



MANUAL LEKKER BIKES

AMSTERDAM GT



CONTACT

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

AUSTRALIA - NZ - SINGAPORE

phone:

1300 053 525 – Melbourne

0466 596 301 – Sydney

address:

23 Provost Street, North Melbourne, 3051, VIC, Australia

415 Bourke Street, Surry Hills, 2010, NSW, Australia

email:

info.au@lekkerbikes.com

sydneystore@lekkerbikes.com

EUROPE & USA

phone: +31-681878491

address: Prinsengracht 380, Amsterdam, The Netherlands

email: info.eu@lekkerbikes.com

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WELCOME TO LEKKER

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



WELCOME TO LEKKER

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

Chapter 2 shows you the correct tightening force in anticipation of the final assembly of your bicycle. Chapter 3 takes you on a journey how proceed with the final assembly of your bicycle. At last, Chapter 4 gives you a better idea how to service and maintain your bicycle.

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.

SHIMANO

BAFANG

TEKTRO
BRAKE SYSTEMS

SAMSUNG

WTB

CHAPTER 1

Getting started

1. Congratulations! You are the proud owner of a brand new Amsterdam GT. 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, be careful, as E-bikes are generally **much heavier** than standard bikes, so some help maybe needed for this step. Once removed, you will find a **small accessory box**, the **charger box** and of course your **bike!**

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**.

4. Remove all the packaging, **cut** the cable ties holding the handlebars in place and proceed to **step 5**.

CHAPTER 2

Handlebar fitment and adjustment

5. Using a **4mm allen key**, loosen the **4 bolts** located on the front of the stem, then place the handlebar in the stem and tighten **to 5Nm**, to centre and adjust the angle of the handlebar, **loosen the allen bolts** of the front plate until you can move the handle bar freely, once you have found your desired bar angle, **tighten the bolts to 5Nm**.

PLEASE NOTE: you may have to adjust the screen angle to access the handle bar bolts, to do this please refer to the screens user manual.

6. Now it's time to **adjust the angle of the brake levers** and **gear shifter** to your desired position. Using a **5mm Allen key**, loosen the **two bolts** 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

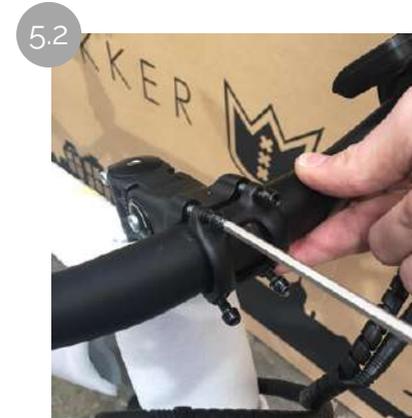
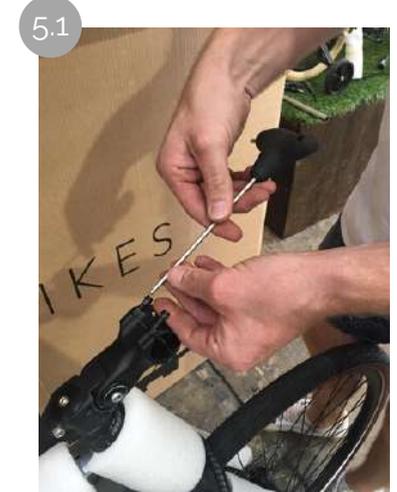
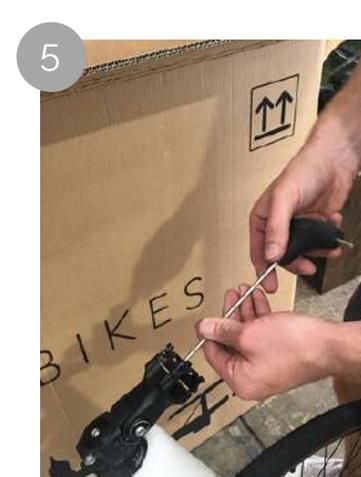
Chapter 1

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



IMAGES

Chapter 2



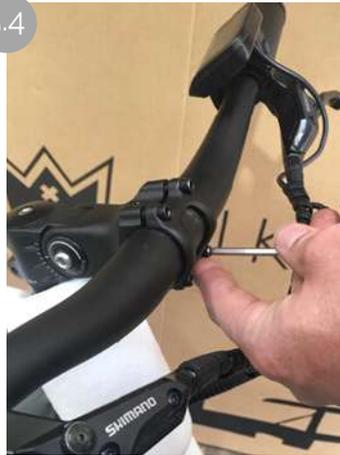
IMAGES

Chapter 2

5.3



5.4



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6.1



CHAPTER 3

Assembly of the pedals

7. 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!. Apply some grease or anti seize to the pedal 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!

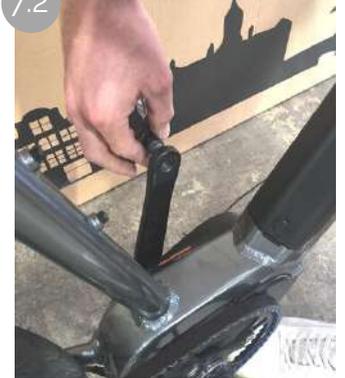
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7.1



7.2



CHAPTER 4

Adjusting gears and final checks

The **Amsterdam GT** comes fitted with the excellent **Shimano NEXUS 8sp** rear hub, this allows **gear changing** without the need to pedal for engagement, whilst we check all gear systems some cable stretch can occur before, during and after the first few rides, check that your gears are correctly aligned, To do this follow these easy steps:

8. Turn the **gear shifter on** the handlebar to position **number 4**. Now check **viewing window on the rear hub**, there will be **two yellow lines**, when they are lined up the hub is correctly adjusted. If they are out of line, you will need to either **tension, or loosen the cable**, to do this, turn the barrel adjuster located underneath the shifter clockwise to tighten, anti clockwise to loosen. Check the **two yellow lines are correctly lined up** and test ride the bike.

9. Using either a **hand pump** or **track pump**, **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) **remove** pump and **fit** the valve caps.

10. 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.

CHAPTER 4

Adjusting gears and final checks

11. To adjust the brakes, you will need a **5 mm allen key**. Firstly check the **side mounted bolts** to make sure they are **secured tightly**, once this is done you can then proceed to adjust the **caliper**, you will need to loosen the two **5mm allen key bolts** found on the top of the caliper, once done, you will then be able to adjust the caliper horizontally so the disc rotor moves freely between the brake pads. **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. **ATTENTION:** If you do not feel comfortable adjusting the brakes correctly, we recommend to always take your bicycle to a trained mechanic for building/adjustment.

12. To adjust the saddle height, **loosen the bolt** on the seat post collar using a **5mm allen key** and **remove** the seat post completely, apply a small amount of grease to the inside of the frame, **insert the seat post** to the desired height and tighten the collar to **5Nm**. Check the saddle is correctly positioned and retighten the **6mm bolt** at the top of the seat post (located under the saddle) to **17Nm**.

CHAPTER 4

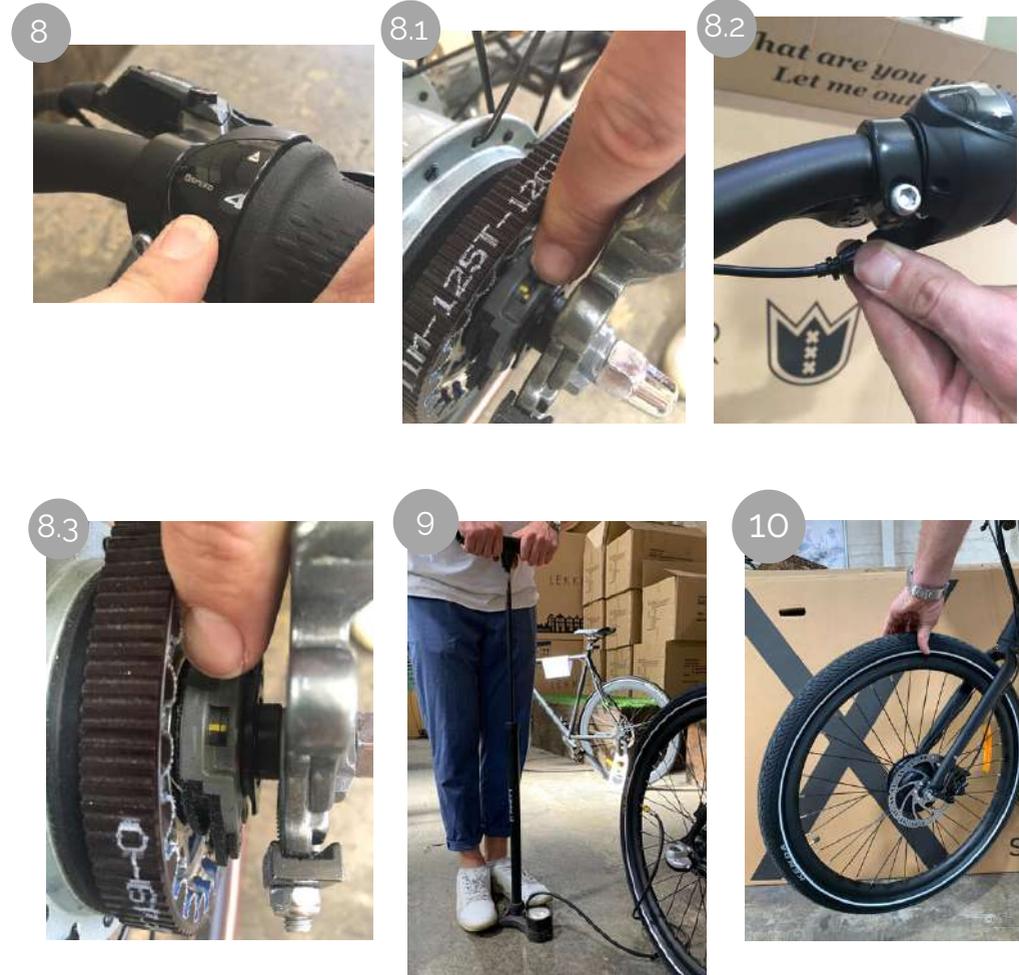
Adjusting gears and final checks

13. To attach the front and rear lights and operate them you will need a **5 mm allen key** and a **phillips head screwdriver**. Firstly you will need to make sure the lights are **mounted** onto the bike. The front light is mounted on the **front of the fork** just below the steer tube. To attach the light, you will need to **loosen** the 5mm allen key bolt until it comes out. Once out, **insert** the bolt through the **metal mounting point** under the light and thread the bolt back onto the fork. **Make sure** that the cable for the light is **away** from the front wheel once mounted to reduce the chance of the cable getting caught in the front wheel while being ridden. **US ONLY:** To **attach** the rear light simply slide the light's mounting collar on to the seat post and tighten with a **phillips head screwdriver**.

To operate the lights, make sure the **battery is charged** and in the bike. Power up the bike, once the control screen has turned on hold down the **plus (+) button** for 2 seconds to turn on both the front and rear lights. To turn off the lights hold down the plus (+) button for 2 seconds and the **lights will switch off**.

IMAGES

Chapter 4



IMAGES

Chapter 4

11



11.1



11.2



12



IMAGES

Chapter 4

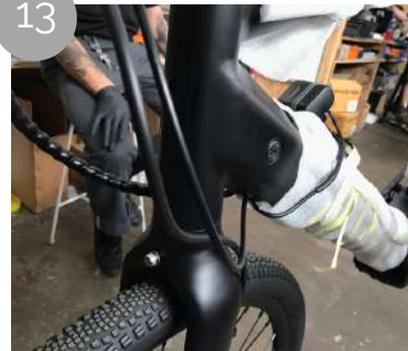
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12.2



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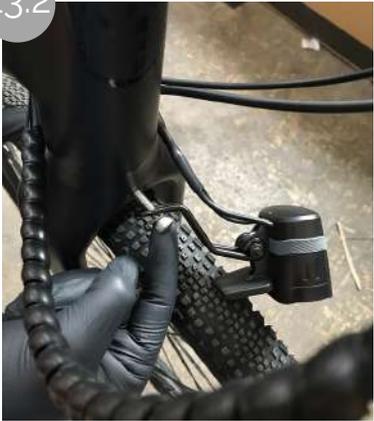
13.1



IMAGES

Chapter 4

13.2



13.3



13.4



13.5



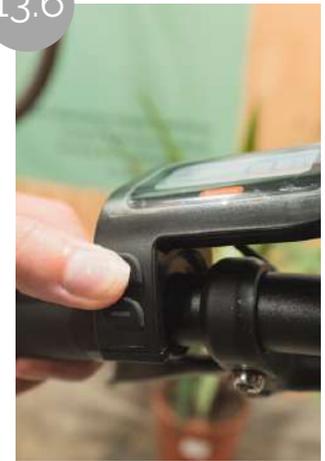
IMAGES

Chapter 4

13.5



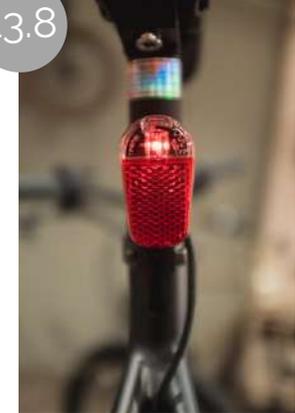
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CHAPTER 5

Turning on your Amsterdam GT and charging

We know you are excited to try your Amsterdam GT for the first time! You're nearly there, just a few more steps before it's ready to go!

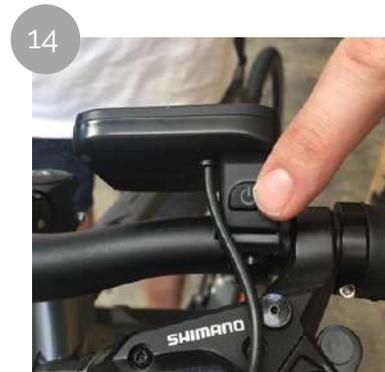
14. Before **turning** on your **Amsterdam GT**, we recommend doing this whilst sitting on the bike, this allows full control over the bike and can avoid accidents. To turn your E-AMS on, using the control module found on the left hand side of your bar, **press the power button** for a few seconds to turn on your screen, once turned on, you can then cycle through the assist modes using the arrow buttons on the control module. For more in-depth instructions for your screen, please refer to the **manufacturer's manual**, found in PDF format online. **PLEASE NOTE:** We recommend always using assist level 1 for starting, as this will allow better control of the bike.

15. All batteries will come with **some charge**, to get the most out of your battery, you may need to **charge it** before your first ride. We recommend that for the first three charges, to charge it for **12hr cycles**, **PLEASE NOTE:** this will allow the battery to have full charge capacity.

CHAPTER 5

Turning on your Amsterdam GT and charging

16. You are now ready to ride your **Amsterdam GT!!** Please remember to regularly **check your pedals** and all bolts are correctly tightened, and to service your bike regularly so you can enjoy it for many years to come!



CHAPTER 6

Removing your battery

17. To **remove** your battery, simply turn the key in the **barrel** and pull the battery backwards, it can then slide out of the rack and be removed from the frame.

18. To **insert** your battery, simply **insert the bottom** part first, then the top part can be **lined up** and pushed until a **"click"** is heard, the battery is now in it's locked position.



CHAPTER 7

Battery care & general tips for use

To ensure your battery lasts it's full life cycle, there are a few things you will need to do to ensure the correct working of the battery.

- 1.** First charge, when you receive your bike, you will need to cycle charge the battery for **12hr for the first 3 charges**, this will ensure the battery can hold the correct amount of charge.
- 2.** Your bike will come with two keys for the battery lock, it is very important to keep these safe, as Lekker Bikes **do not carry** replacements.
- 3.** If you place the bike in storage, remove the battery from the bike, charge to **around 60% charge capacity** and store in a cool dry place, covered. This will ensure no damage or moisture build up will occur, check the battery every **3 months**, and charge to **60%** if needed,
ATTENTION: If the battery is stored fully discharged for a long time, it may result in damage despite the low self-discharge rate and charge capacity may be substantially reduced.

CHAPTER 7

Battery care & general tips for use

4. All batteries and frames are **water resistant**, not waterproof, if you are storing the bike outside overnight, or for long periods of time, please ensure the battery is **removed and kept inside**, and the bike is correctly covered and stored.
5. Never **charge** batteries in high **humidity areas or outdoors**, doing so may result in electric shock.
6. **Do not remove** or **insert** the plug if it's **wet**, as this may cause **electric shocks**. If the plug is wet, completely dry before using.
7. Ensure the battery or charging **cables are removed** before **maintenance** or repairs are carried out.
8. All out batteries are supplied with a **2 year warranty**, should a fault occur in this period, **Lekker with replace the battery**. Normal ageing as well as wear and tear do not constitute as material deficiency.

CHAPTER 7

Battery care & general tips for use

9. Do not place the battery into **fresh water or sea water**, and do not allow the battery terminals to get wet. Doing so may cause overheating, bursting, or ignition of the battery
10. Take care to ensure that the battery **does not get too hot**. Battery ageing increases sharply with **temperatures above 40 °C**. Placing the battery in direct sunlight can cause a battery to heat up considerably. Take care to ensure you **do not leave the battery in a hot car** and park your bike in the shade during bike rides. If you cannot avoid the heat, make sure you do not charge the battery at the same time.
11. If you ride constantly using maximum motor assist, your motor will always need a **higher current**. Higher currents cause the battery to age faster. Use the assist modes judiciously, cycle through them as you would a normal gear system, **Starting off in a high assist level is not recommended** and can cause you to lose control of the bike.
12. Please take care when using E-Bikes on **loose terrain**, the added power from the motor can cause the bike to lose control in these situations, Please remember to be **aware of your surroundings** when using an E-bike, do not give too much attention to the screen when riding.

CHAPTER 7

Battery care & general tips for use

- 13.** It is law in Australia to **always use a helmet** when riding, it is also required in many states to use lights when riding in low visibility conditions. We also highly recommend wearing a helmet in countries where this is not compulsory.
- 14.** All pedelec E-bikes must be limited to **250w power** output and motor assist cannot exceed **25km/h**, Lekker Bikes will not be held liable for any aftermarket modifications to the motor or system that may have an effect on it's performance.
- 15.** Lekker Bikes recommends servicing your E-bike **every 4-6 months** to ensure correct working of the bicycle, by a trained mechanic, and will not be held responsible for any **misuse, incorrect fitting or assembly of the bike**.
- 16. Do not make** any changes to your electric system or fit any other products to it aimed at increasing the power output from your e-bike. As a rule you will **shorten** the service life of the system and risk damaging the Drive Unit (motor) and the e-bike. In addition there is also the danger that you **will void the warranty of your e-bike**. Furthermore, as a result of **inexpert work** on the system you will jeopardise your safety and that of other road users which risks accidents caused by manipulations, high personal liability costs and potentially even the danger of criminal prosecution.

GALLERY





MANUAL LEKKER BIKES

AMSTERDAM GT

