

## CONGRATULATIONS!

Congratulations on your purchase of the *Bikee*. You have selected one of the most technically advanced bicycles on the market. Our bicycles are designed and manufactured in Corvallis, Oregon, and are tested and carefully inspected prior to shipping.

Please read all the sections in this manual before riding your *Bikee*. Pay special attention to the following topics, especially if you are a new rider:

1. Bicycle Safety and Riding Tips
2. Assembly
3. Care and Maintenance
4. Air Technology Suspension Set-up

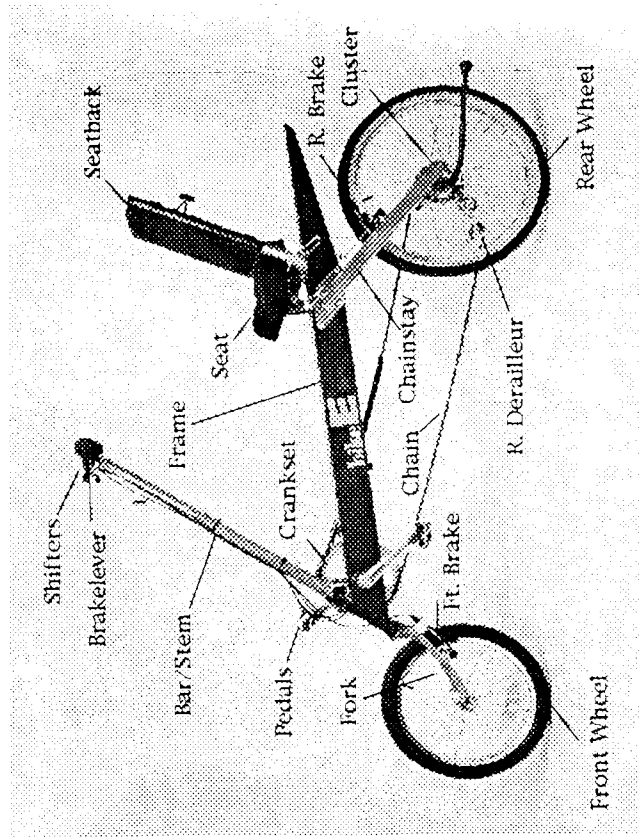
Also enclosed are manufacturers' instruction sheets for individual components. Please read these instruction sheets carefully before attempting to adjust the brakes, derailleurs or suspension.



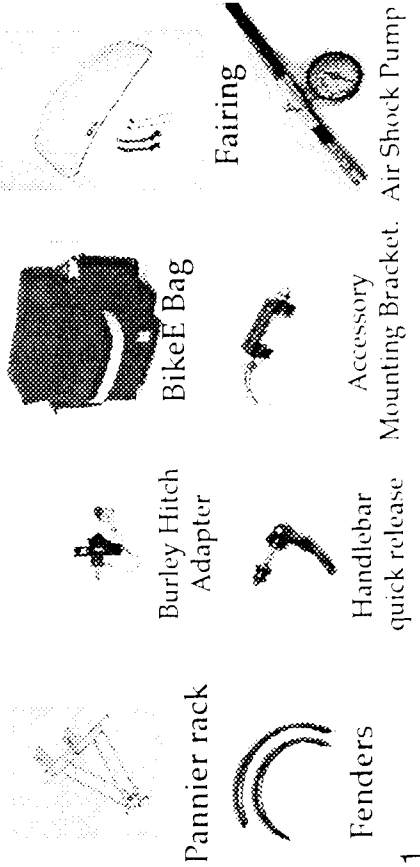
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# Anatomy of a



## Accessories Available from BikeE



## BIKE SPECIFICATIONS

### DIMENSIONS

Wheelbase: 52" (132 cm), 56" (142 cm) extra long frame  
 Overall Length: 69" (175 cm), 73" (185 cm) "  
 Seat Height: 25" (66 cm)

### WEIGHT

AA 7 spd: 28 lbs (12.7kg), AA 21 spd: 29 lbs (13.2kg)  
 RoadE 7spd: 27 lbs (12.3kg), RoadE 21spd: 28lbs(12.7kg.)

### FRAME

Custom extruded anodized aluminum main frame  
 6005-T5 Aluminum, TIG welded

### FORK

Cr-Mo steel, investment cast crown, golden silver powder coat finish  
 Plast-Kote 3045 (Honda)

### BAR/STEM

TIG welded stainless steel, 2 water bottle mounts

### WHEELS

16" and 20" Aluminum  
 AA Models(front/rear) 16x1.50(38-305mm)/20x1.75(42-406mm)  
 RE Models(front/rear) 16x1.3/8(37-349mm)/20x1.3/8(37-451mm)

### DRIVETRAIN

Derailleur: Sachs Centera  
 Shifters: Sachs twist shifters  
 Crankset: 7/21-speed: Cold-forged Aluminum 52T/46T  
 Cluster 7/21 speed: Shimano 11-28T  
 21 speed: Sachs 3-speed internal hub with 7-speed cluster

### GEAR RANGE

AA 7/21-speed models: 35-90 / 23-108 gear inches  
 RE 7/21-speed models: 38-97 / 25-116 gear inches

### COMPONENTS

Headset: Aheadset OS  
 Brakes: AA front/rear Cantilever/Tektro linear pull  
 Brakes: RE Front/rear Shimano RX100 Sidepull/Shimano LX-V brake  
 Seat: Custom contour cushion, 5-way adjustable seat/back  
 Shock on AT models: Cane Creek AD-5  
 Kickstand included with all models

### ACCESSORIES

- Fenders
- Pannier rack
- Zzipper™ fairing (Lexan™ windshield)
- Trailer hitch
- Accessory mounting bracket
- Seat bag (mounts behind seat)
- Locking quick release for handlebar
- Air Tech Shock Pump

# PART 1. BICYCLE SAFETY AND RIDING TIPS

## General Rules for Safe Bicycle Riding

1. Always wear an ANSI/Snell approved helmet and some form of eye protection.
2. Always ride with a rear view mirror attached to your helmet or mounted on the bicycle.
3. Obey all traffic rules and regulations, signs and signals.
4. Ride on the right side of the road and in single file.
5. Use proper hand signals when turning or stopping.
6. Be alert at all times, especially watch for cars pulling out into traffic or for opening doors.
7. Inspect your *BikeE* before every ride. Make sure all nuts and bolts are securely tightened. Check your *BikeE* for any other possible mechanical problems, especially brake or derailleur adjustments.
8. Maintain proper air pressure as indicated on the tires.
9. Do not "stunt ride" or hitch a ride on other vehicles.
10. Do not ride carelessly.
11. Use extreme caution when riding in wet or otherwise hazardous conditions

**WARNING:** *BikeE* Corp. is not responsible for accidents resulting from failure to comply with all bicycling safety laws. Contact your local authorities for more specific information about such laws.

## Night Riding Tips

1. Your *BikeE* is equipped with mounted reflectors. They should be kept clean at all times.
2. **Always use an appropriate lighting system when riding at night.**
3. Ride with extreme caution. Be alert for cars, pedestrians, runners and other bicyclists. Ride defensively and watch for road hazards.
4. Use reflective tape on clothing or helmets to help make you more visible at night.

**WARNING:** Reflectors alone are not adequate for night visibility. Use a high quality lighting system for greater visibility.

## Wet Weather Caution

When rims and brakes are wet due to muddy, wet or icy roads the distance needed to stop safely increases. You must, therefore, anticipate the additional distance needed to stop in such circumstances. Reduce your speed and take corners slowly and carefully. Hard application of the front brake on wet or icy pavement (or on loose gravel or debris) can cause the front wheel to lock and skid, resulting in possible loss of control. Slowly apply brakes in a gradual, controlled manner to avoid skidding or loss of control.

## *BikeE* Riding Tips

There are some unique features to be aware of that will help you enjoy riding your *BikeE*.

You may find it helpful to practice riding in an open area, such as a paved, empty parking lot or a traffic-free road.

Before riding your *BikeE*, please carefully read **Assembly**. This will enable you to familiarize yourself with the mechanical operations and techniques.

1. Relax the upper body.
2. Do not pull on the handlebars or tense the shoulders as this leads to over-steering the bike.
3. Ride with relaxed pressure on the handlebars (see photo on pg. 5).
4. When starting to ride, be sure the bicycle is in a low gear (2-2 or 2-3).
5. Get comfortable in the seat, and place both feet on the ground (see **Seat Installation and Adjustment**).
6. Stabilize the bike by applying the brake, put your favorite foot on the pedal and back pedal until the crank is vertical.
7. With firm pressure, push on the pedal, lift the other foot off the ground and place it on the other pedal.
8. Pedal confidently and in an appropriate gear to propel yourself at a reasonable speed.
9. When riding on level ground or going downhill, lean back and relax.
10. When going over a bump, lean forward to spread your weight evenly between pedals and seat back.
11. Before coming to a stop, gear down (while spinning the pedals); this will enable you to start again in a low gear. Note on the 21 speed you may shift between ranges (1-3) while stopped.

Your body may require some adjustment to the riding position and muscle group usage that the *BikeE* promotes. This is natural; adaptation to the new position will vary, depending on individual physiology and exercise regimes. Some tips for a trouble-free introduction to **Seated Cycling™**:

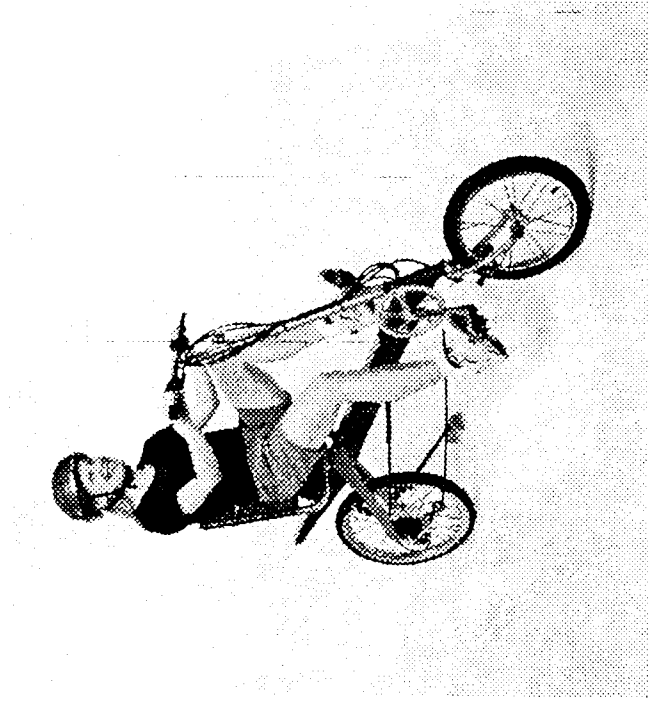
1. Take short rides on level or gently sloping terrain for a few days before attempting long distances or more aggressive riding.
2. Downshift and maintain a high RPM when climbing hills. Failure to do so can lead to possible knee irritation or injury.
3. If you feel tight or sore in particular areas, you will likely benefit from a brief warmup and stretching routine before and after riding.

## PART 2. ASSEMBLY

### Fitting Your BIKEE

The BIKEE is built to accommodate most body sizes. In order to ride comfortably and safely, you should adjust the BIKEE to fit your body.

There are three adjustments that can be made to custom fit the BIKEE (1) seat distance from the pedals, (2) handlebar height, and (3) seat fit. The photo below shows a rider in the proper seated position.



1. When seated, your knee should be just slightly bent when the forward foot is in the farthest position. This is adjusted by moving the seat along the length of the frame, moving you closer or farther away from the pedals (see **Seat Installation and Adjustment**).
2. The handlebars should be at a height that is most comfortable for your hands and arms and that allows knee clearance when pedalling. The handlebars are adjusted by raising or lowering the stem (see **Handlebar Adjustment and Alignment**).
3. (see **Seat Installation, Removal and Adjustment**)

The BIKEE was designed to be assembled in about 15-20 minutes. Tools needed for assembly:

- 5 mm Allen wrench (included)
- 6 mm Allen wrench (included)

Unpack in the following order:

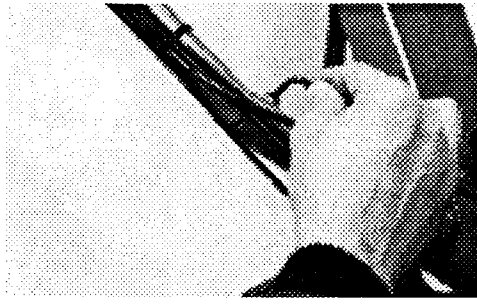
1. Remove the frame by lifting it straight out of the box.
2. Remove the seat, front wheel and pedals from the box.
3. Remove all packing material from frame, seat and front wheel.

You are now ready to begin assembly. Please read carefully the following directions.

\* Refer to section 4 for AT suspension assembly and maintenance.

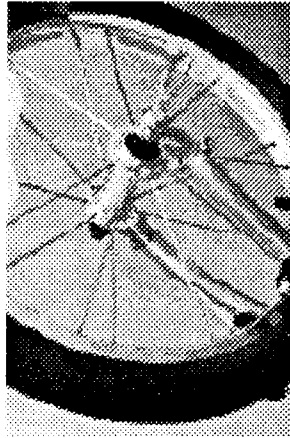
### Handlebar Installation

1. Remove shipping plug from clamp tube.
2. Place the bottom end of the extension tube into the clamp tube socket. Be sure it is seated all the way in. Twisting back and forth can aid in seating the post. Lightly tighten the clamp tube socket bolt with a 5 mm Allen wrench (see photo at right).
3. Install the front wheel as outlined in the following section.
4. Align the handlebars perpendicular to the front wheel by standing with the front wheel between your legs. Look at the alignment of the handlebars in relation to the front wheel.  
**Then fully tighten the clamp tube socket bolt.**
5. To check for tightness, hold the front wheel between your legs and try to turn the handlebars.



## Front Wheel Installation

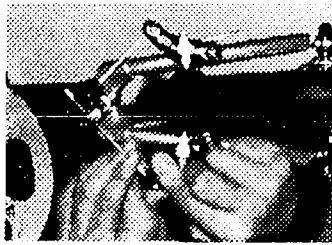
1. Remove the spacer from the front fork.
2. Open the front wheel quick-release lever, loosen the QR nut a few turns.
3. Seat the wheel axle in the slot on the front fork dropouts. Make sure it is fully seated in the slot (see photo below). Traditionally the QR lever is on the left side from the seated position.
4. Now tighten the nut and close the quick-release lever with firm pressure (see **Quick-Release Lever Operations** for full operation instructions).
5. Make sure the front wheel is centered properly between the fork blades.
6. Check for proper installation of the front wheel before each ride:
  - Be sure the quick-release lever is in the closed position.
  - Lift the bike off the ground and hit the wheel sharply from above to confirm that it is firmly attached.



## Front Brake Installation

After installing the front wheel, the front brake must be connected (see photo at right).

1. With one hand, hold the brake calipers closed with the brake pads against the wheel.
2. Grab the end of the straddle cable between the thumb and forefinger and bring it through the slot in the brake arm. It should seat itself in the cylindrical depression.



## Pedal Installation

The pedals are stamped "R" and "L" on the threaded end of the pedal.

1. Put a small amount of grease or lubricant on the pedal threads.
2. Screw in the right ("R") pedal by turning it clockwise as you face the bike.
3. Screw in the left ("L") pedal by turning it counter-clockwise as you face the bike.
4. Tighten both pedals with a 15 mm open-ended wrench.

**WARNING:** Make sure each pedal is on tightly and securely. Failure to do so could result in a serious accident.

## Seat Installation, Removal and Adjustment

### Installation

1. Open the two quick-release seat levers located under the seat.
2. Unscrew the nuts (opposite the levers) on the quick-release assembly until they are even with the end of the skewer.
3. Stand behind the bike and place the seat forward of the seat rail stop (small pin that protrudes above the seat rail).
4. Tilt the seat to the left, and engage the two left side seat sliders (round plastic pieces located at the bottom of the seat frame) with the left side seat rail.
5. Stand behind the seat, place the heel of your right hand on the right side concave area of the seat cushion.
6. Push down quickly and firmly, engaging the right side seat sliders with the right side main frame rail.
7. Slide the seat to the desired position on the rails (see **Fitting Your BikeE**), tighten the nuts (be sure the QR bushings are seated) and push the quick-release lever to the closed position.

### Removal

1. Open the two quick-release seat levers.
2. Unscrew the nuts so they are even with the end of the skewer.
3. Pull up quickly on one side of the seat frame. It should release easily.

### Adjustment of cushion tilt and fore-aft position

1. Use a 6mm allen wrench to loosen the two bolts under each side of the cushion.
2. Adjust fore and aft position, and tilt angle.
3. Tighten the two bolts.

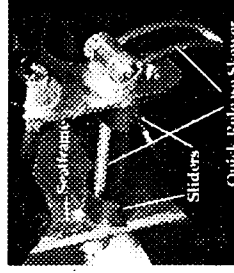
### Adjustment of seat back

There are three straps that can be adjusted. The lower strap controls position relative to the seat cushion; the middle provides lumbar support; the upper controls lean (begin with the middle strap tight). After adjusting the bottom strap you may want to re-adjust the cushion tilt and position and possibly the seat position on the frame.

### Adjustment of seat frame tilt

Frame tilt allows you to make changes in seat back angle.

1. Open both seat quick-release levers.
2. Remove the front quick-release by unscrewing the nut and pulling the skewer free of the seat frame.
3. Use a #2 Phillips head screwdriver to remove the screw holding each of the two plastic sliders onto the seat frame.
4. To tilt the seat backward, move the frame so that the bottom hole in the sliders lines up with the hole at the bottom of both sides of the seat frame. Re-install the screws in different hole. To tilt the seat forward, line up the bottom hole in the sliders with the second hole from the top on both sides of the seat frame. Re-install the screws in different hole.



5. Reinstall the front quick release skewer. Make sure the skewer goes through the two plastic sliders and the seat frame.

**Suggestion:** When assembling the seat the first time, position the seat cushion just in front of the mid-point on the seat frame. It is also helpful to tilt the seat cushion up to create a level seating position for riding.

## PART 3. CARE AND MAINTENANCE

\* Refer to section 4 for AT suspension assembly and maintenance.

### Brake Adjustments

**WARNING:** Do not ride your *Bike* until both front and rear brakes have been checked and are functioning properly. Keep all nuts and bolts on brakes, and brake levers, well tightened. Lubricate cables occasionally to prevent binding. Failure to do so may cause brakes to malfunction, resulting in a serious or fatal accident.

The front brake lever is mounted on the left side of the handlebar.  
The rear brake lever is mounted on the right side of the handlebar.

There are three adjustments that can be made to the brakes:

1. Brake cable adjustment
2. Brake pad adjustment
3. Brake balancing

**WARNING:** Adjustment of the brake lever in too narrow a position may cause the lever to hit the handlebar before full braking action is achieved. This is a dangerous situation. Recheck the brake lever position and make appropriate adjustments before riding. Failure to do so may result in inadequate or loss of brakes resulting in a serious or fatal accident.



### Handlebar Adjustment and Alignment

The handlebars may be raised or lowered on the extension tube to adjust for best arm comfort. Usually, the best fit is when knees just clear the handlebars while pedalling.

1. Using a 5 mm Allen wrench, loosen the upper bolt of the extension tube.
2. Raise or lower the handlebars according to your needs. Your arms should be in a relaxed, comfortable position and your knees should clear.
3. Align the handlebars perpendicular to the front wheel. To do this, stand with the front wheel between your legs and look at the alignment of the handlebars in relation to the front wheel.
4. Tighten the upper extension tube bolt.
5. To check the tightness, hold the front wheel between your legs and try to turn the handlebars with your hands. If there is any slippage, tighten the bolt more securely.

**WARNING:** If the bottom of the handlebar stem is visible in the clamp slot, then the handlebar is extended too high and is in an unsafe position. Re-adjust so that the bottom of the stem is not visible in the slot. Make sure all bolts are tightened and that the handlebars are perpendicular to the bicycle frame. Failure to do so could result in a serious accident.



### Brake cable adjustment

Brakes require occasional adjustment due to cable stretch and brake shoe wear. The brake lever should have very little free play and should start closing the calipers as soon as lever action begins.

1. Loosen the locknut on the adjusting barrel.
2. Turn the cable adjusting barrel:
  - Counter-clockwise (outward) if the brakes are too loose
  - Clockwise (inward) if they are too tight.
3. Be sure that the brake pads do not touch the tire rim when the brake levers are not being applied. The right and left pads should pull away from the sides of the rim equally when the brake levers are released. If not, refer to **Brake Balancing**.
4. If the barrel adjustment was not sufficient, additional adjustments will be necessary. *BikeE Corp.* strongly recommends that a professional bicycle mechanic service your brakes if you have any doubts about brake adjustments.
5. Tighten the locknut securely after any adjustments have been made.

**Important:** *BikeE Corp.* strongly recommends that the following procedures for brake pad adjustment and brake balancing be done by a qualified bicycle mechanic. For those with adequate bicycle maintenance knowledge, the following steps for these adjustments are given below.

### Brake pad adjustment and brake balancing

If the brakes are squeaking, or hitting the tire or part of the inner rim, then the brake pads need to be adjusted.

1. Loosen the nut on the brake pad and adjust the brake pad position to the rim.
2. Make sure the pads are centered and do not touch the wheel rim when brake levers are not applied. Pads should be square to the rim when they contact.
3. To ensure that the brakes will not squeak, place a 1/16" thick cardboard shim under the rear edge of the shoe for toe-in.
4. Tighten the brake pad nut after adjustments have been made.
5. Before each ride, check brake alignment against the rim to maintain proper performance

### SPECIAL CAUTION: Braking in wet weather conditions

In wet weather conditions, you will need to increase the distance needed to stop safely. Anticipate the extra distance you will need, ride slowly and carefully. Squeeze your brake levers slowly and with gradual pressure to avoid skidding or loss of control. The same caution should be observed on loose gravel or dirt. Failure to be cautious during wet or other severe road conditions may result in a serious accident.

### Brake balancing

If one brake pad rubs the rim continuously, then the brakes need balancing.

*Front: Cantilever or dual-pivot:*

1. With a 10mm open end wrench, adjust the nut at the base of the brake arm on the left side of the *BikeE*.

- Turn counter-clockwise if left brake pad rubs
  - Turn clockwise if right brake pad rubs
2. If adjustment will not remain constant, tighten brake mounting bolt with a 5 mm Allen wrench.

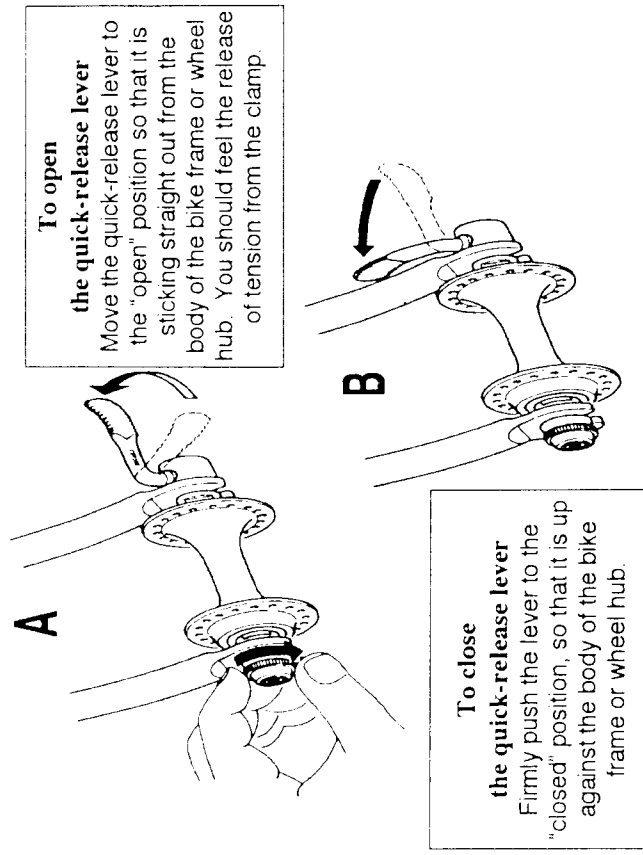
*Rear V-Brk and Linear pull brakes:*

AA use 2mm allen key - RE use #1 phillips or small std screwdriver.

Adjust each side individually clockwise if rubbing. Be sure that the brakepads are set up correctly and are not worn prior to balancing.

### Quick Release Lever Operation

There are three or four quick-release levers on your *BikeE*: one on the front wheel; one on the rear wheel (7spd); and 2 on the seat frame. It is important that these levers be properly adjusted before riding.



### Adjusting the quick-release levers

*Lever Is Too Tight:* There should be some resistance when closing the quick-release levers, but you should not have to use excessive force. If the lever will not close, adjust it in the following way: while opening and closing the lever with one hand, turn the nut counter-clockwise with the other hand until the lever can be fully closed.

*Lever Is Too Loose:* While opening and closing the lever with one hand, turn the nut clockwise with the other hand until force is required through half of the rotation when closing the lever.

## Derailleur Adjustment

**IMPORTANT:** It is advised that you have a professional bicycle mechanic adjust the derailleurs. Further instructions can be found in the manufacturers' instruction sheets. Failure to follow manufacturers' directions, or those given below may result in chain misalignment, possibly leading to a serious accident.

### Rear derailleur adjustment

Adjustment to the rear derailleur can be done while turning the cranks, in a stationary position or while riding. Always make small adjustments first, then either test ride the bike or have someone pick it up by the seat while you rotate the crank and turn the shifter.

Before adjusting the derailleur, be sure the chain is clean and well lubricated. Also, lubricate the shift cables and inspect for any kinks. Dirty, dry or kinked cables will cause shifting hesitation or failure.

### Problems:

1. Derailleur does not shift into all gears.
2. Chain makes a grinding noise when in gear.
3. Chain jumps gears.

### Solution:

1. Shift into sixth gear.
2. Crank the pedals so that the chain drops into the second smallest cog
3. While cranking the pedals, turn the cable adjusting barrel--on the rear derailleur or the shifter--clockwise (outward) until the chain begins to hit the third cog.
4. Rotate the barrel one turn counter-clockwise.
5. Shift into seventh gear and check that the chain has moved to the first cog.
6. If not, then turn the barrel another 1/4 turn counter-clockwise.
7. Check all other gears by shifting up to first gear.
8. If the chain still does not shift when you rotate the moveable grip then turn the barrel 1/4 turn clockwise.
9. If the chain skips a gear, turn the barrel 1/4 turn counter-clockwise.
10. Go back to first gear as a final check.
11. The chain should run smoothly between the large and small cogs.
12. If all gears can still not be reached, the limit screw may need adjustment.

### SPECIAL CAUTION:

The adjusting barrel is for "fine" adjustments to the derailleur. If the barrel is turned too far counter-clockwise it will screw out of its threads creating a **hazardous** condition. The adjusting barrel must be screwed in until a maximum of 1/4" of thread is showing. "Course" adjustments to the system are made by removing the derailleur cable slack at the rear derailleur cable anchor. Refer to manufacturer's instructions.

### Internal 3 speed hub adjustment

The 3 speed internal hub should not need frequent adjustment. The following instructions are for fine adjustments only; major adjustments should be made by a professional bicycle mechanic.

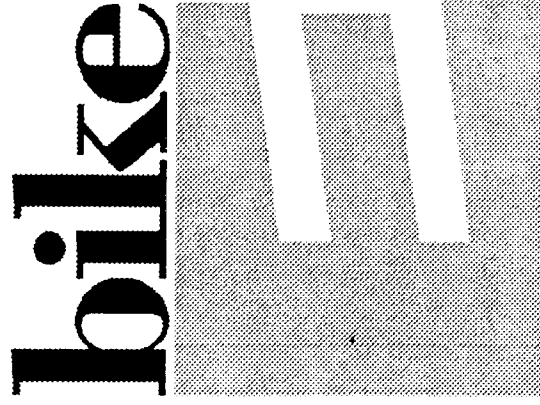
**Note:** A slight clicking sound will emanate from the internal hub in first and second gears, as with all internal geared hubs, this is an inherent part of the design and will not affect performance.

### Problem:

1. Hub does not engage in all gears, makes excessive clicking noise and cable makes rhythmic jerking motion.

### Solution:

1. While turning the crank, shift the grip shift (on left side of handlebars) into first gear.
  2. Shift into second gear, then pause pedaling action
  3. Turn the cable adjusting barrel 1/2 turn counter-clockwise, and resume pedaling
  4. Repeat step 3 if second gear still does not engage.
- Also see manufacturer's instructions





## Wheel Removal and Installation

### Rear wheel removal

Refer to the photo at right.

1. Shift the rear derailleur into high gear (#7, small cog).

**21 Speed:** twist left shifter to #3

2. Release the rear brake cable by holding the rear brake shoes against the wheel rim and removing the cylindrical end of the straddle cable from the depression in the brake arm.

**7 Speed:**

1. Open the hub quick-release lever.

**21 Speed:**

1. Disconnect the 3 speed cable by pressing spring on black plastic connector (note the position of the connector on threaded rod for reconnecting).
2. Loosen hub nuts with 15mm wrench.

**All models:**

1. Pull the spring loaded derailleur pulleys (and chain) towards the rear, while pulling the entire wheel out of the frame's axle slots (dropouts).

**Warning:** Removal and installation of the rear wheel may cause misalignment of the rear derailleur. We recommend this procedure be done by your local *BikeE* dealer or bicycle mechanic. Refer to **Derailleur Adjustment**. Also check rear brake adjustment, refer to **Brake Adjustments**.

### Rear wheel installation

Installation is the reverse of removal.

1. Position the rear derailleur in its high ('outside') gear.
2. Insert the wheel into the dropouts, making sure to catch the chain on the small freewheel cog.
3. Push the wheel firmly into the dropouts to center.

**7 Speed:**

1. Close the quick-release lever firmly.

**21 Speed:**

1. Tighten hub nuts with 15mm wrench.
2. Insert threaded connector rod into black plastic connector to same distance as before removal. For correct adjustment, put shifter in 1st gear and make sure cable does not have any slack. This will help assure accuracy.

**All models:**

1. Reattach the rear brake cable and check for brake adjustment.

### Front wheel removal

1. Hold brakes against the wheel, then grab the straddle cable end and remove it from the slot in the brake arm (see **Front Wheel Installation** photo).
2. Open the quick-release lever and back the nut off a few turns.
3. Remove the wheel from the frame.

## General Tire Maintenance

1. Maintain tire pressure at the value indicated on the sidewall of the tire.
2. Never ride your bicycle with under-inflated tires as this will cause poor handling, excessive tire wear or a blowout.
3. Use a hand or foot pump to inflate tire to proper tire pressure.
4. Over inflation or an improperly mounted tire may cause blowouts.
5. If there are any irregular noises from wheels, or if the rims wobble while rotating, check and repair wheels immediately.
6. Wheels should be checked regularly for spoke tightness, especially if ridden on rough roads. If the wheel does not remain "true" this indicates that the spokes are loose. We recommend that spoke adjustments be performed by a professional bicycle mechanic.

**WARNING:** Avoid riding over curbs. Watch for and avoid potholes, gratings and other road hazards. Walk your bicycle over railroad tracks, stairs, ditches or other such rough conditions. Failure to do so may result in tire failure, loss of control, or other mechanical failures and may result in a serious or fatal accident.

## Flat Tire Repair

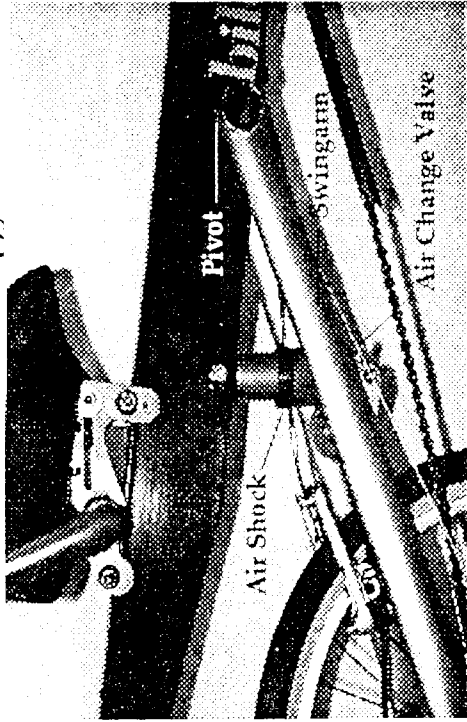
### Removing the tire and tube from the wheel rim

1. Release brake cable.
2. Open quick-release lever on wheel.
3. Remove wheel. (See **Rear Wheel Removal**).
4. Deflate tube completely.
5. Remove tire with tire levers.
6. Remove tube.
7. Check for glass, splinters, thorns, small pebbles in the tire casing, the tube or on the inner rim.
8. Make sure the rim is not damaged.
9. Check the tube for holes. This can be done by putting air in the tube and feeling where air leaks out.
10. Patch the tube according to directions in your patch kit available at your local bicycle dealer.
11. Fill tube with enough air to hold it's shape.

### Reinserting the tube and tire onto the wheel rim

1. Put the tube into the tire partially inflated to prevent crimping.
2. Work one tire bead into the well of the rim.
3. Insert tube valve into rim opening.
4. Starting at the valve, use your thumbs to work the remaining tire bead over the edge of the rim, letting air out of the tube as needed.
5. Check that the tire and tube are centered on the rim.
6. Inflate tire to proper pressure.
7. Put wheel back on, and secure quick release levers.
8. Re-attach brake straddle cable and check for security.
9. Check to make sure the wheel is centered, secure and does not wobble or become loose.

## 1998 BikeE Air Technology Information



The BikeE Air Technology (AT) bicycle is the most sophisticated suspension recumbent bicycle available. The AT utilizes an air pressurized shock that utilizes air to control the springing and dampening medium and provides 2 1/2 inches of rear wheel travel. The AT also utilizes an oversized pivot for smooth shock action and extra strength. The unit is typically filled with air to a pressure between 100 psi and 250 psi, depending on the weight and height of the rider. The springing system is basically like a conventional air spring, where the spring force is generated by reducing the volume of the pressurized air chamber, thereby increasing its internal pressure. The dampening forces are generated by flowing the pressurized air into and out of internal chambers through controlled orifices as the shock is compressed and extended. The Cane Creek AD5 shock on the BikeE AT incorporates a negative "spring" air chamber which minimizes stiction and provides some initial "sag" under the weight of the rider.

### Setup and adjustments:

The spring and dampening characteristics of the BikeE Air Tech is controlled by air pressure. The air pressure is set based on the height and weight of the rider and the desired performance characteristics. Pressure is controlled with a standard shock pump, which should be capable of over 250psi and have a pressure gauge. Note: Make sure that air is not lost as you remove the shock from the air change valve. The shock should be inflated to an internal pressure which provides 1/16" to 1/8" of sag (travel) under the static weight of the seated rider. Refer to the equation on page 18 for a starting point. After some riding, this initial pressure can be adjusted up or down to suit the rider's specific desires. Reduced pressure will provide a smoother, more "plush" ride, but with a greater tendency to bottom out. Increased pressure will give a firmer ride with somewhat quicker rebound.

### Maintenance:

No regular maintenance of the AD-5 shock is required, other than to periodically clean the outside surface of the shaft and the exposed wiper seal. NOTE: It is important to periodically check the air pressure, especially when riding in cold temperatures. Please keep in mind that some pressure is lost whenever it is checked. Make sure to pump the shock back to suitable pressure after checking.

For more information about the Cane Creek shock please visit Cane Creek on the Internet at [WWW.CaneCreek.com](http://WWW.CaneCreek.com) or call 1-800-234-2725.

# Suspension Recommendations for air pressure in shock

When the BikeE AT comes out of the box the air shock has no air in it. It is important to air the shock up before use so that you do not damage the shock. Air shock pumps are available from BikeE or your local bike store.

Below we have outlined a basic way to determine what is the correct air pressure for you to have in your shock. The equation is simply a starting point and each rider will determine what is the best air pressure based on their preference for a more plush ride (less air pressure) or a stiffer ride (more air pressure).

It is very important to keep your shock inflated to the proper pressure. Lack of maintenance will damage your shock and void your warranty!

### Standard Length Frame

Rider weight (lbs) x Riders height (inches) divided by 80=Correct lbs.

Metric: Rider weight(Kg) x Riders height(cm) divided by 13=Correct Kpa.

#### Example:

160 lbs x 66 inches=10560 / 80=132 PSI in shock

### XL Length Frame

Rider weight (lbs) x Riders height (inches) divided by 88=Correct lbs.

Metric: Rider weight(Kg) x Riders height(cm) divided by 14=Correct Kpa.

#### Example:

160 lbs x 66 inches=9900 / 88 =120 PSI in shock

Remember that you will lose 5 to 10 psi when installing and removing the shock pump so always pump the shock 5 to 10 PSI beyond the recommended air pressure.



## Maintenance Check List

In order to keep your *BikeE* in top condition you should run a thorough maintenance check frequently. This will ensure a longer component life and will maintain the riding ease of your *BikeE*.

### General bicycle inspection

General inspection should be done before each ride and should include the following:

1. Check for loose nuts and bolts.
2. Check for fork and frame alignment.
3. Inspect brake pads for wear and replace when necessary.
4. Check for proper brake alignment.
5. Check for any worn or damaged parts and replace.
6. Look for loose spokes on the wheels. Check tires for glass, thorns or any other sharp objects.
7. Check that all quick-release levers are securely fastened.
8. Make sure both wheels are properly aligned.
9. Make sure handlebar stem bolts are tight and that the bottom of the stem is not visible in the slot.
10. Keep the derailleur in adjustment. Do not let the bike rest or fall on the derailleur.
11. Keep tires inflated to pressure indicated on the tire wall.

### Component lubrication

While the bottom bracket bearings are a sealed cartridge type that normally require no maintenance, there are other areas that require lubrication to function properly:

1. Drive chain: lubricate frequently in wet conditions and less often in dry conditions. Use bicycle chain lube.
2. Rear derailleur. Lubricate. (as needed)
3. Brake cables. Lubricate. (as needed)
4. Front and rear hub bearings, and headset bearings. Grease. (every 6 months)

### Finish protection and maintenance

As with any vehicle exposed to the elements, surface finish will be protected by applying and maintaining a coat of high quality wax (automobile wax is suitable).

The stainless steel used in your *BikeE* is resistant to corrosion in most atmospheric conditions; however, certain extreme environments may cause oxidizing of surfaces. We recommend either maintaining a coat of wax or periodic polishing with a non-abrasive pad (e.g., typical dish cleaning pad).

Prolonged exposure to ultraviolet light will cause a color shift in anodized surfaces. We recommend storing your *BikeE* away from direct sunlight.

## BikeE Limited Warranty

This is to certify that the *BikeE*, serial number (located on underside of frame, below the bottom bracket) \_\_\_\_\_ is registered to:

Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_  
Except for this written warranty issued by *BikeE* Corp., no other expressed warranty is made or authorized by *BikeE* Corp. To the extent allowed by law, any implied warranty of merchantability or fitness for a particular purpose applicable to this product is limited in duration to the duration of this written warrant.

*BikeE* Corp. warrants each new frame, fork, seat assembly and stem against defects in workmanship and materials for the lifetime of the original owner; paint & decals are warranted for one year; all original components are warranted for 180 days. *BikeE* Corp. is not responsible for failure due to neglect, abuse, misuse, accident and/or normal wear & tear, improper assembly, improper maintenance, or the use of unauthorized replacement parts. The warranty does not cover bikes used for rental, competition or commercial use.  
**BIKEE CORP. NEITHER ASSUMES NOR AUTHORIZES ANY PERSON TO ASSUME ANY OTHER LIABILITY IN CONNECTION WITH BIKEE BICYCLES, AND THERE ARE NO ORAL AGREEMENTS OR WARRANTIES COLLATERAL TO OR AFFECTING THIS AGREEMENT. THE WARRANTY GIVES SPECIFIC LEGAL RIGHTS. THERE MAY BE OTHER RIGHTS DEPENDING UPON THE STATE IN WHICH AN OWNER LIVES.**

### WARRANTY EXCLUSIONS

1. This warranty does not cover failure due to accident, abuse, misuse, neglect, normal wear & tear, improper assembly, improper maintenance, unauthorized modifications, or use of unauthorized replacement parts.
2. The user assumes responsibility of personal risk or other losses if the bicycle is used for commercial activities or in any competitive event (amateur or professional), such as bicycle racing, stunt riding, ramp jumping, acrobatics, off road riding or any other similar activities, or during training for these activities.
3. This warranty does not cover any personal injuries.
4. This warranty does not cover frame failure due to corrosion.
5. This warranty is voided if any unauthorized modifications such as painting, chroming, braze-ons, reaming, filing or other physical changes are made to the *BikeE*.
6. This warranty does not include dealer service charges for replacement parts or for shipping charges to or from *BikeE*.
7. This warranty does not cover damage to the *BikeE* caused by repair stands or holders, parking racks or other foreign devices.
8. *BikeE* Corp. does not guarantee exact replacement of the framset by color or model and reserves the right to make changes or improvements to its products without incurring any obligations to alter previously purchased products.

**HOW TO CLAIM WARRANTY** Under the terms of this warranty you have specific legal rights. There may be other rights available to you depending on and varying with the state in which you live. All claims under this warranty must be made through *BikeE* Corp. or through an authorized *BikeE* dealer during the aforementioned warranty period. Should you have any problems connected with this bicycle, *BikeE* Corp. or an authorized *BikeE* dealer will make every effort to resolve them to your satisfaction.