KHEbikes®

Assembly guide
BMX bikes

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Legal disclosure

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Legal inspection by a lawyer's office specialising in intellectual property.

This manual covers the requirements and scope of EN 16054:2012.

In case of delivery and use outside this scope, the manufacturer of the vehicle must supply the requisite manuals. Subject to modifications.

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Important information

Dear Customer,
Your BMX bike has been carefully partially assembled in the factory. To make the bike ready and safe for use, the handlebars, front wheel, seat and pedal must be assembled. You can find additional information in the “Assembly” chapter on page 5. If you have any further questions or have not quite understood certain points, you should contact KHE Service for your own safety: Tel.: +49 7247 954 558 13, customers in Germany: service@khebikes.de, customers in other countries: support@khebikes.de.
Leave all safety-relevant work to a specialist retailer. Please read all warnings and advice in this assembly guide carefully before using your bike. We recommend keeping the assembly guide close to your bike so that it is always at hand. This assembly guide is only valid when accompanied by the operating instructions with which it was supplied. If you lend your bike to a third party, please give them this manual along with the bike. You may use your bike only once you have fully read, understood and implemented the content of this manual.

Warnings

This manual contains four different types of pointers: one providing important information about your new bike and how to use it, a second referring to possible damage to property and the environment, a third warning against potential falls and serious damage to your equipment or physical injury and a fourth type helping you to apply the proper torque so that the parts do not loosen or break. When you see these symbols, there is always a risk that the described danger may occur.
The text which the warning covers always has a grey background.

The pointers break down as follows:

Note: This symbol provides information about how to use the product or highlights specific parts of the assembly guide that are particularly important.

Warning: This symbol warns of misuse which could result in damaging the product or the environment.

Danger: This symbol indicates possible dangers to your health and life that could arise if specific actions or appropriate care is not taken.

Important bolted connection: Precise torque must be applied here when tightening. The correct torque is either displayed on the component or can be found in the relevant section. Adhere to any specified torque values where indicated for components. In order to apply a precise torque, you must use a torque wrench. If you don’t have a torque wrench, have the work done by a specialist retailer. Parts which do not have the correct torque could come loose or break! This may result in severe falls.

Legal regulations

Your bike is not authorised for use on public roads. It is not equipped in accordance with legal regulations. Your bike is purely sports equipment.

Intended use

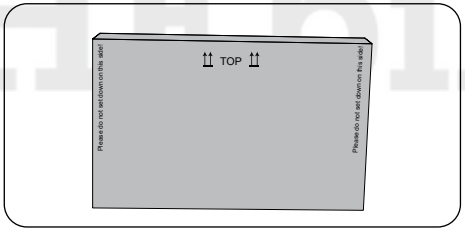
Not every bike can be used anywhere and for every purpose. Before going on your first ride, be sure to read the information in the “Intended use” section of the original operating manual. If you are not clear about what type of bike you have and how it should be used, contact KHE.

Unpacking

DO NOT unpack the bike in the presence of children. They may get caught up in the packaging material or swallow small parts or foil and choke on them.

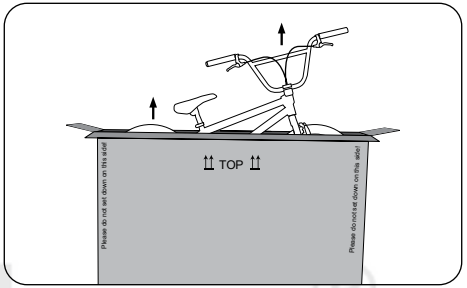
Metal staples may have been used to close the carton. They may injure themselves on these staples. Proceed carefully.

Your bike is shipped in a special shipping carton. Find a suitable space for performing the assembly.



Take it out of the carton and remove the **white** cable ties and additional transport protection material with pliers or scissors.

Do not remove the black cable ties! These are needed to secure the brake cable.



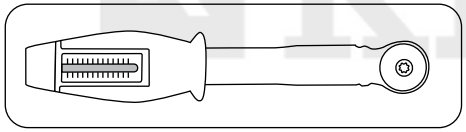
Dispose of the packaging material properly and according to regulations at an appropriate disposal site.

Delivery contents

- BMX bike
- Operating manual
- Assembly guide
- Pedals
- Seat

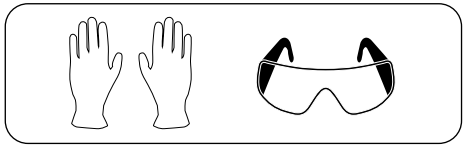
Assembly

Bolts and torque wrenches
When working on the bicycle, please ensure that all bolts are tightened to the correct torque. On many components, the torque required for mounting is printed. Measurements are given in Newton metres (Nm) and applied with a torque wrench. It is best to use a torque wrench that displays the tightening torque as it is in use. Otherwise bolts can snap or break. If you do not have a torque wrench or are unsure of how to carry out this work, have a specialist retailer carry out this work for you! A table listing the most important torques for bolted connections is provided on page 12.



Torque wrench

Wear suitable protective clothing, protective gloves and protective goggles during all installation and maintenance work. Otherwise, you may stain your clothes and suffer injuries caused by lubricants and auxiliary devices among other things.



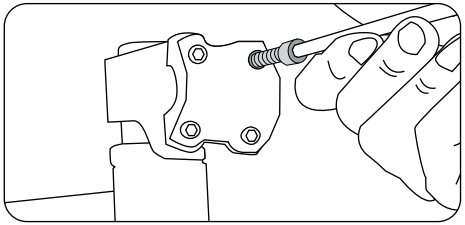
Be sure to check that all bolted connections and fasteners are safely secured after assembly and adjustments are complete.

For repairs and maintenance that needs to be performed when you're out biking, you can order a tool starter kit from https://www.khebikes.com/en/parts/tools/. It includes several open-end wrenches and an Allen key for the three standard bolt sizes. They can be used to perform lots of work on the bike.
It also includes other tools, multi-tools, lubricants and maintenance products.

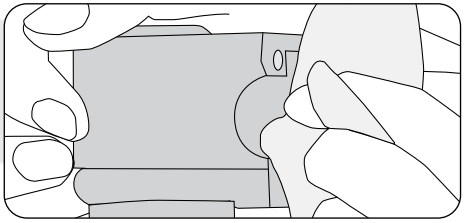
Installing the handlebars and adjusting the stem

Please ensure that all cables are long enough to allow you to turn the handlebars in every possible way. Grips and brakes should always be safe to reach and function correctly.

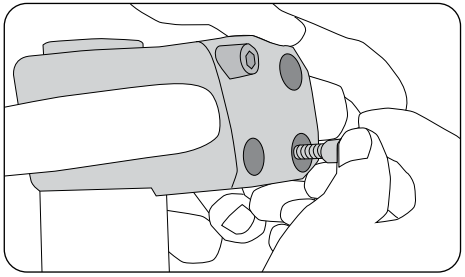
1. Remove the stem plate. Unscrew the handlebar clamp bolts anti-clockwise with a suitable wrench.



2. Carefully grease the clamp surface of the stem and handlebars.

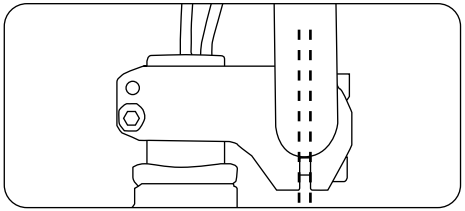


3. Mount the handlebars.
   Place the handlebars in the centre of the stem and position it facing backwards on the top pipe. Put the stem plate on and screw all four bolts back in clockwise. Tighten the bolts evenly and only lightly cross-wise.



4. Straighten the handlebars. They must sit in the centre of the stem. They should be parallel to the fork when you look at the bike from the side. Screw in the bolts in the stem plate cross-wise. The correct tightening torque is 8 Nm.

The gap between the stem and stem plate must be evenly parallel.



Installing the seat

1. Loosen the seat stem clamp on the seat tube. To do this, use a suitable Allen key to turn the clamping bolt two to three times anti-clockwise.

The section of the seat post above the clamping should be **lightly** lubricated.

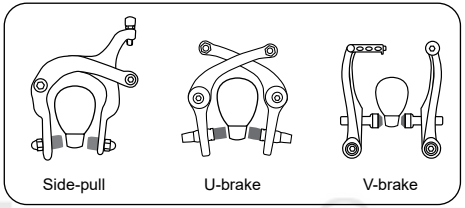
When adjusting the height of the seat, never pull the seat post further out from the seat tube than the maximum extension length marked!
If there is no maximum mark, the seat post should always be at least 7.5 cm deep in the seat tube.

2. Slide the seat post into the seat tube. Position the seat so that it is facing forwards. You can use the top tube as a guide.
3. Tighten the seat post clamp. The torque is 8 Nm.

Fully assembling the brakes

Before you start assembling your brakes, check to see what type of brakes your bike has:

Your bike may be equipped with a side-pull brake, U-brake or V-brake.



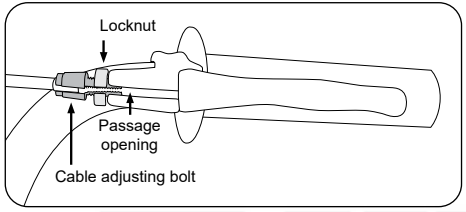
Example illustrations

You can mount your front brake lever on the handlebars. To do so, you need to mount the brake cable on the grip.
Alternatively, the brake lever can be mounted on the cable. In this case, you still need to mount the brake lever on the handlebars.

The front wheel brake lever is mounted – The cable is not clipped in

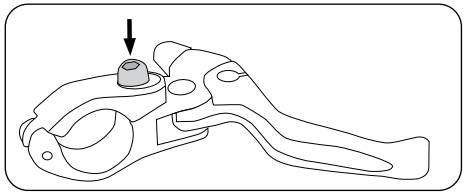
Clip the cable fitting into the brake lever.

1. Turn the adjusting bolt on the brake lever to the position shown in the following illustration. The passage opening on the lever, cable adjusting bolt and locknut must all be aligned.



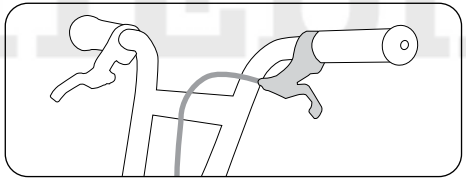
2. Push the arms of the front wheel brake together with your hand. Clip the cable fitting onto the brake lever. The cable must be passed through the passage opening on the cable adjusting bolt (see the illustration under Point 1).
3. Release the brake rubbers.
4. Unscrew the cable adjusting bolt far enough so that the brake lever does not touch the handlebar grip, even when it is applied.
5. Tighten the locknut against the brake lever.

The front wheel brake lever is not mounted – The cable is clipped in



Example illustrations

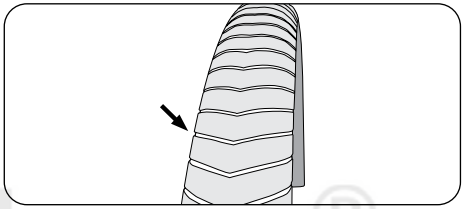
1. Use a suitable wrench to turn the mounting bolt anti-clockwise until the clamp can be opened.
2. Mount the brake lever on the handlebars next to the left grip. Place the clamp around the handlebar. The brake cable must lie on the front side of the handlebars.



3. Orient the brake lever so that you can always apply the brake safely. The brake lever should be tilted slightly forwards and down.
4. Tighten the mounting bolt. The tightening torque is 7 Nm.

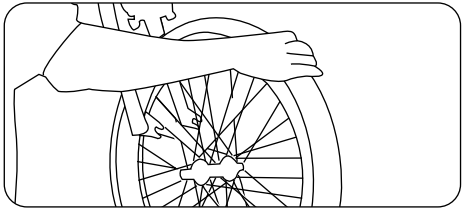
Installing the front wheel

Mount the front wheel with the tyres in the correct direction of rotation.
There is often an arrow or an indication of the direction of rotation on the side of the tyre. Otherwise, the profile of the tyre may give an indication of how the front wheel should be mounted.

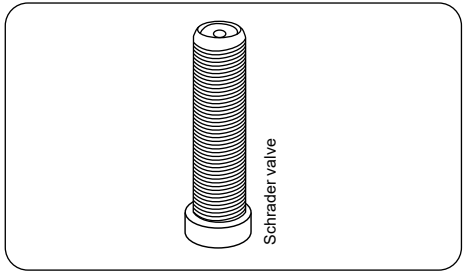


Front view: Example illustration

1. Let the air out of the front tyre. It will then fit in the brake better.
2. Loosen the axle nuts by turning them anti-clockwise a few times.
3. Squeeze the deflated tyre. Place the wheel in the fork ends. The wheel must sit up in the fork end and in the middle of the fork.



4. Tighten the axle nuts with a suitable wrench. The torque is 40 Nm.
5. Pump the tyres with air until they reach a pressure of 3 – 4 bar.



The minimum and maximum permitted tyre pressure is printed on the side of the tyres. Please adhere to these values; otherwise the tyre may detach from the rim or burst. If the inflation pressure rating indicated on the tyre and on the rim differ, the lowest maximum pressure and the highest minimum pressure apply.

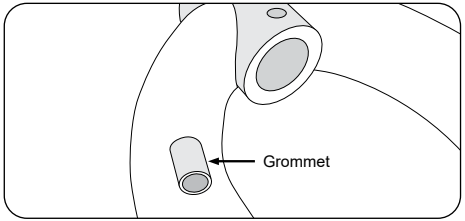
Check that the brakes are working correctly. Read the chapter “Setting up the brakes” to find out how to do this.

Incorrectly installed wheels may shift while you are riding or detach from the bike. This can damage the bike and lead to severe or life-threatening injuries for the rider.

- Ensure that the axles and fork ends are clean and free from dirt.
- If you are not absolutely sure, please ask a specialist retailer to show you exactly how to mount your front wheel correctly.
- Properly fasten the front wheel.
- Never ride your bike if you are not sure if the front wheel has been appropriately fastened and cannot come loose.

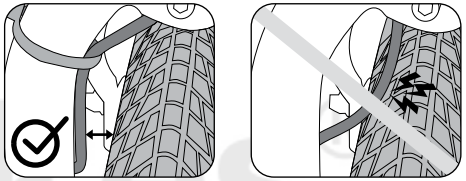
Installing the brake cable

Fix the brake cable to the fork after mounting and setting the brake.
The front brake cable can be laid either outside or inside the fork. If there is a grommet on the fork, the brake cable **must** pass through the grommet.



If there is no grommet, the cable must be fixed into place on the fork leg with black cable ties. Ensure that the cable is not compressed.
Cut the rest of the cable ties that are sticking out. The cut end of the cable tie should be turned towards the inside of the fork.

The cable should not touch the tyre or the wheel. This can result in falls and severe injuries.

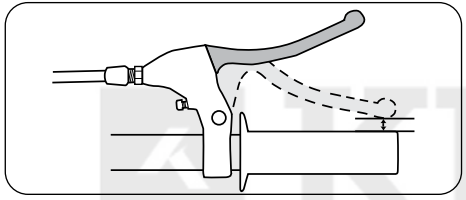


Setting up the brakes

For optimal braking performance, the brake rubbers must be even and positioned as closely to the rim as possible (approx. 1 mm). The wheel should be able to turn freely. When braking, both brake rubbers must be in contact at the same time.
The brake rubbers must be positioned so that during braking they lie completely on and parallel to the rim. The brake rubbers should not touch the tyres.

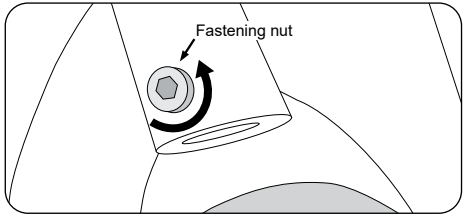
If you are unsure about setting up the brakes, contact KHE Service: Telephone + 49 (0)7247 - 954 558 - 13.

Centring the brakes: If the brake rubbers do not touch the rim at the same time, you must recentre the brakes.
Setting up the brakes: If the brake lever can be pulled until it touches the handlebars, you must tighten the brake cable.



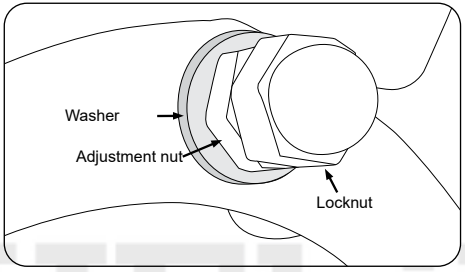
Recentring side-pull brakes:

1. Loosen the fastening nut with a suitable wrench (approx. two turns anti-clockwise).



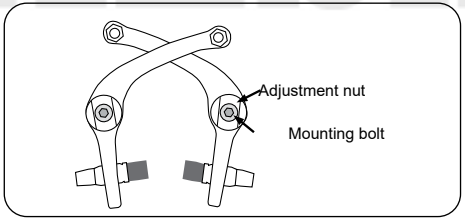
Centre the front brake over the rim with your hand and keep it in this position.

2. Re-tighten the fastening nut. The torque is 8 – 10 Nm. If the brake turns at the same time, use a suitable wrench to keep the adjustment nut in place.



Centring the U-brake

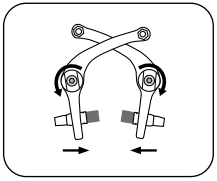
1. Loosen the mounting bolt with a suitable wrench. Anti-clockwise, approx. half a turn.

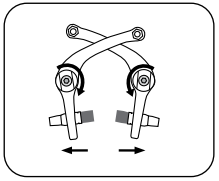


2. Tighten the adjustment nut with a suitable open-end wrench. Maximum of a quarter-turn should be enough.

The adjustment nut must be turned left and right in opposite directions in order to set the brake rubbers!

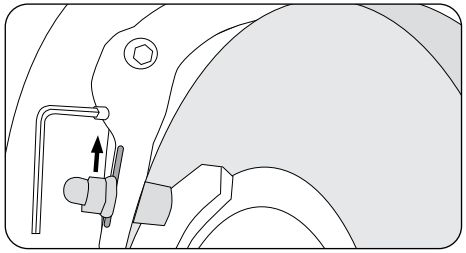
The distance between the rim and brake rubber
Decrease: Increase:





The spring can be overwound or damaged if the adjustment nut is turned too much.

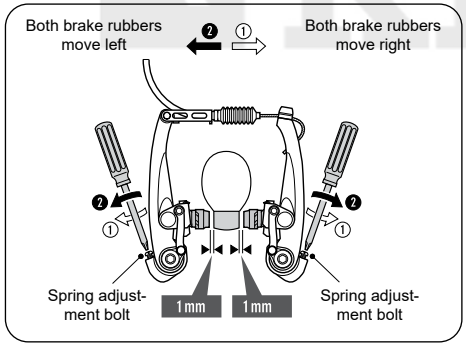
3. You can use an Allen key on the outside of the brake arm to make minor adjustments. If you turn the bolt clockwise, the distance between the brake rubber and rim increases. If you turn the bolt anti-clockwise, the distance decreases.



The bolts can fall out if you turn them too much anti-clockwise.

Centring V-brakes

You can use a suitable tool on the outside of the brake to make minor adjustments.



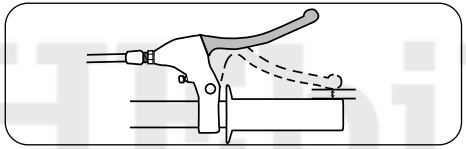
Example illustration

Source: Shimano® techdocs

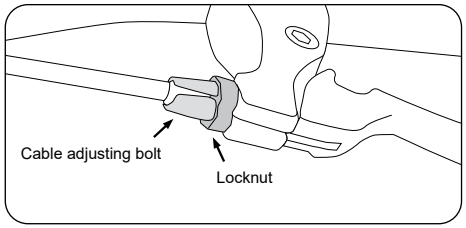
The adjusting bolts can fall out if you turn them too much anti-clockwise.

Setting up the brake levers

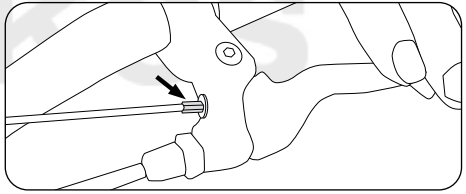
Set up the brake levers so that the they do not touch the handlebar grip, even when they are applied to their fullest extent!



1. Squeeze the brake to check the free travel of the lever and the bite point.
2. If the lever comes too close to the handlebars, loosen the cable adjusting bolt. This tightens the brake cable.
3. Fix the cable adjusting bolt with the ring nut. Tighten the counter nut until it reaches the stop on the grip.

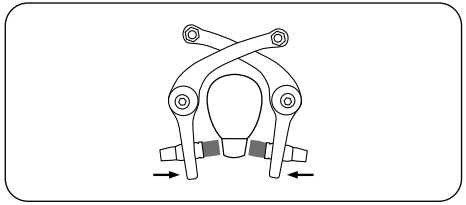


The brake lever can be adjusted to fit different hand sizes. The distance between the lever and the handlebars can be adjusted.
When you screw the bolt into the brake lever, the lever moves closer to the handlebars. This can be better and safer for riders with smaller hands. If you unscrew the bolt, the distance between the lever and handlebars increases.

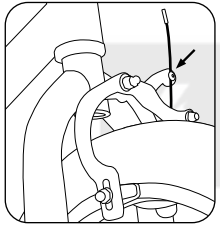


Setting up side-pull brakes and U-brakes

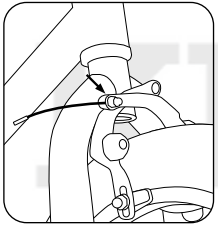
1. Press the brake arms onto the rim.



2. Loosen the bolt or nut on the cable clamp (by turning it anti-clockwise) until the cable can be moved.

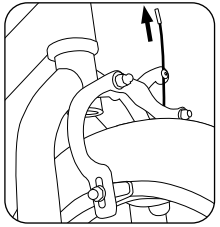


Side-pull brake

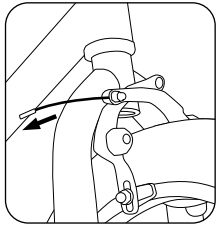


U-brake

3. Continue to hold the brake rubbers together. Tighten the cable with your free hand.



Side-pull brake

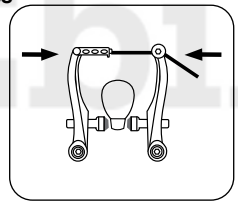


U-brake

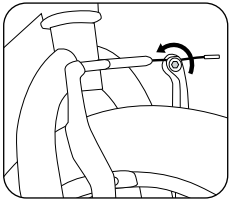
4. Re-tighten the cable clamp. The torque is 7 – 8 Nm.

Setting up the V-brakes

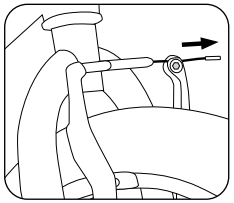
1. Press the brake arms onto the rim.



2. Loosen the cable clamp bolt until the cable can be moved.



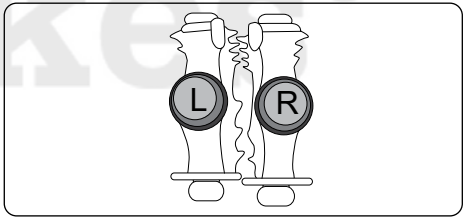
3. Tighten the cable with your hand.

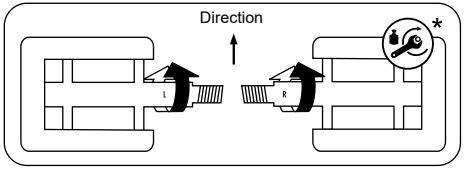


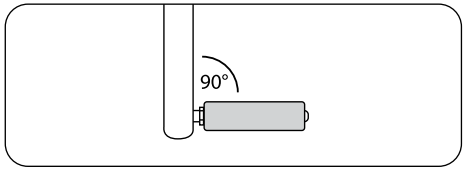
4. Tighten the cable clamp. The torque is 7 – 8 Nm.

Installing pedals

The pedals are marked “L” for “left” and “R” for “right”. Screw the right pedal into the crank arm on the right-hand side and the left pedal on the opposite side.







Apply assembly grease to both threads before assembling the pedals.

Screw the right pedal clockwise and the left pedal anti-clockwise to screw them into the cranks. Use a 15-mm open-end wrench or a special long pedal wrench. The torque is 30 Nm.

If the pedals are mixed up or cross-threaded, the threads will be damaged. The pedals could break off from the crank, which can lead to falls and severe injuries.

Bolted connections

It is vital that all bolted connections on the bike have the correct torque in order to ensure that they are secure. Too much or too little torque can damage the bolt, nut or component. It is best to use a torque wrench that displays the torque once it has been reached. You cannot properly tighten the bolted connections without this special tool! Adhere to any specified torque values where indicated for components. If you don't own a torque wrench then you should always leave this work to a specialist retailer!

Torques for bolted fasteners

Bolted connection	*Torque*
A-head stem-fork tube clamp	8 Nm
Clamping bolts on the handlebars in the stem	8 Nm
Crank bolt in the steel crank	30 Nm
Brake rubbers	5–6 Nm
Seat clamp ring	8 Nm

Bolted connection	*Torque*
Pedals	30 Nm
Front wheel axle nuts	40 Nm
Rear wheel nut	50 Nm
Patent seat post	12–15 Nm
M6 bolt for seat post clamp	14 Nm
Seat clamp bolt	20 Nm
Cable clamp bolt	7–8 Nm
U-brake	7–8 Nm
V-brake	7–8 Nm
Side-pull	7–8 Nm

Before your first ride or your first test ride, fully inspect the bike as described in the operating manual under the section "Before your first ride". This section can be found in the operating manual for your bike.