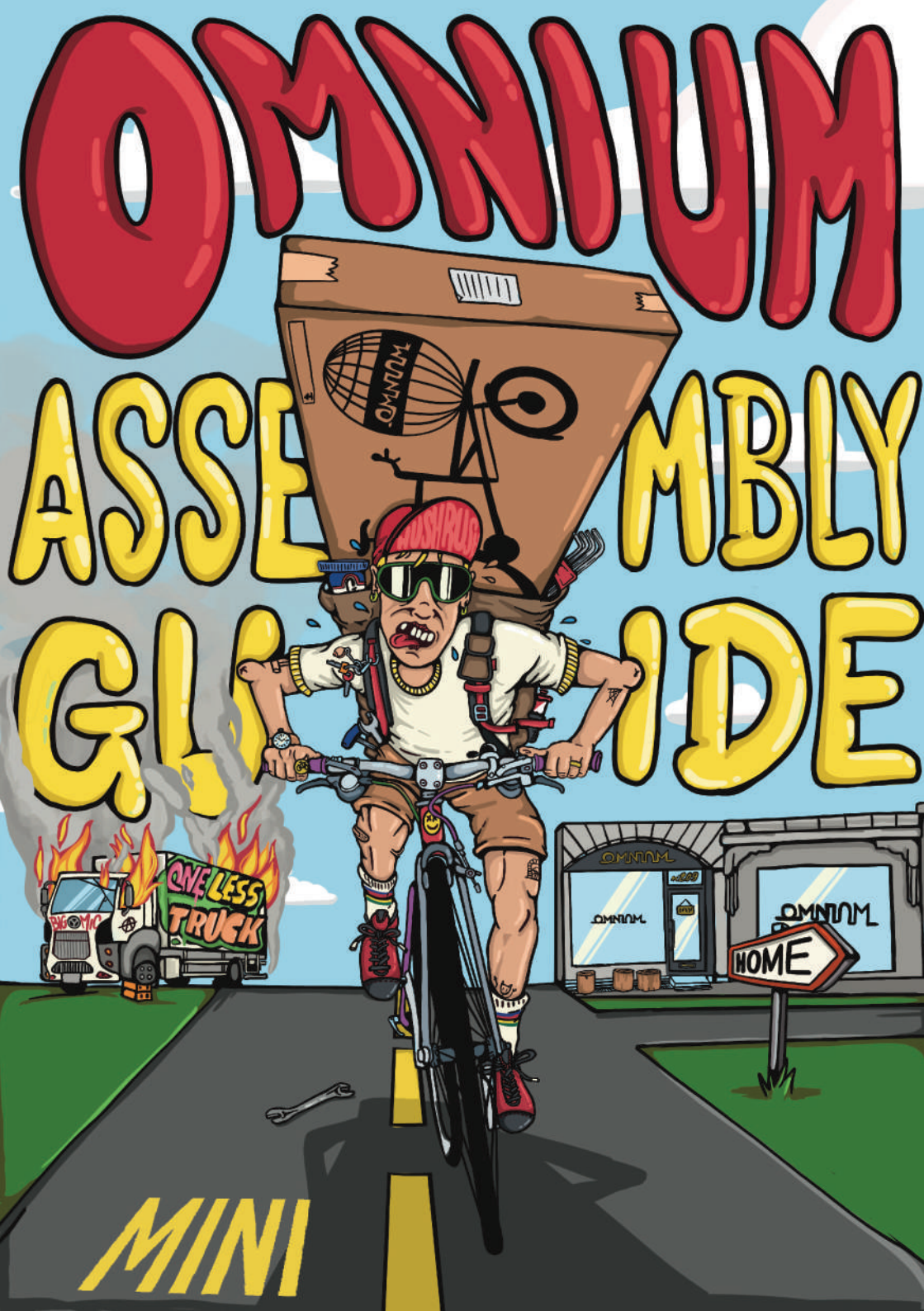
OMNIUM
ASSEMBLY
GUIDE
ONE LESS TRUCK
BIG MC
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HOME
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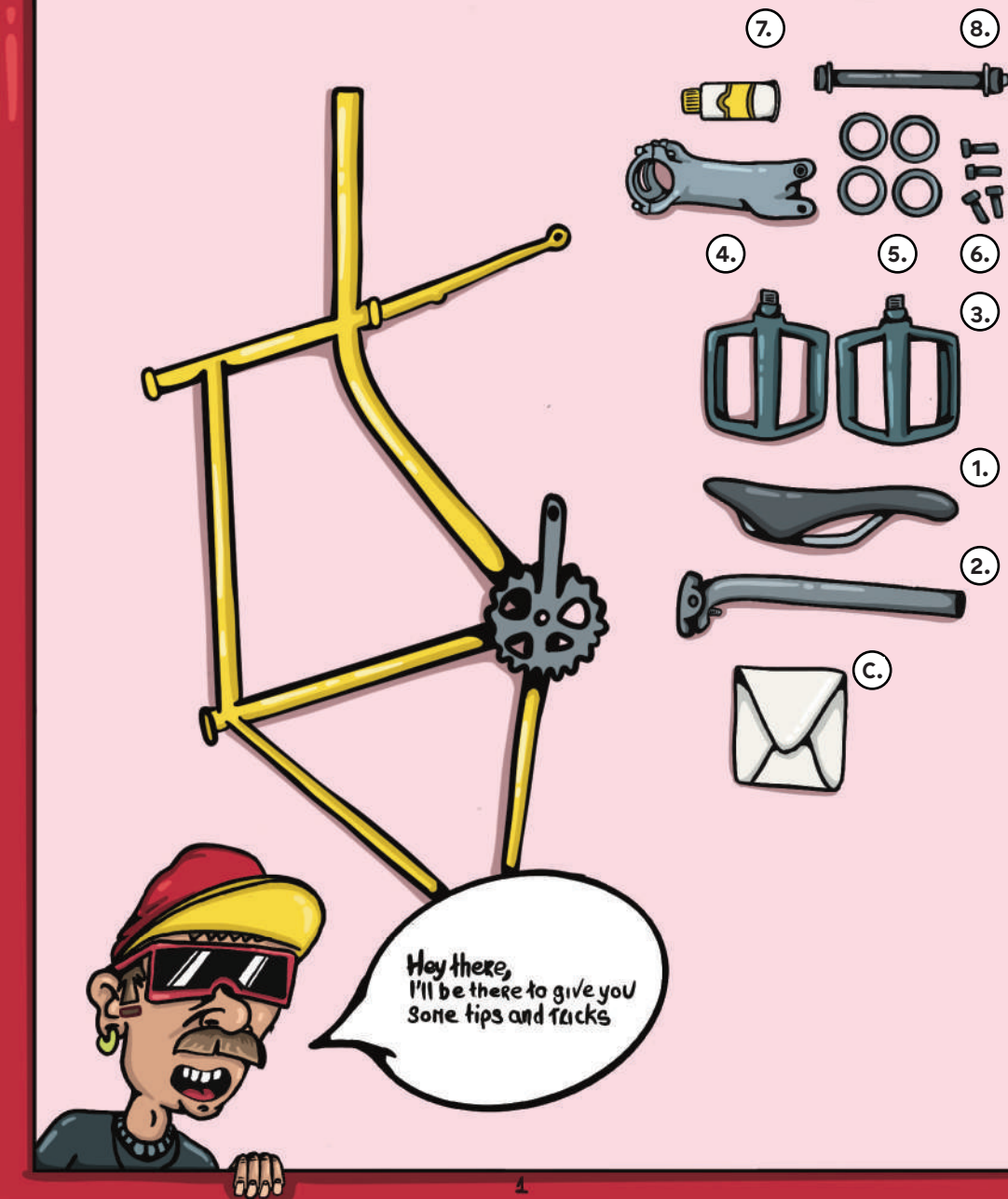
1. WHAT'S


7.
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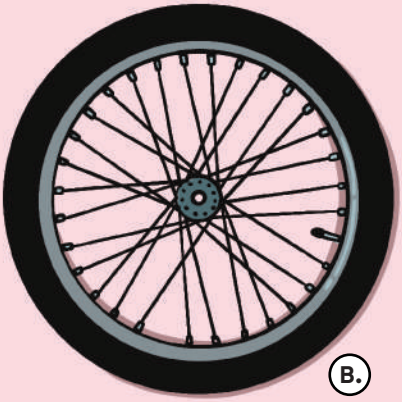
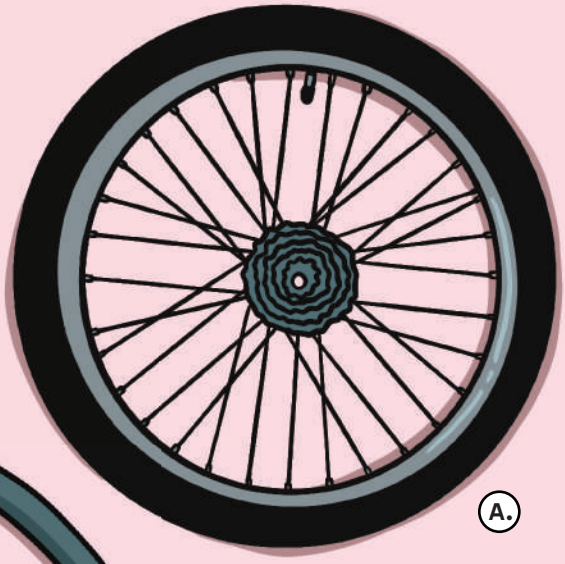
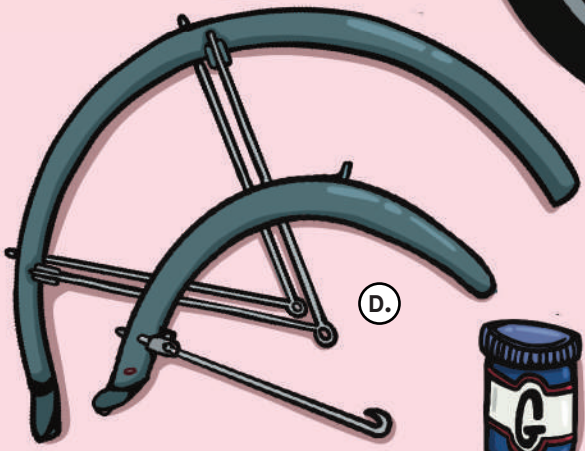
Hey there,
I'll be there to give you
some tips and tricks

IN THE BOX

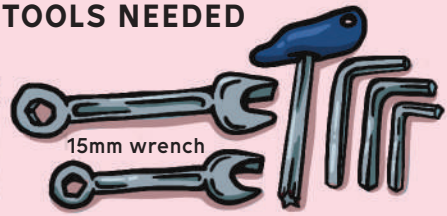






Grease

TOOLS NEEDED



CONTENT OF PARTS BOX

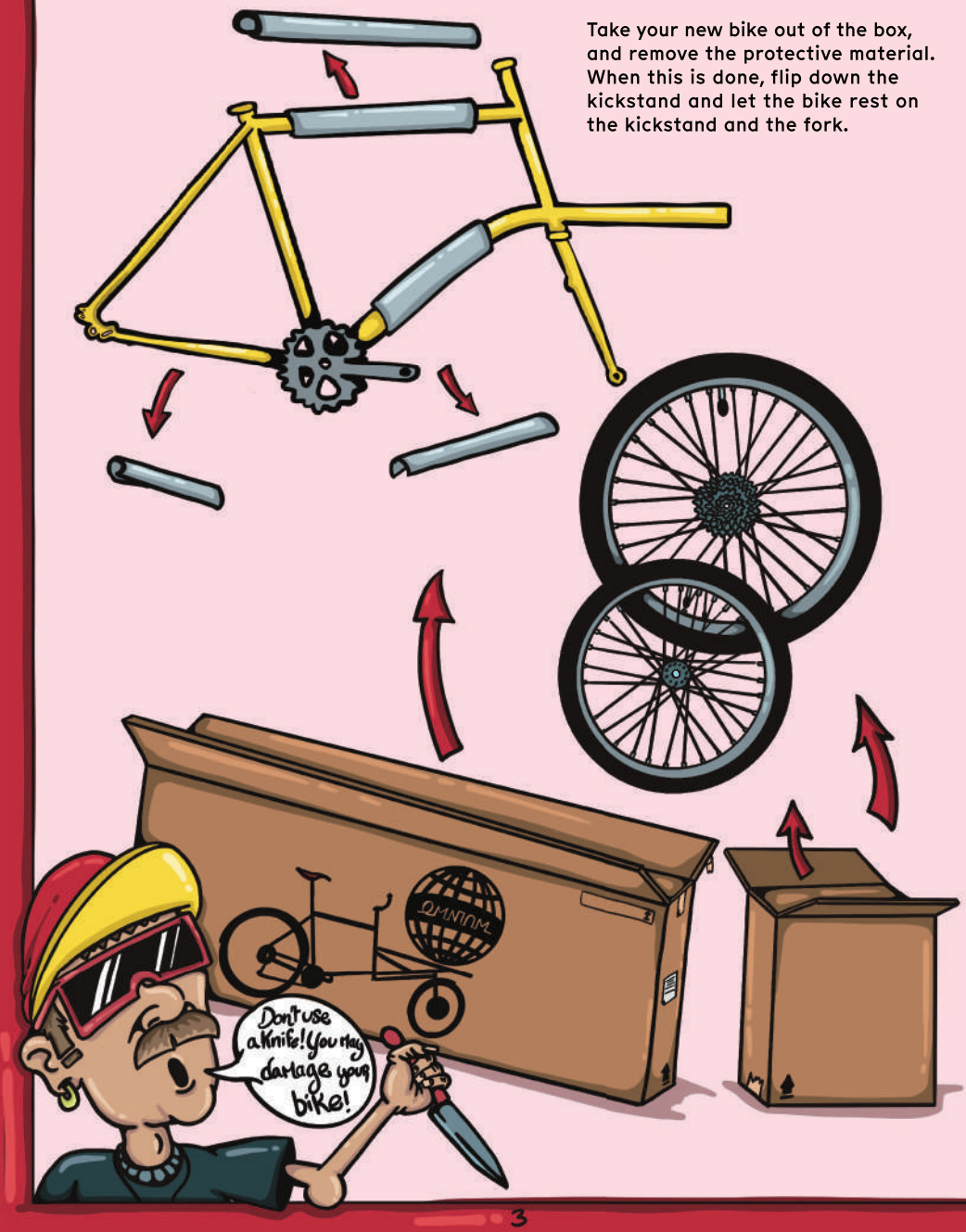
1. Cargo saddle
2. Seatpost 31,6 mm
3. Cargo pedals
4. Stem 80mm
5. Spacers 4x spacer
6. Rack bolts (4x)
7. Touch up paint
8. Rear axle

CONTENT OF WHEELBOX

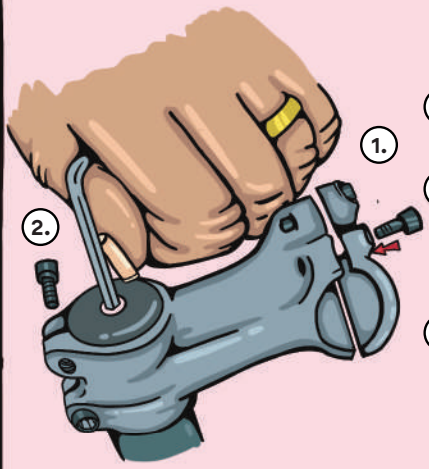
A. Rear wheel with tube, tire and cassette mounted
B. Front wheel with tube and tire mounted
C. 2x 160mm 6 bolt rotor with 12 torx-25 rotorbolts (in an envelope)
D. Rear and front fender

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.



3. MOUNT THE COCKPIT

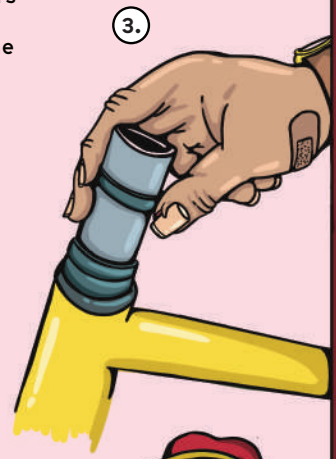


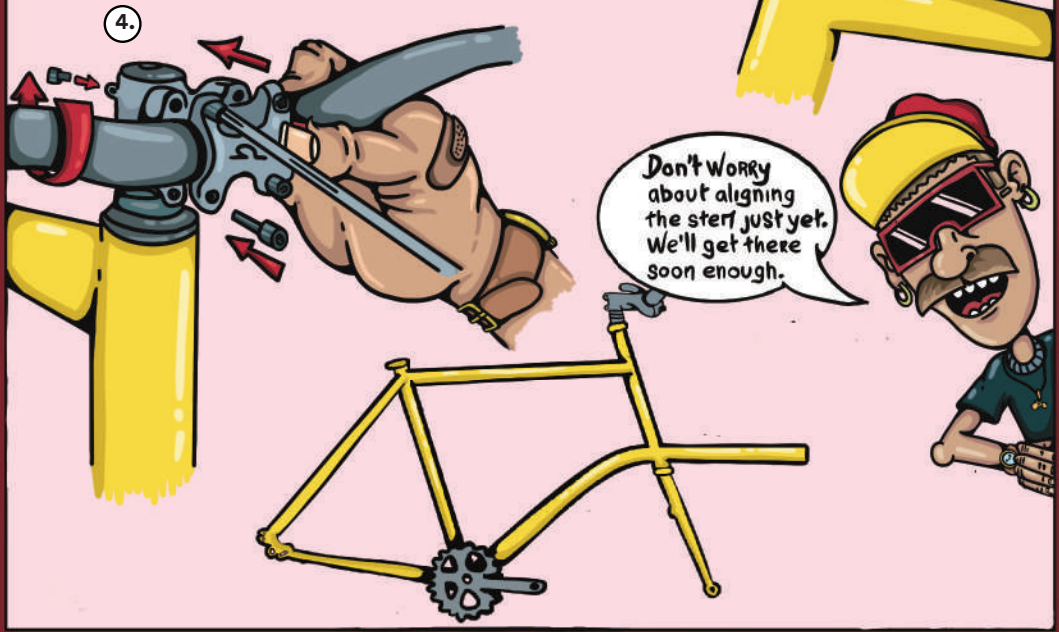
1. Remove the four bolts from the front of the stem, and take off the faceplates.

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.

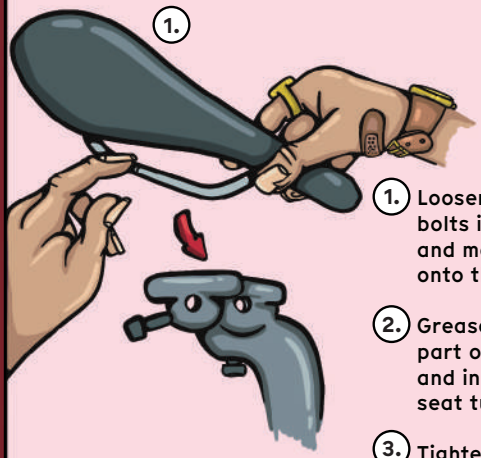
3. Remove the top cap, and put the provided spacers on the steerer. Now put on the stem, and put the top cap back on, tightening it only slightly.

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.

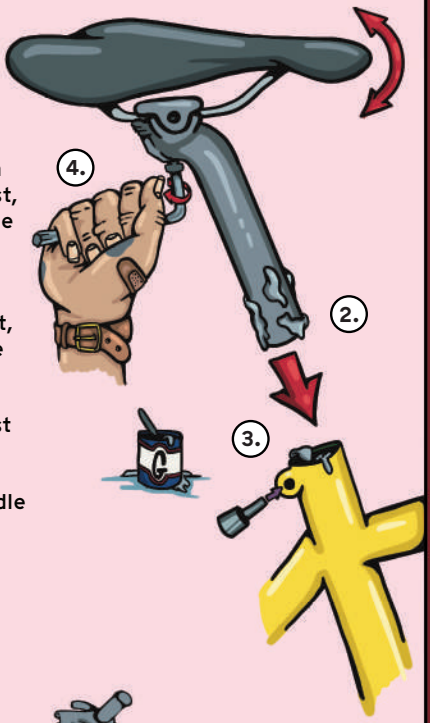




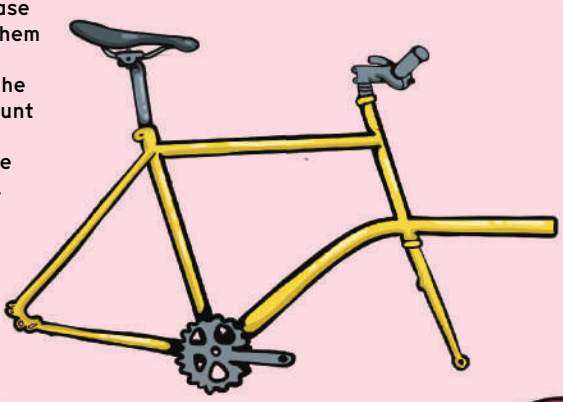
4. MOUNT THE PEDALS AND SADDLE

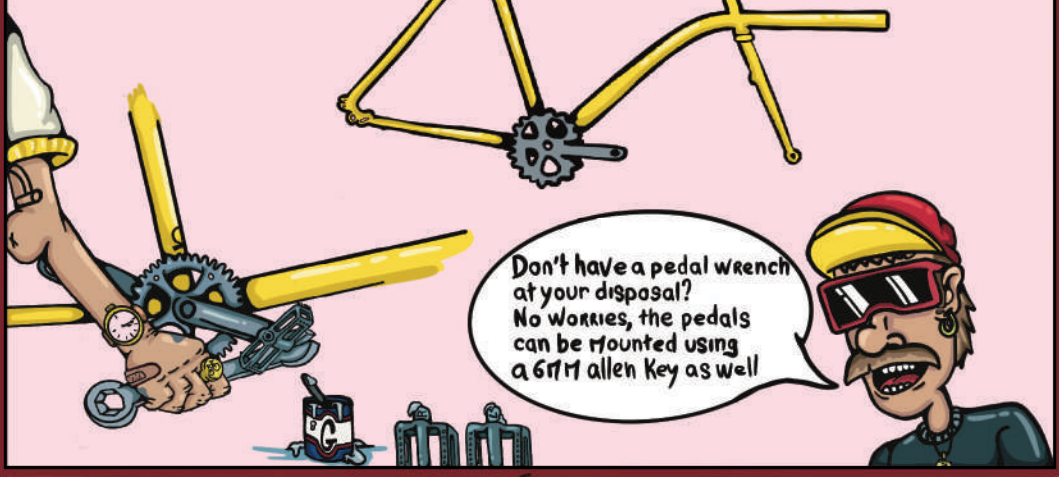


1. Loosen the two 5mm bolts in the seat post, and mount the saddle onto the rails.
2. Grease the bottom part of the seat post, and insert it into the seat tube.
3. Tighten the seat post clamp to 5 Nm.
4. Now, adjust the saddle to the desired angle and tighten the two bolts to 8 Nm and 12 Nm respectively.



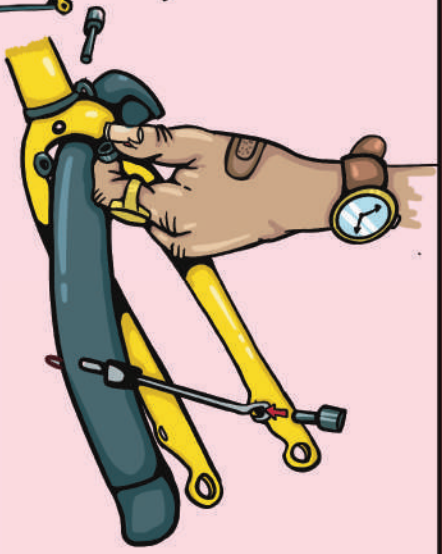
Take out the pedals, and grease the threads on both. Mount them using a 15 mm pedal wrench. Look out for the R and L on the pedals, and make sure to mount them on the correct sides. And don't forget; the left side pedal uses a reverse thread.

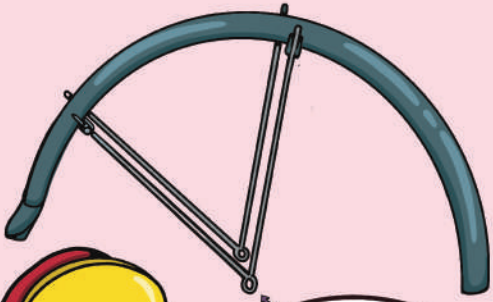


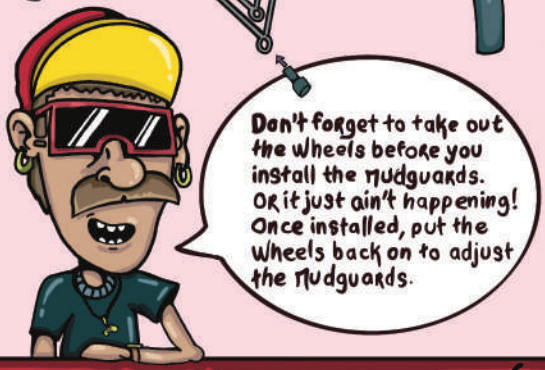


5. MOUNT THE MUDGUARDS

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.





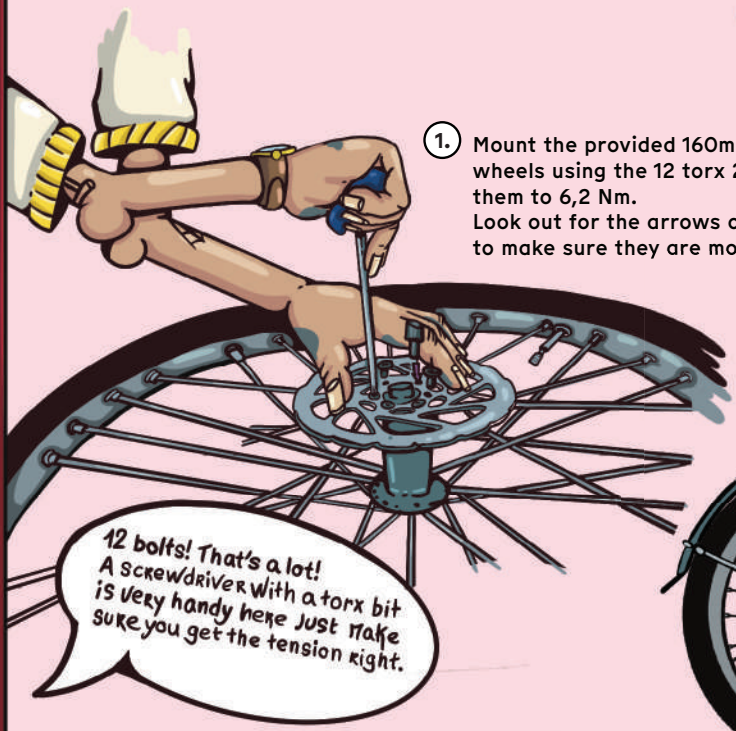


Attach the two straight stays to the front mudguard using the two nuts and bolts provided.

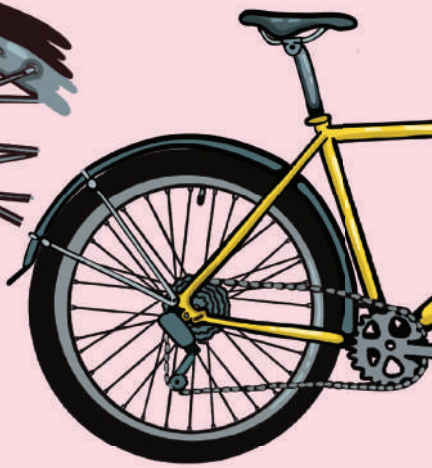
Attach the stays to the front fork using the black T25 torx bolts in the fork. Attach the upper bridge to the fork using the long bolt, the anchor bolt and the washer provided.

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



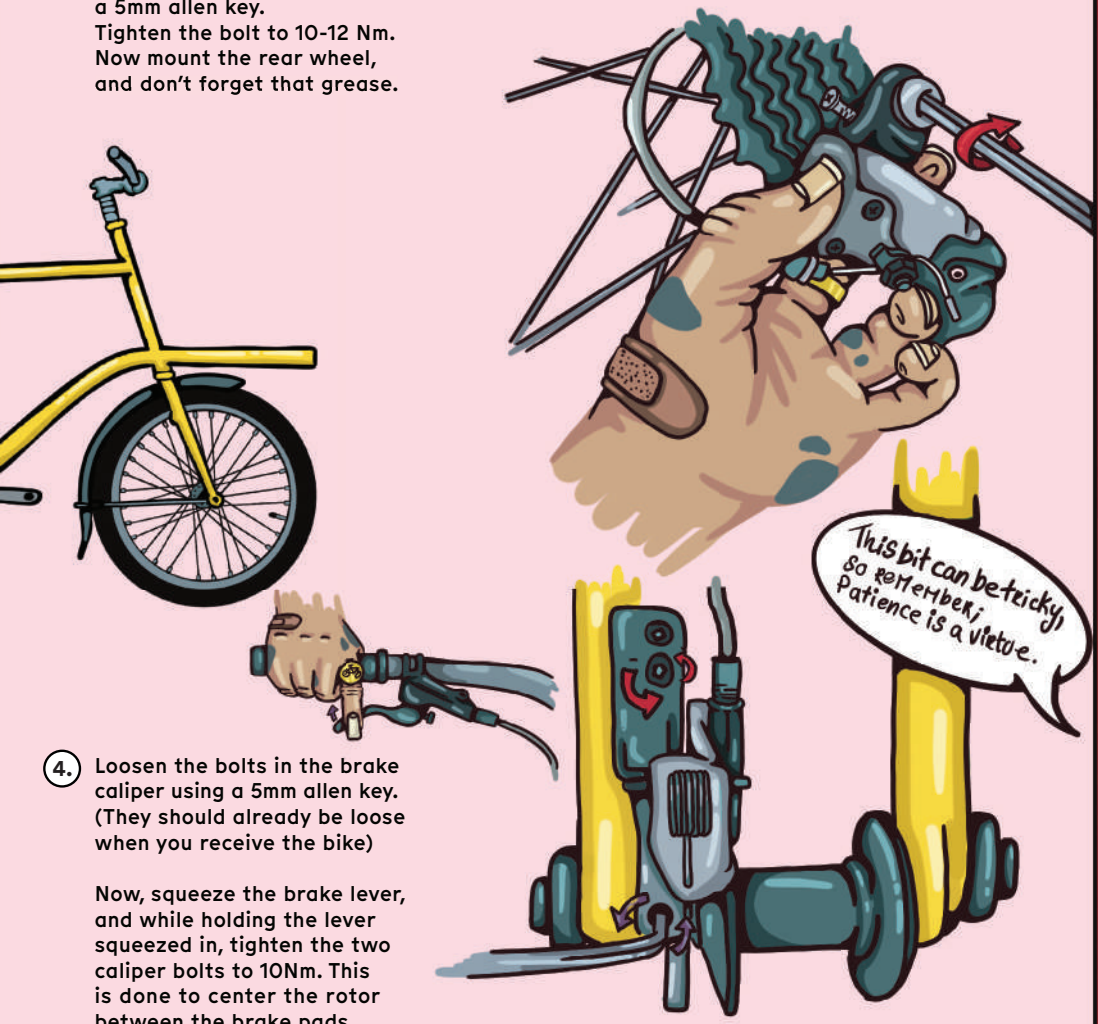
1. Mount the provided 160mm rotors on the wheels using the 12 torx 25 bolts. Tighten them to 6,2 Nm.
Look out for the arrows on the rotors, to make sure they are mounted correctly.



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.

THE WHEELS

3. Mount the rear derailleur using a 5mm allen key.
Tighten the bolt to 10-12 Nm.
Now mount the rear wheel, and don't forget that grease.



4. 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.

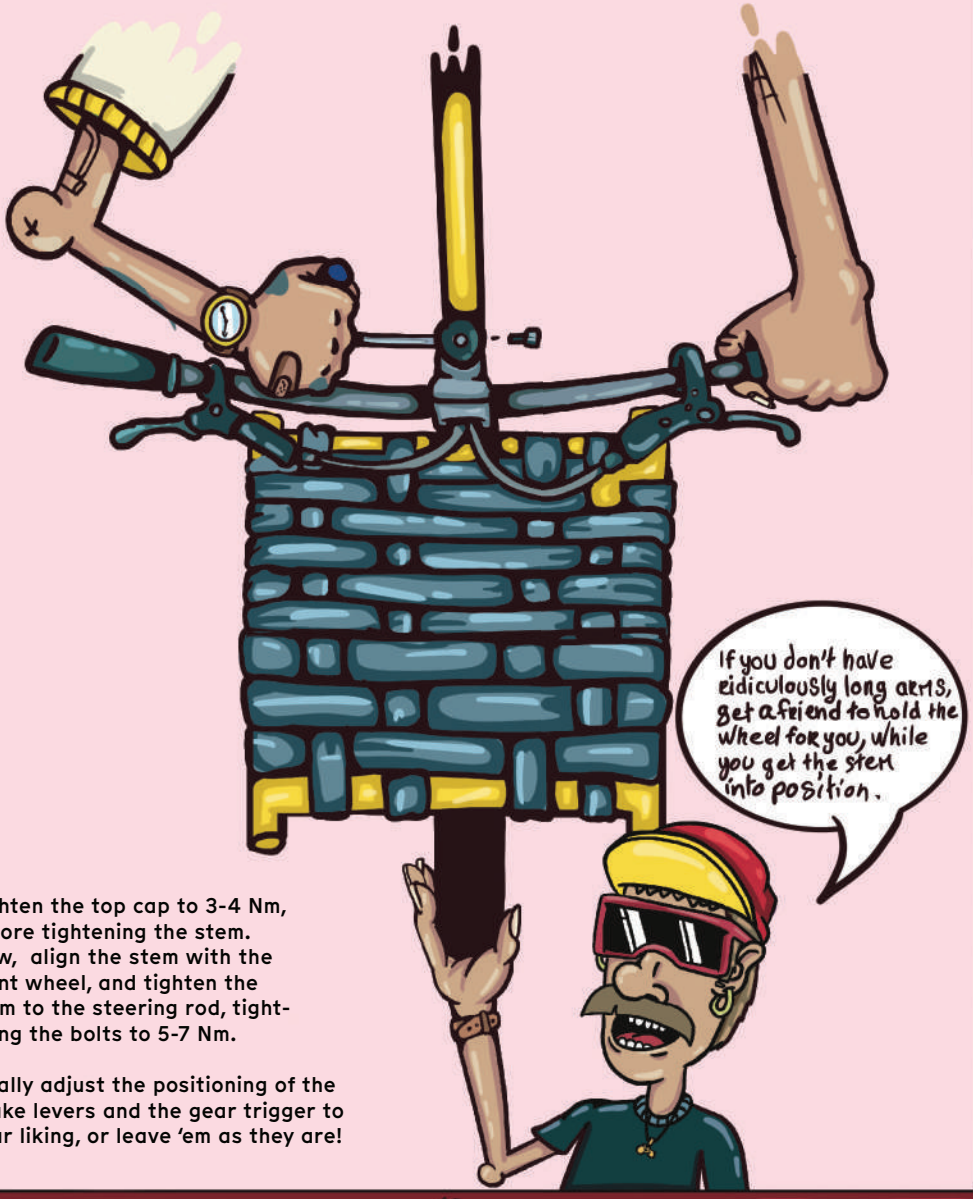
Spin the wheel to see if the rotor is rubbing. If it is, loosen the bolts, readjust, and tighten. Repeat until satisfied. Both front and rear, obviously.

7. WEBBING AND MOUNT THE RACK

The webbing is optional

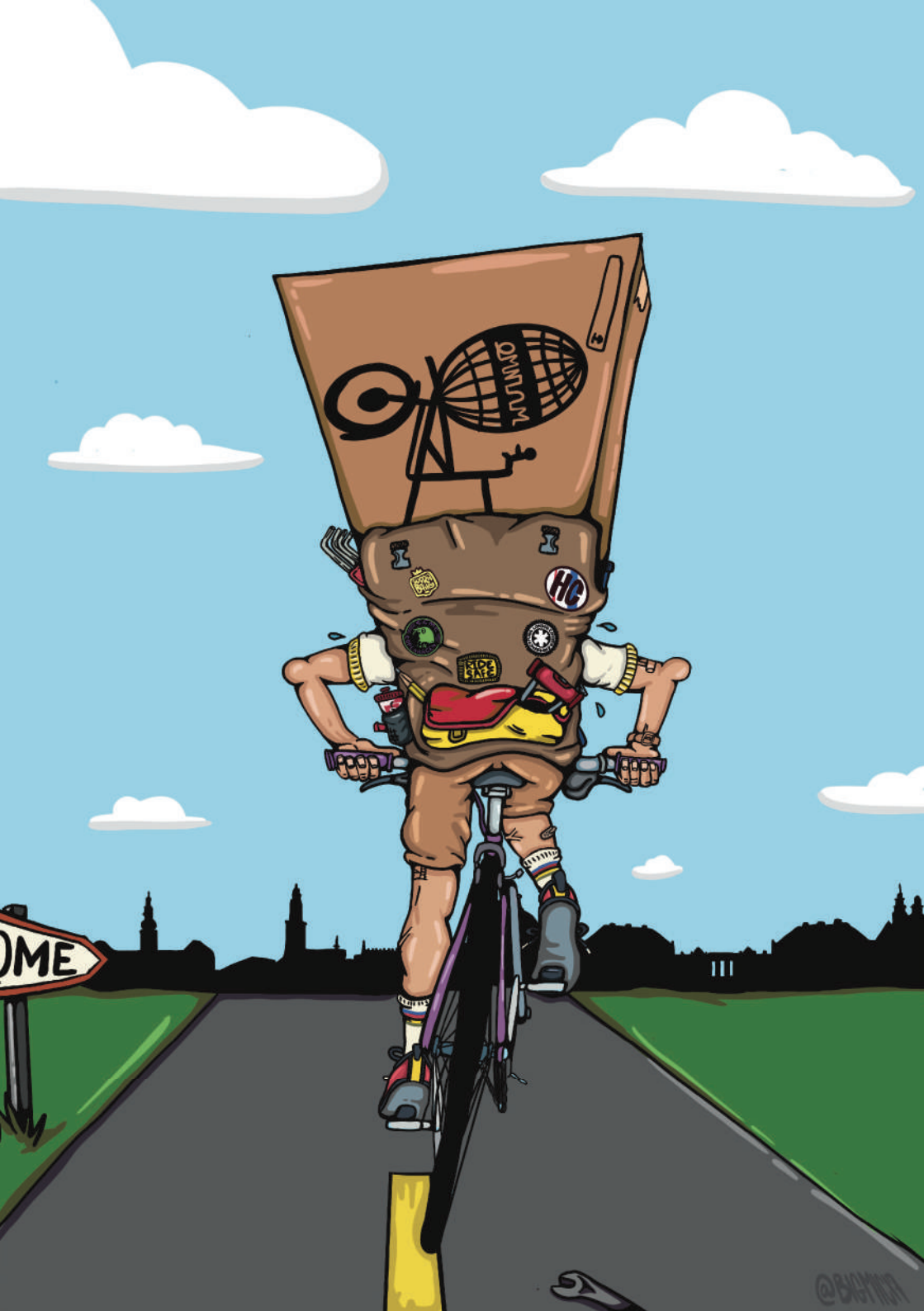
Mount the rack using a 6 mm allen key. Remember to grease the bolts and tighten them to 18-20 Nm. Make sure the front end of the rack faces front. And make sure to web up the rack before you mount it.

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!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