



Using Your Bike Friday®

tikit®



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updated 11-6-15

Congratulations!

You have just purchased one of the finest folding bicycles available. Your bike has been carefully designed and constructed for your personal transportation needs. All Bike Fridays are manufactured in our Eugene, Oregon factory by real cyclists who care about meeting customer's needs.

Please take your time reviewing this manual before you assemble your new Bike Friday **tikit**® 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 **tikit**® bicycle, please call us and a Service Technician will help you get back on the road. Our toll-free number in the US and Canada is 800-777-0258, international is +1-541-687-0487. Normal business hours are 8 a.m. to 5 p.m. Monday through Friday, and 9 a.m. to 4 p.m. Saturdays, Pacific Time. You can also email service questions to service@bikefriday.com.

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

Extra Accessories

We also sell an extensive (and growing!) line of bicycle and travel accessories. Whether you are riding the local back roads or venturing into foreign lands, we have the gear you need. Call us or go to our webstore at www.store/bikefriday.com for info on spare tires & tubes, replacement parts, fenders, racks, bags, or other items to complete your **tikit**® 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.

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

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A Word on Safety

Bicycles are a lot of fun, but improper use can result in harm.

Please always ride safely!

- Always wear a helmet.
- Follow the rules of the road, and be courteous.
- Use front and rear lights after dark.
- Dress appropriately for the weather the season and light 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 tikit® will only require a small amount of assembly. You'll need the 5mm hex wrench you'll find included with your tikit®, a pedal wrench or 15mm pedal wrench, and a pair of scissors to cut the zip ties securing the frame to the box.

1. Take the bike and accessories out of the box. Remove all packaging.



2. Unfold the bike frame before installing the front wheel.

(see instructions on pg. 10)



3. With the bike unfolded, make sure the cables aren't twisted or snagged. Slide the stem into place and tighten the stem clamp. Make note of the minimum insertion mark.



4. To install the front wheel, you must first release or open the front brake. (See pages 28-29.

Insert wheel with the quick release lever on the right side so as not to impede the fold. Tighten quick release lever.

(For use of the quick release lever see page 13)



5. Connect the front brake. (for details on brakes see pages 28-29)



6. Set the saddle to your desired height, straighten so the nose of the saddle points straight to the handlebar stem and tighten in place.

Make note of minimum insertion mark (See size adjustments on page 12).



7. Adjust the handlebars to your desired height and tighten into place. Make sure the stem is centered over the front wheel so the bike rides straight.

(See instructions for size adjustments on pg.12)



8. Install the left pedal using 15mm pedal wrench. This pedal is reverse threaded, so be sure to screw the pedal in counter clockwise.



See pages 8-11 to practice folding and unfolding your tikit®. You may need to inflate tires before riding see pg 3. for safty check list.

Folding your tikit® bicycle



With a little practice the bike can be folded in under 5 seconds!

Begin by loosening the spin knob on the stem hinge to release the folding stem. Note: Hyper-fold (cabled) models do not come with a spin knob.



1. Push:

- Stand on left side of bike
- Left pedal at bottom of its stroke.
- Hold stem firmly with your left hand.
- Strike back of saddle with your right hand to release the seatmast latch.

2. Lift:

- Left hand still holding stem.
- Right hand holding seatpost.
- Lift the bike to allow the rear wheel to roll underneath all the way and latch into place. The ground or your foot can help it along.



3. Fold:

- Lower handlebar stem into catch on the mainframe.
- Lower seatmast to the latch on the main frame.



4. Optional:

Fold pedals by pushing in and

GO!



Folding your tikit® bicycle



NOTES:

Small tikit® : You can experience some interference between the rear derailleur and front wheel quick release nut. This is worst in the high gears- the bike will still fold, but it is much easier if the bike is folded in the low gears (biggest cogs on cassette).

Pedals: The bike can be folded with the pedals in most positions, but occasionally there will be an interference issue. Starting with the left pedal at the bottom will always work.

Large tikit® : If you want your handlebars as high as possible, you will need to loosen the stem clamp and drop your handlebar height in order to keep the bars off the ground when folded.

Three ways to GO with your folded tikit® :

1.Walk:

Use the handle sticking out of the folded seatmast and walk. The tikit® rolls on its front wheel.



2.Carry:

You can also carry your tikit® by holding on to the main-frame of your bike if you have the 'Quick Transit' bag or by using the cloth handle bolted to the top of the frame (not the seatmast!)



3.Bag it:

Put the Quick Transit Cover over the bike (see pg. 16) and you can still walk if you have a front rack on your bike. You can carry the bike with the handle at the top of the bundle.



Unfolding your tikit® bicycle

When un-folding, you should only need to touch the bike at the saddle/seatpost and handlebar stem. With a little practice the bike can be unfolded in under 5 seconds.

1. Open

- Stand on the left side (saddle to your left).
- Unlatch the seatmast by pushing in the catch and lift up on the saddle.
- Unlatch the stem and lift up keeping pressure on stem so that stem hinges press firmly together.



2. Swing

- Left hand grasping stem.
- Right hand grasping seatmast.
- Lift the bike so the rear wheel will roll back out. You can use your foot or the ground to help the wheel along.



NOTICE:

Photos in this volume do not show the latest seat mast handle. The picture on the right shows the seat mast with new handle. This latest design gives your tikit® a stiffer ride and more hand positions to maneuver when folded.



Note:

- Raising the seatmast unlatches the rear end and allows it to swing back in place.
- As rear wheel rolls out ensure the stem is correct before wheel is fully in place.



CORRECT

INCORRECT

Fix: Lift bike rear end to release cable tension on stem, then push stem forward as you lower rear end again.

3. Latch

- Make sure rear wheel is back in place Before pushing seatmast into catch. (if the frame latch at the rear of the bike doesn't line up with the seat mast perfectly, lift up a bit on seat to allow cables to reset. Check that stem is correct). Do NOT force seatmast down if it is not aligned.



Tighten spin knob on the stem hinge to secure the folding stem.



4. Pedals

Unfold the pedals (if they were folded).



Ready to ride!

Your new tikit® has size adjustments for the stem and the seatpost so you can make sure it fits you comfortably. A good fit will make riding easier and more enjoyable, so it is worth spending a little time to get it right. With the tikit®, your preset adjustments remain in place during folding, so the bike is always a pleasure to ride.

1. Setting your saddle height:

A good starting point is to sit on the bike with your heel on the pedal with the pedal at the lowest point. Adjust your saddle height so that your leg is straight. Then, when you are correctly pedalling with the ball of your foot on the pedal, your leg will have a slight bend. Do not raise/extend your seatpost past its minimum insertion mark!



2. Tighten your seatpost clamp in place once you have found the right position.

Note: The lower bolt on the seatmast (as indicated) is not for height adjustment. The seatmast tube must be fully inserted at all times.



3. Setting your handlebar height:

Handlebar height should be set to personal preference for comfort. Do not extend the extension past its maximum mark! If you need to go higher please contact Bike Friday or your tikit® Agent. There are stems available for the tikit® in different lengths to achieve the perfect reach to the bars and height.



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 tikit™ has one on each wheel. 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 local tikit™ Agent before your ride!

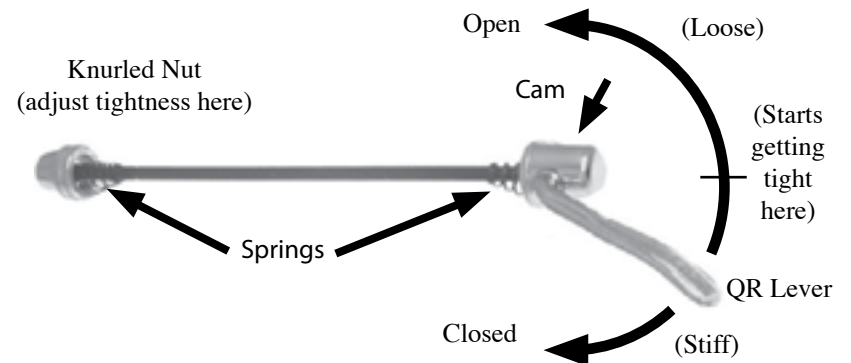
Quick Release Operation

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



Fig. 1 Quick release operation.

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).

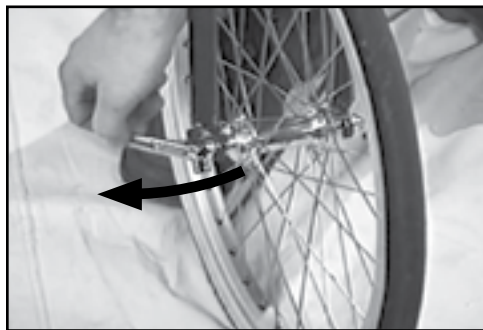


Fig. 2 Setting quick release tightness.

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.

On the tikit[®], the front wheel quick release lever should be located on the right side of the bike, so that it does not interfere with the fold.



Fig. 3 Closed QR pointing rearward.

Basic Maintenance and Replacement Parts for your tikit[®]

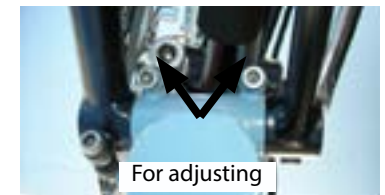
Your tikit[®] should provide many years of reliable service. However, there are some non-standard parts that may wear over time.

Latch rings: If your tikit[®] loses its positive latch action, then replacement latch rings are available from Bike Friday. These are easy to install with a 5mm hex key and 10mm wrench.



Seatmast and Bottom Bracket pivots: The pivot pins may eventually need replacement. We recommend this be carried out by your tikit[®] Agent or the BF service department.

The Seatmast pivot has 4 bolts. The outer two must remain tight to grip the pin. The inner two can be used to adjust the resistance of the folding Seatmast.



A few drops of oil on these latches and pivots will keep them working properly.

The Bottom Bracket pivot tension can be adjusted by tightening the bolt and nut.



Cable: The unique feature of the hyperfold tikit[®] is the cable which locks the stem when the rear end is latched. It is important that the cable is installed to the correct tension, so we recommend that replacements are fitted by your tikit[®] Agent or the Bike Friday service department.

Latches: Should the seatmast or stem latches get accidentally damaged, then replacements are available from Bike Friday - both parts simply bolt in place on the main frame.

Both the Stem Riser and Seatmast extension are available in a range of sizes and materials, so it is possible to change the fit of your bike at a later date. Contact your tikit[®] Agent or Bike Friday for further information.

All the other parts on your tikit[®] are standard bike parts, and thus should be servicable by any bike mechanic.

Accessories: Quick Transit Cover



The Quick Transit Cover is an ingenious device to rapidly turn your folded bike into an unobtrusive package. It disappears into a small frame-mounted bag when not in use.

The Quick Transit Cover attaches to the mainframe of your tikit® with the two bolts already in the frame.



1. To use your Quick Transit Coverbag first fold your tikit (see page 8). Then open the bag cover and pull the loose part of the bag out. Part of the bag will stay attached to the bike to allow the handle to work once the bike is covered.



2. Pull the walking handle (under the seatmast) through the hole in the bag marked with a yellow tag.



3. Then stretch the front part of the bag over the front wheel. If you have a front rack on your bike, make sure the bag is stretched over the front rack. Then stretch the back part of the bag over the back of the seatmast and cranks.

You can walk with the black bundle rolling on the front wheel if you have a front rack, or carry the bike with the fabric handle (top center of bundle) and stow it in a small space. See page 9.

Accessories: Fenders



1. Front Fender

Your front fender is attached to the fork crown. To take it off, simply loosen the bolt with a 5mm hex wrench.

IMPORTANT: Replace the bolt prior to riding as it is part of the fork assembly!



2. Rear Fender

Your rear fender is attached to the rear of the frame. To take it off, simply take off the bolt (B) by loosening with a 5mm hex wrench. Then remove the two small bolts from the ends of the fender support bar (C) using a 4mm hex wrench. Replace the bolt behind the brake after you have removed the fender (it keeps the threads from rusting).



B.



C.

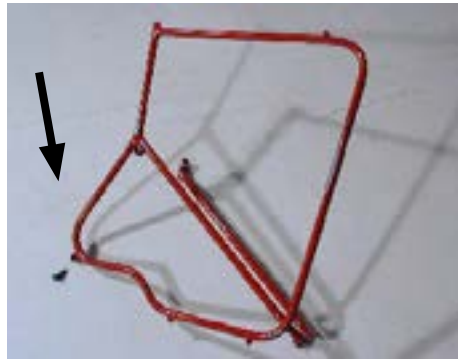
Accessories: Front Rack



1. The front rack consists of a frame designed to carry one bag on the right side of the bike. It mounts in front of the brakes and to the right side fork dropout (the bolt for this is supplied with the rack).



The rack is very simple. It comes with one bolt and then uses the two front brake bolts to finish attaching it to the bike.



2. With a 5mm hex key, unscrew the mounting bolts holding your brake arms to your front fork. There is no need to remove the brakes from the bike, just unscrew the bolts enough to create room for the rack.

3. Position your rack as shown so the bolt holes in the front rack line up with the bolt holes for the brake arms.



Accessories: Front & Rear Rack



4. Ensure your quick release is located out of the way, and attach the rack to the right dropout using the supplied bolt (4mm hex key).



5. Tighten the brake arm mounting bolts, securing the rack in front of the brake.



1. Trailer Parts

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



Fig. 1 Travel Trailer parts.

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

2. Connect Axles

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



Fig. 2 Assemble trailer axle.

3. Attach Trailer Axle

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



Fig. 3 Attach trailer axle.

4. Add Thumb Nuts

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



Fig. 4 Attach washers & thumb nuts.

5. Attach Trailer Tongue

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



Fig. 5 Trailer tongue over T-bar.

6. Add Last Thumb Nut

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



Fig. 6 Tongue thumb nut.

7. Wheel Axles

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

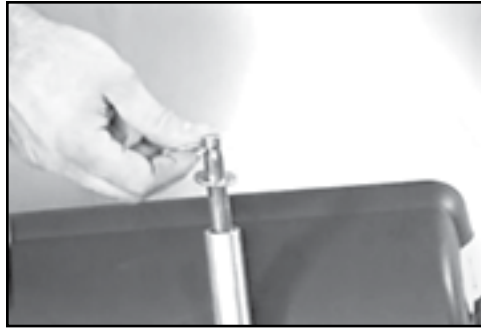


Fig. 7 Axle washers.

8. Install Trailer Wheel

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

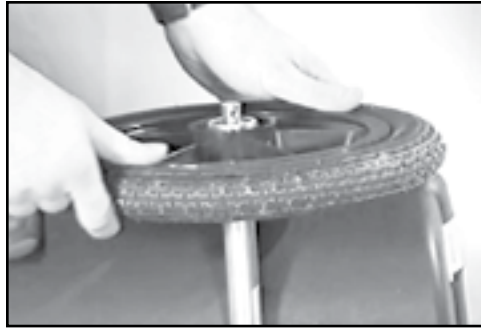


Fig. 8 Mount trailer wheel.

9. Add Axle End Washers

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



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

10. Insert Clevis Pin

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



Fig. 10 Insert clevis pin.

11. Connect Trailer Hitch

First install your bolt on trailer hitch to the left chain stay. To attach the trailer to your hitch, simply pull the knurled collar on the coupler back while you push the coupler over the nipple on the frame.



Fig. 11 Using your trailer hitch.

12. Ready To Go!

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



Fig. 12 Trailer hitch connected.

1. Put bike in lowest gear (1 on shifter)

2. Open Front Brake

To release your front V-brake, press the arms together, and then pull the elbow-shaped noodle out and up while pushing the noodle holder down. There is a slot in the end of the noodle holder for the brake cable to slip out.



3. Remove front fender (see page 16). If you have a front rack you must remove it also (see page 17)

4. Fold Pedals

5. Remove Front Wheel

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



5. Remove seatpost/saddle and put on their protective covers. See * at bottom of page 25 if you have a small tikit®.

NOTE: If you have a Model T, completely remove the spin knob and latch. Place in tool bag.



Loosen the seat mast clamp using your 4 mm hex wrench.

6. Loosen stem clamp where unpainted stem riser enters the folding stem. Remove handlebars and stem and put on protective covers.



7. Place gray bag over fork and brakes, turn fork so brakes face toward the bike.



A. Correct overfold

8. Overfold your tikit® by folding as normal, but keeping the seatmast up and pulling up on the rear wheel towards the mainframe. You will know this has been done correctly when you can see light through the hole in the frame latch (A).

8. Install the frame protector between the chainring and mainframe to prevent damage (B). Lower the seatmast again.



B. Frame Protector

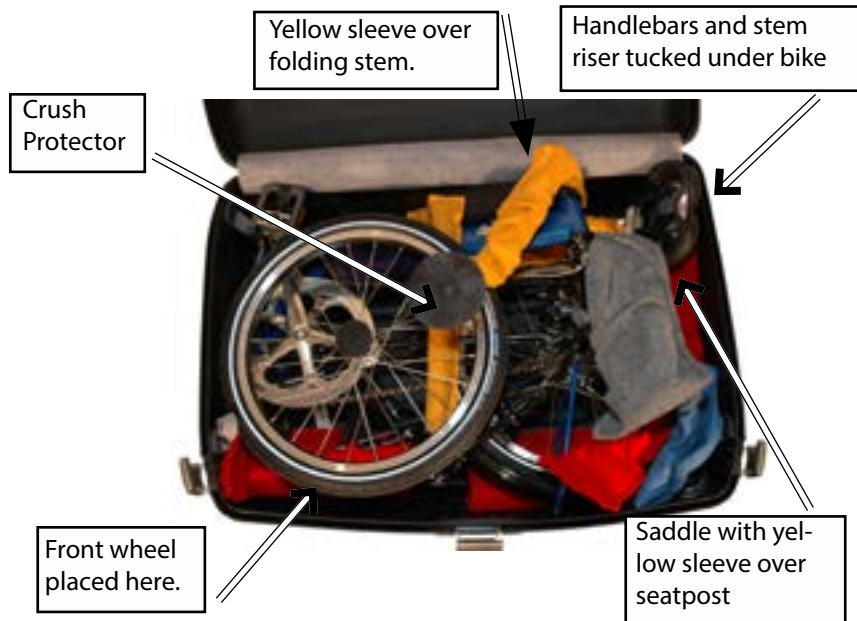
9. Place one crush protector cap in the center of the case. Place the folded bike into the suitcase with the chainring towards the left side of the suitcase and the driveside (right) crank arm pointing toward the rear of the case.

See picture on page 26.

10. Install handlebar covers and stem cover. Fork is turned so brakes face the bottom of the case. This will leave the stem folding on the top. See picture on page 26.

* With a small tikit®, depending on your handlebar and stem position, the bike may now fit directly into the suitcase. However, with most bikes, it will be necessary to remove the saddle/seatpost and slide the stem riser out of the stem. Both of these tasks are easily achieved with a 5mm hex key. We recommend you mark your seatpost and stem height prior to removal. Tuck your stem/handlebar and saddle/seatpost around the bike as shown in the picture on the next page.

Packing: Place Bike in Case



11. Make sure the folding stem has the cover fitted as shown and the seatpost has the cloth sleeve installed as shown. Place Quick Release skewer and multitool in tool bag.

12. Travel Trailer.

If you have also purchased a Travel Trailer, then it should be fitted around the bike as shown. One trailer wheel should be placed underneath the bike.



13. Install the top of the Crush Protector by sliding it through the bike and into the cap placed in the case in step 9. 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.

There should also be plenty of room for your bike helmet and other riding accessories.

Unpacking your tikit® from case



14. Close TravelCase Lid

Close the case lid, tucking any loose cables and felt bags into the case. Then starting with a side buckle, latch the lid closed. It is okay if the lid is tight, this will help keep the bike from bouncing around. If you 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.



To unpack your tikit® from the suitcase:

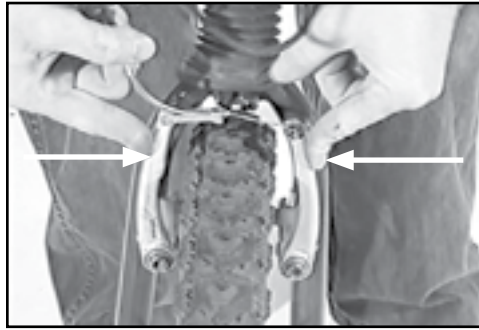
1. Remove crush protector (top cap & dowel), seatpost/saddle, and any other accessories not attached to bike. Now lift the bike out of the case, careful with the handle bar/stem riser assembly as those housing cables can get tangled and kinked.
 2. Raise the seatmast and allow the rear end to swing down - don't unfold all the way yet.
 3. Now unfold your tikit® (see pages 10-11).
 4. Install your seatpost and stem to preferred height (ensure your cables aren't tangled).
 5. Open the front brake. Install the front wheel. Close the front brake. (see page 28-29)
 6. Install the front fender (and optional front rack).
- IMPORTANT: If you choose to leave the front fender off make sure the bolt is still installed on the fork.
7. Double check all quick releases and clamps. Now you are ready to ride!
 8. See videos of packing and unpacking your bicycle at www.bikefriday.com/tikit

Operating V-brakes



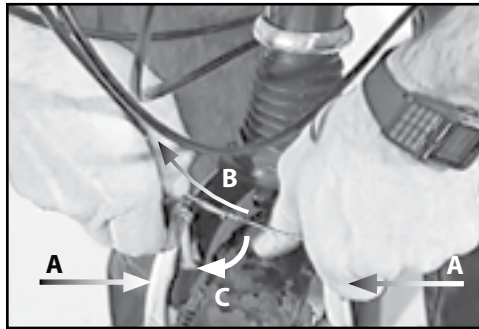
1. Releasing the brake

Start by pressing the brake arms together.



2. 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.



3. 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.



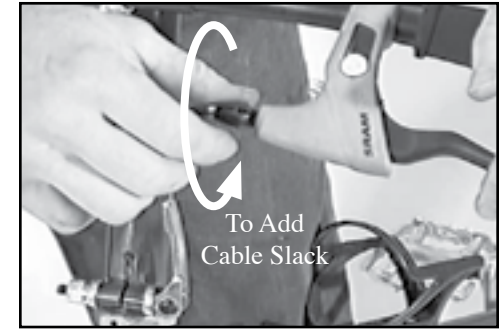
Operating V-Brake



4. Brake Barrel Adjuster

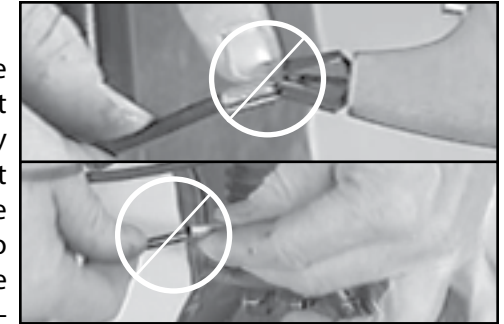
To add some more brake cable slack, you can turn the barrel adjuster on the brake lever. The barrel adjuster is the knurled bolt that the cable housing goes through as it enters the brake lever. Turn this adjuster clockwise to loosen the cable.

Note: There is a lock nut on the adjuster, which will need to be loosened first.



5. Reconnect V-Brake

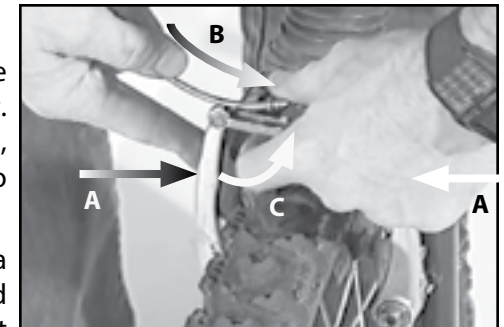
Before closing the brake check to make certain that the housing is properly seated into its ferrules at both ends. With the brake open, the housing can slip to the side and keep the brake from closing properly. Common places to check are the brake lever barrel adjuster (top), and where the housing enters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



6. 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).

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



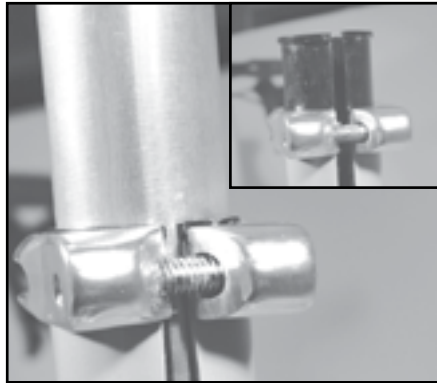
1. Install Seat Post

Once you have your saddle height set, try adding a piece of electrical tape to the seat post or use a permanent marker to mark your saddle height for quick re-assembly. If you did not purchase a saddle with your bike now would be a good time to install your own saddle. Add a light dab of grease to the saddle rails and seat carriage clamp.



2. 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. 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).



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.

Linear pull brake centering and spring adjustment

Linear pull 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 Linear pull 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.

Headset adjustment:

The headset is the bearing in which the fork turns. It is adjusted using the 5mm hex bolt located underneath the stem hinge. If the headset develops play, simply tighten the bolt to correct it. Do not overtighten.



tikit® Cable

Uniquely, your hyperfold tikit® uses one cable to give its 'magic' no fuss fold. The cable we use is strong and safe. If you notice any damage to your tikit® cable, such as fraying, then it should be replaced immediately. Ideally this will be done by your tikit® Agent or a Bike Friday technician.

New Bike Maintenance

Like all bikes, your Bike Friday tikit® 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 by your dealer or 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/ServiceGuide. For those who plan ahead, we can generally offer the quickest repair turn-around during the winter months.

1. Shifting Rod

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

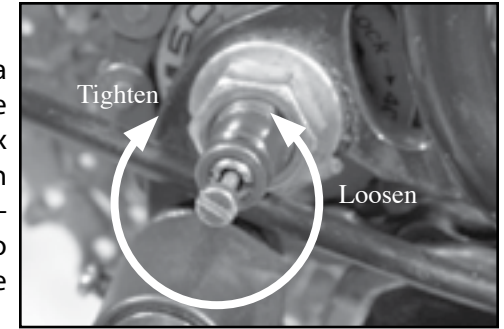


Fig. 4 Shifting Rod.

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

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

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

2. Removing Rear Wheel

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

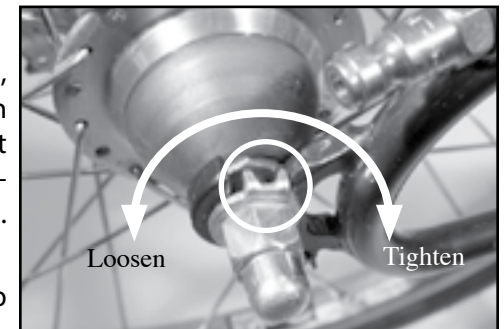


Fig. 5 Axle washer, bottom view.

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

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

DualDrive Hub



3. Reattaching Click Box

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

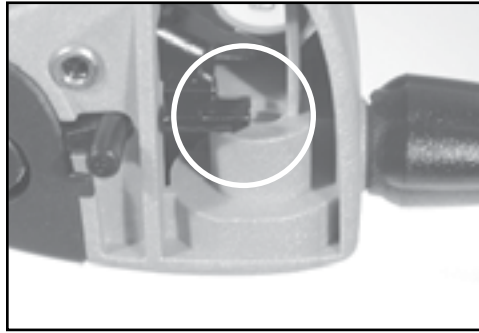


Fig. 6 Shifting fork down, button down.

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

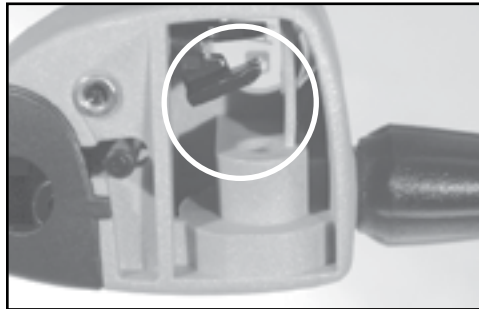


Fig. 6a Shifting fork up, button stuck.

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

4. Mount Click Box

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



Fig. 7 Place over axle end.



Fig. 7a Button up (connected again).

DualDrive Hub



5. Adjusting DualDrive

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

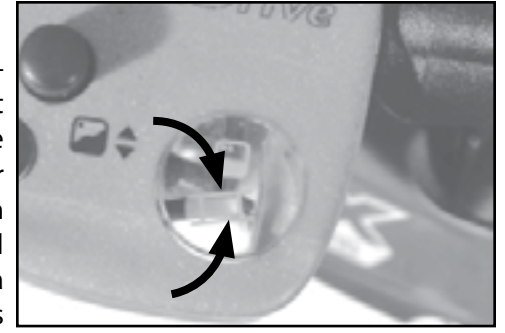


Fig. 8 Adjusting window.

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

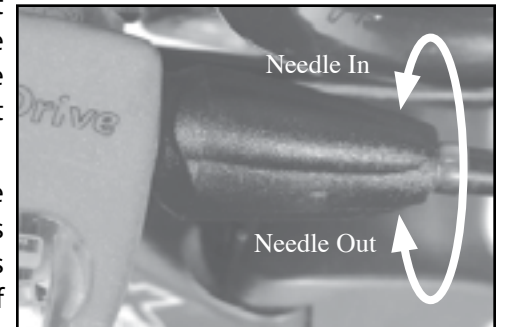


Fig. 8a Barrel adjuster.

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

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 Transportation Security Administration (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 inspector's 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. Luggage which exceeds these limitations may be charged an excess baggage fee.

BIKE FRIDAY®, the BIKE FRIDAY® logo, GREEN GEAR® CYCLING, tikit®, POCKET ROCKET™, POCKET ROCKET PRO™, POCKET PILOT™, POCKET TOURIST™, POCKET LLAMA™, POCKET GNU™, NEW WORLD TOURIST™, POCKET CRUSOE™, TRAVEL SYSTEM™, TRAVELTRAILER™, TRAVELCASE™, as well as certain other marks are trademarks exclusively owned by Green Gear Cycling, Inc. in the U.S. and/or other countries. No such marks, names or logos may be used without prior written consent. Other trademarks are the property of their respective owners.

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.

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

