



BIKE FRIDAY[®]
Performance that Packs.

Using Your Bike Friday[®]:

- Pocket Rocket[™]
- Pocket Rocket Pro[™]
- All-Packa[™]
- New World Tourist[™]
- Diamond Llama[™]
- Bantom[™]



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9/14/22

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 YouTube video referenced on the “packing instructions” in your welcome packet 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 email or call us and a Service Technician will help you get back on the road.

Our email address is service@bikefriday.com, and our toll-free number in the US and Canada is **800-777-0258**, international is **+1-541-687-0487**. Normal business hours are 9 a.m. to 5 p.m. Monday through Friday, Pacific Standard Time.

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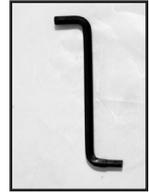
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Bicycles are a lot of fun, but not free of hazards. Please always ride safely!

- 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. This wrench should get your new bike on the road (along with the provided pedal wrench). Pack it with your tire repair kit 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 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 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!

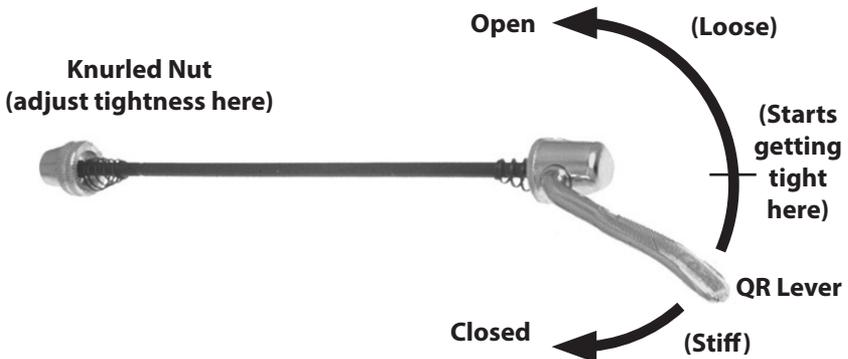
Quick Release Operation

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,

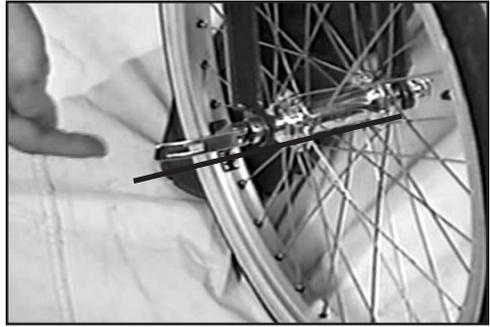


Fig. 1 Quick release operation.

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.

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 YouTube Video (link provided in the welcome packet with your bike) and 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 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 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, caliper or disc 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



Fig. 4 The goodie bag.

component literature is not required reading, but we supply it for those who are technically inclined.

5. Remove Tool Pouch

The tool pouch that comes with the case is a 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 included with your bike 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. It was inserted under the frame when the bike was packed. Remove the trailer 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.

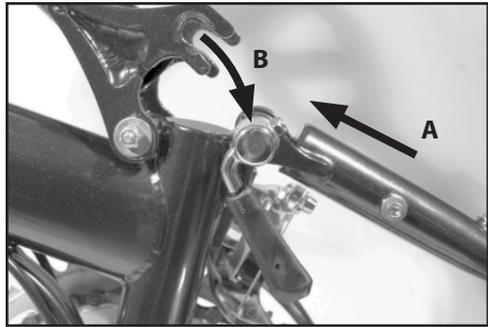


Fig. 8 Engage rear end hinge tips.

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 labeled 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 frame clamp only clamps the rear end. A separate seat post collar on the seat tube secures the seat mast. Both clamps must be closed for safe riding.



Fig. 11 Secure 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, un-thread 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

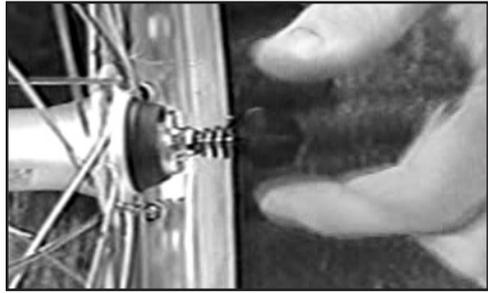


Fig. 13 Quick release spring and nut.
the wheel aside again.

14. 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 caliper brake, simply move the small lever to the up position.



Fig. 14 Opening caliper brake.

15. Operating Disc Brakes

Insure disc rotor is between brake caliper pads as axle slides into both sides of fork drop outs. Note: Disc should not rub pads when axel is in dropouts.



16. Operating V-Brakes

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



Fig. 16 V-brake

17. 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.

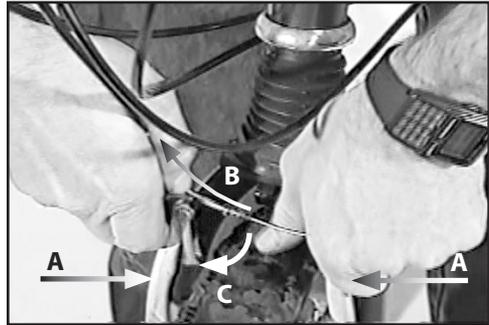


Fig. 17 Pull out noodle from holder.

18. 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. 18 Open brake arms.

19. 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.)

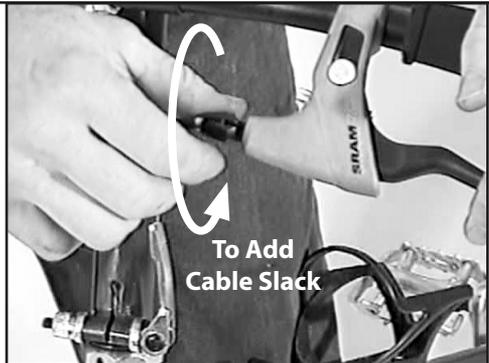


Fig. 18 V-brake barrel adjuster.

20. 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. If you have a disc brake, slide the disc between the brake pads: the alignment should be correct when the wheel is fully seated in the fork drop outs.

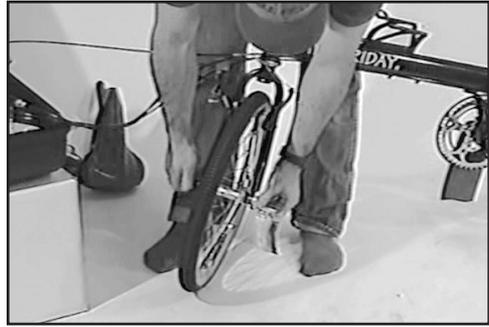


Fig. 19 Install front wheel.

21. Reconnect V-Brake

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. Common places to check are the brake lever barrel adjuster (top), and where the housing enters the noodle (bottom).

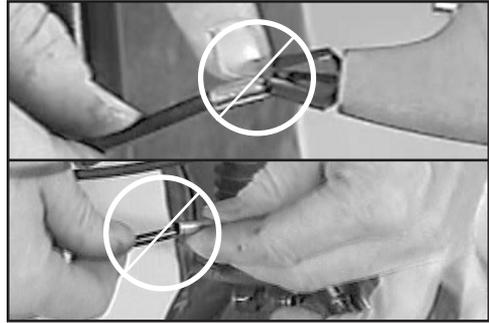


Fig. 20 Check housing for seating.

22. Close V-Brake

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



Fig. 21 Close V-brake.

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

Assembly: Install Stem

22. 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. The lever should not fully compress to touch the handlebar and the wheels should not spin when lever compressed. A final check can be done after the rest of the bike is assembled.

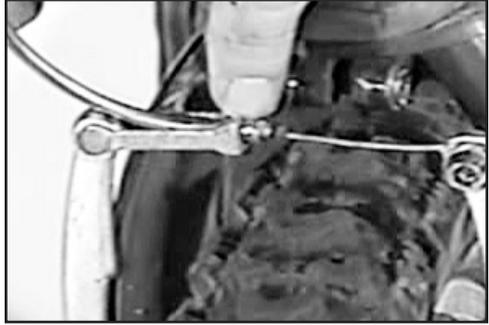


Fig. 22 Proper noodle tip position.

23. Stem Safety Button

Install the safety button in the steer tube before installing your handlebar stem. This pin keeps your stem aligned straight and is a backup safety latch.

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



Fig. 23 Safety Button

24. Mount Stem

Slide bottom of stem into the fork steerer tube, aligning the safety button with the hole on the stem riser. Gently press the stem all the way down and listen for the safety button to click into place.



Fig. 24 Mount Stem

Assembly: Install Stem

25. 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. 25 Stem clamp collar.

26. 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 additional instructions, see the “Fit Stem” section.



Fig. 26 Adjustable stem.

27. 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. 27 Handlebar sleeve.

28. Set Handlebars

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

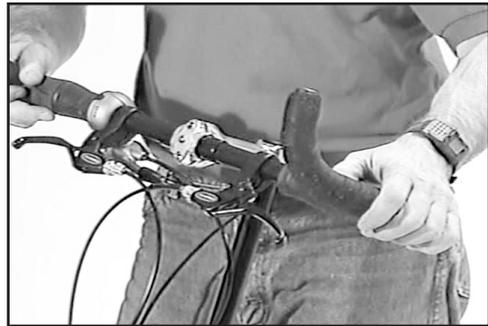
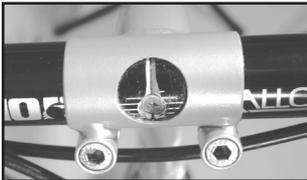


Fig. 28 Set handlebars.

Fig.28a Custom stem.



types 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.

29. Tighten Handlebars

Using the appropriate Allen wrench (4, 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. 29 Tighten handlebar clamp.

30. 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



Fig. 30 Install seat post.

re-assembly. 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.

31. 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 slot in the seat mast. Tighten the seat post. (Be careful not to overtighten, as the bolt can break).

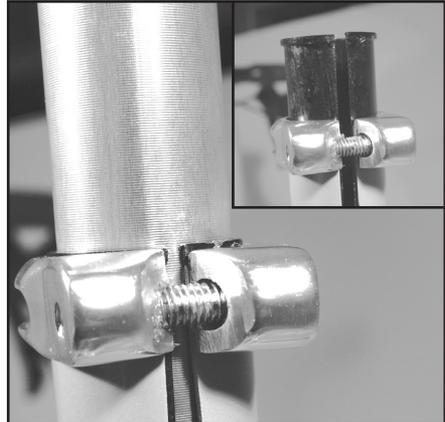


Fig. 31 Seat post shim.

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



Fig. 32 Check pedals for threading.

33. 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.

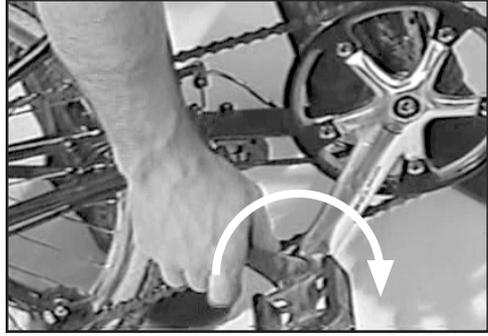


Fig. 33 Tighten pedals (tighten in opposite direction for left pedal).

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

34. 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 usually inflate the tires at the factory, it is sometimes necessary to deflate larger tires to fit the bike in the case. So, 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 carry at least the 5/6mm S-wrench with you 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. Bikepacking bags and cages will also be removed. 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.) Place both pedals in the felt bag labeled "pedals" and set aside.

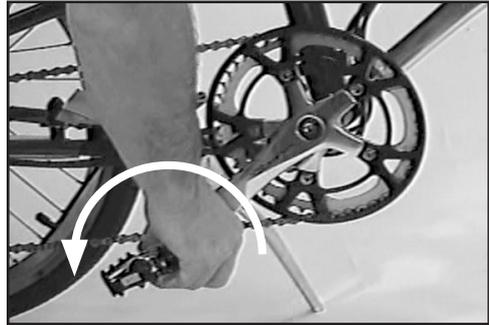


Fig. 2 Remove pedals (loosen in opposite direction for left pedal).

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 felt bag labeled "Seat Post."

Cover the saddle in the bag labeled "Saddle;" the slot in the sleeve goes over the nose of the saddle. Set the saddle aside.

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.

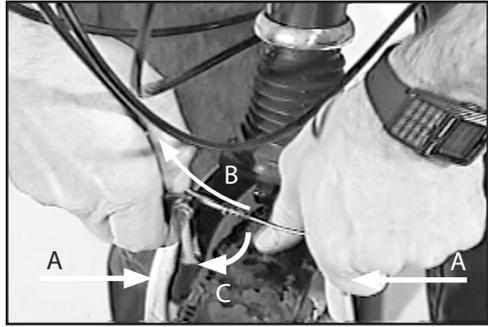


Fig. 4 Open brake arms (V-brake).

(If you have disc brakes, there is nothing to disengage.)

5. Remove Front Wheel

Loosen the quick release and the wheel should drop out. Close the brake. Remove the quick release from the axle by undoing the knurled nut. Be careful not to lose the small cone-shaped springs.



Fig. 5 Remove front wheel.

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.

6. Install Fork Spreader

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



Fig. 6 Fork spreader.

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

7. Install Disc Brake Rotor Protector (if you have Disc Brakes)

Install the disc brake rotor protector on your front wheel only. Note: Disc rotor must face up in the suitcase pack otherwise the rotor can bend in shipping. Best not to touch the rotor with bare hands as oil can cause rotor to squeal.

8. 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, two bolts, or four bolts. Let the bars hang to the side for now. On bicycles equipped with flat or H-bars, there will

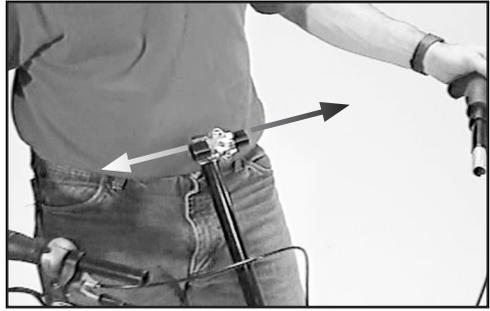


Fig. 7 Remove handlebars.

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.

9. Remove Stem

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

Put the stem into the felt bag labeled "stem" and set aside. Remove the Safety Button and store in toolkit for safekeeping.



Fig. 8 Remove stem from

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.

Remove Safety Button and place in the toolkit for safekeeping.



Fig. 9 Adjustable stem removal.

Packing: Fold Frame

11. 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. 11 Fold seat mast forward.

12. 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 (or loosen bolt), remove seat mast, and place the mast in the supplied felt bag and set aside.



Fig. 12 Easy pack seat mast removal.

13. 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.



Fig. 13 Turn fork left and fold rear end.

Fold the bike as far as it will go, with the rear wheel swinging past the fork.

14. 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



Fig. 14 Bike orientation in case.

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.

15. (Optional) Insert Trailer

If you purchased a TravelTrailer with your bicycle, the trailer in the yellow felt sleeve fits best underneath the bike 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



Fig. 15 Trailer tongue placement.

of the case, and is placed on top of the mono-tube, but under the rear

16. 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.

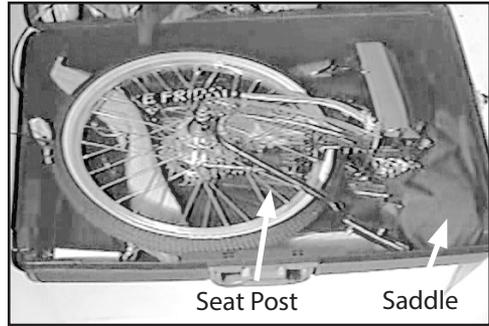


Fig. 16 Saddle and seat post position.

17. 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 felt covers to the ends of the bars.

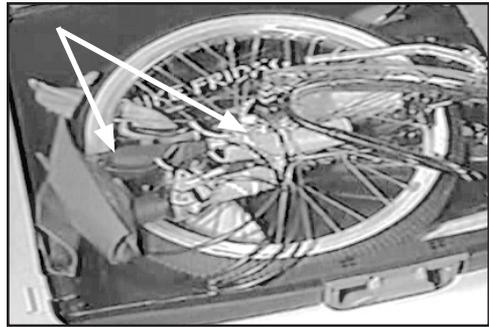


Fig. 17 Handlebar placement.

18. 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.



Fig. 18 Drop bar position (ignore trailer wheel).

Packing: Wheels

19. First Trailer Wheel

If you have a TravelTrailer system, place one of the trailer wheels under the rear wheel next to trailer frame.

(Note: Picture needs to be updated. The wheel should go under the bike frame)

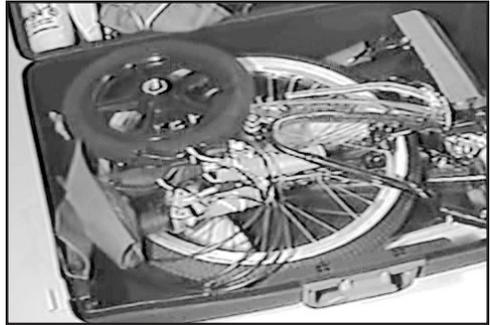


Fig. 19 First trailer wheel

20. 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.



Fig. 20 Front wheel placement.

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.

21. Second Trailer Wheel

Now place the other trailer wheel under the front wheel, in the right rear corner of your case.

(Note: Picture needs to be updated. The wheel should go under the frame)



Fig. 21 Second trailer wheel placement.

22. Pack Stem/Riser

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



Fig. 22 Stem position.

23. 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 fits best under the front wheel.



Fig. 23 GD Folding Rear Rack.

24. 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. 24 Front rack position.

25. 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,

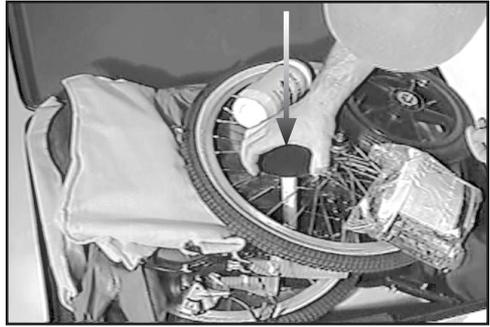


Fig. 25 Crush protector.

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.

26. 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. 26 Odds and ends.

27. 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, or, for a zippered case, zip the case closed. It is ok if the lid is tight, this will help keep the bike from bouncing around. If you



Fig. 27 Close TravelCase.

cannot close the lid, check that the front 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 Middle 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 middle 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.

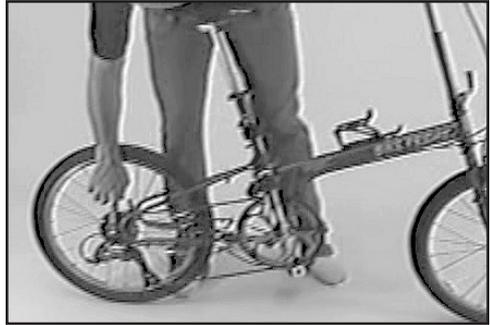


Fig. 2 Shift into middle cog.

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 Riser

Loosen the stem riser'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

Compress the snap button on the front of the stem and it 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 monotube. We use nylon water bottle cages so that you can gently bend the cage to the side to accommodate the seat mast.

If you have the Easy Pack seat mast, loosen the clamp or quick release and lift up to remove it.



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.

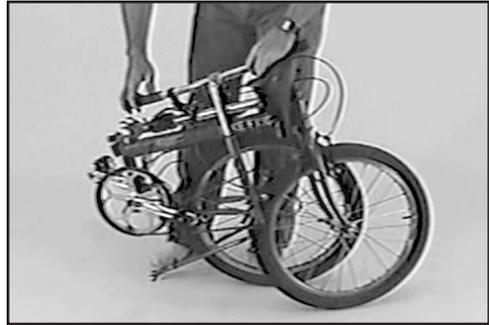


Fig. 10 Nest handlebar on frame.

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.



Fig. 11 Seat mast strap.

This 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 snap button is properly engaged with the slot in the stem.

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.

Fit Stem (Optional)

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, 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.

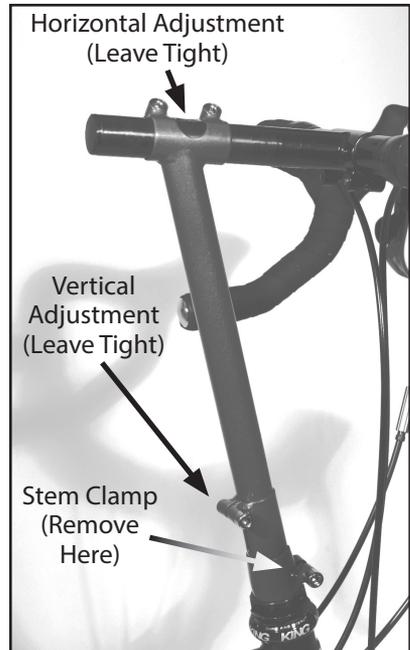
When you have finished the fitting process, remove the stem and send it back to us in the supplied FedEx box along with the information card. The only essential details are your name, address and bike color. Once you have the stem boxed up and the card filled out, call FedEx at 800-463-3339 to arrange 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.



We recomend Park Tool Bike Maintenance Video's on You Tube.

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.

Disc Rotors

The disc rotors are strong but flexible. If they get bent it will make an anoying noise, but it is not dangerous. You will likely need a professional to repair or replace the rotor.

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 loosen 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. 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.

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/service-menu. 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 one 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 DAY™, TRAVEL SYSTEM™, TRAVELTRAILER™, TRAVELCASE™, as well as certain other marks are trademarks exclusively owned

Warranty Information

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 receipt of your bike 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 is allowed. Any future corrections to the sizing will be borne by the purchaser.

