1 KIDS BIKE Assembly Guide

How to use this Guide

EN14765

Please read this guide completely before assembling your bike.

WARNING! These points are extremely important and should be read, understood and implemented before riding your bicycle. Failure to observe these warnings may result in serious injury and/or damage to the bike.

NOTE! These notes should be read and understood as the information may be useful to you in assembling of this bike.

NOTE! Representative images are used throughout this guide, Your bike may differ from that shown.

1. Remove Packaging

1.1 Remove the Internal Packaging

Your bicycle has been carefully wrapped to protect it from damage. Care must be taken when removing the cardboard from the frame and forks so as not to mark or scratch the paintwork.

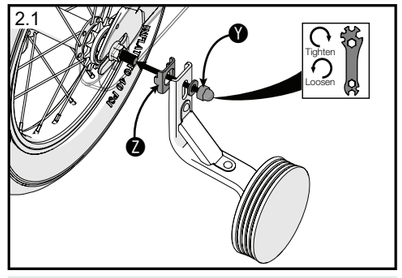
Plastic cable ties may have been used to secure the front wheel and handlebar. We suggest these are cut with scissors or snips and not a sharp knife.

The hard plastic fork protector that sits in the dropouts must be pulled off along with the 'mushroom' shaped axle protectors, seat tube top protector and the handlebar stem wedge nut cover.

Please care for the environment. Recycle as much of your bicycles packaging as possible.

NOTE! Only 12" and 14" wheel cycles have stabilisers included as standard. Please look at the picture of the cycle you have purchased on the end panel label to check whether it should have stabilisers. If stabilisers are included, one of the easiest way to fully assemble your bicycle is to loosely fit the stabilisers so the cycle stands upright.

2. Attach Stabilisers (If Included)



2.1 Attach stabilisers

WARNING! Before the bike is ridden, the stabilisers must be correctly adjusted and then fully tightened. This is covered in section 10.1 Stabiliser Adjustment.

Remove the outer domed nut Ⓨ leaving the tabbed washer Ⓩ in place. Fit a stabiliser arm onto the axle making sure it snuggly fits over the tabbed washer. Replace the domed nut and secure it finger tight to allow adjustment. Repeat for other side.

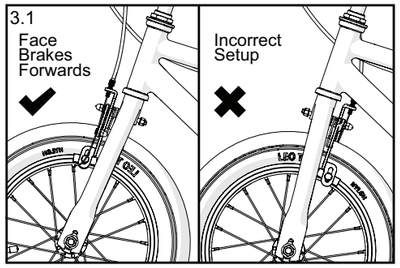
2.2 Removing Stabilisers

When a child has learnt to ride on 2 wheels and the stabilisers are no longer required they should be removed. It is important to replace the outer nuts Ⓨ on to the ends of the rear axle after the stabiliser arms have been removed.

3. Attach Handlebar

3.1 Realign the forks.

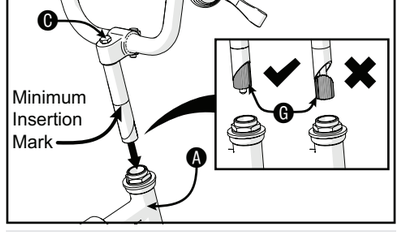
NOTE! The following diagrams show the bike with the front wheel already fitted. This has been done to help clarify the correct position of the front brake.



WARNING! When attaching the handlebar, make sure the fork is positioned correctly with the front brakes facing forward (when seated on the bike).

NOTE! Ensure the cables are not tangled or twisted, as this may effect steering and brake and gear performance.

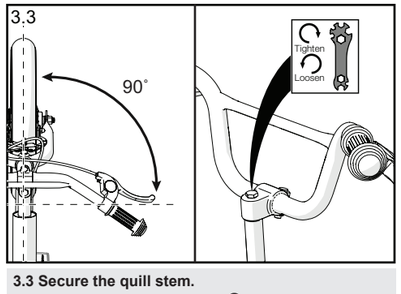
WARNING! When fitting the handlebar and stem assembly, make sure it is inserted beyond the **Minimum Insertion Mark.** Failure to observe this warning may result in serious personal injury.



3.2 Insert the Quill stem.

Loosen the stem bolt Ⓒ to allow the wedge nut Ⓖ to move freely.

Insert the stem Ⓒ into the head tube of the bike Ⓐ, Ensuring that the wedge nut Ⓖ is correctly aligned with the stem.

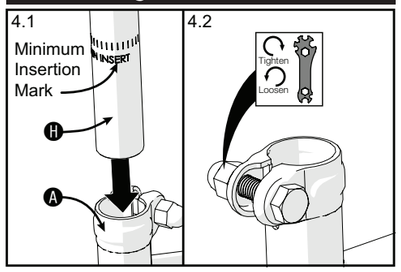


3.3 Secure the quill stem.

Adjust the handlebars and stem Ⓒ to the desired height and align with the forks as shown.

Using the supplied spanner or hexagonal key, tighten the stem bolt firmly (15-17 Nm).

4. Attaching the Saddle



WARNING! When fitting the seatpost, make sure it is inserted beyond the **Minimum Insertion Mark.** Failure to observe this warning may result in serious personal injury.

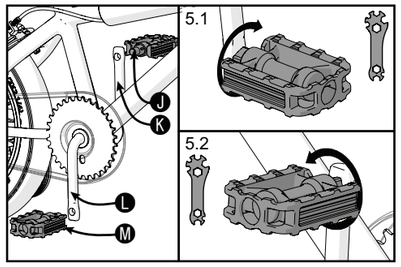
4.1 Insert the seatpost and saddle.

Insert the seat post Ⓗ into the seat tube Ⓐ.

4.2 Securing seatpost (bolted)

Secure the seatpost clamp by tightening the seatpost nut firmly (16-18 Nm) using the supplied tools.

5. Attach Pedals



WARNING! The Pedals are Different, they have different threads for each side of the bicycle.

NOTE! Your pedals are in a separate box within the main carton.

NOTE! The pedals Ⓙ Ⓜ and the crank arms Ⓚ Ⓛ have colour coded stickers to indicate which pedal matches which crank. To prevent damage to the threads, only tighten the pedals in the direction indicated.

4.1 Fitting the right hand pedal.

Locate the right hand pedal Ⓜ, this will have a **green** sticker attached.

Locate the right hand crank arm Ⓛ, this will also have a **green** sticker attached.

Remove the sticker from the crank Ⓛ.

Insert the threaded shaft of the right hand pedal Ⓜ into the threaded hole of the right hand crank arm Ⓛ.

Tighten the pedal Ⓜ using only your fingers clockwise in the direction of the colour coded sticker.

Fully tighten using the supplied multi-tool (40Nm - Very tight)

4.2 Fitting the left hand pedal.

Locate the left hand pedal Ⓙ, this will have a red sticker attached.

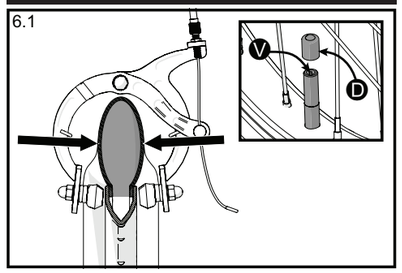
Locate the left hand crank arm Ⓚ, this will also have a **red** sticker attached.

Remove the sticker from the crank Ⓚ.

Insert the threaded shaft of the left hand pedal Ⓙ into the threaded hole of the left hand crank arm Ⓚ. Tighten the pedal Ⓙ using only your fingers anti-clockwise in the direction of the colour coded sticker.

Fully tighten using the multi-tool (40Nm - Very tight).

6. Attach Front Wheel



IMPORTANT! If your bicycle has pneumatic tyres there are two methods for attaching the front wheel. The first will require a bicycle pump.

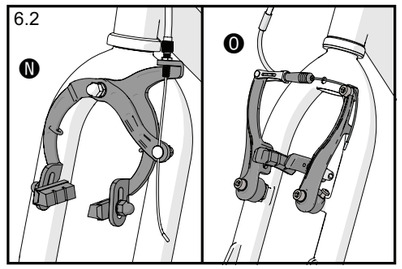
If you do not have a pump, please proceed to 6.2 Identify Brake Type.

6.1 Partially Deflate Tyre

To deflate the tyre remove the dust cap Ⓓ from the valve and press in the valve core Ⓥ. You may need something pointy to do this.

Squeeze the tyre so it passes through the brake calliper pads and proceed to 6.5 Insert and secure wheel.

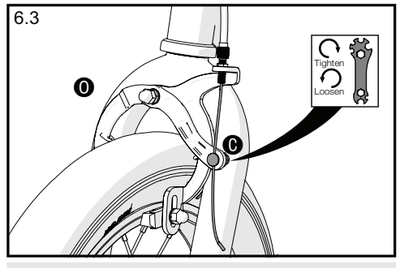
NOTE! The tyre will need re-inflating after 6.5 is complete. Proceed to section 7 thereafter.



6.2 Identifying the brake type.

If your bike is equipped with calliper-brakes Ⓝ then continue below, if it has V-brakes Ⓞ then proceed to step 6.4.

NOTE! Before the front wheel can be installed, the front brake must be loosened. This allows the front tyre to pass between the brake pads during assembly.



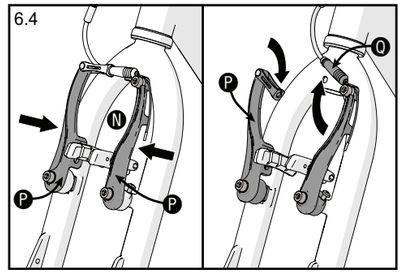
WARNING! When loosening the pinch bolt Ⓒ the calliper is liable to spring open. Please take care.

6.3 Disconnect the front calliper brake.

Using the tool provided loosen the pinch bolt Ⓒ, as pictured.

NOTE! You only need to loosen the pinch bolt Ⓒ to release the brake. It is not necessary to remove it completely.

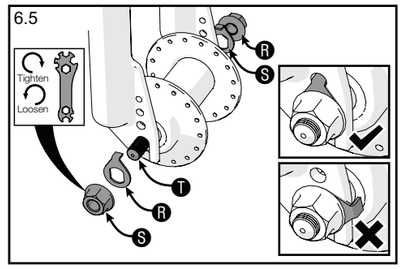
Proceed to 6.5 Insert and Secure Wheel.



6.4 Disconnect the front v-brake.

Squeeze the two brake arms Ⓟ of the front brake Ⓞ together with one hand.

Using your other hand, pull the guide pipe and cable Ⓠ across and up to release it from the right hand brake arm Ⓟ. Release the brake arms Ⓟ so they spring apart.



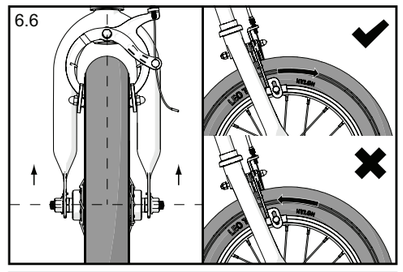
6.5 Insert and secure the wheel.

Loosen the wheel nuts Ⓢ and position them at the ends of the axle Ⓣ. Slide the wheel retention washers Ⓡ outwards so they are in contact with the wheel nuts.

Insert the axle Ⓣ of the front wheel into the slots at the bottom of the front fork – see diagram.

Ensure the tabs of the wheel retention washers Ⓡ are correctly positioned into their locating holes in the fork drop-outs.

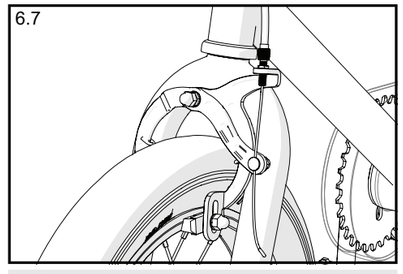
Tighten the wheel nuts Ⓢ very tightly (22-25Nm) using the supplied multi-tool.



6.6 Centralise Wheel

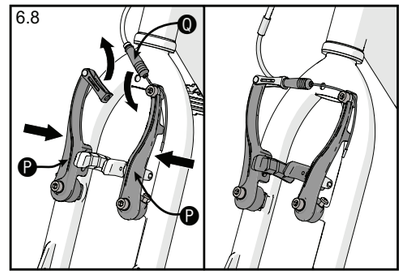
Ensure the wheel is fully inserted and centralised in the forks before tightening wheel nuts.

NOTE! Some tyres have a "Direction of Rotation" arrow on their side. When the front wheel is assembled, the arrow should be pointing in the direction the wheel will rotate.



6.7 Reconnect the front calliper brake.

See section 8.6 Adjusting Calliper brakes.



6.8 Reconnect the front v-brake.

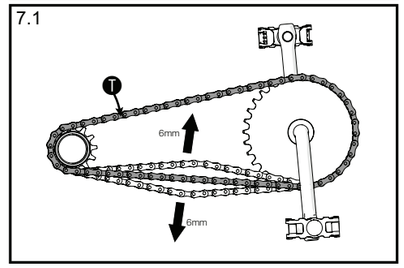
Squeeze the two brake arms Ⓟ of the front brake Ⓞ together with one hand.

Using your other hand, locate the guide pipe and cable Ⓠ into the retaining plate slot on the right hand arm Ⓟ.

Release the brake arms Ⓟ and let them spring apart.

NOTE! Check that the front wheel rotates freely, if it does not , the front wheel may not be located centrally between the forks. Alternatively the front brakes may need adjusting. (See section 8)

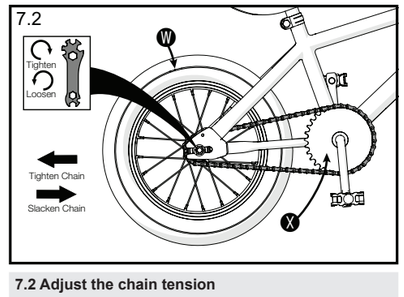
7. Chain Tension



7.1 Check the chain tension.

On a single speed bicycle the chain tension is important. If the chain Ⓣ is too slack there is a danger it could become de-railed from the front chainring or rear freewheel and If it is too tight it can make the pedals very difficult to turn.

The chain should be able to move approximately 12mm in total at its midpoint between the front chainring and rear freewheel. In order to check the chain tension it may be necessary to remove the chainguard, however, it is sometimes possible to check the tension from the rear open side of the chainguard.



7.2 Adjust the chain tension

To adjust the chain tension loosen the wheel nut with the tools provided. It is not necessary to remove it completely. If the bike has stabilisers these will need removing first.

To tighten the chain, pull the rear wheel Ⓦ backwards, away from the chainring Ⓧ or to slacken move the wheel closer.

Retighten the wheel nuts and recheck tension. Repeat until correct tension is achieved.

2 Setup & Maintenance

Complete these checks before riding

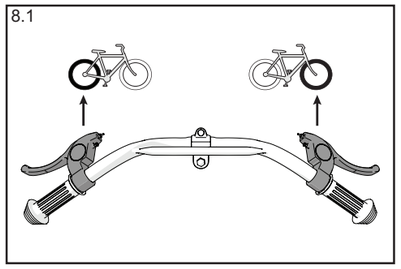
NOTE! The majority of your new bicycle's components have been assembled, adjusted and checked by trained professionals before delivery to you. However due to the transportation and reassembly it might be necessary to make some slight adjustments before riding to get the most from your bicycle and ensure the safety of the rider.

8. Brakes

NOTE! Your brakes will need adjusting before riding for the first time.

NOTE! Throughout the life of your bike, the front and rear brakes may need adjusting if the brake cable has stretched or the pads have worn down.

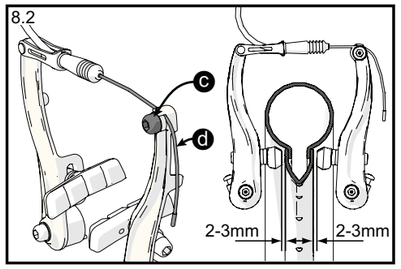
8.1



8.1 Brake use
The bicycle is fitted with front and rear brakes to stop the bike effectively.

The brakes are operated using two brake levers mounted on the handle bars. The left hand brake lever operates the rear brake and the right hand brake lever operates the front brake.

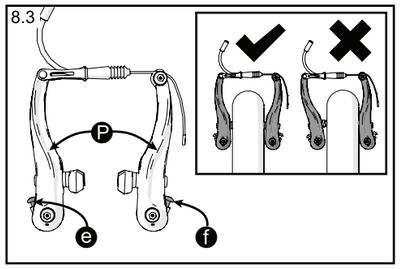
8.2



8.2 Adjusting V brakes
If further adjustment is required then the brake cable tension will need to be altered. This must be adjusted so that the brake blocks are close to the rim when no pressure is applied to the lever.

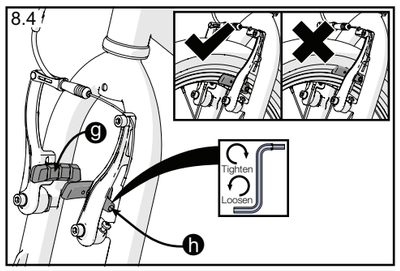
Loosen off the cable pinch bolt ⓒ using the tools provided, until the brake cable ⓓ is free to move.
Pull the cable ⓓ through the pinch bolt so that the brake blocks are approximately 2-3mm from the wheel rim.
Retighten the cable pinch bolt ⓒ whilst holding the brake cable ⓓ in position.

8.3



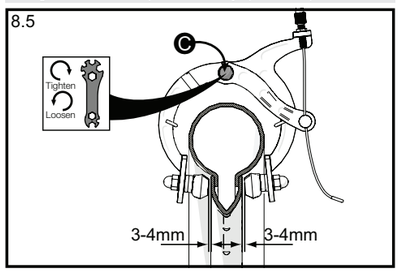
8.3 Adjusting V brake spring tension.
Over time, the brake arms can begin to lean to one side. This can be corrected by adjusting the spring tension of the individual brake arm.
If the brake arms Ⓟ are leaning to the left then tighten the right spring tension screw ⓔ.
If the brake arms Ⓟ are leaning to the right then tighten the left spring tension screw ⓕ.
Apply the brakes using the brake lever several times to centre the brakes and readjust spring tension if required.

8.4



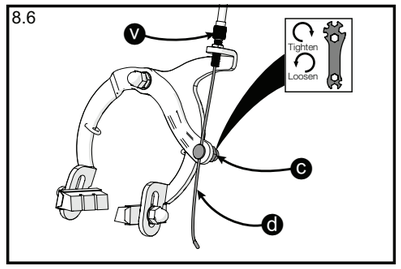
8.4 Adjusting V brake pads.
⚠ Check that the pads make full contact with the rim and do not touch the tyre. Ensure all parts are tightened correctly.
Loosen brake pad nut ⓗ using the appropriate tool until the brake pad ⓖ is able to move.
Align brake pad ⓖ with the wheel rim.
Retighten the brake pad nut firmly. (8-10 Nm)

8.5



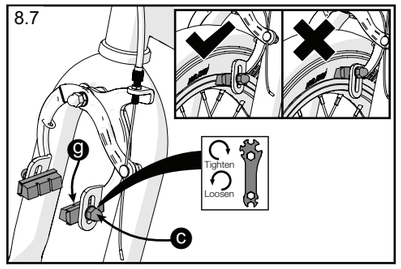
8.5 Adjusting Calliper brakes position
Check that the callipers are aligned centrally. The brake blocks should be lined up with the rim equally on both sides of the calliper.
To centralise the brakes, loosen the pivot point ⓒ, reposition the calliper and re-secure it in place.
When set up correctly there should be a 3-4mm space between each brake block and the rim. If the space needs adjusting, see 8.6 Adjusting Calliper Brakes.

8.6



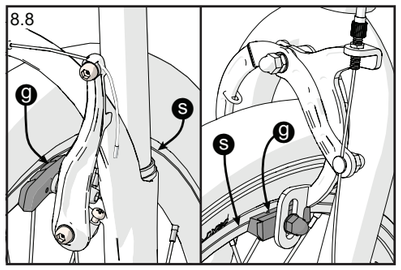
8.6 Adjusting Calliper brake.
The brakes must be adjusted so that the brake blocks are close to the rim when no pressure is applied to the lever.
Loosen off the cable pinch bolt ⓒ using the tools provided, until the brake cable ⓓ is free to move.
Pull the cable ⓓ through the pinch bolt so that the brake blocks are approximately 3-4mm from the wheel rim.
Retighten the cable pinch bolt ⓒ whilst holding the brake cable ⓓ in position.

8.7



8.7 Adjusting Calliper brake pads.
⚠ Check that the pads make full contact with the rim and do not touch the tyre. Ensure all parts are tightened correctly.
Loosen brake pad nut ⓗ using the appropriate tool until the brake pad ⓖ is able to move.
Align brake pad ⓖ with the wheel rim.
Retighten the brake pad nut firmly. (8-10 Nm)

8.8



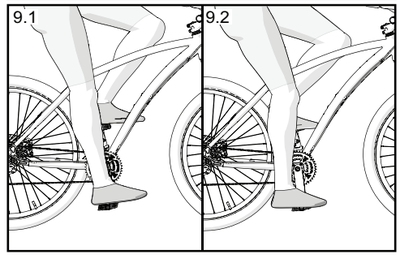
NOTE! All brakes should be checked before and after every ride.

8.8 Inspecting brake blocks and rims.
Inspect the grooves on the braking face of the brake block ⓖ, releasing the brakes as shown in section 6 may be required. If the block has been worn smooth then replace it with an appropriate block.
It is also important to check the rim for wear, if the rim wear indicator ⓢ has been worn away at any point on the rim then the bike must not be ridden until the rim has been replaced.

⚠ **WARNING!** When replacing worn brake blocks and wheel rims it is essential to use parts that are fully compatible. If you are in any doubt about their suitability, we suggest you consult a qualified bicycle mechanic.

9. Saddle Height

9.1 9.2



⚠ **WARNING!** When assembling the seatpost, make sure it is inserted beyond the **Minimum Insert Mark.** Failure to observe this warning may result in serious personal injury.

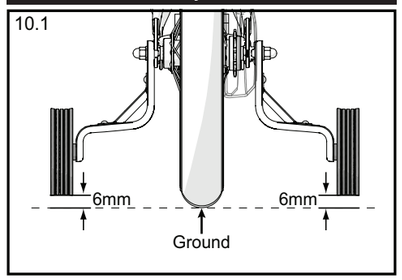
NOTE! Read section 2 for additional information regarding seat post fixings.

9.1 Initial saddle adjustment
Holding the bike upright if it is not equipped with stabilisers, your child should sit on the saddle in a normal riding position. With the cranks arms in line with the seat tube, the child's heel should rest on the lowest pedal with their leg being straight. Fig 9.1. If the saddle is too low or too high then it must be adjusted .

9.2 Correct saddle height
When the saddle is set at the correct height, there should be a slight bend in your child's knee when the pedal is at its lowest position and the ball of their foot is on the pedal. Fig 9.2. In this position the child should be able to touch the ground on either side of the bike with their toes.

10. Stabiliser Adjustment

10.1



10.1 Adjust Stabilisers
⚠ **WARNING!** Due to the forces being applied to the stabiliser arm whilst the bike is being ridden, it is common for the outer nuts that hold the arms to the bike to work loose. These must be regularly checked and tightened when necessary. Even with the stabilisers fitted it will still be possible for the rider to lose control of the bike by excessive side to side rocking. The rider should be made aware of what can happen if their bike leans over too far.
When first teaching a child to ride, the stabilisers should be positioned so the bike rocks slightly from side to side when it is on a flat surface.
Position each stabiliser so that the wheel is approximately 6mm from the ground on either side and tighten using the tools provided.
When left standing the bike should lean to one side with a gap of approximately 12mm under the opposite wheel.
As the child's confidence grows, the stabilisers should be raised, allowing the bike to rock more which in turn will improve the riders balance. When the child is sufficiently confident the stabilisers should be removed.

11. Accessories

NOTE! If your bike comes with accessories, these will be shown on the picture of the cycle that is located on the end panel label and there will be a separate sheet in the carton covering fitment.

12. Suspension

NOTE! If the bike you have purchased is equipped with front suspension forks or a rear suspension system, there will be a separate sheet in the carton covering use and maintenance.

13. Routine Maintenance

⚠ **WARNING!** In order to ensure the safety of the rider, regular checks should be made on the brakes, tyre condition, steering (including the handlebar grips) and wheel rims. If any components are found to be damaged or excessively worn they should be immediately changed using genuine replacement parts.

NOTE! For advice on assembly or help finding spares then call our help line on **0844 888 8484**.

NOTE! It is recommended that the bike is serviced by a qualified bike technician every 12 months.

Before and after each ride.
Is the saddle secure?
Are the front and rear tyres inflated correctly?
Are the pedals tight?
Do the brakes work?
Do the handlebars Move?
Is the Bike clean?

Every month.
Lubricate the chain using a suitable light oil.
Check all parts of the bike are securely fitted.
Check that the tyres are in good condition.
Check the condition of the brake blocks/pads.
Check that the wheel spokes are tight.

Every 6 months.
Check the frame and forks for signs of damage.
Check the wheels are running true.
Check the front and rear gears for signs of damage.

Every 12 months.
Inspect and grease the wheel hub bearings.
Inspect and grease the headset bearings.
Inspect and grease the bottom bracket bearings.

Lubrication.
It is important to use bicycle specific lubricants. Using multi-purpose oils or light spray lubricants will cause dirt and road grit to stick to the components so causing premature wear. Brake pivots should be lubricated on a monthly basis. The chain and freewheel should be sparingly lubricated at least every 6 months and wheel, headset and bottom bracket bearings should be cleaned, inspected and re-greased annually.

14. Tightening Torques

Use the information below to ensure the correct torques are applied to your bicycle components during maintenance.

Fastener	(Nm)	Fastener	(Nm)
Front wheel nuts	22-25	Seat post clamp	
Rear wheel nuts	25-29	Bolt or nut	16-18
Quill stem bolt	17-19	Allen bolt	8-10
Handlebar clamps		Brake cable pinch nut	6-8
1 bolt	16-18	Crank bolt	45
2 bolt	12-14	Pedals	40
4 bolt	8-10	V-brake blocks	8-10

15. Safety Information

As the parent, guardian or carer of the child that will be riding this bicycle you have a number of very important responsibilities:

WARNING! Ensure that the bicycle has been correctly assembled to ride.

WARNING! It is your responsibility to instruct and demonstrate how to correctly and carefully steer the bicycle and use the brakes to reduce speed and safely stop.

WARNING! This child's bicycle has been designed and manufactured to comply with EN14765:2005 - Bicycles for Young Children. This European safety standard applies to cycles with a maximum saddle height of more than 435mm but less than 635mm.

WARNING! Due to its design and construction, this bicycle should only be used by children of a suitable size for recreational use on level pavements, pathways and other traffic free areas. Failure to observe these criteria may result in the bike or its components breaking which could result in the rider sustaining injury.

WARNING! The child should always wear a helmet when riding the bike. The helmet should be the correct size and conform to European Standard EN1078.

WARNING! Always take extra care when riding in wet, foggy, windy or icy conditions. The brakes may not be as effective and braking distances may be increased.

WARNING! Always wear suitable cycling clothing when riding. Loose clothing which may get caught in moving parts should be avoided.

WARNING! The bike is only suitable for use by riders (including any accessories or luggage) with a weight less than the following: 12" Bike - 35kgs, 14" Bike - 40kgs, 16" Bike - 50kgs.

WARNING! The front and rear tyres must be fully inflated before attempting to ride the bike, under no circumstances should the tyres be inflated above the maximum pressure indicated on the side of the tyres.

KIDS BIKE Assembly Guide UK.V1

TECHNICAL SUPPORT:
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