



BIKE FRIDAY®
Performance that Packs.

Using Your Bike Friday®:

- Pocket Rocket™
- Pocket Rocket Pro™
- Pocket Crusoe™
- Pocket Companion™, Sport™, Expedition™, Pocket 8™
- Pocket Llama™
- Pocket Gnu™
- New World Tourist™



Pocket Llama owners Nina Tartakoff & Richard Kemnitz escape the winter freeze of hometown Fairbanks, AK and head for Mexico.

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7/16/10

Congratulations!

You have just purchased the finest travel bicycle available today. Your bike has been carefully designed and constructed for your personal travel needs. All of our bikes are manufactured in our Eugene, Oregon factory by real cyclists who care about our customers and our products.

Please take your time reviewing this manual and, if possible, watch the video before you assemble your new Bike Friday travel bicycle. You will find your new bicycle simple and reliable anywhere you go!

If You Need Help . . .

If you need technical assistance with any Green Gear® Cycling product, or are unclear on the proper operation of your Bike Friday travel bicycle, please call us and a Service Technician will help you get back on the road. Our toll-free number in the US and Canada is 800-777-0258, international is +1-541-687-0487. Normal business hours are 8 a.m. to 5 p.m. Monday through Friday, and 9 a.m. to 4 p.m. Saturdays, Pacific Standard Time. You can also email service questions to service@bikefriday.com.

Because we understand the needs of world travelers, we offer 24-hour technical support in emergencies. If necessary, please call our regular number and our answering service can forward you to a Service Technician on call.

Extra Accessories

We also sell an extensive (and growing!) line of bicycle and travel accessories. Whether you are riding the local back roads or venturing into foreign lands we have the gear you need. Call us for info on spare tires & tubes, replacement parts, fenders, racks, bags, or other items to complete your Travel System.

More Information

To check out our products, find other useful information, discover Bike Friday events and Yak with other Bike Friday owners on the bulletin board, go to our main web site at www.bikefriday.com. Or just call us at 800-777-0258.

Blue skies and happy trails from the gang at Green Gear Cycling.

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Bicycles are a lot of fun, but not free of hazards. Please always ride safely!

- Always wear a helmet.
- Follow the rules of the road, and be courteous.
- Use front and rear lights after dark.
- Dress appropriately for the weather and the season, and visibility.
- Always carry a spare tube, patch kit, pump and a tool kit.
- Keep your bicycle in good shape.
- Check your tire pressure before every ride.
- Make sure all quick releases are secure!
- Have your bicycle routinely serviced for trouble-free travels.

Your Tools

All Bike Friday travel bicycles are delivered with a combination 5/6mm S-wrench that is attached to your water bottle cage. This wrench should get your new bike on the road (along with your own pedal wrench). Leave it in your bottle cage so that you always have it handy.

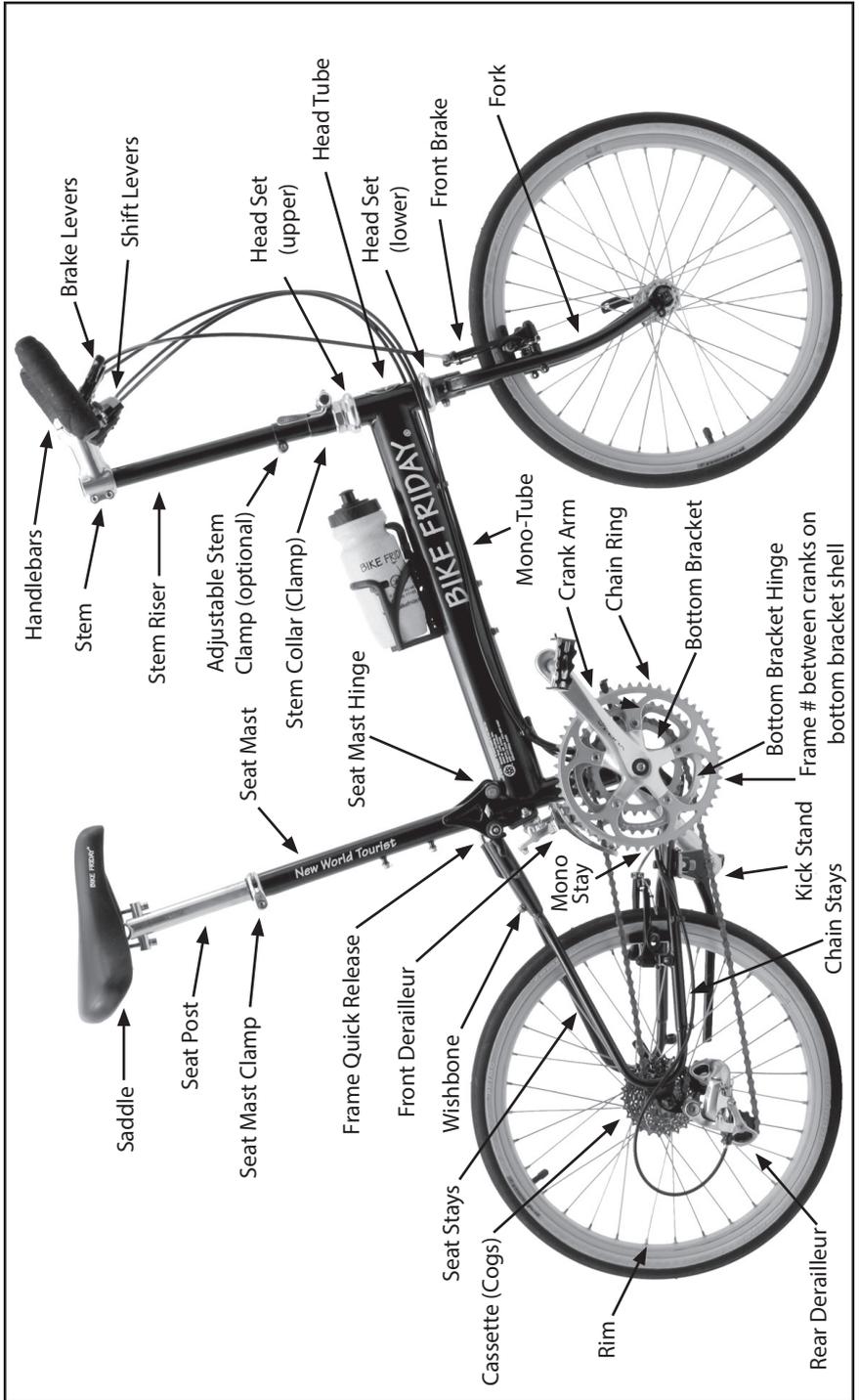


All bikes ordered with a TravelCase™ suitcase also come with a tool pouch. In the tool pouch you will find some cotton gloves to keep your hands clean, a folding tool set, a combination headset and pedal/axle nut wrench (15mm), and a 4mm ball-end driver. The ball-end driver is perfect for mounting bottle cages, racks, and other accessories.

We also sell more extensive tool kits for home repair work. We encourage you to learn how to work on your own bike. If you are not familiar with bicycle maintenance, consider taking a local class. It will improve your confidence and self-sufficiency as you venture across the globe.



Anatomy of a Bike Friday Bicycle



Using Those Nifty Quick Releases

On a cold and snowy day in the 1927 Gran Premio della Vittoria, a tired and numb Tullio Campagnolo struggled with the frozen wing nuts on his rear wheel while trying to change gears. In a moment of frustration and inspiration Campagnolo envisioned the modern quick release, and the bicycle world was transformed.

The quick release is one of those simple but great inventions that really makes life better. However, if used incorrectly you can potentially endanger yourself. Although a reliable and safe product, some people have been injured because they didn't know how to properly use this elegant device. Your Bike Friday travel bike has several of them. If you are not familiar with their operation, PLEASE study these directions carefully. If you are still unclear on their operation, call us or contact your favorite local bike shop before you ride!

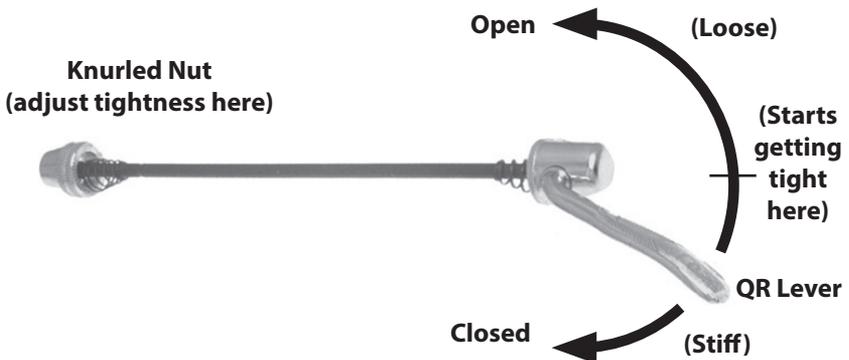
Quick Release Operation

A quick release is a simple cam with a lever that swings through an arc that is square to the axle. As the lever moves the cam clamps the wheel to the frame, or secures the frame joint. It is not a wing nut to be rotated about the axle.

The tension on the quick release is controlled by how tight the knurled nut on the other end is set. Only wheel quick releases have the small cone-shaped springs. Note that the small ends of the springs face toward the center of the hub.

Quick Release Maintenance

We recommend adding a few drops of light oil to the lever where it enters the cap several times per year. This will keep your quick release working smoothly for years to come.



Using a Quick Release

1. Adjust Knurled Nut

With the wheel installed and the axle properly seated in the frame (or the frame joint closed), position the QR lever so that it is in line with the axle. Then turn the knurled nut on the other side clockwise until it is snug. When the QR is properly adjusted, you should be able to freely swing the QR lever for the first half of its arc, at which point the lever should offer resistance.

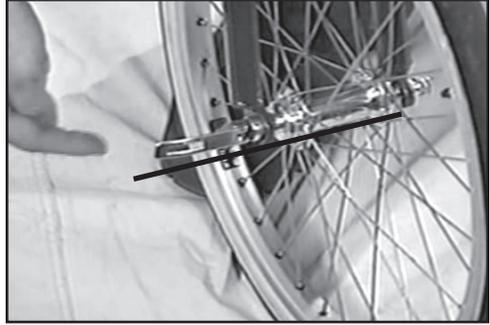


Fig. 1 Quick release operation.

2. Continue Closing QR

Using the palm of your hand press the QR lever through the rest of its arc until the lever is closed and parallel to the wheel. You should feel very firm resistance when the QR is properly adjusted (the lever may even leave a light imprint in the palm of your hand).



Fig. 2 Setting quick release tightness.

3. Double-Check!

Ideally, the QR lever should be facing rearward, or upward. Levers which are facing forward can catch on any number of things and be accidentally opened.

Convention usually has the front wheel quick release lever on the left side of the bike, although this is not critical.



Fig. 3 Closed QR pointing rearward.

Where to Begin

Opening your case for the first time may present an intimidating sight, particularly if you ordered many extra travel accessories with your Bike Friday travel bicycle. Don't worry, we work hard to keep our products simple, and with a little practice you will find that using your new bicycle will become second nature to you.

We recommend finding a quiet area with access to the video, these instructions, and some room to spread out. This manual will address the fundamentals: packing and assembly tips and techniques that are common to all of our travel bikes. However, because this bike has been custom made for you, you may discover that your bike was packed at the factory slightly different than the one in this manual. Wherever possible, we mark any packing materials unique to your bike.

Furthermore, you do not have to repack your bike in exactly the same fashion. You may find a better way of stowing your accessories, and we encourage you to experiment. If you discover a particularly good way doing things, let us know. Some of our best ideas have come from members of the Bike Friday family.

If you encounter difficulties assembling your bike, and the manual and video do not help, please call us. Our goal is to get you on the road so that you can enjoy your custom made Bike Friday bicycle.

Illustrated Accessories

In order to illustrate the assembly and use of all of our travel accessories, the bike on the following pages has nearly everything we could think of for a fully loaded tour. Your own bike may have only a few or none of these accessories. If you ever choose to purchase some of these accessories, this manual should help you pack the extra items.

Bike Friday travel bicycles do not normally come with saddle or pedals, unless you specifically ordered them from us. However, this manual shows them both to illustrate packing details.

Whether your own bike has drop handlebars or H-bars, V-brakes or side-pull brakes, the assembly and packing steps are generally the same. Because of component differences, wrench sizes and the number of bolts per clamp may vary from the illustrations.

Assembly: Unpacking

1. Open The TravelCase

Start by removing some of the obviously loose items from the case including water bottles, accessible colored felt bags, trailer wheels, the plastic pouch with extra materials, and so on. Put the accessories such as racks and trailers out of the way for now.



Fig. 1 The fully equipped travel bicycle.

NOTE: If you did not purchase a TravelCase™ these instructions will still help you unpack your Bike Friday from the box.

2. Crush Protector

The crush protector is a PVC dowel with a couple of flat caps on the ends. This piece is a critical bit of packing material: it spans the case so that luggage dropped on top of your bike is supported by the dowel and not your bike. The caps are lightly pressed on—just pull the top cap off. Don't worry if the dowel comes out and the bottom cap is still in the case.



Fig. 2 Remove crush protector.

3. Remove Wheel & Bars

With the crush protector removed, put the front wheel nearby. The handlebars will be in the left side of the case. Pull them out, and let them drape by the attached cables over the left side of the case.



Fig. 3 Remove front wheel and bars.

4. The Goodie Bag

There might be a better name for this pouch, but we've always called it the Goodie Bag. This bag holds a variety of miscellaneous loose items for your new bike. This may include the technical literature that came with your components, spare spokes, some labels and decals, The component literature is not required reading, but we supply it for those who are technically inclined.



Fig. 4 The goodie bag.

5. Remove Tool Pouch

The tool pouch that comes with the case is a light blue colored felt bag with a cord around it. Inside you should find a folding tool set with all of the Allen wrenches and screwdrivers you will need to assemble your bike, a pair of cotton gloves to keep your hands clean, and a 4mm ball-end driver. Note: You will also find a combination 5/6mm S-wrench attached to your water bottle cage for quick road-side adjustments.



Fig. 5 The tool pouch.

6. Stand Up Bike Frame

At this point you should be able to stand the bike up, still folded, in the case. If you ordered a TravelTrailer the long yellow felt bag with the S-bend in it is the trailer tongue. It was inserted between the frame and rear wheel when the bike was packed. Remove the yellow trailer tongue bag and set it aside for now.



Fig. 6 Stand up bike frame.

Assembly: Unfolding

7. Unfold Your Bike

Lift out your bike and unfold it. The rear end of the bike will swing around until the rear end hinge tips engage the quick release on the frame (make certain the frame quick release is open). As you unfold your bike, make certain the cable housing that goes around the bottom bracket does not get hung up on the left crank arm or hinge.



Fig. 7 Unfold your bicycle.

8. Unfold Seat Mast

With the rear end engaged, lift the seat mast from its stowed position along the mono-tube and pull it fully upright. The small fork tips on the seat mast hinge will overlap the rear end hinge tips.

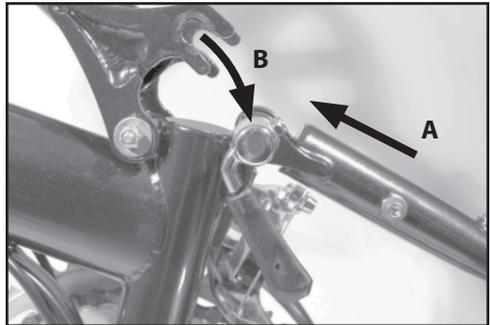


Fig. 8 Engage rear end hinge tips.

9. Secure Seat Mast

With the seat mast upright, close the quick release. You may be concerned about having a folding bicycle secured with one quick release; however your Bike Friday bicycle has been carefully designed so that your weight tightens this joint. The quick release simply makes the bike easier to carry.

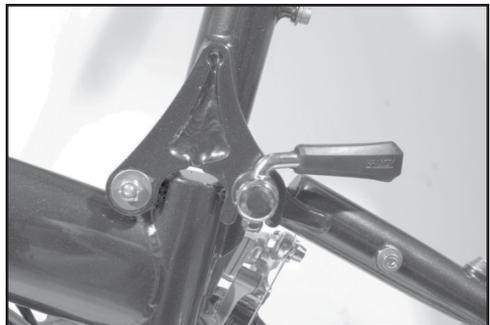


Fig. 9 Secure seat mast.

Remove packing materials from frame.

10. Easy Pack Seat Mast Supplement

Rather than a hinged seat mast like on the original Bike Friday bicycle, the Easy Pack Seat Mast bicycle models have a sleeved seat mast that telescopes out of the lower seat tube.



Fig. 10 Pocket Bikes.

If you bought a case with your bike, the seat mast will be the painted tube (except for titanium which is unpainted) in a grey felt bag. This configuration allows a great deal of adjustment in saddle height for different sized riders with the same bike. However, there is a minimum insertion mark on the seat mast; at least the bottom four inches of the seat mast should always be inside the seat tube.

11. Easy Pack Style Seat Mast

For the Easy Pack Seat Mast bicycles, the lower quick release only clamps the rear end. A separate seat post collar on the seat tube secures the seat mast. Both quick releases must be closed for safe riding.



Fig. 11 Secured seat mast.

12. Remove Fork Spreader

The PVC tube between your fork legs is intended to help prevent frame damage when traveling. It is held in place by the wheel's quick release. Open the quick release, unthread the knurled nut, and put the fork spreader in the tool pouch for future use.



Fig. 12 Remove fork spreader.

13. Install Wheel QR

Now install the quick release from the fork spreader on the front wheel. Make certain that there is only one spring per side and that the small end of the spring is pointing to the center of the hub on each side. Loosely thread on the knurled nut for now. Put the wheel aside again.

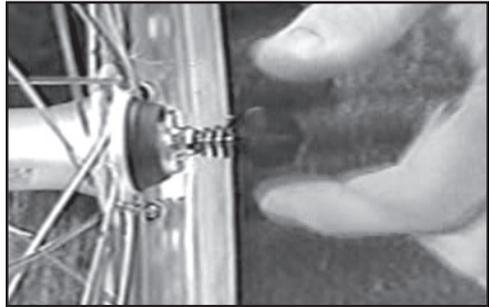


Fig. 13 Quick release spring and nut.

14. Pocket Gnu Suspension Fork

If you ordered a Pocket Gnu bicycle, the fork legs were packed in a grey felt bag and removed from the suspension steerer tube (the part that goes through the headset bearings). The fork legs slide up the grooved steerer until the steerer is flush with the bottom of the fork leg clamping collar. Keep the fork legs roughly aligned with the wide part of the rubber dust sleeve.

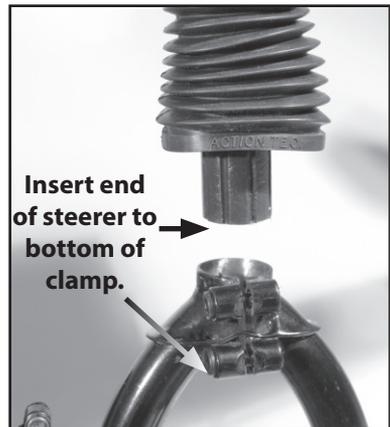


Fig. 14 Suspension fork.

15. Tighten Fork Legs

With the fork legs properly on the steerer, tighten both clamp bolts securely.

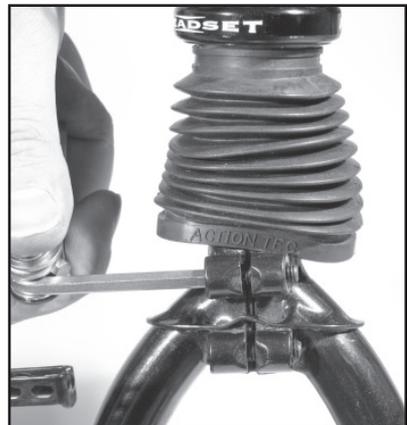


Fig. 15 Tighten fork clamp bolts.

16. Attach Dust Cover

Once the fork clamp bolts are tight, pull the rubber dust cover down and snap over the oval ring on the fork legs. After the first ride, check the tightness of these bolts.

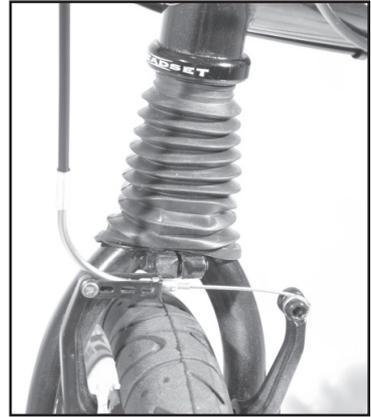


Fig. 16 Attach dust cover.

17. Open Front Brake

To install your front wheel, you will need to open the front brake to allow the tire to pass by the brake shoes. If your bike is equipped with a side-pull brake, simply move the small lever to the up position.

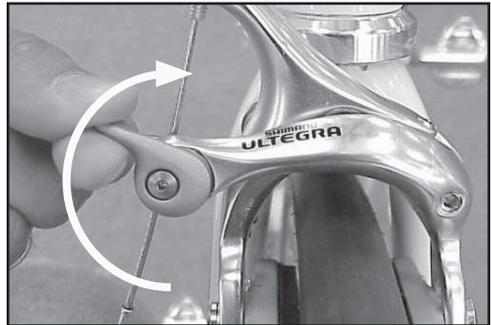


Fig. 17 Opening side-pull brake.

18. Operating V- Brakes

If your bike is equipped with V-brakes, start by pressing the brake arms together.

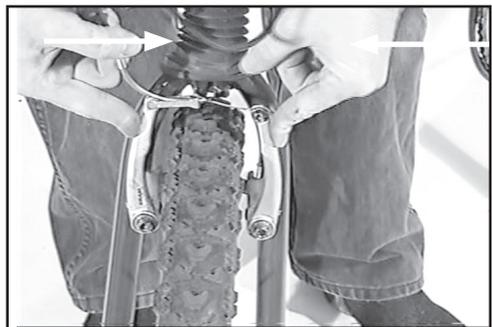


Fig. 18 V-brake

19. Release V-Brake

While continuing to press the arms together (A), pull the elbow-shaped noodle out and up (B) and then push the noodle holder down (C). There is a slot in the end of the noodle holder for the brake cable to slip out.

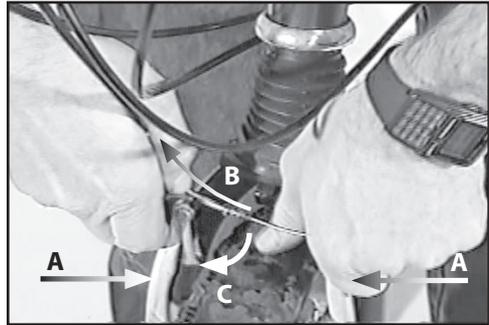


Fig. 19 Pull out noodle from holder.

20. Open Front Brake

At this point you should be able to open the brake arms.

If you cannot release the noodle from the noodle holder, then the brake cable may need to be loosened a bit. See the next step for instructions to add some slack to the cable.



Fig. 20 Open brake arms.

21. Brake Barrel Adjuster

To add some more brake cable slack, you can turn the barrel adjuster on the brake lever. The barrel adjuster is the knurled bolt that the cable housing goes through as it enters the brake lever. Turn this adjuster clockwise to loosen the cable. Note: Some models may have a lock nut on the adjuster, which will need to be loosened first. (Your own bike will not have the stem installed at this point as shown in the illustration.)

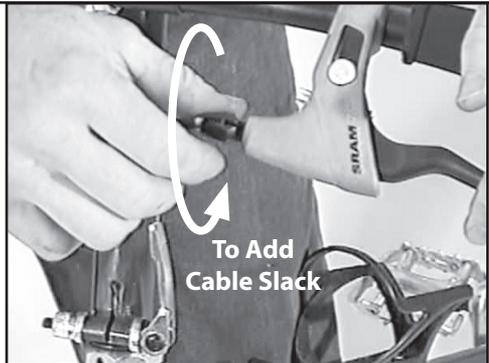


Fig. 21 V-brake barrel adjuster.

22. Install Front Wheel

Now install the front wheel. Make certain the wheel is fully seated in the fork drop outs, and securely close the quick release as illustrated in the quick release safety section. If you have a side-pull brake, close the small lever on the brake caliper at this point.

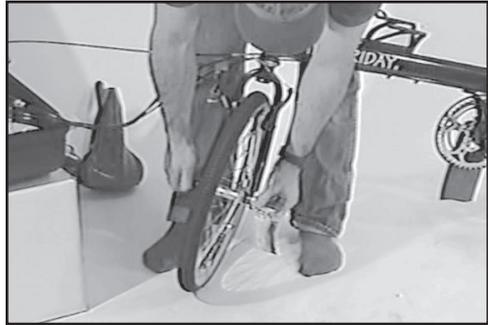


Fig. 22 Install front wheel.

23. Reconnect Linear Pull Brake

If you have a linear pull brake, before closing it check to make certain that the housing is properly seated into its ferrules at both ends. With the brake open, the housing can slip to the side and keep the brake from closing properly. Common places to check are the brake lever barrel adjuster (top), and where the housing enters the noodle (bottom).

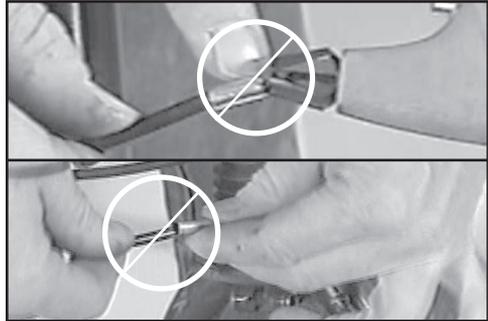


Fig. 23 Check housing for seating.

24. Close LV-Brake

Close the linear pull brake in the reverse order of opening it. Press both arms (A), and insert the noodle (B) into the noodle holder (C).

The end of the noodle has a bullet shaped tip that should be inside the holder, but just sticking through the cable keyhole.

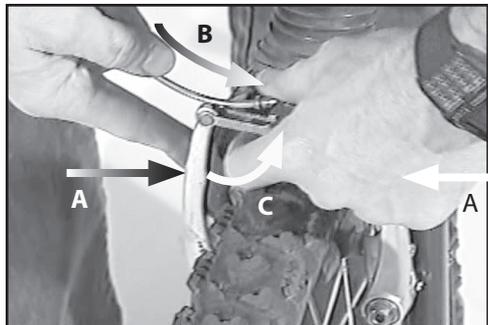


Fig. 24 Close V-brake.

Assembly: Install Stem

25. Double-Check Brake!

Regardless of which model of brake you have, make certain your brake is properly set up. Test squeeze the brake levers; you may have to adjust the barrel adjuster to remove any excess cable slack. A final check can be done after the rest of the bike is assembled.

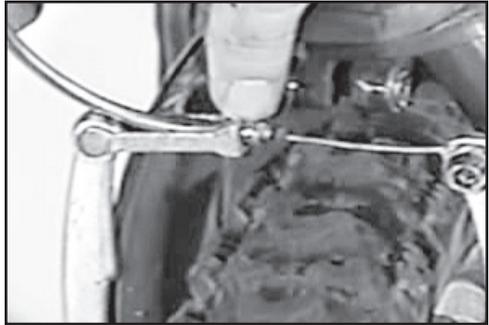


Fig. 25 Proper noodle tip position.

26. Stem Safety

If you look carefully at the base of your stem, you will see a pin hidden under the clamping collar. This pin must engage the slot in the back of the fork's steerer tube (the threaded part sticking up).

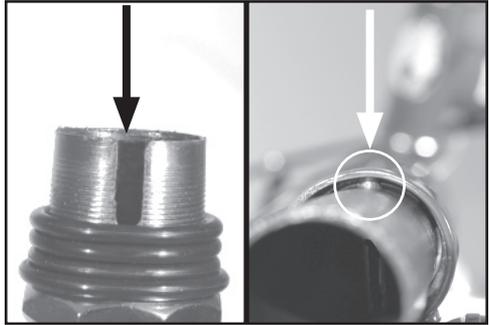


Fig. 26 Stem pin & fork slot.

IF YOU DO NOT ENGAGE THE STEM PROPERLY YOU MAY COMPROMISE SAFETY!

27. Mount Stem

Slide bottom of stem into the fork steerer tube, keeping the stem's quick release assembly facing forward so that the hidden stem pin will engage the slot in the fork. Gently press the stem all the way down.



Fig. 27 Insert stem.

Assembly: Install Stem

28. Tighten Stem

Tighten the quick release securely. It is normally irrelevant whether the lever is on the left or right side of the stem; however, a few stem collars only accept the quick release from one direction. Also, some stem models (i.e. Pocket Rocket Pro bikes) will have a bolt instead of a quick release to save weight.



Fig. 28 Stem clamp collar.

29. Pocket Gnu Stem

If you purchased a Pocket Gnu bicycle, your stem will be slightly different because of the suspension fork. On this bike the stem is a sleeve that fits over the steerer tube (rather than into the steerer tube). Furthermore, there is no alignment pin as on the other stems. With the stem all the way down over the steerer tube, align the handlebars perpendicular to the front wheel, and tighten the quick release.



29. Pocket Gnu stem.

30. Adjustable Stem (Optional)

If you have purchased one of our adjustable stems, set your desired handlebar height using the clamp directly above the stem collar. You may choose to precisely set the height once, or vary it according to your riding needs; in either case be certain this bolt is tight before riding your bike. For fit stem instructions, see the section on "Accessories."



Fig. 30 Adjustable stem.

Assembly: Handlebars

31. Insert Handlebars

To facilitate packing, most but not all Bike Friday bicycles have two-part handlebars with a reinforcing sleeve in the left handlebar. Make certain the attached cables are not tangled or wrapped around the frame or fork. Insert left handlebar into stem clamp, then right bar.

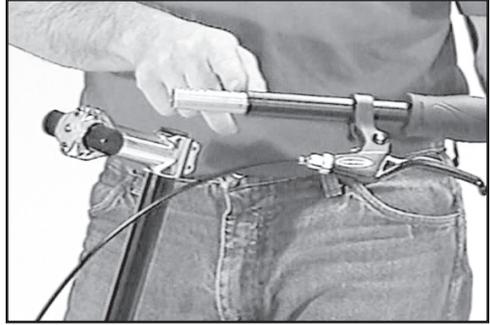


Fig. 31 Handlebar sleeve.

32. Set Handlebars

With the handlebars in the stem, press them firmly together to ensure they are fully seated. Custom stems for drop bars have a round window to allow you to center the bar split in the stem. All other handlebar types

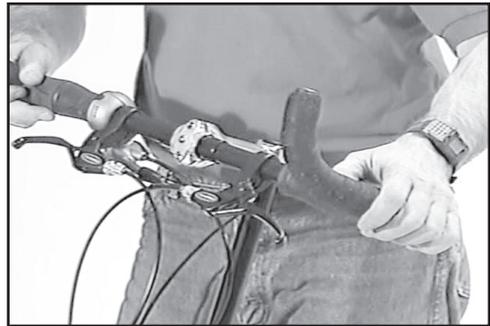


Fig. 32 Set handlebars.

Fig.32a Custom stem.



have a small button screw on the stem clamp to keep the bars centered. (Do not remove.) For the angle of the bars, experiment with what feels appropriate.

33. Tighten Handlebars

Using the appropriate Allen wrench (5 or 6mm), tighten the handlebar clamp bolts securely. If your bar clamp has two bolts, tighten both alternately. Now is a good time to double-check your steering system. Try standing in front of your bike with the front wheel between your legs, and then push, pull, and twist the bars and stem to make certain everything is secure.



Fig. 33 Tighten handlebar clamp.

34. Install Seat Post

Remove the packing materials from your seat post and then insert the seat post into frame. Once you have your saddle height set, try adding a piece of electrical tape to the seat post or use a permanent marker to mark your saddle height for quick re-assembly.



Fig. 34 Install seat post.

If you did not purchase a saddle with your bike now would be a good time to install your own saddle. Add a light dab of grease to the saddle rails and seat carriage clamp.

35. Tighten Seat Post

Whenever you install the seat post, make certain the seat post shim (the split aluminum sleeve inside the seat mast) has its slot aligned with the slot in the seat mast. (Some frames for larger riders may not have a seat post shim). Also make certain the seat mast collar has its slot aligned with the seat mast. Tighten the seat post. (Be careful not to overtighten, as the bolt can break).

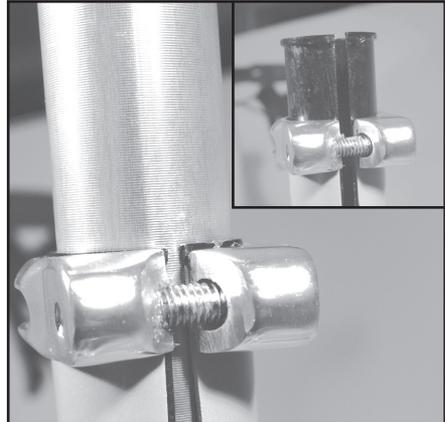


Fig. 35 Seat post shim.

36. Install The Pedals

Bike pedals have two different thread directions. The right pedal has a right-hand thread, and the left pedal has a left-hand thread. Thread the right pedal in a clockwise direction; thread the left pedal in a counter-clockwise direction. Pedals are usually

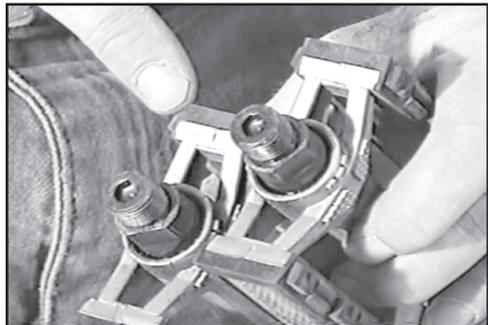


Fig. 36 Check pedals for threading.

stamped with a R or L on the pedal axle near the threads. A little grease is always a good idea on pedal threads.

37. Thread In Pedals

Using your fingers, start the pedal threads into the proper crank arm. Be careful not to cross-thread the pedals! Once the pedal threads are started, you may use a wrench to finish threading them in, and then tighten securely.

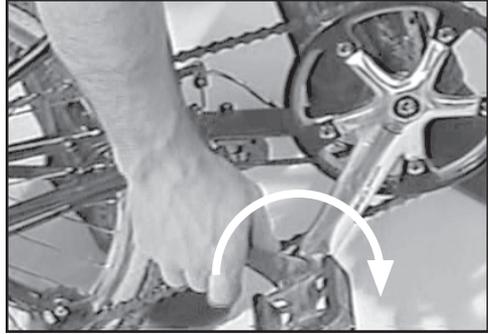


Fig. 37 Tighten pedals (tighten in opposite direction for left pedal).

Tip: Remember to tighten your pedals by turning both toward the front of the bike.

38. Double-Check Your Bike!

At this point your bike should be ready to ride. However, before you ride away, be sure to double-check your assembly. Are the handlebars tight? How about the stem and pedals? Are the quick releases all secure?

Although we always inflate the tires at the factory, check your tire pressure for proper inflation. Under-inflated tires not only wear faster and are more prone to flats, but they also add drag.

Be sure to have at least the 5/6mm S-wrench in the mono-tube bottle cage for quick road-side adjustments. If you have the folding tool, take it with you. You will probably want to stop and adjust saddle height and perhaps a few other items during your first ride or two.

•Tip

Be sure to keep a light film of grease on any intersecting bike parts. This will help to prevent corrosion, facilitate disassembly, and eliminate annoying noises. Areas include seat posts, saddle rails, handlebars, stems, seat masts and frame fork tips. Doing this a couple of times per year during routine maintenance should be enough. Wipe off any excess or visible grease.

Also be sure to lightly grease all bolt threads on your bicycle as you repair or upgrade components. Lubricating your bolts will allow you to adequately tighten the fasteners and keep them from seizing in the future.

1. Remove Accessories

Before disassembling and packing your Bike Friday travel bicycle, remove all extra accessories including racks. Items which may remain on the bike include your cycle computer mount, pump and mono-tube mounted bottle cage. (The seat mast bottle cage needs to be removed).



Fig. 1 Remove accessories.

2. Remove Pedals

Loosen your pedals with the supplied headset/pedal wrench (TravelCase suitcase only). The right pedal un-threads in a counter-clockwise direction and the left pedal un-threads in a clockwise direction. (Remember that both pedals turn toward the rear of the bike.)

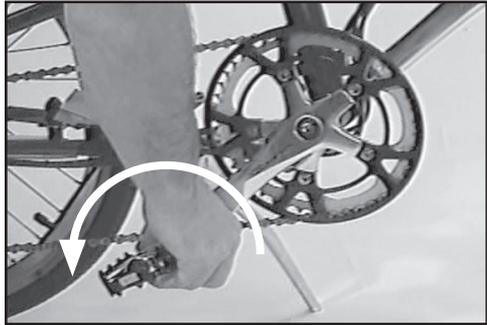


Fig. 2 Remove pedals (loosen in opposite direction for left pedal).

Place both pedals in the light blue felt bag and set aside.

3. Remove Seat Post

Loosen the seat mast clamping collar and remove the seat post. (The saddle can remain attached to the seat post). The seat post shim should remain in the seat mast.



Fig. 3 Remove saddle and seat post.

Cover the seat post in the clear vinyl sleeve labeled "Seat Post." Cover the saddle in a blue vinyl sleeve labeled "Saddle;" the slot in the sleeve goes over the nose of the saddle. Set the saddle aside.

Packing: Remove Front Wheel

4. Open Front Brake

If you have a side-pull brake, simply flip up the small lever on the side of the brake.

If you have V-brakes, press the arms together (A), and then pull the elbow-shaped noodle out and up (B) while pushing the noodle holder down (C). There is a slot in the end of the noodle holder for the brake cable to slip out.

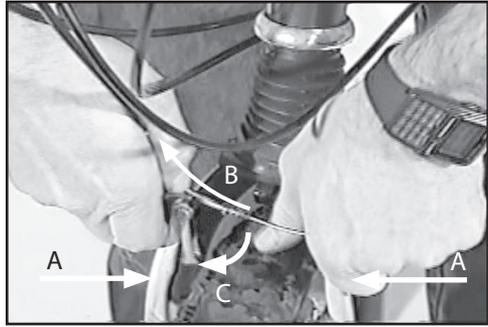


Fig. 4 Open brake arms (V-brake).

5. Remove Front Wheel

After removing the front wheel, close the brake again. Remove the quick release from the axle by undoing the knurled nut. Be careful not to lose the small cone-shaped springs.

Put the quick release through the fork spreader (the short PVC dowel), and thread on the knurled nut again. Both small cone-shaped springs should be on the quick release shaft.



Fig. 5 Remove front wheel.

6. Install Fork Spreader

Slip the fork spreader between the drop outs on the fork, and lightly tighten the quick release.

The fork spreader will help prevent damage to your frame when traveling.



Fig. 6 Fork spreader.

7. Remove Handlebars

Loosen the handlebar clamp bolts on the stem, and pull the bars apart. Depending on the model of stem, there may be either one clamp bolt or two bolts. Let the bars hang to the side for now.

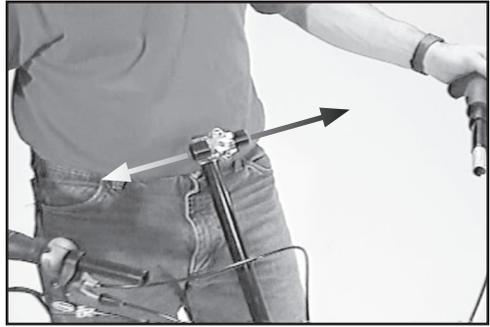


Fig. 7 Remove handlebars.

On bicycles equipped with flat or H-bars, there will be a small button-head screw in the center of the clamp. Do not loosen or remove this screw. It holds the black sleeve in the stem.

8. Pocket Gnu Bike: Remove Fork

If you own a Pocket Gnu bicycle, you will need to remove the fork legs. Lift the dust sleeve to expose the two fork clamp bolts. Loosen both bolts, and the fork legs should slide off of the steerer tube. Put the fork into the grey felt bag.



Fig. 8 Pocket Gnu fork.

The fork will remain connected to the handlebar by the brake cable.

9. Remove Stem

Open the stem quick release at the bottom of the stem (or loosen the clamp bolt), and remove the stem.

Put the stem into the red felt bag and set aside.



Fig. 9 Remove stem from frame.

Packing: Remove Stem

10. Adjustable Stem

If you have an adjustable stem or a fit stem, leave the middle bolt tight to keep your stem height set properly. Only loosen the lower clamp or quick release for packing purposes.

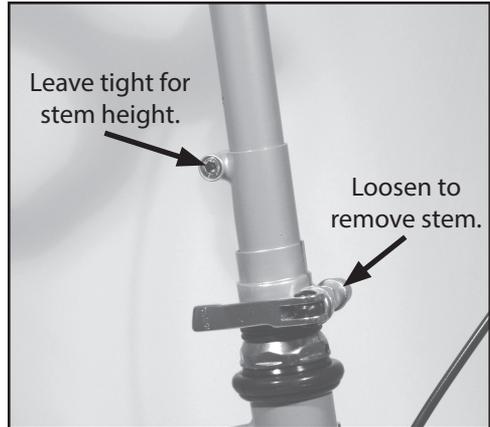


Fig. 10 Adjustable stem removal.

11. Packing Materials

At this point you should add the packing protection pieces to the frame. The various covers and sleeves will be labeled. Because each bike is custom made and outfitted, there is some variation in the selection of packing materials. Common pieces include:

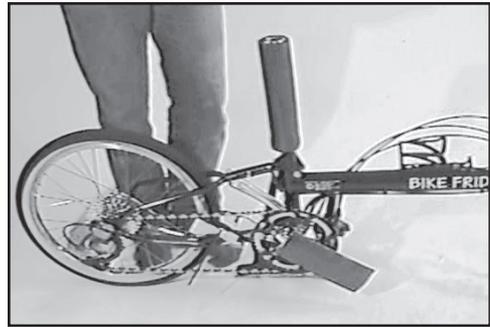


Fig. 11 Add frame packing material.

- Seat mast cover (blue vinyl sleeve).
- Crankarm cover (blue vinyl sleeve).
- Chainstay cover (striped vinyl tube).
- Steerer tube cover (short striped vinyl tube).
- Handlebar end covers (long and short striped vinyl tube).

Your own bike may have other pieces. These will be labeled according to where they go. Generally, there is extra room in the case to accommodate some accessories such as shoes, clothing, and perhaps a helmet. As you travel with your bike and gain experience in your own customized packing process, you may discover that some of the original pieces are unnecessary. You may also feel that you may need some extra protection with new accessories. Feel free to experiment, and let us know if you have a great idea.

Packing: Fold Frame

12. Fold Seat Mast

Open your frame quick release and fold the seat mast down to the mono-tube. We always use nylon bottle cages to allow you to gently bend the cage to the side as the seat mast folds past it.

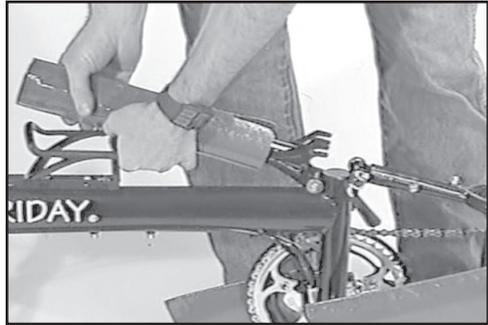


Fig. 12 Fold seat mast forward.

13. Easy pack Seat Mast

If you own a Pocket bicycle, then your seat mast will pull out of the frame rather than fold forward. Loosen the quick release, remove seat mast, and place the mast in the supplied grey felt bag and set aside.



Fig. 13 Easy pack seat mast removal.

14. Fold Your Bike

To fold your bike, turn your fork to the left 90 degrees while picking up the bike by the mono-tube. With new bikes the rear end hinge may be a bit stiff and require either a light shaking of the bike or a push down on the rear wheel to make it fold. Fold the bike as far as it will go, with the rear wheel swinging past the fork.



Fig. 14 Turn fork left and fold rear end.

Packing: Place Bike in Case

15. Lay Bike In Case

With the bike folded, place the bike into the case, letting the handlebars hang out of the case. Note the orientation: the mono-tube and seat mast are along the rear of the case, fork on the left side, rear wheel on top, drive train facing down and the left crank arm pointing up in the 12 o'clock position. Place a crush protector cap in the bottom middle of the case at this point.



Fig. 15 Bike orientation in case.

16. Insert Trailer Tongue

If you purchased a TravelTrailer with your bicycle, thread the trailer tongue into the long yellow felt sleeve in the case. You will have to partially lift out the bike to accomplish this. Note that the long section is in the bottom front of the case, under the rear wheel. The S-bend part of the trailer is pointing toward the left rear corner of the case, and is placed on top of the mono-tube, but under the rear wheel.

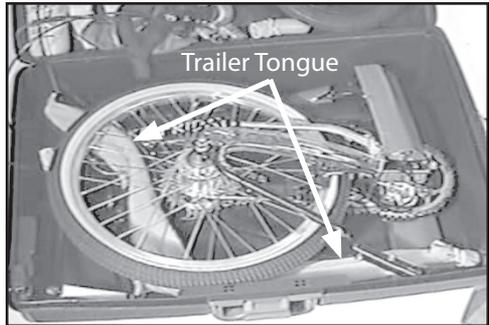


Fig. 16 Trailer tongue placement.

17. Trailer Axle Bag

Place the shorter yellow trailer axle bag behind the mono-tube in the bottom of the case. You will have to partially lift out the bike again as you slip in the trailer bag.



Fig. 17 Add trailer axle bag.

Packing: Handlebars

18. Place Saddle

Put the saddle in the front right corner of the case, with the nose pointing up to 12 o'clock and the large end of the saddle against the front of the case. The seat post should slide under the rear wheel, pointing at the cassette cogs. Check that the seat post is not "lifting" the frame.

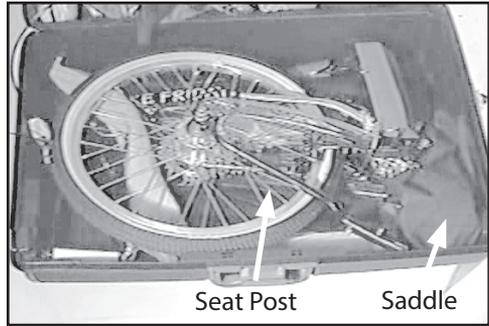


Fig. 18 Saddle and seat post position.

19. Place Handlebars

If you have flat bars or H-bars, nest the bars next to each other (with the reinforcing sleeve pointing in the same direction) on top of the rear wheel towards the front left corner of the case. If you have not already done so, add the striped vinyl covers to the end of the bars.

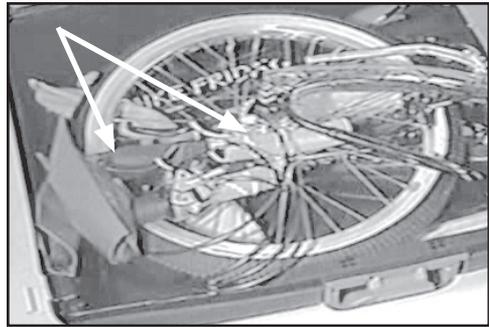


Fig. 19 Handlebar placement.

20. Drop Bar Position

If you have drop bars, set them into the case with the right brake lever at the rear of the case and the left brake lever at the front of the case. The drop bar ends will need to be hooked under the rear wheel (left bar), and under/behind the mono-tube (right bar). It is not necessary to have the bars partially connected as shown. Figure 20 also shows the future placement of one of the trailer wheels.



Fig. 20 Drop bar position (ignore trailer wheel).

Packing: Wheels

21. First Trailer Wheel

If you have a TravelTrailer system, place one of the trailer wheels on top of the rear wheel in the left rear corner of the case. If you have drop bars, the trailer wheel will slip between the drop bar and the rear wheel.

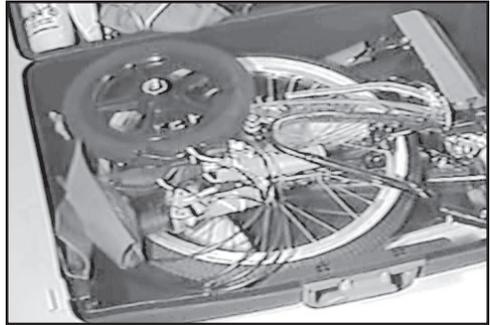


Fig. 21 First trailer wheel.

22. Pack Front Wheel

Lay your front wheel on top of everything so that the tire rests against the rear and right sides of the case. Watch that the hub's axle does not rub against part of the rear end of your frame, reposition if necessary. Also make certain that the large end of the saddle does not push the wheel up too much. Note: Although it is not necessary to deflate tires prior to air travel, large MTB tires may need to have some air let out for easier packing.



Fig. 22 Front wheel placement.

Now place the other trailer wheel on top of the front wheel, in the right rear corner of your case. The trailer wheel should not be resting on top of the front wheel's axle, but just to the side of it.

23. Second Trailer Wheel

Now place the other trailer wheel on top of the front wheel, in the right rear corner of your case. The trailer wheel should not be resting on top of the front wheel's axle, but just to the side of it.



Fig. 23 Second trailer wheel placement.

Packing: Accessories

24. Pack Stem

Place your stem along the rear of the case, under the front wheel (it should be in a red felt bag). Although this position generally works well, feel free to put the stem in any open spot in the case.

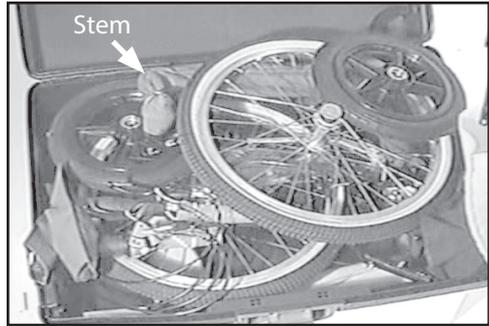


Fig. 24 Stem position.

25. GD Folding Rear Rack

If you have a Bike Friday GD Folding Rear Rack, fold the rack and put it in the yellow felt bag. The rack should fit on edge along the left side of the case.

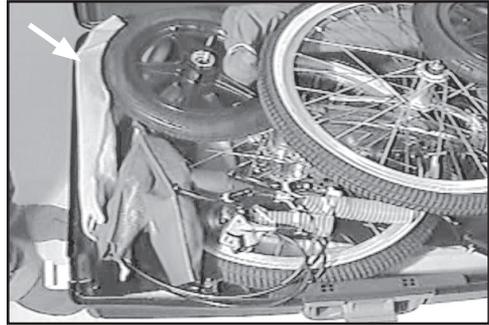


Fig. 25 GD Folding Rear Rack.

26. Front Rack

If you have a front rack, disassemble the rack and put it in the yellow felt bag. The front rack should lay flat on top of the bike, to the left of the front wheel and on top of the handlebars.



Fig. 26 Front rack position.

Packing: Accessories

27. Insert Crush Protector

You should have placed one of the crush protector flanges into the bottom of the case soon after the bike was set in place. If not, do it now by slipping the disk into the case. Thread the crush protector dowel through the front wheel, rear wheel,

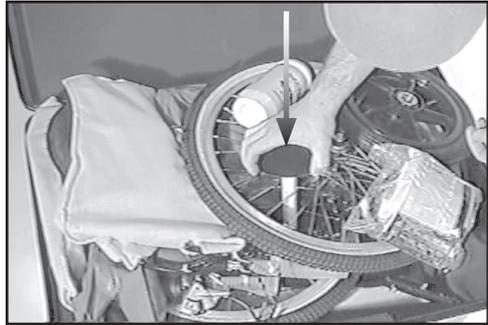


Fig. 27 Crush protector.

frame and into the socket on the lower flange. The exact position is not critical, as long as it is about the middle of the case, and the top flange is close to the highest point of the bike.

28. Miscellaneous Items

At this point the bike is nearly packed. Any remaining loose items such as the pedal bag, tool pouch, water bottles, any clothing, shoes etc. should be set into any remaining openings. Fenders can be nested together and wrapped around the front wheel.



Fig. 28 Odds and ends.

29. Close TravelCase Lid

Close the case lid, tucking any loose cables and felt bags into the case. Then starting with a side buckle, latch the lid closed. It is ok if the lid is tight, this will help keep the bike from bouncing around. If you cannot close the lid, check that the front



Fig. 29 Close TravelCase.

wheel and trailer tires are properly positioned and are not too high. Finally, you should be able to feel that the crush protector is the highest point of the case.

Quick Fold

1. Raise Kick Stand

If your bike has a kickstand, raise it at this point.



Fig. 1 Getting ready for the quick fold.

2. Shift Into Small Cog

This is best accomplished when you are still riding and coming to a stop, anticipating a quick fold. You will want the chain in the small cog in the rear. If you have a front derailleur with two or more chain rings in front, shift the chain into the small chain ring.

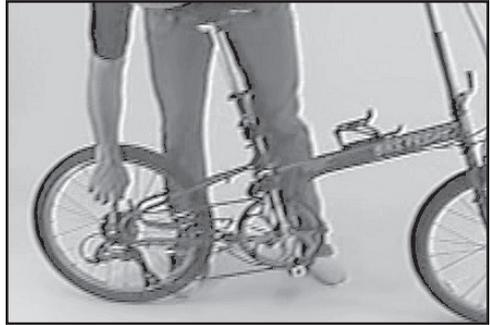


Fig. 2 Shift into small cog.

3. Set Crank Arms Level

Turn your crank arms until the left crank arm is pointing forward and the cranks are level.



Fig. 3 Left crank arm pointing forward.

Quick Fold

4. Loosen Stem

Loosen the stem's quick release or bolt, but leave the stem in the frame for now. If your stem tends to be a bit sticky on removal, you might partially remove the stem so that it's loose but not out.



Fig. 4 Loosen stem quick release.

5. Open Frame QR

Open the quick release on your frame.

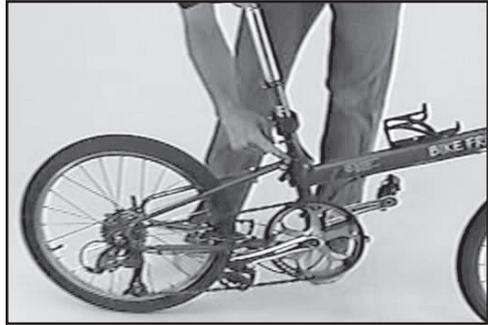


Fig. 5 Loosen frame quick release.

6. Lift Bike

Pick up your bike by the seat mast so that the rear end swings around and under the bike. New bikes may be a bit stiff to fold. You might have to lightly shake the bike or push the rear wheel down to start the fold.



Fig. 6 Lift your Bike Friday.

Quick Fold

7. Continue Fold

Fold rear end all the way around until the rear wheel is resting next to the front wheel.



Fig. 7 Fold frame.

8. Remove Stem

Your stem should just lift out of your frame with the quick release open.



Fig. 8 Remove stem.

9. Fold Seat Mast

Fold the seat mast forward until it is next to the mono-tube. We use nylon water bottle cages so that you can gently bend the cage to the side to accommodate the seat mast.



Fig. 9 Fold seat mast past bottle cage.

Quick Fold

10. Nest Handlebar

Place the handlebar across the top of the mono-tube and seat mast, with the stem portion on the right side of the bike.

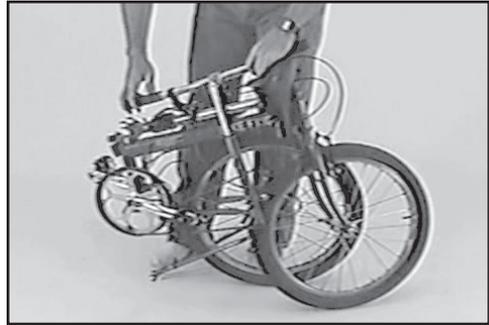


Fig. 10 Nest handlebar on frame.

11. Strap Bike Together

Most Bike Friday bicycles have a Velcro strap attached to the seat mast for use during the quick fold. Unwrap the strap and then thread it over the handlebar, around the mono-tube, through the rear wheel, and back up again to the buckle. This



Fig. 11 Seat mast strap.

will keep the bike from unfolding as you carry it. If you have a TravelBag, place the bike in it now and zip it shut.

12. Unfolding Your Bike Friday Bicycle

Unfolding your bike into riding condition is just the reverse of these steps. Before you ride your bike again, double-check to make certain that all of the quick releases are secure, and that the alignment pin in the stem is properly engaged to the fork.

If you are a bicycle commuter who frequently folds your bicycle, you might consider ordering a chain retainer. Sometimes when folding and unfolding your bicycle the chain can fall off of the front chain ring. The chain retainer attaches to your frame and serves as a chain catcher to keep the chain in place.

1. Trailer Parts

If you purchased a Travel-Trailer with your bike, you should have two trailer wheels and two yellow felt bags with the tongue and axle. The bottom of your TravelCase should have three holes drilled in it if you ordered the trailer with your

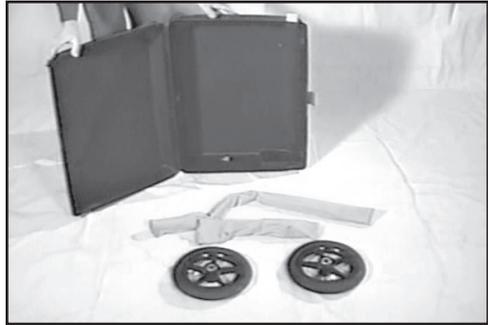


Fig. 1 Travel Trailer parts.

bike. If you ordered the TravelTrailer system separately, you will need to find the three dimple marks in the bottom of your case and drill them through with a 1/4" drill.

2. Connect Axles

In the smaller yellow felt bag there should be two axles and a T-bar. Slip the open ends of the axles over the "T" of the T-bar. Each axle will have a threaded stud with a thumb nut and two flat washers. Remove the thumb nuts and one of the washers from each stud (leaving one washer over each stud post).



Fig. 2 Assemble trailer axle.

3. Attach Trailer Axle

With the case open and standing on its left side, attach the axle assembly by slipping the two threaded studs through the two holes in the right side of the case. The end of the T-bar should be pointing at the third hole in the case.



Fig. 3 Attach trailer axle.

4. Add Thumb Nuts

Place one of the flat washers over each threaded stud, and then loosely thread on the thumb nuts—do not tighten them yet.



Fig. 4 Attach washers & thumb nuts.

5. Attach Trailer Tongue

Take the long trailer tongue and remove the thumb nut and one washer from the threaded stud. Slip the hollow end of the tongue over the end of the T-bar so that the threaded stud in the tongue fits into the remaining hole in the case.



Fig. 5 Trailer tongue over T-bar.

6. Add Last Thumb Nut

Place one flat washer over the threaded stud inside the case and add the last thumb nut. Now securely finger tighten all three thumb nuts inside the case. Each attachment point should be a sandwich consisting of trailer frame, flat washer, nylon case, flat washer and then thumb nut.



Fig. 6 Tongue thumb nut.

7. Wheel Axles

From one axle end remove the clevis pin, the flat washer and the rubber O-ring. Note the order of these parts when installing the trailer wheel.

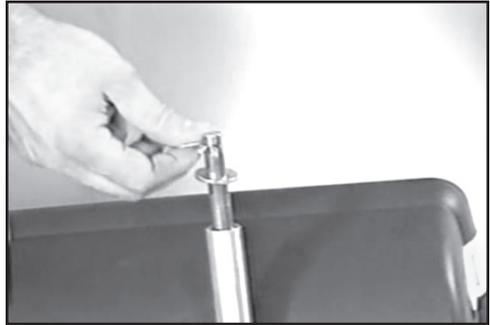


Fig. 7 Axle washers.

8. Install Trailer Wheel

Each trailer wheel has two bearings; one is flush with the outside of the wheel, and the other is recessed. Slide the trailer wheel over the axle end with the recessed side down and the flush side up (away from the trailer).

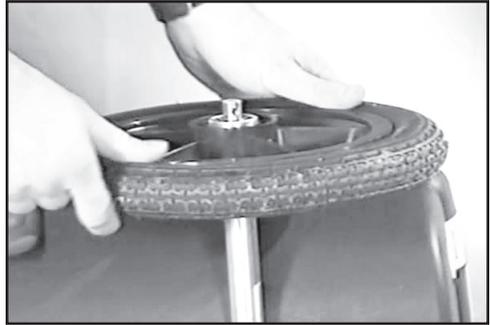


Fig. 8 Mount trailer wheel.

9. Add Axle End Washers

First install the rubber O-ring so that it sits next to the wheel bearing. Then install the flat washer over the O-ring.

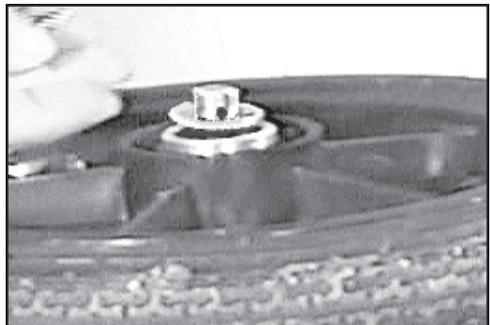


Fig. 9 First add O-ring, then flat washer.

10. Insert Clevis Pin

Insert the clevis pin through the hole in the axle end to secure the wheel. The flat washer should be lightly pressing against the clevis pin from the inside, with the O-ring acting as a sort of spring to keep the wheel from rattling on the axle.



Fig. 10 Insert clevis pin.

11. Connect Trailer Hitch

To attach the trailer hitch to your frame, simply pull the knurled collar on the coupler back while you push the coupler over the nipple on the frame.

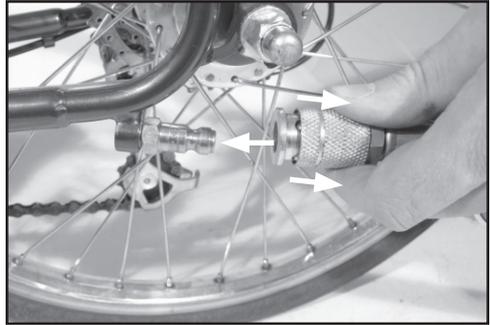


Fig. 11 Using your trailer hitch.

12. Ready To Go!

When you release the knurled collar, the coupler should be secure and ready to go. If the knurled collar becomes stiff and does not spring closed, add some light lubricant such as TriFlow™ or WD-40® to the coupler.



Fig. 12 Trailer hitch connected.

Accessories: Rear Rack

1. GD Folding Rear Rack

This handmade folding cromoly rear rack will securely carry your travel gear anywhere in the world. Plus, it folds quickly and compactly for easy packing in your TravelCase suitcase. The GD rack is packed in a yellow felt bag, and has two extra 5mm bolts for mounting it to your bike. (The other two required bolts are already in your frame.)

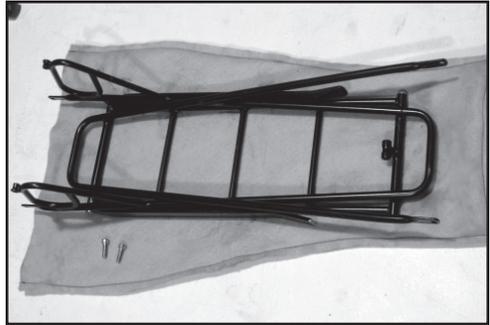


Fig. 1 GD Folding Rear Rack.

2. Unfold Rack

The two sets of main legs unfold down, while the two black aluminum stays unfold over the top.

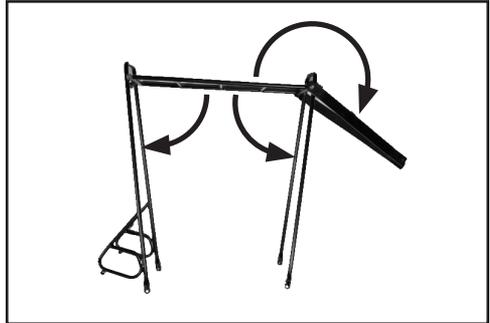


Fig. 2 Unfold GD rack.

3. Insert 5mm Bolts

Let the holes in the main legs overlap at the bottom and then insert a supplied 5mm bolt through each pair of legs.

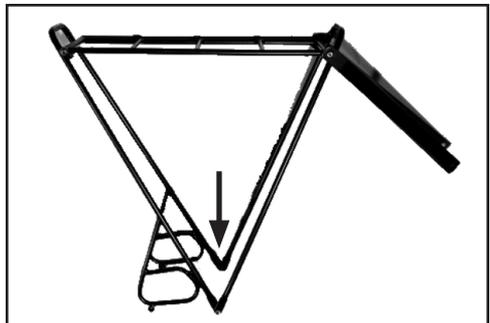


Fig. 3 Place bolts through leg holes.

Accessories: Rear Rack

4. Mount Legs To Frame

Thread the bolts into the eyelets on the drop outs on each side of the bike. The rack legs should have their ends on the outside of the drop outs. Leave the bolts loose for now.



Fig. 4 Mount rack legs to drop outs.

5. Attach Stays To Frame

Remove the two bolts on the sides of the wishbone. (The wishbone is the part of the frame that engages the frame quick release.) Reattach the two bolts through one of the two holes in the rack stays. Experiment with which rack stay hole provides the most level rack position.



Fig. 5 Attach rack stays to wish bone.

6. Tighten Bolts

Tighten all four mounting bolts securely. If you would like to attach a rear reflector or a rear tail light, there is a threaded mount on the rear of the rack.



Fig. 6 Tighten all bolts securely.

1. Front Rack

The front rack consists of two mirror image sides, a long cross bar, and assorted bolts and spacers. The cross bar uses two 6mm bolts. The lower mount uses two short 5mm bolts and spacers; the upper mount uses two long 5mm bolts and spacers. Look

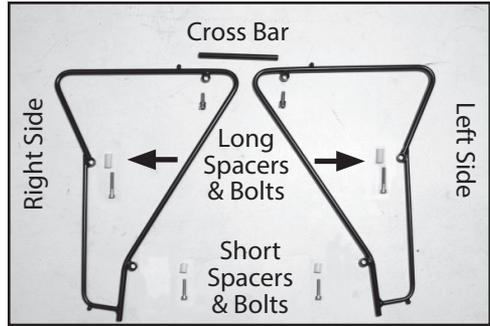


Fig. 1 Front rack parts.

at the mounting eyelets on the rack. The recessed side of the eyelets face out and are for the bolt heads. The flush side faces in.

2. Mount Cross Bar

Select either side of the rack, the cross bar and one 6mm bolt. Insert the bolt through the recessed side of the eyelet near the ball-stop on top of the rack. Screw the bolt loosely into the cross bar.

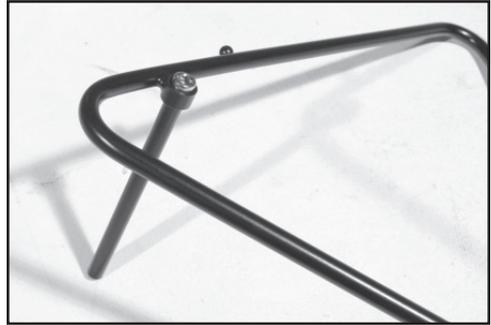


Fig. 2 Mount cross bar.

3. Mount Other Rack Side

Insert the remaining 6mm bolt through the other rack side and loosely thread into the cross bar. The rack should now resemble Figure 3.



Fig. 3 Attach other side of rack.

Accessories: Front Rack

4. Mount Lower Eyelets

Insert one of the short 5mm bolts through the recessed eyelet at the bottom of the rack. Place one of the short spacers over the bolt on the inside of the rack. Repeat with the other side. Place the assembly over the front wheel, and then loosely

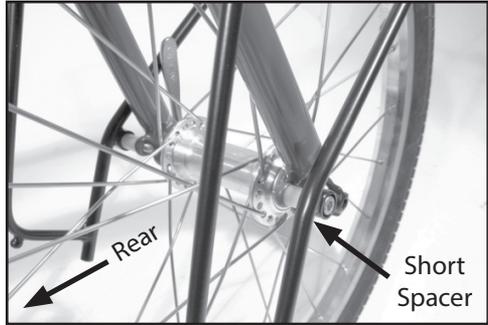


Fig. 4 Right side view of rack.

thread the bolts into the eyelets on the fork drop outs. The part of the rack hanging below the drop out is on the rear side of the drop out.

5. Mount Upper Eyelets

Using the remaining long 5mm bolts, slip the bolts through the upper eyelets, and then slide the long spacers over the bolts on the inside. Thread the bolts into the braze-ons on the fork legs.



Fig. 5 Upper mount.

6. Tighten All Bolts

Now tighten all six bolts carefully. Your front V-brake noodle might touch the right rack side. This is generally not an issue. If the interference is significant, it is acceptable to lightly bend the noodle a bit tighter to help clear the rack.



Fig. 6 Completed front rack.

Accessories: Fenders

1. Front Fender

Your front fender has an alignment pin (a small bolt) through the aluminum tab beneath the mounting hole. The fender is attached to the fork by the upper hole, while the alignment pin keeps the fender from rotating.



Fig. 1 Front fender.

2. Rear Fender

Your rear fender has one hole in the aluminum tab, and the fender extends farther forward of the tab than the front fender. The fender is attached to the rear end by the bolt in the wish bone.

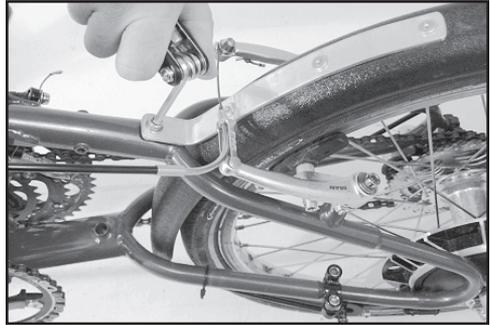


Fig. 2 Rear fender.

Fit Stem (Optional)

If your bike was designed to receive a Custom Ultra-light Stem, then most likely the bike you just received has a Fit Stem installed. The Fit Stem process is designed to ensure the highest level of accuracy and satisfaction in producing a truly custom fit for your new bike.

The Fit Stem is a temporary, but fully usable stem which can be adjusted to any height and projection. Ride with the Fit Stem as you would normally ride and tour. Either take a wrench with you, or use your 5/6mm S-wrench in the bottle cage, and stop to adjust your fit as necessary. We encourage you to put 125 miles or more on the stem, until you are satisfied with the overall fit of your bike.

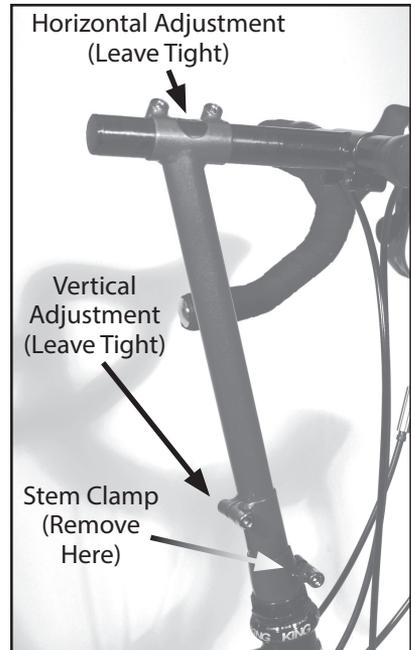
When you have finished the fitting process, remove the stem and send it back to us in the supplied FedEx box along with the information card. The only essential details are your name, address and bike color. Once you have the stem boxed up and the card filled out, call FedEx at 800-463-3339 to arrange a pick up. It normally takes about two weeks to complete your new Custom Ultra-light Stem. If you need a quicker turnaround for a trip or event, let us know on the card or call us to arrange for expedited service. We have completed stems in as short as two working days. (There is a fee for this service.)

Fit Stem Adjustment

Set the stem projection by loosening the two bolts at the top of the stem and moving the bars horizontally. Set the stem height by loosening the single bolt at the top of the lower stem sleeve and moving the bars vertically.

Returning Fit Stem

When you are ready to send the stem back to us (or to pack the bike), leave the two adjusting clamps tight. Only remove the handlebars and loosen the lowest stem collar.



Using Your Optional DualDrive Hub

For many bike travelers, the DualDrive hub offers the perfect combination of wide gear ratios, simplicity, and durability.

As with a standard drive train, there is no single best shifting order on a DualDrive equipped bicycle. Experiment and find what works well for you. A cyclist with a standard drive train must be conscious to avoid cross-chaining, which occurs when you shift into a small gear in front and a small one in back, or a vice versa. Cross-chaining can cause excessive wear on your components. Since cross-chaining is not an issue with the DualDrive hub, any gear combination is acceptable.

Other benefits include being able to shift the hub when standing still at a stop light or the bottom of a hill. Simply shift the internal hub to a lower gear (without even pedaling) and off you go.

The DualDrive single-sided shifter has an icon depicting uphill, flat, and downhill terrain to identify low, middle, and high gears. If your Bike Friday travel bicycle is equipped with different shift levers, the left hand lever controls the internal hub. Pulling the cable in shifts the hub to a higher gear for descending hills. For those who are curious about the gear ratios, adjust your gear inches for low gear by 73%, mid-range 100% (1:1), and high gear 136%.

Maintenance

Your DualDrive hub requires little maintenance. The shielded bearings are very durable, and the internal mechanism is highly reliable. Periodically applying a little oil to the shifting rod is all that is required. If you ride casually, then once a year is sufficient. If you ride a lot more or in poor weather, then every six months will suffice.

To lubricate the rod, remove the click box and the shifting rod (see the following directions). Lay the bike on its left side, or remove the wheel and then lay the wheel on its left side. Dip or coat the shifting rod in a good quality synthetic oil such as Phil Wood Tenacious Oil. Do not over lubricate!

Let the bike or wheel lay on its side overnight. Then re-attach the shifting rod (do not over tighten) and the click box.

DualDrive Hub

1. The Click Box

The DualDrive shift cable connects to a grey and/or black box attached to your rear hub axle above the rear derailleur. To install and remove the rear wheel you will need to detach and reconnect this click box to the axle in a few simple steps.



Fig. 1 The click box.

Start by shifting the DualDrive hub into the lowest gear (uphill icon, or repeatedly press the small lever on STI shifters).

2. Attachment Button

The small black button on the click box is used to attach the box to the axle. In the up position the box is connected.

To remove the click box, press this button down until it is flush with the top of the box.

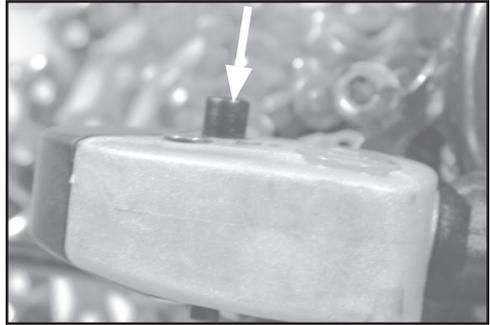


Fig. 2 Click box button up (connected).

3. Remove Click Box

With the black button down, the click box should just slide off of the axle end. The click box will remain connected to the shift cable.

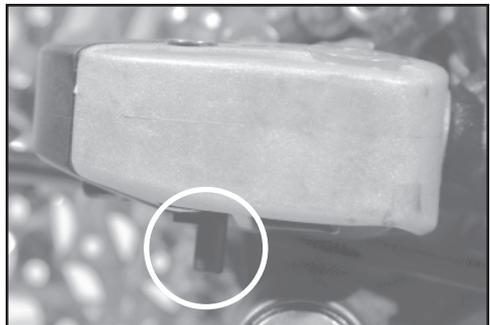


Fig. 3 Click box button down (detach).

4. Shifting Rod

Underneath the click box is a small screw head called the shifting rod. The click box pulls or pushes this rod in and out to shift gears. Normally you do not need to remove this rod to remove the wheel.

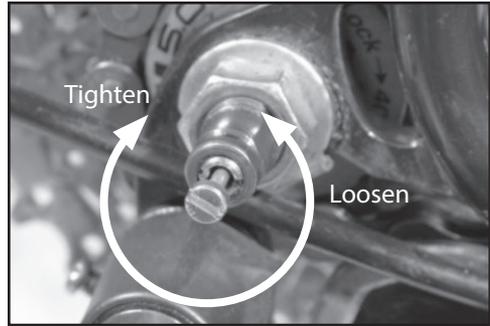


Fig. 4 Shifting Rod.

However, be careful not to bend the rod head. If you need to remove the rear wheel to pack your bike, either remove the rod and keep it in a safe location or put the protector sleeve (required for only a few bike models) over the axle and pin head.

If you wish to add some oil to the hub, remove the shifting rod and dip or coat the rod with good quality oil. See the paragraph on hub maintenance for more information.

When screwing the shifting rod back into the hub, be careful not to over-tighten. Just lightly tighten the shifting rod with a flat screwdriver, until snug.

5. Removing Rear Wheel

With the click box removed, loosen the two axle nuts with a 15mm wrench, a crescent wrench, or your pedal/head-set wrench in the tool pouch. The wheel should slide out.

The axle washers have a tab on one side. When reinstalling the rear wheel, place the washers on the outside of the drop outs (the part of the frame which holds the wheels), with the tab pointed down and facing toward the wheel. With the axle properly seated in the drop outs, tighten the axle nuts securely.

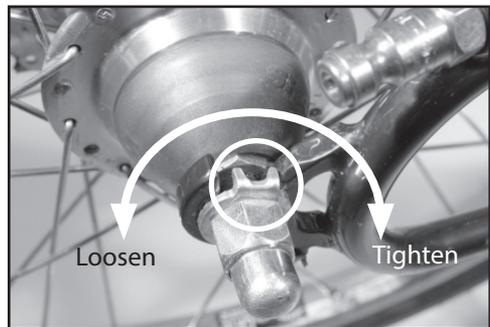


Fig. 5 Axle washer, bottom view.

Do not forget to reconnect the brake after installing the wheel!

DualDrive Hub

6. Reattaching Click Box

To reattach your click box to the axle, first ensure the black button is all the way down, flush with the top as in Figure 3. If you cannot get the button down, it is because the shift cable pulled the small black shifting fork (circled in Figure 6 and 6a) out of its proper position.

This can happen when the click box hangs by the shift cable. First, make certain the shift cable housing is properly seated at the shift lever, any cable stops, and in the click box barrel adjuster.

Next, to get the button down, push the fork tip down toward the hole in the box with your finger while applying pressure to the black button. You may need to keep your finger on this button to keep it from popping up from cable movement.

7. Mount Click Box

With the button down, place the click box over the axle as far as it will go, and then press the black button up. Your click box is now properly connected. With very gentle tugging, you should only feel slight spring-like resistance.

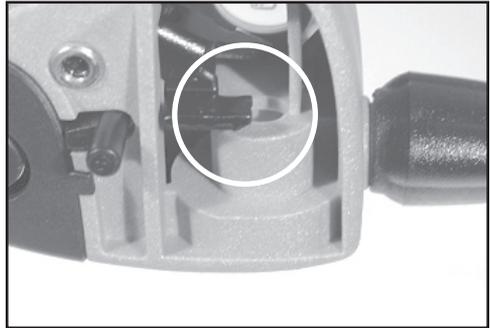


Fig. 6 Shifting fork down, button down.

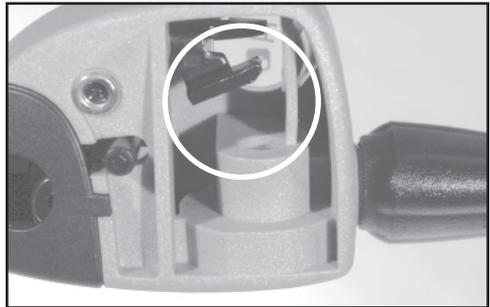


Fig. 6a Shifting fork up, button stuck.



Fig. 7 Place over axle end.



Fig. 7a Button up (connected again).

DualDrive Hub

8. Adjusting DualDrive

The DualDrive hub adjustment is very simple. First shift the DualDrive into the middle gear (flat terrain, or middle STI position). On top of the click box is a small clear window showing a couple of ladder-like bars over a brightly colored indicator needle.

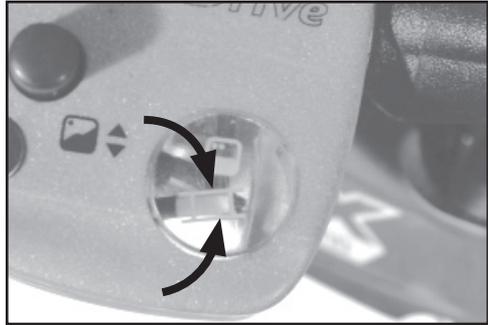


Fig. 8 Adjusting window.

Turn the tapered barrel adjuster, where the housing enters the click box (Figure 8a), until the needle is centered between the bars in the clear window. It's that simple. When you move the shift lever you can see the needle move to the different positions.

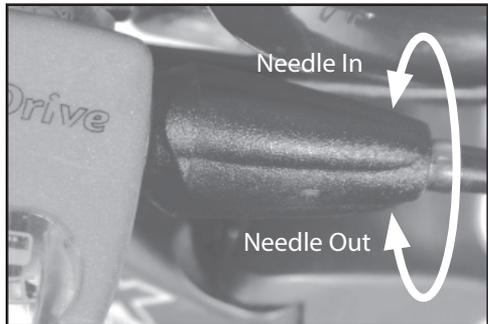


Fig. 8a Barrel adjuster.

All new bikes will need some initial adjustment as parts wear in, housing compresses and the cables stretch. If your bike does not shift properly, take it to your local bike shop for adjustment. Before long, however, your bike should be functioning trouble free.

V-Brake Centering And Spring Adjustment

V-brake arms are held off of the rim by a spring in each arm. To center the brake (allowing both arms to retract an equal amount), you need to adjust the respective spring tensions. At the base of each V-brake arm near the pivot is a small screw pointing to the side. Turning this screw will change the centering of the brake.

On the side which needs to retract farther, tighten this screw in half-turn increments. You may also consider loosening the side which retracts too far.

Thread Sizes

The stainless steel bolts that attach your rack to your bicycle use one of the most common thread sizes available today. If you loose one of these small bolts you will most likely find replacement hardware locally.

The thread size for the rack, water bottle cage, derailleur and brake cable clamp bolts is a metric 5mm x 0.8mm. A US standard thread of 10-32 can also be used. The thread size for many of the frame parts and the front rack cross bar is a slightly larger 6mm x 1.0mm. Every bike shop and virtually any hardware store world-wide will stock these bolts in a variety of lengths.

If you are unable to find replacements while on tour give us a call or send us an email and we can ship to you what you need to get back on the road.

What is it?

This little mysterious tool is supplied with Shimano crank arms. To remove the new generation of Shimano crank arms with the over-size bottom bracket spindles you need to use this temporary plug with your crank arm removal tool.



New Bike Maintenance

Like all bikes, your Bike Friday travel bike will go through a break-in period. After the first few weeks of riding you may find that your drive train doesn't shift as crisply as it did when new, or perhaps the brakes are slightly loose. This happens as new cables stretch, housing compresses and parts wear in.

After the initial break-in period, but before a significant tour, it is important to have your Bike Friday bicycle professionally serviced at your local favorite bike shop. A new bike tune up takes very little time and the small cost for the work is minor considering the improved performance and reliability it provides. Then at least once a year and before any major tour, take your bike back to your local shop for another tune-up to be sure that it runs smoothly.

After a few years of use and a few thousand miles of riding, you may notice that the decals on your bike are starting to look worn and the paint has some scratches. Perhaps your bike doesn't ride as smoothly as it used to, and the local bike shop can't get it to function as well as you would like. We offer factory service programs including tune-ups, overhauls, and other repair work by our expert mechanics. A month or two before your next big ride, you may wish to send the bike back for a complete overhaul.

Visit our web site for repair packages, costs, and details at www.bikefriday.com/ServiceCenterInfo.cfm. For those who plan ahead, we can generally offer the quickest repair turn-around during the winter months.

Airport Security

Traveling with your Bike Friday travel bike on the airlines today will, for the most part, be as convenient as it was just a few years ago in the good old days. However, because of the need for extensive inspections required by the TSA, there are a few points to be aware of.

- Do not lock your TravelCase when traveling by air. All luggage must be inspected by TSA agents when checking in your luggage. TSA agents can, and have, broken open locked TravelCases. Even after the initial inspection do not lock your case, we have had reports of subsequent inspections where the TravelCase lock was broken open.
- You may ask to be present during the inspection, however you may not touch your bike or TravelCase once you have handed it over to the TSA. By asking to be present, you may be able to give some repacking tips to a very busy agent.
- When traveling by air, you might consider not over packing your TravelCase. With some practice it is quite possible to get a tremendous amount of gear into your TravelCase; however this only obscures the inspectors view and they will deconstruct your carefully packed case.
- Consider using extra straps, bungee cords, or toe straps to bundle the packed bike. This way an inspector can remove the bike as once piece, look it over, and replace it into the case quickly and accurately.
- Observe airline luggage weight limitations. For domestic flights (including domestic legs of international flights), the checked luggage needs to weigh less than 50 pounds. For international flights, the checked luggage limit is 70 pounds. Luggage which exceeds these limitations may be charged an excess baggage fee.

BIKE FRIDAY®, the BIKE FRIDAY® logo, GREEN GEAR® CYCLING, POCKET ROCKET™, POCKET ROCKET PRO™, POCKET PILOT™, AIR FRIDAY™, TRIDAY™, POCKET CRUSOE™, POCKET TOURIST™, NEW WORLD TOURIST™, AIR GLIDE™, POCKET LLAMA™, POCKET GNU™, AIR LLAMA™, FAMILY TANDEM TRAVELER™, TANDEM TRAVELER™, TI LITE XL TRAVELER™, TANDEM TWO'SDAY™, TWIN AIR™, Q TANDEM™, SAT R DAY™, DOUBLE

Bike Friday® Guarantee

We at Green Gear Cycling, Inc. (Bike Friday) want you, the customer, to be happy with your new bicycle. For direct orders shipped from the factory if your bike does not meet your expectations, you may return the bicycle to us for a full refund, less all shipping charges and a 15% restocking fee (as of 06-01-18). For bikes ordered through a dealer we allow the dealer to use their own return policy. This applies to the purchase of new Custom and Stock bicycles. In all cases, the return shipping charges are your responsibility. To take advantage of this guarantee, you must notify our service department (800.777.0258 / service@bikefriday.com) within 30 calendar days of your receipt of your bike of your intent to return the bike, and we must receive it in our possession within 35 calendar days of you taking delivery of the bike. We also accept returns on parts within 30 days as long as the part is unused and undamaged. Processing your refund usually takes 2-6 weeks from the time that we receive back your returned item(s).

We want your bicycle to work for you, and in order for your bicycle to work well, it should fit. We'll need some help from you to ensure that your new Bike Friday fits you well, specifically by providing us with the measurements of your best fitting bike (if you own a bike that fits well) and a description of how you feel on this bike. Additionally, you will be asked for some personal measurements with a required accuracy within 1/4 (5mm) and 3 pounds (1.35kg) – yes of your current weight and not your ideal weight – as well as a description of your riding style and the places you most likely envision riding your new Friday. Our Consultants can guide you through the process of obtaining and interpreting this information. This guarantee does not apply to Stock Bikes, which are not custom built to your specifications, but come in standard small, medium and large sizing.

Armed with this data, we can guarantee the fit of your new Friday if (1) we are matching exactly the dimensions from your current, best fitting bicycle, or (2) we build a Friday from your body measurements that includes our optional “fit stem” program. If you choose to have us build a bike for you that is sized in any other way, the bike will be sized per that method and built in a manner that allows for later fine-tuning of the sizing should you choose, at your expense, to pursue a more exacting fit.

As part of the consideration for buyer's purchase, buyer understands and agrees to the following: Green Gear Cycling warrants your bicycle frame set, including fork purchased from Green Gear Cycling or an authorized Green Gear dealer against defects in workmanship and materials for 10 years. This does not cover paint or powder coat finishes. Green Gear Cycling honors the original manufacturer's warranty on parts and components against defects in manufacturing. Tubes and tires are sold as-is.

This warranty is expressly limited to the repair or replacement of the defective frame, fork, or defective part at the discretion of Green Gear Cycling. This is the sole remedy of the warranty. This warranty applies only to the original owner and is not transferable.

Claims must be made through Green Gear Cycling or an authorized dealer. Proof of purchase is required. This warranty covers bicycles and components purchased outside of the United States only if purchased through an authorized Green Gear Cycling dealer.

This warranty does not cover normal wear and tear, improper assembly or maintenance, or installation of parts or accessories not originally intended or compatible with the bicycle as sold. Under no circumstance shall Green Gear Cycling be responsible for incidental or consequential damages.

This warranty gives you specific rights, and those rights may vary from place to place. This warranty does not affect the statutory rights of the consumer. The warranty applies to bicycles and parts purchased directly from Green Gear Cycling, Inc., or from its authorized dealers. Except as provided herein, this product is provided "as is" without any additional WARRANTY of any kind, including the WARRANTY OF MERCHANTABILITY and the WARRANTY of FITNESS FOR A PARTICULAR PURPOSE, whether EXPRESSED or IMPLIED.

We at Green Gear Cycling, Inc. (Bike Friday) want you, the customer, to be happy with your pre-owned bicycle. If for any reason you are dissatisfied, you may return the bicycle to us for a full refund, less all shipping charges. This applies to the purchase of pre-owned bicycles purchased direct from Green Gear Cycling Inc.. In all cases, the return shipping charges are your responsibility. To take advantage of this guarantee, you must receive a Return Authorization Number from the Service Department (800.777.0258 / service@bikefriday.com) within 30 calendar days of your intent to return the bike, and we must receive it within 35 calendar days of you taking delivery of the bike.

The sizing of the pre-owned bicycles are limited by their current construction. Bike Friday will, as part of the purchase price, replace the stem if necessary or allow for an upgrade to the “fit stem” program for a more exacting fit. No other modifications to a pre-owned frame (including SatRday boom) is allowed. Any future corrections to the sizing will be borne by the purchaser.

