



**ASSEMBLY AND
INSPECTION MANUAL**



MANY THANKS FOR YOUR PURCHASE

**... and for choosing RKR BMX, you have
chosen wisely!**

RKR is very different from other mini bike brands on the market; It was designed by riders, for riders and is the product of many years experience in the BMX industry. This means it's tough, VERY tough and it works.

A large number of our colourways are created by fans of RKR, making RKR truly owned by the people who ride it. Everyone has the opportunity to be involved, so please go to our social media for more information. Don't forget to subscribe!

Before you start to get to grips with assembling your new RKR BMX, please take the time to read this instruction manual carefully. If you are not proficient with tools and assembling bikes, we suggest you ask someone who is, to give you a hand.

First up: the tools you need to assemble your RKR mini BMX.

Tools required for basic assembly/checking

- Knife/ scissors
- 5mm + 6mm Allen keys
- 15mm (irok+) or 19mm (R3+) ring/ open spanner
- Pump with Schrader attachment (normal BMX/ car valve)

01

Carefully cut any straps from around the box, pop open the staples (WARNING! These staples can be very sharp, take great care). Open the box and lay out the contents. It should look something like the picture below.



02

Now carefully remove all foam, card and plastic packaging using a knife/scissors. Please be extremely careful not to damage your new paintwork. Once all packaging has been removed, lay out the main RKR assembly and loose components and have a visual check for any significant shipping damage.



Please note: There may be minor scratches as a result of the courier's heavy handedness, this is a fact of mail order that sadly cannot be avoided. Therefore, please note we cannot replace bikes/parts as a result of minor scratches. Touch up paint is available.



03

You should now have the main RKR BMX assembly, some bars with pre installed grips, a pair of pedals (one stickered 'L', the other stickered 'R') and a seat/post unit. If anything is missing, now is the time to let us know.

04

To make life easier, we are going to install the pedals first. Thread the left pedal (stickered 'L') into the crank arm using the 15mm spanner. Please note, to tighten a left (L) pedal you must turn anti clockwise NOT clockwise. Be careful not to cross thread your crank arm or pedal axle and make sure the pedal is done up nice and tight. Running loose pedals destroys threads very quickly!



05

With the left pedal installed you can now stand the bike up using the pedal as a bike stand. This makes the job a lot easier. Now install the right hand pedal (marked 'R'), this time the pedal is turned clockwise to tighten. Again be careful not to cross thread the pedal and make sure the pedal is done up nice and tight.

You can now pop the seat in, set to your desired height & tighten with a 5mm Allen key.



06

Now, carefully remove the stem faceplate bolts (X4) with a 6mm Allen key (their location is indicated in the above image). If the bolts are stiff to undo, try using a longer allen key for more leverage. Ensuring the correct orientation, hang the handlebars in the stem bar recess and carefully replace the stem faceplate. Be very careful to ensure the faceplate is tightened evenly and there is an even gap at the top and bottom of the faceplate.



07

Once the faceplate starts to bite on the bars, spin them up into your desired position and finally clamp down the faceplate nice and tight. Make sure you tighten the bolts in a cross formation and that the gap at the top and bottom of the faceplate is equal to ensure even clamping.

If you find your bars move (later when riding) you can try applying a little grease to your faceplate bolts (threads) which will allow you to tighten them further still. If you do apply more grease be sure not to get any on the clamping area.



08

Check the front wheel alignment and adjust as necessary (your stem rear pinch bolts should still be loose at this stage. If they are not, loosen them, their location is indicated in the above image). When you're happy that your front wheel is aligned, nip up the rear bolts then grab your bars and check for excessive play in the headset bearings.



09

If there is excessive play, you can remove it by lightly tightening your headset pre load bolt (stem pinch bolts **MUST** be loose during this operation then re-tightened to check for headset play).

Irok+ and RKR 3+ pre-load bolts differ from each other. You will be able to clearly see the hex for the Irok+ pre-load bolt after removing the dust cap. The RKR 3+ features a hidden hex key for a smooth, clean look. This is situated at the bottom of the recessed area of the pre-load bolt. You will be able to reach it with a long 6mm Allen key.



Once any 'rock' has been dialled out from the headset, check your bars turn freely left to right, then tighten your stem pinch bolts nice and tight.

ROCKER

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If you have purchased an Irok+ Coaster or a RKR 3+/Reggie then your bike has come fitted with a free coaster. We suggest, for the first few rides while you get used too it, that you set the free-coaster to the shortest engagement (labelled 1). This is done through the access hole in the rear hub. If you need further help please refer to the instructional video on our website and official youtube channel.

Irok+ models come fitted with a freewheel from factory.

9t drive rear wheels are available from our website.



Now check your bottom bracket/crank assembly. If you have an Irok+ model turn the cranks & look at the locking nut and cone to make sure they are not cross threaded. If you find that they are please use suitable tools to loosen, re-align and then pre-load your crank bearings. (This is very rare - please call us if you require professional assistance in such a case).

RKR 3+ models use a 3 piece crank system with a sealed mid bottom bracket (BB). Check the crank arm pinch bolts on either side are tight. Along with the crank axle bolts and sprocket bolt on the reverse of the right hand crank arm. If your cranks become loose you can tighten them by loosening the pinch bolts on the crank arms and tightening the axle bolts. (The pinch bolts on the crank arm **MUST** be loosened before tightening the axle bolts, otherwise you will strip the thread from your bolt and possibly the axle).

Irok+ models use a USA BB as standard, we manufacture after market 3 piece cranks and conversion BB's with fully sealed cartridge bearings (USA to 19mm). Please see our website for details www.rockerbmx.com should you wish to upgrade your cranks.

Whilst turning your cranks make sure that the sprocket has been installed correctly and runs straight and true. Tight spots in your chain will indicate incorrect centering of your drive sprocket.





12

Check the rear wheel alignment and correct as necessary using a 19mm (RKR 3+ and Irok+ coaster) or 15mm spanner (Irok+) to loosen the rear wheel nuts. Make sure you re-tighten your rear wheel nuts prior to riding your RKR BMX. At the same time ensure you have the correct chain tension. Irok+ models use a freewheel and thus the chain should NOT be as tight as it would be on a normal BMX with a 'driver'. This will significantly slow down your rear wheels free spin. Please see photo, the chain should be slightly loose but not flapping.



13

Once you are happy that everything is aligned and the chain tension is correct, fully tighten down all axle nuts on the rear wheel.



14

Finally you are ready to test ride your RKR BMX! Before you do so, make sure your tyres are pumped up to the desired pressure. Please note standard RKR tyres have a max pressure of 40psi. **STREET PRO** tyres (found as standard on Rocker 3+ and Irok+ coaster models) have a max pressure of 65psi. It is **VERY** important you **DO NOT** exceed this pressure.

If you want to upgrade to **STREET PRO** tyres at any time they are available from www.rockerbm.com in a wide variety of colours.



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If you need to repair a puncture at any stage, please note that you will need to split the rim to get the tyre off. You cannot use tyre levers to get the tyre off and if you do try to do so, you may bend the steel rims. Undo the 5 rim bolts and you will see that the rim comes apart in 2 pieces with the hub assembly welded to one side. You can now replace/repair the inner tube (available from www.rockerbm.com)

Upgrade parts & merch available: stem, sprocket, bars, tyres, wheels and a whole lot more!

Installation Instructions for Additional Road Kit:

Items included in your road kit (where supplied) :

- Chain Guard with fixings
- Front clear reflector
- Rear red reflector
- 4x pedal reflectors
- 4x rim reflector stickers



01

Install the chain guard using the fixings provided. There are two clamps which need to be fixed onto the downtube and chain stay. Ensure that there is clearance between the chain and the chain guard and also the crank arm.



02

Fix front reflector on the crossbar of the handlebars, and tighten until secure.



03

Fix the rear reflector onto the seat stay as shown in a suitable position. Rotate the pedal gently with your foot in your chosen riding position and check it does not hit the reflector.



04

Fix the 4 pedal reflectors to the front a rear side of the pedals. Press the reflector in firmly until it clicks.



05

Apply the 4 reflective rim tape stickers to each wheel on either side.

06

Your road kit is now fully installed and your Rocker is ready to ride.



Thanks for reading this manual, now get riding/
learning some new tricks on your RKR!
Please tag us in any pics or video clips you may
post on instagram, we are always interested to
see what you have been up too and what you
have been learning!

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ROCKER

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