wildcat®

MINIBMX
USER GUIDE

OG PRO + OG

Assembly Instructions | Maintenance

WELCOME TO THE PRIDE.

Thanks for choosing Wildcat and congratulations on your purchase, you have chosen wisely!

Wildcat is a stand-alone product offering on the global market; It is the result of almost a decade of specialised development and manufacture of high-end MiniBMX products designed by riders, for riders. Nothing else comes close.

Before you start assembling your new Wildcat MiniBMX, please take the time to read this instruction manual carefully and familiarise yourself with the maintenance guide to ensure you get the best out of your ride for years to come.

We strongly recommend your new Wildcat is assembled by a professional.

YOU'LL NEED THE FOLLOWING BASIC TOOLS FOR ASSEMBLY:

15mm spanner for pedals & axle nuts

Allen Keys: 1.5 / 3 / 4 / 5 / 6mm

Scissors or a craft knife

Bike pump

OTHER TOOLS THAT COME IN HANDY FOR TYRE CHANGES, BRAKE ADJUSTMENT ETC

Strong screwdriver

Large wrench, or 32mm + 40mm spanner

Plyers with cutting edge

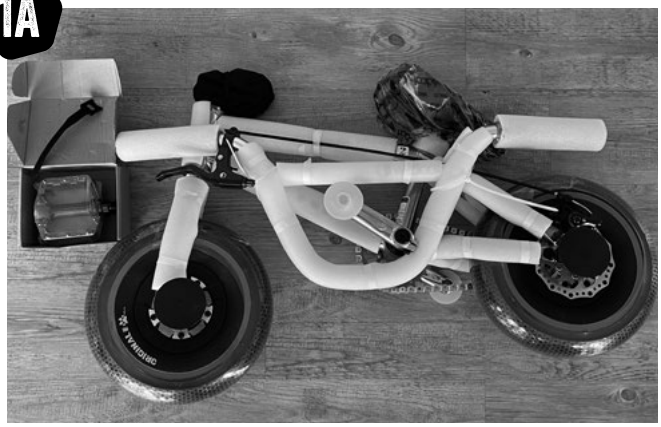
17mm spanner for axle spacers

CONTENTS

ASSEMBLY

OUT OF THE BOX **Disc brake version**

1A



OG PRO + TURBO NYLON + ALUMINUM WHEEL

OG-PRO: Open the box and take out the contents. Your Wildcat should look as pictured, seat should be sitting loose in the frame.

You should have:
- Main MiniBMX assembly
- Bars with grips and brake lever
- Seat
- Pedals + brake cable ties

1B

OG + CROSS NYLON + ALUMINUM WHEEL

OG: Open the box and take out the contents. Your Wildcat should look as pictured, seat should be sitting loose in the frame.

You should have:
- Main MiniBMX assembly
- Front wheel (tyre on rim set + hub assembly which you'll need to assemble)
- Bars with grips and brake lever
- Seat
- Pedals + brake cable ties

2

Carefully remove all protection using a knife or scissors, taking care not to scratch the paintwork. For **OG front wheel assembly** follow **3-8.**

To continue with **OG-PRO** assembly skip to **9.**

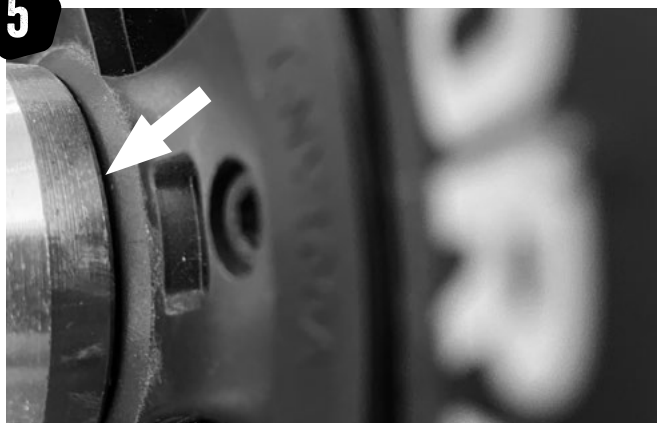
3

Wind the collar off the hub. Insert the hub assembly into the rim, valve side up (It will only fit one way). You will need to rotate back and forth as you push inwards to clear the inner flanges.

4

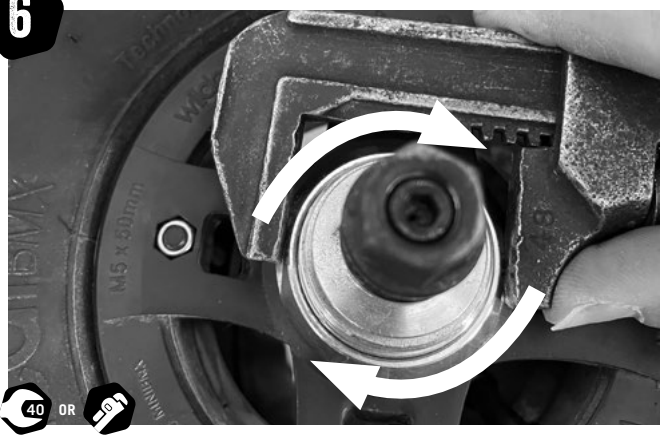
Flip over, then push down firmly on the wheel against the floor to correctly seat the hub in the rim assembly.

5



Flip back and check the hub has seated hard against the rim assembly.

6



Wind the collar on by hand until it is against rim assembly. Using a wrench or spanner gently tighten 1/8 - 1/4 turn to ensure the hub is seated firmly with no play. **CAUTION: Do not over-tighten.**

7

Place bike upside down, insert assembled wheel axle into the fork dropouts. Wind the axle nuts in by hand at first. **IMPORTANT:** ensure the keyed washers insert into the triangle holes on the dropouts.

8

Once they are positioned correctly, fully tighten the axle nuts with a 15mm spanner.

PEDALS

9

Pedals are marked `**L**' & `**R**' on the end of each spindle. **OG** has a 1 piece crank and 1/2" thread pedals, **OG-PRO** has a 3 piece crank with 9/16" pedals.

NOTE: 'L' & 'R' are opposite thread to each other so it is important to install on the correct side to prevent cross-threading. This is not covered by warranty.

10

15

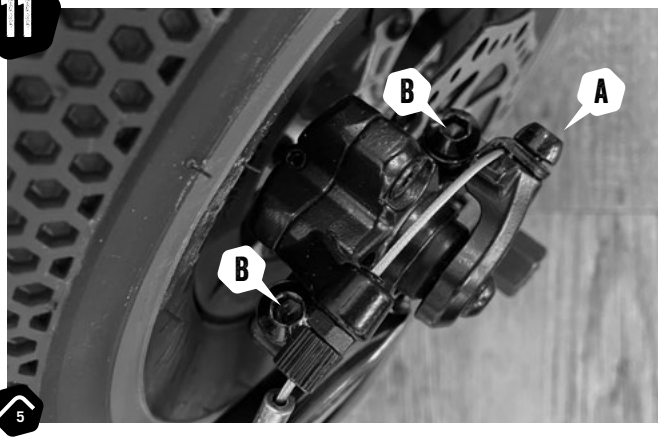
Carefully insert the `**L**' pedal on the left side and start to wind in by hand. Then using your 15mm spanner, **(remember it is reverse thread! turn *anti-clockwise)*** and tighten. Make sure you do it up nice and tight, loose pedals destroy thread fast!

Then repeat with the `**R**' pedal on the right side, so turn ***clockwise*** and secure tightly.

BRAKES PART 1

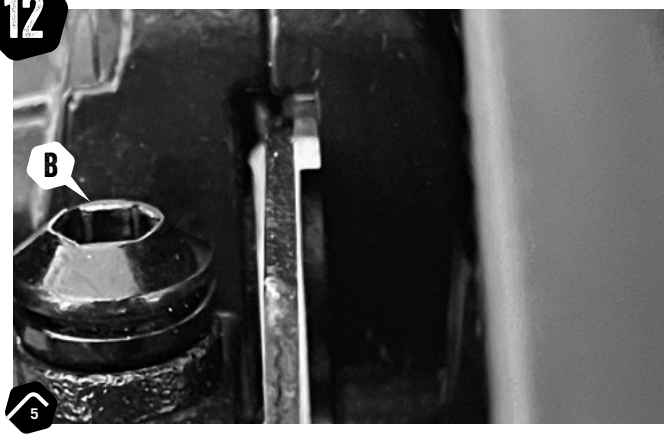
Skip these steps if your Wildcat is brakeless!

11



Next step is aligning the brakes. This is easiest to do before you fit the bars. Sit in a chair with the rear wheel in your lap, front wheel on the ground. This gives you a clear look down the back of the disc. **A)** First loosen the cable clamp off with a 5mm allen key. **B)** These are the hex bolts to tighten the brake down once aligned.

12



View down the back of the disc. Align the brake and tighten down **B)** the 2 x hex bolts with a 5mm allen key. Ensure there is enough clearance both sides so the disc does not rub. If there isn't enough clearance, the inside brake pad can be adjusted back by removing the rear wheel to access the 5mm hex adjuster on the back of the brake closest to the wheel.

We'll come back and hook up the brake once the handle bars are on.

SEAT

13

Position the seat at the desired height, and tighten the clamp using a 4mm allen key. Ensure the seat is aligned with the frame.

NOTE: Do not exceed the max height marking on the back of the seat post.

14

If you have a Pivotal seat, the seat angle can be adjusted with a 6mm allen key, through the slit on the top of the seat. Simply loosen, rotate to the desired position and tighten.

HANDLE BARS

15

Undo the 4 x bolts with a 6mm allen key and remove the stem plate. Ensuring all contact surfaces are clean from grease or dust, place the bars centred in the stem with the brake lever to the right side, and hang them down in front.

16

Insert the 4 x bolts, ensuring the bars stay centred in the stem.

17

Lightly tighten down two diagonally opposite until it begins to pinch on the bars. Then rotate the bars up and tighten slightly more to hold them in place.

18

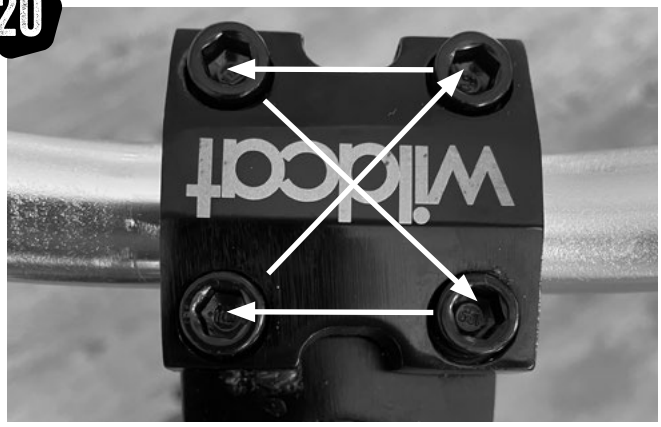
Check from the side to ensure the stem plate is parallel with the stem, the gap both sides should be equal. If not, back off the low side and slightly tighten the other.

19

6

Once you're happy the bars are in the correct position and the plate is level, work diagonally opposite and tighten down each bolt.

20



NOTE: Stem bolts need to be tight! Work around the bolts a few times to ensure it is securely tightened down. Each time you tighten one bolt it will allow you to get another partial turn on the other bolts. A lot of force is put through the stem when riding due to the amount of leverage on the bars, you don't want them to move!

BAR ALIGNMENT / HEAD PARTS

21

6 5

First check if there is any play in the fork assembly. You must also check the pinch bolts are secure. However if the bars are out of alignment with the front wheel, simply loosen the pinch bolts **B)** both sides at the rear of the stem.

To tighten the fork assembly / head parts, with the pinch bolts loose simply tighten **A)** the 5mm hex bolt on top of the stem.

22

6

Once the bars are correctly aligned with the wheel and there is no play in the head parts / forks (bars must still turn freely), secure the pinch bolts tightly with a 6mm allen key.

BRAKES PART 2 **Skip these steps if your Wildcat is brakeless!**

23

On the brake lever, loosen the hex clamp bolt with a 4mm allen key, position on the handle bars to suit and tighten.

24

Squeeze the lever to expose the cable clip and insert the round cable head as shown.

25

Align the slots in the cable adjuster **A)**

26

Place the cable into the slot as shown.

27

Tighten the cable adjuster barrels against the lever, ensuring to misalign the slots to prevent the cable escaping.

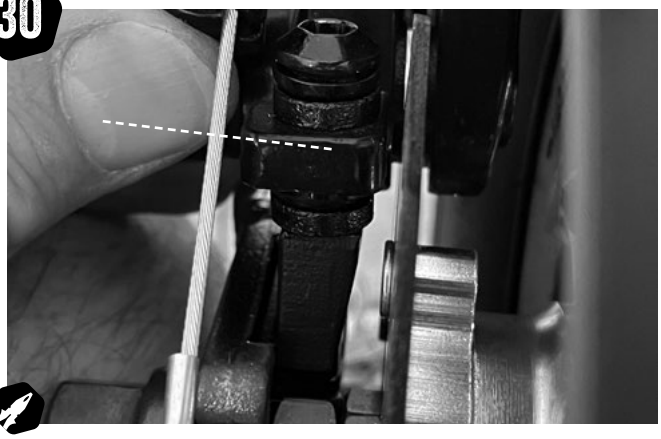
28

On the brake, pull the cable so the cable tube seats in both the lever on the handle and on the brake unit.

29

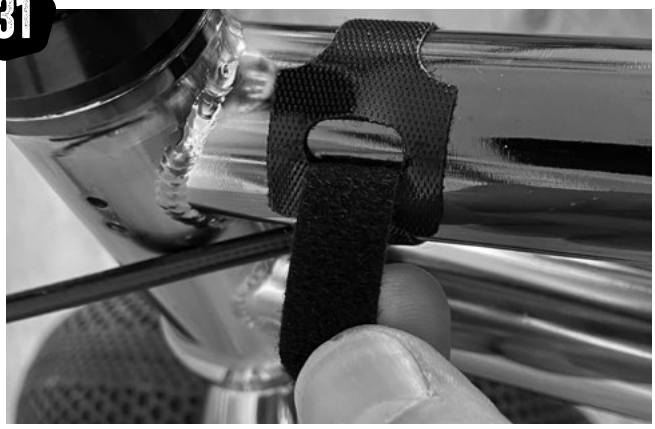
Push the arm forwards until the outside brake pad almost touches or lightly touches the brake pad. Tighten the cable clamp using a 5mm allen key. Then squeeze the brakes firmly a few times, this will settle the cable and back the adjustment off slightly. Before testing, spin the wheel and check if there is any disc contact. If so, undo the cable clamp and back the arm off slightly then re-tighten.

30



IMPORTANT: Cut the cable approximately 2cm from the clamp and replace the ferrule / cap on the end of the cable to prevent it fraying and causing injury. This will ensure the cable does not get caught in the disc while riding.

31



Secure the cable to the top tube at both ends, using the 2 x velcro ties.

3PC CRANK: OG PRO

32

Check and tighten the pinch bolts on the crank arm on both sides with a 6mm allen key.

33

Check and tighten the spindle bolts on the crank axle on both sides with a 6mm allen key.

1PC CRANK: OG

34

Firstly check the crank spins freely and is not too tight, or if it has too much play.

35

If adjustment is required back the 32mm nut off with a spanner or wrench. This is reverse thread, so clockwise to loosen.

36

Adjust the bearing cone as required, (this is also reverse thread) semi re-tighten the 32mm locking nut anti-clockwise and spin to check again. Repeat if further adjustments are required, then tighten securely.

FINALLY...

Have one final check over and ensure axle nuts, crank, seat and handle bars are tight and adjusted correctly.

Check tyre inflation and balance. If balancing required refer to the tyre changing section for tips.

RECOMMENDED TYRE PRESSURES

WHEEL TYPE		TYRE		PRESSURE
CROSS NYLON + ALUMINUM WHEEL	+	ORIGINAL PRO	=	35 - 45 PSI
TURBO NYLON & ALUMINIUM WHEEL	+	ORIGINAL PRO	=	40 - 50 PSI

CHANGING TYRES - TURBO
NYLON + ALUMINUM WHEEL

Wildcat's split hub designs make it super easy to change tyres or access the tube to repair. No need for tyre levers or force required. Below is the rear wheel instructions, with the Turbo wheel the easiest way is to gain access to the tyre is through the driver side (the brake side will hold the axle assembly together). The front is similar however minus the driver and brake making it much easier, just choose a side to open and repeat the following steps.

1

Loosen the axle nuts on both sides with a 15mm spanner.

2

Slide the wheel forwards to release the chain, then slide the wheel out of the back of the frame drop-outs.

3

Removing the disc is not 100% necessary, but it does make life a bit easier when inflating and balancing the tyre. The disc is simply threaded onto the hub and is self-tightening when brakes are applied. To remove insert a strong screwdriver or similar through the disc and carefully lever against the back of a spoke (so as to not mark the front).

4

Once released / loosened the disc will simply wind off by hand.

5

NOTE: ENSURE THE TYRE IS DEFLATED BEFORE CONTINUING. Remove the axle nut on the driver side only.

6

Using a 3mm allen key remove the 5 x hex hub bolts on the driver side only.

7

Then remove the aluminium spacer. Sometimes it is finger tight, but if required use a 17mm spanner and a 4mm allen key in the axle for leverage. The driver side assembly can now be lifted off the tyre taking care to keep the driver seated in the hub. No biggy if it comes out though!

8

Due to the internal locking system you may need to slide the aluminium hub out of the rim, then work around the rim pulling up firmly with your hand to separate it. Once released both sides can be removed from the tyre, then you have access to change or fix the tyre.

9

REASSEMBLY: Ensure the valve is correctly positioned and facing the driver side.

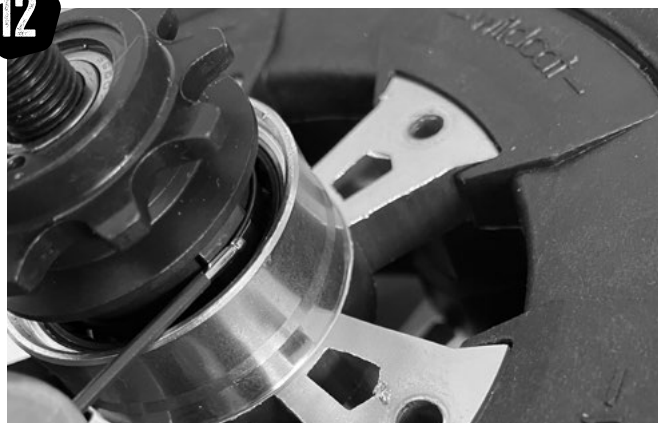
10

Take care to replace the large spacer and check it's seated correctly before reassembly.

11

Replace the driver side onto the axle, again check to see the valve slot on this side is aligned correctly.

12



If the driver did pop out, place it back on the axle and holding the 3 x palls in gently rotate and push it back in.

13

Replace the spacer and wind down to hold the assembly in place. Once together visually check the large spacer between the hub halves is correctly seated in both sides. It will have a little slop until you tighten down the 5 x 3mm hub bolts.

14

Replace the 5 x 3mm hex bolts and tighten down. Replace the axle washer and nut.

15

Partially inflate, just so the tyre lightly grabs the rim. Take note of the bead line around the tyre close to the rim edge. For balance you want the space between this and the rim to be even the whole way around on both sides.

16

To adjust, squeeze the tyre and position on the rim. When you're happy add a little air to secure it then repeat on the other side.

17

Once the spacing is relatively even, fully inflate to the required pressure (40-50psi for Turbo wheel).

18

To check balance, hold up the wheel and spin. You may see a light visible wobble but as long as you cannot feel it in your arms it will run smooth. If it feels off balance check the bead line against the rim both sides as it spins to gauge where you need to adjust. Deflate and repeat.

19

Put the cap back on the valve, and wind the disc back onto the mount firmly. Braking action will further tighten the disc, so only needs to be tight enough to prevent it dislodging during assembly.

20

Replace the wheel back onto the frame and loop the chain back onto the chainwheel. Tighten axle nuts by hand at first to align wheel and tension chain, then fully tighten. Check alignment of disc brake and adjust if required.

Unlike the Turbo wheel, to access the tyre and tube you must remove the disc from the wheel to split the hub. Follow steps 1-2 for the Turbo wheel first.

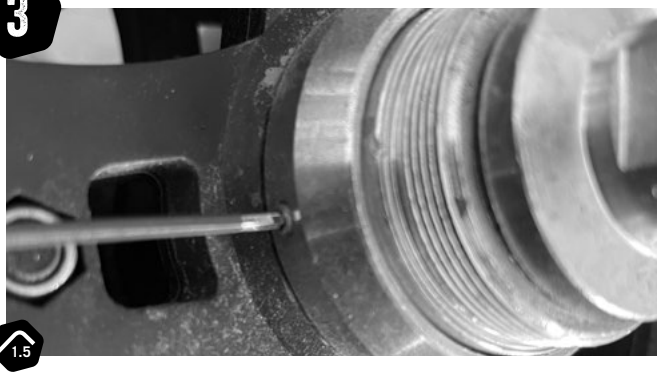
1

The disc is simply threaded onto the hub and is self-tightening when brakes are applied. To remove insert a strong screwdriver or similar through the disc and carefully lever against the back of a spoke (so as to not mark the front).

2

Once released / loosened the disc will simply wind off by hand.

3

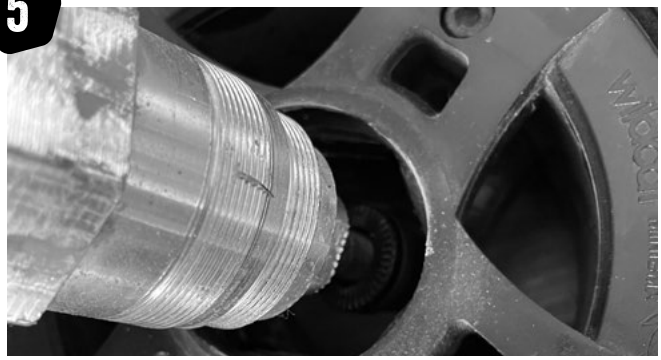


Using a 1.5mm allen key, loosen the small grub screw on the aluminium collar. This collar holds the rim onto the hub assembly.

4

Wind the collar off the hub.

5



Flip the wheel over, and push down on the tyre / rim against the floor, the hub will simply slide out of the rim assembly.

6

NOTE: ENSURE THE TYRE IS DEFLATED BEFORE CONTINUING. Undo the 4 x rim bolts using a 4mm allen key, then the rim will simply pull apart off the tyre.

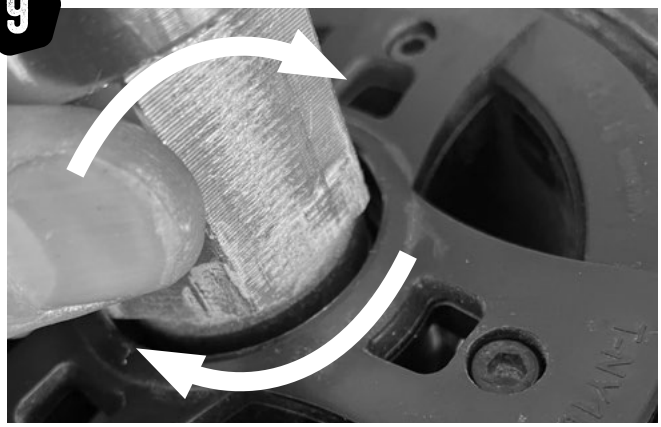
7

When reassembling, ensure the valve holes are lined up with the valve and it is oriented on the driver side.

8

Insert rim hardware and tighten. Caution, tighten securely but do not over-tighten, the nylock will prevent them coming undone.

9

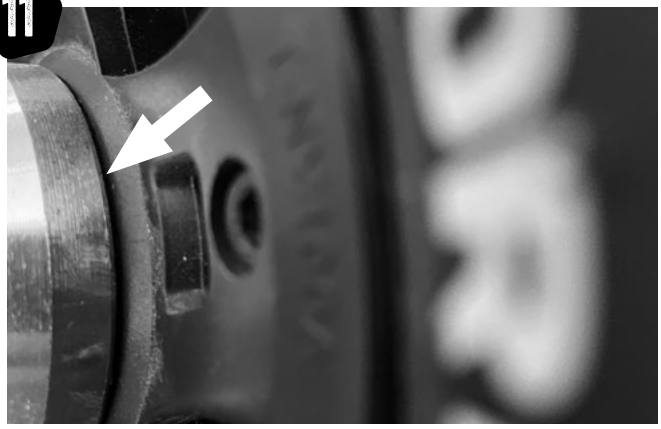


Insert the hub assembly, you will need to rotate back and forth as you push inwards to clear the inner flanges.

10

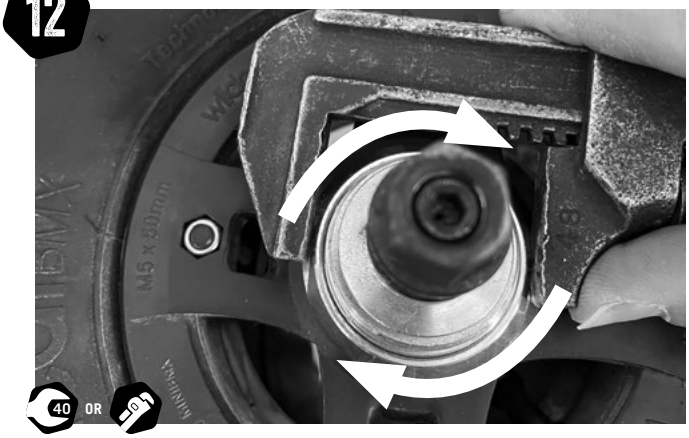
As per removing the hub assembly - flip over, then push down firmly on the wheel against the floor to correctly seat the hub in the rim assembly.

11



Flip back and check the hub has seated hard against the rim assembly.

12



Wind on the collar by hand until it is against the rim assembly. Using a wrench or spanner gently tighten 1/8 - 1/4 turn to ensure the hub is seated firmly and there is no play. **CAUTION: Do not over-tighten.**

CHANGING TYRES - CROSS
NYLON + ALUMINUM WHEEL

13

Tighten the nub screw with a 1.5mm allen key to secure the collar.

14

As per the TURBO WHEEL instructions - Partially inflate, just so the tyre lightly grabs the rim. Take note of the bead line around the tyre close to the rim edge. For balance you want the space between this and the rim to be even the whole way around on both sides.

To adjust, squeeze the tyre and position on the rim. When you're happy add a little air to secure it then repeat on the other side.

15

Once the spacing is relatively even, fully inflate to the required pressure (35-45psi for Cross wheel).

To check balance, hold up the wheel and spin. You may see a light visible wobble but as long as you cannot feel it in your arms it will run smooth. If it feels off balance check the bead line against the rim both sides as it spins to gauge where you need to adjust. Deflate and repeat.

16

17

Put the cap back on the valve, and wind the disc back onto the mount firmly. Braking action will further tighten the disc, so only needs to be tight enough to prevent it dislodging during assembly.

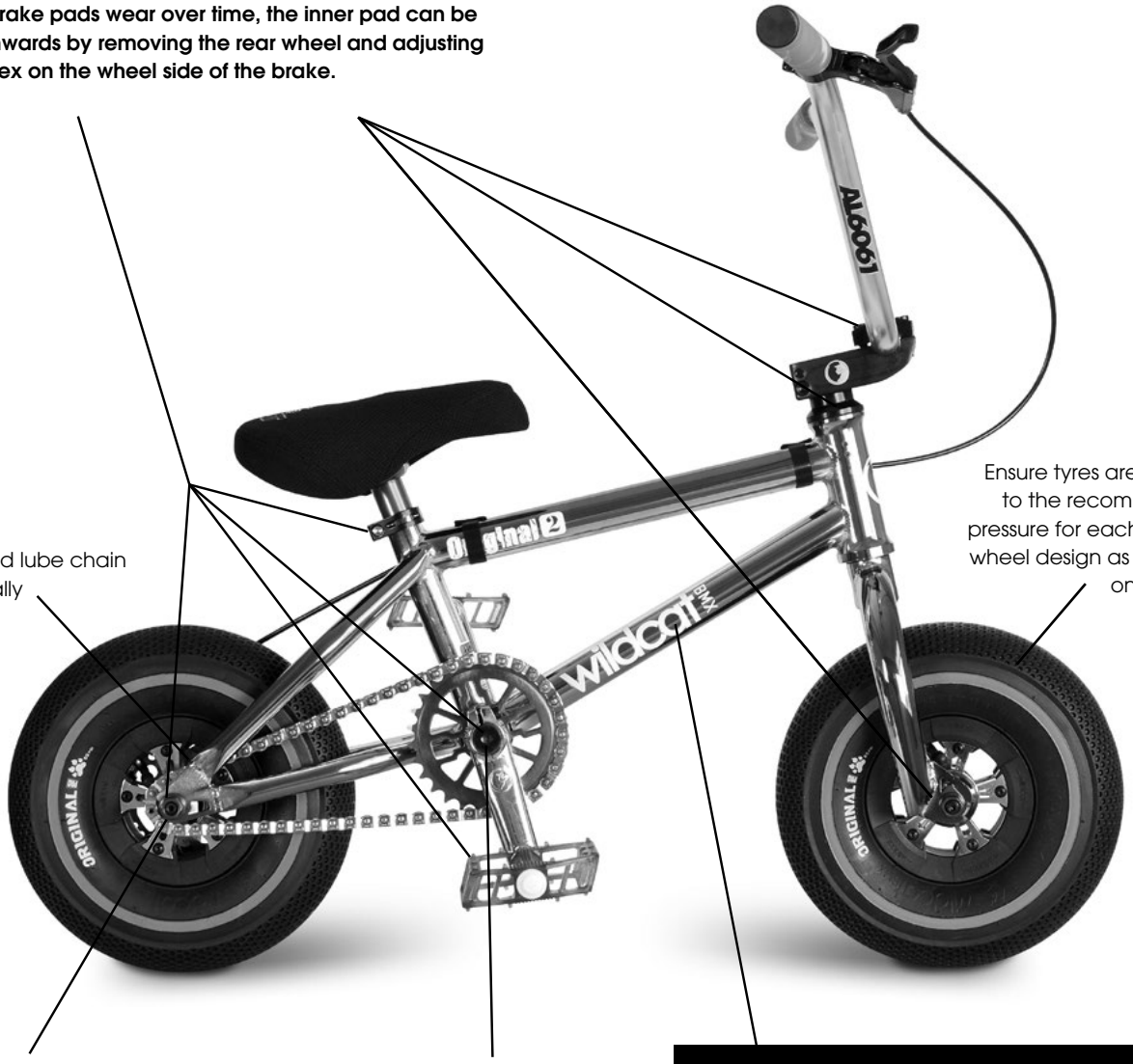
18

Replace the wheel back onto the frame and loop the chain back onto the chainwheel. Tighten axle nuts by hand at first to align wheel and tension chain, then fully tighten. Check alignment of disc brake and adjust if required.

MAINTENANCE

Please check and adjust lock-rings, cranks, pedals and check all nuts bolts are secure before and after every ride. Stripped threads etc due to parts not being tightened may not be covered by warranty.

Periodically check the braking mechanism and adjust as required. Brake pads wear over time, the inner pad can be adjusted inwards by removing the rear wheel and adjusting the 5mm hex on the wheel side of the brake.



Clean and lube chain periodically

Ensure tyres are inflated to the recommended pressure for each relative wheel design as detailed on **page 9**.

The driver on the rear wheel should be removed and sprayed with CRC or similar on a monthly basis. Do not used grease, this will only promote the accumulation of dust and grit and promote wear.

1 piece crank on the **OG** is a standard open bearing. to prolong lifespan it will occasionally require a clean and re-grease. This can be ascertained by visual inspection, and if the crank feels a little rough when riding.

3 piece crank on the **OG-PRO** has sealed bearings, so should not require re-greasing. Check assembly is tight and secure.

IMPORTANT: *KEEP YOUR BIKE CLEAN!!*

Wildcat frames are hi-tensile steel and Cro-Moly steel. As such any small stone chips, nicks or scratches in coatings will rust if left unattended. To ensure your Wildcat looks good for years to come, we recommend regular cleaning and wiping ALL surfaces down with CRC or similar on a regular basis to prevent corrosion, particularly if the paint or coatings become scratched. Alternatively surfaces can be cleaned and sprayed with a clear coat for protection.

WARRANTY

Manufacturer's Warranty

All frames carry a limited lifetime warranty against manufacturer defects. All parts are warranted for a period of 1 Year from date of purchase against any manufacturing defect, all coating is warranted for a period of 3 Months from date of purchase. Parts found to be defective will be replaced free of charge. The purchaser is liable for all labour connected with the repair or warranty work, plus related courier charges.

This Warranty is effective only if:

- Your MiniBMX is completely and correctly assembled
- Your MiniBMX is used under normal conditions for its intended purpose
- Your MiniBMX receives all necessary maintenance and adjustments

What is not covered by this Warranty?

This Warranty does not cover normal wear and tear, normal maintenance items, corrosion or any damage, failure, or loss that is caused by improper assembly, maintenance, adjustment, storage, or use of the bicycle.

The claimant must be the original owner/ purchaser and produce a receipt to prove the date of purchase. Parts found to be defective will be replaced free of charge. The warranty covers unexpected failure or defect of all parts/ components that may not be attributed to fair wear and tear or crash damage outside that considered normal use.

This Warranty is effective only if the bike is correctly assembled, the bike is used under normal conditions for its intended purpose and receives all necessary maintenance and adjustments. This Warranty does not cover normal wear and tear, normal maintenance items, or any damage, failure, or loss that is caused by improper assembly, maintenance, adjustment, storage, or use of the bicycle.

This Limited Warranty will be void if the bicycle is ever modified in any way, ridden by more than one person at a time, or rented / used for hire or events.

Disclaimer

Wildcat and the reseller will not be liable for incidental or consequential loss or damage, due directly or indirectly from use of our products.

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If you have any questions, please email:
wildcat@wildcatmini.com

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