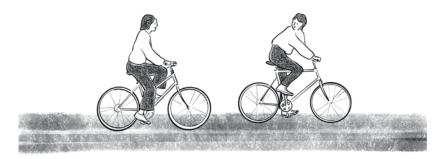
Check the wheels and tyres to ensure the axle nuts or quick release levers are tight, the tyres are in good condition and correctly inflated. Look for any damage, cracks or deformations, as well as embedded particles like glass or stones. If you find any cuts, rips or holes, please refrain from riding and have your bike checked by a mechanic.

· Check that the lights and bell are working and safely secured.

• Check the brakes, ensuring the pads are in good condition and correctly adjusted and that any quick release parts are firmly closed.

Check there are no deformations or cracks visible on the frame and forks.

• Check the handlebars, stem, seat post and seat are securely fastened as well as set up in the right position.



Care

To keep your bike in good condition it's important to store it indoors or under a cover, as well as drying it after riding in the rain or washing. This will help to protect it from rust which can weaken or damage the frame and components. Storing out of direct sunlight will also help to preserve the colour of the frame which can fade if subjected to UV light. To clean the frame, wipe with a dry or slightly damp cloth to remove any dirt and dust. If necessary use a degreaser but avoid spraying directory onto the bike or inside the components - apply to a cloth first. If you need to oil the chain after riding through heavy rain or on seeing signs of rust, wipe off any excess lubricant afterwards as too much oil picks up dust and debris.

Within 3 months of purchase or after 200km then at least annually

Check tyres and wheels, torques (handlebars, crankset and seat post), pedals, saddle and all threaded bolts. Adjust the following components: headset, brakes and gears. It's important this initial inspection is performed by a specialist retailer as new cables can stretch and bolts can loosen.

Every 300-500km or 3-6 months

Chain, sprockets, rims and brake pads. Clean chain and sprockets. Lubricate the chain and all threaded bolts.

Every 3000km

Hubs, pedals, headset, gears and brakes to be checked and replaced as necessary by a qualified mechanic.

The useful product life cycle and advice on potential damage caused by intensive use

Every tokyobike has a useful life cycle which is not the same as the limited warranty period. The limited warranty identifies the period of time that tokyobike will replace the product if this becomes necessary. This does not guarantee that the product will last forever. Like any mechaniçal component, a bicycle is subject to significant stresses and strains. Different materials and components wear at different rates and have different fatigue limits. If the expected life span of a given component is exceeded, it may suddenly break and risk injuring the cyclist. Cracks, chips and discolouring in high-stress areas indicate that the component has exceeded Its lifespan and should be replaced. Checks and servicing should be more regular for high frequency use and use in poor weather conditions. Any non intended use can substantially shorten the useful product life cycle of a tokyobike.

Fatigue is the term used to describe accumulated damage to a part caused by repeated loading. It is very important to understand that it is not possible to give a finite life span for any particular component given the many factors that will affect the integrity of the material. Put very simply, if you are a lightly-built person, riding infrequently on smooth roads and your bike is carefully stored and maintained then it is possible the components on your bike will last indefinitely. Conversely, if you are heavier set, ride more aggressively on rougher ground and don't take such good care of your bike, the components may be subject to failure in a relatively short time. It may be technically possible to design components that would last indefinitely but they would be very heavy. Many modern bicycles are designed to be lightweight and it's therefore important to understand there is a trade off and that the rider is aware of the risk factors for metal fatigue and consequently of the need to replace components more regularly if necessary.

Warranty

tokyobike bicycles are warranted to the original retail purchaser to be free from defects in material and workmanship. Limited warranty coverage of the bicycle frameset is for the life of the bicycle, while owned by the original retail purchaser. Limited warranty coverage on bicycle components (excluding tyres, tubes and cables) is one year from the date of purchase, while owned by the original retail purchaser.

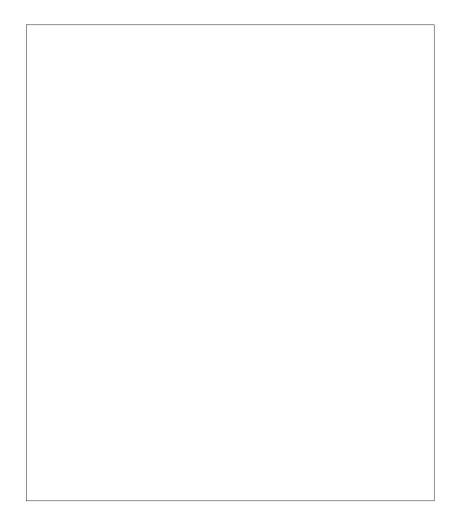
This limited warranty does not cover:

• Normal 'wear and tear' eg punctures, a stretched chain or scratches / chips on paintwork.

• Any damage, failure or loss caused by accident, misuse, neglect, abuse, or failure to follow instructions and warnings in the owner's manual.

• Any damage, failure or loss caused by non intended use of bicycles. Bending of frames, forks, handlebars, seat posts or wheel rims can be a sign of misuse.

Limited warranty service will be performed by tokyobike, an authorised dealer or mechanic. Proof of purchase must be provided. Labour charges connected with the repair or replacement of parts and transportation to and from the repair location is the responsibility of the purchaser. tokyobike will have the option of either repair or replacement at no charge for any defective product, or repayment of any amount equal to the purchase price of the product. In the event, tokyobike 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.





tokyobike