

How to set-up your Fold

Bobbin®

Introduction

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

Your Fold comes ready-assembled. You will need to follow some basic set-up procedures to ensure the bike is properly adjusted and safe to ride.

Here's our step by step guide to setting-up your Fold bike.

Happy Cycling!

Pages

3. List of Tools
4. Unpacking
5. Unfolding
7. Saddle & seat post
8. Folding mech
9. Handlebar & stem adjustment
10. Pedals
11. Wheel nuts
12. Brake adjustment
13. Gears adjustment
15. Bell
16. Reflectors
17. Remaining set-up
18. Maintenance
19. Folding your bike

Tools

You will need a few tools for the set-up:

- 4mm, 5mm and 6mm Allen keys
- 8mm, 10mm, 14mm and 15mm spanners
- Phillips screwdriver
- Scissors
- Pump to fit Schrader valve
- Bike grease

UNPACKING

- Stand the bike box upright in a well-lit space big enough for you to work in
- 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
- Place the bike on the floor between you and the box with the bike standing upright you can lean it against a wall if needed
- Remove the user manual, touch-up paint, saddle & seat post and anything else that is not packaging from the bike box
- Taking care not to scratch the paintwork, remove all the packaging and put it in the empty box

UNFOLDING

- Stand your bike upright (A)
- Gently pull the wheels apart
- Check the magnet detaches from the plate (B)



UNFOLDING

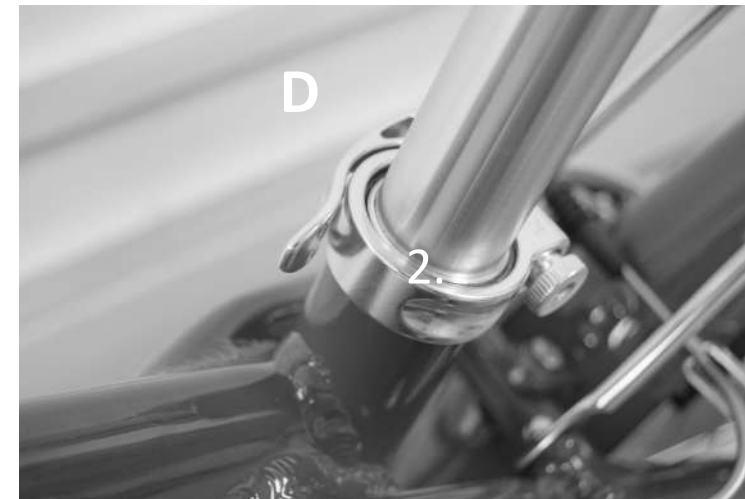
- Stand your bike upright with the frame unfolded and put the kick stand down so the bike can stand upright
- Please note you will also need to attach your saddle and seat post



SADDLE AND SEAT POST FITTING

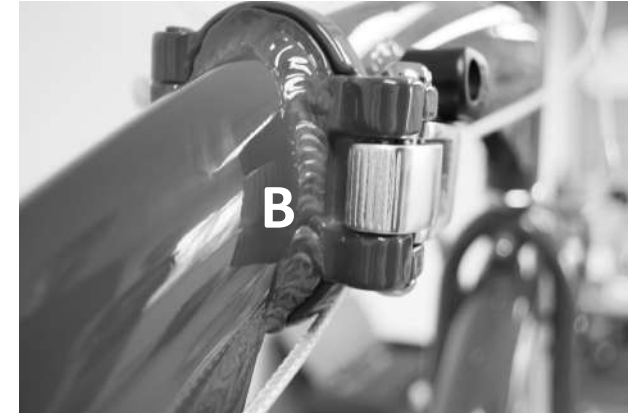
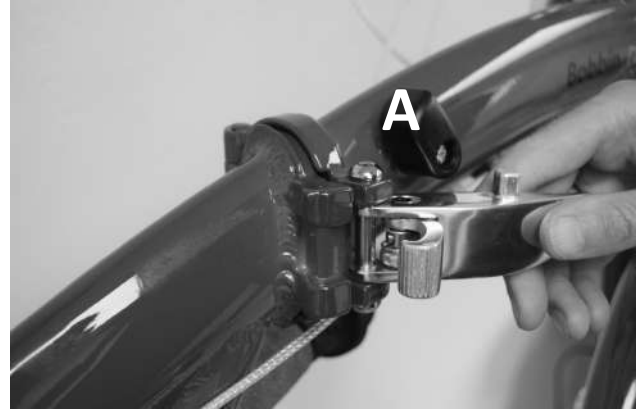
Your saddle and seat post are separate:

- Under your saddle is a clamp (A)
Slide this saddle clamp onto the tapered end of your seat post
- Tighten both sides (B) with a 14mm spanner
- Open up the quick release seat post clamp (C) Tighten the barrel adjuster (1.) if required
- Insert the seat post into the frame (D) There is a slim metal shim between seat seat post and seat tube. Make sure it is sitting flush.
- Note the 'minimum insertion mark' printed on the seat post



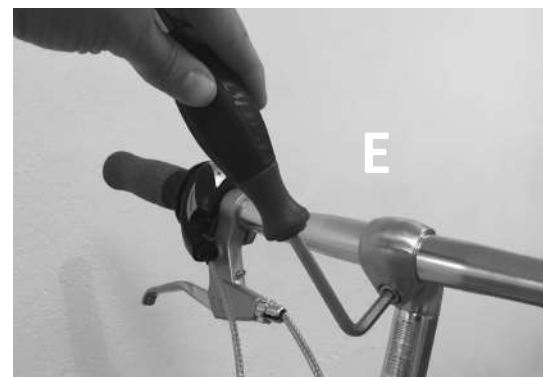
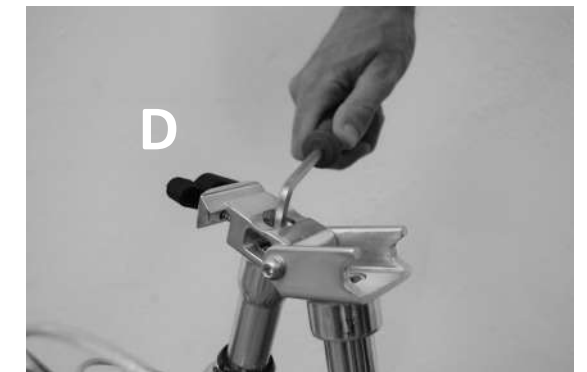
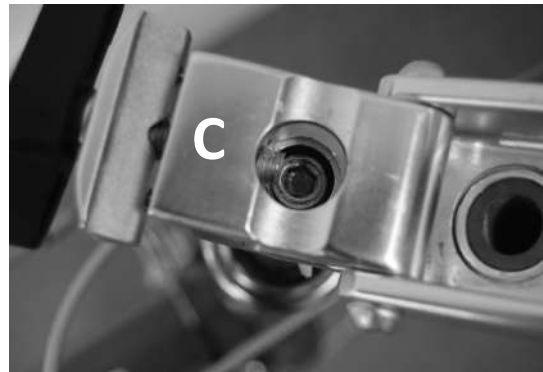
FOLDING MECH

- Open the mech (A)
- In the closed position, the mechanism hooks around the frame (B)
- Hook the folding mechanism around the frame, push down the lever. It may be a little stiff – that's OK – it needs to be stiff to be secure. Flip the safety catch down (C)
- Lever is now pushed firmly down with safety catch down
- * Please note exact mech specifications can vary. Please contact us if you need any further help



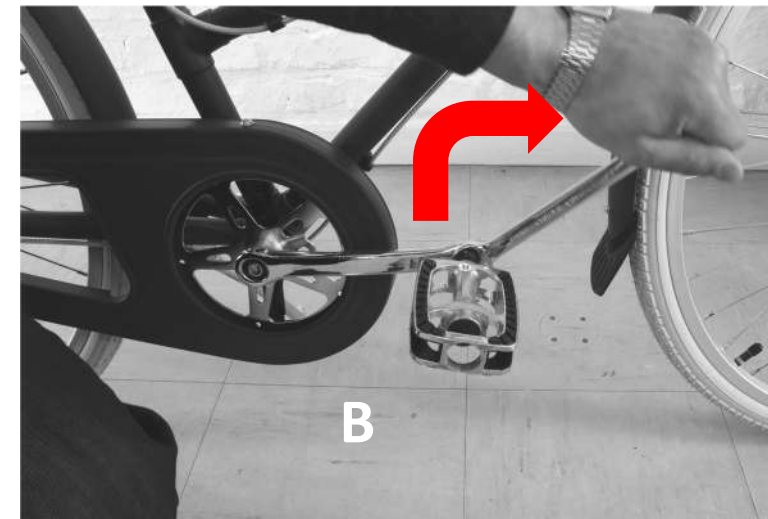
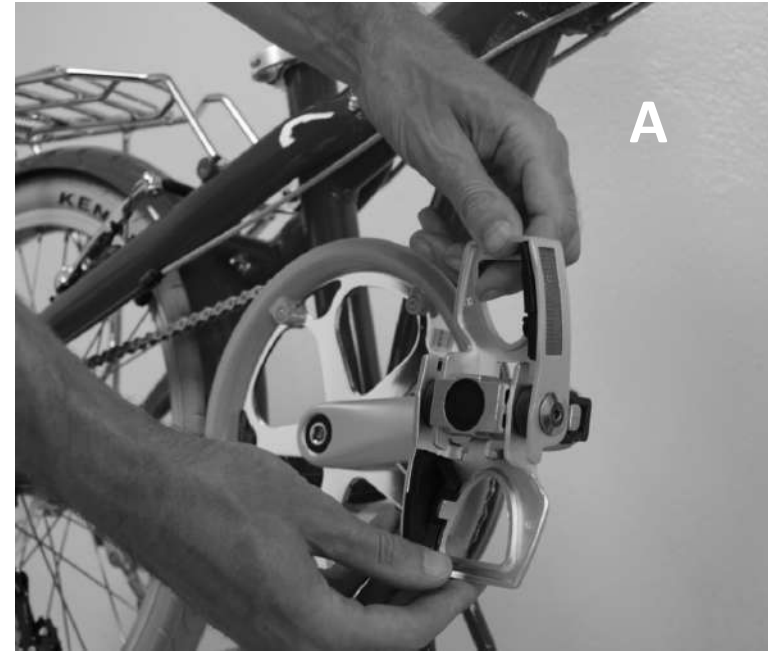
HANDLEBAR & STEM ADJUSTMENT

- Unfold the handlebars. The handlebar folding mech tightens up by turning clockwise (A)
- Check the handlebars are straight (B)
- Once they are straight, you will need to check the handlebar stem bolt is tight. Turn the handlebar folding mechanism anti-clockwise and flip the bars back down. You'll see the stem bolt (C) under the hinged section. Check the bolt is tight with an allen key (D). Re-adjust the handlebars if necessary now. You can adjust the height of the bars up or down. Note the 'minimum insertion line' marked on the stem. Do not adjust the bars above this line. Once you have the required height, tighten the stem bolt (C) securely
- There is a bolt at the front of the bar that can be used to adjust the angle of the bars. Use your allen key. Check this is tight (E)
- Dust cap for stem (F)
- **IMPORTANT!** Is everything very 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
- **NOTE:** On our other quill stem bikes, the stem bolt is on the top. You have this on your Fold, but it doesn't do anything



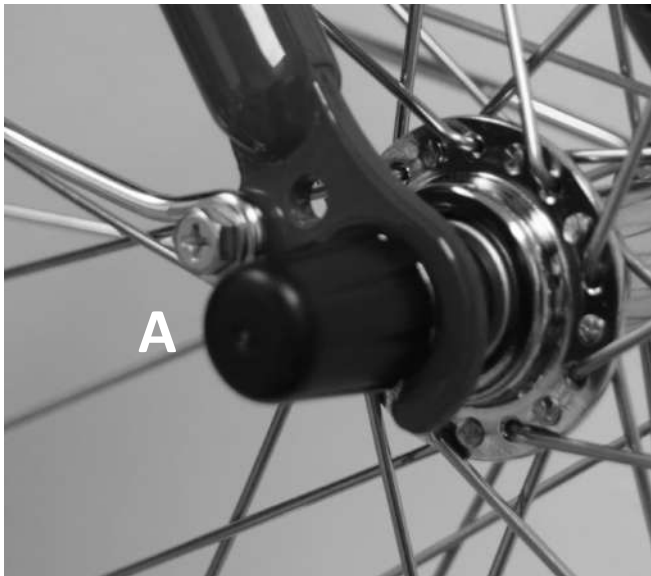
PEDALS

- Unfold the pedals like a clam shell (A)
- Ensure the pedals are attached tightly, using a 15mm spanner (B)
- Note: the R pedal tightens clockwise, the L pedal tightens anti-clockwise



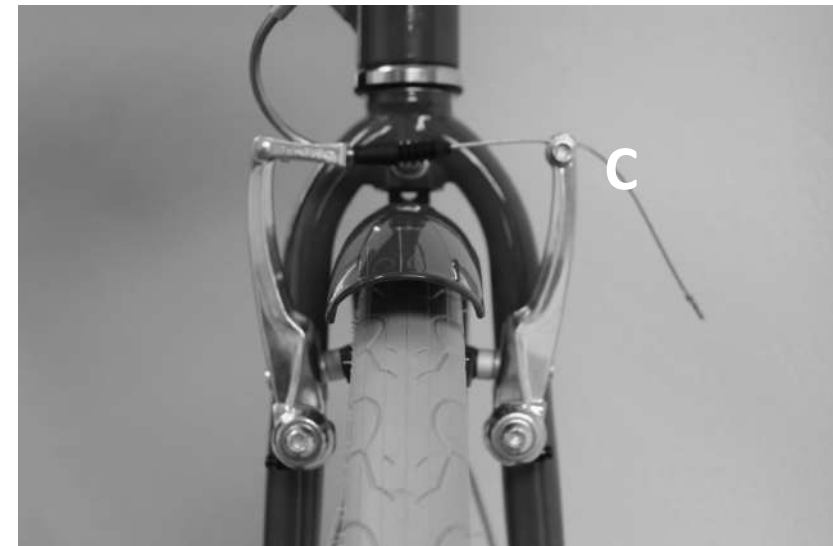
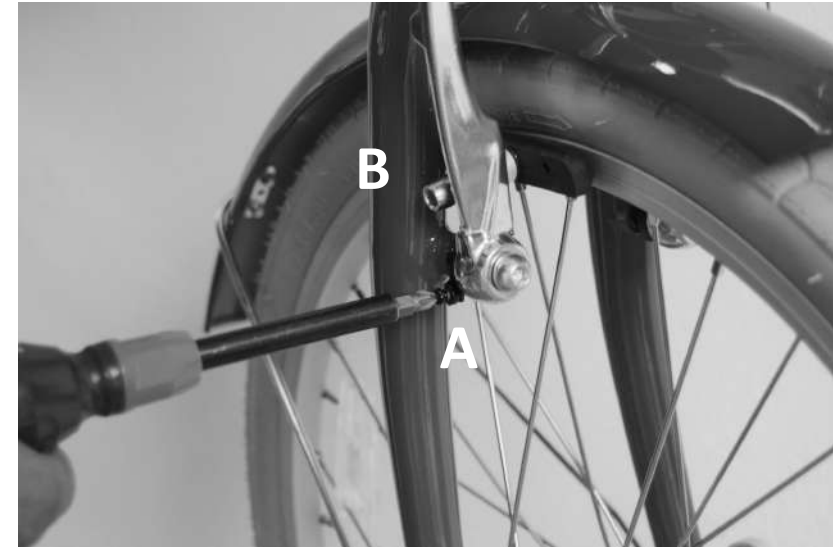
CHECK WHEEL NUTS

- Wheel nuts are fitted with protective plastic caps (A)
- Remove these with your fingers and check each wheel nut is tight with a 15mm spanner (B)
- Check the magnet on the front fork is tight with either a 8mm spanner or 10mm spanner (C)



BRAKE ADJUSTMENT

- Lift the wheel and spin it, it shouldn't make any noise or drag against the pads
- 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 (A). 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
- Check your brake pads are straight and not touching the tires. You can adjust the brake pad alignment using the allen key bolt (B)
- Brake cable tension can be adjusted using an allen key on the brake bolt (C), and also using the barrel adjusters on the brake levers



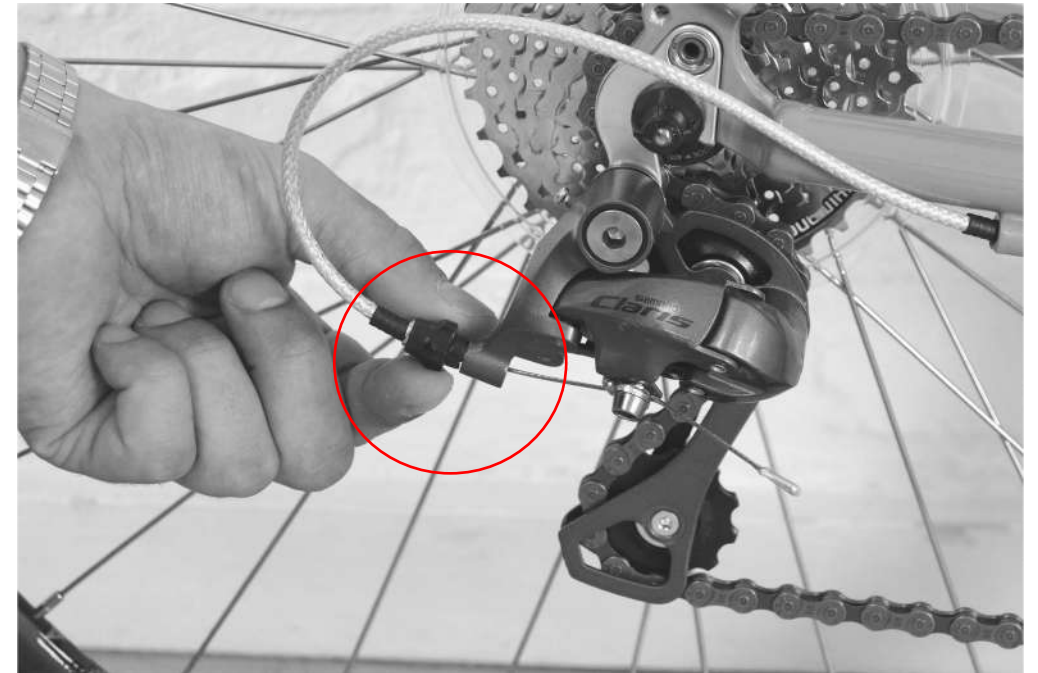
DERAILLEUR GEAR ADJUSTMENT

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 it doesn't 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

Rear Derailleur

- Put the bike in top gear (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, balance 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



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

- The Fold has a rear (red) reflector already fitted to the rear carrier rack
- The white front reflector will either fit on the handlebar or mount on the front mudguard bolt (above the front mudguard)

REMAINING SET-UP BEFORE 1ST RIDE

- Check mudguard attachments (front and rear) are secure
- Pump up tyres using Schrader valve pump. Check the recommended PSI written on the side of the tyres, and do not exceed this
- Check and adjust saddle height. Ideally you will be touching the floor with the balls of both feet when sat in the saddle
- **IMPORTANT:** You must check the set-up before riding. If you're not confident we recommend taking the bike to your local bike shop/mechanic for set-up

- **CONGRATULATIONS:** You're ready to ride!

Repeat all these steps list after a few rides

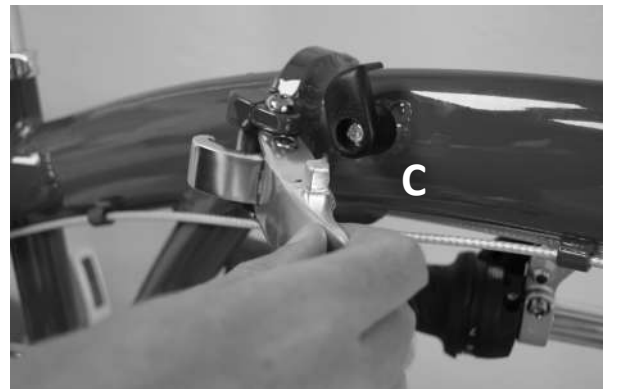
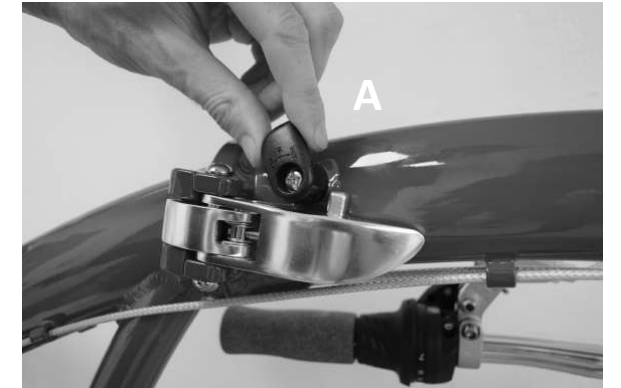
RECOMMENDED MAINTENANCE

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 and checking for cuts/objects
 - Cleaning the bike, lubricating the gears and oiling the chain
 - Checking parts are tight
 - Adjusting brakes and gears as necessary

FOLDING YOUR BIKE

- Open the pedals like a clamshell. Mind your fingers when you open and close!
- Turn the handlebar opening mechanism anti-clockwise and flip the bars down
- Now you need to fold the frame.
- Flip up the safety catch (A) on the mechanism
- In the closed position, the mechanism hooks around the frame. (B)
- The hook is released with the lever (C). Pull this towards you. It may be a little stiff – that's ok – it needs to be stiff to be secure.



FOLDING YOUR BIKE (continued)

- With the mechanism open, the frame can now be folded in half
- Tuck the handlebars in between (D)
- You can lower the saddle too if you like.
- Look at the back of the bike - the magnet on the front wheel (E) can now engage with the metal plate on the rear wheel (F). This will keep the bike securely folded wheel you carry it.
- To fold back up: Pull apart the magnet (with a little force).



- Hook the folding mechanism around the frame, push back the lever. **IMPORTANT!** Make sure the safety catch is fully closed. If you can't close it, it's not safe to ride.
- Pull the saddle back up, fold the bars back up and tighten securely, fold the pedals down.

**Congratulations.
You just set up your bicycle!**

Share your photos @bobbinbicycles