



Using Your Bike Friday®

Silk



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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. 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, 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 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 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 information on spare tires, tubes, replacement parts, fenders, racks, bags, or other items to complete your Travel System. You can purchase these products from our online store: store.bikefriday.com

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 website at:

www.bikefriday.com

Blue skies and happy trails from the team at Green Gear Cycling

Bicycles are a lot of fun, but improper use can result in harm. 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, the season, and lighting-conditions. Be seen!
- 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

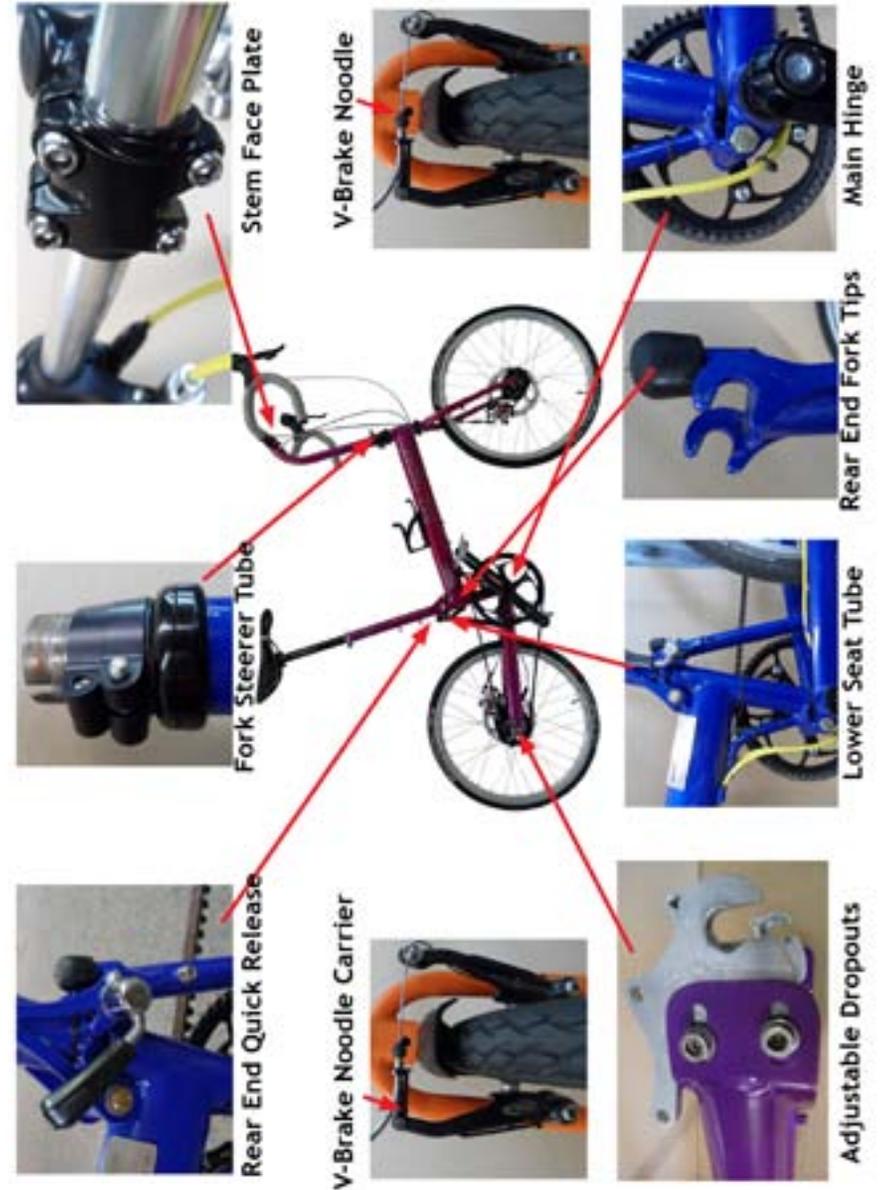
All Bike Friday bicycles are delivered with a combination 5/6mm S-wrench [right] that is attached to your water bottle cage. This wrench should get your new bike on the road (along with your own pedal wrench). Leave it in your bottle cage so that you always have it handy.



All bikes ordered with a TravelCase™ suitcase also come with a tool pouch [right]. In the tool pouch you will find some cotton gloves to keep your hands clean, a folding tool set, 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.



Quick Folding your Silk



Quick Fold

Your Silk can be put in the “Quick Fold” position, ideal for quickly stashing the bike in a trunk or corner of a room.

1) Open (release) the rear end quick release.



NOTE: Depending on your crankset, you may need to put your left (non drive side) crank arm down to the 6 o'clock position prior to folding the bicycle.

2) Grasp the bike by the stem and seatpost.



3) Lift the bicycle straight up and the rear wheel will swing downward and forward. NOTE: The first few attempts might be stiff, but it will loosen over time.



4) With the goal of moving the rear wheel forward toward the front wheel, you can use your foot to assist the rear wheel's movement forward. Be gentle however, you never want to force things.



Quick Folding your Silk



Quick Fold [continued]

5) Loosen the quick release or clamp bolt and remove the stem riser.



6) Keep it in your hand.



7) Fold the seatmast downward, gently pushing the water bottle cage to the side.



8) Place the handlebars on top and parallel to the main frame. Use the velcro strap to secure your bike.



Unfolding From the Quick Fold

Reverse the operations of putting the Silk in Quick Fold.

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. 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 Silk 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!

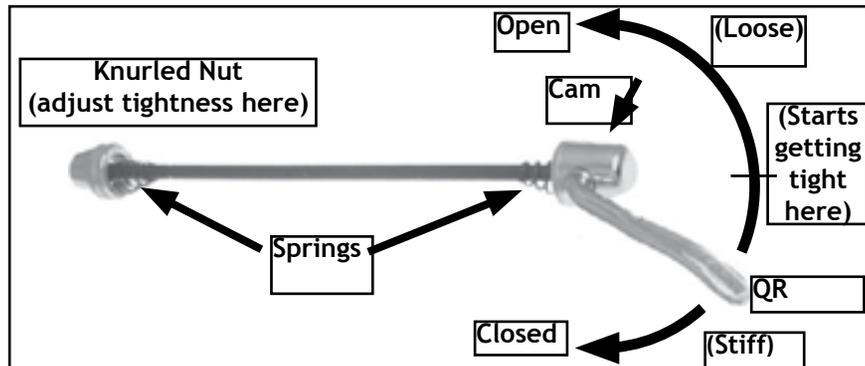
Quick Release Operation

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 around 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.



Adjust Knurled Nut

With the wheel installed and the axle properly seated in the frame (or the frame joint closed), position the quick release lever so that it is in line with the axle. Then turn the knurled nut on the other side clockwise until it is snug.



Fig. 1 Quick release operation.

When the quick release is properly adjusted, you should be able to freely swing the quick release lever for the first half of its arc, at which point the lever should offer resistance.

Continue Closing QR

Using the palm of your hand press the quick release 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 quick release is properly adjusted (the lever may even leave a light imprint in the palm of your hand).

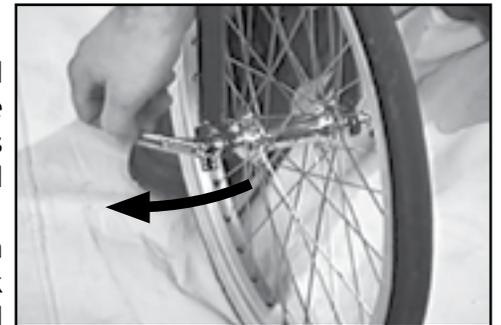


Fig. 2 Setting quick release tightness.

Double-Check!

Ideally, the quick release lever should be facing the rear, or upward. Levers that are facing forward can catch on any number of things and be accidentally opened.



Fig. 3 Closed QR points toward rear.

Where to Begin

Opening your box or TravelCase for the first time might present an intimidating sight, particularly if you ordered many extra travel accessories with your Bike Friday Silk. 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 bikes. However, because this bike has been custom built for you, you might discover that your bike was packed at the factory slightly differently than the one in this manual. Wherever possible, we mark any packing materials unique to your bike.

You do not, however, have to repack your bike in exactly the same fashion. You might find a better way of stowing your accessories and we encourage you to experiment. If you discover a particularly good way of 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 built Bike Friday Silk.

Illustrated Accessories

We offer a wide range of accessories for our bicycles. Your bicycle might or might not have the various accessories that are featured in this manual. If any questions arise as to your specific bicycle, feel free to contact us.

Bike Friday 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 etc., might vary from the illustrations.

Unpacking from a Box

Your Silk should only require minimal assembly. It will take approximately 15-45 minutes and require a basic level of technical skill. You will need a 5/6mm hex wrench (included), a 15mm open wrench or pedal wrench, and a pair of scissors (or better yet wire cutters, snips or diagonal cutters) to cut zip ties securing the frame to the cardboard. Take care not to damage the frame while cutting zip ties. Note: Depending on the components you have purchased with your Bike Friday, your specific model might require other tools for adjustments.

IF YOU ARE UNPACKING FROM A TRAVELCASE PLEASE BEGIN WITH INSTRUCTIONS ON PAGE 14.



Fig. 4 Silk packed in its box.

Opening the Box.

Open the box and remove the front wheel and cardboard "shelf." Set this beside the box. Cut the various zip ties securing the wheel and stem to the "shelf," and then the zip ties securing the frame.

NOTE: If your Silk has a disc brake, as you unpack the bike, be careful when handling the wheels because the rotors can be damaged accidentally if you are not careful.

**NEXT STEP INSTRUCTIONS ON PAGE 16:
ASSEMBLY: UNFOLD SEAT MAST**

Unpacking: From a TravelCase

Open the TravelCase

Start by removing some of the obviously loose items from the case. These items would include water bottle, accessible felt pouches, etc. Set these items aside.



Fig. 5 Fully equipped travel bicycle.

NOTE: If your Silk has a disc brake, as you unpack the bike, be careful when handling the wheels because the rotors can be damaged accidentally if you are not careful.

Crush Protector

Remove the upper cup and dowel of the crush protector. The crush protector is the PVC dowel with the plastic flat caps on the ends. This piece of the packing system is essential to the protection of the bicycle when traveling by preventing crushing of the case.



Fig. 6 Remove crush protector.

Remove Wheels and Bars

With the crush protector removed, remove the front wheel and put it nearby. Pull the handlebars out of the case.



Fig. 7 Remove front wheel and bars.

Unpacking: From a TravelCase

The Goodie Bag

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



Fig. 8 The goodie bag.

Remove the Tool Pouch

The tool pouch comes in a blue felt bag with a cord around it. Inside is a tool set. Note: You will find a combination 5/6mm S wrench attached to your water bottle cage for quick road-side adjustments in addition to your tool pouch.



Fig. 9 The tool pouch.

Stand Up the Bike Frame

At this point you should be able to stand up the still folded bike in the case. If you purchased a Travel Trailer (the long felt bag with an S bend), then set it aside. Remove the various packing materials that you can while the bike is in the folded/standing up position.



Fig. 10 Stand up bike frame.

Mechanic's Tip: The packing materials are easily lost, store them in your TravelCase when they are not being used.

Assembly: Unfold Seat Mast



Unfold Your Bike

Lift your bike out of the TravelCase and unfold it. The rear end of the bike will swing out until the rear end fork tips engage the rear quick release. Make sure the quick release is in the open position. As you are unfolding the bike, be aware of the cable housing – you want to avoid it getting hung up on the left crank arm.



Fig. 11 Unfold your bicycle.

BIKE FRIDAYS COME WITH TWO TYPES OF MAST: FOLDING AND EASY PACK.

Folding Mast instructions below; Easy Pack Mast on Page 17

Unfold the Seat Mast (Folding Mast)

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



Fig. 12 Engage rear end hinge tips.

Secure the Seat Mast (Folding Mast)

With the seat mast upright, close the quick release.



Fig. 13 Secure seat mast.

Assembly: Easy Pack Mast



Secure the Seat Mast (Easy Pack, telescoping)

Rather than a hinged seat mast, the Easy Pack Seat Mast bicycle models have a sleeved seat mast that telescopes out of the lower seat tube. For the Easy Pack Seat Mast bicycles, the lower quick release only clamps the rear end. A separate seatpost collar with its own quick release is provided on the seat tube secures the seat mast. Both quick releases must be closed for safe riding.



Fig. 14 Easy Pack into sleeve.



Fig. 14a Easy Pack quick release.

Remove the Fork Spreader

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



Fig. 15 Remove fork spreader.

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.



Fig. 16 Quick release spring and nut.

Assembly: Wheel, Brakes

Install the Front Wheel

Make certain the wheel is fully seated in the fork drop-outs and securely close the quick release lever, as illustrated in the quick release section [page 11]. The quick release levers (front and rear) are to be placed on the non-drive side of the bicycle.



Fig. 17 Insert quick release in wheel.

Connect the Front Brake

There are several possible configurations of front brakes. The 406 wheel size Silk is available with disc, roller, V-brake, or linear pull (front only) and the 451 wheel size is available with disc or caliper brakes. Please read directions specific to the brake type that appear on the following pages.



Fig. 18 Disc brake rotor and slot.



Fig. 19 Disc rotor slips into slot.

Disc Brakes

When inserting the front wheel into the fork, ensure the disc rotor (on wheel) fits nicely into the slot on the caliper (installed on fork). You will want to avoid the rotor getting hung up or caught on some part of the caliper as you are installing the wheel into the fork to prevent rotor damage.

Assembly: Caliper Brakes

Caliper Brakes

The release lever on the brake must be in the open position in order for your inflated tire to be able to pass through the brake pads. Once the wheel has been installed into the fork, the release lever on the brake **MUST** be closed. The closed position can be identified by opening and closing the lever, paying attention to the lever position when the brake pads are at their closest point to the rims within the range of travel. Most caliper brakes have a small lever for release, some have a release mechanism built into the barrel adjuster (where the housing enters the caliper brakes).



Fig. 20 Brake quick release open.



Fig. 21 Brake quick release closed.

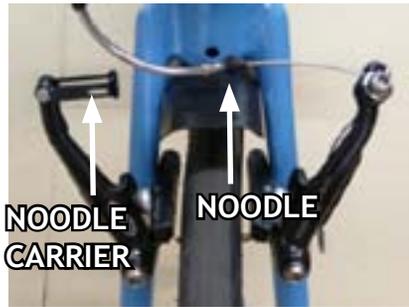


Fig. 22 V-brake open.



Fig. 23 Grab the noodle carrier.



Fig. 24 Slip noodle into slot.



Fig. 25 V-brake closed.

Linear Pull Brakes/ V-Brakes

To close the V-brake to the riding position, while facing the brake, with your left hand (index finger and thumb), grab the noodle carrier and with your right hand grab the noodle and slip the noodle tip into the slot on the noodle carrier.

Mechanic's Tip: Sometimes the cable housing can come unseated either where it enters the noodle or where the housing enters the brake lever barrel adjuster. If the housing is unseated, it will not be possible insert the noodle tip into the noodle holder. In fact, it will make the process quite frustrating; make sure the housing is properly seated.

Adding Cable Slack to V-Brakes (if necessary)

To increase slack in the brake cable, 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 (inward toward the brake lever) to loosen the cable. Conversely, if you want to bring the brake pads closer to the rim to compensate for cable stretch from use, unscrew the barrel adjuster away from the brake lever. Note: Some models may have a lock nut on the adjuster, which will need to be loosened first.



Fig. 26 Brake barrel adjuster.

Re-connect the V-Brakes

First check to ensure that the brake housing is properly seated. If you have a V-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. Check where the brake lever barrel adjuster and the housing enters the noodle.

Close the V-Brake

Close the V-brake in the reverse order of opening it. [See brake instructions on page 20.]

ALWAYS DOUBLE CHECK YOUR BRAKES BEFORE RIDING.

Stem Safety Check

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). Additionally, the stem should be fully seated onto the fork steerer tube.

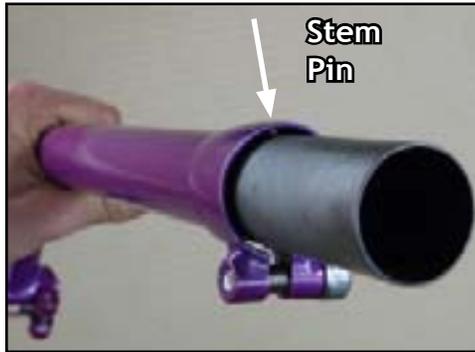


Fig. 27 Stem pin.

Mount the Stem

Slide the bottom of the stem into the fork steerer tube, keeping the stem's quick release assembly [or bolt shown in photo, right] forward so the hidden stem pin will engage the slot in the fork. Gently press the stem all the way down. You should feel it "bottoming out."



Fig. 28 Stem into fork steerer tube.

Tighten the Stem

Tighten the quick release securely. It is irrelevant whether the lever is on the left or right side of the stem. Also, some stem models will have a bolt [in photo, right] instead of a quick release to save weight.



Fig. 29 Tighten the stem.

If you have purchased a BF Folding Stem, please review the instructions specific to this stem type found on page 42.

Adjustable Stem Option

If you have purchased one of our adjustable stems, set your desired handlebar height using the clamp directly above the stem collar. You might 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.



Fig. 30 Stem riser upper binder bolt.

Also, be aware of the minimum insertion mark [See below].

For Fit Stem instructions, see page 41.

Mechanic's Tip:

The minimum insertion mark is QUITE important. It indicates the minimum amount of overlap of the two tubes that is safe, any amount of overlap less than this (if the entire minimum insertion mark is showing) is NOT SAFE.



Fig. 31 Hash marks.



Fig. 32 Unsplit bars.



Fig. 33 Split bars.

Insert the Handlebars

To facilitate packing, some Bike Friday bicycles have separating or split, two-part handlebars. Make certain the attached cables are not tangled or wrapped around the frame or fork. Insert the left handlebar into stem clamp, then the right bar.

Assembly: Handlebars



Set the Handlebar Position or Angle

With the handlebars in the stem clamp, press them firmly together to ensure they are fully seated. Custom stems for drop bars have a large window to allow you to center the split bar. Other handlebar types have a small button screw on the stem clamp to keep the bars centered. For the angle of the bars, experiment with what feel appropriate.



Fig. 34 Correct wrist position.

Mechanic's Tip: For flat bars, the angle of the brake lever should allow your hands and wrists to use them while maintaining a straight line of your arm through your wrist/fingers. What you want to avoid is a bend or angle in your wrist while using the brakes; this causes unnecessary stress on the joint.

Tighten Handlebars

Using a 4/5/6mm hex/Allen wrench, tighten the handlebar clamp securely. If you have a 4-bolt face plate (four bolts are used to secure the stem face plate and handlebars to the stem), avoid over tightening either the top or the bottom (relative to each other). The gap between the stem and the faceplate should be the same on the top as on the bottom.



Fig. 35 Tighten handlebars.

Double Check your Steering System

Now is a good time to double check your steering system. Stand in front of your bike with your front wheel between your legs. Try to push, pull, and twist the bars to make sure everything is secure, that the bars do not turn independent of the fork/front wheel.



Fig. 36 Check steering.

Assembly: Seatpost



Install the Seatpost

Remove the packing materials from your seatpost and insert the seatpost into the frame. Make sure the nose of the saddle is pointed forward and tighten the seatmast collar bolt. 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. If you did not purchase a saddle with your bike now would be a good time to install your own saddle.



Fig. 37 Install seatpost into frame.

Set the Correct Saddle Height

A good starting point is to sit on the bike with your heel on the pedal at the lowest point. Adjust the saddle height so that your leg is straight. Then, when you are correctly pedaling with the ball of your foot on the pedal, your leg should have a slight bend. This is your goal: a slight bend in the knee when the pedals are at the 6 o'clock position. NOTE: Never raise your saddle past its maximum insertion line (the hash marks on the seatpost 3" from the bottom). See page 23 for minimum insertion marks.

Tighten the Seatpost

Some bikes have a seatpost shim — a split aluminum sleeve inside the seat mast used to decrease the inside diameter of the tube). Whenever you install the seatpost, make certain the seatpost shim has its slot aligned with the slot on the seat mast. Also make sure the seat mast collar has its slot aligned with the slot in the seat mast. Tighten the seatpost collar clamp. Do not over tighten; the bolt could break.



Fig. 38 Tighten the seatpost.

Installing Pedals

Mechanic's Tip: The quick and easy way to remember which way to thread your pedals on is applicable to either of the side of the bike [SEE PHOTO BELOW].

You can put a wrench on the pedal and the pedal up to the threads on the crank, and using a back pedaling motion will screw the pedals on.

Note: We recommend starting thread engagement with your hands instead of a wrench (see below), so use this tip as a practical way to know which way to begin threading the pedals. This would be in contrast to a literal following of the tip, which would suggest using a wrench to begin thread engagement.

Thread in the Pedals

Using your finger, 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.

Mechanic's Tip: The threads on a pedal are steel (hard) and the threads on a crank arm are aluminum (soft). It is very important that the pedal is tightly secured to the crank arm. If the pedals are not tightly secured, the "slop or play" in the connection will allow the steel threads to rip out the aluminum crank threads. [CONTINUED ON PAGE 27]

Additionally, your bicycle may have shipped with a set of pedal washers. For some cranks, the use of the washer in between the pedal and the crank arm creates a more solid and secure base or foundation for the pedal to contact the crank arm with. If included, use them!

Double Check Your Bike Friday!

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 roadside 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.

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



Figs. 39 Pedal tightening.

Fold the Rear End

Fold it until the rear wheel is resting against the front wheel.



Remove the Stem/ Stem Riser

Your stem should lift out of the frame with the quick release open (or the bolt loosened).



Fold the Seatmast

Fold the mast, forward next to the mono frame. We use nylon water bottle cages so that you can gently bend the cage to the side to accommodate the seatmast.



Nest the Handlebars

Place the handlebar across the top of the mono tube and seat mast. The stem portion should be on the right side of the bike.



Packing your Silk into a TravelCase

As you might already know, your Bike Friday conveniently packs into a hard shelled airline accepted suitcase. As you pack your bike more often and become more familiar with the process, your packing times will likely decrease over time. Expect to spend between 10-60 minutes packing your bike in a TravelCase (once you are familiar with the process).

Remove your Accessories

Before disassembling and packing your Bike Friday Silk, remove all extra accessories including racks. Items that 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.)

Remove the Pedals

Loosen your pedals with a pedal wrench. The right pedal unthreads 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.) Place the pedals in the blue felt bag labeled "pedals."



Fig. 40 Remove pedals.

Remove the Seatpost

Loosen the seat mast clamping collar and remove the seat post. The saddle can remain attached to the seatpost. The seatpost shim (and collar) should remain in the seat mast. Place the seatpost (and attached saddle) in its felt bag. If you have an Easy Pack Mast remove it and place in its bag.



Fig. 41 Remove the seatpost.

Packing: Brakes

Open the Front Brake

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



Figs. 42 Brake open (left), closed (right).

If you have V-brakes, grasp the noodle carrier with your left hand, and with your right hand, grasp the noodle and move the noodle tip up and to the left of the carrier, moving the noodle out of the slot in the carrier.

If you cannot release the noodle from the noodle holder, then the brake cable may need to be loosened a bit.

See instructions to add some slack to the cable on page 21.



Figs. 43 Grab the noodle and release from the noodle carrier.

Packing: Front Wheel

Remove the 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 (with the cone points oriented inward).



Fig. 44 Remove the front wheel.

Install the Fork Spreader

Slip the fork spreader between the dropouts on the fork, and lightly tighten the quick release. The fork spreader will help prevent damage to your fork when traveling.



Fig. 45 Install fork spreader.

Remove the Handlebars

For “split” bars (bars that the two halves separate from the center), loosen the handlebar clamp bolts on the stem, and pull the bars apart. Depending on the model of stem, there might be either one, two, or four bar clamp bolts. Let the bars hang to the side for now. On bicycles equipped with flat bars, H-bars, STI



Fig. 46 Remove handlebars, 2 bolts.

Touring bars, etc., 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 into the stem/stem face plate.

Packing: Handlebars



Remove the Handlebars

For non-split bars (and Ahead stems), unscrew the bolts that secure the stem face plate (two or four bolts). Set the bars aside and reinstall the face plate and bolts into the Ahead stem.



Fig. 47 Remove handlebars, 4 bolts.

Remove Stem/Stem Riser

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. NOTE: Do not loosen the two bolts that are part of the threadless headset.

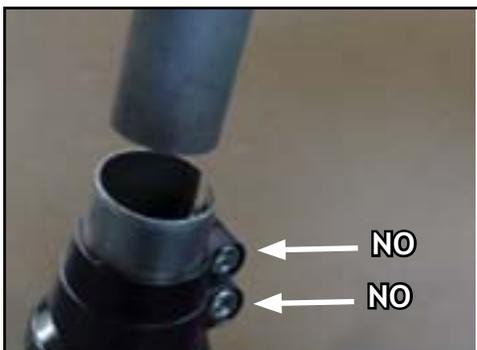


Fig. 48 Remove stem riser.

Adjustable Stem Note

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. 49 Adjustable stem bolt.

Packing: Materials



Installing Packing Materials

At this point you should install on the bike the various packing protection pieces (packing materials). The various covers and sleeves should be labeled. Because each bike is custom built and outfitted, there will be some variation in the selection of the packing materials. Pieces included might be:



Fig. 50 Packing materials.

- Seat mast cover - felt bag
- Crank arm cover - blue vinyl sleeve
- Chain stay cover - clear vinyl tube
- Steerer tube cover - short piece of clear vinyl tube
- Main frame (mono tube) cover - blue vinyl sleeve
- Stem cover - felt bag
- Tripod cover - blue vinyl
- Back of the lower seat tube (right below the rear end quick release piece of foam strapped on)
- Disc brake rotor - blue felt bag

Generally, there is extra room in the case to accommodate some accessories such as clothing, shoes, etc. As you travel with your bike and gain experience in your customized packing process, you might discover that some of the original pieces are unnecessary. You might also feel that you need some extra protection with new accessories. Feel free to experiment and let us know if you have a great idea.

Preparing the Frame for the TravelCase

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

For Easy Pack Models, your seat mast will pull out of the frame instead of folding forward. Loosen the quick release (or bolt depending on your model) securing the mast, remove it from the frame and place it in its felt bag. Set this aside for now.

Packing: Cranks and Foam



Align the Cranks

The non-drive side crank should be at 12 o'clock and the drive side crank should be set at the 6 o'clock position.



Fig. 51 Align the cranks.

Install the Foam Block

We supply a webbing strap to secure this foam block to the back side of the lower seat tube. The purpose of this block is to prevent the chainring from contacting and bearing the weight of the bike in the Southeast corner of the TravelCase. As you move the folded bike into the TravelCase, make sure this foam block is providing the intended benefit; if it is not, you may need to adjust the location of the foam block slightly.



Fig. 52 Install the foam block.

Fold Your Silk

To fold your bike, turn your fork to the left 90 degrees while picking up the bike by the mono tube. With a new bike, the rear end hinge may be a bit stiff and require a light shaking of the bike or pushing lightly 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. Note: For 451 wheels, depending on the volume/size, you may need to deflate the rear tire in order for it to fit.



Fig. 53 Fold your Silk.

Packing: Place Silk Inside



Place Silk in TravelCase

The rear wheel should be in the upper left (West). The drive side crank should be on the bottom right (Southeast) of the case.



Note: Here is how we describe the space in a TravelCase.

North: Farthest away from you, 12 o'clock, near main hinge.

South: Closest to you, near main latch.

West: Side the telescoping handle is on, 9 o'clock.

East: Side the wheels are on, 3 o'clock.

Top layer (Top): The layer nearest the opening.

Lower layer (Bottom): The layer farthest from the opening, the bottom panel of the case.

Packing: Add Accessories



Add accessories to the TravelCase

[SEE PHOTOS ON PAGE 37]

[PHOTO 1]

- TravelTrailer Wheel: Underneath rear wheel, center of case.

[PHOTOS 2-4]

- Travel Trailer Tongue: Non-hitch end (curvy end) goes into the Northwest corner underneath the rear wheel, above the fork. The straight (hitch) end will continue under the rear wheel and runs along the South edge of the suitcase with the hitch ending up in the Southeast corner of the TravelCase.
- Saddle: The nose should be pointed to South with the seatpost below the non-drive side crank arm headed West.
- Stem: Northwest corner under the rear wheel.
- Pedal and Tool Bag: North

[PHOTOS 5-6]

- Trailer Wheel: Let air out of tire and place wedge between the Northern edge of the suitcase and the non-drive side chainstay.
- Handlebars: There is some variability in terms of placement of handlebars, focus on the Western hemisphere.
- Drop Bars: West corner on top of rear wheel. It may be necessary to tuck the drop portion and lever of drop bars in the spokes.
- Flat Bars: South edge of case.

[PHOTOS 6]

- Front Rack: East edge, on top of everything

[PHOTOS 7]

- Front Wheel: East on top of everything.
- Folding Rear Rack: Far East side on top of everything

[PHOTOS 8-10]

- Crush Protector: Do not forget to run this through the spokes of both wheels and then attach the flange. Double check everything else in the suitcase is underneath the plane of the flange (not as tall).

Mechanic's Tip: The fit of the Silk inside the TravelCase is tight. The cases are flexible and therefore you might need to flex the edge of the case a bit to be able to shut it. The case is surprisingly resilient to minor changes in shape.

Packing: Add Accessories



1



6



2



7



3



8



4



9



5



10

Adjusting Threadless Headset



Adjusting 1¼ Threadless Headset

While the Bike Friday threadless headset appears a bit different than some, the concept is the same. Headset adjustment is achieved by increasing or decreasing preload on the bearings via a single hex bolt.

Directly below the stem riser base is the [1] locking headset spacer. It looks like a seatpost collar binder.

This piece locks down onto the steerer tube allowing the [2] headset spacer adjuster to push off the locking spacer and apply downward pressure on the headset (bearing preload).

The locking headset spacer bolt should never be loosened for adjustments; it should only be loosened if disassembly of the fork and headset is required.

To adjust the headset, simply tighten the bolt on [2] headset spacer adjuster to increase preload or unscrew the bolt to decrease preload. Make small adjustments; start with ¼ turns of the bolt. The headset spacer adjuster is a two-piece part that is internally cone shaped so the more you tighten the bolt the more the clamp squeezes the cone.



Fig. 54 Threadless headset.

Using Your Adjustable Rear Dropouts

Our adjustable rear dropout is designed specifically for the Silk. It allows you to remove and reinstall the wheel without having to re-tension the belt each time.

Determining Belt Tension

Proper belt tension is about ½-inch of deflection (placing your finger on the midpoint of the upper half of the belt and pushing down). The goal is to have enough tension so avoid slipping. For Gates CenterTrack, use slippage as your guide.

Making Adjustments to Your Dropout

The aluminum dropouts on your Silk adjust in small steps. Each adjusting step is 1.25mm. Looking at the dropouts, you see upper and lower notched slots with a bolt in each. Each notch is a step. Each bolt can be positioned anywhere along the slot, in those notches, one step at a time. Adjustments are made by alternately stepping in one slot (while pivoting on the other) and then stepping on the other slot while pivoting in the first.

Adjusting Rear Dropouts



Determine if you need to increase or decrease tension (determine which way you want to move the aluminum dropout).

- Determine which bolt is the pivot and which the step.
- Move in the desired direction.



Fig. 55 Adjustable rear dropouts

Theory:

- Determine which way to move the dropouts. Moving them closer to the crank will decrease belt tension. Moving the dropouts further from the crank will increase tension.
- Look at the upper and lower bolt. The bolt that is slightly closer to the direction you want to move is the pivot bolt. It can be either bolt. If this is the upper bolt, then the lower bolt becomes the step bolt. Remove the step bolt. Pivot (rock) the aluminum dropout on the loosened pivot bolt, in the desired direction, and reinstall the removed step bolt. If this is not enough movement of the dropout, then you will need to repeat the process EXCEPT the original pivot bolt becomes the step bolt while the original step bolt becomes the pivot.

Application:

- A 5mm hex wrench is required. A 15mm (or adjustable) wrench is also recommended.
- Determine which way you are stepping or rocking the aluminum dropout. If the upper bolt is the pivot (it is incrementally farther in the direction you want to go) slightly loosen this bolt, on both sides of the bike, using the 5 mm hex wrench.
- Fully remove the other bolt (both sides of the bike). Note which notch (or step) it was in; the bolt will be going back into the next hole over.
- Pivot the dropout in the direction you want. The easiest way to rotate the aluminum part back is with a 15mm (or adjustable) wrench on the axle nuts. Use the wrench on the axle to put tension on the belt while you insert the previously removed step bolt into the hole. Repeat on the other side.
- Tighten all four bolts.

Fit Stem (Optional)

If your Silk was designed to receive a Custom 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 that 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 essential details are your name, address, contact information, preferred stem type 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 five business days to complete your new Custom 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 expedited service.) NOTE: You must send the entire fit stem back to us, including the stem base. What should be left (visible) is the unpainted fork steerer tube.

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.

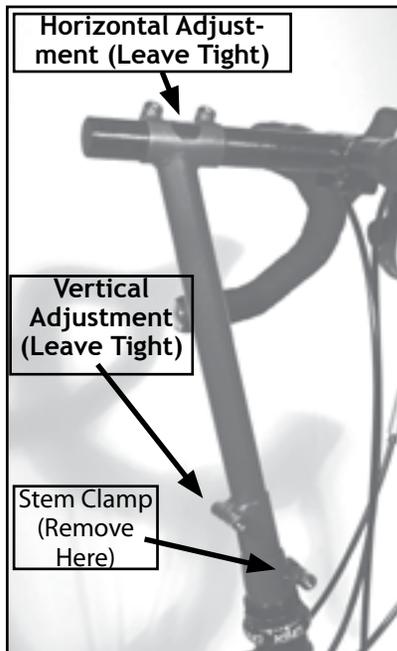


Fig. 56 Fit stem.

Packing your Folding Stem

To pack your Silk (which has the folding stem installed) into a Bike Friday TravelCase, you must remove the folding stem and collar from the fork steerer tube. These instructions are in preparation for packing.

Flip open quick release on the new stem assembly. Next, depress the push pin with one hand and lift it upward to the top of the slider to unlock the stem hinge system. Allow the stem to fold downward. This will reveal the center hex bolt, located in the lower section of the folded stem.



Fig. 57 Folding stem quick release.

Using the 6mm wrench, loosen the center hex bolt.

Lift the folding stem from the collar and set the stem riser and handlebars on the ground.

Using a 6mm hex bolt wrench, loosen the collar bolt and remove the collar from the fork steerer tube. Insert the collar on the bottom of the folding stem riser and lightly tighten the collar bolt. This will keep the two pieces together during travel.



Fig. 58 Loosen center hex bolt.

Accessories: TravelTrailer



Your 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 bike. If you ordered the TravelTrailer system separately, you will need to find the three dimple marks in the bottom



Fig. 59 Trailer parts.

of your case and drill them through with a 1/4" drill. Please note the hole for the tongue (in contrast to the two holes for the wheel axle) is offset slightly. The reason for this is for the telescoping handle. There is a cable running down the center inside the aluminum tunnel; offsetting the bolt allows the bolt for the trailer to pass through the aluminum tunnel without striking the cable.

Remove Thumb Nuts

Remove the parts out of the felt bags and remove the thumb nuts and one of the washers from each of the three threaded bolts (leaving one washer over each stud post).



Fig. 60 Trailer thumb nuts.

Install the Trailer Tongue

Turn the TravelCase upside down (while closed). Slip the hollow end of the tongue over the end of the T-piece. Take the trailer tongue and insert its bolt through the corresponding hole on the travel case (through the aluminum tunnel). Note: The gentle curve in the tongue is located on the same side as the side latch.



Fig. 61 Install the trailer tongue.

Accessories: TravelTrailer



Connect the Axles

Slip the open ends of the axles over the "T" of the T-piece. Each axle will have a threaded bolt with a thumb nut and a flat washer. Pass the threaded bolts through the holes on the case.



Fig. 62 Connect the axles.

Add the Thumb Nuts

Carefully stand up the case and open it. Inside the case, place one flat washer and one thumb nut over each threaded bolt and tighten them.



Fig. 63 Add thumb nuts.

Wheel Axles

Remove the clevis pin and bolt from the socket of each end of the axle.



Fig. 64 Axle Bolts.

Accessories: TravelTrailer



Install the Trailer Wheels

Insert the axle bolt through the recessed bearing side of the wheel. Once the bolt is in the wheel; the head of the bolt should be flush with the wheel, it should not stick out. If the bolt head sticks out, the wheel needs to be flipped around to the other side.



Fig. 65 Install trailer wheels.

Insert the Axle and Wheel into the T Piece.

Note, both the T piece and the axle have a small hole in them, you will be lining up these holes and then placing the wheel pin through both holes.



Fig. 66 Line up the holes.

Insert the Clevis Pin

Insert the clevis pin through the hole in the axle to secure the wheel. If the clevis pin does not readily slide through the holes, try rotating the bolt 180 degrees to provide better alignment of the holes.



Fig. 67 Insert the clevis pin.

Accessories: Rear Rack



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 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. 68 Folding rear rack.

Unfold Rack

The two sets of main legs unfold down, while the two stainless steel stays unfold over the top.

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.

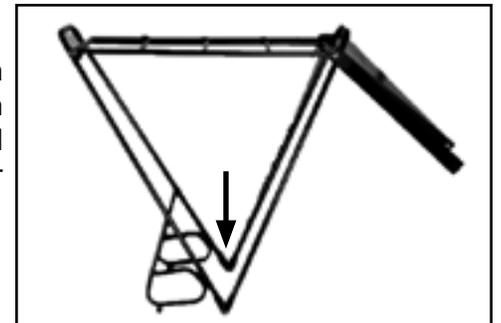


Fig. 70 Place bolts through leg holes.

Accessories: Rear Rack



Mount Legs To Frame

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



Fig. 71 Mount rack legs to drop outs.

Attach Stays to the Frame

Remove the two bolts on the sides of the rear end tripod brace. 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. 72 Attach stays to tripod brace.

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.

Accessories: Front Rack



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.

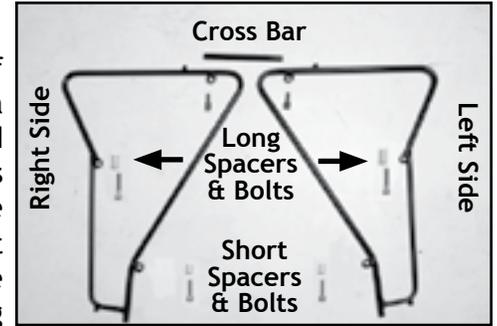


Fig. 73 Front rack parts.

Look 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.

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. 74 Mount cross bar.

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 80.

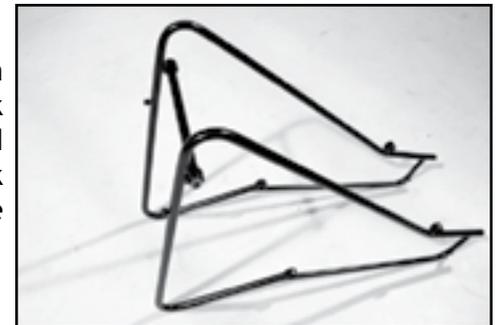


Fig. 75 Attach other side of rack.

Accessories: Front Rack



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

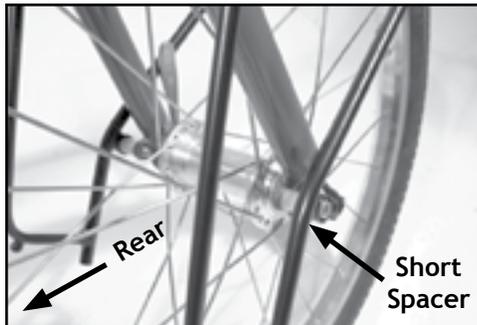


Fig. 76 Right side view of rack.

wheel, and then loosely thread the bolts into the eyelets on the fork drop outs. The part of the rack hanging below the dropout is on the rear side of the drop out.

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. 77 Upper mount.

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. 78 Completed front rack.

Internally Geared Hubs



Using your Nuvinci N360 Continuous Variable Rear Hub

For detailed instructions on how to adjust your Nuvinci, we recommend Park Tool's detailed instructions, viewable at:

<http://tinyurl.com/bgadb59>

Using your Alfine 8 Internally Geared Rear Hub

To adjust the gears on your Alfine 8 Rear hub, please visit our good friend Sheldon Brown for adjustment tips (HTML):

<http://tinyurl.com/asfcgj7>

Alternatively, you can view Shimano's technical document (PDF):

<http://tinyurl.com/b4jlyor>

For a video (streaming video) on how to remove your rear wheel, please visit:

<http://tinyurl.com/3vr98mv>

Using your Alfine 11 Internally Geared Rear Hub

Shimano has produced a technical/ use document (PDF) for the Alfine 11; it is viewable here:

<http://tinyurl.com/av6tkcv>

Bike Friday Service Overhauls

All of this, and the health of other components, can be checked by our mechanics during your optional yearly Overhaul.

A Bike Friday Overhaul includes:

- Check all components for wear and recommendations on replacements.
- Strip frame and clean components (optional solvent tank option).
- Clean and optional alignment of the frame.
- Replace stickers.
- New cables and housing.
- New bar tape, where applicable.
- Test ride and packing.

Don't hesitate to call Bike Friday's Customer Service Department for help: 1-800-777-0258 (U.S.) or 1-541-687-0487 (world), or email Service@bikefriday.com

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 might 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 might 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/Service/. For those who plan ahead, we can generally offer the quickest repair turn-around during the winter months.



New Bicycle Tips and Maintenance Recommendations

Unlike other new bicycles purchased from a shop, your Bike Friday Silk has been folded or disassembled partly and placed in a suitcase or box. Then it was shipped across town, the country or the world.

As with any new bicycle, your Bike Friday will need several minor adjustments as it "settles in." Knowing how to use barrel adjusters on brakes and derailleurs and adjust spring tension on brakes will help you through this settling in period. These skills are also handy for when you travel with your bike.

Your local bike shop can help, or, check out the excellent adjustment and repair guides at Park Tool Company's website: <http://www.parktool.com/repair>.

The Initial Break-in Period

It is reasonable to expect that a new bicycle will have an initial break-in period where adjustments will need to be made after a hundred-ish miles. The following items may occur or need attention during this break in period:

- Brake and derailleur cables may stretch. You can perceive this as you squeeze the brake lever and you have to squeeze farther than previously OR you have to squeeze so far before the pads contact the rims that there is not sufficient braking force.
- Some bearing surfaces, notably some headset, might settle in after some use. If they are properly adjusted after this initial break in period, they tend to then hold that adjustment for a much longer period of time.
- For square taper bottom bracket (and the corresponding crankset), it is a good idea to use an 8mm hex / Allen wrench to ensure the crank bolt is tight.

Maintenance

Maintenance frequency depends on how much you ride and under what conditions. Wet weather will hasten the need for lubing your chain and greasing bearings, for instance.

Ongoing Maintenance:

- Keep chain lubed.
- Maintain recommended tire pressure (prevents flats and provides the best ride feel).
- A few drops of oil around the hinges—where the bikes move when folding--will keep your fold smooth.

Every Time You Fold or Unfold:

- Cable housing routing—ensure that there are no kinks, none are pinched, or looped around a crank, etc.
- Bolts and quick releases are secure.
- Brake adjustment. Verify that the brake adjustment is proper.

Areas Requiring the Occasional Application of Grease:

- In the steerer tube, where the stem fits in. At least once a year, ideally twice a year. A light film of grease on the outside unpainted and exposed part of the steerer tube is also recommended.
- Inside the Easy Pack seat tube.
- Inside the seat mast, where the seatpost fits in.
- Inside the tandem joints where the mid-tubes of the stoker compartment are clamped.
- Inside the stoker's adjustable stem, if you have one.

Overhauling the Bearings

The hubs and the headset are the last remaining components on modern bicycles that can have their loose bearings replaced with new ones and new grease. Most bottom brackets (and many hubs and headsets) have cartridge bearings and have a different procedure. For cartridge bearings, make sure they are properly adjusted to ensure a long life. [CONTINUED ON PAGE 53.]

To increase their lifespan before replacement, cartridges can be serviced. Using a thin knife, you can peel back the rubber/plastic (metal in the case of Chris King) seal, clean out the old grease as much as possible, pack in new grease and reassemble.

Under wet riding conditions, overhauling loose ball bearings should be done every month, otherwise:

- Recommended at six months.
- Once a year if only a moderate amount of time was spent riding.
- Every two years if bike is rarely ridden.

Cables and Housing

Replace the brake/shift cables and their housing every year.

Components That Wear Out

The following is a rough guide on when to replace those parts on a bike that wear out with use.

Tires:

- When a smooth/bald spot begins to appear on the riding surface.
- When you are getting consistent flats.
- The sidewalls appear to no longer be structurally sound (dry rot, slashes, etc.).

Rims:

- For bikes with rim brakes, when the braking surface of the rim feels concave.
- Some rims have a “trench” running on the braking surface—this is the wear line. When this begins to disappear, it is time to replace.

Chain:

- Check at 1500-2500 miles, depending on riding conditions.
- Should be replaced after 3,000 miles.

Gates Carbon Drive Belt:

- Should be replaced after 10,000 miles.

Cassette:

- 10,000 miles if chain replaced frequently.
- If a new chain “skips” on any of the cassette cogs while riding, cassette is worn.
- Around 6,000 miles under hard use.
- Brake Pads: Most brake pads have a “wear line”. When the pad is worn down to this line, it is time to replace.

Traveling with your Silk

Traveling with your Bike Friday 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 consider.

Do not lock your TravelCase when traveling by air with a non-TSA approved lock. 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. Alternatively, you may wish to provide your contact information so if any questions arise in regards to the packing of your luggage, you can be a resource for TSA.

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 inspector's view and they will deconstruct your carefully packed case.

Consider using extra straps, bungee cords, or toe straps, etc. to bundle the packed bike together as one unit instead of multiple, separable layers. This way an inspector can remove the bike as one piece, look it over, and replace it back into the case quickly and accurately.

Consider taking a photo(s) of how the packed bicycle fits in the TravelCase. Any information to make the TSA agent more successful in re-packing an inspected piece of luggage is to your advantage. Photos can be taped to the inside surface of the TravelCase, viewable when the case is open. This can increase the likelihood the TravelCase is properly packed AFTER the inspection, reducing the risk of future damage.

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.

Check with the airlines for regulation updates.

We at Green Gear Cycling, Inc. (Bike Friday) want you, the customer, to be happy with your new bicycle. If for any reason you are dissatisfied with a new bicycle purchased directly from us (not a dealer), you may return the bicycle to us for a full refund, less all shipping charges. In all cases, the return shipping charges are your responsibility. To take advantage of this guaranty, 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) - your current weight (not your ideal weight) - as well as a description of your riding style and the places you most likely envision riding your new Bike Friday. Our Consultants can guide you through the process of obtaining and interpreting this information.

Armed with this data, we can guarantee the fit of your new Bike Friday if (1) we are matching exactly the dimensions from your current, best fitting bicycle, or (2) we build a Bike 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.

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 30-day money back guarantee and warranty apply 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.

Pre-Owned Bike Guarantee

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 shipping charges. This applies to the purchases of pre-owned bicycles. In all cases, the return shipping charges are your responsibility. To take advantage of this guaranty, you must notify our 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. 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).

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 modification to a pre-owned frame (including SatRday boom) is allowed. Any future corrections to the sizing will be borne by the purchaser.

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