

How to Assemble your Bobbin Junior Bike

Bobbin[®]

Gingersnap / Moonbug models

All sizes

Introduction

Congratulations on getting a new Bobbin!

Parenting level = Elite

Assembling a Bobbin junior bike is really easy and fun.

It's also a good chance to get to know how it works.

Allow 20-30 minutes to put your bike together and have it ready to ride.

Happy Cycling!



Tools

Your bike comes with a basic set of tools included. You will also need:

- **Scissors**
- **Pump**
- **Phillips Screwdriver**

If you have your own tools, you can use these as well.

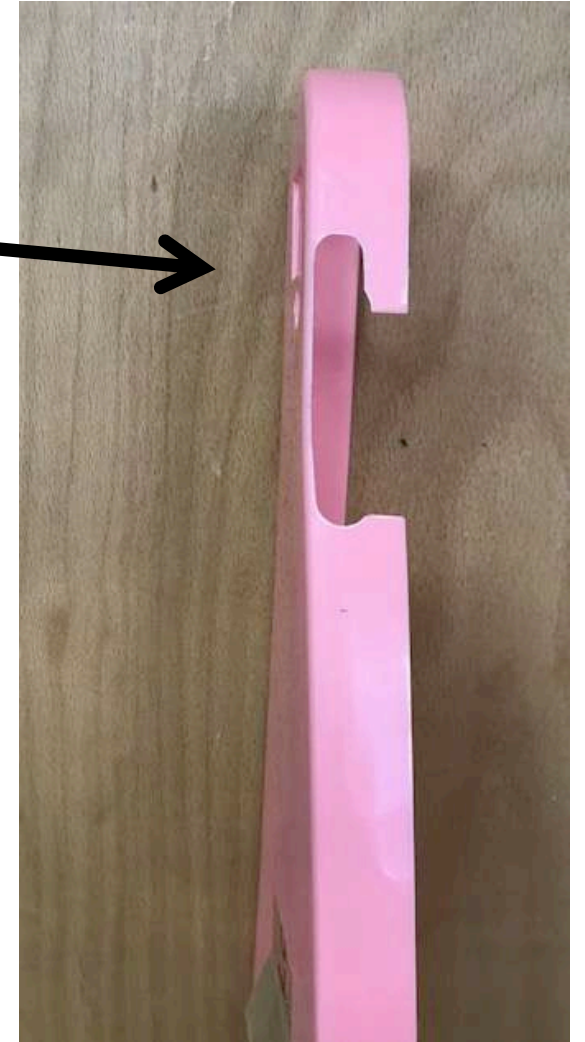
Unpacking

- Stand the bike box upright. Make sure you have enough space to work. Put your tools on a table.
- Remove the large staples from the box. Warning – they are very sharp. Take care.
- Open the top of the box and pull the bike out.
- Place the bike upright on the floor, resting on its rear wheel and front forks.
- Taking care not to scratch the paintwork, remove all the packaging and tidy away.
- Turning the forks the right way around (front brake points forwards). The forks should be curving slightly forwards. Your bike now looks like this



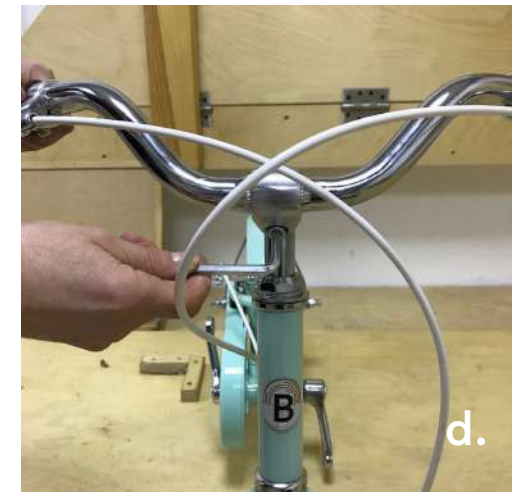
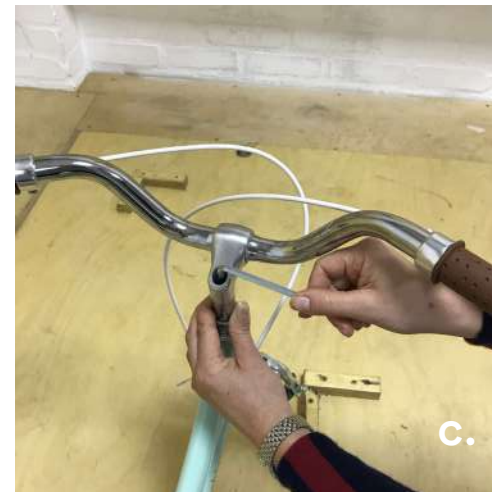
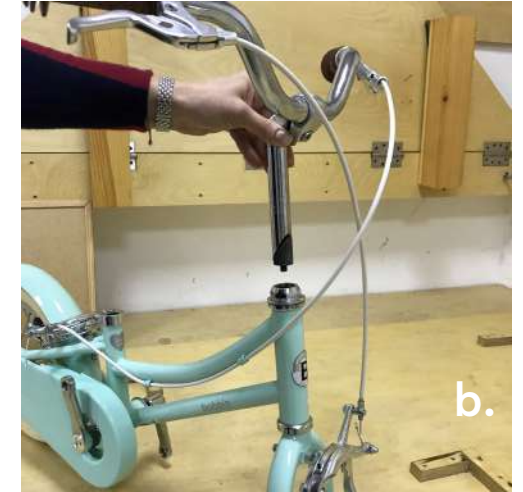
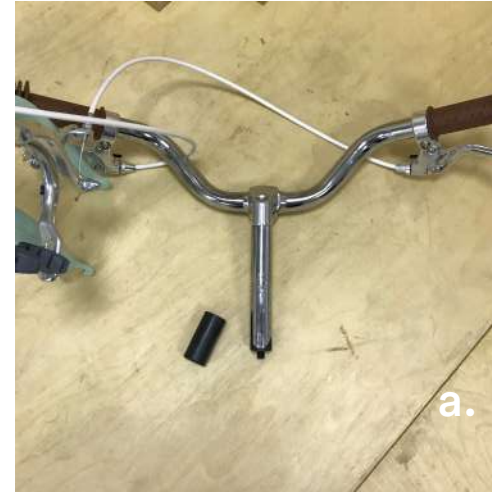
Chain case

- Gingersnap and Moonbug models 12-16” all use an injection-moulded plastic chaincase to save weight
- All chaincases feature a cut-out section
- The cut-out section can vary from model-to-model, and can also look like this
- It is a necessary design feature to enable assembly, and replacement if necessary



Handlebars

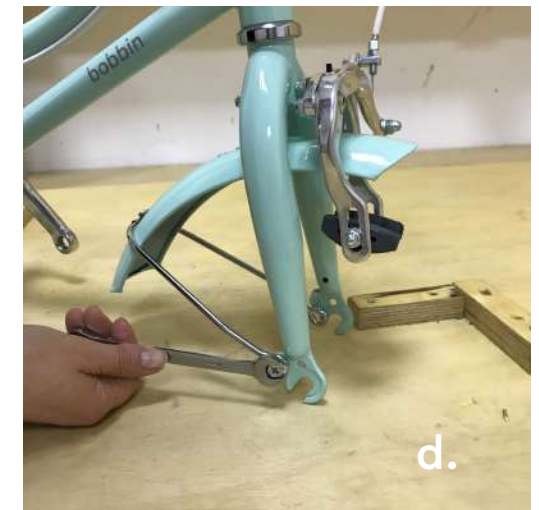
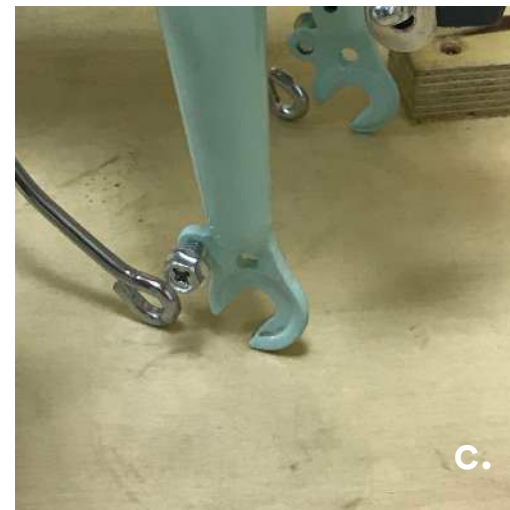
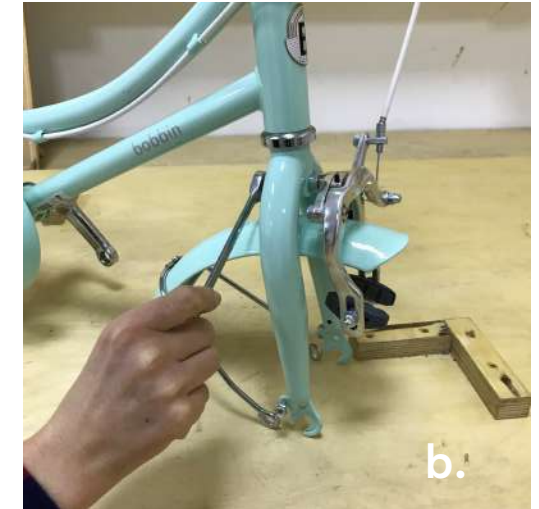
- a. Remove and discard the black plastic cap from the bottom of the handlebar stem. Simply use your allen key to loosen the bolt at the top of the handle; the plastic cap will then pull off.
- b. Insert the stem into the hole in the frame. The 'minimum insertion line' is marked on the stem. Make sure the fork is the correct way round, with front brake facing forwards not behind the wheel.
- c. Use your allen key to tighten the bolt on the top of the handlebar. Make sure it is very tight.
- d. You can adjust the angle of the bars. Horizontal is best. Use your allen key to tighten the clamp bolt. It is on the front of the stem. Make sure it is very tight.



Front Mudguard

Using the 10mm spanner, unfasten the front brake bolt nut.

- a. Fasten the front mudguard behind the fork like this.
- b. Using a 10mm spanner, unfasten the nuts at the bottom of the fork.
- c. Attach the mudguard stays (metal arms) to the fork, using these nuts.
- d. If the mudguard is not aligned completely straight, you can gently straighten it by hand. Use a Phillips screwdriver to loosen the attachment bracket at the back of the mudguard, then re-tighten when the mudguard is straight.
- e. Both front & rear mudguards are a little flexible. They can be straightened by hand if needed.



Correct Position of the Front Forks

No



No



Yes



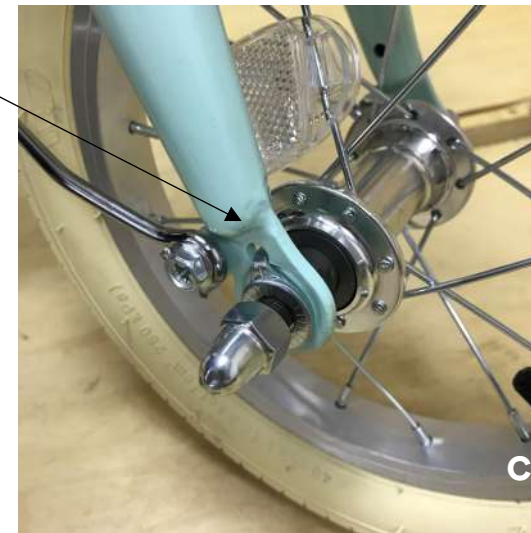
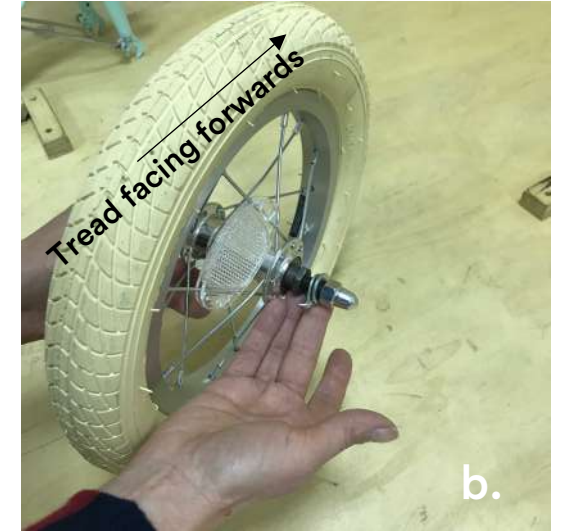
Rear Mudguard 20/24" bikes only

These mudguards have an indent as part of the design. This is so that they can fit around different chain guard designs.



Front Wheel

- a. Loosely fit the nuts and washers to the front wheel axle. There is a 'tab' on the washer. This must point inwards towards the wheel.
- b. The tyres have a "tread". It's best to have this facing forwards.
- c. Lower the fork onto the wheel.
- d. The "tab" on the washer fits into the little hole in the fork. Fasten the domed nuts with the 15mm spanner.
- e. If you can't fit the tyre through the gap between the brake pads, you will need to loosen the brakes first to fit the wheel. See page 16. Alternatively you can simply squeeze the deflated tyre with your fingers, so that it fits through the gap. You can inflate the tyre later.



Spin the wheel to check it is straight.

Saddle

a. Insert the seat post into the frame

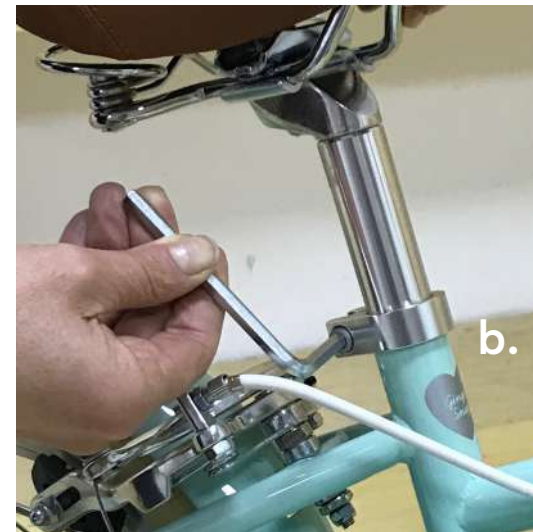
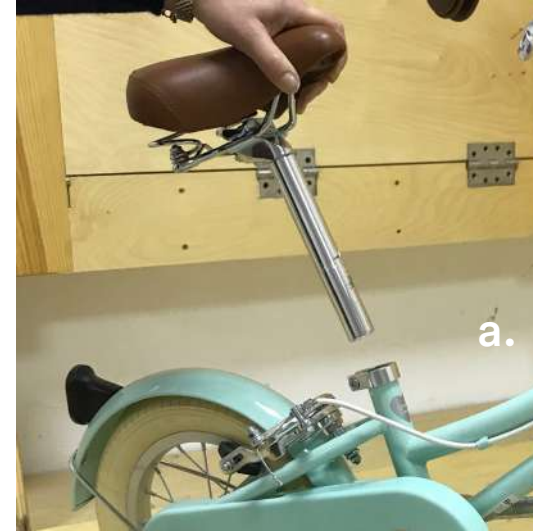
Warning! Don't exceed the minimum insertion mark.

b. Tighten the seat collar using the allen key.

“What is the correct saddle height?”

Sitting on the saddle, the rider should be able to touch the floor with their toes. Lower = harder to ride!

IMPORTANT! As with all your adjustments, check all bolts are secure and tight before riding.



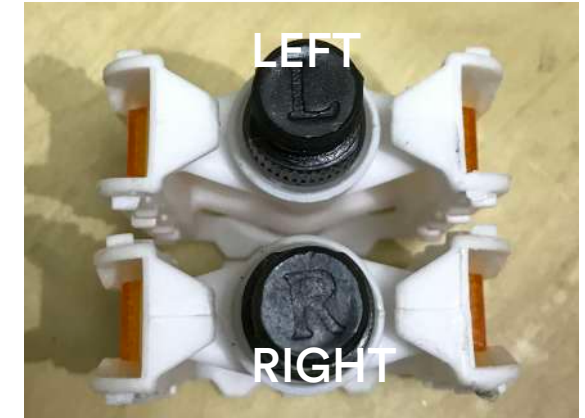
Pedals

IMPORTANT! Left and Right pedals are **NOT THE SAME**. Fitting them on the wrong side will break the crank. The pedals should go in easily; if not **STOP!** Check you have the correct pedal and check you are screwing in straight not at an angle.

If you have any bike grease, apply a little to the thread of each pedal before you attach them. There should not be any thread visible once the pedals are correctly attached onto the cranks.

“R” is for right. This goes on the **CHAIN SIDE** of the bike.
“L” is for left. This goes on the **OTHER SIDE OF THE BIKE**.

- Fit the the “R” pedal to the right side crank arm with your fingers and turn gently in a clockwise direction.
- Once it is loosely fitted tighten securely with a 15mm spanner.
- Fit the “L” pedal to the **LEFT** side crank with your fingers and turn gently in an anti-clockwise direction. Once it is loosely fitted tighten securely with a 15mm spanner.



Bell

- The bell goes on the left hand side of the handlebars.
- The bell is fitted with a Philips screwdriver.



Basket

12", 16" and 20" bikes

- Your basket is fitted to the handlebars using the straps provided. There is no support bracket.
- Make sure the straps are tight and the basket is not touching the front wheel/mudguard.
- Wicker baskets are hand-made from natural materials. They may not be uniform. Each basket is different and this is part of their charm.
- Note: they can carry small light items but not heavy items. Overloading or dropping may cause splitting.



Basket – Gingersnap 24”

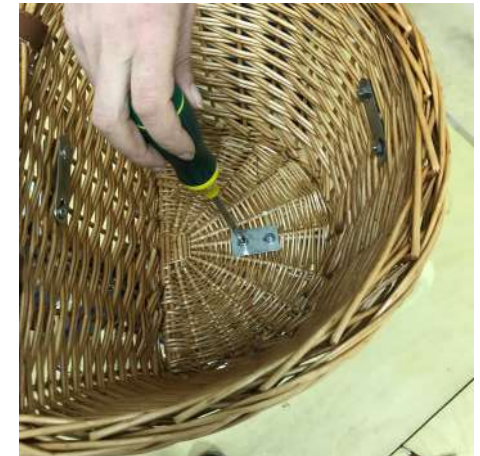
- Fit the support legs on the front wheel axle, using the 15mm spanner to remove then re-tighten the wheel nuts.
- Attach the bracket base plate onto the base of the basket, about 5cm from the front of the basket.
- Tighten up the bracket base plate so that the legs are held securely onto the bottom of the basket.



Basket – Gingersnap 24”

...continued

- If your basket has a 2nd support plate: attach this onto the back of the basket. This fits onto the bracket mounted on the bike’s head tube.
- Please note not all baskets have this support plate, depending on the production batch. It does not affect the basket.
- Tighten up both brackets.



Fitting Stabilisers (training wheels)

- Go to p.16 if you have the nut & bolt attachment versions

- Attach the stabiliser wheel bolt at the back using a 12mm spanner.
- Tighten the front bolt using an allen key.
- Remove rear wheel bolt on the bike using a 15mm spanner. Pull off the loop of the mudguard stay (arm).
- Attach the stabiliser arm to the wheel axle.



Fitting Stabilisers (training wheels)

...continued

- Re-attach the mudguard stay and re-attach the wheel bolt on top.
- Tighten the wheel bolt securely with the 15mm spanner.



Nut & Bolt Attachment Stabilisers (if you do not have allen key ones)

Attach wheel to stabiliser leg and tighten nut on reverse using 12mm spanner.

Tighten the nut on reverse using a 12mm spanner (1), holding the nut on front (2) with either a 12mm socket spanner or pliers. Be careful to not strip the nut. Then go back to page 15 for instructions.

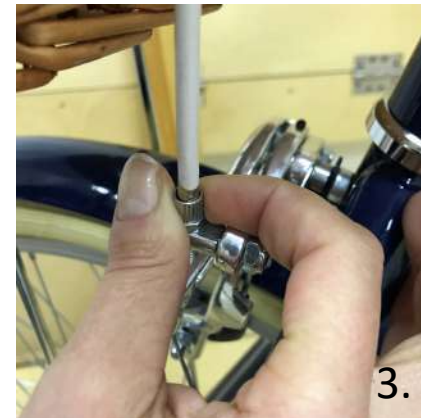


Adjusting the brakes

If you need to adjust the brakes, there are 3 ways to it:

- Use a 10mm spanner to adjust cable tension (image 1 & 2). Pulling the cable through makes the brakes sharper.
- Using your fingers, adjust the barrel adjuster (image 3). Turning anti-clockwise makes the brakes sharper.
- Using your fingers, adjust the 2nd barrel adjuster at the brake levers. Turning anti-clockwise makes the brakes sharper. (image 4)

When the brake is applied, the wheel should lock without you having to squeeze the brake lever too much.



Adjusting the Gears

Gingersnap 20" and Gingersnap 24"

The gears will probably not need adjustment straight away, however after a few weeks of riding the gear cable will loosen a little and they may need adjustment then. This is completely normal on all bikes using derailleur gears and is not a fault. Adjustment is simple.

Before you begin the adjustment, click through the gears so that the chain is on the smallest cog.

- Turn the barrel adjuster $\frac{1}{4}$ turn to the left (anti-clockwise if viewed from the rear of the bike)
- Click through the gears again to check everything is smooth. Turn $\frac{1}{4}$ again if necessary.



Adjusting the Gears (continued)

Gingersnap 20" and Gingersnap 24"

If you cannot shift into either gear 1 (biggest cog) or 7 (smallest cog) or both, or your derailleur arm/pulley is touching the spokes in gear 1, you will need to adjust the limit screws. These are 2 screws on the outside of your derailleur mech, they will have the letters 'H' and 'L' written next to them. You will need a Phillips screwdriver.

If you stand behind the bike and look down at the derailleur arm/pulley, you will see it move away (outward) or towards the bike (inward) as you make these adjustments.

It's best to put the bike up on a bike stand, or have someone else hold up the back wheel.

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 derailleur arm towards the bike (inward). Ideally the derailleur arm should sit level underneath the 7th cog when in gear 7. 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: adjust the L screw. Turning anti-clockwise will loosen the tension and will move the derailleur arm away from the spokes/wheel (outward). Turning clockwise will tighten the tension and move the derailleur arm towards the spokes/wheel (inward). Ideally the derailleur arm should sit level underneath the 1st cog when in 1st gear. Turn the pedals and check the shifting. Adjust the screw until the chain shifts cleanly onto the 1st cog. Click through the gears again to check everything is smooth.



Recommended Maintenance

- Check that the tyres are inflated regularly
- Check all nuts and bolts are tight after a few rides, and then re-check every few weeks. This should include wheel nuts, brakes, handlebars, stabilisers, pedals and mudguard fittings.
- Oil the chain as necessary
- To keep your Bobbin running beautifully we recommend regular servicing with a qualified mechanic
- 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)



