Installation instructions Bikes

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Table of contents

Congratulations on your new bicycle!

You probably want to take it out for a spin as quickly as possible, which is why we have written this handy installation guide for you. In it, we explain step-by-step how to assemble the individual parts.

Opted for final assembly

If you have opted for final assembly, your bike will be as good as ready to go. However, we do disassemble the seat, handlebar, pedals and, if applicable, the front carrier before shipping. This allows us to ship the bicycle safely and without damage. If you opted for final assembly, you will only need to install these parts. This manual describes in detail how to do this. Always read the section about maintenance before the first use of your bike.

Did not opt for final assembly

If you did not opt for the option of final assembly, you have to run through the entire installation manual. Perform all the steps, one by one, in the order described here.

Please note: this manual uses a standard Dutch “granny bike” for illustration purposes. Your bike might look different.

1. Preparation

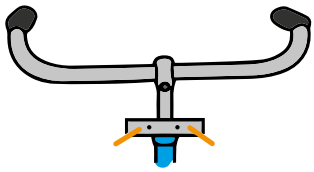
Always assemble the bicycle on a rug or another soft surface. This prevents damage in case the bicycle falls over. It is important that you adjust the seat and handlebar to meet your body height after finishing the assembly of your bicycle, it will allow you to assume a good posture when riding it. You will need the following tools for the final assembly:

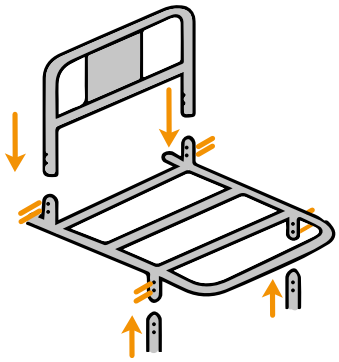
- Open-ended wrenches 12 to 15
- Hex-key set
- Spoke wrench
- PTFE spray
- Ball bearing grease

2. Installing front wheel and mudguard

1. Rotate the front fork forward half a turn, pointing the arms forward.
2. Unscrew the nuts on the outside of the front wheel.
3. Slide the wheel between the front fork and place the mudguard in between.
4. Place the mudguard rods on the outside of the front fork, next to the ring with the washer [A].
5. **Please note: this part is only for bicycles with a front carrier. Place the support rods on the outside of the front fork, between the ring with washer and the mudguard rod. For the detailed explanation, see the section about installing the front carrier.**
6. Now tighten all the nuts on the front wheel again.
7. Next, attach the mudguard to the front fork. Screw the attachment point to the front fork.

3. Installing front carrier





1. If the front carrier is attached to the handlebar with a fastener, attach it to the steering head [A] of the handlebar. Use this fastener to mount the carrier.
2. If the front carrier is attached to the handlebar with pins, first slide it over these. Do not tighten the pins fully yet.
3. Place the support rods on the outside of the front fork, between the ring with washer and the mudguard rod.
4. Now tighten all nuts and bolts firmly.
5. If necessary, mount the front light to the support rod.

4. Installing front light

1. Is the light socket not attached to the handlebar yet? Then mount it to the steering head.

The following steps are only meant for bike lights that are operated through a hub dynamo.

2. Mount the dynamo on the dynamo bracket.
3. Then attach the dynamo bracket to the left rod of the front fork. Make sure the wheel of the dynamo is pressed firmly against the front tire.
4. Next, tighten the screws of the dynamo bracket, ensuring that the dynamo is secured.
5. Strip a piece of the plastic casing off the ends of the electrical wires and attach the exposed wires to the dynamo and the front light.
6. Line the wire alongside the frame and secure it with tape or zip ties, so that it won't get in the way when cycling.

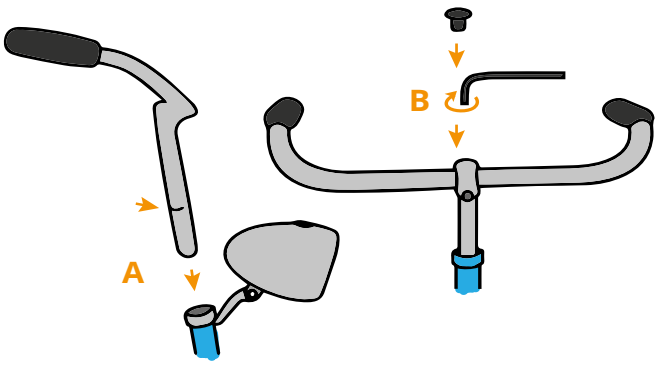
5. Rear light

1. Mount the rear light to the bracket of the luggage carrier or to the mudguard.

The following steps are only meant for bike lights that are operated through a hub dynamo.

2. The dynamo is already mounted, or mount it following the same steps as for the front light.
3. Strip a piece of the plastic casing off the ends of the electrical wires and attach the exposed wires to the dynamo and the rear light.
4. Line the wire alongside the frame and secure it with tape or zip ties.

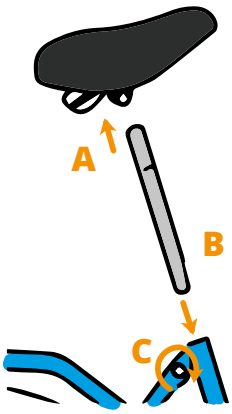
6. Installing the handlebar



1. Grease the handlebar stem with ball bearing grease. This allows you to adjust it in height more easily and it protects it from rust.
2. Lower the handlebar into the head tube until the marking [A] on the stem is no longer visible.
3. Tighten the handlebar with the hex key [B] and insert a cap over the hole if necessary.

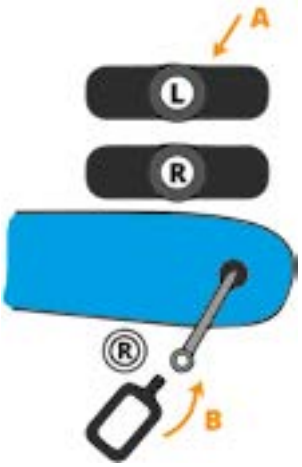
PLEASE NOTE: if the bicycle has a steering lock, the marking should be lowered at least 5 centimeters deeper into the head tube. The marking should be lower than the steering lock.

7. Installing the seat



1. Grease the seat post with ball bearing grease. This allows you to adjust it in height more easily and it protects it from rust.
2. Slide the seat post with its narrow side into the saddle clamp [A] and tighten it on both sides.
3. Slide the seat into the frame until you can no longer see the marking on the seat post [B].
4. Now tighten the seat post until the seat can no longer move [C].
5. Check that the seat is straight.
6. Only adjust the seat to the correct height when the bicycle is fully assembled.

8. Mounting the pedals

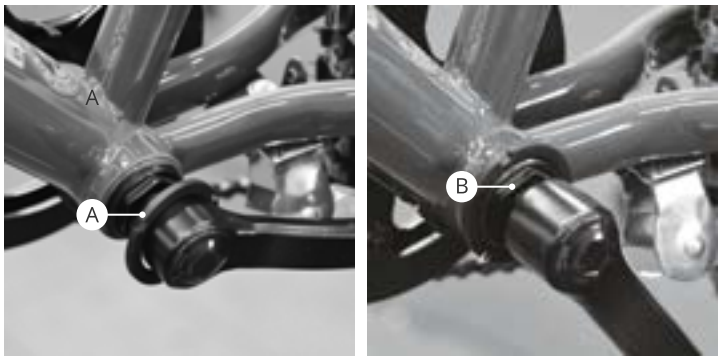


Check the axle of the pedals to see which one goes left and which one right. You can tell by the "L" or "R" marking [A]. If there is no L or R marking, the left pedal has a line marking. PLEASE NOTE: make sure the pedals are straight when twisting them into the crank.

1. Turn the right pedal clockwise towards the front wheel into the crank by hand [B]. **Please note:** ensure that the pedal is straight when twisting it into the crank. This should go smoothly, otherwise you are stripping the crank and can no longer use it.
1. urn the left pedal anti-clockwise towards the front wheel into the crank by hand. **Please note**: ensure that the pedal is straight when twisting it into the crank. This should go smoothly, otherwise you are stripping the crank and can no longer use it.
2. Next, tighten the pedals with a wrench.

9. Checking the bottom bracket nut

On some bikes, the left crank is secured with a bottom bracket nut. Before use, you should always check that this is firmly tightened



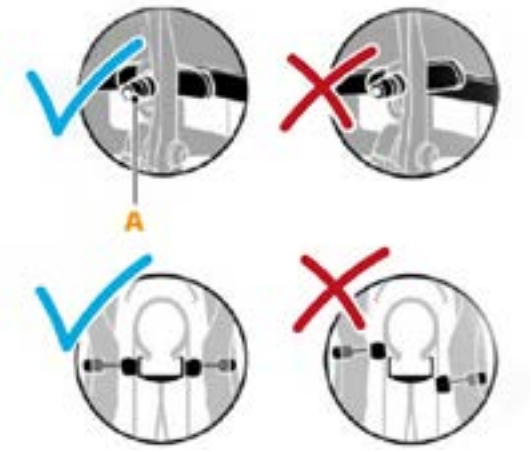
1. First, tighten the hexagonal nut [B]. Turn this clockwise, to the right.
2. Next, tighten the lock nut [A] - the nut with three notches.

10. Luggage straps

1. urn the fastening point of the luggage straps a quarter turn towards the back of the bicycle.
2. Push the luggage strap fastener into the hole [A] and turn it down again a quarter of a turn [B].
3. Repeat this for the other side.

11. Adjusting the brakes (V-brake)

1. Make sure that the brake pads are in line with the rims by squeezing the front brake.
2. If this is not the case, loosen the bolts [A] a bit, so that the brake pads can move.
3. Adjust the brake pads so that they are in line with the rim. This means that the entire length of the brake pad should come into contact with the rim sidewall when you squeeze the brake.
4. Tighten the bolts again and check that the brake pads are still in line. Repeat these steps for the rear brake.

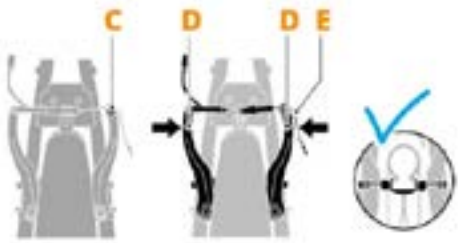


12. Adjusting the brake cables

1. Loosen the lock nut [A] of the front brake.
2. Squeeze the brake lever halfway and loosen the adjusting bolt [B]. Do this until the wheel blocks.
3. Now release the brake and check that the wheel can rotate freely.
4. Next, tighten the lock nut again.

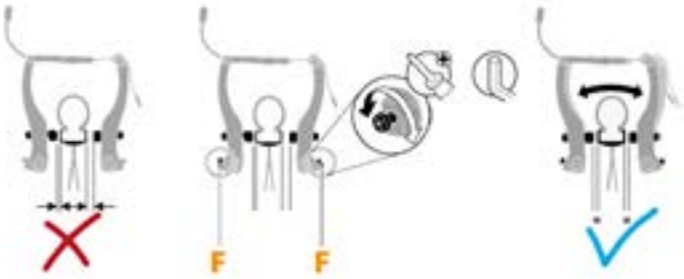
If this has no effect, proceed to step 5:

5. Loosen the lock nut and adjusting bolt again.
6. Loosen the nut [C] of the brake hub with a hex key.
7. Press the brake pads [D] against the rim.
8. Now tighten the inner cable [E] so that the pads remain pressed against the rim.
9. Tighten the nut again and repeat step two, three and four.
10. Repeat these steps, if necessary, for the rear brake.



13. Truing front and rear brake

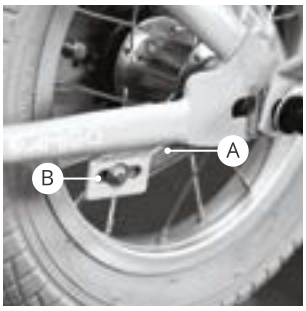
1. Turn the adjusting screw [F] to increase or decrease the space between the brake pad and the rim. These spaces must be equal to each other, this prevents the wheel from blocking while cycling.



14. Adjusting back pedal brake

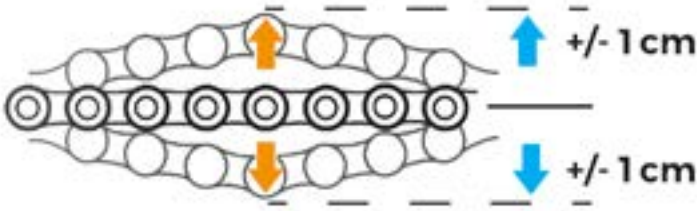
For bicycles, it is advisable to ensure that the rear wheel is running smoothly before use. If this is not the case, it is caused by the fact that the back pedal brake is adjusted too tightly.

1. The back pedal brake is located at the axle of the rear wheel. It is attached to the frame, on the left side, with a connection [A].
2. Loosen the bolt [B] of the connection.
3. Rotate the connection one turn anti-clockwise.
4. Secure the connection again.



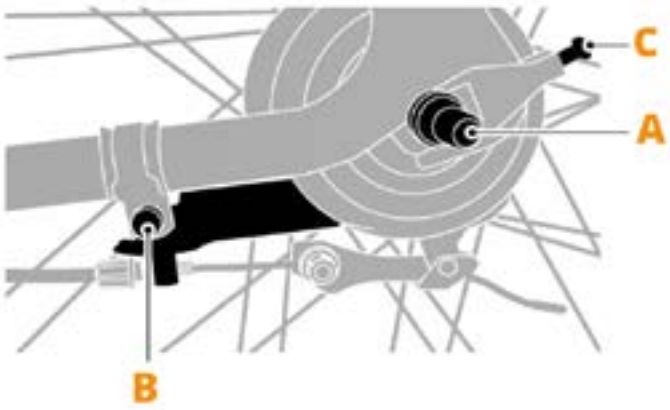
15. Tensioning the chain without chain tensioners

1. Turn the bike upside down. This makes it easier to tension the chain.
2. Loosen the wheel nuts of the rear wheel in a few turns. The axle should stick lightly.
3. Now loosen the fixing bolt of the brake arm bracket [A].
4. If the chain tension is too low, pull the wheel backwards. Tighten the wheel nuts again.
5. If the chain tension is too high, push the wheel forward. Tighten both wheel nuts again.
6. Check to see if the chain tension is now correct.
7. Make sure the wheel is aligned in the middle of the rear fork and tighten all the wheel nuts again.
8. Place or stretch the cover over the chain.
9. Tighten the fixing bolt of the brake arm bracket again.



16. Tensioning chain with chain tensioners

1. Loosen the wheel nuts [A] one turn.
2. Next, loosen the fixing bolt [B] of the torque arm bracket [C].
3. If the chain is too tight, turn both the chain tensioners [D] anti-clockwise with the same amount of revolutions.
4. If the chain is too loose, turn both the chain tensioners clockwise with the same amount of revolutions.
5. Check if the chain is now properly tensioned.
6. Make sure that the wheel is aligned in the middle of the rear fork.
7. Place or stretch the cover over the chain again.
8. Tighten the wheel nuts and the fixing bolt of the torque arm bracket again.



17. Lubricating the chain

Lubricate the chain with PTFE spray before use. This allows the chain to run across the sprockets smoothly and silently. It also provides it protection.

1. Turn the bike upside down.
2. Spray the PTFE spray onto the chain while rotating it with the pedals.
3. Stop spraying if the chain has made one complete revolution.
4. Leave the spray on for a day and then lightly wipe it with a clean cloth.

18. Adjusting front and rear derailleur

The gears of the bike are adjusted at the factory. But it can still happen that they are not properly adjusted. If you can hear the chain rattle, or if it's hard work to peddle at a low gear setting and vice versa, you should readjust the derailleur.

Please note! Suspend the bike before adjusting the derailleur. That way, you can adjust the derailleur with one hand and rotate the pedals with the other.

Adjusting the rear derailleur

1. Make sure the chain is on the smallest sprocket at the rear wheel and on the largest sprocket at the bottom bracket.
2. Tension the derailleur cable by hand and tighten the screw [B].
3. Switch to the highest gear. This allows you to adjust the derailleur to the smallest blade of the rear sprocket.
4. If the chain does not run across the smallest sprocket smoothly, adjust it with adjusting screw L. Turn the adjusting screw L clockwise until the chain runs smoothly across the smallest sprocket.
5. Now switch to the lowest gear. You adjust the derailleur to the largest blade of the rear sprocket.
6. Turn adjusting screw H clockwise until the chain runs smoothly across the largest blade.
7. Turn the black knob [A] where the cable enters the derailleur. If the gear is still not properly adjusted after this, follow the steps below.

Adjusting the front derailleur

Please note! The outside of the front derailleur must be parallel with the large blade..

1. Place the chain on the small front blade at the bottom bracket and on the large blade at the rear wheel.
2. Use adjusting screw L to adjust the front derailleur so, that it is 2 millimeters from the chain.
3. Now place the chain on the large front blade and on the small blade of the rear wheel.
4. Use the adjusting screw H to adjust the derailleur inwards, so that it is 2 millimeters from the derailleur.

19. Adjusting the hub gear

Adjusting a hub gear with three gears

1. Put the bike in second gear.
2. Check to see if the yellow bar on the gear unit is in between the two white stripes. The gear unit is located at the rear wheel on the side of the chain guard.
3. When the yellow bar is over or in front of the white stripes, unscrew the nut of the gear unit located where the cable enters the gear unit.
4. Now turn the adjusting screw until the yellow bar is in between the white stripes again.
5. Next, tighten the nut again.
6. Switch gears a couple of times while cycling and check that the bar remains in between the stripes.

Hub gear with seven and eight gears

1. Put the bike in fourth gear.
2. Next, check the gear unit to see whether the two yellow or red stripes are directly opposite each other. The gear unit is located on the side, near the axle of the rear wheel.
3. If the lines are not opposite each other, turn the adjusting screw until they are. The adjusting screw is located on the handlebar, where the cable enters the grip shift.
4. Switch gears a couple of times while cycling and check that the red or yellow lines are still directly opposite each other.

20. Readjusting the spokes

Please note: Readjusting the spokes must be done before you use the bike for the first time. By readjusting the spokes, you can prevent getting a buckled wheel and remove small bends. For readjusting the spokes, you use a spoke wrench.

1. Check that all spokes are evenly tensioned. You can do this by gently squeezing two spokes together.
2. If one or more spokes are not tensioned equally, they should be tightened.
3. Tighten the loose spokes by half a turn and check again.
4. After one month, check all spokes again.

21. Mounting the training wheels on a children's bicycle

1. Start with the left training wheel.
2. Loosen the left wheel nut.
3. Place the attachment over the wheel nut and mount the training wheel supports to it.
4. Make sure that the training wheel supports are facing downwards as straight as possible and that they stay about 1 centimeter above the ground. The rear tire must touch the ground when cycling.
5. Tighten the wheel nut again.
6. Repeat steps one through four for the right-hand training wheel.

22. Maintenance

It goes without saying that you want to enjoy your new bike for a long time. Maintenance plays an important part in this.

1. The parts of a new bicycle expand or stretch during use. Have your bicycle readjusted by a bicycle mechanic two to three months after purchasing it and have it serviced entirely every year.
2. Regularly check that all bolts are properly tightened.
3. Make sure that all the spokes are properly tensioned.
4. Regularly check to see if the tires are hard enough. Peddling a bike with soft tires is more difficult and causes them to wear quicker. It also increases the chance of a flat tire. That is why you should inflate the tires every three to four weeks.
5. When you are inflating the tires, check them for cracks and wear as well. The rear tire often wears faster than the front tire because that's the one generating the motion.
6. Clean the bike regularly with warm water, mild liquid soap and a cotton cloth. This prevents erosion and rust. Never use a pressure washer, and make sure that no moisture gets into the front suspension.
7. After cleaning, regularly spray the chain with silicone spray. Grease all bolts with Vaseline. Grease aluminium, chrome and steel parts with acid-free Vaseline, to prevent rust. Give the rest of the bike an extra protective layer with the silicone spray.
8. Check the lights regularly. If necessary, replace the light or the batteries.

23. Maintenance of electric bicycle

An electric bicycle requires the same maintenance a normal bicycle does. The battery doesn't need any extra maintenance, however, you can extend its operating life through good care. Below are some tips that will allow you keep the battery in excellent condition:

1. If you don't use the battery for a while, you should recharge it regularly. Make sure that the battery is never completely discharged for a long time. If you use the battery often, discharge it regularly.
2. The battery has issues with handling low temperatures. Therefore, always store it in a room-temperature space in the winter, and charge it there as well.

24. Recommended maintenance

When you start using the bike after purchasing it, some parts may expand or stretch, such as the spokes and the gear cables. We therefore recommend having the bike checked by a professional bicycle mechanic after the first two to three months. By servicing your bike regularly, it will live longer and you can travel many a safe kilometer.