

**LandRider**  
**THE BICYCLE BUILT FOR YOU.**



## ASSEMBLY INSTRUCTIONS

Version 4

## **ASSEMBLY TIPS**

If you carefully follow each step in order, assembly should take approximately 30 minutes.

We recommend that you have a friend help you assemble the LandRider.

Relax and be patient. Your safety is important.

## **CUSTOMER SERVICE**

If you have any questions please call LandRider at: 1-800-945-5335 or email us at [\*\*service@landrider.com\*\*](mailto:service@landrider.com)

**WARNING: These Assembly Instructions are a supplement to your Owner's Manual. This information is limited to the assembly instructions for the LandRider and does not include general safety and product information on the LandRider or bicycling.**

**For a complete understanding of the LandRider and all warnings and cautions, you must thoroughly read and completely understand your LandRider Owner's Manual.**

## **STEP 1: ASSEMBLY PREPARATION**

**A)** Using a pair of scissors, carefully cut all the ties holding the bike parts together.

DO NOT USE A BLADE, AS THIS IS DANGEROUS AND COULD PUNCTURE THE TIRE.

**B)** Carefully free Front Wheel which is supported by Crank Arm and Handlebar Stem.

DO NOT REMOVE THE PROTECTIVE WHITE CARDBOARD SLEEVES WRAPPED AROUND THE FRAME UNTIL THE BIKE IS COMPLETELY ASSEMBLED.

**C)** Remove the protective caps from the Wheel Hubs on the Front and Rear Wheels.

## **STEP 2: PRE-ASSEMBLY CHECK**

Lay out all the components and tools for a pre-assembly check list. If any parts are missing, call LandRider at: 1-800-945-5335.

### **Pre-Assembly Check List**

#### **Main Box**

1. Frame Assembly (including Handlebars)
2. Seat Assembly (including Seat Post)
3. Front Wheel Assembly

#### **Small Box**

4. Pedal (right)
5. Pedal (left)
6. Front Wheel Quick Release for Front Wheel Assembly



7. Wrench (14/15 mm)
8. Multi Tool Set (includes 2,2.5,3,4,5 & 6 mm Allen Keys, Philips head and regular screw driver)

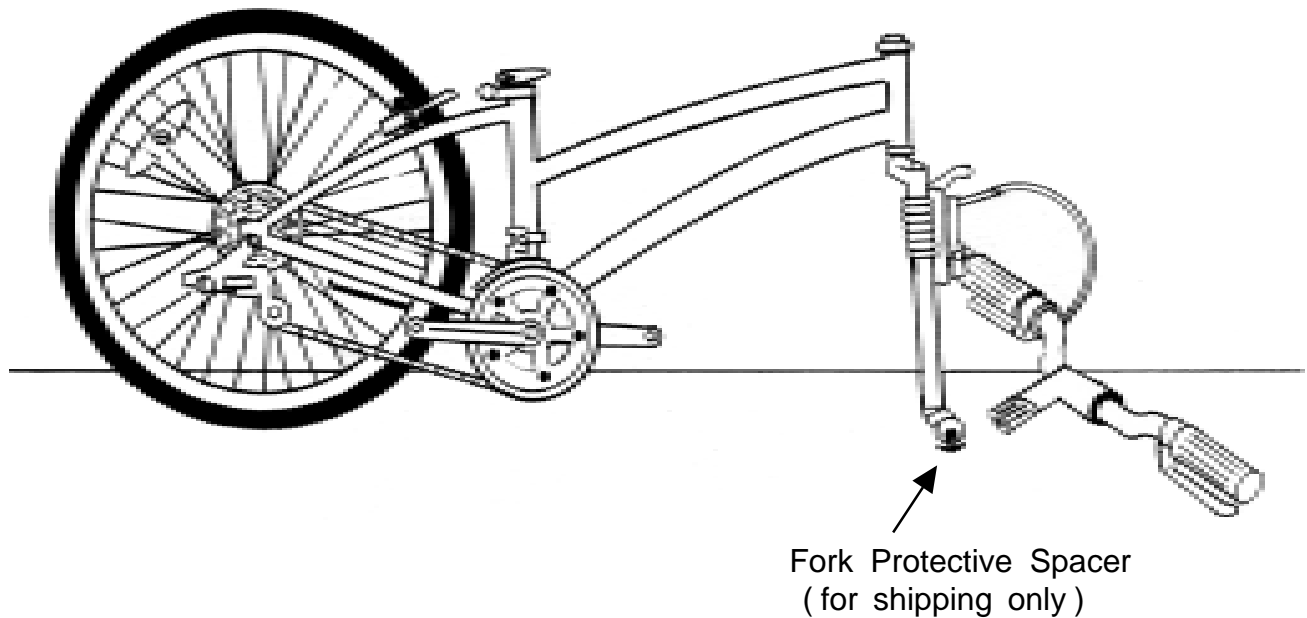
### **STEP 3: MANUAL**

Open the Owner' s Manual to page 3 which shows a photo of the LandRider identifying all the components. This will help you while assembling the LandRider.

### **STEP 4: STAND FRAME UP**

Carefully stand the bike up using the Fork ends as a stand. Make sure the Fork is facing forward as per the drawing below.

**FIG. 1**



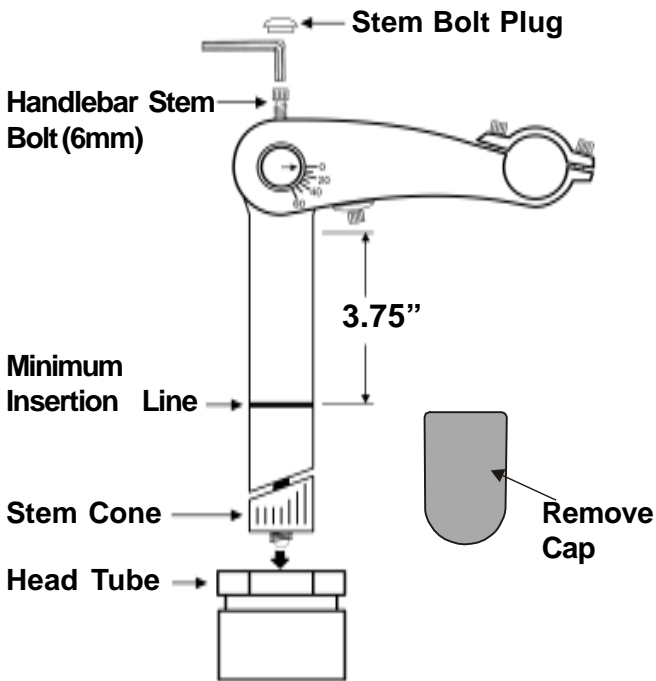
## **STEP 5: CONNECTING HANDLEBAR**

**A)** Remove the protective cardboard and rubber cap from the bottom of the Handlebar Stem Cone. (See FIG. 2).

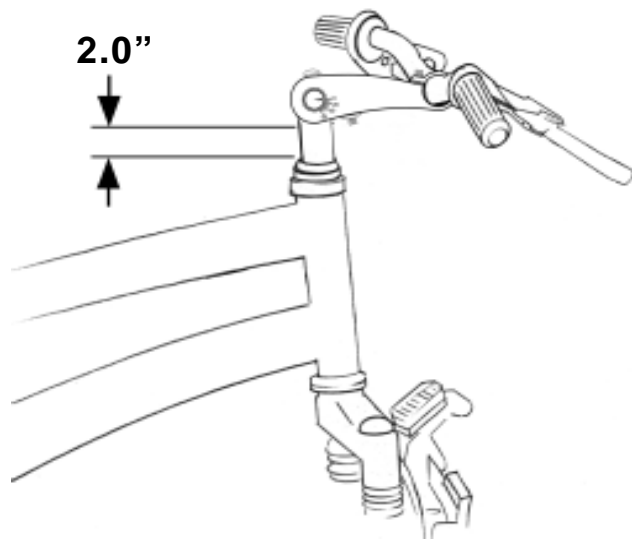
**B)** Remove plastic plug on top of Stem Bolt. Before inserting the Stem into the Head Tube you may need to loosen the Stem Bolt slightly 1-3 turns counter clockwise so the Stem Cone will fit into the Head Tube (See FIG. 2).

**C)** Now insert the Handlebar Stem into the Head Tube of the bicycle Frame so there is approximately 2 inches from the top of the Head Tube to the Handlebar Tilt Arm. (See FIG. 2 & 3). Do not raise the Stem above Minimum Insertion Line. The approximate maximum Stem height is 3.75". Firmly tighten clockwise the Handlebar Stem Bolt with the large 6mm Allen Key. (See FIG. 2). You will adjust the Handlebar later.

**FIG. 2**



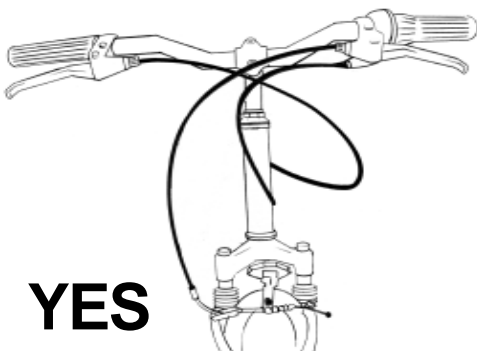
**FIG. 3**



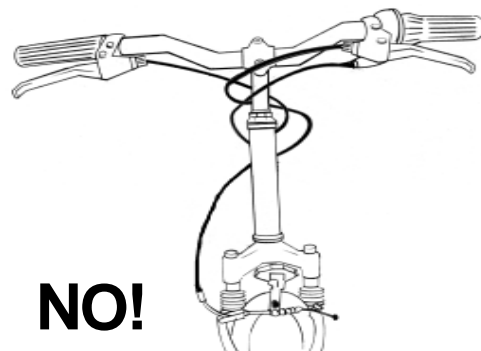
See pages 14-16 for a more complete understanding of the Handlebar if necessary.

**D)** Before going any further, make sure the Brake and AutoMax cables are not tangled and Cables are correctly engaged into Brake Handles. (See FIG. 4 & 5). You will adjust the Handlebar later.

**FIG. 4**



**FIG. 5**



## **STEP 6: CONNECTING SEAT POST**

The action of the Quick Release Cam squeezes the Seat Collar around the Seat Post to hold the Seat Post securely in place. The amount of clamping force is controlled by the Tension Adjusting Nut. Turning the Tension Adjusting Nut clockwise while keeping the Quick Release Lever from rotating increases clamping force; turning it counterclockwise while keeping the Lever from rotating decreases clamping force.

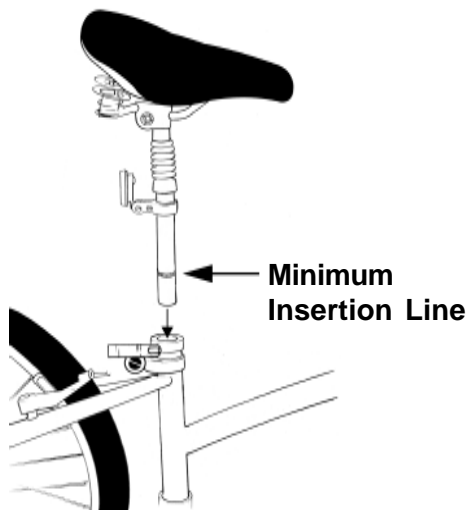
**A)** Release the Seat Post Quick Release on the Seat Tube by opening the Quick Release Lever. (See FIG. 8).

**B)** Insert the Seat Post into the Seat Tube and lower the Seat Post all the way (See FIG. 7). You will adjust seat height later. **Do not raise the Seat Post above Minimum Insertion Line.**

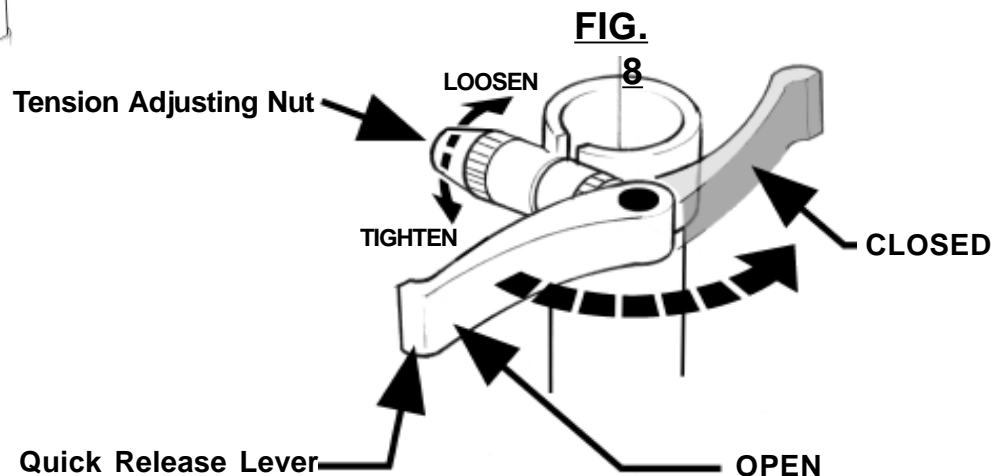
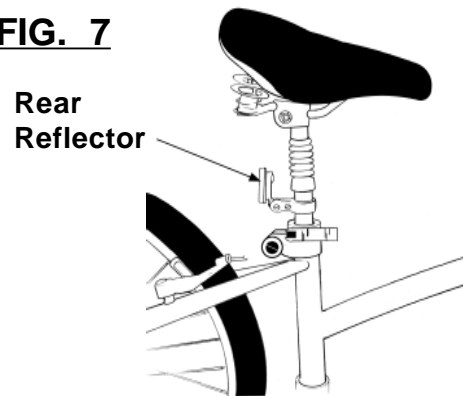
**C)** Keeping the Seat parallel with the Frame turn the Tension Adjusting Nut clockwise with one hand while holding the Quick Release Lever with the other hand. Turn the Tension Adjusting Nut until it is as tight as you can get it by hand. (See FIG. 8).

**D)** Now close the Quick Release Lever so that the Seat Post is secured in the Seat Tube. The full force of the Quick Release Cam is required. Quick Release Lever should be turned towards Front Wheel. Check Rear Reflector is straight and tight.

**FIG. 6**



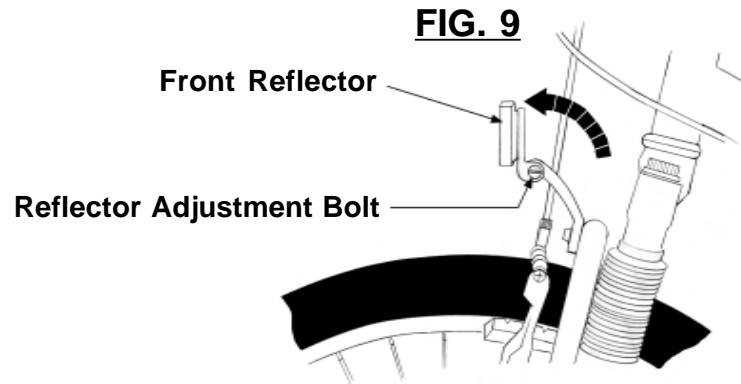
**FIG. 7**



**IMPORTANT:** If you can fully close the Quick Release and the Lever does not leave a clear imprint in the palm of your hand, the tension is insufficient. Open the Lever; turn the Tension Adjusting Nut clockwise a quarter turn; then try again. If the Lever cannot be pushed all the way to a closed position, return the Lever to the OPEN position. Then turn the Tension Adjusting Nut counterclockwise one-quarter turn and try tightening the Lever again.

## **STEP 7: ADJUSTING FRONT REFLECTOR**

Adjust Front Reflector which has been turned in for shipping. Use Philips screwdriver to loosen Reflector Adjustment Bolt and then adjust to forward vertical position and retighten. (**See FIG. 9**).



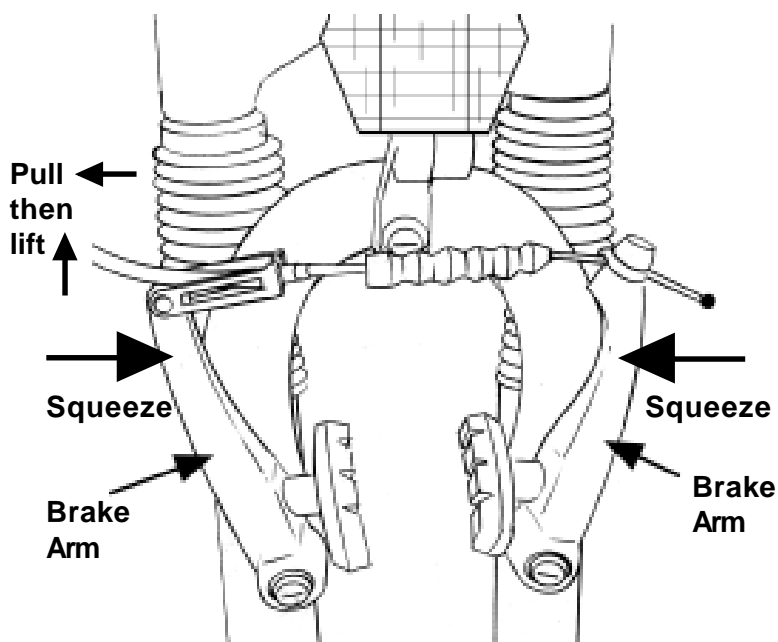
## **STEP 8: OPENING FRONT BRAKE**

You will need to release the Front Brake Arm so you can complete Step 10 and put the Front Wheel on.

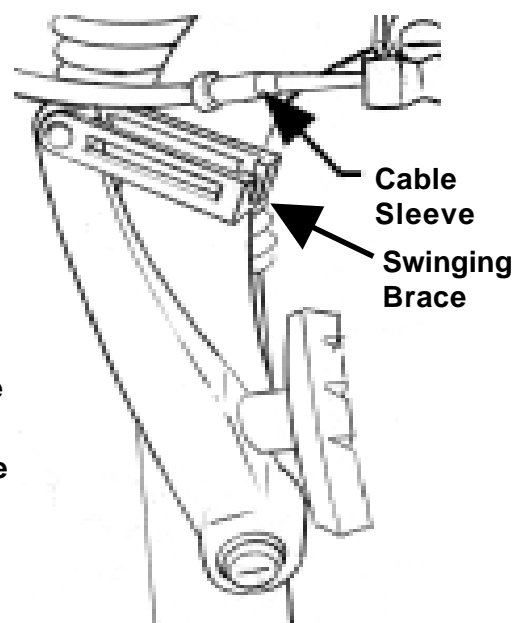
**A)** With your right hand, squeeze the two Brake Arms of the Front Brakes together so the Brake Cable becomes slack.

**B)** With your left hand, grasp the Cable close to the Cable Sleeve (**See FIG. 11**) and pull to the left and then lift so the Cable Sleeve end comes out of the Swinging Brace on the Left Brake Arm. The Front Brakes should now be open.

**FIG. 10 - Closed**



**FIG. 11 - Open**



### **STEP 9: TURN BIKE OVER**

For steps 10, 11 & 12 we recommend you turn the bike over, balancing it on the Handlebars and the Seat. (See FIG. 12).

### **STEP 10: INSERTING FRONT WHEEL**

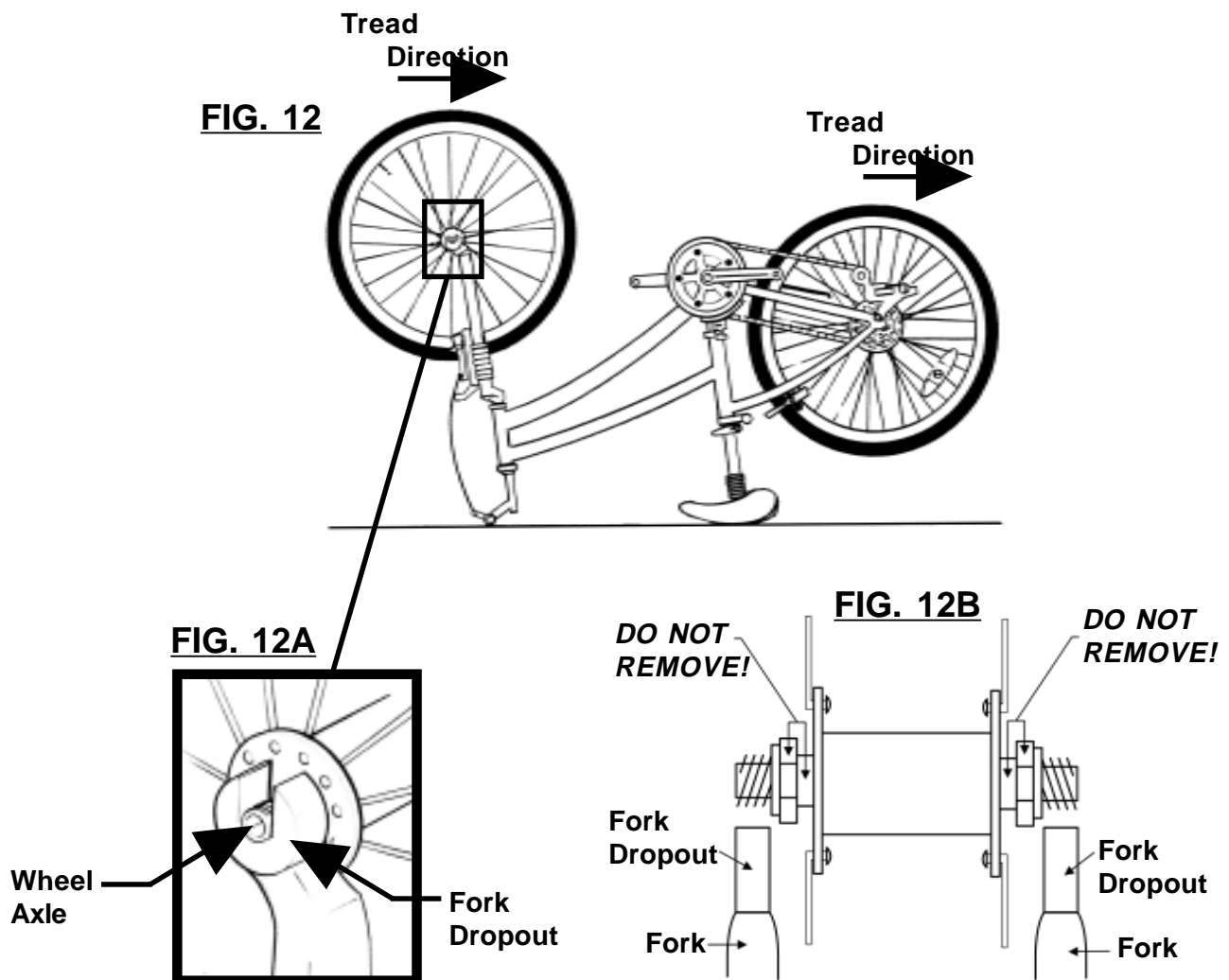
A) If you haven't already remove the plastic protective spacer from the bottom of the Fork.

B) Ensure protective caps on sides of Front Wheel are removed. **(These are the black plastic protective caps you removed in Step 1c)**

**IMPORTANT: Do not remove the nuts on the Front Wheel Hub (See FIG. 12B)**

C) Turn Front Wheel so the tire tread is in the right direction. The best way to do this is to compare the direction of the tread on the Rear Wheel. (See FIG. 12).

D) Carefully place the Front Wheel through the Brake Arms so the threaded axles of the Wheel Hub are in the Fork Dropouts. (See FIG. 12A & B).



## **STEP 11: FRONT WHEEL QUICK RELEASE**

In this step you will secure the Front Wheel using the Front Wheel Quick Release.

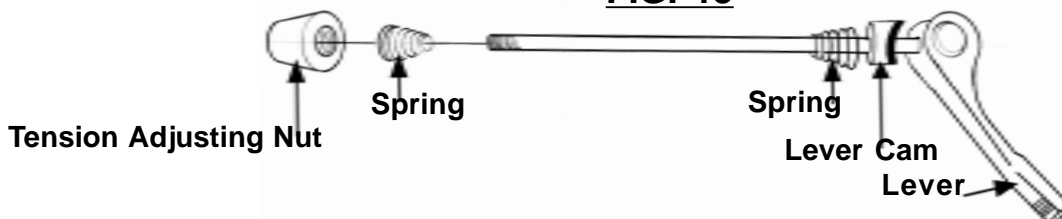
**IMPORTANT:** Before doing this, read the following as a thorough understanding of the Front Wheel Quick Release system is necessary for proper operation and safety.

While it may look like a long bolt with a simple lever and nut on the ends, the Front Wheel Quick Release uses an adjustable Lever and Cam on a skewer to secure the bike's Front Wheel to the Fork. Due to its Quick Release action and adjustable nature it is critical that you understand how the Quick Release lever and cam work to insure your safety by proper usage.

The Front Wheel Quick Release Lever allows for both an open (release) position and a closed (secure) position. When tightly closed, the Wheel Hub and Assembly are securely clamped to the Fork by the action of the Front Wheel Quick Release Lever and Cam. When open, the Wheel Hub and Assembly are no longer securely clamped to the Fork thus allowing the Wheel to easily come off the Fork. It is critical for your safety, that the Front Wheel Quick Release Lever be tightly closed when riding.

The amount of clamping force is controlled by the Tension Adjusting Nut. Turning the Tension Adjusting Nut clockwise while keeping the Lever from rotating increases clamping force; turning it counter clockwise while keeping the Lever from rotating reduces clamping force. Less than half a turn of the Tension Adjusting Nut can make the difference between safe clamping force and unsafe clamping force.

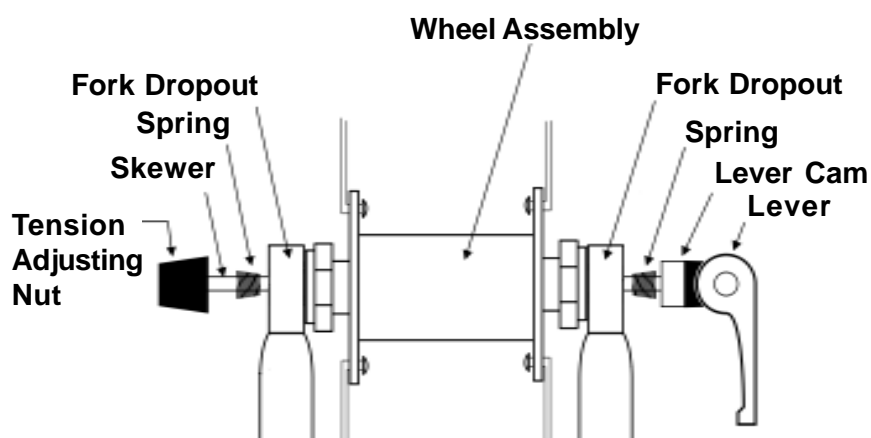
**FIG. 13**



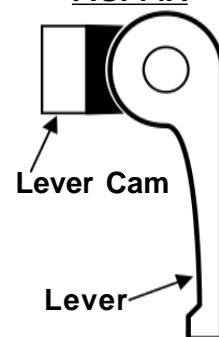
**A)** Now take the Front Wheel Quick Release and remove the Tension Adjusting Nut and one Spring and slide the Front Wheel Quick Release Skewer through the Wheel Hub from the chain side and replace the Spring and Tension Adjusting Nut so that the wide section of the Spring is against the Tension Adjusting Nut. Important make sure the Lever is located in the round portion of the cam bushing as shown in **FIG. 14A**.

**IMPORTANT:** The following 2 figures (15 & 16) show the Front Wheel Fork as if you had turned the bike over as recommended in Step 9 FIG 12.

**FIG. 14**



**FIG. 14A**

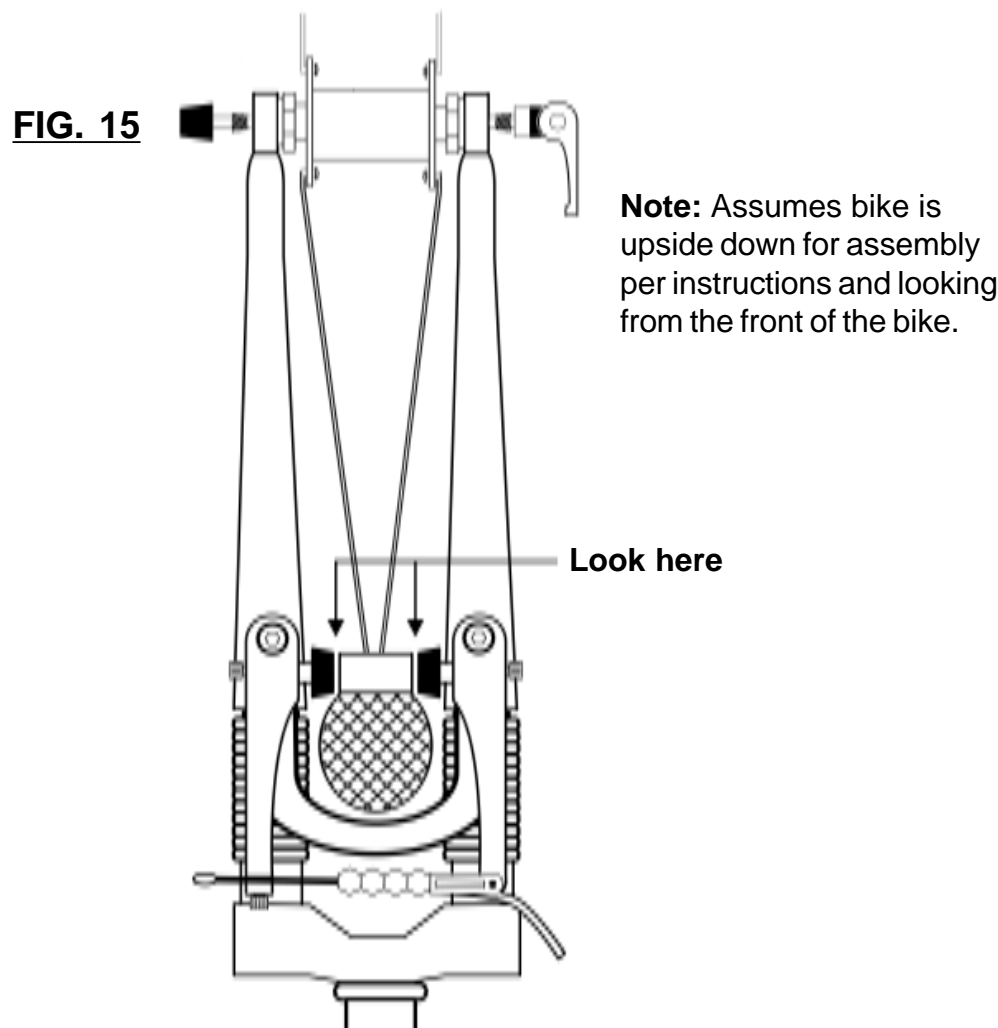


**B)** Holding the Quick Release Lever in the open position with your right hand tighten the Tension Adjusting Nut with your left hand until it is finger tight against the Fork Dropout. **(See FIG. 14)**

**C)** Before closing the Quick Release Lever in Step D) Fig. 16 stand in front of and hold the Front Wheel with your left hand. Now look down and center the Front Wheel between the Front Brake Pads so that there is an equal gap of about 1mm between the Brake Pads and Wheel Rim.

Now close the Quick Release in as shown in FIG 16, Page 10 while holding the wheel steady. The wheel could pull to one side during Quick Release clamping.

Once completed do a visual inspection and spin the Front Wheel to ensure the wheel is centered between the Fork and there is an equal gap between Brake Pads and Rim. If not centered or rotating freely release the Quick Release and repeat.



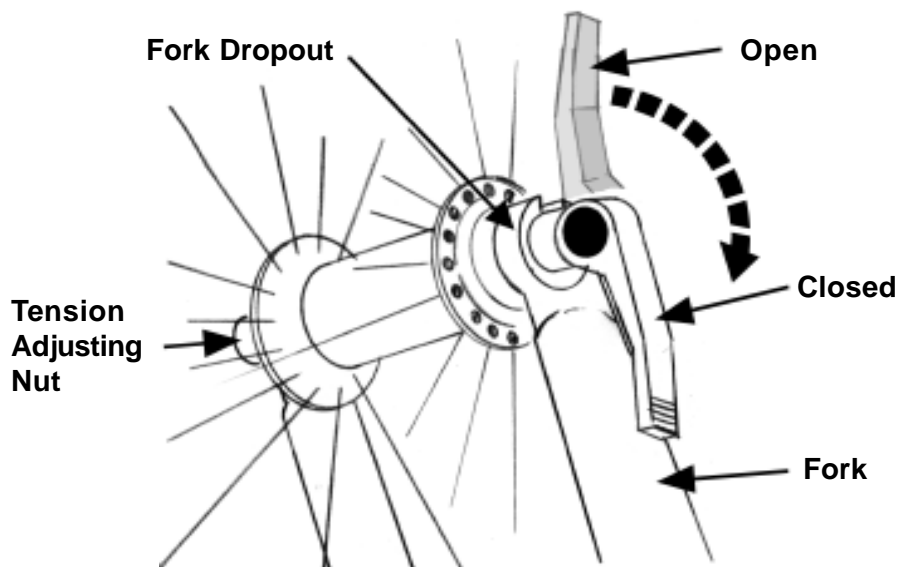
**NOTE:** If after centering the Wheel the Brake Pads are still not even the Brakes may need fine tuning. See Owner's Manual.

D) Move the Quick Release Lever downwards and push it into the closed position.

The Lever should be parallel to the Fork Blade and curved towards the Wheel.

**IMPORTANT:** If you can fully close the Quick Release without wrapping your fingers around the fork blade for leverage, and the Lever does not leave a clear imprint in the palm of your hand, the tension is insufficient. Open the Lever; turn the Tension Adjusting Nut clockwise a quarter turn; then try again. If the Lever cannot be pushed all the way to a position parallel to the fork leg, return the Lever to the OPEN position. Then turn the Tension Adjusting Nut counterclockwise one-quarter turn and try tightening the Lever again.

**FIG. 16**



**WARNING:** The full force of the Lever and cam action is needed to clamp the Wheel securely to the Fork. THE LEVER MUST BE CLOSED AND LOCKED WITH THE FORCE TO SECURE THE WHEEL SAFELY IN THE FORK DROPOUTS BEFORE RIDING. JUST TURNING THE TENSION ADJUSTING NUT IS NOT SUFFICIENT. THE LEVER MUST BE CLOSED.

## **STEP 12: RETURN BIKE TO UPRIGHT POSITION**

Return the LandRider to its upright position if you turned it upside down. Place the Kickstand down to allow the bike to stand on its own. (See FIG. 17).

## **STEP 13: CONNECTING PEDALS**

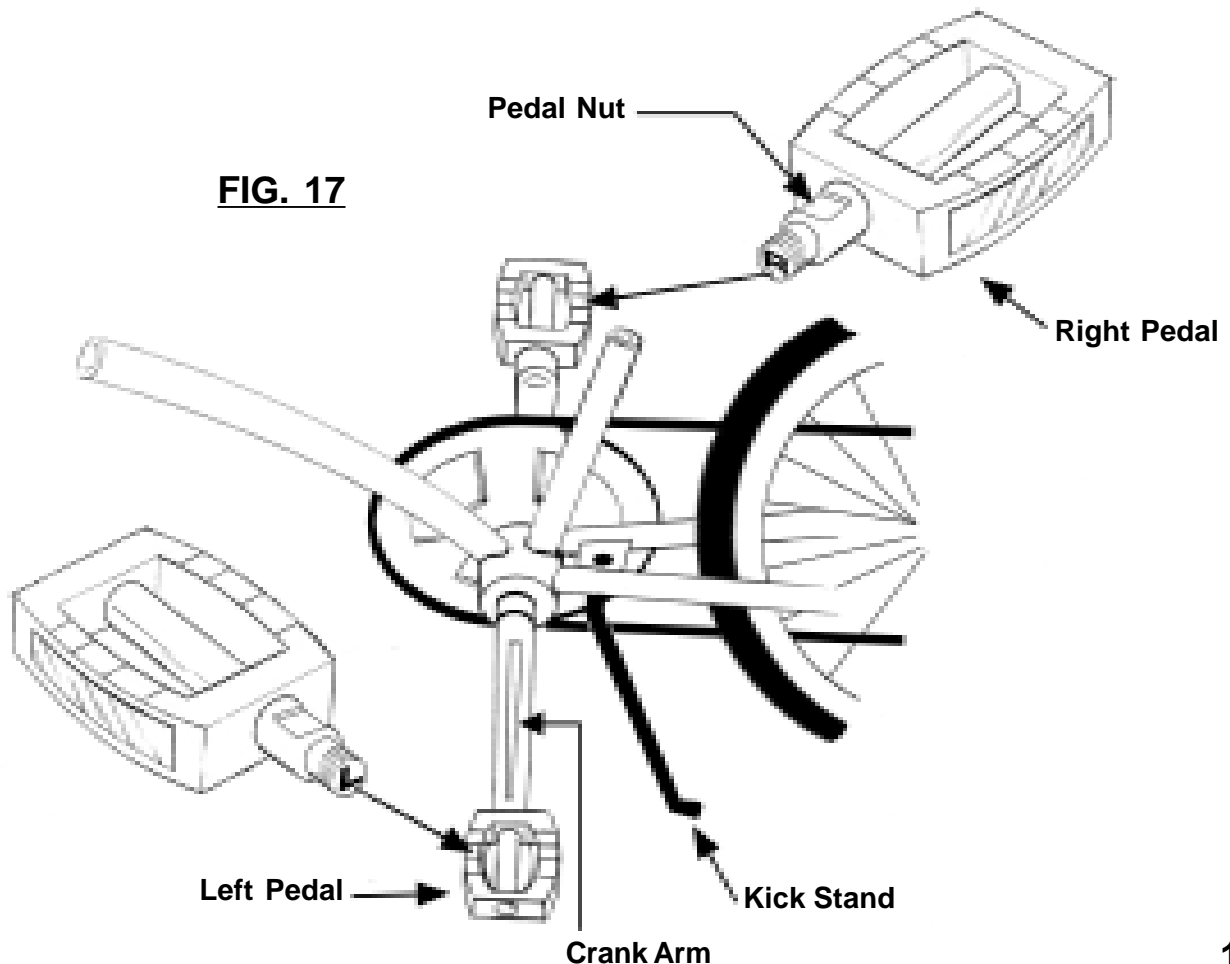
### **IMPORTANT**

Please follow connecting Pedal instructions **carefully**. The Alloy Crank Arm can be damaged if the Pedal Nut Thread is not inserted correctly. Gently insert Pedal Nut Thread into Crank Arm hole and try to turn carefully to get thread started.

**There is a Right Pedal marked “R” and a Left Pedal marked “L”** (The Pedal marked “R” has right hand threads and the Left Pedal “L” has left hand threads). If it is a little tricky to get the Pedal Nut Thread started in the Crank Arm, be patient and try and keep the Pedal straight.

**A)** Place the Right Pedal into the Right Crank Arm which is the same side as the Chain. Use your fingers to get started and gently turn the Pedal Nut in a clockwise direction. Using the 15mm wrench provided, firmly tighten the Pedal Nut.

**B)** Place the Left Pedal into the Left Crank Arm and using your fingers, gently turn the Pedal Nut in a counterclockwise direction to get started. Using the 15mm Wrench provided firmly tighten the Pedal Nut. **Be careful not to switch Right and Left Pedals. Right Pedal is only for right and Left is only for left.** Make sure the threads of each Pedal are fully in the Crank Arm and tighten firmly.

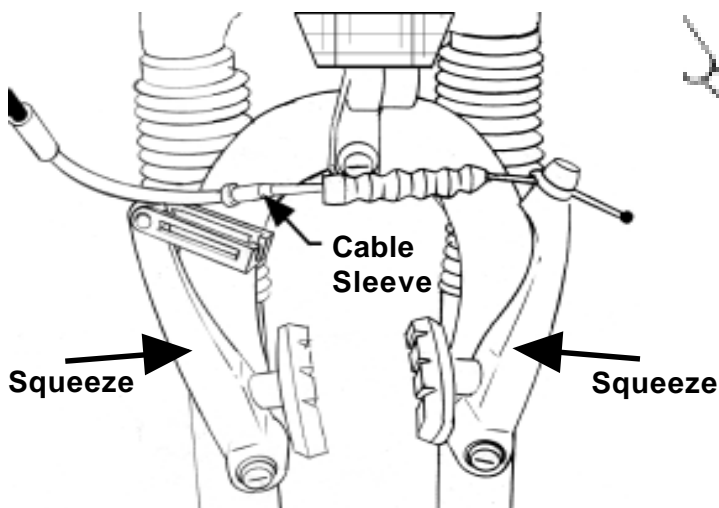


**STEP 14: RECONNECTING FRONT BRAKE**

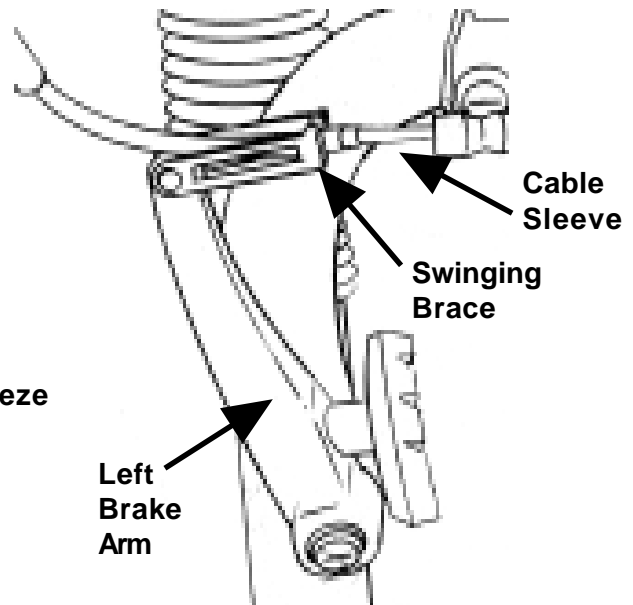
Reconnect Front Brake by squeezing the two Brake Arms together with your right hand. Using your left hand, place the Cable Sleeve end through the Swinging Brace on the Left Brake Arm.

**REFER TO THE OWNER'S MANUAL IF YOU HAVE ANY PROBLEMS AND TO CHECK AND SET THE BRAKES.**

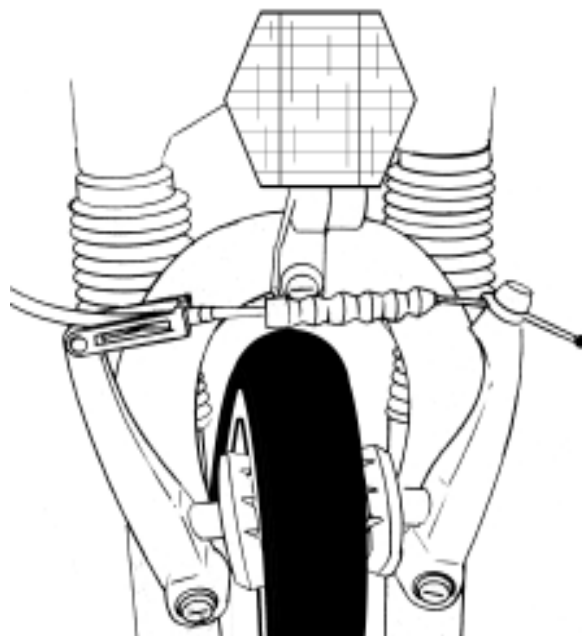
**FIG. 18 Open**



**FIG. 19**



**FIG. 20 Closed**



## **STEP 15: ADJUSTING SEAT HEIGHT**

Adjust the Seat Post to the correct height for you. Your leg length determines the correct Seat and Seat Post height.

To check for correct Seat height:

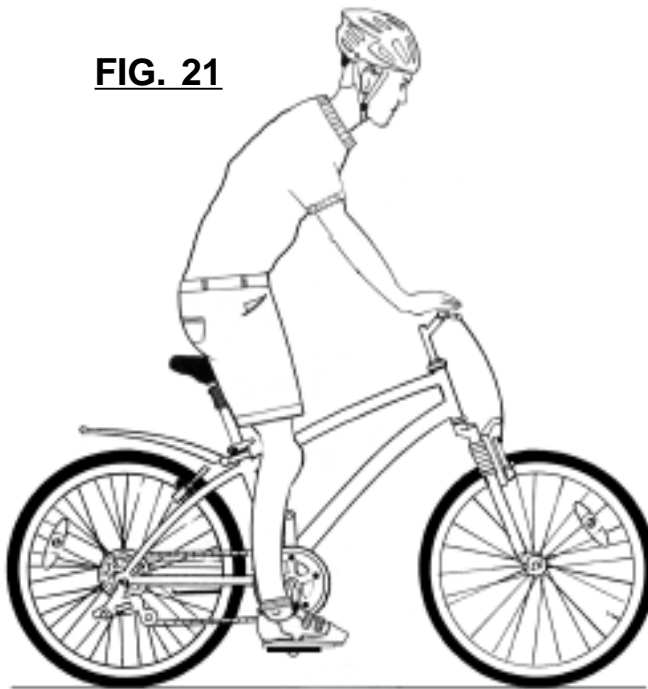
- A) Sit on the Seat**
- B) Place one heel on a Pedal**
- C) Rotate the Crank until the Pedal with your heel on it is in the down position and the Crank Arm vertical. (See FIG. 21 below).**

If your leg is not completely straight and is just touching the center of the Pedal, your Seat height needs to be adjusted. See Step 6 of these Assembly Instructions for adjusting the Seat Post Quick Release.

**The Seat angle on the Seat Post has been factory set. Refer to the Owner's Manual for Seat angle adjustment.**

**WARNING: Make sure Quick Release Lever is closed and Seat Post is secure before riding. Do not raise Seat Post above Minimum Insertion Line. (See Step 6, FIG. 6 & 8).**

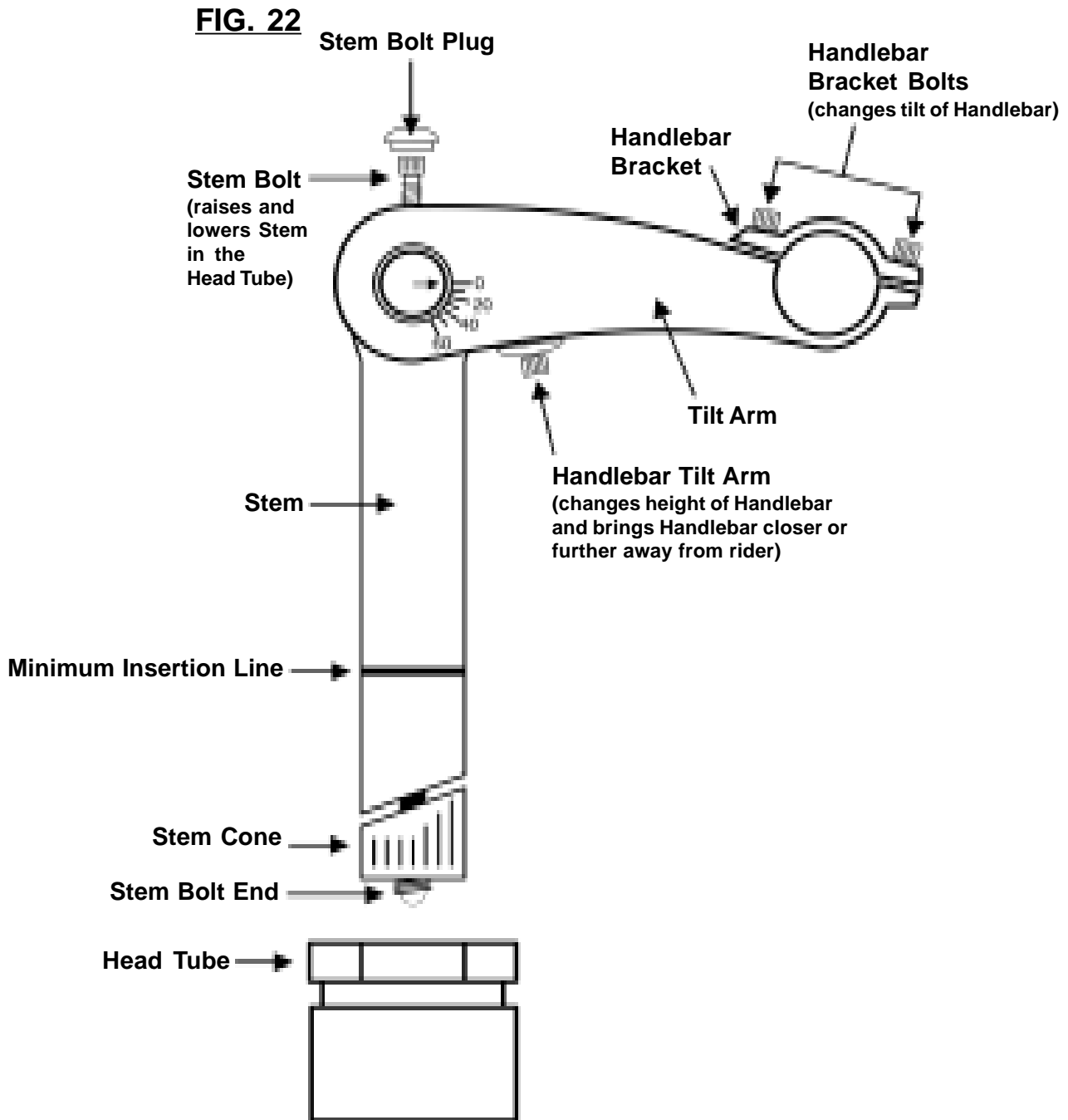
**FIG. 21**



**WARNING: Refer to the Owner's Manual and check that you have 1" clearance between the Top Tube and your crotch.**

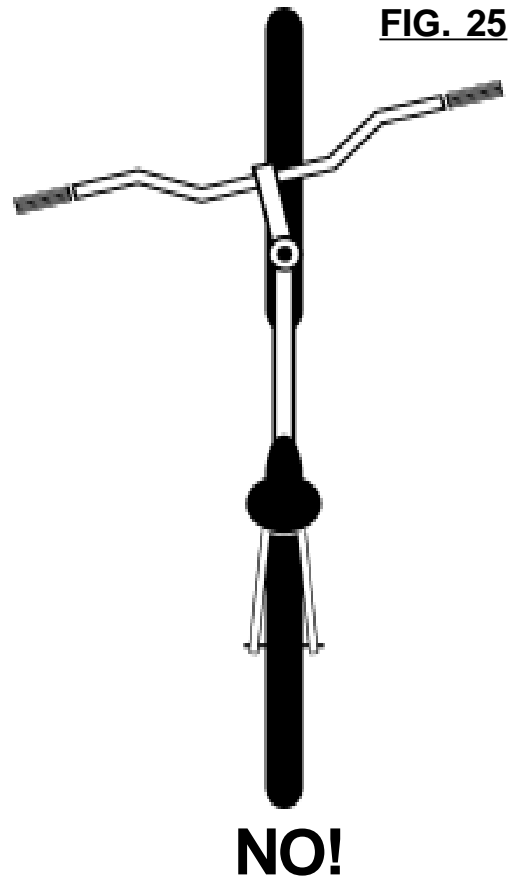
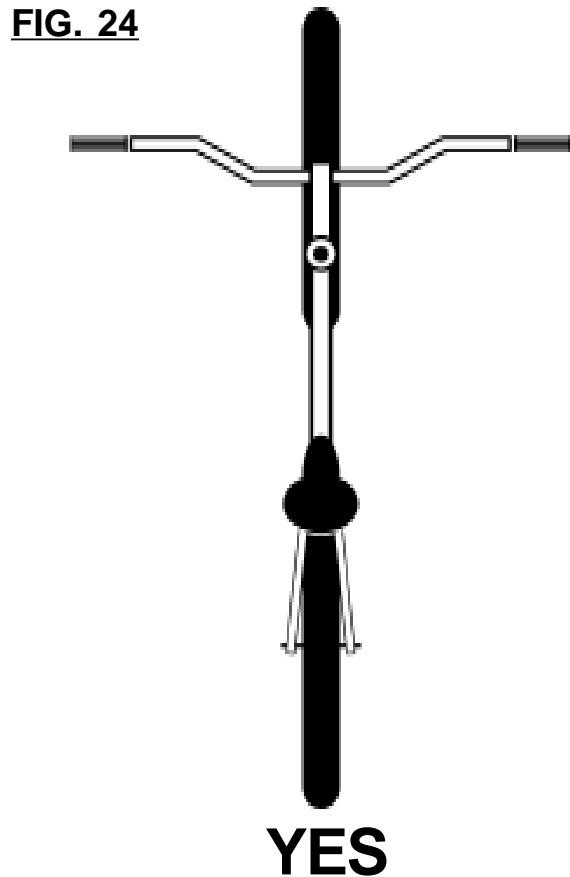
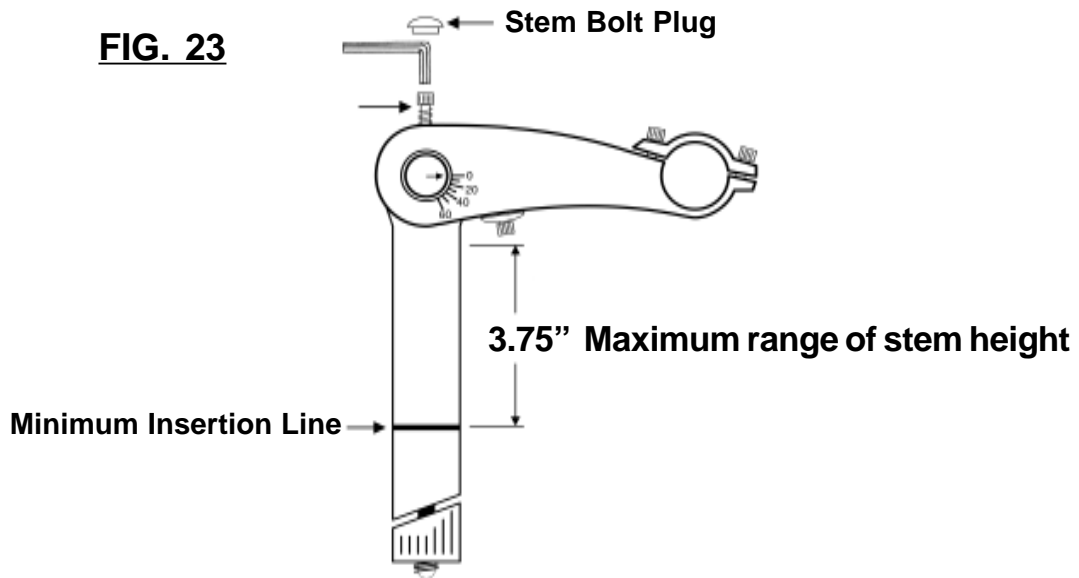
## STEP 16: HANDLEBAR ADJUSTMENTS

Now it is time to adjust the handlebar. First study **FIG. 22** so you have a good understanding of the Handlebar.



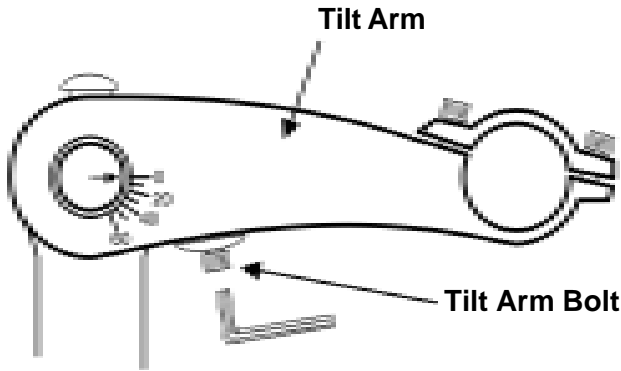
A) Check cables are not tangled. See Step 5 D (FIG. 4 & 5 on page 4)

**B)** Remove Stem Bolt Plug. Using largest Allen Key loosen 6mm Stem Bolt (**See FIG. 23**) and raise Stem up to 3.5 inches depending on your height. Do not raise Stem above Minimum Insertion Line. Check Handlebar is straight (**See FIG. 24 & 25**) and firmly tighten clockwise Stem Bolt

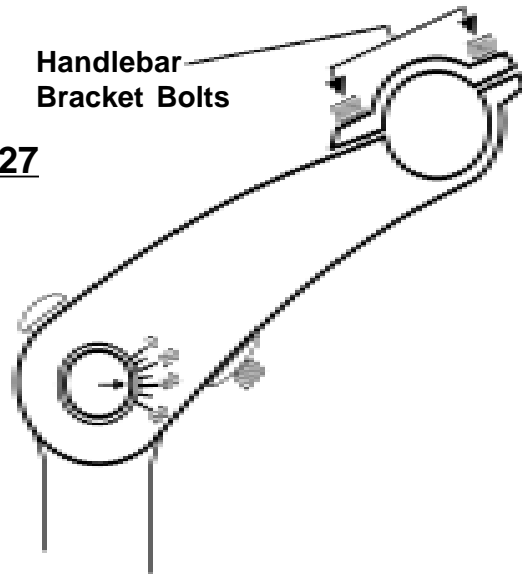


C) Loosen the 6mm Tilt Arm Bolt under the Tilt Arm. Now raise the Tilt Arm to 40° mark which is our general recommendation. Firmly tighten Tilt Arm Bolt.

**FIG. 26**

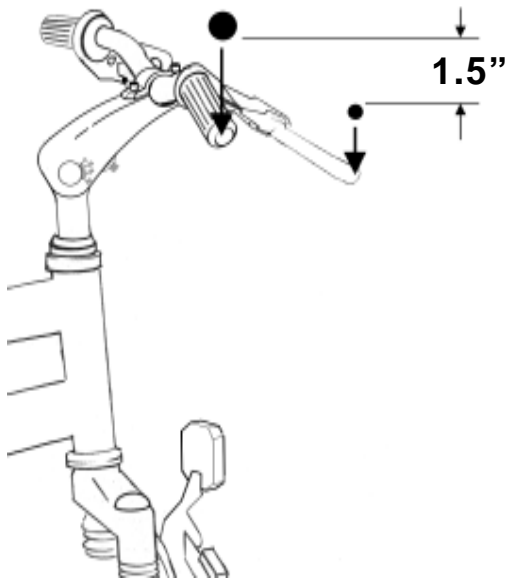


**FIG. 27**

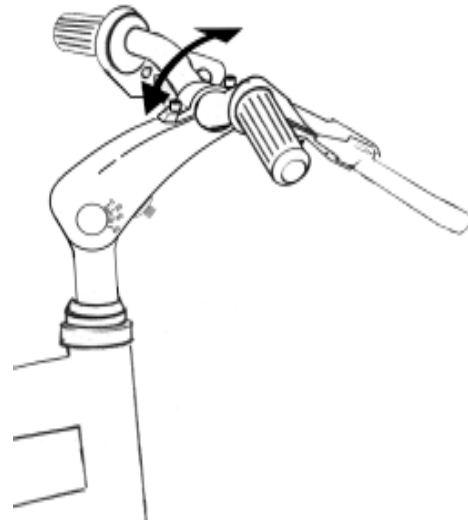


D) The Handlebars should be in the correct position for riding so that the Grip is approximately 1.5 inches above the Brake Handles. (See FIG. 28). If not or you prefer a different angle loosen the two 5 or 6mm Handlebar Bracket Bolts and tilt the Handlebars to the correct angle and firmly tighten Handlebar Bracket Bolts. (See FIG. 27).

**FIG. 28**



**FIG. 29**



E) Now sit on the Seat and place hands on the Handlebars and grasp the Brakes and make sure you can comfortably reach and operate the Brakes. If adjustment is necessary repeat step 16 C, B, C, and D in that order (you will need to lower Tilt Arm to 0° to be able to reach Stem Bolt).

**WARNING: Firmly tighten all Bolts before continuing.**

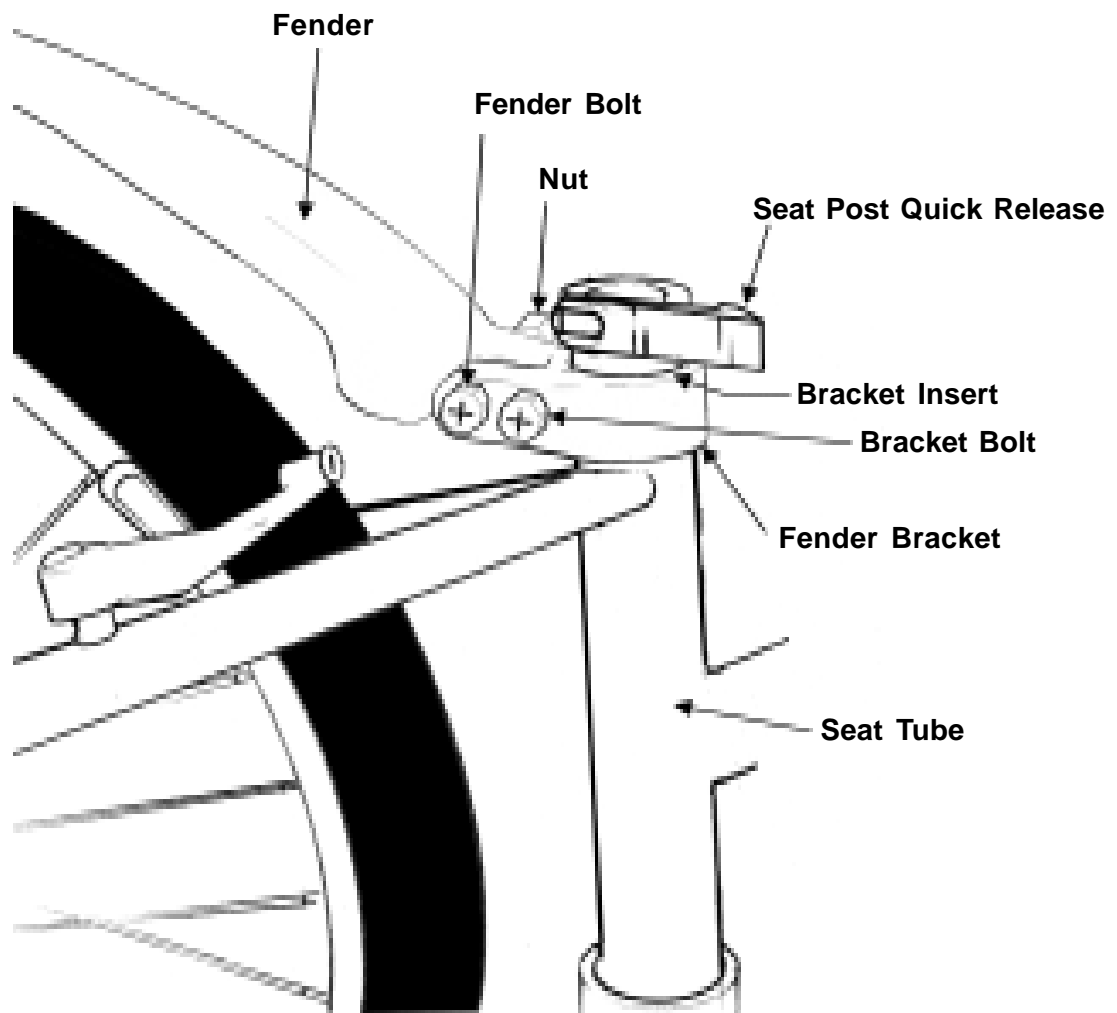
## **STEP 17: ADJUSTING FENDER**

**A)** Adjust the Fender height by loosening the Fender Bolt using the Philips Head Screwdriver. We recommend Fender follows angle of the Wheel and approximately 2" above Tire. Tighten Fender Bolt.

**WARNING:** Make sure the Fender does not block clear view of rear Reflector.

**B)** If necessary adjust the Fender side angle by first loosening the Bracket Bolt and then tightening, using the Philips head screwdriver.

**FIG. 30**



## **STEP 18: REMOVING PROTECTIVE SHIPPING MATERIAL**

Carefully remove the remaining protective cardboard paper from the Frame and Fork.

## **CONGRATULATIONS you have assembled your LandRider.**

IT IS VERY IMPORTANT THAT YOU REVIEW THE FOLLOWING:

1. Your LandRider has been shipped with lower than normal Tire air pressure due to temperature fluctuations during shipping. Please inflate according to directions in Manual (**See Tire and Tubes**).
  2. The LandRider has a total of 14 Automatic gears. There are 7 for the flat (high) and 7 for the hills (low). To change between high and low you shift the Shifter on the left Handlebar Grip which changes the Front Derailleur (where the Pedals are). The Front Derailleur AutoMax Shifter has been factory set in the low position. Most people ride the LandRider in high using low for hills. When you take your first ride we recommend you engage high gear (**See Page 15 and Front Derailleur in the Manual**).
- IMPORTANT: You must be pedaling forward to change between high and low or vice versa.**
3. Every LandRider is thoroughly inspected and brakes are pre set however minor adjustments may be necessary. Please review page 9 of these Assembly instructions if Brake Pads are rubbing or Brakes are not functioning correctly or see Brakes section in the Manual.
  4. Please review Owner' s manual thoroughly before riding.

**If you have any problems, contact LandRider at 1-800-945-5335 or email us at [service@landrider.com](mailto:service@landrider.com) or review troubleshooting guide of Owner' s Manual.**

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