

How to assemble your Adult bike

Bobbin®

Introduction

A 'New bike day' is always a good day.
Congratulations on your new Bobbin bike.

Here's our step by step guide to assembling your new Bobbin. Allow 30-60 minutes to put your bike together and have it ready to ride.

Happy Cycling!

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Tools

You will need a few tools for the job:

- 4mm, 5mm and 6mm Allen keys
- 15mm and two 10mm spanners
- Phillips screwdriver
- Scissors
- Pump
- Bike grease

UNPACKING

- Stand the bike box upright in a well-lit space big enough for you to work in, and with a flat surface handy for placing tools and parts
- Using the scissors remove and discard all the large staples from the top (this will prevent them scratching either you or the paintwork as you remove the bike)
- Open the top of the box and pull the bike out. The bike will look something like this picture.
- Place the bike on the floor between you and the box with the bike standing on its rear wheel and front forks, chain side closest to you



UNPACKING (continued)

- Taking care not to scratch the paintwork, remove all the packaging and put it in the empty box. Check the packaging first for any small parts
- Turn the forks the right way around (front brake points forwards), your bike now looks something like this:



FRONT MUDGUARD FITTING

If your Bobbin has a 10mm nut behind the fork:

- Unfasten the nut, then fasten the mudguard tab **behind the fork** like this. Use a 10mm spanner
- Some of our bikes don't have brakes attached to the fork. A bolt goes straight through. You'll need another 10mm spanner to hold this bolt at the front while you tighten it at the back



FRONT MUDGUARD FITTING (continued)

If your Bobbin has a 5mm recessed Allen bolt:

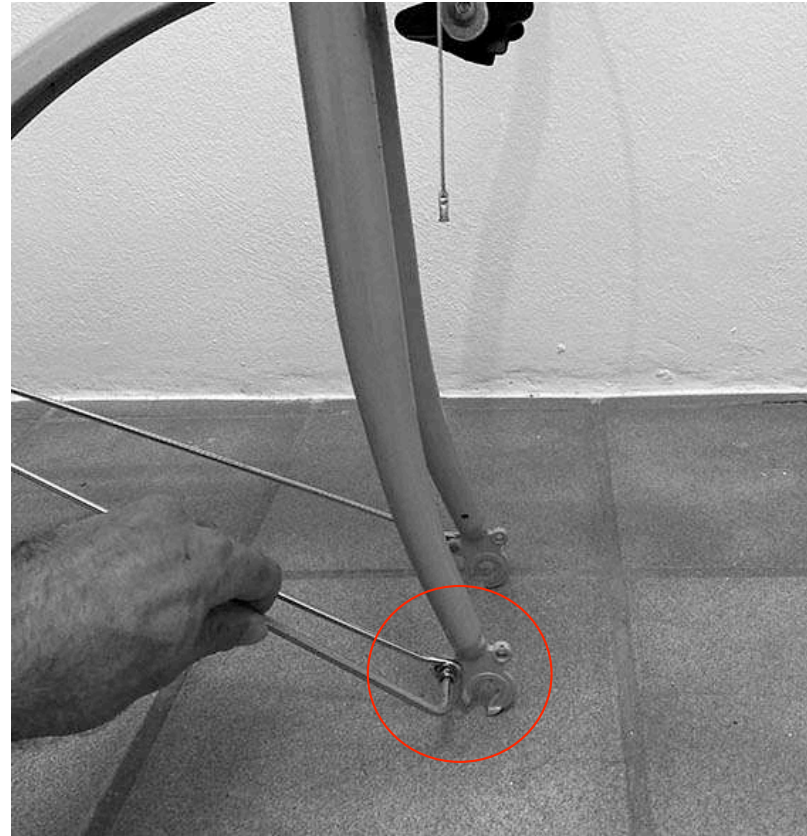
- Use a 5mm Allen key, unfasten the bolt, then fasten the mudguard tab **in front** of the fork like this



FRONT MUDGUARD FITTING (continued)

The next step is to attach the mudguard arms to the forks

- First, remove the bolts/nuts that are already attached at the bottom of each fork blade. Use either a 10mm or 8mm spanner, or an allen key
- Now attach the mudguard arms securely on each side



FRONT WHEEL FITTING

- Check which way round the wheel should go.
- There's either a rotating direction indicated on the tyre sidewall or the tread shape indicates the direction.



FRONT WHEEL FITTING (continued)

- Loosely fit the washers and domed wheel nuts to the front axle (if the washers are tabbed washers these point inwards)
- Keeping the washers and wheel nuts on the outside of the fork legs, lower the fork onto the wheel. (It's easier to lower the fork onto the axle from above than the other way around)



Important! If you have tabbed washers put the tab into the hole in the fork. Check the wheel is sitting centrally in the fork before securely fastening the wheel nuts with the 15mm spanner.

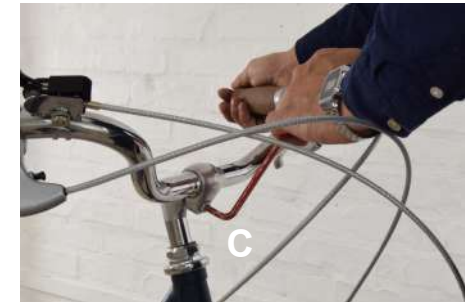
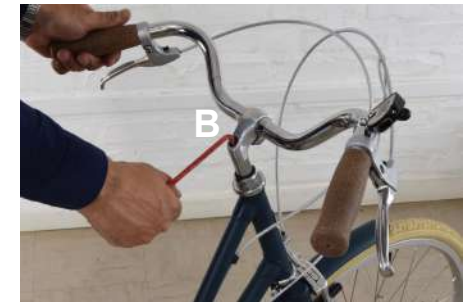
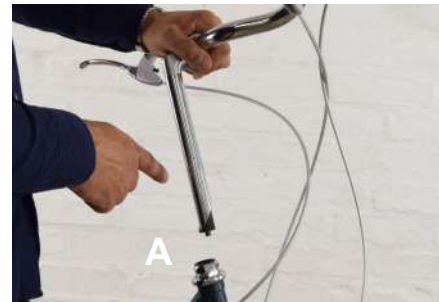
QUILL STEM AND HANDLEBAR FITTING

- Remove and discard the plastic cap (if there is one) from the bottom of stem
- Remove and keep the little plastic plug (if there is one) from the head of the stem top bolt



QUILL STEM AND HANDLEBAR FITTING (continued)

- Insert the stem into the hole in the headset (A). The 'minimum insertion line' is marked on the stem. Use your allen key to tighten the bolt (B), located at the top.
- Align the handlebars in the stem (choose your angle - horizontal best). Use your allen key to tighten, very securely, the clamp bolt (C) located at the front of the stem.
- Stand over the bike as though you are riding. Check the bars are completely in line with the front wheel. Now tighten, very securely, bolt (B).
- IMPORTANT! Is everything tight? Press down on the bars from the top. Now then stand with the front wheel between your legs and try to twist the bars. Nothing should move.
- Replace the plastic plug in top of stem bolt



KICKSTAND ADJUSTMENT

(skip this page if your bike doesn't have a kickstand)

- Flip down the kickstand. If your kickstand has an adjuster screw you can adjust this with a Phillips screwdriver. In the correct position your bike is properly supported and leaning a little to the left



SADDLE AND SEATPOST FITTING

If your saddle and seat post are separate:

- Loosen the seatbolt (F) and rotate the top half of the clamp 90 degrees to allow it to fit the saddle
- With the saddle rails sat on the lower clamp, rotate the top half of the clamp back to its original position and fasten the seatbolt very tightly (F)
- Grease the post a little to prevent it getting stuck in the frame

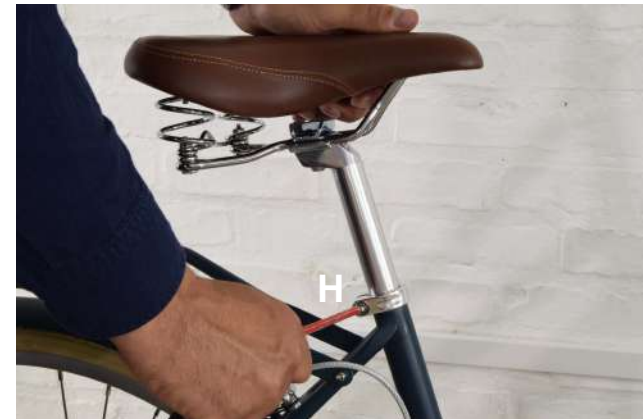
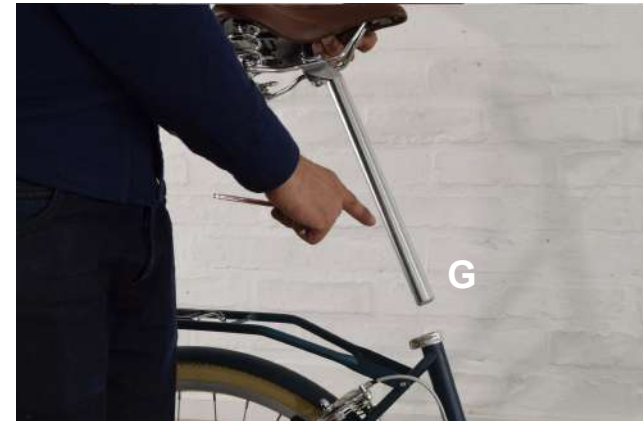


SADDLE AND SEATPOST FITTING (continued)

- Insert the seat post (G) into the frame.
- Tighten the seat collar (H).
- Note the 'minimum insertion mark' printed on the seat post.

Setting up your saddle:

- Aim to be standing on tip-toes when you are sitting on the saddle. Lower = harder to ride!
- Check the saddle is level and pointing forwards
- You can slide the saddle forwards and backwards on the rail, and adjust the angle to suit you. Everyone is different!
- **IMPORTANT!** As with all your adjustments, check all bolts are secure and tight before riding



SADDLE AND SEATPOST FITTING (quick release seat post clamp)

- Open up the quick release seat post clamp.
- Insert the seat post into the frame.
- Note the 'minimum insertion mark' printed on the seat post.

Setting up your saddle:

- Aim to be standing on tip-toes when you are sitting on the saddle. Lower = harder to ride!
- Check the saddle is level and pointing forwards
- You can slide the saddle forwards and backwards on the rail, and adjust the angle to suit you. Everyone is different!
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PEDAL FITTING

- **IMPORTANT!** Left and Right pedals are NOT the same. Force-fitting the wrong one will break your crank.
- The pedals have different thread directions to ensure they remain tight during use. They are marked L and R for left and right, either with a sticker or with a marking on the end of the pedal axle
- Apply some grease to the thread of each pedal
- Fit the pedal marked R to the right hand crank arm with your fingers and turn gently in a clockwise direction. Once it 'bites' tighten securely with a 15mm wrench or pedal spanner
- Fit the pedal marked L to the left hand crank arm with your fingers and turn gently in an **anti-clockwise** direction. Once it 'bites' tighten securely with a 15mm wrench or pedal spanner
- The pedals should attach smoothly; if not stop and check the pedals are on the correct side and are screwing in straight not at an angle



BELL FITTING

- The bell goes on the left hand side of the handlebars (so it's within easy reach of your thumb when you've got your hands on the grips)
- The bell is fitted with the Philips screwdriver



REFLECTOR FITTING

- If your bike doesn't have a painted rear rack (which includes a reflector) it will have a red rear reflector which fits to the seat post using the Philips Screwdriver
- The white front reflector will either fit on the handlebar or mount behind the brake caliper depending on your bike model



BRAKE ADJUSTMENT V-BRAKES (skip this step if you don't have V-brakes)

- Lift the wheel and spin it, it shouldn't make any noise or drag against the pads
- If noisy, first check the wheel is correctly installed in the middle of the forks.
- If it is, you may need to centre the brake (if one side of the brake is closer to the wheel than the other side).
- Adjust the v-brakes by using a Phillips (cross head) screwdriver on the spring adjuster screw (G)
- Clockwise (tightening) moves the pad away from the wheel rim. Anti-clockwise (loosening) moves the pad towards the wheel rim.
- Keep squeezing the brake lever to check your adjustments.
- NOTE: also check your pads are straight and not touching the tires. You can adjust here (H).

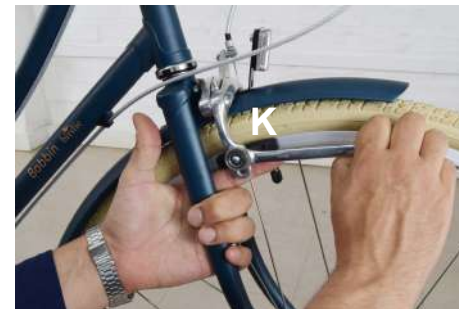


BRAKE ADJUSTMENT CALIPER

(skip this step if you don't have caliper brakes)

Centring

- Lift the wheel and spin it, it shouldn't make any noise or drag against the brake pads
- If noisy first check the wheel is correctly installed (centred, mounted correctly)
- Adjust the brake caliper position by loosening the mounting nut (J) and centring the caliper so that the pads are both clear of the rim and the same distance from the rim as each other. Use allen key if your bike has a recessed bolt
- Re-tighten the caliper nut while holding the caliper in the centred position. Use allen key if your bike has a recessed bolt
- Re-check the position of the caliper once re-fastened by lifting and spinning the wheel again
- Check the brake pads are correctly aligned to the rim don't contact the tyre at any point during operation. Adjust if necessary (K)



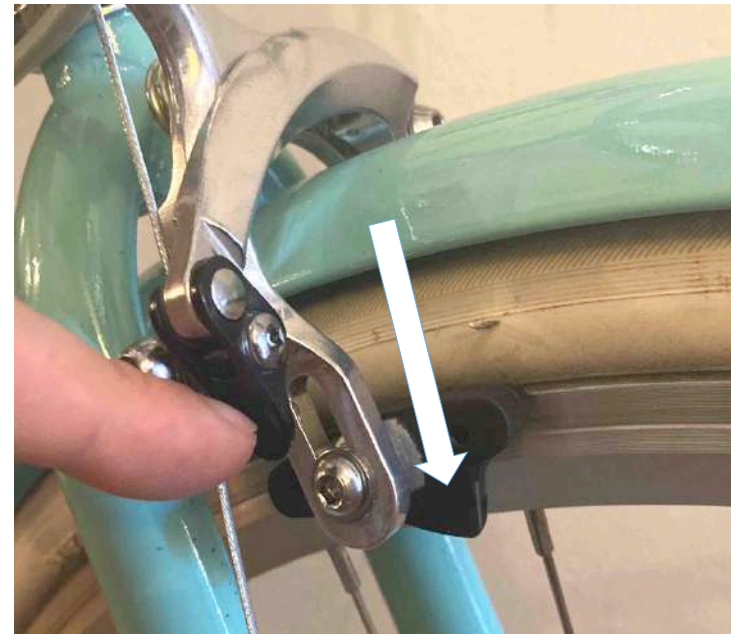
BRAKE ADJUSTMENT CALIPER (continued)

- Check how far the brake levers must be pulled to until the brake pads squeeze against the wheel rim
- They should be set up so that the brakes work without having to pull the lever too far
- Adjust to the correct cable tension by using the barrel adjusters at the cable entry point on each caliper. Turn clockwise to tighten the brake cable



BRAKE ADJUSTMENT CALIPER (continued)

- If your brakes have a quick-release:
 - Flip the quick-release lever up so that you can adjust the position of the brake blocks
 - Flip the quick-release lever down before you ride



DERAILLEUR GEAR ADJUSTMENT

Your gears may not need adjusting immediately, but they definitely will do after a few rides. This is because the cables 'bed-in' and stretch. This is normal on all new bikes and does not mean it's broken. It's just a little adjustment to get the gears in sync again.

To shift gears with a derailleur the pedals must be turning.

- Put the bike in top gear – 7 on most of our bikes (smallest cog at the back) and shift one gear up from there (into second smallest cog)
- If it fails to shift, shift back into the smallest cog again and add a quarter turn of tension (anti-clockwise if looking from behind) at the rear derailleur barrel adjuster
- Repeat the process until the derailleur shifts one gear with one shifter click quickly
- To ensure your gears move back from the biggest to smallest cogs with the same speed, check gear shifting from the other end of the cassette (biggest cog) and shift all the way up through to the smallest
- If the shifting is hesitant, adjust the cable tension by turning the rear derailleur barrel adjuster clockwise (if looking from behind) in very small increments (one eighth of a turn)
- Once complete re-check gear selection of all gears in both directions and fine tune as required

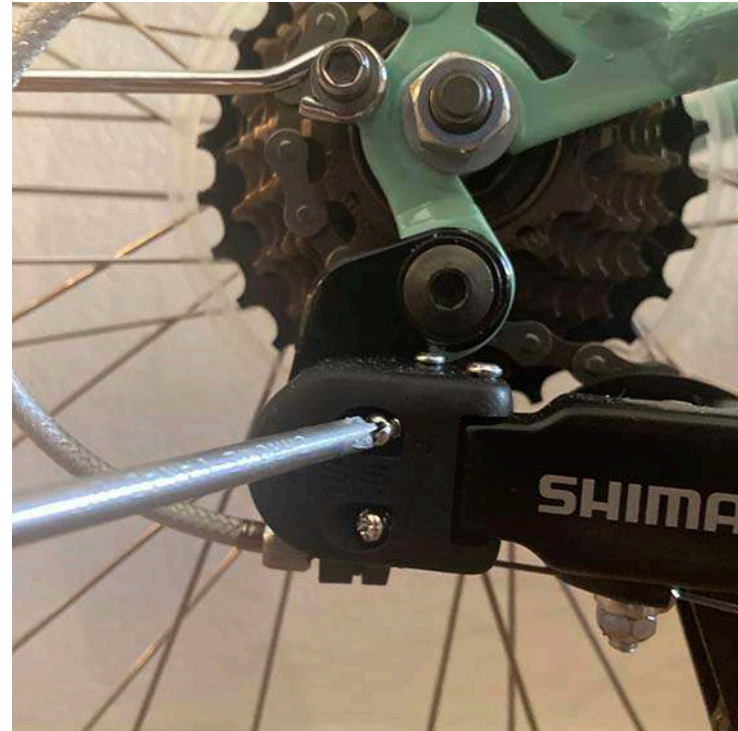


DERAILLEUR GEAR ADJUSTMENT (CONTINUED)

If you cannot shift into either gear 1 (biggest cog) or 7 (smallest cog) or both, or your derailleur arm is touching the spokes in gear 1, you will need to make an extra adjustment: the limit screws.

These are 2 screws on the outside of your derailleur mech. They will have the letter 'H' and 'L' written next to them. You will need a Phillips screwdriver to make the adjustment. If you stand behind the bike and look at the derailleur arm (pulley arm) you will see it move away/towards the bike as you make the adjustment.

- It's best to put the bike up on a bike stand, or have someone hold the back wheel off the ground
- If you cannot shift into gear 7: adjust the H screw. Turning anti-clockwise will loosen the tension and will move the derailleur arm away from the bike (outward) Turning clockwise will tighten the tension and move the arm towards the bike. (inward). Ideally the derailleur arm will be level with the 7th cog. Turn the pedals and check the shifting. Adjust the screw until the chain shifts cleanly onto the 7th cog
- If you cannot shift into gear 1, or the derailleur arm is shifting too far towards the spokes/wheel : adjust the L screw. Turning anti-clockwise will loosen the tension and will move the derailleur arm away from the bike (outward) Turning clockwise will tighten the tension and move the arm towards the bike. (inward). Ideally the derailleur arm will be level with the 1st cog. Turn the pedals and check the shifting. Adjust the screw until the chain shifts cleanly onto the 1st cog
- It's really important to make sure that your derailleur is set up correctly before riding. Always take the bike into a bike shop if you are not confident making adjustments



CHECK LIST

Check before your first ride:

- Tyre inflation. The recommended PSI is written on the side of your tyres eg 65-85 PSI
- Handlebars are straight and tight
- Saddle is set at the correct height and is tight
- Wheel nuts are tight
- Pedals are attached tightly
- Brakes are adjusted correctly
- Gears are working and shifting properly
- Any lights, baskets or bags are attached correctly

If you are in any doubt, we always recommend taking the bike to your local bike shop

Repeat the above check list after a few rides, making sure to also check mudguard and carrier rack attachments

RECOMMENDED MAINTENANCE

To keep your Bobbin running beautifully we recommend regular servicing with a qualified mechanic.

- Parts like tyres, brake blocks, brake & gear cables, the chain and freewheel/cassette will wear over time and will need replacing at some point. Bobbin bikes use universal parts that will be available from many retailers but if in doubt please contact us.
- Keeping your Bobbin clean and serviced will significantly extend the life of your bike and makes for happier cycling all around. (For more information on servicing and maintenance please check your user manual)
- Easy maintenance that can be done at home with the correct tools and equipment includes:
 - Inflating the tyres every few weeks
 - Cleaning the bike, lubricating the gears and oiling the chain
 - Checking parts are tight
 - Adjusting brakes and gears as necessary

**Congratulations.
You just assembled your bicycle!**

Share your photos @bobbinbicycles