

How To RINKO

ver.1.00

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CYCLE TOURING

オオマエジムシヨ

TOKYO ASAKUSA



Unscrew the drive-side pedal with the appropriate wrench, either a 6mm or 8mm Allen wrench or a 15mm open end depending on which type of pedal is on your bike.

1



Remove the wing nut on the rear fender.

6



The non-drive-side pedal is reverse threaded!

2



Slide the fender struts out of their clamps.

7



Unhook the straddle cable from the brake arm. Some brakes allow this on both arms. Others have the straddle bolted to the other arm.

3



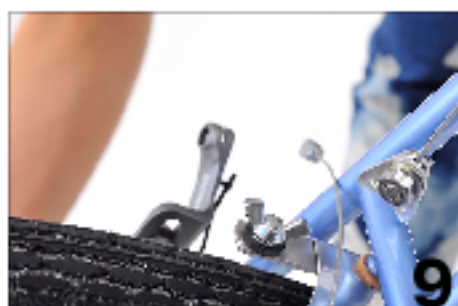
Tighten the fender strut clamps. Failure to do this may result in lost parts when you get to your destination.

8



Do the same to the rear brake.

4



If your straddle wire is still attached to one side of your brakes, unhook the yoke from the straddle wire.

9



Loosen, but do not remove, the hardware for the fender struts. Draw bolts will require a box wrench, while others will need an allen key (usually 3mm).

5



The struts are slotted to allow the inner wire to come free.

10



The steps are slotted to allow the inner wire to come free.

11



Remove the rear wheel.

16



Loosen the stem bolt with a firm allen wrench. Only loosen it between a half and full turn (180-360 degrees).

12



Use an allen key to place the chain on the chain rest on the inside of the seat stay. This will help keep your hands clean.

17



Pull the stem and bars free of the bike.

13



Lay the frame down on top of the rear wheel as shown. Note that the cassette/free-wheel is facing the ground.

18



Open the rear quick release by moving the lever from the "close" position to the "open" position, as shown on the lever. It is not necessary to adjust the nut on the side opposite the lever.

14



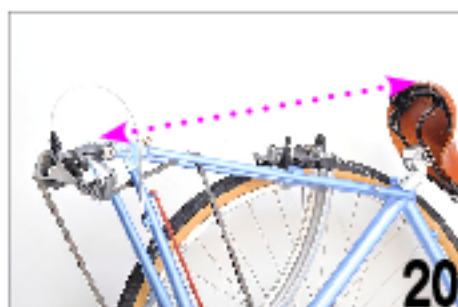
Arrange the frame carefully to avoid scratching. Use frame covers if needed.

19



Pull the derailleur rearward to allow the wheel to drop free from the rear end.

15



Imagine a line from the rear derailleur to the back of the saddle. This will be the plane (ground plane) that the bike rests on once it is properly bundled. Nothing should extend beyond it.

20



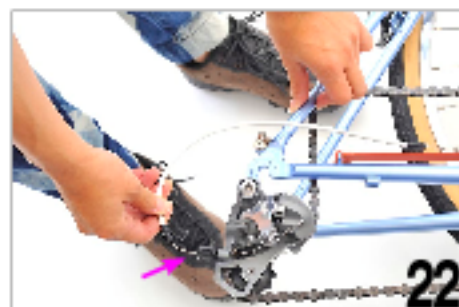
With the shifter in the highest gear (most difficult to pedal) push the derailleur towards the center of the bike. While holding it in this position remove the cable housing from the stop.

21



Make sure to re-install all of the headset hardware including the cable hanger to prevent all these parts from getting lost during your trip.

26



The rear derailleur housing is slid away from the derailleur. This allows the bundle to rest on the ground plane with out damaging the derailleur, or affecting it's adjustment. Refer to the picture on the cover if this is unclear.

22



Note the alignment of the fork and front rack with the frame.

27



Use a 32mm wrench to loosen the headset locknut.

23



Slip the handle bars inside the rear triangle. Correct positioning uses the front tire to prevent the chain from touching the bar tape.

28



Remove all of the headset parts including the cable hanger from the steer tube (fork).

24



Place the rear fender around the rear wheel, push the fender struts through the spokes to keep them from scratching anything and also to make the fender stay snug around the tire.

29



Place the front wheel with the fork still attached on top of the frame

25



Use the three straps to hold the bundle together. Nothing should move independently! If you hear any rattling when you move the bundle it means something is getting scratched!

30

Notice that in the picture on the front that the handle rests on the tires and seat. If you have strapped it properly it should stand up on it's own in the orientation shown. Notice that the fenders are on the top side to avoid denting and that the rear derailleur housing is slipped up the cable so that the barrel adjuster is not damaged, or the housing kinked.