

EXTREME DIRECT The Bike Guide

Thank you for purchasing your new Bmx bike from Extreme-Direct, we hope that it brings you years of excitement. Your bike will need some minor and basic assembly before it is ready to ride. We at Extreme-Direct would recommend you have your bike assembled or at least checked over once assembled, by a professional bicycle mechanic at your local bike shop. If you wish to assemble the bike yourself, then below is our guide to assembly of your new Bmx bike.

What do I need???

Before you can assemble your new Bmx bike you will require some essential tools. All these tools should be available from your local bicycle dealer.

A set of Allen keys/hex wrenches (at least a 5mm 6mm)
A complete spanner set (at least 8mm, 10mm, 12mm, 13mm, 14mm, 15mm and 19mm)
A good pair of cable cutters
A set of pliers
A ratchet set, with minimum 5" extension bar
(You will require 15mm (10mm axles), 17mm or 19mm (14mm axles) sockets to install axle pegs)
A flat blade screwdriver
A Phillips head screwdriver
A bicycle pump
All of these tools are also essential for future maintenance of your Bmx



Where do I start???

Firstly you need to take all parts out of their packaging/boxes. Lay all the parts out on an old sheet to minimise risk of loosing anything. Check over the frame of the bike and all other parts while unpacking to ensure all is well. Look out for dents or scratches, which may have occurred during transit. If noticed later it is already too late and we cant help you with any claims. It is always a good idea to keep and flat pack all boxes and packaging incase you need to send us the bike at a later date.

If you feel you have a warranty claim then we will need to have the bike back to examine it. If your claim is successful we will refund the cost of postage.

Claims may take up to 14 days, including shipping time.

Okay, lets start building your new Bmx!

Firstly lets install the handlebars. 90% of manufactures send their bikes with fully assembled handlebars, but some require the grips and brake levers to be installed. You will require your 5mm Allen key to install the brake levers and we recommend using a little squirt of hairspray to help slide your grips on. The hairspray acts as a lubricant to make it easy to slide the grips on but when it dries it also helps to stick the grips on firmly.

Firstly undo and remove all 4 bolts from the handlebar stem and remove the clamp plate. Position the handlebars so the knurled area at the bottom of the bars sits in the recess of the handlebar stem. Re-install the handlebar stem clamp plate and start to tighten down the 4 clamp bolts. It is recommended that you tighten the bolts in the this pattern;

Top left, bottom right, top right then bottom left. At first we just want to tighten down till the handlebars are lightly gripped, to allow positioning. Position the bars so the knurled area the stem is clamping down upon is central. Set the bars to your desired angle (most riders set them parallel with the fork legs) and then tighten down firmly, using the above pattern. Ensure the clamp plate sits squarely to the stem and the bars are unable to move. Finally all you need to do is position your brake levers to an angle you are comfortable with, using your 5mm allen key.

TOP TIP!

There is no need to touch the other bolts on the back or top of the handlebar stem.

These bolts are for tightening the headset bearings. Incorrect tightening of these bolts can cause permanent damage to your bikes headset bearings or worse!

What next???

Now you have something to hold onto, you need something to sit on! Lets install the saddle. Firstly take the seat post and insert the narrow end into the base/underside of the saddle.

You will require your 14mm spanner to tighten down the clamp on the underside of the saddle. It is important that you tighten down both sides of the clamp evenly to ensure an equal balanced grip on the seat post.

Before inserting the seat post into the frame it is always a good idea to smear a little grease around the seat post to prevent any binding or scratching. Make sure the seat clamp is loosened off, insert the seat post, align the saddle and set to desired height, then tighten the seat clamp but don't over tighten, its very easy to strip threads by over tightening and stripping threads is not covered by your warranty!



I now have bars and a saddle, but only one wheel??

All bikes are sent with the front wheel separate from the rest of the bike so we have to install it into the forks. At the same time we will fit any stunt pegs the bike comes with to the front and rear axles. To fit the rear peg(s) we need to remove the rear wheel nut(s). Also remove any washers, as the stunt peg will act as a washer. Slide the stunt peg over the axle and use your ratchet set incorporating the extension bar to put the wheel nut back on the axle. You need to ensure the chain has the correct tension before tightening down the wheel nut fully. If the chain is too tight it will cause damage to your bike's bottom bracket, rear hub and freewheel bearings. To loosen the chain will jump off the chain wheel. You should be able to squeeze the chain a little as shown.



Almost as important, you must make sure the wheel is aligned centrally in the frame. When centrally aligned the chain will run smoothly and setting up the rear brake is much easier.

Now to fit the front wheel. As with the rear wheel, remove the wheel nut(s) and washer(s) but make sure the dropout savers are left on the axle. What is a dropout saver??? The dropout saver looks like a regular washer but either has a hook type section or an extra groove around the centre hole. When installing the wheel into the forks the dropout saver either hooks into the slot above the axle dropout or the extra groove fits into the axle dropout itself. Either way, they both prevent the front wheel from falling out of the forks if the wheel nuts come loose.

The best way to put the front wheel in is with the bike upside down. Once the bike is upside down slide the front wheel into the fork dropouts. Now slide the stunt peg(s) over the wheel axle and put the wheel nuts back on using your ratchet set, again using the extension bar. Make sure the dropout savers are correctly installed then you can tighten down the axle nuts while making sure the wheel is centrally aligned in the forks. You can double check this when you turn the bike over the right way up. Once happy the wheel is aligned properly, check all wheel nuts are tightened down firmly.

Before we continue and fit the pedals and set the brakes up we have to make sure the handlebars are aligned with the front wheel. To loosen the stem undo the two bolts in the back of the stem. Align the bars and front wheel then tighten down the stem bolts. Again try not to over tighten these two bolts because we don't want to strip the threads but they do need to be reasonably tight.

Lets fit the pedals!

This might seem obvious to some but it's very easy to cause serious and permanent damage to your bike if the pedals are not installed correctly. The right and left pedals each have different directional threads. Meaning the left pedal will only fit the left crank arm and the right pedal will only fit the right crank arm. Trying to fit them the wrong way will cause cross threading and cause permanent damage to the crank arms. This damage is non-repairable, not covered under warranty and will lead to having to spend money on new cranks, which can cost upwards of £60!

Both pedals will have either L or R stamped into the end of the pedal axle. L meaning left, R meaning right. To determine which side is which on the bike, stand over it as if you were going to ride your bike. The bike's right side is the same as your right side. The right side of the bike normally has the drive train (chain, chain wheel etc....) on it.

Before you fit your pedals, smear a little grease inside the pedal hole, this will stop it binding or rusting, making it easy to remove at a later date. Finally, once you have fitted the correct pedal into the correct hole, tighten them down nice and firm.

A loose pedal can cause severe and permanent damage to your crank arms, again not covered under warranty.

Time to set up the brakes

We are nearly there, just need to set up your brakes. Firstly we will start with the front brake. Assuming your bike has a gyro/oryg/rotor brake system (allows the handle bars to spin infinitely without tangling the brake cables up) then we need to route the front cable. The front brake cable is the long length of plain cable (inner and coloured outer). Firstly hook the ball end of the inner cable into the right hand brake lever. Now thread the inner and outer cable down through the hole in the top of the handlebar stem. Keep pushing it down through until it pokes out the bottom of the forks above the front tyre. Pull the cable through, then thread through the little loop welded on the back of the fork leg. Before we carry on threading the brake cable we will set up the brake pads. Depending on the style of brake you can use either a 10mm spanner or a 6mm allen key. Loosen the brake block then using the brake arm, push the brake block against the rim. This will set the brake block square to the rim, so all you need to do is tighten down the brake block nut. Make sure the brake block is not rubbing the tyre or too low on the rim. Once happy with the brake block position tighten down firmly and repeat on the other side. Now take the end of the inner cable and thread through the barrel adjuster on the right side of the brake. Unwind the barrel adjuster about two thirds of the way out. Thread the inner cable through the lock nut on the opposite side of the brake (this may need undoing, using a 10mm spanner or 6mm allen key) then pull the inner cable nice and tight, so that the brake clamps against the rim of the wheel, making sure both ends of the outer cable are seated properly in the barrel adjusters on the brake and brake lever, tighten down the lock nut firmly on the brake cable. Now wind in the brake barrel adjuster. This will allow the brake pads to move away from the rim. Once you are happy with the set up of the brake, make sure the brake cable lock nut is tightened securely and then cut down the brake cable inner. Make sure you leave 2-3 inches spare, just incase. Once cut, put on the cable end and crimp it onto the cable using your pliers.



Route through headset adjustment bolt on top of stem.

Route through loop on backside of fork leg.

Cable routing diagram for front calliper brake



Cable routing for front u brake

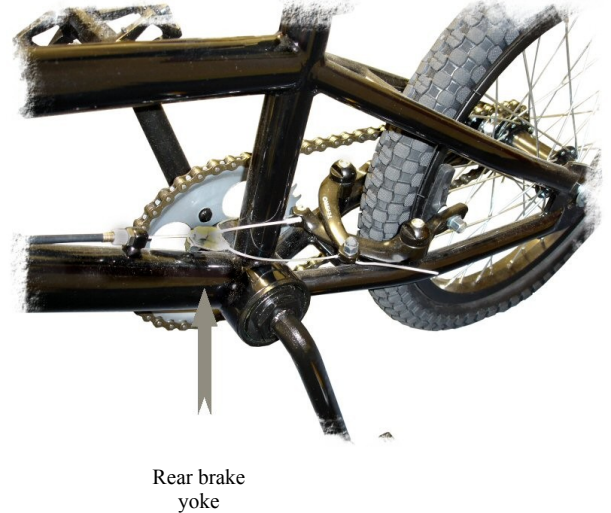
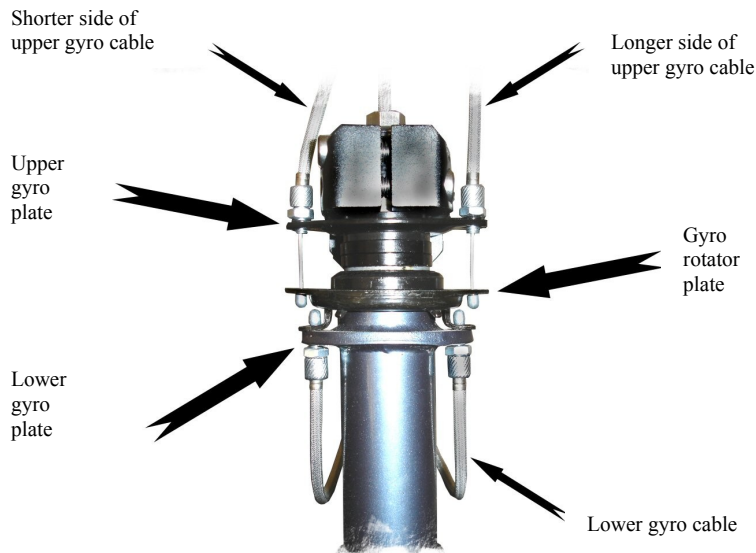


Cable routing for front v brake and calliper brake



Cable routing diagram for front v brake

Finally, we will now set up the rear brake. 90% of rear brakes on Bmx bikes have a gyro/orgy/rotator system. If your does not then you can skip a large part of this section. If your bike does have one then read on. The lower gyro cable is normally already installed but if not, install the two ends of the cable with barrel adjusters into the lower gyro plate and hook the two ball ends into the lower part of the gyro rotator plate (see photo for more detail). The single end of the gyro cable is then threaded through any cable guide loops along the top, or down tube and threads the inner cable through the barrel adjuster at the last cable guide. This is where the outer cable stops. To install the upper cable, firstly insert the single ball end of the gyro cable into the left hand brake lever. Then thread in the two-barrel adjuster ends into upper gyro plate, the longer length going to further side of the stem from the brake lever and hook the two ball ends into the upper part of the gyro rotator. When threading in the barrel adjusters only thread them so the adjuster end is flush with the inside edge of the gyro plate hole.



Now pull on the lower end of the brake cable to pull all the cables and rotators into place, checking all outer cable ends are seated correctly. Now take the rear brake cable yoke and slide it along the lower part of brake cable. This needs to be sat either an inch from the seat post or an inch or two from the barrel adjuster (see photo). Once in position tighten down with 10mm spanner. Do not cut down any cables until everything is set up and you are 100% sure everything correct and works properly. Before we go on any further, you need to set up the brake blocks. See front brake set up for details on how to do this. Once the brake blocks are set up you need to the small length of bare cable, this is the brake straddle wire. Firstly hook the ball end of the straddle wire into one side of the brake then this then loops around the seat post, through the brake yoke and back to the other side of the brake through the brake lock nut. Unwind the brake barrel adjuster mounted on the frame two thirds of the way out. Now grip the end of the straddle wire with your pliers and pull it so the brake clamps onto the rim. Tighten down the brake cable lock nut firmly. If done correctly when you release the pliers the brake will be clamped onto the rim. Now wind in the barrel adjuster on the frame so that the brake blocks move away from the rim. Once happy that all works properly and all outer cable ends are seated properly you can cut down any cable ends. Now you need to check that the gyro is working in a balanced way. If you turn the bars and the gyro 'flops' then it is out of balance. To adjust this, wind in or out the lower right gyro barrel adjuster. Only adjust half a turn at a time until the 'flopping' stops. It may be necessary to adjust the upper right gyro barrel adjuster also. If, when you pull on the brake lever, there is a little play before the brake cable is pulled, wind out either the brake lever barrel adjuster or the barrel adjuster on the 'splitter' section on the upper gyro cable until the slack is taken up. Once happy that all is working correctly and balanced put on and crimp cable ends.



Final checks

Before you rush out on your bike, thinking you have finished, we recommend you carry out these simple safety checks.

1. Clamp the front wheel between your knees and see if you can twist the handlebars. If you can, the bolts on the back of the handlebar stem need tightening down.
2. Sit on the bike and squeeze the brakes and rock the bike back and forward testing to see if the brakes work ok. If not go back through the above instructions to see if you have missed anything.
3. Check tyre pressures. Make sure the tyres are inflated to a suitable pressure. Too soft and you will suffer from 'snake bite' punctures. Punctures are not covered under any type of warranty.
4. Check your saddle is set at the correct height for you and all clamps are tightened down properly.
5. Double check all wheel nuts are tightened properly and that the chain is at a suitable tension.
6. Finally we recommend you fit any reflectors, chain guards and bell (British standards requirements) that are supplied for your own safety but these items are not mandatory.

Last and not least, wear a helmet and pads and ride responsibly and within your limits.

HAVE FUN!!

Care of your bmx

Now you're up and running and having fun on your bmx, you need to know how to look after it. Every moving part on your bike will require maintenance and at some point replacement, this varies widely on how regularly it is used and how well maintained it is kept.

Within the first few rides your bike might start to feel like it's beginning to fall apart. Don't panic, it's just bedding in. On bikes with normal bearing hubs and bottom brackets the bearings are beginning to bed in and the grease is thinning down. This requires the cones tightening down and any play being removed. If you're unsure of how to do this, it is best to have your local bike mechanic service the bike. If this play is left it will only get worse and begin to create permanent damage. This is NOT a manufacturing fault. It is a lack of maintenance. As described above, this can happen within the first few rides. If your bike has sealed/cartridge bearings then you should not notice any play/bedding in. Sealed/cartridge bearings are maintenance free but it is best to make sure they stay clean and dry.

You may also notice a rocking begins to develop in the headset area. Thankfully this is very easy to maintain. Again, this is the bearings bedding in and the grease thinning down. To remove the play in your headset you will require a 6mm allen key and 12 or 13mm spanner. Undo the two allen key bolts on the back of the handlebar stem. Next tighten down the bolt on top of the handlebar stem. Do this slowly and a half turn at a time. After each turn, check to see if the play is gone. When at the correct tightness you should just be able to feel the bearings turning in the headset and it should move freely. Be very careful not to over-tighten the bearings. Over-tightening can cause very serious and permanent damage to the bearing and bearing races. Once happy there is no play, realign the stem/front wheel, then tighten down the two allen key bolts on the back of the handlebar stem. If you are not sure, we seriously recommend having your local bike mechanic do the work for you. Any damage caused from incorrect maintenance is not covered by any warranty.

Another part easy to maintain are the brake cables and chain. Do not use WD-40, as this is not a lubricant. We recommend a little squirt of a Teflon based lubricant sprayed into the ends of each opening of the outer brake cables. After a few rides your brake cables will stretch in, so you will have to reset your brakes. If your bike has painted black or silver rims, the paint will begin to rub off. This paint builds up on the brake blocks and causes the brakes to work less efficiently. To bring your brake blocks back to life, remove the brake blocks and rub the brake surface with some 120 grit sandpaper to take off the shine. Once the shine is removed refit and set brake blocks as described in the above guide. For the chain, again Teflon based lubricant thin oil are both suitable. Do not soak the chain in lubricant as any excess will spray all over your legs and clothing and an oily chain is a magnet for dirt. Use an old rag to remove any excess lubricant.

Before and after any ride check over your bike for loose parts and any damage that may be dangerous. Do not ride the bike if you feel something is unsafe and have your local bike mechanic look at it as soon as possible.

The best way to clean your bike is with hot soapy water and a sponge. Do not use a power washer to rinse off the suds because it is easy to spray into the bearings. This will wash away the grease and cause the bearing to rust and degrade rapidly. This is not covered under any warranty. Allow them to dry naturally then lubricate the chain and brake cables as described above.

All care of your Bmx bike is YOUR responsibility. If your bike is incorrectly maintained, neglected, misused or modified outside of the original specification this may void any warranty.

Have fun, ride responsibly, wear a helmet and ride within your boundaries.

