



PAPILLONNAIRE FLAT PACK ASSEMBLY INSTRUCTIONS

Congratulations on your purchase of a Papillonaire Bicycle!

The following instructions are for assembly of your flat-packed delivered Papillonaire Bicycle.

Please follow each step carefully.

Disassembled from the bicycle frame will be:

- The mudguard (if ordered)
- The front wheel
- The handlebars and handlebar stem
- The saddle and seat post
- The pedals
- The rear carrier (if ordered)
- The bell
- The basket (which comes in a separate box, if ordered).

Your bicycle also comes with a small bottle of touch up paint for future use.

Tools required:

- Spanner 15mm
- Allen key metric 4mm
- Allen Key metric 5mm
- Allen Key metric 6mm
- Scissors
- Bicycle grease suitable for steel

- If you have ordered a custom saddle your bicycle comes with a Spanner 14mm and 4mm Allen key for its installation.
- Spanner 13mm (for standard saddles only)
- Phillips head screw driver (to install bell)
- Bicycle tyre pump

How to assemble your Papillionaire bicycle

1. Open the top of the box with the logo and “Papillionaire Bicycle” facing the correct way up. Lift out the bike.
2. Cut and remove all string and tape on the bicycle.
3. Make sure each disassembled part (as listed above) is present, and carefully place each part away from the bicycle frame. Note, the gear cables will remain installed to both the handlebars and frame. The brake cable will remain attached to the frame.

Attaching the Front Mudguard

4. Rotate the bicycle fork so that the front brake calliper faces forward.
5. Note the bolt that attaches the front brake calliper to the fork. On the opposite side of the fork to that holding the brake calliper, the bolt is fastened with one nut. Using the 5mm Allen Key, remove this nut. Carefully put this nut aside as it must be reinserted in the following step.
6. Remove the brake calliper. Put the front mudguard in place – align the eyelet on the top of the mudguard with the hole from which you just removed the nut in step 5. Reinstall the brake calliper. Insert the bolt through its original hole as well as the eyelet on the front mudguard. Using the 5mm Allen Key tighten the nut holding the brake calliper.
7. Using the 4mm Allen key, remove the small silver bolts at the tip of each side of the fork. You will notice that the front mudguard has a thin silver bar protruding from each side. Align the loop at the end of one silver bar with the corresponding hole from which you just removed the silver bolt. Replace and tighten the bolt. Do the same on the other side.

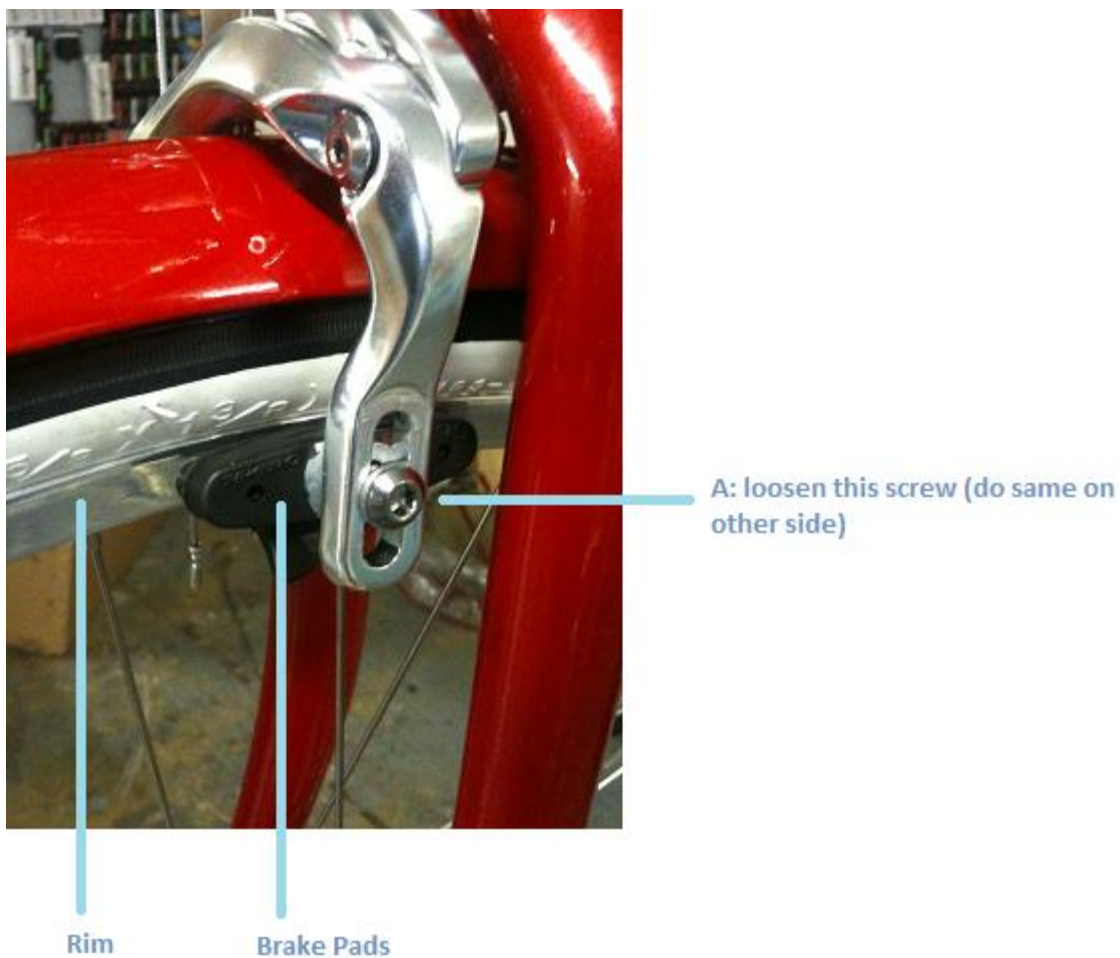
Attaching the Front Wheel

8. Remove the outermost nut and washers from each side of the front wheel (i.e. you should have removed two nuts and two washers in total).
9. Insert the front wheel into the dropouts (slots) of the front fork (you may have to let out some of the air in the tyres in order to squeeze the wheel past the brake calliper).

10. Attach the washers on each side, inserting their protruding nibs into the corresponding eyelet in the fork.
11. Attach the nuts and fasten tightly. Make sure that the wheel is centred in the forks.
12. You can now stand the bicycle up on its own using the kickstand.

Tensioning the Front Brakes

13. Use your hand to squeeze the brake pads to the rim of the tyre. Whilst squeezing the brake pads, loosen the screws on both sides with a 4mm Allen Key (see step A), now align the brake pads so that they run along the rim without touching the tyre. Retighten both screws.



14. Note the cable coming from the right hand side brake. The end part of the cable is silver (not black). Using a 5mm Allen key, loosen the screw which holds the silver part of the cable (see step A in picture). Flip down the black lever next to this screw (see step B) – this lever should remain down at all times. Squeeze the brake pads until they touch the rims. At the same time as squeezing the brake pads pull the end of the brake cable down as far as it will go (see step C). Retighten the screw

to hold the silver cable in this position.



Completing the Rear Mudguard

15. Repeat step 7 above on the back mud guard. You will notice that there are 2 sets of bolts in the vicinity of where the ends of the silver bars should be attached. For this step you should use the bolts closest to the rear of the bicycle. The other set of bolts is for attaching the rear carrier (if you ordered one).

Attaching the Stem (and Handlebars)

16. Note the handlebars are already attached to the stem.

17. There will already be some grease on the stem. Insert stem into frame to desired riding height.

18. Once you have found your favoured height, rotate the stem in the frame, so that it is aligned with the fork.

19. Facing the back of the bicycle, grasp the front wheel between your knees, or have a friend hold the fork steady, and turn the 6 mm Allen Key in the top of the stem, until you have tightly fastened the stem inside the frame (and fork).

20. You will notice that the 6mm Allen Key can also be used in the front of the stem. This is for adjusting the handlebar angle. Loosen the bolt with the 6mm Allen Key. Rotate the handlebars to the desired angle. Using the Allen Key retighten the bolt.

Attaching the Saddle and Seat Post

21. Remove the saddle and seat post from their box.

22. Insert the tapered end of the seat post into the bracket underneath the saddle.

23. Using the Spanner 14mm, fasten the bolts on either side of the bracket to a medium tension, so that the seat post is fastened in the bracket, but the saddle and bracket mechanism can still be rotated (may require some force) forward and back. Note, it is important that the seat post is well fastened to the saddle bracket before inserting the seat post into the frame, so as not to allow the seat post to come loose, and slide down into the frame.

24. Grease the portion of the seat post to be inserted into the frame.

25. Insert the seat post into the frame at your desired seat height.

26. Fasten the seat post into the frame by fastening the bolt at the top of the seat stem (using the 5mm Allen Key).

27. Make sure to fasten the seat post in the frame tightly so as not to allow the saddle to lower or move while riding.

28. Adjust the saddle bracket back or forth to find your desired seating angle.

29. Fasten the nuts on each side of the saddle bracket to ensure the saddle does not rotate while riding.

Attaching the Pedals

30. Grease the end of each pedal.

31. Check the end of the pedal axle for the letters "R" or "L". The pedal marked "R" must be fitted to the right hand side of the bicycle. The pedal marked "L" must be fitted to the left hand side. The side of the bike with the chain attached to it is the right hand side.

32. Using your fingers, rotate the black threaded attachment of the right pedal into the right crank. Use the Spanner 15mm to fasten the pedal attachment into the crank. The right hand pedal tightens clockwise.

33. Now do the same with the left hand pedal. The left hand pedal tightens anti-clockwise.

Finally

34. You can now attach the bell, rear carrier and any other accessories you may have ordered.

35. We recommended pumping your tyres to 50 - 60 PSI.

Congratulations, your Papillionaire Bicycle is assembled!

Please note, we offer a free maintenance service within the first 3 months of purchase at our Prahran workshop in Melbourne, Australia. Thereafter, we recommend all Papillionaire Bicycles receive regular maintenance from a bicycle mechanic.

We recommend all Papillionaire Bicycles are kept under cover when not in use.

In order to extend the life of Papillionaire upgraded leather saddles, we recommend the application of leather oil (appropriate for leather shoes or clothes) once every two months.