

retrospec

Sesh

20" BMX Bike



Assembly Instructions

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⚠ WARNING: Using the bike with the minimum insertion line on the lower portion of the seat post showing above the frame could result in a failure of the seat post and/or the frame causing a loss of control with potential injury to rider. Such failures are not covered by warranty as it is improper use of the product.

Tools

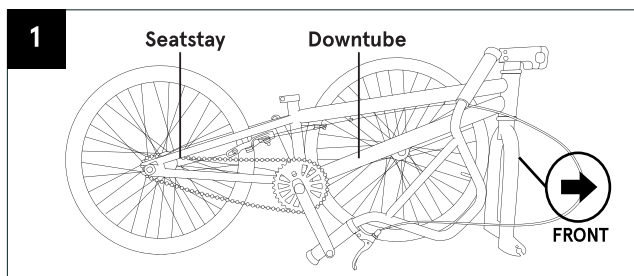
What we give you: 3 Hex Wrenches (4mm, 5mm, & 6mm), a 10-function multi-tool. (Fig. 2)

What you need: Scissors, Phillips Screwdriver, 15mm wrench or crescent wrench.

Unpack Your Bike

1. Cut the shipping straps on the outside of the box.
2. Remove the box staples as these are sharp and can cut you as you access the bike. Lift bike out by frame and rear wheel.
3. Rotate the fork so that it is facing forward of the bike (Fig.1). Place the bike on the ground, so it's standing upright on the fork dropouts and rear tire.
4. Cut all of the packing zip ties.
5. Separate the front wheel from the bike by carefully slipping it away from the crank arm, which is resting within the spokes.
6. Remove the accessory box (Fig. 2) and set it aside.
7. Examine your new bike for any visible damage that may have occurred during shipping.

Special Note: For tightening all fasteners, please refer to Appendix D in the back of your owner's manual for all fastener torque specifications.



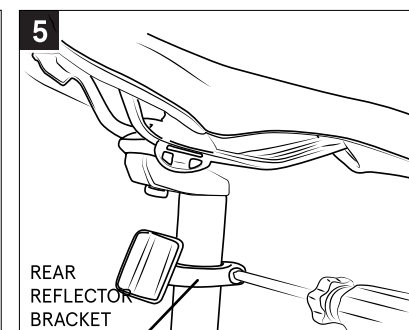
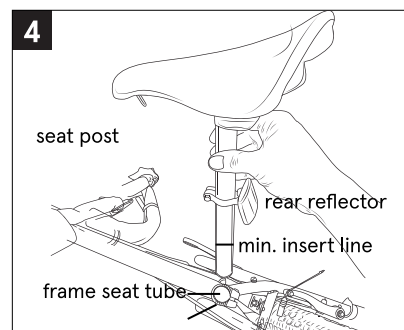
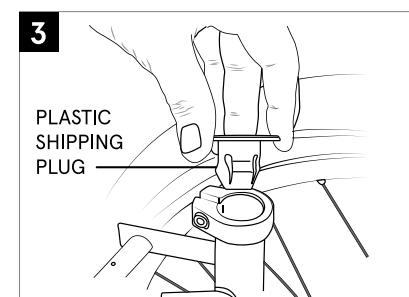
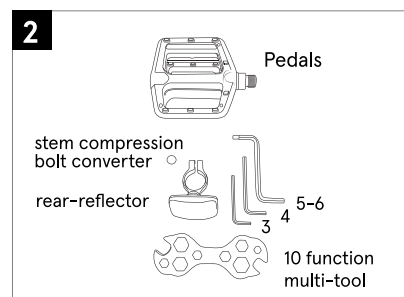
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Saddle

The seat post will come attached to the saddle from the factory.

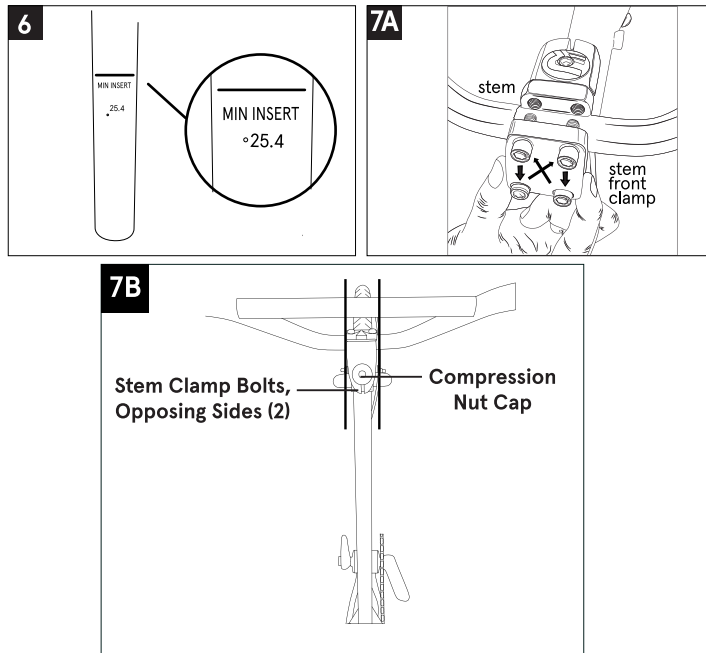
1. Remove the plastic shipping plug from the top of the seat tube (Fig. 3).
2. Use the included hex wrench to loosen the seat post clamp at the top of the frame seat tube.
3. Slide the red rear reflector onto and up the seat post, lightly tighten (red rear reflector is factory installed on some production runs).
4. **RECOMMENDED:** Apply a thin layer of grease to inside of the frame seat tube.
5. Insert the seat post/saddle assembly into the seat tube of the frame to at least the minimum insertion line of the seat post (Fig. 6). Adjust the seat to your desired height, align/center seat with frame top tube (Fig. 4).
6. Face red rear reflector rearwards and center align with rear wheel - securely tighten (Fig. 5).

NOTE: You can make the final adjustment to the height of the seat as needed after the bike is assembled



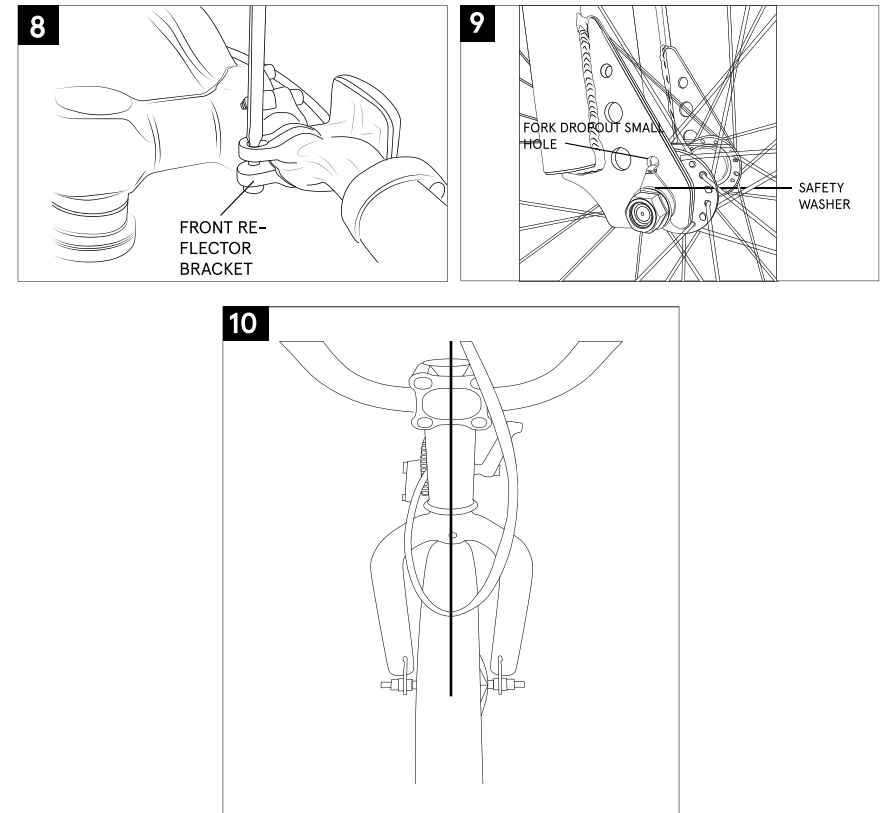
Handlebars

1. The stem will be secured onto fork steer tube from the factory.
2. Using a hex wrench, remove the 4 bolts/washers of the handlebar clamp on the front/face of the stem. **(Fig. 7A)**
3. Untwist the handlebar and brake cable and face the handlebar forward (reflector facing forward).
4. Make sure that the fork is facing forward **(Fig.1)**.
5. Place the handlebar in the stem and the stem front clamp over the handlebar. Center the handlebar in the stem. Install the 4 stem bolts. Tighten each bolt a little at a time to ensure even pressure on all four corners using a cross pattern **(Fig. 7A)**.
6. Centering the Stem. With the handlebar now installed, from the rider position, your stem should be centered as shown **(Fig. 7B)**. If the stem is not centered from the factory, loosen (do not remove) the Compression Cap, then loosen (do not remove) the two stem clamp bolts at the rear/side of the stem. Move the stem/handlebar left/right to center. Retighten bolts.
7. The front white reflector should already be installed on the handlebar from the factory. You may need to position the reflector forward and then tighten the bracket **(Fig. 8)**



Front Wheel

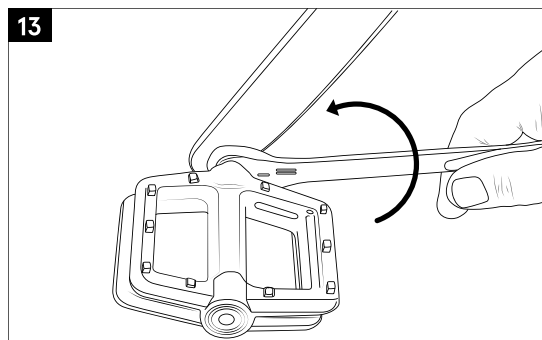
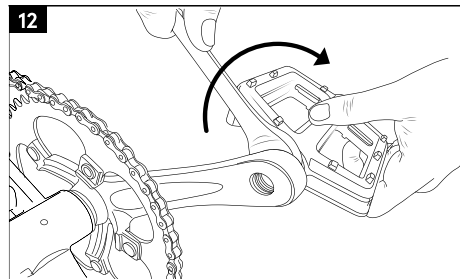
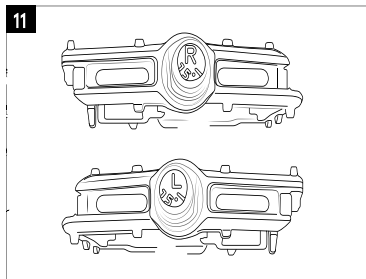
1. Remove the plastic shipping protector from the fork dropouts and plastic axle protector(s).
2. Loosen the axle nuts on the front wheel and insert the front wheel into the fork dropouts. Insert the tab of the safety washers into the small holes on the outside of the fork dropouts. **(Fig. 9)**.
3. Inspect the wheel to make sure it is centered in the fork **(Fig.10)**. Tighten each axle nut a little at a time with a 15mm wrench, alternating between sides, until each axle nut is properly tightened.



Pedals

Right Pedal

1. Locate the pedal stamped “R” on the end of the spindle (this is the RIGHT pedal) (Fig. 11).
2. **RECOMMENDED:** Apply a thin layer of grease to the pedal threads prior to installation. Carefully insert the Right pedal into the Right side crank arm (the side with the chain) and thread it Clockwise (Fig. 12). You should be able to thread the pedal in part of the way by hand with minor resistance. If it seems difficult and binds, stop, remove the pedal, realign the threads and try again. Be sure you are turning the right pedal axle in a clockwise direction!
3. Tighten the pedal with a 15mm or adjustable wrench until the pedal is securely attached to the crank arm. The pedals need to be tightened with a considerable amount of force so that they do not come lose.



Brakes

⚠ WARNING!

Retrospec strongly recommends taking your bike to a qualified bicycle service professional for all brake adjustments and servicing. Improper adjustment or servicing of the brake system can result in injury or death to the rider.

Your bike is equipped with a U-Brake which is factory installed and adjusted. Sometimes new brakes require adjustments. Retrospec strongly recommends taking your bike to a qualified bicycle service professional for all brake adjustments and servicing.

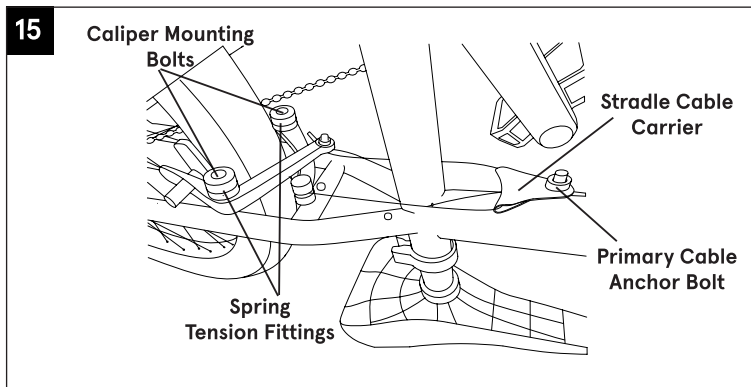
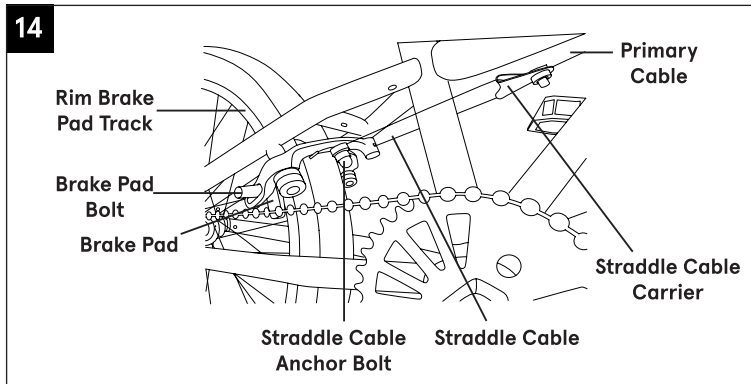
If you decide to attempt the adjustment work yourself, we recommend the Park Tool U-Brake Service website video and webpage: <https://www.parktool.com/en-us/blog/repair-help/u-brake-service>. There are many online U-Brake adjustment/servicing video tutorials available; Park Tool has decades of experience designing and marketing bicycle specific tools, and training industry professionals on their use (this is not a paid or compensated endorsement).

1. Be sure that the brake pads are aligned with the curve of the rim and that they contact the rim surface flat and evenly. The brake shoe angle and height can be adjusted by loosening the hex bolt attaching the brake shoe to the brake arm. Notice that the brake shoe can articulate a certain amount up and down and side to side (Fig. 14).
2. Loosen the Straddle Cable Carrier Anchor Bolt to adjust the Primary Cable pull from the brake lever (Fig. 14).
3. Make sure the Straddle Cable is adjusted to the correct length and its anchor bolt on the right side of the left caliper arm is securely tightened. (Fig. 15).
4. Squeeze the brake arms together until the brake shoes contact the rim surface. Pull the Primary Cable taught through its anchor bolt of the Straddle Cable Carrier and tighten the anchor bolt. (Fig. 14). Make sure the brake cable housing is seated properly at the cable stop ferrules before tightening the anchor bolt.
5. Pad Clearance - Squeeze the brake lever hard several times to stretch and settle the cable into the system and make sure that it does not slip through its anchor bolt. If the cable tension is too tight to allow the brake shoes to retract and clear the rim surface, loosen the anchor bolt and give the cable some slack. If the cable has too much slack and you cannot apply enough stopping force to the rim, repeat the procedure and take the slack out of the cable.

To make changes to the pad clearance, use the barrel adjuster. Bringing the barrel adjuster out effectively lengthens the housing, draws out slack, and brings the pads closer to the rim.

6. Centering – Be sure that the brake arms are evenly spaced from the wheel and there is some clearance between the brake pads and the rim surface. If the arms are not evenly spaced from the wheel, you can balance the spacing by tightening or loosening the Spring Tension Fittings of either (or both) caliper arm(s).

You can move a pad further from the rim by increasing spring tension on that side. Using an adjustable wrench, hold the Spring Tension Fitting, and loosen the Caliper Mounting Bolt. Move the wrench inward and note when the rim to pad gap increases. Hold this position, secure the Mounting Bolt, and test it again. Repeat



Chainguard

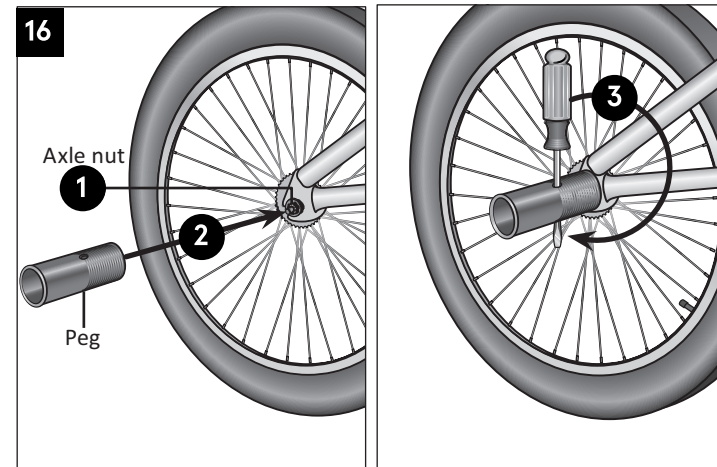
⚠ WARNING: Retrospec strongly recommends you install the chainguard. Failure to install the chainguard can result in clothing catching in the sprocket which could impair the rider causing injury to the rider. The chainguard is not installed from the factory, you will find the black plastic chainguard inside your bike box.

1. There are two clamps. The large clamp attaches to the frame Downtube, the smaller clamp attaches to the frame seatstay (**Fig. 1**)
2. Remove the screws from each of the clamps.
3. Attach the clamps to the frame. Install the screws but do not tighten completely.
4. Align the chainguard so it does not touch/rub the front sprocket or rear cog, or crank arm. Once properly aligned, completely tighten the screws.

Pegs

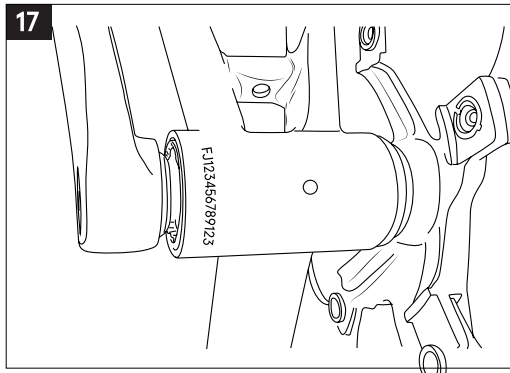
1. Do **NOT** loosen or remove the axle nuts (**1**).
2. Make sure the axle nuts are properly tightened before installing the axle pegs (**1**).
3. Thread the pegs on to the axle and tight against the axles (**2**).
4. Insert a screwdriver, punch, or similar tool through the holes on the ends of the pegs and tighten firmly (**3**).

⚠ WARNING: Periodically check to make sure the pegs are tight before riding.



Tires

- Locate the tire manufacturer's recommended inflation pressure found on tire sidewall (listed as "PSI").
- Using a hand or floor pump with a gauge, begin to inflate the tire to half its recommended inflation pressure and check to see that the tire is properly seated on the rim. Be sure to inspect both sides of the tire for proper fit.
- If the tire is seated unevenly or bulges out along the rim, let some air out of the tire and reposition the tire by hand so that it sits evenly on the rim.
- Continue to inflate the tire to the manufacturer's recommended pressure.
- Do not exceed the recommended pressure as this will cause an unsafe condition potentially causing the tire to unexpectedly explode.
- Do not use a compressed air device to inflate your tires as the rapid inflation of the tire can cause it to blow off the rim.
- Tires and tubes are not warranted against damage caused by over-inflation or punctures from road hazards.



Serial Number

It is important that you locate and record the serial number of your bicycle in case of a recall or if the bicycle is stolen. The serial number can be found under the crank bottom bracket stamped into the frame (**Fig. 17**).

Before Your First Ride

We strongly recommend you take your bike to a professional bike shop and have them check your work and fine tune the bike to ensure your bike is safe to ride.

Contact Us



Need some help? Just want to say "hey" and talk to some fellow outsiders? We're here for that too. team@retrospec.com

Give us a follow, while you're at it:

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Making Nature Second Nature

