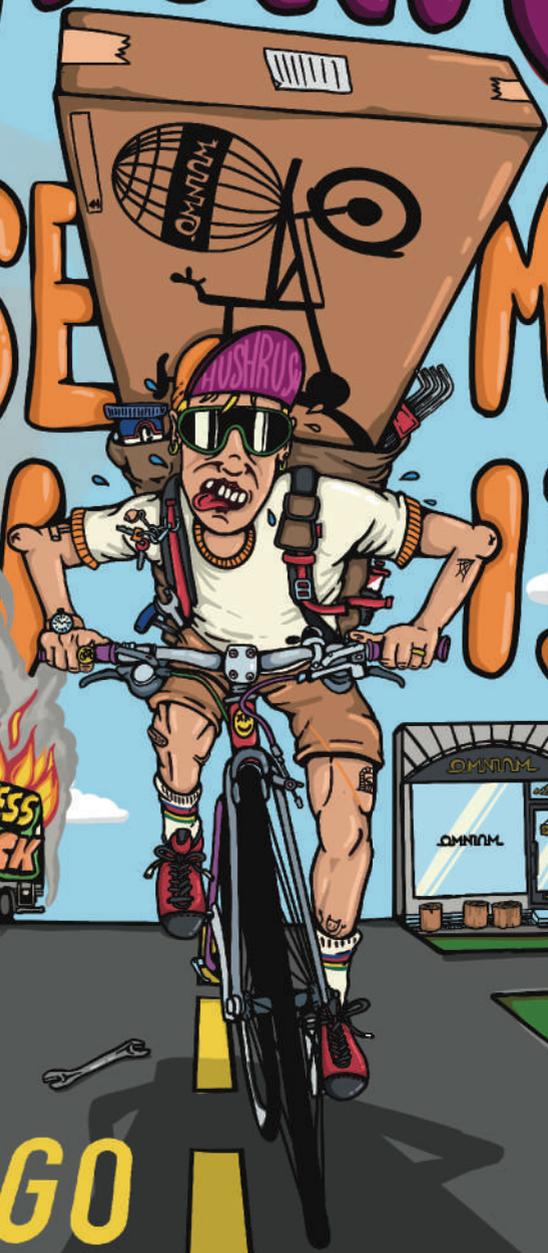


OMNIUM

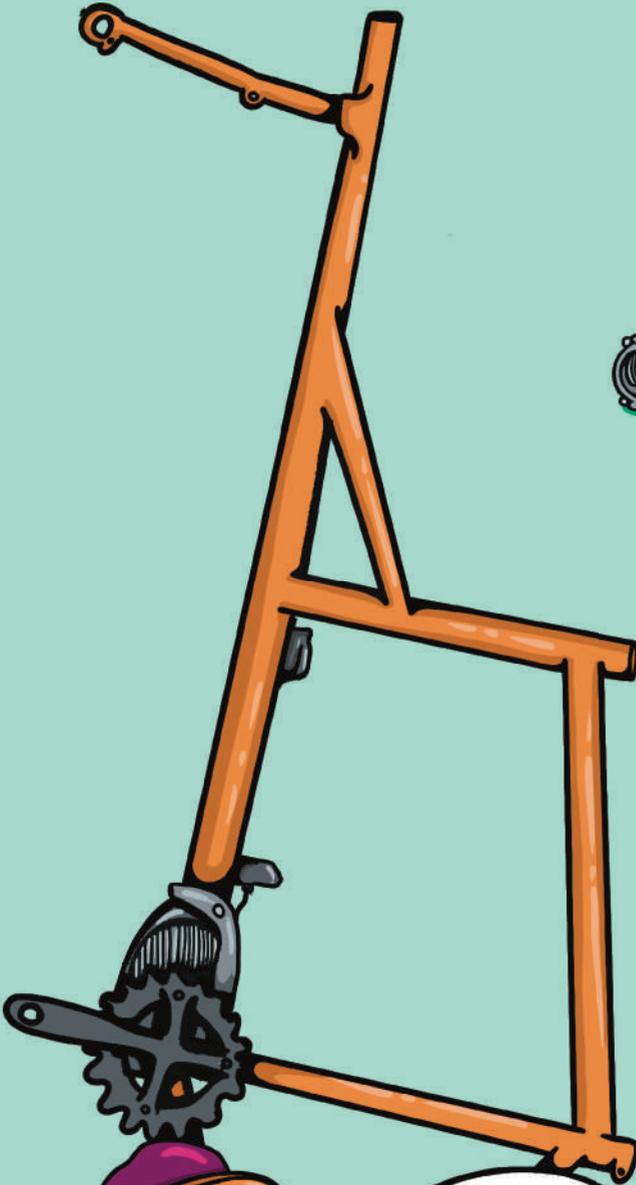
ASSEMBLY

GLIDE



CARGO
Electric

1. WHAT'S



7.



4.

5.

6.



3.

1.

2.



C.

D.



F.



8.

9.



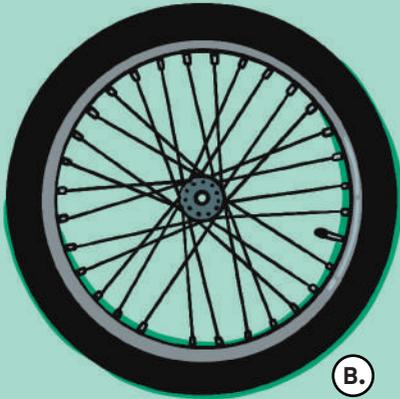
10.



Hey there,
I'll be there to give you
some tips and tricks



IN THE BOX



B.

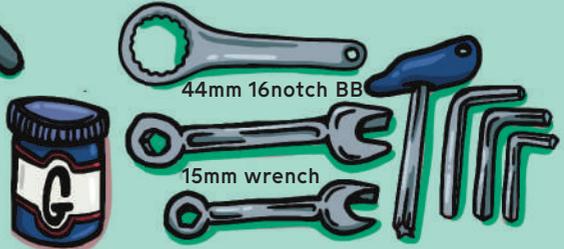


A.



E.

TOOLS NEEDED



Grease

10mm wrench

T25 6mm 5mm 4mm

CONTENT OF PARTS BOX

1. Cargo saddle
2. Seatpost 31,6 mm
3. Cargo pedals
4. Stem 80mm
5. Spacers 4x
6. Rack bolts 4x
7. Touch up paint
9. Charger
10. Keys
11. Di2 tool

CONTENT OF WHEELBOX

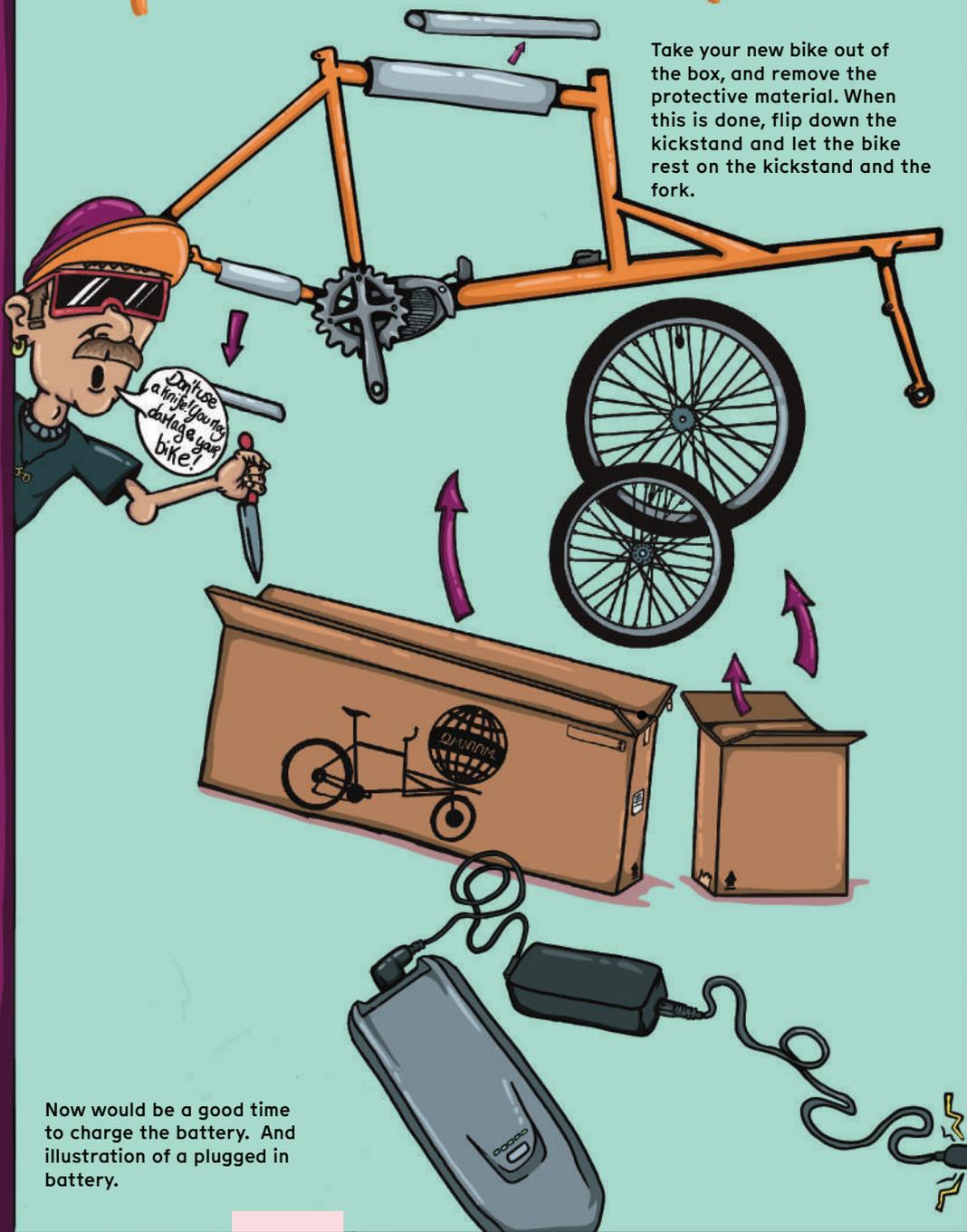
- A. Rear wheel with tube, tire mounted.
- B. Front wheel with tube and tire mounted
1x160mm 6 bolt rotor with 6.torx-25.
- C. Rotorbolts and 1x160mm centerlock rotor
with a lockring. (in an envelope)
- D. Small paper bag with bolts
for mounting mudguards.(This one is
really easy to loose, so keep track of it!)
- E. Rear and front fender.

SEPARATE BOX

- F. Battery

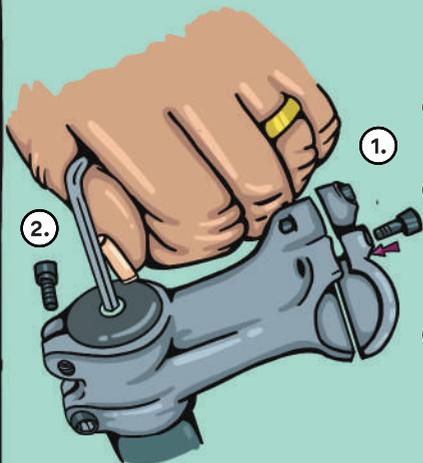
2. REMOVE PROTECTIVE MATERIAL

Take your new bike out of the box, and remove the protective material. When this is done, flip down the kickstand and let the bike rest on the kickstand and the fork.



Now would be a good time to charge the battery. And illustration of a plugged in battery.

3. MOUNT THE COCKPIT

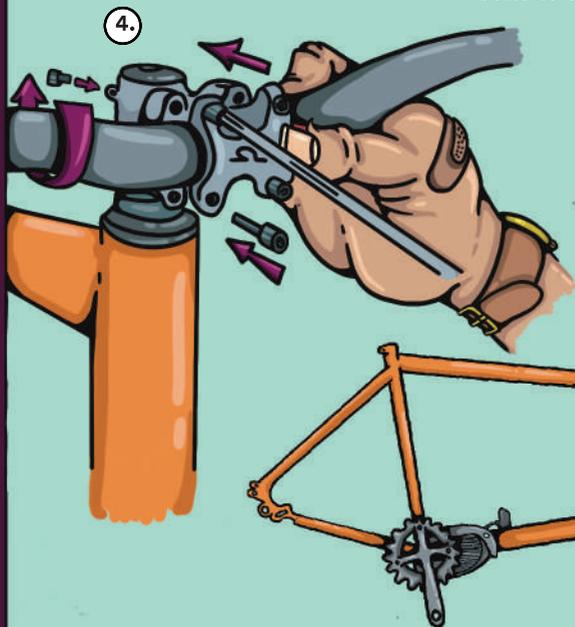


1. Remove the four bolts from the front of the stem, and take off the faceplates.

2. Add a bit of grease to the top and bottom headset cups, and slide up the steerer, making sure both headset bearings are in place, along with the compression ring and the headset cover.

3. Remove the top cap, and put the provided spacers on the steerer. Now put on the stem, and put the top cap back on, tightening it only slightly.

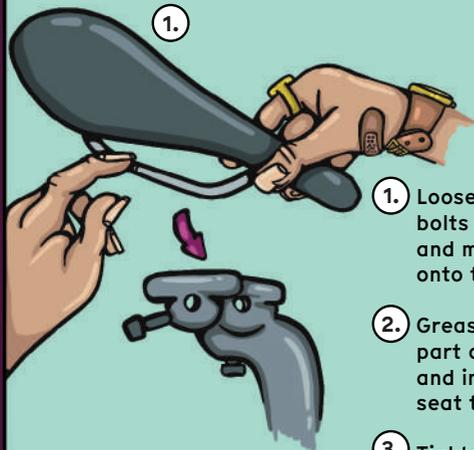
4. Put on the handlebars using the two faceplates to mount it. Use the cross in the middle of the handlebar as a guide to center it. Tighten the faceplate bolts to 5 Nm.



Don't worry about aligning the stem just yet. We'll get there soon enough.



4. MOUNT THE PEDALS AND SADDLE



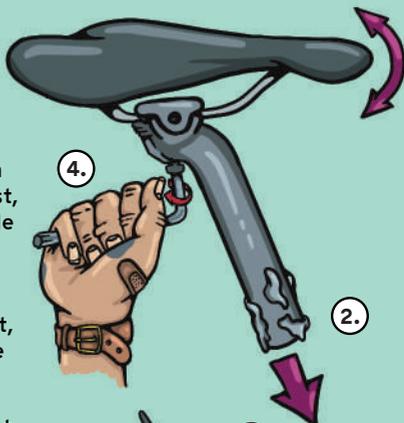
1.

1. Loosen the two 5mm bolts in the seat post, and mount the saddle onto the rails.

2. Grease the bottom part of the seat post, and insert it into the seat tube.

3. Tighten the seat post clamp to 5 Nm.

4. Now, adjust the saddle to the desired angle and tighten the two bolts to 8 Nm and 12 Nm respectively.

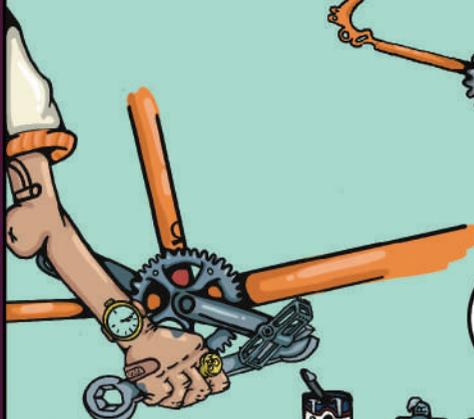


4.

2.

3.

Take out the pedals, and grease the threads on both. Mount them using a 15 mm pedal wrench. Look out for the R and L on the pedals, and make sure to mount them on the correct sides. And don't forget; the left side pedal uses a reverse thread.



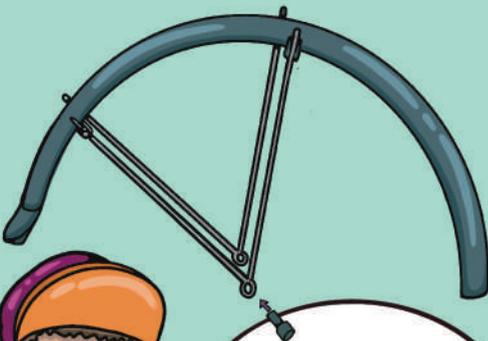
Don't have a pedal wrench at your disposal? No worries, the pedals can be mounted using a 6mm allen key as well



5. MOUNT THE MUDGUARDS



Attach the two V-stays to the rear mudguard using the provided nuts and bolts. Mount the rear mudguards on the bike using the black T25 torx for the V-stays, and the bolts and washers provided in the bag to fasten the mudguards to the rear triangle.



Attach the two straight stays to the front mudguard using the two nuts and bolts provided.

Attach the stays to the front fork using the black T25 torx bolts in the fork. Attach the upper bridge to the fork using the long bolt, the anchor bolt and the washer provided.

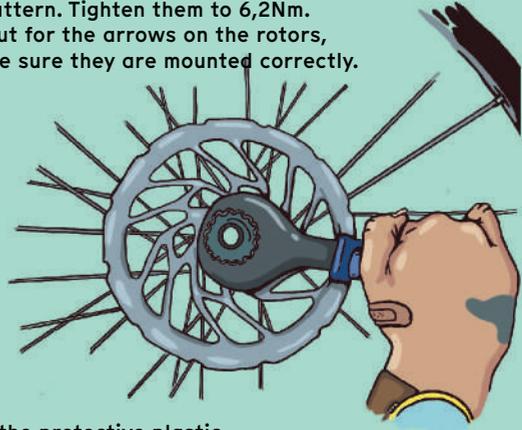
When the mudguards have been correctly adjusted, cut off any surplus parts of the stays, and slide the 6 provided, black rubber caps onto the ends for protection from any sharp edges. And for that smooth finish!

6.MOUNT



1. Mount the provided 160mm 6 bolt rotor on the front wheel using the 6 torx-25 rotorbolts. Tighten the opposite bolts in star pattern. Tighten them to 6,2Nm. Look out for the arrows on the rotors, to make sure they are mounted correctly.

1. Mount the 160mm centerlock rotor on the rear wheel using the lockring and the proper tool. Tighten it to 40Nm



2. Remove the protective plastic inserts from the brake calipers. Mount the front wheel first, and make sure to grease the thru axle. Tighten the axle to 10 Nm maximum using a 6mm allen key.

3. When mounting the rear wheel, make sure to have the sliding inserts loose which makes it easier to fit the belt on the front and rear sprocket. Remember the fixing washer and make sure the gear arm on the hub is pointing forward. Then tighten the nuts to 30-45Nm with your 15mm wrench.



4. Tighten the belt. The easiest way to do this is by using the 15mm wrench and applying pressure on the right hand side nut, which moves the wheel and the sliding inserts back. When the inserts are back and the belt is tight you tighten the inserts with your 6mm allen key.

THE WHEELS

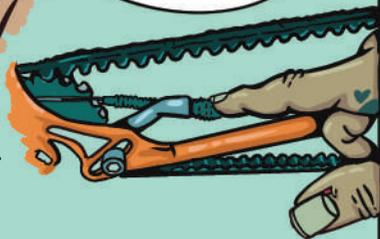
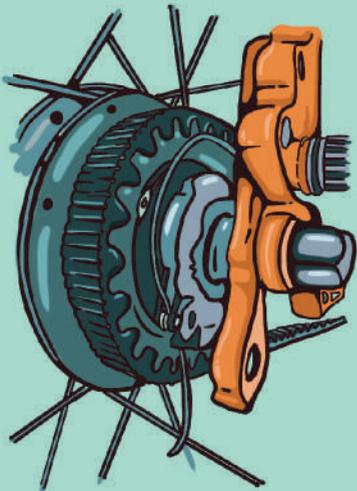
5. Di2 cable should be attached with the Di2 tool press it in until it clicks. Then cover it with the rubber seal on the cable.



If this makes no sense. Scan the QR code for a video guide



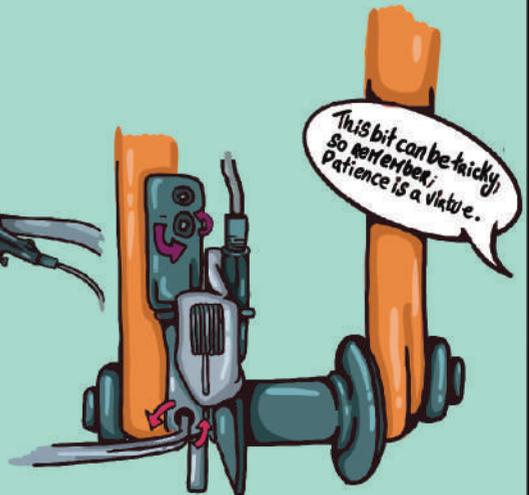
6. Mounting the gear cable. Pull the outer cable towards the rear to give you something to work with. Cable needs to be mounted in the small hook at the back of the hub and the outer cable is mounted in the arm. It might take some bit of fiddling.



7. Loosen the bolts in the brake caliper using a 5mm allen key. (They should already be loose when you receive the bike)

Now, squeeze the brake lever, and while holding the lever squeezed in, tighten the two caliper bolts to 10Nm. This is done to center the rotor between the brake pads.

Spin the wheel to see if the rotor is rubbing. If it is, loosen the bolts, readjust, and tighten. Repeat until satisfied. Both front and rear, obviously.

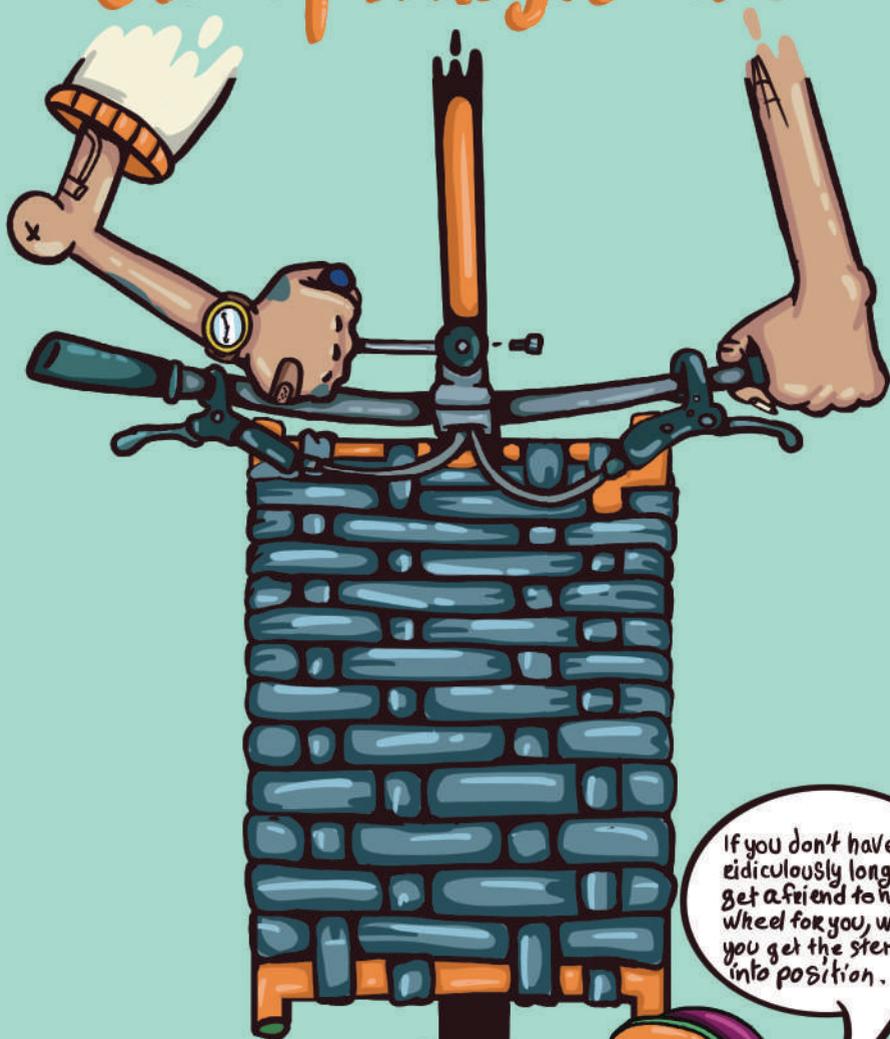


This bit can be tricky. So remember: Patience is a virtue.

7. WEBBING AND MOUNT THE RACK



8. COCKPIT ADJUSTMENT



Tighten the top cap to 3-4 Nm, before tightening the stem. Now, align the stem with the front wheel, and tighten the stem to the steering rod, tightening the bolts to 5-7 Nm.

Finally adjust the positioning of the brake levers and the gear trigger to your liking, or leave 'em as they are!

