



Bike Addict | Unboxing and assembling your new bicycle

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Congratulations on the purchase of your brand new bike. We hope you have many happy kilometers on your new machine.

But first we will need to get it out of the bike box before you can take it for a spin.

You will need the following tools to assemble your bicycle:

Tools

Scissors or a knife

Allen keys (4, 5, 6, 8mm depending on your bicycle model)

Pump

I ordered a different bicycle than the box it comes in....

Most bicycle manufacturers send their bicycles to us in small boxes for assembly. A fully assembled bicycle will not fit into these small boxes. So we normally ship the bicycle in a box that we have available at the store. So don't worry if you ordered a Momen and it arrives in a Merida box. You can rest assured that the correct bicycle is packaged and delicately wrapped inside the box.

Unboxing

1. Use a knife or scissor to carefully cut just the packing tape along the edges of the top flap. Never cut through the box, as you may cut into the bike or its parts and cause inadvertent damage.
2. Pull out loose items first. (Checklist: Saddle & seatpost, small parts box, front wheel and rear wheel) Carefully lift out the bike and set to work detaching all of the foam, cardboard, and other buffer materials.
3. Place the seatpost into the frame and position your bike on the floor or in your bike stand with the fork facing in the correct direction (brake unit and stem facing forward). Saddle height must be approximately where your hip bone is.
4. **Attaching the handlebar and stem:** Attach the stem to the fork steerer and insert your top cap. When tightening the headset top cap it **MUST** push down on the stem, or the spacer above it, and not the fork column itself (the top cap pushes down on the headset which tightens it up). Do up the headset top cap until it is just tight — at this point you should be unable to turn your stem spacers. Do not over tighten it. A torque wrench is a good idea at this point. Now you need to tighten the side bolts. Alternate between each side as you do them up. Ideally, use a torque wrench if you have one so as not to over-tighten the stem on to the fork column. Lift the front of the bike off the ground and let the front wheel and handlebars flop from side to side. If it's smooth, that's good; if it's stiff, the headset bolt was done up too tight, so try again. Hold the join between the stem spacers and the bike frame. Put on the front brake and rock the bike back and forth. If there is any movement between the bike and the spacers the headset bolt isn't tight enough, so try again... and again!
5. **Attaching the front wheel:** you may want to flip the bike upside down if you are not using a bike stand. Insert the wheel up and into the fork until the axle meets the dropouts. If it is a quick release, tighten the axle as needed, then clamp down the handle, which should sit opposite the drivetrain side of the bike. If the wheel is not quick release, use your adjustable wrench to tighten the nuts on either side evenly until the wheel is perfectly centred.
6. **Attaching the rear wheel:** Lift the rear derailleur slightly and insert the wheel into the frame until the axle meets the dropouts and the chain wraps around the cassette. If it is a quick release, tighten the axle as needed, then clamp down the handle, which should sit opposite the drivetrain side of the bike. If the wheel is not quick release, use your adjustable wrench to tighten the nuts on either side evenly until the wheel is perfectly centred.
7. **Attaching the pedals:** first, identify the Left and Right pedals individually:
 - **Apply a thin layer of grease before you start threading your pedals.** Begin with the Left pedal, and using just your hands to begin, thread the attachment point COUNTER-CLOCKWISE for just a few turns, then grasp the entire pedal and begin to pedal the crank backwards. For the very last few turns, use your 15mm wrench to tighten down the pedal.
 - When you attach the Right pedal, you will notice that it screws in CLOCKWISE, like a standard screw. Same procedure as the left pedal.
8. Check your tyre pressure, as it might have deflated slightly. Tyre pressure is a personal preference but we suggest to check your specific tyre for the minimum and maximum pressure and start by pumping it in between these numbers and then adjust once you start riding until you are comfortable with the tyre pressure.
9. Your bike should now be fully assembled and ready for a ride. Take it for a quick spin and check that everything is working correctly.

10. We checked the gears and brakes when we assembled the bicycle, so you don't have to worry about setting any of this. As it is a new bike with new cables, stretching of the cables naturally occurs. This means that your gears will start jumping as the indexing on the gears is not aligned correctly. This is 100% fine and is bound to happen with a new bicycle. You can take your bike in to your nearest local bike store and they can just index the gears for you again. Otherwise there are numerous tutorials online that teach you how to index your gears if you are willing to give it a try.

Tubeless tips

Tubeless has become very popular on MTBs and even road bikes the past couple of years. So we think just wanted to give you some tips to ensure you get the most out of this popular upgrade. Most manufacturers bring out their bicycles with standard foldable tubeless tyres. These tyres can be made tubeless, but offer very little sidewall protection and tend to lose pressure as a result of small pores in the tyre. We always recommend upgrading to tyres with sidewall protection. We understand that this is a considerable expense, but the benefits outweigh the cost.

So the following advice can help your tyre from deflating:

- Putting some weight on the tyres helps the sealant to fill any small pores in the tyre. So it is important to ride the bike as soon as you unbox it. The back tyre is normally not a problem as all your weight is on the back wheel, so when test riding your bike lean a lot as much of your weight onto the front wheel as the front wheel tend to give you some problems. This will ensure any pores are properly sealed.
- When you notice a thorn after a ride, don't pull it out and leave the tyre. As most of the sealant will be at the bottom and will not seal the hole. We suggest leaving the thorn inside, but if you pull it out make sure to spin the wheel to get the sealant to seal the hole.
- Check your sealant every 3 months and top-up when necessary. Your local bike shop will be able to assist you with this or you can learn how to do it yourself by checking the numerous videos online.
- If you don't ride your bike for extended periods, just spin your wheels every now and then to distribute the sealant along the tyre.

When must I service my bicycle?

We recommend that you do an After Sales check-up within the first 100 - 300kms to make sure all cables and spokes are tensioned properly as well as nuts and bolts are tightened.

We also recommend your do a Major Service once a year or every 2000kms and a Minor Service every 6 months or 1000kms.

Service intervals may vary depending on the conditions and terrain you ride in.

Bike Fitment

We are really sorry that we are not closer to you, otherwise we would have gladly helped you with a bike fitment. This just ensures that you are comfortable on the bike and that you don't injure yourself due to incorrect setup. So we highly recommend that you do a bike fitment at a

reputable local bike store or someone that specialises in fitment. It will make your ride so much better and keep you injury free.

Basic E-Bike Maintenance

The brakes are one of the first things you should be checking regularly. An E-Bike is also usually heavier than most other bicycles, making the brakes even more important.

Tyres need to be inflated properly before you hit the road and should be checked thoroughly for potential damage before each ride.

Chains tend to stretch and weaken quicker, so you need to monitor their condition on an ongoing basis in case it's time for a replacement.

Use the full gear range while riding. This way, you won't wear out the smallest teeth on the cassette. Replacing a cassette simply because you've been riding the one gear can be costly, and it's completely unnecessary.

The batteries used on E-Bikes are designed to be recharged thousands of times before they start to degrade. You can and probably should recharge your battery every chance you get. Power surges may damage your battery and charger, so use a surge protector when charging your battery. When your charger is not in use, remove it from the wall socket. Never let your battery drain below 10 % as it may cause early deterioration.

If you're planning to store your E-Bike for a long period of time, it's best to keep the battery between 30% and 60%. If the battery is removable, be sure to disconnect it before you put it away for the winter.

Before cleaning your E-Bike with any water or cleaning products make sure that you've covered the electrical connection point. This is where the battery connects to the junction box and other electronics, and it's imperative that you don't get water in here.

And, while a high-pressure hose may offer the deepest clean or the quickest results, avoid spraying down your E-Bike with one. The pressure of the jet can push water into the electronics, even if you think you've covered them properly.

By maintaining your E-Bike in the abovementioned ways, you'll enjoy longer, smoother, safer rides on whatever terrain you tackle.

Warranty Disclaimer

The warranty agreement lies with the specific supplier involved and not with Bike Addict as a store. The warranty applies only to the original owner and is not transferable. (Original invoice has to be provided on presentation of the claim). In the bike box we include your original proof of purchase, please keep this copy safe for warranty purposes.

Please inform Bike Addict of any warranty claims so that the correct channels are followed and no warranties are voided.

Any questions?

Do you have any questions regarding your purchase?

Don't hesitate to give us a call on 0224822974 or email us at online@bike-addict.co.za

Feedback

We would love to hear from you about your experience and highly regard your feedback. If our sales consultant went above and beyond your expectations, we would like to acknowledge them for their hard work and we rely on your feedback for this. If there was something wrong or delays with your order, please send us that feedback as well so that we can improve and better our service.

For email feedback you can just send an email to manager@bike-addict.co.za

You are also welcome to leave a review on our Facebook page: <https://www.facebook.com/BikeAddictza/>

Thank you for your business, we appreciate your support!!!

The Bike Addict Team