

PINTO  
SKOG

USER MANUAL

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HOW-TO VIDEOS  
[WWW.BLACKMOUNTAIN.BIKE](http://WWW.BLACKMOUNTAIN.BIKE)

# HELLO AND WELCOME

**THANK YOU FOR PURCHASING A BLACK MOUNTAIN BICYCLE.**

**WE TAKE GREAT PRIDE IN WHAT WE DO AND HOPE YOU'LL BE EXTREMELY HAPPY WITH THE BIKE FOR YEARS TO COME. THIS MANUAL WILL TAKE YOU THROUGH WHAT YOU NEED TO KNOW ABOUT THE BIKE AND ITS SAFETY ESSENTIALS. IF THERE IS ANYTHING WE HAVEN'T COVERED HERE OR YOU HAVE ANY QUESTIONS PLEASE FEEL FREE TO CONTACT US.**

## **IMPORTANT**

This manual contains important safety information and is provided as a guide. The Black Mountain PINTO and SKØG bikes feature our unique size-adjustable frame which requires mechanical adjustment to change between modes. For the safety of yourself and your child please ensure that you are mechanically confident and able to undertake the transitions between modes.

For guidance, if you can change a flat tyre on a bike then you should have no issues, but if you're not confident with the steps needed to change a tyre (i.e. removing and re-fitting a wheel, releasing the brake callipers, working with hex keys and bolts etc) then we would advise you not to try this yourself and instead seek the advice of a qualified bike mechanic. If you're unsure of anything covered in this manual there are further guides and videos available on our website.

Before riding please ensure your child familiarises themselves with the bike in a safe environment and your child should always wear a helmet.

## **PLEASE NOTE**

- This manual is not intended as a comprehensive safety, use or maintenance manual but as a guide. We advise you to contact us with any questions and we would be more than happy to help.
- For advanced maintenance or set up help such as detailed brake and steering adjustment, please consult our website or seek help from a qualified mechanic.
- For how-to videos, please see our website.
- For a list of torque settings for each bolt, see the data section at the back of this manual or drop us an email.

There will be warnings throughout and important safety notices for you to read. To make this easier you can just look out for these symbols.



The use of this symbol and the word WARNING indicates a potentially hazardous situation which, if not avoided, could result in serious injury or death.

The use of this symbol and the word CAUTION indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury, or is an alert against unsafe practices.



This 'i' symbol is there to demonstrate things you need to be aware of during the set-up of the bike. Please adhere to safety recommendations at all times and take note of these to allow for a safe and enjoyable experience.

## CONTACT US

**PHONE: 01291 639890 10AM-5PM MONDAY-FRIDAY**

**EMAIL: [HELP@BLACKMOUNTAIN.BIKE](mailto:HELP@BLACKMOUNTAIN.BIKE)**

**WEB: [WWW.BLACKMOUNTAIN.BIKE](http://WWW.BLACKMOUNTAIN.BIKE)**

# ON RECEIVING YOUR BIKE

## SIZE CHECK

It is important that your bike is the correct size and is set up properly for your child.

Our PINTO & SKØG bikes can both be set up in Balance Bike Mode. We recommend running the bike in this mode first until your child can balance, control the bike and get used to the braking controls.

In Balance Bike Mode the seat should be set low enough to allow your child to reach the ground with both feet (ideally flat) on the ground.

They should be able to comfortably reach the handlebars and operate the brake levers with their fingers.

Test the fit with the child on the bike in a safe environment, with you supporting them and the bike, before you let them ride on their own. They should always wear a helmet.

If the bike does not fit, please get in touch with us immediately before riding the bike (help@blackmountain.bike or on 01291 639890 10am-5pm Mon-Friday.)

We may not accept a return of the bike once it has been ridden. Please see our returns information.

When your child progresses to Pedal Mode, again check the seat height. They should be able to reach the ground when seated, touching the ground with the balls of both feet.



**WARNING:** When adjusting the height of the seat, always make sure the seat post clamp is properly secured to prevent rotation of the seat. Never extend the seat beyond the point where the minimum insertion mark is visible on the post.

## QUALITY CHECK

On un-boxing your bike, please immediately check the bike for any defects or missing parts and report to us as soon as possible at help@blackmountain.bike or on 01291 639890 10am to 5pm Monday to Friday. You must keep all original packaging should you need to make a return (see returns opposite).

We may not accept any claim or return if the bike has been ridden prior to reporting the damage to us.

### RETURNS

For us to accept a bike as a return, the bike must be in a new and saleable condition, so we would expect the bike only to have been briefly test-ridden on a clean, dry surface for example, and returned in all of its original packaging.

Full details of our return policy and the process for making a return can be found on our website [www.blackmountain.bike](http://www.blackmountain.bike).



# SAFETY CHECKS

## GENERAL CHECKS

- Routinely check the bike for signs of wear especially when it comes to brakes, tyres, rims and components.
- Please ensure you check the brakes at regular intervals especially when the bike is frequently ridden. Replace brake pads if they are showing signs of wear.
- Check your frame 'Top Hat' bushings regularly (See page 18) to make sure they are in place. If you are missing any, contact us for replacement. (There are two spares included in the PowerPack box).
- Moving parts will need lubricating from time to time. It's also worth topping up grease on the seat post and pedal threads every few rides. Never oil or grease the drive belt or sprockets.
- Like any mechanical device, a bike and its components are subject to wear and stress. Different materials and mechanisms wear or fatigue from stress at different rates and have different life cycles.
- If you think there is something wrong with the bike and you don't have the tools or knowledge to fix it, please contact us or take it to your nearest bike shop.
- Before every ride it is worth checking all bolts are tight, tyre pressures are suitable for the riding conditions and the brakes are working effectively.
- When fitting the handlebars check that the brake levers are in the correct position for your child. Adjust if needed using the 4mm hex key.
- Pay close attention to belt tension by adjustment of the eccentric bolt. If not tensioned enough, the belt could slip and potentially cause injury.
- Please ensure you have followed the instructions to install, maintain or change modes on your Black Mountain bike. If you're not confident please take your bike to the nearest bike shop. Failure to undertake any work properly can result in serious injury.
- Please contact us or go to the website for further instructions on anything listed in this manual.



**In the UK, your bike is set up so that the right-hand brake lever operates the front brake. If you live in a country where they drive on the right the right-hand brake lever will operate the rear brake.**



**WARNING:** All frame bolts should be checked regularly (at least every week) to ensure they are tight. Especially the rear-arm and top-tube bolts. This is very important.

## WARNINGS FOR GENERAL SAFE USE

- Our bikes are intended for leisure riding and are not intended to be used for racing, competitions, stunts, jumps or on extreme terrain. We ask that you take care when riding in wet conditions or on rough terrain. Incorrect use of the bike can expose the rider and others to harm.
- Our bikes are not designed for riding at night or on public roads. Care must be taken when riding on pavements next to roads or approaching junctions. Please comply with local regulations regarding use of the bike on roads, pavements or at night.
- Our bikes are not suitable for the fitting of stabilisers, luggage carriers, child seats or for towing.
- Our bikes are intended for use by children only. Maximum rider weight for PINTO and SKØG = 35kg including any baggage and accessories.
- Only officially approved accessories and spares should be fitted to our bikes.
- Always ensure your child wears an approved bicycle helmet whilst cycling.
- You should check that the seat is the correct height so your child can reach the ground with at least the balls of both feet when seated and that they can reach and operate the brakes comfortably when riding.
- Bicycles have moving parts, so please do not allow your child to ride wearing long clothes or with long hair which could become entangled in the wheels or pedals. Do not let them play with the bike when it is stationary. A bicycle can present an entrapment risk to hands, feet, hair and clothes when being ridden or when being maintained/cleaned.
- Reflectors are provided for you should you wish to use them and can be found in the PowerPack, but please comply with local regulations regarding lighting and highway use.
- Like any sport, bicycling involves risk of injury and damage. By choosing to ride you and your child assume responsibility for that risk.
- Never allow a young child to play with their bicycle unsupervised and keep very young children and pets away from children who are riding. >> continued overleaf



# SAFETY CHECKS

>> continued from previous page

- If your child falls from the bike, always check the bike for damage before allowing them to remount. If in any doubt, have it checked by a qualified person.
- Be aware that braking performance and grip will be drastically reduced in wet or muddy conditions. Watch out for slippery leaves in winter and loose gravel. Teach your child to corner slowly in such conditions.
- As parent/guardian you are responsible for the activities and safety of your child and that includes making sure the bike is properly fitted to the child; that it is in a good state of repair and safe operating condition; that you and your child learn and understand the safe operation of the bike (in particular the braking system); and that you and your child learn, understand and obey local motor vehicle, bicycle and traffic laws.

GETTING TO KNOW THE

PINTO  
& SKOG

# GETTING TO KNOW: THE PINTO

PINTO MODE 1 BALANCE BIKE



# PINTO

The superlight PINTO features our EPOK™ growing technologies that make it the ultimate bicycle for your child to learn to ride easily, quickly and safely.

Our unique patented UP:SCALE growing frame system and IN:GEAR two-speed drive system, allow you to easily transform the bike from a lightweight balance bike, into a super small pedal bike, then into a larger pedal bike as your child grows. The PINTO really is three bikes in one, replacing a separate balance bike and two conventional 12" and 14" bikes.

Your child doesn't need to 'grow into it'. With the Pinto, you 'dial' it down to fit them properly from the start, then as they grow and get stronger, the bike grows and develops with them. It fits better and lasts longer than any other kids' bike.

The PINTO rolls on 14" wheels and is the smallest bike in the Black Mountain EPOK range, aimed at children aged 2.5+ years.

SKØG MODE 2 SMALL PEDAL



# SKØG

Taking over from PINTO, the bigger SKØG features the same EPOK™ growing technologies, but rolls on bigger 16" wheels. Whether new to riding, or moving up from the PINTO or another balance bike, the SKØG is the ultimate bicycle for your child to develop their riding ability.

Our unique patented UP:SCALE growing frame design and IN:GEAR two-speed drive system, allow you to easily transform the bike from a lightweight balance bike, into a small pedal bike, then into a larger pedal bike as your child grows.

The SKØG rolls on 16" wheels and is aimed at children aged 4.5+ years.

The SKØG and PINTO have each been designed for leisure use and are not suitable for use in downhill, BMX, dirt jumping or other extreme disciplines.

# GETTING TO KNOW: THE BIKE





# TECHNOLOGY

## OUR TERMS EXPLAINED





## **EPOK**

Central to our design philosophy is that as kids grow and learn to ride, they go through stages, not just in terms of getting bigger, but in developing in confidence, strength and ability. EPOK is the name of the four core technologies and innovations that we have developed to address the stages and phases of the growing and learning young rider. Our unique, patented adjustable frame system is the heart and soul of our bikes, dispensing with the traditional diamond frame and bringing forward the idea of the 'growing triangle'.

## **UP:SCALE**

Our patented 'growing triangle' frame allows you to dial the bike down to fit now and then grow with your child.

## **IN:GEAR**

The world's first 'growing gear' system, easy to pedal in Small Pedal Mode then moving up a gear as the bike grows. The outer larger sprocket is used in Small Pedal Mode, giving the bike a suitably low gear for that mode. Then, when you expand the bike to Large Pedal Mode, you remove this outer sprocket, revealing a smaller sprocket underneath, which allows the bike to run in a higher gear and ride faster.

## **MY:SIZE**

All of the bikes' contact points are optimised for kids. We use short-reach, easy-pull Tektro® brake levers, with skinny 19mm handlebars and custom safety grips. Our seat, narrow Q-Factor (stance width) cranks and small pedals are designed for young riders.

## **GO:LOW**

Our custom seat and inverted seat clamp allow the seat to go extra-low for even the smallest rider. You can then flip the seat clamp for extra height for the taller rider.

## **BELT DRIVE**

Our custom belt drive system uses a reinforced hi-torque belt that weighs 1/6 that of a chain and it's clean, oil free and low maintenance.

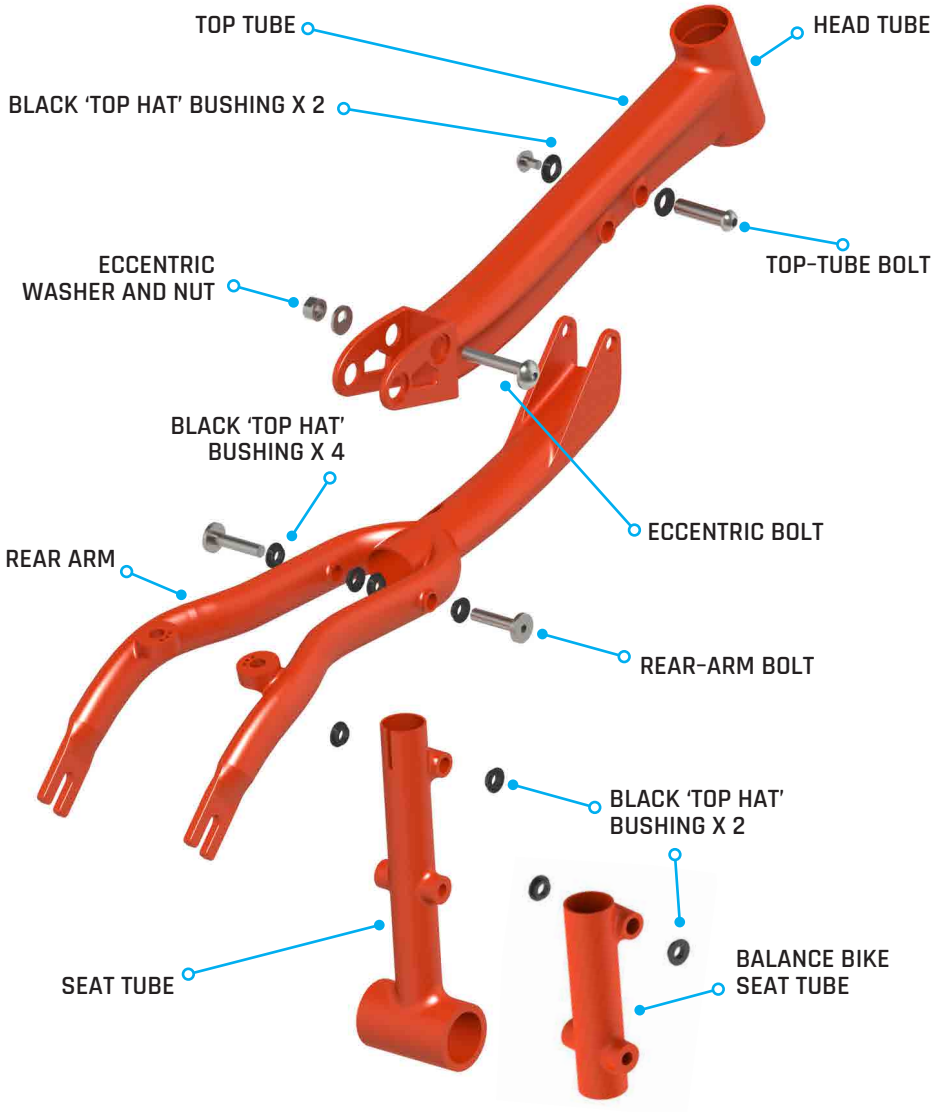
## **SAFE BRAKING**

CNC machined wheel rims, extra-long brake arms and KENDA 'Small Block Eight' tyres, for safe handling and braking, even in the wet.

By changing the size of the 'growing triangle' frame by adjusting two sets of bolts on the top tube, you increase the size of the bike, increasing the distance from seat to handlebars, giving more room for the growing rider and lengthening the wheelbase. Other key 'geometry' features like head angle and rear-centre are strictly controlled as the bike expands from this Small Pedal Mode into Large Pedal Mode.



# EXPLODED FRAME DIAGRAM



# SETTING UP

**YOUR GUIDE TO SETTING THE  
BIKE UP OUT OF THE BOX**

## SETTING UP: WHAT'S IN THE BOX?



### IN THE BOX

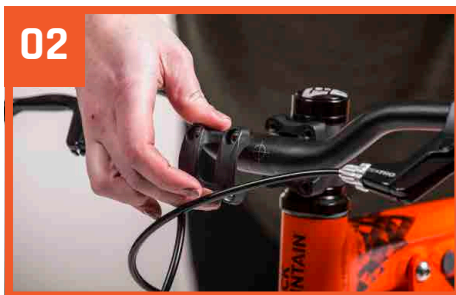
- Our PowerPack containing the extra parts you will need to swap the bike between its modes. Keep this safe for future use.
- The tools needed – two 5mm hex keys, a 4mm and 2.5mm hex key, and a 12mm and 15mm spanner. These are stored underneath the inner layer.
- Your new PINTO or SKØG bike! Our QuickStart Guide and this User Manual.

## SETTING UP: FITTING THE HANDLEBARS

TO DO THIS YOU WILL NEED THE 5MM HEX KEY



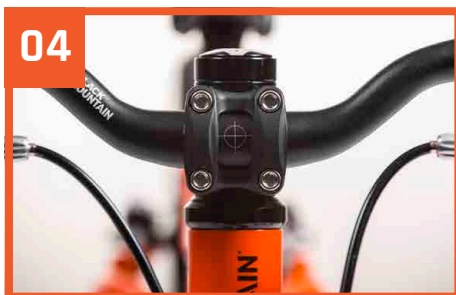
Undo the four face-plate bolts on the front of the stem and remove the face (front) plate.



Insert the handlebars, making sure that they are the correct way around and that the brake cables are not twisted.



Replace the face plate, insert face-plate bolts and then evenly tighten each of them (not fully, just enough to hold the handlebars in place), making sure that the handlebars are in the correct position.



Use the guides marked on the handlebars to centralise them, then adjust the angle by rolling them slightly backwards or forwards. When you are happy with the position of the handlebars tighten them up evenly to 7Nm torque.



**WARNING:** Check all four bolts are tight to the recommended torque. Be careful when tightening the bolts so that you leave an even gap between the face plate and the main stem, top and bottom, and side to side, so that even pressure is applied to the handle bars. Try to twist the handlebars to make sure they do not spin or slip.

# SETTING UP: FITTING THE FRONT WHEEL

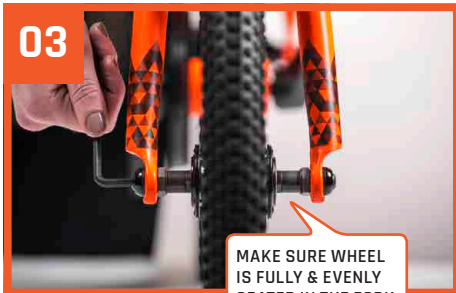
TO DO THIS YOU WILL NEED THE 5MM HEX KEY



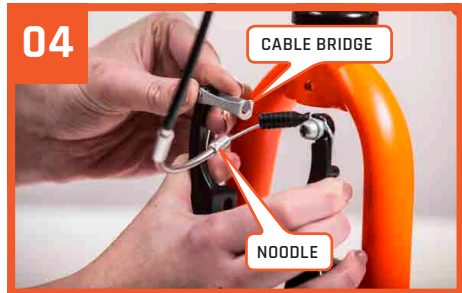
Insert the wheel bolts either side of the wheel and leave enough space for the wheel to slot into the forks.



Place the front wheel between the forks, being careful to position it to rotate in the correct direction. If you look on the side of the tyre, you will see an arrow to indicate this direction. Also make sure that the wheel is centred evenly in the fork.



Now using the 5mm hex key tighten up the wheel bolts to 8Nm torque on each side, checking that the wheel is evenly spaced between the forks.



You can now reattach the brake. To do this squeeze the brake arms together and replace the 'noodle' into the noodle holder (cable bridge).



**WARNING:** You will find the wheel bolts needed for the front wheel in a packet on the wheel itself. Please ensure you install them on each side as shown above. Failure to do so can result in serious injury or death. More detailed information is available on our website. Please contact us with any questions.



**WARNING:** Having re-attached the brakes, always test the brakes by actioning both left and right brake levers, ensuring the wheels can be fully braked. If brakes are not re-attached properly, it can lead to injury or death.

## SETTING UP: INSERTING THE SEAT

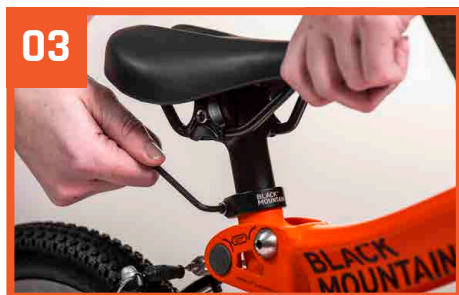
TO DO THIS YOU WILL NEED THE 4MM HEX KEY



Insert the seat post and seat into the seat tube.  
NOTE: Seat Tube "A" is used for Pedal Mode and Seat Tube "B" is used for Balance Bike Mode.



Make sure the seat is straight and at the correct height for your child. They should be able to touch the ground with the balls of their feet when seated.



Once you are happy with its position, tighten up the seat post clamp to 5Nm torque using a 4mm hex key. It's important to check the seat is in line with the top tube before you tighten.



When in Balance Bike Mode, the seat-post clamp is positioned on the bottom of the seat tube below, the rear arm, and the seat post can otherwise be inserted and tightened as above.



**WARNING:** There is a minimum insertion mark on the seat post. Do not raise above this mark, it must not be visible. Also, please make sure your child can touch the ground with the balls of both feet, if not, adjust the seat height accordingly.

# SETTING UP: PUTTING ON THE PEDALS

TO DO THIS YOU WILL NEED THE 15MM SPANNER



Make sure that you have the correct pedal for each side of the bike. On the end of each pedal axle you will find either a letter R (right) or a letter L (left).



The right-hand side pedal (as you sit facing forwards on the bike) tightens as normal i.e. clockwise, but the left-hand pedal has a reverse thread on it, meaning that you need to turn it anti-clockwise to tighten. Be careful not to cross-thread when first engaging with the thread in the crank.



Once you have threaded them on fully by hand, finally tighten them up to 25Nm torque with the supplied 15mm spanner.



Check the pedals are on tight on both sides before allowing your child to ride.



If you requested the bike to come to you in Balance Bike Mode you can ignore this step, but if you ordered it in either of the Pedal Modes, the cranks and belt drive system will already be installed but you will still need to fit the pedals.

# MODES AND MODE ADJUSTMENTS

**YOUR GUIDE TO CHANGING  
BETWEEN MODES**



## MODE ONE: BALANCE BIKE

01



### MODE ONE: BALANCE BIKE

Our bikes start life as a small lightweight balance bike, which is ideal for your child to learn on.

This offers them the chance to gain confidence and get used to the bike's geometry, brakes and riding position before they transfer to their first Pedal Mode.

All our bikes will come in Balance Bike Mode unless you request otherwise, but we think it's a great idea for them to start off in balance mode anyway as it's such a great way to get used to our bike's responsive steering and brakes.

We cover how to swap between modes on page 30.

02



### MODE TWO: SMALL PEDAL

When your child is ready, you can swap from Balance Bike Mode to Small Pedal Mode. To do this, you simply install the included PowerPack – our neat upgrade that brings into play the cranks, pedals and our unique lightweight, oil free belt drive system.

The small frame, with a short wheelbase and 'reach', low seat height and easy low geared pedalling, allows the SKØG in this mode to be more like a conventional 14" bike and the PINTO to be more like a conventional 12" bike, so smaller riders can get on the bike safely, easily and earlier than with a normal bike.

## MODE THREE: LARGE PEDAL

03



### MODE THREE: LARGE PEDAL

Once your child grows in both size and confidence, you can change from Small Pedal Mode to Large Pedal Mode by simply adjusting the **UP:SCALE** frame and **IN:GEAR** system (we cover this later in the manual) which increases the frame size and gearing, making the most of the easy rolling 14" wheel size on the PINTO and 16" on the SKØG, which means the bike will last your child much longer.

# MODES

1 >> 2

**CONVERTING YOUR BIKE FROM  
MODE ONE: BALANCE BIKE TO MODE TWO: SMALL PEDAL**

## CHANGING MODES: ONE TO TWO

01

**BALANCE BIKE**



02

**SMALL PEDAL MODE**



### A GUIDE TO CHANGING THE BIKE FROM BALANCE BIKE MODE TO SMALL PEDAL MODE

Congratulations, you are now ready to advance from a balance bike (Mode One), to a small pedal bike (Mode Two). You will find everything you need to do this changeover in the PowerPack box that originally came with the bike.

**WHEN?** The best guide to when to make this conversion is when your child can ride the bike in Balance Bike Mode really confidently, having mastered the front and rear brakes, steering, avoiding collisions and coming to a controlled stop safely.

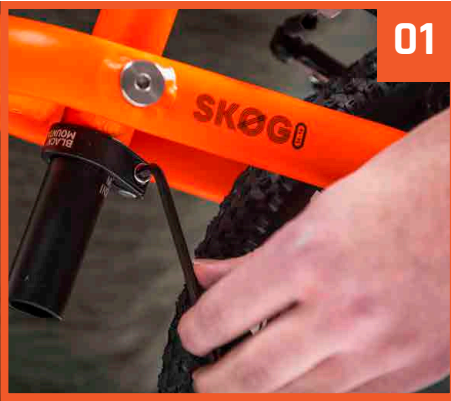
**WHAT?** Basically, you will be swapping out the Balance Bike Mode seat tube and replacing it with the Pedal Mode seat tube and crank assembly, putting on the belt and tensioning it.

**i CAN I DO THIS?** If you can change a flat tyre on a bike then you can easily do this transition, but if you're not confident with the steps needed to change a tyre (i.e. removing and re-fitting a wheel, releasing the brake callipers, working with hex keys and bolts etc.), then we would advise you not to try this yourself. Instead take it into a local bike shop where they can do the transition for you.

**WHAT DO I NEED?** Everything you need is supplied in the PowerPack box: the Pedal Mode seat tube and crank assembly, pedals and belt drive system, along with the necessary tools: Two 5mm hex keys, a 4mm and 2.5mm hex key and a 12mm and 15mm spanner.

**DON'T FORGET** It is important that you check that all the frame bolts are tightened, at least every 10 hours of riding. The frame should not rattle or feel loose in any way when everything is tightened correctly to the recommended torque, if it does, stop and check everything is tight.

## CHANGING MODES: ONE TO TWO



### REMOVE THE SEAT AND SEAT POST

First undo the seat-post clamp with the 4mm hex key, then remove the seat and seat post. Then remove the seat clamp from the Balance Bike Mode seat tube.



### REMOVE THE ECCENTRIC BOLT

Using the 12mm spanner, loosen the nut on the left-hand side of the eccentric bolt and carefully remove the nut, eccentric bolt and eccentric washer from the frame. The frame will drop slightly when you do this – be careful not to trap your fingers. Keep the nut, eccentric bolt and eccentric washer in a safe place.



### REMOVE THE BALANCE BIKE SEAT TUBE

Loosen and remove the two rear-arm bolts on both sides with one of the 5mm hex keys and put safely to one side. You will then be able to slide out the Balance Bike Mode seat tube from the main frame assembly.

**IMPORTANT:** On each side of the bike's rear arm where these bolts go, there are two black 'Top Hat' bushings (a plastic washer), one sits between the bolt head and the rear arm and one between the rear arm and the seat tube. Make sure these are in place.

## CHANGING MODES: ONE TO TWO



### 04 INSERT THE PEDAL MODE SEAT TUBE AND ECCENTRIC BOLT

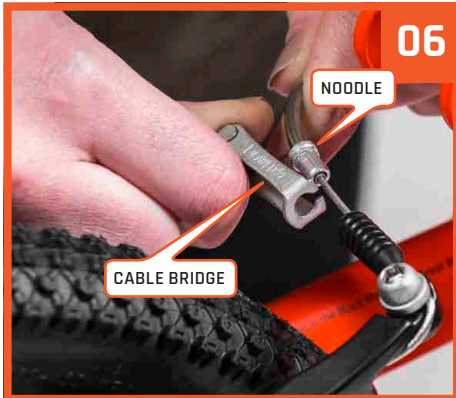
Now insert the Pedal Mode seat tube into the frame assembly, you'll find it in the PowerPack box. Make sure that it is the correct way around, with the front sprocket on the right-hand side of the bike. Check that there are two black 'Top Hat' bushings in the top right and left holes of the new seat tube. Put the eccentric bolt back in place with the nut and eccentric washer on the left-hand side of the bike, but do not tighten fully.



### 05 REPLACE THE REAR-ARM BOLTS

Take your time to get everything lined up then insert the two rear-arm bolts through the rear arm and screw into the seat tube, being careful here not to cross-thread them. Tighten with the 5mm hex key to 7Nm torque.

**IMPORTANT:** On each side of the bike's rear arm where these bolts go, there are two black 'Top Hat' bushings (a plastic washer), one sits between the bolt head and the rear arm and one between the rear arm and the seat tube. These may have fallen out during disassembly in Step 3, so please take a minute to check these are in place.



### 06 UNHOOK THE REAR BRAKE

The brakes work on a quick release system. Squeeze the brake arms together and pull out the 'noodle' and cable (you do not need to undo the cable bolt), this will release the brake.

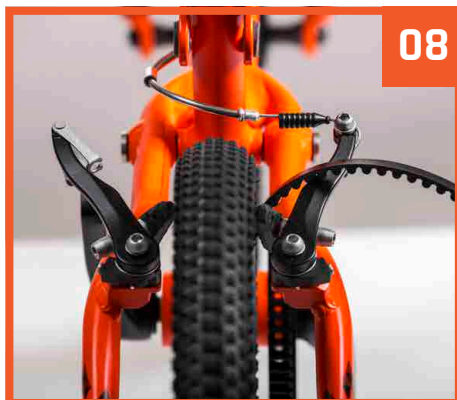
## CHANGING MODES: ONE TO TWO



07

### REMOVE THE REAR WHEEL

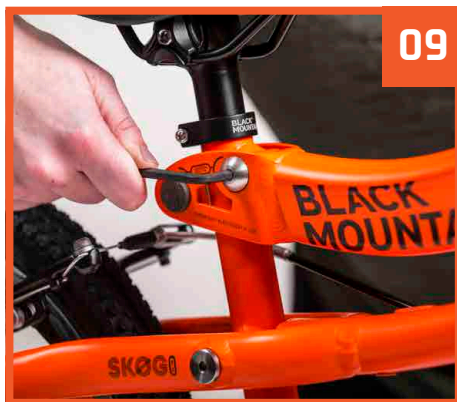
Loosen the two 5mm bolts, then slide the wheel out. The bike may wobble a bit without its rear wheel, so lay it flat on its side.



08

### INSTALL THE BELT AND REAR WHEEL

The best way to do this is to hook the belt over the rear brake before you replace the rear wheel. Then insert the rear wheel making sure it is equi-spaced within the rear arm and then tighten the two 5mm wheel bolts to 8Nm torque. Once the wheel is back in the frame, slip the belt over the front sprocket first and then the rear sprocket. You can ease the belt onto the rear sprocket by engaging a few of the teeth with the belt at the top of the sprocket and then pedalling the bike's cranks backwards, being careful not to trap your fingers!



09

### TENSIONING THE BELT

Tensioning the belt is a key step, but a relatively simple one. Make sure that the eccentric washer on the left of the bike is sitting neatly within its hole in the top tube, then with your 5mm hex key rotate the eccentric bolt. As the eccentric bolt revolves belt tension increase or decreases. This is a subtle, but really important adjustment. See page 45 for belt tensioning advice. Once the belt is tensioned correctly and whilst holding the eccentric bolt in that rotational position with the 5mm hex key, tighten up the nut on the left-hand side of the frame to 7Nm torque using the 12mm spanner.



## CHANGING MODES: ONE TO TWO



### CHECK TOP-TUBE BOLT

Now is a good time to check that the front top-tube bolt is secure. It did not need to be adjusted, but with the two 5mm hex keys just check that this bolt is still tightened to 5Nm torque.



**WARNING:** All four main frame bolts/nuts should be checked regularly (at least every week) to ensure they are tight. Especially the rear-arm and top-tube bolts. This is very important.



### RECONNECT THE REAR BRAKE

Squeeze the rear brake arms back together and replace the 'noodle' into the noodle holder (cable bridge). If you are having problems, then give it a wiggle and it will slot into place. Check the brake works properly.



**WARNING:** Having re-attached the brakes, always test them by actioning both left and right brake levers and ensuring the wheels can be fully braked. If the brakes are not re-attached properly, it can lead to injury or death.



### REPLACE THE SEAT, SEAT-POST CLAMP AND SEAT POST

Finally put the seat-post clamp in place on the top of the seat tube, then insert the seat and seat post into the seat tube, adjust to the desired height and then tighten the seat-post clamp to 5Nm torque. You are done. You are ready to go riding.



**INFO:** If you ever want to go back to Balance Bike Mode just reverse these steps.

# MODES

2 >> 3

**CONVERTING YOUR BIKE FROM  
MODE TWO: SMALL PEDAL TO MODE THREE: LARGE PEDAL**

## CHANGING MODES: TWO TO THREE

02 SMALL PEDAL MODE



03 LARGE PEDAL MODE



### A GUIDE TO CHANGING THE BIKE FROM SMALL PEDAL MODE TO LARGE PEDAL MODE

You are now ready to go from Small Pedal Mode (Mode Two) to Large Pedal Mode (Mode Three). During this 'transformation' not only does the frame grow in size but you will also be adjusting the gearing to make pedalling slightly harder, enabling your child to ride faster.

**WHEN?** The best guide of when to make this size change is when your child either looks too 'cramped' on the bike or when they are 'spinning' out, pedalling so fast that they look a little unstable.

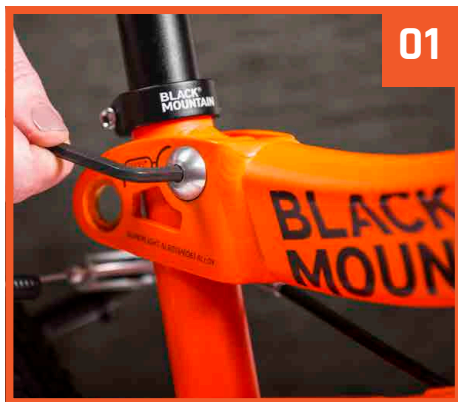
**WHAT?** You will be adjusting the frame to its largest size, changing the gearing and re-tensioning the belt. This is a relatively straightforward procedure if you follow the instructions.

**i CAN I DO THIS?** If you can change a flat tyre on a bike then you can easily do this transition, but if you're not confident with the steps needed to change a tyre (i.e. removing and re-fitting a wheel, releasing the brake callipers, working with hex keys and bolts etc.), then we would advise you do not to try this yourself. Instead take it into a local bike shop where they can do the transition for you.

**WHAT DO I NEED?** All the tools you need are supplied in the PowerPack box that came with the bike. For this conversion you will need the two 5mm hex keys, the 2.5mm hex key and the 12mm spanner.

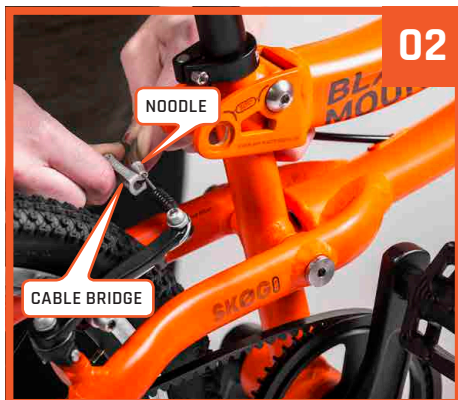
**DON'T FORGET** It is important that you check that all the frame bolts are tightened, at least every 10 hours of riding. The frame should not rattle or feel loose in any way when everything is tightened correctly to the recommended torque. If it does, stop and check that everything is tight.

## CHANGING MODES: TWO TO THREE



### LOOSEN THE ECCENTRIC BOLT

Remove the rubber bungs from the front and rear of the top tube. Keep these, as you'll be re-fitting them again later in step 9. Using the 12mm spanner, loosen the nut on the left-hand side of the eccentric bolt at the rear of the top tube, and then slacken the belt tension by rotating the eccentric bolt with a 5mm hex key.



### UNHOOK THE REAR BRAKE

The brakes work on a quick release system. Squeeze the brake arms together and pull out the 'noodle' and cable (you do not need to undo the cable bolt), this will release the brake.



### TAKE OFF THE BELT

Carefully slip the belt off the front sprocket first and then the rear sprocket.

## CHANGING MODES: TWO TO THREE



04

### REMOVE THE REAR WHEEL

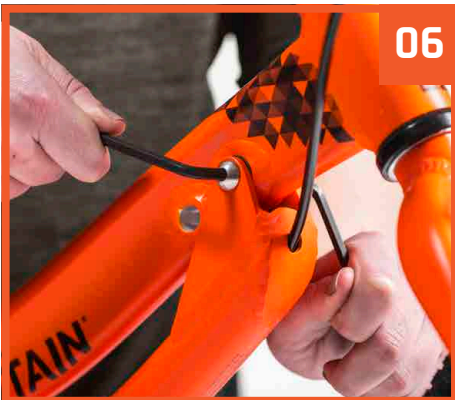
Slacken off the two wheel bolts using the 5mm hex key, then slide the wheel out. The bike may wobble a bit without its rear wheel, so lay it flat on its side.



05

### CHANGE THE REAR SPROCKET JACKET

This step is crucial. Use the 2.5mm hex key to undo the three bolts that hold the outer jacket and inner sprocket together. Be very careful here to ensure the hex key is fully inserted so as not to damage the heads of the bolts. Once the bolts are undone, simply slide the outer (30 tooth) jacket off the main sprocket body, revealing the 25 tooth 'higher gear' sprocket underneath. Keep the bolts and outer jacket somewhere safe, so as to be able to convert back to Mode 2.



06

### REMOVE THE FRONT TOP-TUBE BOLT

It's a good idea at this stage to protect the paintwork on the front end of the rear arm with something like a clean cloth. Using both of the 5mm hex keys, loosen and then remove the top-tube bolt. Allow the front end of the rear arm to drop a little.

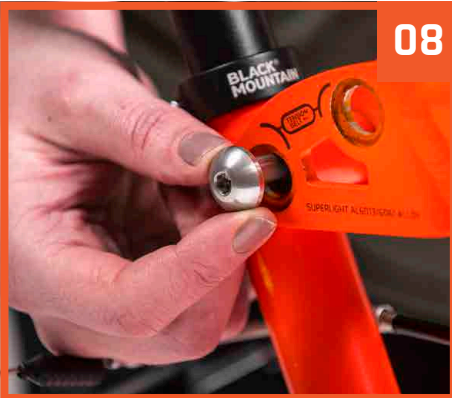
## CHANGING MODES: TWO TO THREE



07

### IMPORTANT: BLACK 'TOP HAT' BUSHINGS

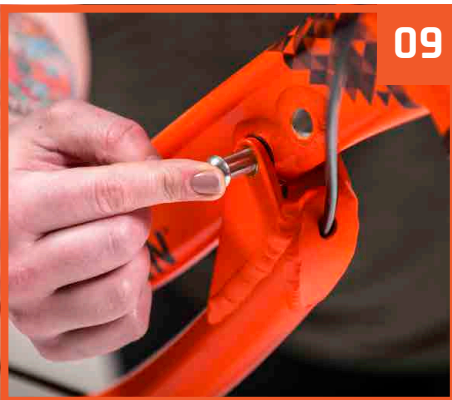
Once the front bolt is out carefully remove the two black plastic 'Top Hat' bushings from the frame (there are 8 in total in the frame). The bushings are important and are there to protect the frame. You will need them again in step 9.



08

### REPOSITION THE ECCENTRIC BOLT

You can do this on your own, but it is a good idea to get another pair of hands to help at this stage. With your 5mm hex key and 12mm spanner under the nut fully and remove the eccentric bolt and washer from the front set of holes in the rear end of the top tube. Firmly holding the top tube, slide it forward so that the rear set of holes in the seat tube line up with the holes in the seat tube (make sure that the two black 'Top Hat' bushings are in place here too). Replace the eccentric bolt with the bolt head on the right of the bike (as before).



09

### REPLACE THE FRONT TOP-TUBE BOLT

Use the two 'Top Hat' bushings that you removed from the front set of bolt holes (step 7) and place them in the rear set of holes in the front end of the top tube. Reposition the rear arm so that its bolt holes line up with these and then put the front top-tube bolt in place and tighten to 7Nm torque with the two 5mm hex keys. You can now replace the four bungs that you took out earlier, but now into the empty, previously used holes.

## CHANGING MODES: TWO TO THREE



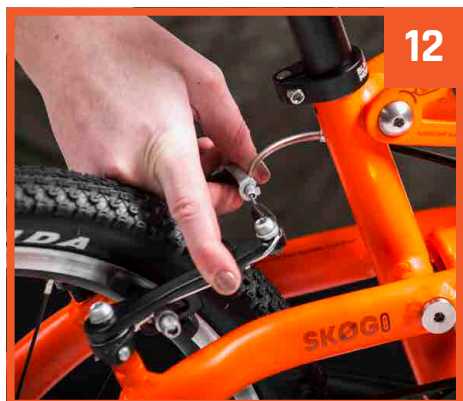
### POSITION THE BELT AND INSTALL THE REAR WHEEL

The best way to do this is to hook the belt over the rear brake before you replace the rear wheel. Then insert the rear wheel making sure it is equi-spaced within the rear arm and then tighten the two 5mm wheel bolts to 8Nm torque. Once the wheel is back in the frame, slip the belt over the front sprocket first and then the rear sprocket. You can ease the belt onto the rear sprocket by engaging a few of the teeth with the belt at the top of the sprocket and then pedalling the bike's cranks backwards, being careful to not trap your fingers!



### TENSIONING THE BELT

Tensioning the belt is a key step, but a relatively simple one. Make sure that the eccentric washer on the left of the bike is sitting neatly within its hole in the top tube, then with your 5mm hex key rotate the eccentric bolt. As the eccentric bolt revolves belt tension increases or decreases. This is a subtle, but really important adjustment. See page 45 for belt tensioning advice. Once the belt is tensioned correctly and whilst holding the eccentric bolt in that rotational position with the 5mm hex key, tighten up the nut on the left-hand side of the frame to 7Nm torque using the 12mm spanner.



### RECONNECTING THE REAR BRAKE

Squeeze the two rear brake arms back together and replace the 'noodle' into the noodle holder (cable bridge). If you are having problems then give it a wiggle and it will slot into place. Check the brake works properly. You are finished.

# TROUBLESHOOTING



## FRONT BRAKES TROUBLESHOOTING:

Please visit our website for detailed support on this topic. If the front brake rubs or catches on the wheel, please check the following:

- Make sure that you have installed the front wheel fully and evenly in the dropouts of the fork. To check this, with the bike upright, loosen the front wheel bolts on both sides, push down firmly on the handlebars, to drive the wheel fully into the left and right fork dropouts, then re-tighten the left and right wheel bolts (see page 22). Check that the ends of the wheel axle are properly seated in both left and right dropouts.
- Check that the brake-arm springs are not sticking out. They should be tucked in on the back of the brake arm in order to hold the brake arm back and to keep the pad clear of the rim.
- Check that the brake noodle is properly and fully seated into the noodle holder.
- Inspect the brake lever, and make sure that the brake cable is properly seated into the brake lever.

## A FEW THINGS TO LOOK OUT FOR

You may encounter a few issues when changing between modes on the bike. All of these are easily remedied but here are a few tips if you get stuck. If you need further help with anything covered in the manual please feel free to contact us or check out the website for more information.

- When you come to putting on and tensioning the belt, if it is over-tensioned it will be hard to pedal and may make a noise and if it is under-tensioned it may drop off the front or rear sprocket or slip. Once the belt is tensioned correctly and whilst holding the eccentric bolt in the desired rotational position with the 5mm hex key, tighten up the nut on the left-hand side of the frame to 7Nm torque using the 12mm spanner.
- Here's a handy hint to help you judge the correct tension. If you press up or down on the middle of the belt with your index finger, as hard as you would press a doorbell, the belt should deflect about 5-10mm. Any more than this and the belt is too loose, any less and it's probably too taut.
- If you are having difficulties putting the belt on, using one of the 5mm hex keys rotate the eccentric bolt whilst watching the bottom of the seat tube, which will move forward and backwards as the eccentric bolt turns in the frame. When the bottom of the seat tube is at its closest point to the rear sprocket, hook the belt over the front sprocket and then the rear sprocket, ensuring the belt is fully engaged with the teeth of both the front sprocket and rear sprocket.

# CLEANING, ADVANCED ADJUSTMENTS & GUARANTEE

- When adjusting the frame between modes, please take care to make sure the plastic 'Top Hat' bushings are in place. On each side of the bike's rear arm where the rear-arm bolts go, there should be 2 black 'Top Hat' bushings (a plastic top-hat shaped washer). One sits between the bolt and the rear arm and one between the rear arm and the seat tube. There is also a 'Top Hat' bushing on each side of the top of the seat tube, where the eccentric bolt goes. These may have fallen out, so please take a minute to check that they are in place.
- The front top-tube bolt is designed to be a really snug fit and you may find that it is a little tricky to get out. If this happens, firstly try spinning the bolt with one of the 5mm hex keys while pushing the other side, this will often free up the bolt. If this fails, loosen all the other frame bolts and use the same method again. If this too fails, thread the bolt back into the sleeve nut approximately three turns, then gently and carefully tap the sleeve nut with a hammer. This should unstick the bolt. Remove the bolt once the sleeve nut is flush with the frame.
- We carry a number of spares, so please contact us if you need frame bungs, bushings or any other parts.

## CLEANING & STORAGE

Always aim to keep the bike clean as this will help with the longevity of the bicycle and its components. Use only mild detergents and no abrasive products when cleaning. Do not use a pressure-washer on the frame or components.

When you wash the bike, wipe down with a clean, dry cloth afterwards to remove any excess water and allow to dry thoroughly in an atmosphere suitable for drying.

Always store your bike in the dry and avoid storing in direct sunlight for prolonged periods, as significant UV exposure can cause paintwork and decals to fade.

## ADVANCED ADJUSTMENTS

This manual covers the basic adjustment and assembly procedures for the bike.

It does not cover the more complex adjustments such as steering or advanced brake adjustment.

These procedures require skill and experience. Therefore we recommend that they are only performed by a qualified bike mechanic.

## GUARANTEE

Please see our website [www.blackmountain.bike](http://www.blackmountain.bike) for full terms and conditions of our warranty, including transferring the warranty to a second owner.

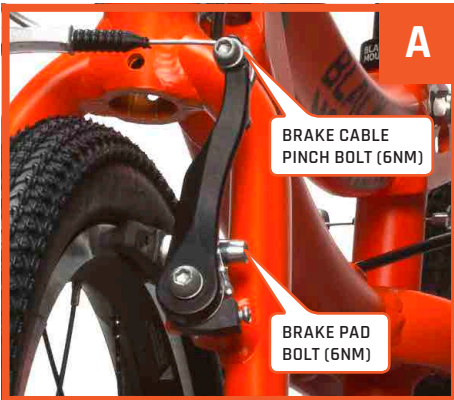
# BRAKES - ADJUSTMENT & MAINTENANCE

Your Black Mountain bike will have had its brakes set before leaving our factory, and the brakes will have been tested as part of our PDI (Pre-Delivery Inspection) process, but you and your child should always test the brakes for operation and reach/actuation before riding. For the UK, the brakes are set with the right brake lever operating the front brake, and the left brake lever operating the rear brake. Please ensure the brakes are set as you expect for your country.

## BRAKE ADJUSTMENT

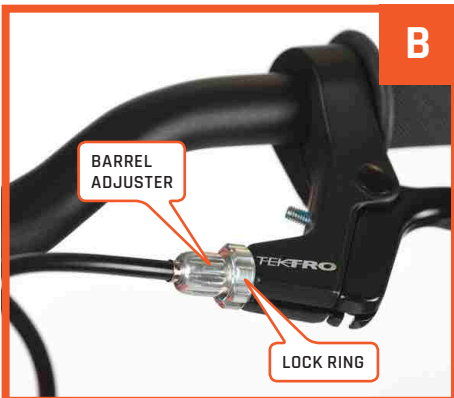


**WARNING:** Brake pad adjustment requires mechanical competence and experience. Failure to correctly set or adjust brakes can result in injury or death. If you are in any doubt, seek advice from a qualified bike mechanic.



### BRAKE PAD REPLACEMENT

The brake pads are marked with wear lines and should be replaced before they wear to this point. The pads should make contact with the rim squarely and not touch the tyre. All of the braking surface of the pad should make contact with the rim and not overhang the edge of the rim. The pad can be adjusted or replaced by loosening the brake pad bolt, then re-tightening to 6Nm torque. Before you remove a brake pad, note the sequence of the washers and when replacing the pad, make sure you maintain the correct sequence of washers. If you are unsure please contact us.



### BRAKE PAD CLEARANCE ADJUSTMENT

The brake pad should have a clearance gap of 1-2mm from the rim when the brake lever is not in operation. To increase the brake pad clearance, loosen the lock ring and turn the barrel adjuster in (clockwise). To reduce the brake pad clearance, loosen the lock ring and turn the barrel adjuster out (counter-clockwise). After adjusting the barrel adjuster, re-tighten the lock ring to prevent the barrel adjuster from rotating. If the brake pads cannot be adjusted properly, loosen the brake cable pinch bolt on the brake calliper arm and re-attach the cable to offer a better range of adjustment on the barrel adjuster, then re-tighten the brake cable pinch bolt to 6Nm torque.

# BELT DRIVE - TENSIONING & MAINTENANCE

Your drive belt system (i.e. belt, front sprocket and rear sprocket) does not require lubrication and must not be oiled or greased like a chain drive, so it's very low maintenance, but here are some top tips to help you keep it running and in great shape.

## BELT TENSIONING

The belt needs to be taut (so that it does not slip when pedalled hard), but not too taut so as to make the cranks stiff to rotate or cause belt noise.



### THE CORRECT BELT TENSION

Here's a handy hint to help you judge the correct belt tension. If you press up or down on the middle of the belt with your index finger, as hard as you would press a doorbell, the belt should deflect about 5-10mm. Any more than this and the belt is too loose, any less and it's probably too taut.



### ADJUSTING BELT TENSION

To adjust the belt tension, simply loosen the nut on left-hand side of the eccentric bolt using the 12mm spanner, then use a 5mm hex key on the right-hand side to turn the eccentric bolt to adjust the belt tension. Try turning the 5mm hex key clockwise, then anti-clockwise and you will soon gauge which direction tensions and which direction slackens the belt. Once you've set the tension as in A above, lock the eccentric bolt in place by tightening the nut to 7Nm torque using the 12mm spanner, but keep a hand on the 5mm hex key to stop the eccentric bolt from rotating whilst you tighten the nut.

## BELT MAINTENANCE

Our belt does not require lubrication and must not be oiled or greased like a chain. Dirt, mud and dust can become entrapped in the belt or sprockets, so it's good practice to regularly clean the belt and sprockets as you would the rest of the bike. We recommend that you periodically clean the belt and sprockets using warm soapy water and a brush or sponge, this will prevent dirt or dust becoming ingrained in the belt.

## TROUBLESHOOTING

**BELT SQUEALING/SQUEAKING NOISE?** In very dry conditions, fine dirt can, over a period of time, coat the surfaces of the belt and sprockets, which can lead to occasional squealing noises. To prevent this, simply clean the belt and sprockets thoroughly using soapy water and a brush or sponge. It's easier to turn the bike over to do this, but only turn the cranks or rear wheel slowly to avoid pinch injury. You can help prevent the belt or sprockets picking up this light dust by applying a little dry silicone spray to the inside of the belt and the teeth of the sprockets, but be very careful not to spray brakes, tyres or wheel rims. Do not lubricate the belt with wet silicone spray, grease or oil, as these will damage the belt.

**GRINDING NOISE?** If you experience any grinding or clicking noises from the belt, check that you have not over-tensioned the belt (see belt adjustment). If using the bike in Small Pedal Mode, make sure that the plastic rear-sprocket jacket is not loose. There are 3 small bolts holding this jacket in place which should be tightened to 1.5Nm torque with a 2.5mm hex key.

**BELT SLIPPING?** If the belt slips, then it's likely that the belt has not been tensioned sufficiently. First make sure that in Small Pedal Mode you have the plastic rear-sprocket jacket fitted on the rear sprocket as you will not get the belt to tension when in Small Pedal Mode unless this is fitted. To tension the belt, see section 'belt tensioning' (page 45). If you still can not get enough tension in the belt, then the belt may have become stretched or damaged. If you suspect this has happened, just get in touch with us.

**CRANKS NOT SPINNING FREELY?** It's likely that the belt has been over-tensioned. To loosen the belt, see advice in section 'belt tensioning'. If this does not solve your problem then get in touch with us for support.

**DIFFICULTY GETTING BELT BACK ON?** If you are having difficulties putting the belt on, using one of the 5mm hex keys rotate the eccentric bolt whilst watching the bottom of the seat tube, which will move forward and backwards as the eccentric bolt turns in the frame. When the bottom of the seat tube is at its closest point to the rear sprocket, hook the belt over the front sprocket and then the rear sprocket, ensuring the belt is fully engaged with the teeth of both the front sprocket and rear sprocket.

## GENERAL ADVICE

- Routinely check the bicycle, especially brakes, tyres, rims and all components. Please follow the maintenance schedule below.
- Always check your frame bolts to make sure they are tight and that 'Top Hat' bushings are in place. If you are missing any, contact us for replacement.
- Moving parts will need lubricating from time to time and it's worth lightly greasing the seat post every few rides to prevent seizure. Never oil or grease the belt or sprocket teeth, brake pads or rims.
- Please ensure you check the brakes at regular intervals especially when the bike is frequently ridden. Replace brake pads if they are showing signs of wear towards the marked wear line.
- Like any mechanical device, a bicycle and its components are subject to wear and stress. Different materials and mechanisms wear or fatigue from stress at different rates and have different life cycles. If you think there is something wrong with the bike and you don't have the tools or knowledge to fix it, please contact us or take it to your nearest bike shop.
- Check your tyre pressures regularly with a pressure gauge (most 'track pumps' have one fitted). The recommended minimum and maximum pressure is printed on the sidewall of the tyre. It is important not to over-inflate or let your tyres drop below the minimum.

SOME OF THE FOLLOWING CHECKS MAY REQUIRE MORE ADVANCED MAINTENANCE OR REPAIR NOT COVERED IN THIS MANUAL. IF IN ANY DOUBT, PLEASE SEEK HELP FROM A QUALIFIED BIKE MECHANIC.

EVERY RIDE CHECK...	WEEKLY CHECK...	MONTHLY CHECK...	EACH 6 MONTHS CHECK...
TYRE PRESSURES	ALL 'EVERY RIDE' CHECKS PLUS:	ALL 'WEEKLY' CHECKS PLUS:	ALL 'MONTHLY' CHECKS PLUS:
BRAKES WORK WELL AND STOP THE BIKE EFFECTIVELY	HEADSET IS TIGHT AND TURNS FREELY AND SMOOTHLY	BRAKE PAD WEAR, CONDITION & ALIGNMENT	BRAKE CABLES & THEIR HOUSINGS FOR FRAYING, BREAKS, CORROSION. REPLACE IF NECESSARY
TYRE PRESSURES ARE CORRECT	ALL FOUR FRAME BOLTS ARE TIGHT	BIKE FITMENT AS CHILD GROWS	REAR SPROCKET IS TIGHT AND IF APPLICABLE THE REAR-SPROCKET JACKET BOLTS ARE TIGHT
WHEELS SPIN FREELY AND SMOOTHLY	TYRE TREAD SUFFICIENT FOR GOOD GRIP	WHEEL RIMS FOR SIGN OF WEAR	BRAKE ARM BOLTS, LEVERS AND BRAKE CABLE PINCH BOLT
FRONT AND REAR WHEEL BOLTS ARE TIGHT	GRIPS WELL FITTING AND HANDLEBAR ENDS ARE NOT EXPOSED.	CRANKS ROTATE FREELY AND SMOOTHLY	CRANK BOLTS AND PEDALS ARE TIGHT
STEM AND HANDLEBARS ARE TIGHT	CLEAN BIKE INCLUDING BELT AND SPROCKETS	REAR SPROCKET FREE WHEELS CORRECTLY	
SEAT IS TIGHT		BRAKE LEVERS ARE TIGHT AND DO NOT ROTATE ON HANDLEBARS	
FOR ANY DAMAGE TO FRAME OR BIKE			
BELT TENSION			

## TORQUE SETTINGS

Frame Bolts **7Nm**  
Handlebar stem and face bolts **7Nm**  
Seatpost bolt **8Nm**  
Seatpost collar **5Nm**  
Crank bolts & Pedals **25Nm**  
Wheel bolts **8Nm**  
Brake pads **6Nm**  
Brake cable pinch bolt **6Nm**  
Brake arm bolts **8Nm**

## MAX WEIGHT FOR SKØG AND PINTO

Max Rider + Luggage  
+ Accessories = 35kg  
PINTO and SKØG bikes meet  
safety standard ISO 8098:2014

Nm (Newton metre) is a unit of torque that is used when tightening bolts, etc. Please use a Torque Meter to measure settings correctly.

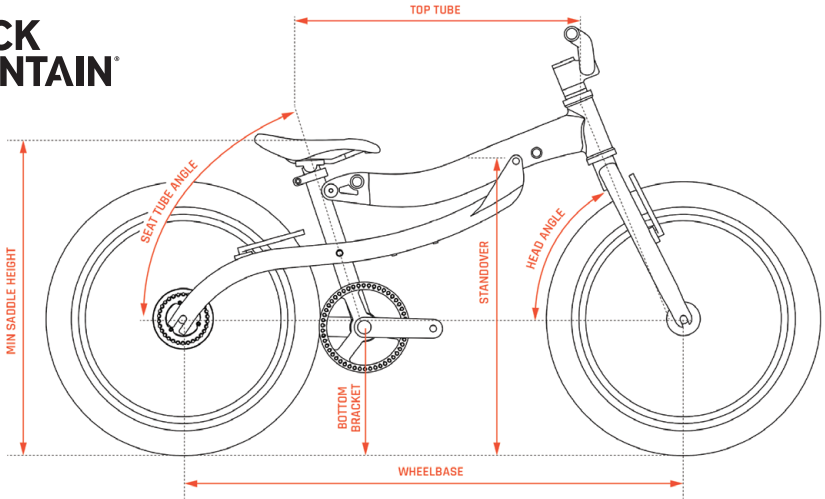


**WARNING:** Correct tightening torque on nuts, bolts and screws is very important. Too little torque and these fixings may become undone. With too much torque the fixing can strip threads, stretch, deform or break. Either way, incorrect tightening torque can result in component failure, which can cause the rider to lose control and fall. It's good practice to test and listen for anything that may be loose. Do this by lifting the front wheel off the ground by 6 inches, then let it bounce on the ground. Does anything sound, feel or look loose? Do a visual and tactile inspection of the whole bike. Are there any loose parts or accessories? If so, secure them. If you're not sure, contact us or seek help from a qualified bike mechanic.

## DISCLAIMER

**WARNING:** As with any mechanical device, a bicycle and its components are subject to wear and high stresses. Different materials and components may react to wear or stress fatigue in different ways. If the design life of a component has been exceeded, it may suddenly fail possibly causing injuries to the rider. Any form of crack, scratches or change of colouring in highly stressed areas indicate that the life of the component has been reached and should be replaced.

## BLACK MOUNTAIN®



## PINTO GEOMETRY (14" WHEEL BIKE)

	BALANCE BIKE	SMALL	LARGE
HEAD ANGLE	67°	67°	68°
TOP TUBE LENGTH	323mm	323mm	380mm
SEAT TUBE ANGLE	75.5°	75.5°	72.5°
STANDOVER	395mm	395mm	395mm
BOTTOM BRACKET HEIGHT	N/A	172mm	172mm
WHEELBASE	630mm	630mm	662mm
MIN SADDLE HEIGHT	420mm	430mm	425mm

## SKOG GEOMETRY (16" WHEEL BIKE)

	BALANCE BIKE	SMALL	LARGE
HEAD ANGLE	67°	67°	68°
TOP TUBE LENGTH	379mm	379mm	432mm
SEAT TUBE ANGLE	75.5°	75.5°	72.5°
STANDOVER	440mm	440mm	440mm
BOTTOM BRACKET HEIGHT	N/A	192mm	192mm
WHEELBASE	711mm	711mm	746mm
MIN SADDLE HEIGHT	475mm	486mm	486mm



