BIKE FRIDAY®
Performance that Packs.

Using Your Bike Friday®

Haul-a-Day™ Elite

Green Gear Cycling, Inc.
3364 W 11th Ave. Eugene, OR 97402
800-777-0258 USA & Canada
+1-541-687-0487 Int'l • +1-541-687-0403 Fax
www.bikefriday.com • info@bikefriday.com
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Haul-a-Day Elite

The story behind Haul-a-Day

Alan Scholz, Bike Friday Co-Founder, not only designed the Haul-a-Day, he races it in Disaster Relief Trials in the Northwest.

A note from Bike Friday Co-Founder Alan Scholz:

Thank you for purchasing a Bike Friday Haul-a-Day Elite. Your bike is an example of the wonderful empowering relationships we have with our customers. It is the combination of a number of customer requests coming together to meet the needs of today's cycling families.

The idea of an adjustable frame bicycle came from our service expert Tim Link, who mentioned to me that a number of customers over the years expressed interest in the ability for multiple users to share the same Bike Friday.

That idea simmered in my head for awhile. Then our local Safe Routes to School Coordinator Shane MacRhodes stopped by to have a conversation with me. The school program teaches kids to ride safely, and uses fleet bicycles. Fitting bikes to a class of middle schoolers of various sizes and shapes created a challenge, and those two ideas came together in our OSATA.

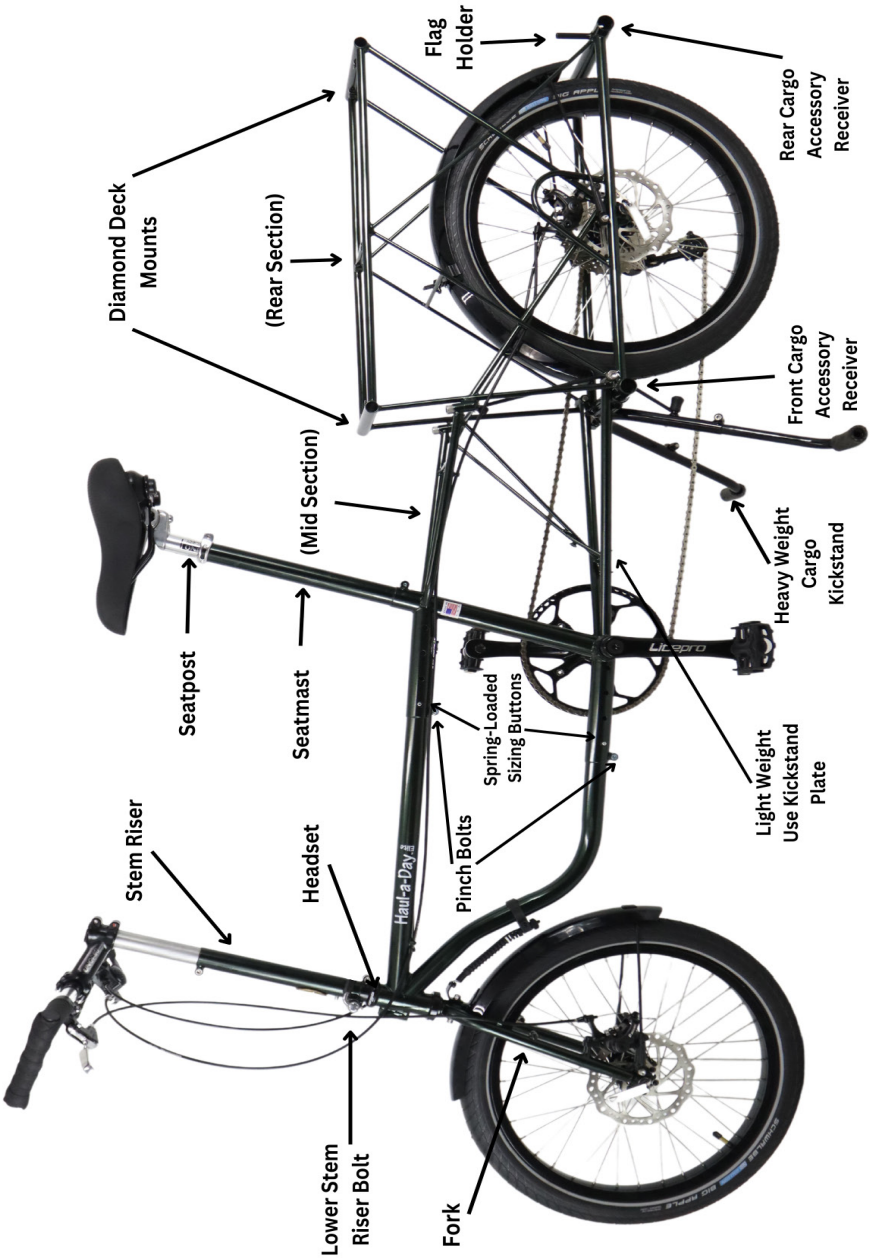
When Shane needed a bike for the class leader, we began to design the Haul-a-Day to handle any challenges a teacher might face.

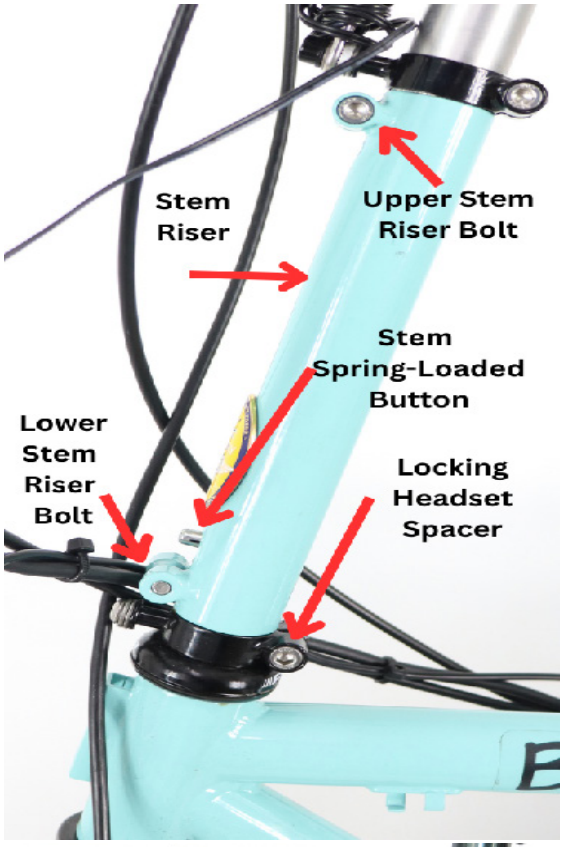
The Haul-a-Day Elite is designed to be whatever you need it to be, a Swiss Army Knife of Cargo Bikes. It is light and agile, and allows smaller riders to feel in control with a load.

I hope you enjoy your ride,

Alan Scholz

Anatomy of an Haul-a-Day




Stem
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Upper Stem
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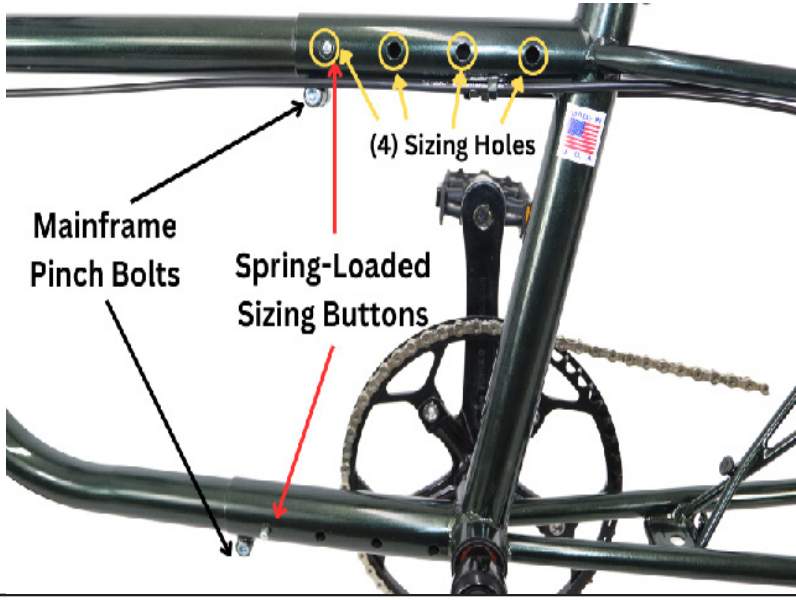

(4) Sizing Holes
Mainframe
Pinch Bolts
Spring-Loaded
Sizing Buttons

Welcome To The Community

BIKE FRIDAY®
Performance that Packs.

Congratulations!

You have just purchased a remarkable Cargo Bike hand made in the U.S.A. Your bike has been carefully designed and constructed for your personal needs. All of our bikes are manufactured in our Eugene, Oregon factory by cyclists who care about our customers and our products.

Please take your time reviewing this manual before you assemble your new Bike Friday. You will find your new bicycle to be 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 contact us and a Service Technician will help you get back on the road. You can email service questions to service@bikefriday.com. Our toll-free number in the US and Canada is 800-777-0258; international is +1-541-687-0487.

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 Green Gear Cycling

A Word on Safety

Bicycles are a lot of fun, but improper use can result in harm. Please, always ride safely!

- Always have all passengers 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

Your Haul-a-Day Elite was delivered with a combination 5/6mm S-wrench and 5/16mm wrench [below]. These wrenches should get your new bike on the road (along with your own pedal wrench).

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 or explore your own hometown.

Unpacking Your Haul-a-Day From a Box

Opening your box may present an intimidating sight, particularly if you ordered many accessories.

Do not worry; just take it one step at a time. We recommend finding a quiet area and some room to spread out.

This manual will address the fundamentals of unpacking, assembling and adjusting your bike. However, because your bicycle was built for you, you might discover that your bike was packed at the factory slightly different than the one in this manual.

Your Haul-a-Day should only require minimal assembly. It will take approximately 30-60 minutes and require a basic level of technical skill.

You will need a 5/6mm (possibly 4mm for certain stems) hex wrench, a 15mm pedal wrench and a pair of scissors (or better yet wire cutters, snips or diagonal cutters) to cut zip ties. The 5/16mm hex wrench is for future rear end disasembly if you wish to pack the bike into a car trunk.

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 may require other tools for adjustments.]

Fig. 1 Haul-a-Day unboxed.

Open the shipping box and remove the various bicycle parts. Place the parts on the floor, as shown in the photo [Fig. 1, page 9]. Remove the packing material and zip ties to be able to get the bicycle into this state the photo shows.

NOTE: Install Handlebars before adjusting the frame.

Fig. 2 Stand bke on rear end.

Attaching front section to mid section

Stand the bike up on its rear end, front section pointing upward. [Fig. 2]

Insert the front section (male) into the mid section (female) openings.

Depress the two spring loaded mainframe buttons to allow the front section of each tube to settle into one of four holes in the mid section. [Fig. 3]

Tighten both main frame pinch bolts with a 5mm hex wrench. [Fig. 4]

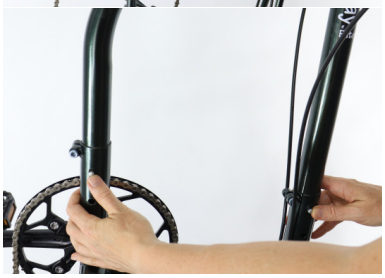


Fig. 3 Insert front section.

Fig. 4 Tighten pinch bolts.

Install the cable housing

Now that you have attached the front and rear of the frame together next insert the cable housing into the two guides on both sides of the front top tube [Fig. 5]

Return the bike to the horizontal position.

Fig. 5 Insert cable housing.

Install the seatmast

The Haul-a-Day has a sleeved seatmast that telescopes out of the lower seat tube.

Install the seatmast into the seat tube.

Note: The minimum insertion mark is etched at 4” from the bottom on the mast. This is the minimum amount of the mast that must be inserted (overlapped) into the frame for safety and strength. [Fig. 6]

Fig. 6 Insert seatmast.

Using a Quick Release

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 Haul-a-Day 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!

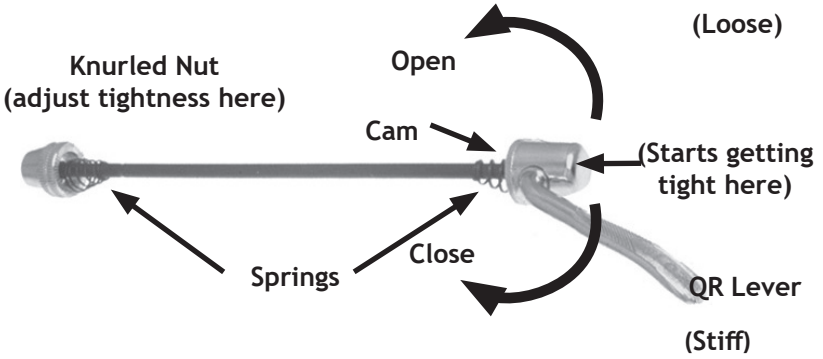
Quick Release Operation

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.



Using a Quick Release

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. 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.

Fig. 7 Quick release operation.

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. 8 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. 9 Closed QR points toward rear.

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.

Fig. 10 Disc brake rotor and slot.

Fig. 11 Disc rotor slips into slot.

Fig. 12 Front Wheel QR.

Install Front Wheel QR

Position the front wheel making certain that the wheel axle is fully seated in the front dropouts.

Now install the quick release from the fork spreader on the front wheel. Make certain that there is one spring per side of the hub axle and that the small end of the spring is pointing toward the center of the hub. Tighten quick release following directions on page 12.

***Mechanic's Tip**: If you are ever unsure of the proper direction of the front tire, looking down at the tire, the tread should be oriented so that it is pointing forward. Often the tread is in a arrow-ish pattern and this makes it easy to point it in the forward direction. The quick release levers, front and back are to be placed on the non-drive side of the bicycle.*

Note if you have e-assist:

For a front hub motor there will not be a quick release.

You will need a wrench to tighten the bolts when installing your front wheel. Your hub motor will need either a 15mm or 17mm wrench depending on the size of the hub nuts. A crescent wrench can also work.

Once your hub is secured in the fork then re-connect the plug from the hub motor to the plug attached to your fork. Line up the arrows on each part of the plug, then press together securely (it is a tight connection to ensure water protection, press hard!)

For a Mid-drive style motor (between your cranks) you will need to re-connect your front light to the bike frame. Plug in both wires (Red to Red & Black to Black).

Adjusting Cable Tension to Brakes

Fig. 13 Brake barrel adjuster.

To increase slack (loosen) 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 inward toward the brake lever (clock-wise) to loosen the cable. Conversely, if you want to bring the brake pads closer to the rim (tighten) to compensate for cable stretch from use, unscrew the barrel adjuster away from the brake lever (counter-clockwise). **Note: Lock nut on the adjuster, which will need to be loosened first. Tighten after adjusting**

ALWAYS DOUBLE CHECK YOUR BRAKES BEFORE RIDING.

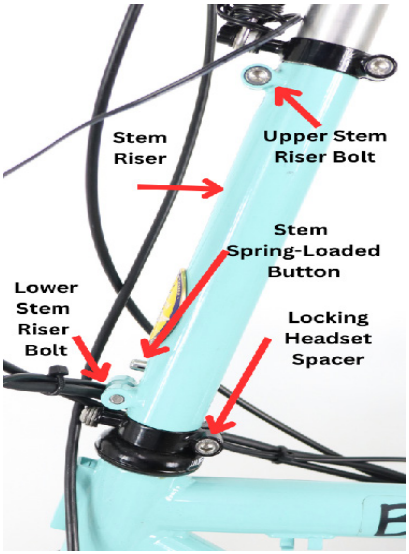


Fig. 14 Lower stem riser.

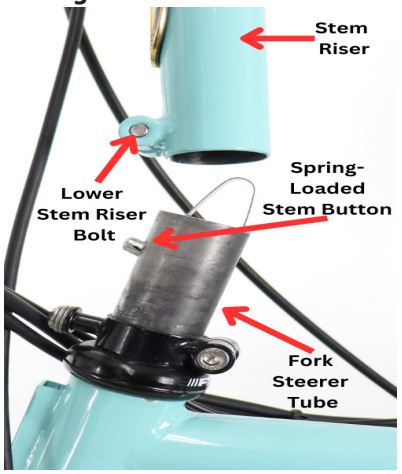


Fig. 15 Mounting stem riser, part 1.

Mount the Stem Riser

***WARNING! Do not loosen the locking Headset spacer bolt.**

Slide the bottom of the stem riser onto the fork steerer tube, keeping the front wheel pointed forward. This lines up the button with handlebar facing forward. Push the stem button in to slide into place before popping back out above the lower stem riser bolt, securing handlebars to line up with front wheel. Once lower stem riser is in place, tighten the lower stem riser bolt. **NOTE: Do not adjust the locking headset spacer**.

Fig. 16 Mounting stem riser, part 2.

Double Check Your Steering System Integrity:

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

You may want to adjust the angle of your break and shift levers on the handlebars for your comfort. They are adjustable by loosening the handlebar clamp bolts on each.

Assembly: Pedals

Pedal Thread Directions

Bike pedals have two different thread directions. The right pedal has a right-hand (clockwise) thread, and the left pedal has a left-hand (counter-clockwise) thread. Pedals are usually stamped with an R or L on the pedal axle near the threads.

Always grease your pedal threads on new pedals before their first installation.

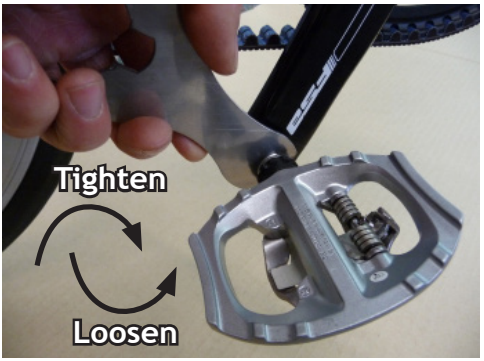


Fig. 17 Pedal tightening for drive side. Reverse direction for non-drive side.

Installing Pedals

***Mechanic's Tip**: The quick and easy way to remember which way to thread your pedals on is applicable to either side of the bike [SEE PHOTO ABOVE]. You can put a wrench on the pedal's wrench flats, and using a back pedaling motion will screw the pedals on. Use grease before threading pedals.*

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.

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. With grease on threads there is no need to over tighten. 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. Your bicycle will ship 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 Friday

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?
- Is the saddle secure and at a reasonable angle?
- Are the handlebar and control levers in a proper place and clamped tight?
- Check your tire pressure.

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 rolling resistance.

Be sure to have at least the 5/6mm "S" wrench or folding tool with you when riding for quick roadside adjustments. You will probably want to stop and adjust saddle height and the angle as well as perhaps adjust handlebar height and a few other items during your first ride or two.

***Mechanic's Tip**: Grease is your friend. 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: Haul-a-Day Main Frame coupling joint, seatposts, saddle rails, handlebars, stems, pedal threads and seatmast. 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.*

Adjusting the Size of Bike

BIKE FRIDAY® Performance that Packs.

How to Adjust Your Haul-a-Day to Fit Each Individual Rider

The Haul-a-Day is adjustable to a wide range of riders. Adjustments can be made to the main frame (frame size) as well as the seatmast, saddle height and handlebar height.

Frame Size: The Haul-a-Day frame can be adjusted between 48 cm and 60 cm in 4 cm increments.

If you are comfortable with your current bike, you can use that measurement as a guideline for your frame adjustment.

If you experience pain in your neck, shoulders, back or knees from your current bike, you might want to go to a bike shop that offers fitting. They can find the correct size to set your Haul-a-Day to for a perfect fit.

Saddle Height: Proper saddle height is important in preventing injuries as well as increasing riding efficiency and comfort. A rough rule of thumb method for determining proper saddle height is when the pedal is in the 6 o'clock position, your leg should have a slight bend in it with the ball of your foot centered on the pedal, your knee almost fully extended (but not quite). A quick way of achieving this is to raise your saddle in small increments until you notice your leg is fully extended in the 6 o'clock position and then lower the saddle slightly. Rocking your hips to be able to reach the pedals during the pedal stroke is to be avoided.

Special Feature: If you require the saddle to be lower than the current lowest setting, you can purchase a shim and seatpost from Bike Friday so the seat post is usable directly inserted into the mainframe without the use of the seatmast.

Fig. 18 Lower Seat tube, shim.

Fig. 19 Lower Seat tube no seatpost.

Handlebar Height: This is a subjective preference. Handlebar height can be classified into three general categories: 1) bars below saddle; 2) bars level with saddle; 3) bars higher than saddle.

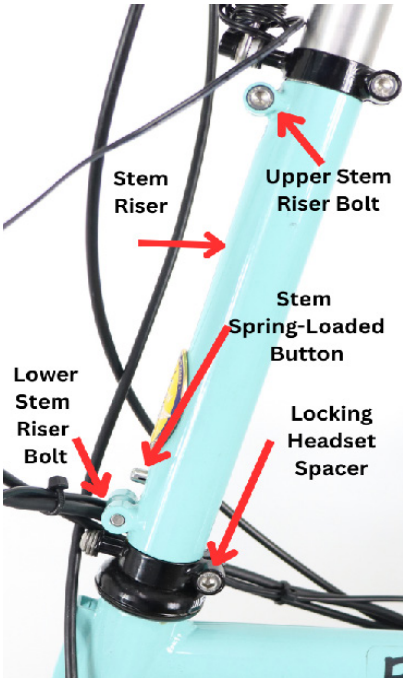
For reference you can use an existing comfortable bike or you can try out the three settings and see which one works best for you.

Do note that humans tend to acclimate to whatever position we are given to the point that when we may subsequently be set up with a properly sized bike and it will feel improper.

You may find it useful/ helpful to try a few positions. Be sure to try them out for more than a few minutes because that initial period may feel awkward, but possibly because you have acclimated to incorrect sizing.

The beauty of the Haul-a-Day is the ability to use a wide range of positions on the bike.

Stem Riser, Headset Spacer Anatomy



- **Upper stem riser bolt.** This bolt allows you to adjust the height of the handlebars.
- **Lower stem riser bolt.** This bolt is used to affix the stem riser to the fork / frame.
- **Locking headset spacer bolt.** This static spacer is for headset adjustment. **DO NOT loosen this bolt unless you are disassembling the fork from the frame OR if you are adjusting the headset bearings.**

Fig. 20 Stem Riser Anatomy.

Adjusting Handlebar Height.

Loosen the upper stem riser bolt, adjust the height as needed and re-tighten. Remember to tighten bolt when done.

DO NOT LOOSEN THE LOCKING HEADSET SPACER BOLT.

If you do, your bike comes with tools to adjust the headset. (See Page 26).

NOTE: There is a "minimum insertion" mark etched about 4 inches from the bottom of the upper stem riser, this is the minimum amount of material that must be inserted for safe use.

Fig. 21 Loosen upper stem riser bolt to adjust handlebar height.

Adjusting the Main Frame Sizing

Fig. 22 Stand bike on rear end.

The “Gravity Method” is the preferred method for adjusting your Haul-a-Day’s mainframe size.

Setting up for frame change:

First stand the bike on end with front wheel directly above the rear wheel.

Do be aware of the possibility of the handlebars and front wheel rotating, as you do not want it to unintentionally turn and strike you.

Next take both cables out of the cable stops on the top tube. [Fig. 23]

Fig. 23 Release both cables on top tube.

Then use the 5mm hex wrench to loosen the two Haul-a-Day Elite pinch bolts (they clamp the female / mid section to the main / front section). loosen until almost out. [Fig. 23]

Fig. 24 Loosen pinch bolts.

Making the Main Frame Smaller

It is helpful to have an extra set of hands for the actual size change step.

Once you have set up the frame to be changed:

Push in both spring loaded buttons on the two main tubes at the same time. Let gravity make the frame smaller by sliding down to the next holes for the buttons to pop through.

You may need to wiggle or move the frame slightly to get the spring buttons to stay pressed in enough to slide inside the tubes to the next sizing position hole.

If the male tubes are not sliding into the female tubes then you may need another set of hands pulling down on the head tube (where the headset is).

Once the spring-loaded buttons are both in the desired sizing hole position, make sure to re-tighten both pinch bolts as well as re-set both cables back into the cable stops.

Now its its ready to ride!

Fig. 25 The Gravity method.

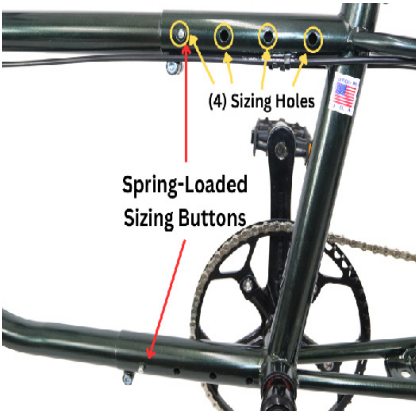


Fig. 26 Four Main Frame size options.

Making the Main Frame Larger

First, set up frame by releasing the two cables from the cable guides on the top tube [Fig. 23, page 22]. Next, release both main frame pinch bolts until they are almost out [Fig. 23, page 22].

You will need a second set of hands for this next step.

While one person pushes in both spring-loaded buttons, the other person holds onto the handlebar stem and uses right foot to push on the seat tube pulling the frame to slide out to the sizing holes you desire.

You may need to wiggle the front section a bit, side to side, to make it easier for it to slide to the size position you are going to and insure the buttons pop back through the size holes you want. You can grasp the handlebars to help wiggle it.

Fig. 27 Push with foot while gently pulling handlebars in oposite direction.

Once you have acheived moving both frame buttons to the frame size holes you desire make sure to re-tighten both pinch bolts and re-insert both cables into the cable guides.

Now its ready to ride!

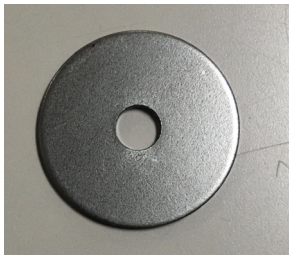
Adjusting: Headset

Your bike's headset was already properly adjusted at the factory. You are not likely to need more adjustment for a long while. These instructions are for the future after many many miles of riding.

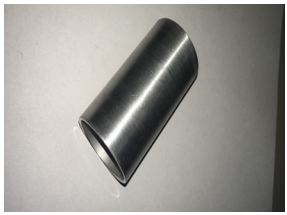
Tools for adjustment:

These should be included in your new bike packet when you received your new bike.

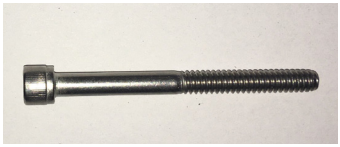
Top Cap (Washer)



Alluminum tube



Long Bolt



Star nut that is already inside your bike's steer tube

(Cut away view)

5mm Allen wrench

Adjusting: Headset

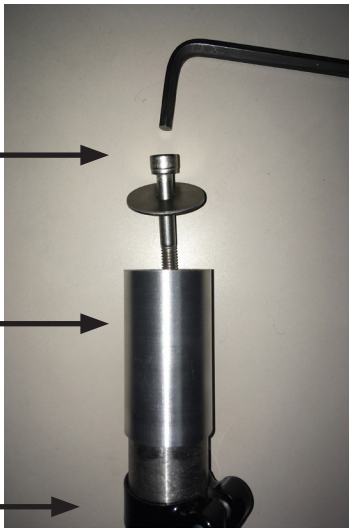
Stage 1 of adjustment:

Take off handlebar stem and remove push botton.

5mm Allen wrench with long bolt through top cap

Aluminium tube fits over steer

Make sure to engage threads on long bolt into star nut already inside steer tube



Stage 2 of adjustment:

2nd Hand tighten to manufacturer's headset pre-load specifications after you.....

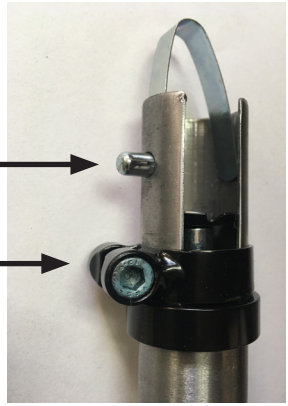
The preload force is applied from the handlebar stem and the headset spacers, which should sit slightly taller than the length of the protruding steerer tube - about 3mm or so.

1st Loosen the clamp just above the upper headset cup that the aluminim tube is resting on

Stage 3 of adjustment:

Make sure to re-tighten the clamp. Then remove the top cap, long bolt and aluminum tube

Re-install push button before re-installing your handlebar stem.



(Cut away view)

Ready to ride!

New Bicycle Tips and Maintenance Recommendations

Unlike other new bicycles purchased from a shop, your Bike Friday Haul-a-Day Elite has been disassembled partly and placed in a 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 favorite 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 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 headsets, 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. This comes properly torqued from the factory.

New Bike Maintenance

After the initial break-in period, but before a significant tour, it is important to have your Bike Friday bicycle professionally serviced at your favorite local 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. After that, 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. You may wish to send the bike back for a complete overhaul a month or two before your next big ride.

Visit our web site for repair packages, costs, and details. It's good to plan ahead, we can generally offer the quickest repair turn-around during the winter months.

www.bikefriday.com/Service-menu

Long Term Maintenance:

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

Ongoing Maintenance:
- Keep chain lubed.
- Maintain recommended tire pressure (prevents flats and provides the best ride feel).

Every Time You adjust size:
- When routing the cable housing,ensure that there are no kinks, pinched cables, or loops around a crank, etc.
- Bolts and quick releases are secure.

Areas Requiring the Occasional Application of Grease:
- Apply 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 seat post.
- Inside the seat mast (where the seatpost fits in).

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.

Cartridges can be serviced to increase their lifespan before replacement. 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.

Overhauling the Bearings [CONTINUED]

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

Bike Friday Service Overhauls

All of this, and the health of other components, can be checked by our Bike Friday mechanics during an Overhaul.

A Bike Friday Overhaul includes:

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

Bike Friday also offers re-paints, wheel builds and other services to keep your bike going for thousands of miles and your changing bike needs.

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

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) 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.

Bike Friday Warranty

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.

Pre-Owned Bike Guarantee

We at Green Gear Cycling, Inc. (Bike Friday) want you, the customer, to be happy with your preowned bicycle. If the bike does not meet your expectations, 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 guarantee, you must notify our service department (800.777.0258 / service@bikefriday.com) within 30 calendar days of you originally receiving the bike. 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 before shipping to you 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 expenses for future corrections to the sizing will be borne by the purchaser.

Green Gear Cycling, Inc. 3364 W. 11th Avenue. Eugene, OR 97402

Electric Assist Product Warranty

First, we expect to deliver a fully functional product to you. We warranty our electric assist components (motor, controller, throttle, charger, and displays) against defects in workmanship and materials for 1 year. Batteries come with a one month warranty. The most likely issues arise when a battery has not been maintained properly.

This warranty is expressly limited to the repair or replacement of the 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.

The cost of shipping of the defective components back to Green Gear Cycling is the sole responsibility of the purchaser. Please call Green Gear Cycling to register a claim and obtain a Return Authorization Number prior to shipping anything back to Green Gear Cycling.

Common problems NOT covered by the warranty:

-"Axle spin out"- spinning out the axle inside of your dropouts if your wheel wasn't fastened tightly.

-Water damage to the battery or corrosion of the connectors from water exposure.

-Improper care of battery- Our batteries are sophisticated pieces of electronics that will provide years of reliable service if properly cared for OR can be easily damaged due to misuse. Please watch our " Proper Care of Your e-Assist Battery " for techniques to ensure a reliable, long life from your battery, plus review the Battery Maintenance Guidelines section above.

-Damage and failure due to misuse, neglect, improper storage (example: 45 days without using or charging your battery can damage it) or other forms of use not designed for but not limited to jumping, competition, or use of 3rd party components.

-Broken spokes- a situation that is not unique to electric assist wheels and can happen to any bicycle wheel.

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 electric assist system as sold. Green Gear Cycling Inc. is not 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 electric assist components 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.

Haul-a-Day Assembly Checklist

1. Take bike out of box.
2. Lay out loose parts.
3. Remove packing materials and zip ties.
4. Mount stem riser/ handlebars.
5. Remove cable housing from cable guides of front top tube.
6. Stand bike up on its rear end.
7. Insert front section into mid section.
8. Depress both spring-loaded main frame buttons to allow the front section to settle into one of four sizing holes in the mid section.
9. Tighten both main frame pinch bolts with a 5mm hex wrench.
10. Install cable housing into the 2 guides on both sides of the front top tube.
11. Set bike down on its wheels horizontially.
12. Install seat mast/ post/ saddle.
13. Install front wheel.
14. Install pedals.
15. Double check that all bolts and quick releases are tight (frame, seatpost, stem, wheel, etc.)
16. Adjust for individual preference: Seat height, handlebar height/ angle, brake/ shifter lever angles, etc.)

Haul-a-Day Elite Accessories:

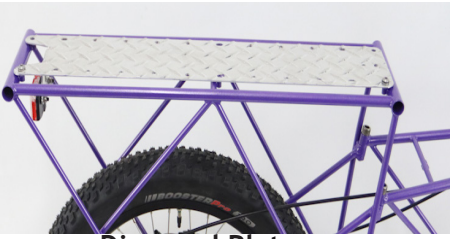
BIKE FRIDAY® Performance that Packs.

Some of the many accessories available for the Haul-a-Day Elite

Front Rack & Basket

Elite Frame Bag

Whoopee cushion



Diamond Plate

Cargo Side Bags

Rear Light

Whoopee Deux Bars

Elite Under Bag