

## ASSEMBLY INSTRUCTIONS FOR THE BOSTON BIKE

All of these instructions must be followed carefully before using the bicycle.

### Assembly manual overview:

1. Removing the bicycle from packaging
2. Mounting the handlebar
3. Mounting the front wheel
4. Checking the DT-wire
5. Mounting the pedals
6. Mounting the seat post and saddle
7. Installing the front brake cable
8. Adjustment of the brakes
9. Check list before releasing the bicycle to end-user
10. Contact

### Tools needed:

**4mm Allen key, 5 mm Allen key, 6 mm Allen key, 15mm wrench, pedal wrench.**

#### 1. Removing the bicycle from packaging

When removing the bicycle from the box, be careful that no items are scratching the frame. Be careful to remove the handlebar together with the bicycle, as it is attached to the bicycle by the brake wire.

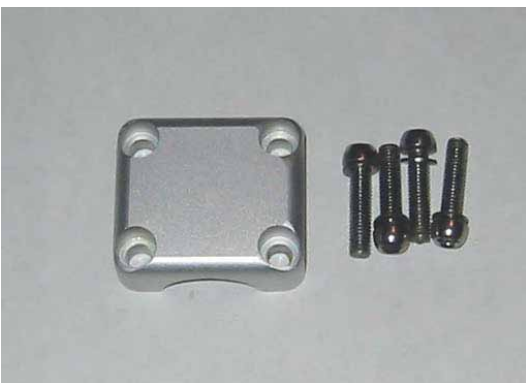
Remove all carton and paper covering the frame and the parts.

Remove the front wheel from the box

Remove the small box containing the pedals and manuals and other items.

#### 2. Mounting the Handle Bar

**Tools needed: 5 mm Allen Key**



Loosen and remove the 4 stem bolts and washers with a **5 mm Allen Key**

Remove the stem faceplate



Ensure that the headset is properly tightened



Place the bar, with shims attached, inside the stem



Install the faceplate, all four stem bolts, and washers. Each bolt should be tightened gradually, making sure that there is equal space between the stem and faceplate at all times. Once you begin to feel resistance, it is important to alternate between bolts in an X pattern. Tighten no more than a quarter of a turn, starting with the top right hand bolt, then the bottom left, then the top left, and finally the bottom right.

### 3. Mounting the front wheel

Tools needed: 15 mm crescent wrench



The front wheel is mounted to the frame with two **15 mm bolts**. Install the front wheel by pulling up from the top and guiding it into the fork dropouts.



Make sure that the disc brake rotor is firmly inserted into the caliper.

It is important that the front brake is correctly adjusted after having mounted the front wheel.

For adjustment of the brakes please see paragraph 10.

Tighten the bolts using a **15mm crescent wrench**.

Spin the wheel and check that the wheel is true, and that it spins freely. Make sure that the wheel is perfectly centered.

#### 4. Checking the DT (Down Tube) wire

**THE DT-WIRE SHOULD BE TAUT BEFORE USING THE BICYCLE.**



The DT wire is attached at one end from the lock, which is fixed in the head tube, and on a hook at the bottom bracket.

The DT wire is correctly attached if the DT Wire is completely taut and attached by its loop to the hook and secured on the other end with the lock pin.

If the DT wire is not correctly inserted to the hook or by the lock-pin, please follow the following steps:



- Open the quick release on the top tube and fold the bike slightly so the DT-wire loosens.
- Insert the key in the lock. Turn it and remove the lock pin with a gentle pull.
- Hold the bike in this slightly folded position; place the lower end of the wire on the hook.
- Re-insert the lock pin through the cable and into the lock until you hear it "click" in place.
- Now lower the bike to return it to the unfolded position.
- Carefully close and lock the upper tube quick release.
- Remove the key from the lock



**If the DT wire still isn't taut after this, then the DT-wire needs tightening:**

- Open the quick release on the top tube and fold the bike slightly so the DT-wire loosens.
- Hold the bike in this slightly folded position and remove the loop end of the DT Wire from the hook.
- Turn the adjustable 4 screws on the hook clockwise.
- Do not turn the adjustable 4 screws more than 1/8 inch at time to avoid over-tightening the DT-wire.
- Place the DT Wire loop back on the hook and unfold the bike to its ride position by pushing down on the top tube. If the quick release falls into position with out pushing down on the top tube the result that the wire is still too loose and then you have to repeat the above



**BEFORE PROCEEDING ENSURE THAT THE FOLDING MECHANISM IS FIRMLY TIGHTENED WITH A # 5 ALLEN KEY**

## 5. Mounting the Pedals

**Tools needed: 15 pedal wrench**



The pedals are clearly marked with an **R** and **L** for right and left.

- Screw the pedal into the crank arm tightly with a **15 mm pedal wrench.**

## 6. Mounting the seat post and the saddle

Tools needed: 5 mm Allen Key for seat post, 6 mm Allen Key for seat



The seat post is equipped with two vertical bolts to hold the saddle rails sandwiched between a pair of grooved blocks. Loosen the bolt and remove the upper block. Insert the saddle and replace the upper block. When the bolts are loose, the blocks may be tilted to adjust the saddle. Slide the saddle back and forth and ensure that the saddle is positioned totally vertically.

Now slide the seat post down the seat tube. The seat post is fastened with a seat clamp, which is placed on the top of the seat tube. Tighten the clamp with a **5 mm Allen Key**, and ensure that it is securely fastened.

Once the seat post is placed ensure that the post is positioned at a neutral height to accommodate both women and men test riding the bike.

**Ensure never to raise the seat post above the maximum level.**

## 7. Installing the front brake cable

Tools needed: Wire cutters, 5mm allen key



- Attach the cylinder shaped end of the front brake cable inside the brake lever
- Ensure that the front brake cable is looping around the front of the handle bar
- Insert the cable and housing through the stem and guide it out of the fork and through the cable guide on the fork.
- Pull the cable taught and secure it to the brake calliper with a **5mm allen key**.
- Cut off the excess cable leaving 2"



## 8. Adjusting the Quad disc brake front and rear.

Tools Needed: 4 mm allen key or coin



- Adjust the brakes by turning the front knurled wheel clockwise to move the outer pad towards the rotor. This knurled wheel is located in the center pivot point of the lever arm of the calliper.
- Turn the REAR pad adjuster with **4mm Allen key** (or coin) clock-wise to move rear pad towards the rotor.
- Spin the wheel and let it rotate as you turn the rear adjuster in a clock-wise direction, which decreases the distance between the pad and disc until the pad just touches the rotor
- Rotate the knurled front adjuster clockwise or until the brake lever travels back to your preferred position. Fine tuning can be carried out using the adjusters on either side to compensate for wear.

## **9. Check List**

### **Wheels (both wheels)**

1. Do they spin freely?
2. Are they centered and aligned?
3. Is there air in the tyres?
4. Are the quick releases properly closed?
5. Are the wheels safely mounted?

### **Brakes (front and rear brake)**

1. Is the rotor correctly positioned in the calliper?
2. Do the levers work?
3. Do the wheels brake?

### **DT wire**

1. Is the DT wire properly attached to the frame?
2. Is the key inserted in the lock?

### **Top tube**

1. Is the quick release functioning properly?
2. Is the quick release properly closed?

### **Folding Mechanism**

1. Are the screws on the folding mechanism tightened with your full power.

### **Pedals & Crank**

1. Are the pedals properly mounted?
2. Is the crank properly functioning?
3. Is the chain properly functioning?

### **Saddle and seat post**

1. Is the saddle properly mounted on the seat post?
2. Is the seat post properly attached to the seat tube?
3. Is the height of the seat post correct?

### **Stem and handlebars**

1. Is the stem properly inserted in the head part?
2. Is the handlebar correctly mounted onto the stem?
3. Are the brake levers correctly mounted and positioned in a 45 degree angle?

### **Last:**

Secure that all bolts & nuts are securely tightened and that the bicycle is working properly.

## **10. Contact**

Should you have any questions or problems please do not hesitate to contact  
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