



# Boxed Bikes

Boxed bikes are packaged as shown below. Here is an indication of how you will receive your bike. Different brands may vary slightly.



Childrens bikes. 12" - 20" wheels.



Mountain Bikes. 24" - 26" wheels.



Road & hybrid bikes. 26" - 700c wheels.

# Handlebars & Stem

First identify which of the following type of stem is fitted to your bicycle.

1. A-HEADSET SYSTEM - The stem clamps on the outside of the fork steerer. (See below)
2. QUILL SYSTEM - The stem is slotted into the fork steerer tube. (See page 3)

## A-HEADSET SYSTEM

- Using an Allen key first slacken off the bolts on the side of the stem.
- Twist the stem so it is in line with the front wheel.
- Using an allen key tighten the top bolt just enough to get rid of any play in the headset. To check for play rock the bike forward and back with the front brake applied, if there is movement within the headset then tighten the top bolt more. Do not over tighten this bolt, it needs to be free enough to allow the handlebar to turn unrestricted.
- Retighten the bolts on the side of the stem no more that 6 N.m.



1. Using an Allen key first slacken off the bolts on the side of the stem.
2. Twist the stem so it is in line with the front wheel.



Using an allen key tighten the top bolt just enough to get rid of any play in the headset.

To check for play rock the bike forward and back with the front brake applied, if there is movement within the headset then tighten the top bolt more.

**DO NOT OVER TIGHTEN THIS BOLT, IT NEEDS TO BE FREE ENOUGH TO ALLOW THE HANDLEBAR TO TURN UNRESTRICTED.**

## QUILL STEM SYSTEM

- With the top stem bolt loose, insert the stem into the headtube of the frame.
- Twist the stem so it is in line with the front wheel.
- Using the correct size allen key tighten the stem top bolt.



**1.** Insert the stem into the headtube of the frame.



**2.** Twist the stem so it is in-line with the front wheel. Using an allen key tighten the stem top bolt.

## HANDLEBAR ASSEMBLY



**1.** Firstly place the bars in the stem then apply the stem cap as shown. Before using an allen key, finger tighten each bolt and make sure of an equal gap between the stem cap and the main body of the stem.

**Be aware that an un-even stem cap can cause damage to the bars.**



**2.** Finally make sure that the bars are at your desired position with the brake levers at 45 degrees to the ground.

Tighten the stem cap bolts no more than 6 N.m.

Also check that both brake levers are tight at no more than 6 N.m.

**DO NOT RIDE YOUR BIKE WITHOUT CHECKING YOUR HANDLEBARS & STEM ARE FULLY TIGHTENED!**

## CORRECT FORK POSITION

Ensure forks are correctly positioned with disc brakes (Image 1) at the rear of the fork and rim brakes (Image 2) at the front of the fork.



**1.** Position the fork so disc brake caliper is at the rear.



**2.** Position the fork so rim brake is at the front.



# Pedals

**IDENTIFY THE LEFT AND RIGHT PEDALS. DO NOT CONFUSE THE LEFT AND RIGHT PEDALS – THEY ARE DIFFERENT.** The right pedal is fitted to the drive side (the side with the chain and gears). Both pedals will be clearly marked which side they are for. They are often stamped L or R at the end of the axle.



## LEFT PEDAL

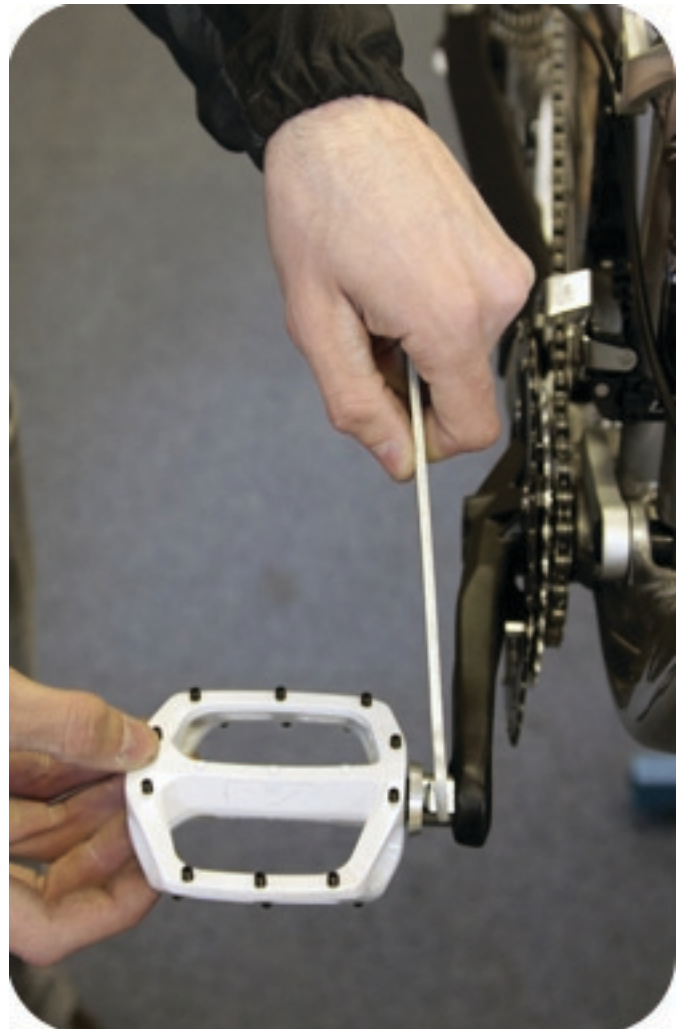
Take the **left** pedal and **finger tighten** this into the left hand crank arm by turning the pedal axle **anti-clockwise**.

After a few turns you can use your spanner to fully tighten it onto the crank.

## RIGHT PEDAL

Take the **right** pedal and **finger tighten** this into the right hand (drive side) crank arm by turning the pedal axle **clockwise**.

After a few turns you can use your spanner to fully tighten it onto the crank.

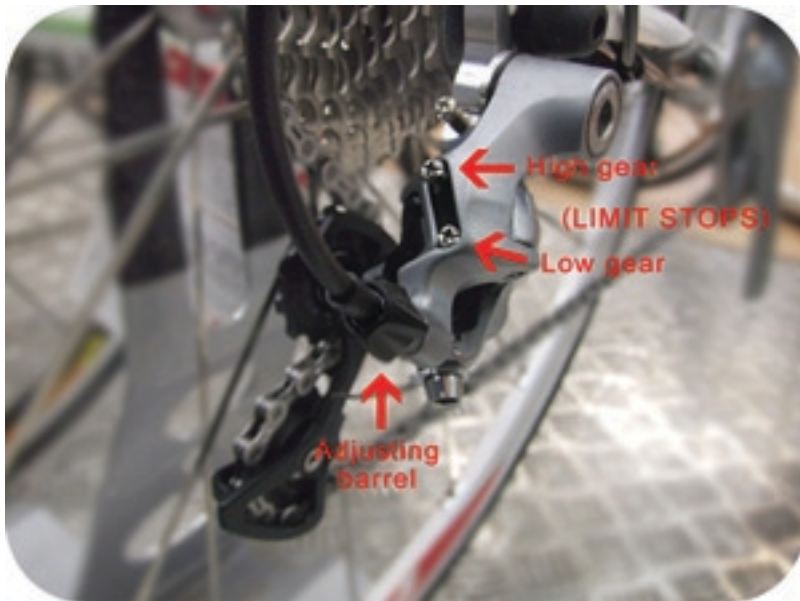


**DO NOT FORCE YOUR PEDALS ON!  
ALWAYS FINGER TIGHTEN FIRST. ATTEMPTING TO FIT A PEDAL TO THE INCORRECT  
CRANK ARM WILL VOID YOUR WARRANTY.**

# Gears - Rear derailleur

Although all gears are set and checked by our mechanics before the bike is sent to you, occasionally, during transit, gears can become out of line. Carefully following the few simple steps (page 7), gears can be re-set and maintained.

By maintaining your gears you will have an easier ride. To get the most out of your chain you should clean and oil it regularly, especially after riding in wet and muddy conditions.



## LIMIT STOP SCREWS

The limit stops are two screws that set the limits of how far the derailleur can move from left to right. They are usually located on the back of the parallelogram, sometimes they face outward to the bicycle's right. The ends of the screws bump into internal parts of the parallelogram when the derailleur has moved all the way in the direction controlled by that screw.

## INDEXING ADJUSTMENT (ADJUSTING BARREL)

The indexing adjustment is the most frequently needed derailleur adjustment.

The click-stops that provide indexing are in the shifters, and the index adjustment sets the length of the cable so that the derailleur is in the correct place to correspond with each click stop.

If a derailleur is correctly adjusted when it is installed, this is the only adjustment that should have to be tweaked later on, to accommodate cable stretch, or when cables are replaced.

The indexing adjustment is an adjusting barrel located at one end of a length of cable housing. (See image above) Many rear derailleurs have more than one index adjuster. All indexed derailleurs have an adjuster where the final loop of cable housing ends at the derailleur itself. Many bicycles also have another adjusting barrel located so that it can be adjusted while you are riding. On mountain-bike-type shifters, this will be located at the shifter itself, just where the cable exits. On road bikes with handlebar-mounted shifters, there will usually be an adjusting barrel at the cable stop where the upper length of housing ends on the upper end of the down tube.



## RE-SET AND MAINTAIN



**1.** While pedaling with your right hand, push against the derailleur body with your left thumb (photo), causing a shift to the largest cog. Release the pressure with your thumb to shift to the smallest cog. Do this repeatedly, noting any hesitation or overshifting. The chain should move smoothly onto the smallest and largest cogs.



**2.** If necessary, adjust the derailleur's range of motion by turning (photo) the high and low-gear limit stop screws to allow the derailleur to shift accurately to the largest and smallest cogs. Counterclockwise turns allow it to move farther; clockwise turns limit it. Keep shifting with your thumb and fine-tuning the screws until the chain shifts perfectly onto each cog with no hesitation or overshifting (off the top or bottom cogs).



**3.** The chain should run quietly in every gear, if it does not or the shift hesitates, screw the adjustment barrel counterclockwise one-half turn and retry. Repeat this until it shifts immediately onto the cog. If it overshifts, screw the barrel clockwise by half turns until it doesn't. Shift through all the gears and test ride the bike. Fine tune again if necessary.

**Note: Once the derailleur is adjusted properly, about the only adjustment necessary (assuming you don't crash and damage the derailleur) is taking care of any cable slack that develops from stretching, which occurs over time. To remove slack and restore perfect shifting, simply turn the adjustment barrel counterclockwise in half turns.**

# Gears - Front derailleur



## LIMIT STOP SCREWS

The limit stops are two screws that set the limits of how far the derailleur can move from left to right. They are usually located on the top of the derailleur. (See image)

## INDEXING ADJUSTMENT (ADJUSTING BARREL)

The indexing adjustment is the most frequently needed derailleur adjustment.

See page 6 for information about indexing adjustment.

**1.** If necessary, adjust the derailleur's range of motion by turning (above photo) the high and low-gear limit stop screws to allow the derailleur to shift accurately to the largest and smallest cogs. Counterclockwise turns allow it to move farther; clockwise turns limit it.



**2.** The chain should run quietly in every gear, if it does not or the shift hesitates, screw the adjustment barrel counterclockwise one-half turn and retry. Repeat this until it shifts immediately onto the cog. If it overshifts, screw the barrel clockwise by half turns until it doesn't. Shift through all the gears and test ride the bike. Fine tune again if necessary.

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# **WARNING!**

YOUR BICYCLE MUST BE PROPERLY ASSEMBLED AND CHECKED BEFORE RIDING. JE JAMES CYCLES ACCEPT NO RESPONSIBILITY FOR INJURY OR DAMAGE DUE TO FAULTY ASSEMBLY. FOR MORE DETAILED INFORMATION PLEASE REFER TO YOUR OWNERS HANDBOOK AND ANY ADDITIONAL LITERATURE SUPPLIED WITH YOUR BICYCLE. IF YOU ARE IN ANY DOUBT PLEASE CONTACT US FOR ASSISTANCE. PLEASE NOTE THAT FAILURE TO ENSURE YOUR CYCLE IS PROPERLY ASSEMBLED MAY LEAD TO INJURY AND INVALIDATE ANY WARRANTY CLAIM. ASSEMBLY UNDERTAKEN WITHOUT PROFESSIONAL ASSISTANCE IS AT THE OWNERS RISK.