



# MANUAL LEKKER BIKES

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AMSTERDAM  
ELITE  
M2 SERIES

# CONTACT

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WARNING: In the interests of safety it is recommended that you have this bicycle assembled by a skilled bicycle mechanic.

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# WELCOME TO LEKKER

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Dear Lekker Customer, first of all we would like to congratulate you with your brand new bicycle! It's already a great day. But before you ride out we want to make sure your bike is in tip-top condition, and you are aware how to keep it like that. Very important, to ensure endless smiles each single ride.

In this manual we have compiled for you lots of tips on how to use your Lekker Bicycle, instructions for maintenance and care, plus obviously a walk through how to execute the final assembly of your ride. We advise to read this manual thoroughly.



# WELCOME TO LEKKER

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You will find it worth your while; even if you have cycled all your life and feel like a veteran with your new ride.

For your enjoyment and safety please complete the first part of this manual, to ensure all is clear about general bicycle safety.

## Your Lekker Team



Note: We have to stress that this manual won't teach you the skills of a bicycle mechanic. Even a manual as big as all Harry Potters books together could not describe every possible combination, tricks and available components. For this reason this manual only focuses on your newly Lekker Bicycle, standard assembly and drawing your attention to important notes, warnings and maintenance.



# CHAPTER 1

## Getting started

**1. Congratulations!** You are the proud owner of a brand new **Amsterdam M2**! When you receive your bike, the first thing to do is check that it has arrived in perfect condition, Open the top of the box, and visually inspect the bike.

**2.** Remove the bike from the box, some help may be needed for this step (you may find it easier to **cut the side** of the box open and use this as a **surface** to build on, be careful whilst using sharp knives!). Once removed, you will find a small **accessory box**.

**3.** For the correct assembly of your bike you will need the following tools; **8mm/10mm/15mm spanners**, **3/4/5/6mm Allen keys**, a small amount of lithium **grease** and a **pump**.

# CHAPTER 2

## Handlebar fitment and adjustment

**4.** Remove all the packaging, **cut** the cable ties holding the **handlebars** and **front wheel**. Carefully remove the **front wheel**, you may need to **spin** the **pedal arm** to help give it **space**, be careful not to force it and damage spokes or the wheel. Leave the rear wheel in the cardboard for stability and place a piece of foam on the top bar to **avoid scratches** while assembling. Remove the **small plastic** tab from between the brake pads and loosen the axle nuts.

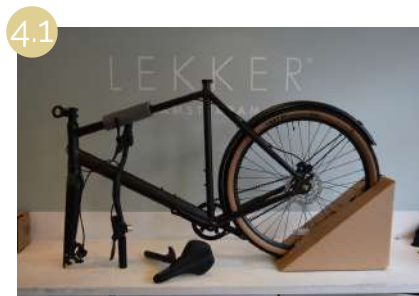
**5.** In the box, you'll find **information** about the brakes and belt system, pedals, small rubber plug, and spare brake tabs (these can be used while traveling with your bike with the wheels removed).

**6.** Using a **4mm** allen key, undo the **4 bolts** located on the front of the stem, then place the **handlebars** in the stem and gently tighten each bolt, ensuring they are done so evenly. Centre and adjust the angle of the handlebar, once you have found your desired bar angle, tighten the bolts to **5Nm** importantly making sure they are **tightened evenly**.

# IMAGES

## Chapter 1

(From LEFT to RIGHT, images follow the order of instructions.)



# IMAGES

## Chapter 2





# IMAGES

## Chapter 2



# CHAPTER 3

## Front wheel and fender fitment

**7.** If you wish to **fit** the **front fender**, you may now do so. **Remove** the silver bolt from the top of the fork and loosely **tighten** it in place with the fender. **Place** the stays in the mounts on the sides of the fork.

**8.** Now it's time to **fit** the **front wheel**. Lift the front end of the bike up, **place the axle** of the wheel in the dropouts, and carefully align the **brake disc** in the caliper between the pads. On **both sides** of the wheel, place the washer on the axle on the outside of the fork, followed by the axle nut. Now tighten using the **15mm spanner**, ensuring a secure fit.

**9.** Now with the wheel in place, you can **align and tighten** the fenders. Ensuring there is adequate space between the tyre and the fender, **tighten** the stay clamps. With one side securely fastened, check the other side for **alignment**.

**10.** Push the fender up to make sure there is **even space** between the tyre and fender. Using two 5mm allen keys, tighten the top **silver bolt**. To help align the front of the fender, use one key on the back of the fork while pushing the fender into **alignment**.

# CHAPTER 3

## Front wheel and fender fitment

**11. Lift** the wheel off the ground and **spin it**. It should spin freely without noise, if you hear a metallic rubbing sound then the brakes will need adjusting. You will need a **5mm allen key**. With the bike upside down, adjust the caliper. You will need to loosen the **two 5mm allen key bolts** found on the top of the caliper only a little so that you can gently move the caliper horizontally so the disc rotor moves freely between the brake pads. Ensure you **do not leave** any grease on the disk.

**12. ATTENTION:** Disc brakes can be **dangerous** if adjusted whilst the wheel is spinning, so take extra care when doing this. If you do not feel comfortable adjusting the brakes, we recommend to always take your bicycle to a **trained mechanic** for building/adjustment.

**PLEASE NOTE;** Disc brakes are subjected to high temperatures and stresses, which can cause the disc rotor to **warp slightly**, this is normal and can be adjusted by bending the disc rotor back to its original position.

# IMAGES

## Chapter 3



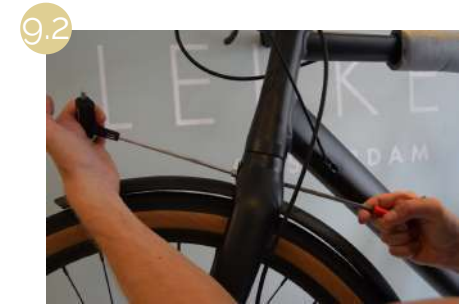
# IMAGES

## Chapter 3



# IMAGES

## Chapter 3





# IMAGES

## Chapter 3

10



10.1



# IMAGES

## Chapter 3

10.2



11



11.1



# CHAPTER 4

## Assembly of the pedals

**13.** For the assembly of the pedals you will need a **15mm** open-ended spanner. **ATTENTION:** please make sure to check the **thread direction** before inserting the pedals, as fitting the pedal to the wrong side can damage the crank arm which is not covered under warranty! If the pedal has ridges where you tighten with a spanner

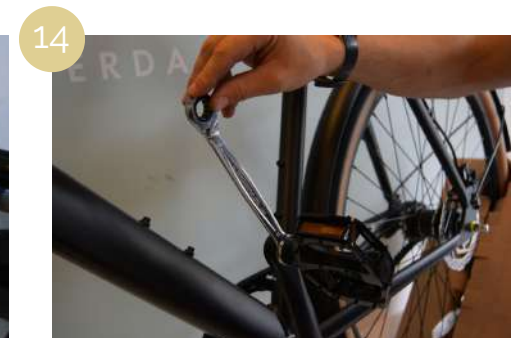
**14.** **Flip** the bike back over. Apply some grease or anti seize to the threads and tighten to **40-42Nm torque**. **PLEASE NOTE;** It is very important to tighten the pedals to the correct torque, as by not doing so will lead to the pedals **loosening and damaging** the crank arm thread, which is **not covered** under warranty!

**15.** To install the **saddle**, use a **5mm** allen key. Apply a small amount of grease to the inside of the frame tube. Now insert the saddle to the desired height and tighten using the key. You can adjust the angle of the saddle using a **6mm** allen key under the saddle.

**16.** You can now **adjust** the angle of the **brake levers** and **gear shifter** if you wish. Using a **5mm** Allen key, loosen the bolt on each of the brake levers to allow you to move them, once in the correct position **tighten** the bolts to the manufacturer's torque recommendation, **PLEASE NOTE:** you may have to **adjust** the gear shifter position to allow you to move the right hand lever, to do this, **loosen** the bolt with a **3mm** allen key, then perform the same steps as above, just remember to **tighten** the shifter back up!

# IMAGES

## Chapter 4



# CHAPTER 5

## Adjusting gears and final checks

Your M2 will be either a **3 speed**, **8 speed** or the **Nuvinci rear hub**, whilst we check all gear systems, some cable stretch can occur before, during and after the first few rides.

### 3 Speed

- Turn the **gear shifter** on the handlebar to position **number 2**.
- Now check viewing window on the gear changer on the rear wheel, there will be **two white lines**, and a yellow line that **moves** when the gear is changed, when the yellow is **between** the white lines in gear 2, the gears are **correctly adjusted**.

# CHAPTER 5

## Adjusting gears and final checks



### 8 Speed

- Firstly, turn the **gear shifter** to gear **number 4**.
- Now go to the rear of the bike and look at the **small window** on the rear hub, there will be **two yellow lines**, if the top one is not lined up with the bottom line, then you will need to either tighten or loosen the cable buy adjusting the barrel adjuster located on the bottom of the shifter.

# CHAPTER 5

## Adjusting gears and final checks

- **Turn** the adjuster **away** from you to tighten, and towards you to loosen the cable, we recommend **only** turning  $\frac{1}{4}$  **turn** then checking the alignment, and re-adjust if needed.
- Shift **down** a gear, then back to **4th to check the two lines**, once they are **lined up**, the gears will be correctly adjusted!

16.2



16.3



16.4



# CHAPTER 5

## Adjusting gears and final checks

### Nuvinci gearing

- Ensure that you can move the gear shifter to its **full extent** in both directions. To do this you may need to **spin** the rear wheel to allow it to move more, as you can only move the shifter a little whilst the wheel is stationary.
- To check the movement, locate the **small silver block** with cables attached on the gear changer at the back wheel, and then **turn** the grip shifter so that the silver block touches both sides of where the cables are **fitted** to the changer.
- For further information on the Nuvinci system please refer to the **user manual** which can be found **online**, or contact us directly.

# CHAPTER 5

## Adjusting gears and final checks



# CHAPTER 5

## Adjusting gears and final checks

**17. Remove** the valve covers on both wheels, **attach** the pump head and **inflate** the tyres to the recommended pressure (usually printed on the sidewall of the tyre) and re fit the valve caps.

**18.** Check the brakes are working by pressing the lever rapidly a few times to allow pressure to **build up** in the system, lift the wheel off the ground and spin it. It should spin freely without noise, if you hear a metallic rubbing sound then the brakes will need adjusting, **PLEASE NOTE:** the brakes will need checking **before every ride**, any anomalies should be addressed before using the bike further.

**19.** To check **belt tension**, push it up and down halfway between the pedals and the rear axle, it should have around **10-15MM** both up and down, it is worth checking it at several points by rotating the pedals a quarter turn. The **tension** can be adjusted by sliding the rear wheel forwards or backwards. There are handy guides in more detail on the **Gates website**.



# GALLERY

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# GALLERY

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