

Bike Assembly Instructions

www.wiggle.co.uk

Congratulations on purchasing your new bike from wiggle.co.uk!
In just a short moment, with a few minor adjustments, your bike will be ready-to-ride.

All our bikes have been assembled, safety-checked and adjusted by our CyTech accredited mechanics. Cytech is the bicycle industry's only recognised training and accreditation scheme for cycle mechanics.

Before you ride your new bike you will have to adjust certain components by following these simple instructions.

This leaflet will take you through the process of fitting and adjusting the components removed for transportation, you will have to do the following basic processes:

1. Adjust Handlebars
2. Fit Pedals
3. Adjust Saddle
4. Adjust Giro (applicable on some models of BMX)

The relevant tools are included free of charge:

Allen Keys
Pedal Spanner

For correct adjustment you may also need:

Torque Wrench (a tool for measuring the amount of force applied to a threaded connection)
Grease (to limit the wear of certain components on the bike)

Important Information

There are certain important aspects of the bike assembly that need extra care and attention to ensure that you get the most from your new bike:

Torque Settings

The torque settings supplied are for general use only. Many components may come with their own specific settings. Please read fully, all owners manuals supplied with your bike before assembly. Failure to follow recommended settings may cause damage to parts and/or invalidate warranty.

Carbon handlebars

Do not over tighten clamp bolts (the bolts on the 'face' of the stem) on carbon handlebars as this will permanently damage your bars.

General Maintenance

Regular maintenance will dramatically increase the lifetime of your new bike. If your bike is used for daily commuting or in arduous conditions, you will need to carry out our advised monthly check once a week. Should your bike suffer premature failure that would have been prevented with regular maintenance, it may not be covered under your warranty.

Advice

You must ensure that your bike is fully checked and assembled before riding, wiggle can accept no responsibility for injury or damage caused due to faulty assembly.

For more information please refer to any literature that accompanied your bike on delivery such as further instructions or an owners manual. If you are in any doubt about correct assembly please contact bike@wiggle.co.uk and we will be happy to help you.

Failure to carry out the recommended checks may result in injury and/or invalidate your warranty.

Handlebars

Undo the front plate of the stem with an allen key:



Place handlebar into stem and replace front plate making sure the handlebar is equal in length on both sides.

Follow this advice for correct positioning of the handlebars:

- For flat and riser handlebars (fig.1), the controls are roughly at a 45° angle with the ground.
- For drop/road (fig.2) handlebars the bottom of the bar is roughly parallel with the ground.
- For BMX bars (fig.3), the handlebar sits parallel with the fork legs when viewed side on.

fig.1



fig.2



fig.3



Once desired handlebar position is found you will now need to tighten the bolts on the front plate of the stem.

Follow these simple steps and repeat until the handlebar is stable and the recommended torque settings are reached:

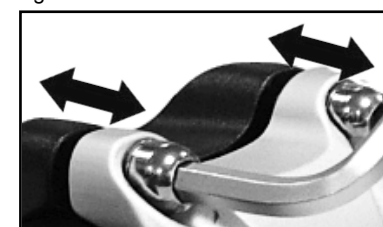
Make one whole clockwise turn, with the correct sized allen key of the bottom left bolt (fig.4) first, then the top right then bottom right, followed by top left. Repeat until space between face plate and stem is even at all four points (fig.5).

Torque settings: For a 4mm bolt or if the handlebar is carbon fibre a maximum torque of 7N/M should be applied. For a 5/6mm bolts a 9N/M maximum torque must be applied.

fig.4



fig.5



Pedals

Be careful when fitting the pedals to your bike, because the pedal threads are different for left and right. The right pedal is for the right side drive crank arm (chain side) and the left pedal goes on the non-drive side. Follow our step-by-step guide below:

1. If pedal washers are supplied with the chain set, these must be used. Place the washer over the pedal axle and while tightening, ensure it sits neatly into the recess in the crank arm.
2. Apply a light coat of grease to the pedal threads.
3. Attach the left hand pedal to the left hand crank arm by rotating the axle anti-clockwise by hand until tight, then fully tighten with the enclosed spanner.
4. Attach the right hand pedal to the right hand crank arm by rotating the axle clockwise by hand until tight, then fully tighten* with the enclosed spanner.

*We recommended a torque setting of 9N/M should be used.

Saddle

You will need to adjust your saddle to your desired height.

Remember that if your bike has a carbon seatpost it has a special grease that has carbon particles in it to help bind the surfaces. Do not use or mix with a conventional grease.

The seat clamp will either have a quick release or a hex key bolt. Undo this, with the supplied Allen key and adjust the saddle to the correct height.

Ensure that the seatpost does not extend beyond the minimum insertion mark found on the seatpost.

Take care not to over-tighten the quick release or hex bolt as this may damage the seatpost and/or the frame.

When the saddle is in place, hold firmly at both ends and twist. Your saddle should not move under reasonable force, continue to tighten if movement does occur.

BMX Bikes with Giros

If your bike comes equipped with a Giro braking system, it is important to make sure that the cables are properly installed into the brake lever and upper Giro plate. It is also important that the four cable adjusters located on the frame and the upper Giro plate are correctly spaced, they should be spaced as follows:

Looking at the bike front on, the upper and lower left hand adjusters should be set with a 4mm gap between the adjuster and the frame or Giro plate.

The two right hand adjusters should be set up with 2mm gap between the adjuster and the frame or Giro plate.

Finish

If you have followed these steps correctly your new bike will now be complete and ready-to-ride.

On the next page we have supplied instructions on how you should look after your bike and additional advice on head-set set up, that should be read and understood before you use your bike.

For any more information or enquiries about your new bike please do not hesitate to contact us:

sales@wiggle.co.uk or at Wiggle LTD, 3 Optima Spur, Northarbour Spur, Portsmouth, PO6 3TU

General Maintenance

To keep your bike in safe, reliable, working order there are certain steps that need to be taken before every single ride:

- Check function of brakes and pad wear.
- Check tyres for wear, pressure and embedded debris.
- Check wheel quick releases are tight and wheels are secure.
- Spin wheels to check for wobbles indicating wheel needs to be true.
- Check suspension for proper function e.g correct pressure.
- Check chain and lubricate if necessary.
- Check stem and crank-bolts are to recommended torque.

After use of the bike make sure that it is kept clean and that chain and cables are protected with a good quality lubricant.

The more you use your bike the more it needs to be serviced, we recommend if you use your bike 5 days or more a week commuting, you need to service it at least once a week.

If the bike is used less regularly it is still important to service the bike at least once a month.

Follow these steps and you will get more enjoyment from your bike and it will help prevent any premature failure.

- Give bike a full clean and check frame and forks for signs of damage.
- Clean drive train with degreaser.
- Lubricate chain, cassette and chainrings, check for wear and replace if needed.
- Check all bearing systems: hubs, bottom bracket, pedals and headset.
- Check brake pads and disc rotors for wear, also check bar grips/tape.
- Clean and check wheels carefully for signs of wear.
- Check rims for cracks at spoke nipples and for true and loose spokes.
- Test the tightness of all nuts and bolts.
- Check crank bolts are at recommended torque setting.
- Check bottom bracket and cassette lock rings are tight.
- Lubricate V-brake, derailleur and SPD pedal pivots.
- Check all cable inners and outers for corrosion, fraying and breaks.
- Lubricate cable inner and outers.
- Check SPD pedals and cleats for loose bolts and wear to cleats.
- Maintain and lubricate suspension forks and/or rear shocks.

Headset

During use your headset may work loose, this is rare but if it does occur follow these instructions:

Using an allen key, loosen stem clamp then tighten the top bolt, on the headset just enough to remove any play from the headset. Check this by standing astride the bike, applying the front brake and gently rocking back and forth.

If play can be detected, tighten the top bolt a little more and re-check. Repeat this action until no play can be detected, however, do not over-tighten this bolt as the headset must be free enough to allow the front wheel to be steered unrestricted.

Re-check the stem alignment with the front wheel and then tighten the steerer clamp bolts to:

4mm bolts 8N/M maximum torque.

5/6mm bolts 9N/M maximum torque.

For carbon steerer tubes a maximum of 7N/M should be used.