



# MANUAL LEKKER BIKES

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JORDAAN+

# 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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# TABLE OF CONTENTS

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WELCOME TO LEKKER	3
CHAPTER 1   Getting started	5
CHAPTER 2   Handlebar fitment and adjustment	6
IMAGES   Chapter 1 & 2	7
CHAPTER 3   Assembly of the pedals	9
CHAPTER 4   Front rack fitment	10
CHAPTER 5   Adjusting gears and final checks	11
IMAGES   Chapter 4	13
IMAGES   Chapter 4 & 5	14
CHAPTER 6   Turning on your Jordaan+ and charging	17
CHAPTER 7   Removing your battery	19
CHAPTER 8   Battery care and & general tips for use	20

# 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. 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

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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, 4 & 5 take you on a journey how proceed with the final assembly of your bicycle. The last chapters give you a better idea of 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

enviolo



# CHAPTER 1

## Getting started

**1. Congratulations!** You are the proud owner of a brand new Jordaan+! 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 eBikes are generally **much heavier** than standard bikes, so some help maybe needed for this step (you may find it easier to cut the side of the box open, be careful whilst using sharp knives!). 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 & adjustment

**5.** Using a **6mm allen** key, loosen the bolt located at the top of the stem, then **insert**, once inserted, centre the handlebar and stem and tighten to **14Nm**. To 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**.

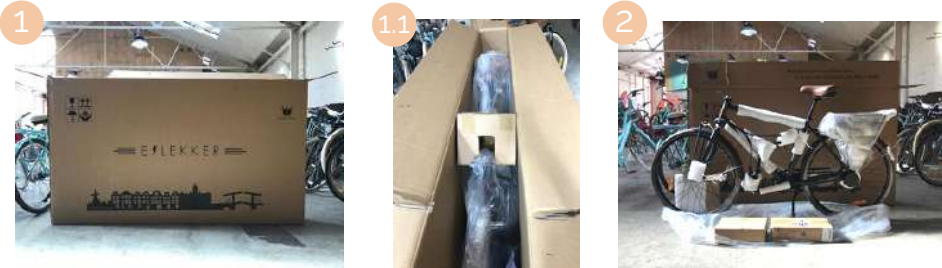
**6.** Now it's time to adjust the **angle of the brake levers and gear shifter** to your desired position. Using a **4mm Allen key**, loosen the two bolts on each of the brake levers to allow you to move them, once in the correct position tighten the bolts to the manufacturer's torque recommendation.

**PLEASE NOTE:** you may have 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

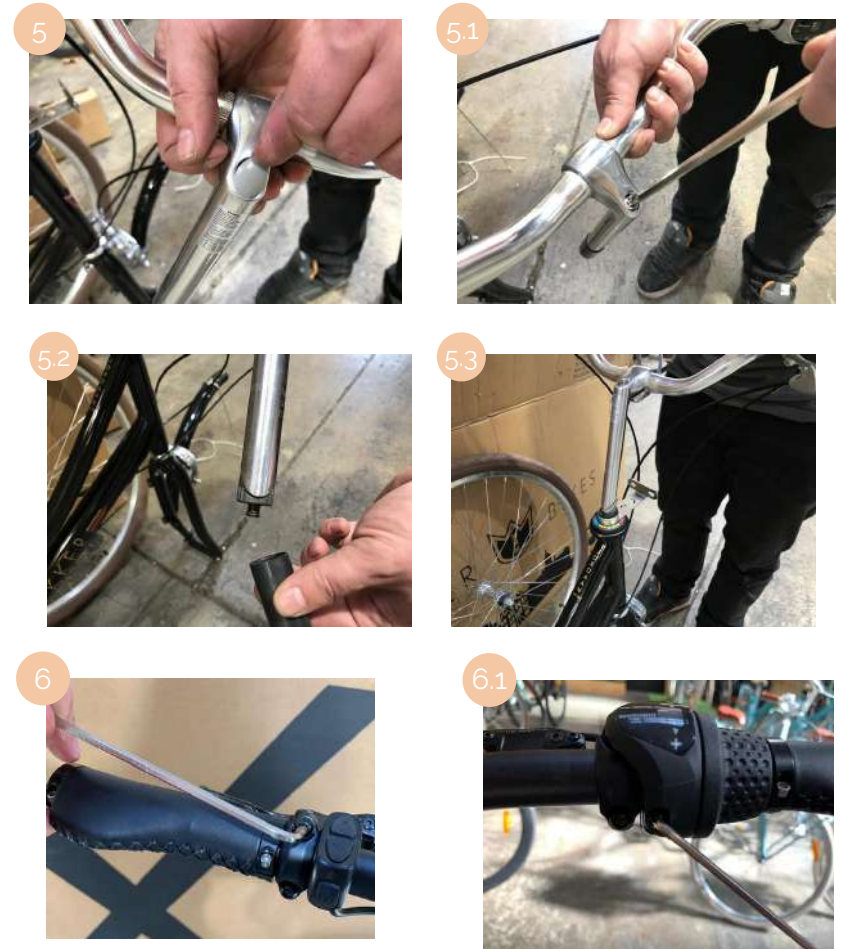
## Chapter 1

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



# IMAGES

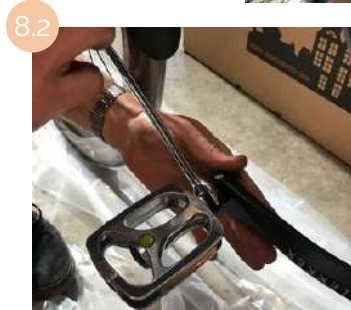
## Chapter 2



# CHAPTER 3

## Assembly of the pedals

**8.** 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!



# CHAPTER 4

## Front rack fitment

**9.** Your Jordaan+ come with a **removable** front "Dutch style" **Rack**, this will need partial assembly, firstly remove the rack from its packaging and check that all the screws and bolts are supplied correctly.

**10.** Attach the **back plate** to the **bottom** plate using four **8mm nuts and bolts** (two either side) leave these a little loose, to allow easier fitting.

**11.** Using two **8 or 10mm nuts and bolts**, attach the whole rack to the stem plate located under the stem, again, leave these a little **loose** to begin with.

**12.** Attach the **two legs**, make sure that the light fixing is on the **LEFT** hand side facing forward, this will require **two 8mm nuts and bolts**, once attached you can then proceed to bolt the two legs to the fork, using one **8mm bolt per side**.

**13.** Now you can tighten all bolts to **8Nm**, **PLEASE NOTE:** you may need to apply a bit of roce to centre the rack correctly.

**14.** **Attach** the front light to the light fixing on the left hand leg using the cross head screw and nut provided, and **remove** the plastic battery tab.

# CHAPTER 5

## Adjusting gears and final checks

The **Jordaan+** comes fitted with the excellent **Shimano Nexus 3 speed hub**, this allow 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. To check that your gears are correctly aligned, just follow these simple steps.

**15.** Place the gear shifter in **gear number 2**, now go to the rear of the bike and check the gear selector housing, the yellow dot should be **between** the two white lines on the housing for correct gear shifting. If the yellow dot is outside of these two lines, the cable tension needs to be adjusted, to do this **loosen the 10mm lock nut** at the front of the housing, and with a pair of grips, **tighten or loosen the adjuster barrel** to move the yellow dot to the correct position, re-tighten the lock nut and cycle through the gears to check correct working, repeat the steps if necessary until correct adjustment is achieved.

**16.** 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.

**17.** Check the brakes are working by **pressing** the lever rapidly a few time 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 5

## Adjusting gears and final checks

**18.** To adjust the the brakes, you will need a **5 mm allen key**. Firstly check the 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.

**19.** 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**.



# IMAGES

## Chapter 4

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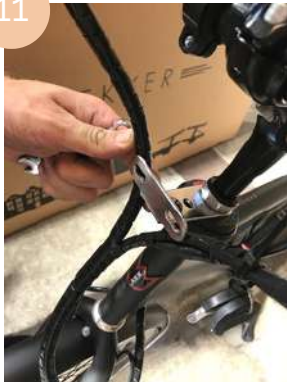
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10.1



11



11.1



11.2



# IMAGES

## Chapter 4 & 5

12



13



14



15



15.1



15.2





# IMAGES

## Chapter 5

15.3



15.4



18



18.1



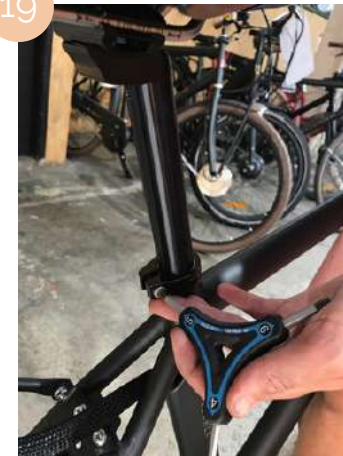
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17



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# CHAPTER 6

## Turning on your Jordaan+ and charging

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

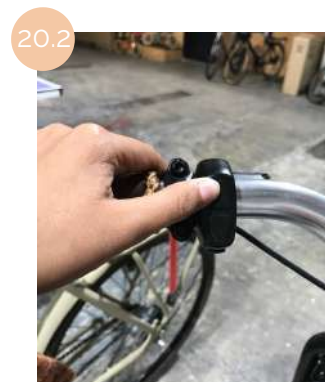
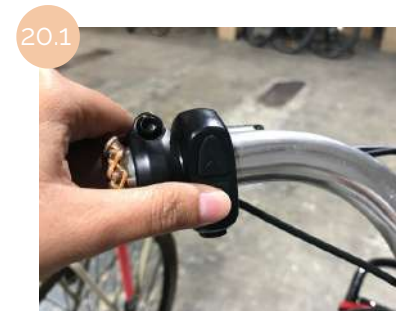
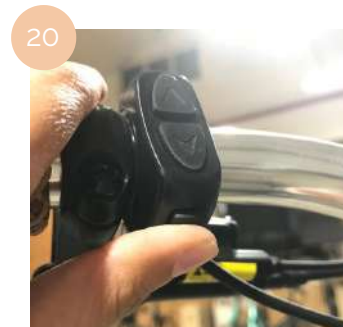
**20.** Before **turning** on your **Jordaan+**, we recommend doing this whilst sitting on the bike, this allows full control over the bike and can avoid accidents. To turn your Jordaan+ on, using the control module found on the left hand side of your bar, **press the power button** for a few seconds 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.

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**. Hold down the **"-" button for 2 secs**, the motor will then engage up to **6km/h**.

# CHAPTER 6

## Turning on your Jordaan+ and charging

**21.** 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, you charge it for **12hr cycles**. **PLEASE NOTE:** this will allow the battery to have full charge capacity.



# CHAPTER 7

## Removing your battery

**22.** You are now **ready to ride** your Jordaan+!!! 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!

**23.** 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.

**24.** To **insert** your battery, simply **slide it** onto the **rear** tray until it locks into position.



# CHAPTER 8

## Battery care and & general tips for use

To ensure your battery lasts its 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.
- 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.



# CHAPTER 8

## Battery care and & general tips for use

- 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 will replace the battery. Normal ageing as well as wear and tear do not constitute as material deficiency.
- 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.

# CHAPTER 8

## Battery care and & general tips for use

- 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.
- 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.



# MANUAL LEKKER BIKES

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