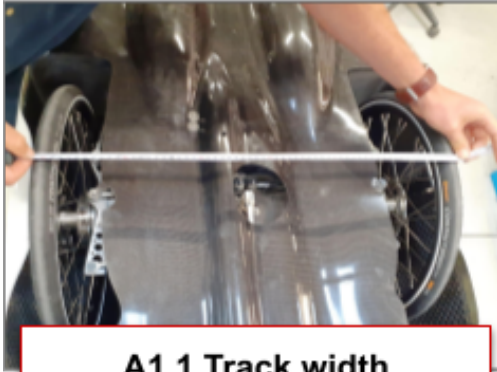




BÜLK INSPECTION MANUAL

A. THE VEHICLE ON THE BACK

A1. Track measuring

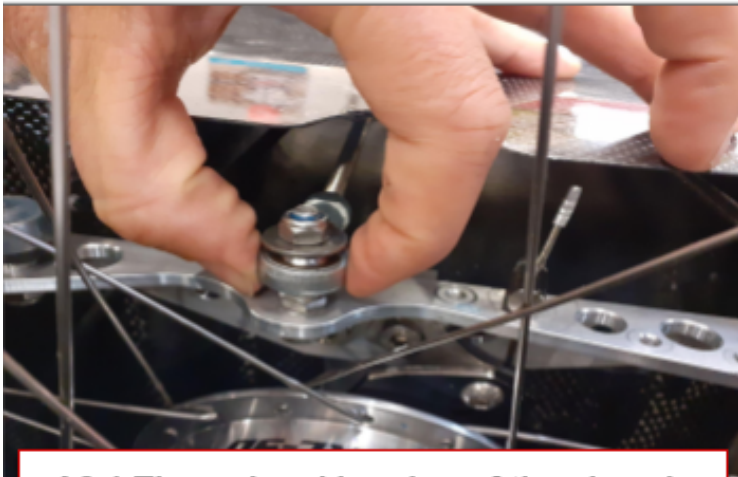


A1.1 Track width
58.5-58.8

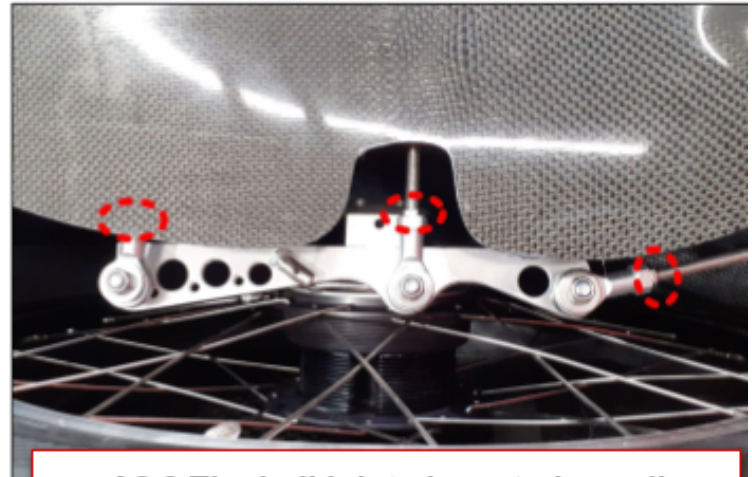


A1.2 Equal front rods length
(1mm tolerance)

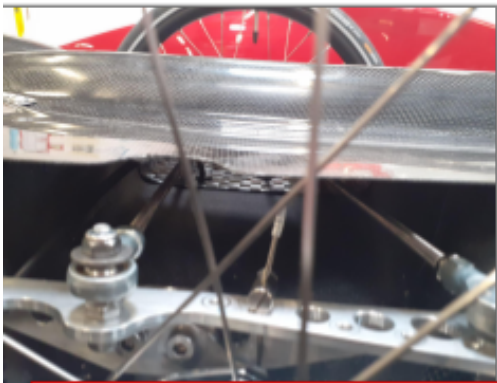
A2. Ball joints check



A2.1 The rod end bearing of the chassis have to be firmly locked with their nuts and have a free movement of 20°



A2.2 The ball joints have to be well tightened with counter nuts



A2.3 All ball joints to be aligned

A3. Steering



A3.1 Check lower cardan screw



A3.2 Steering nut must be properly adjusted



A3.3 Rod ends to be well tightened with locker nuts

A4. Tyres (deflate first)



A4.1 Remove the stickers, if they exist



A4.2 Check valve



A4.3 The jacket must not have transport damage



A4.4 The inner tube must not be jammed



A4.5 ... twisted or crammed



**A4.6 Double layer rim tape must be centered
Front wheel: 25mm
Rear wheel: first layer 19mm, above 21mm.**

A5. Wheels



A5.1 The wheels must not touch the cutouts



A5.2 Centered inside cutouts



A5.3 Spoke tension must be between 1200 and 1400N

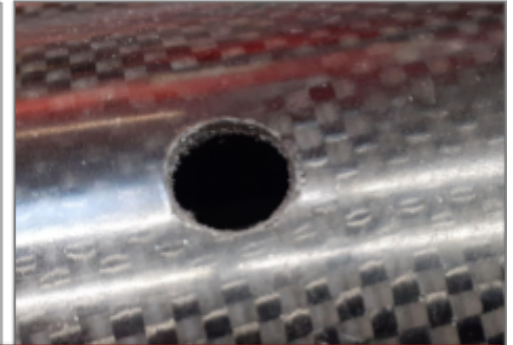


A5.4 Wheels spin freely



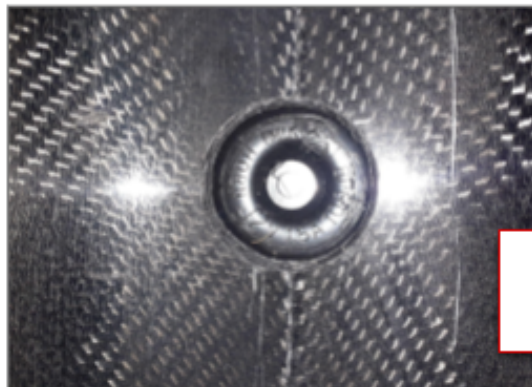
A5.5 The wheels must be straight. Tolerance: 1 mm

A6. Water drain



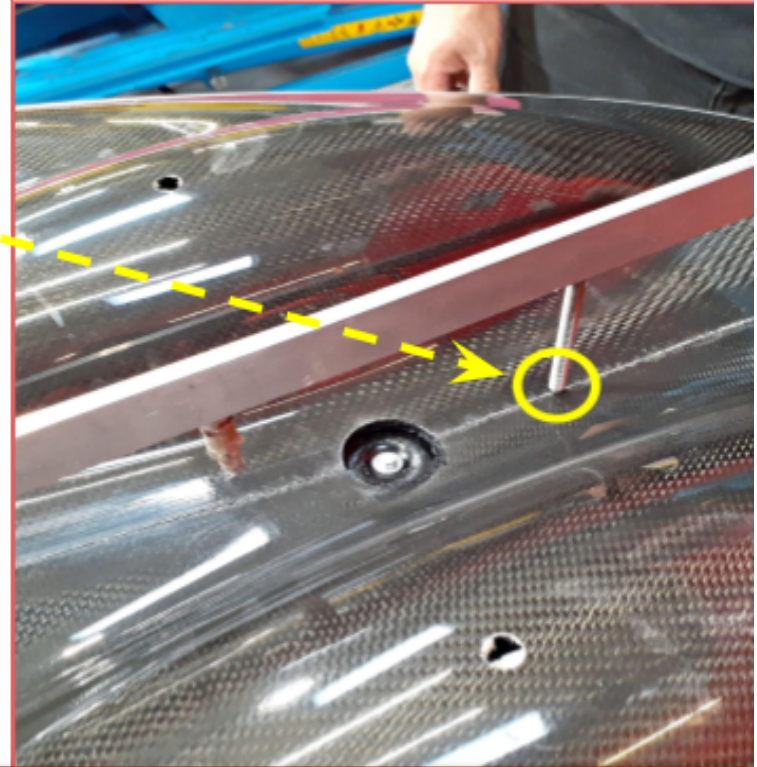
All holes pointed in photos to be present, neat and clean

A7. Horn



...to be properly centered in the body

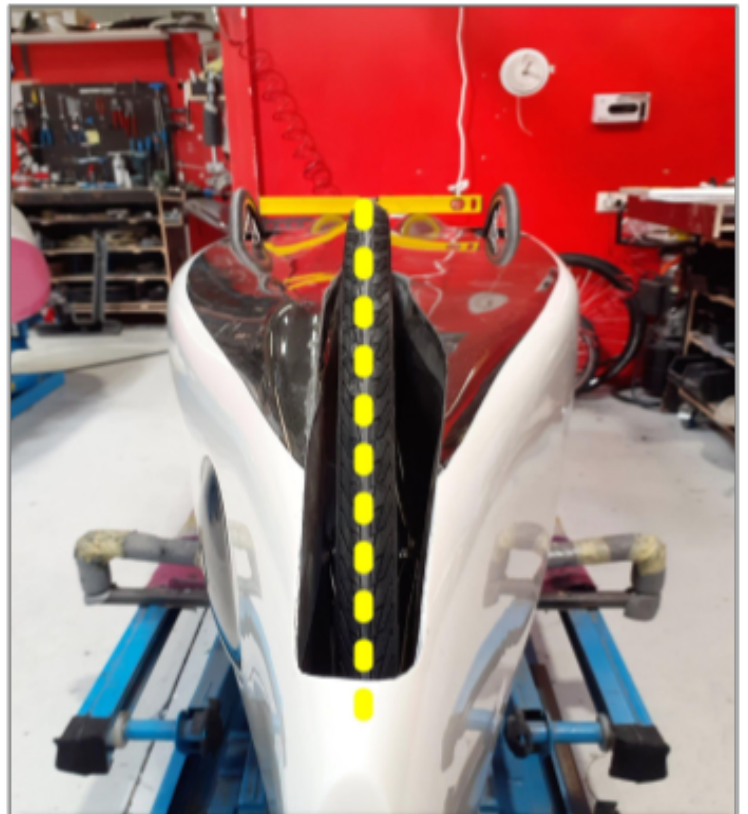
A8. Rear wheel



A8.1 The wheel must be aligned with the longitudinal axe and in the center of the wheel arch (5 mm tolerance)



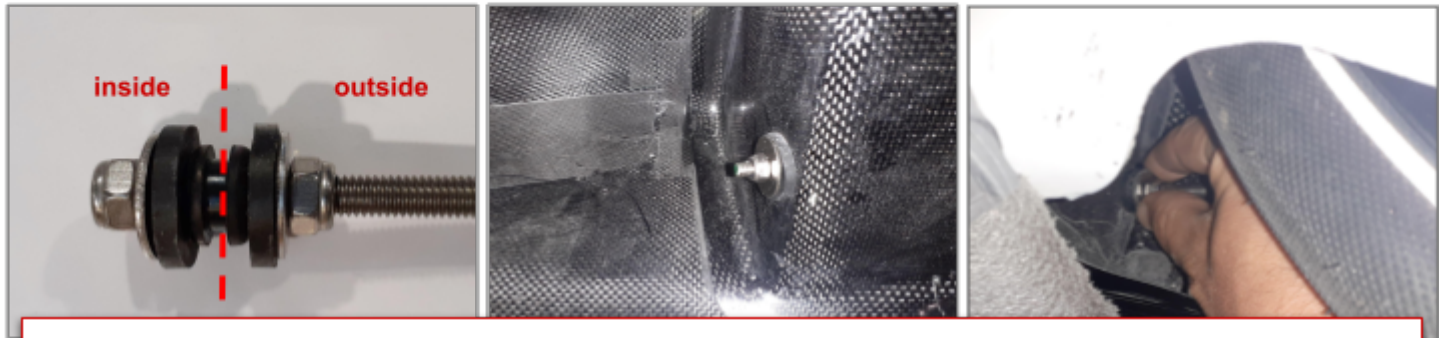
A8.2 Spokes or cassette to not touch the wheel well



A8.3 The wheel must be vertical, 90° from the bottom body surface

B. THE VEHICLE ON WHEELS

B1. Trailing arm (safety relevant)



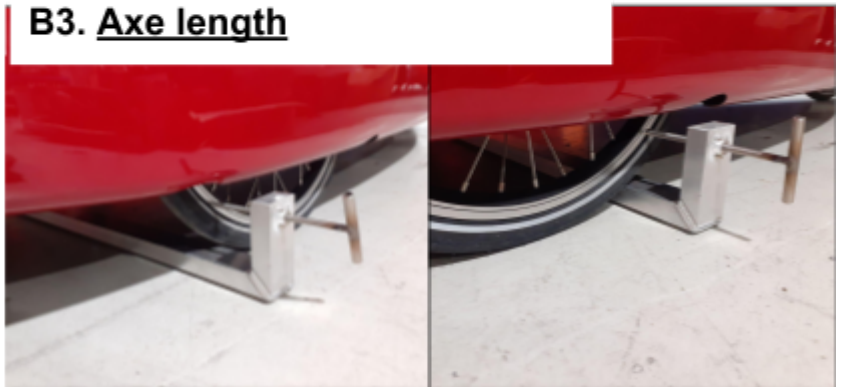
The nuts of the trailing arm need to be tightened enough that the compression washers can be turned with the fingers

B2. Dome



The 2 nuts on top of front struts must be tight and locked against each other. The washer should not be pressed in the rubber washer

B3. Axe length



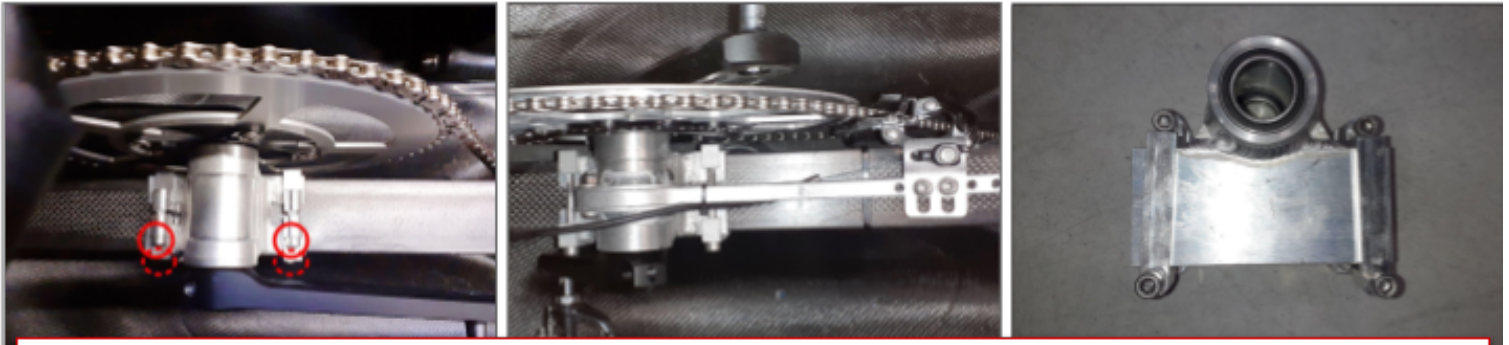
Distanța dintre roți se măsoară cu dispozitiv special în partea din față și în cea din spate. Distanța anterioară egală sau mai mică cu 1 mm față de cea posterioară!

B4. Front frame



Equal distance (left-right) to the wheel well: 17,5 cm

B5. Bottom bracket holder



Check by torque tool: **Steel: 6 Nm;**
Chainring screw: 10 Nm (steel) / 6-8 Nm (aluminium)

B6. Crank



Check by torque tool: Crank arm screw Radial: 7 Nm, Crank arm screw axial, Pedal screw: ~ 10 Nm

B7. Steering



Video: correct
tightening



Video: forced
tightening



B8. Front derailleur

B8.1 The end stops should be set correctly.

B8.2 The shift cable should be secured against collision with pedal cranks.

B8.3 Pedalling back on big sprocket does not make the chain to escape on the small one.

B9. Rear derailleur

B9.1 All gears must shift proper.

B9.2 The end stops must be set (**safety relevant**).

B10. Tacho

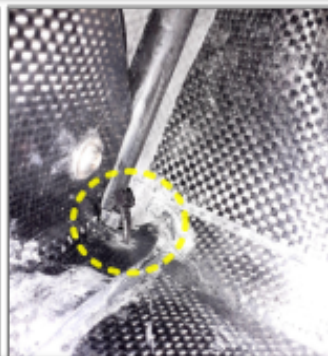
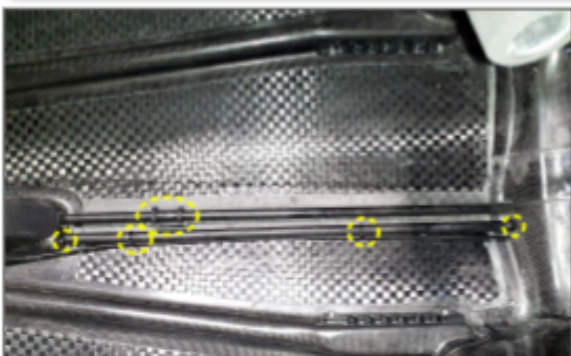
Der Tacho muss korrekt eingestellt sein und sollte gemäß der folgenden Tabelle ordnungsgemäß funktionieren.

Schwalbe Durano	146
Schwalbe Kojak	149
Schwalbe Shredda	156
Schwalbe Pro One	144
Continental Speed Contact	145

B11. Chain tubes



B11.1 Chain under tension - tube should not change the path of the chain or press the holes in the housing



B11.2 The chain tubes must be secured with clamps and cable ties

B11.3 The tube must be heat-modified and the chain must spin smoothly



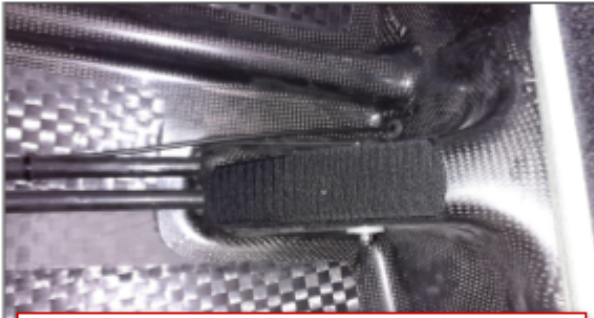
B11.4 At the aluminum support there should be a distance of 2 mm from the tube and the large collars inserted into the heat-shrinkable tube so as not to slip

B12. Chain

B12.1 Must be lubricated

B12.2 Must be not twisted

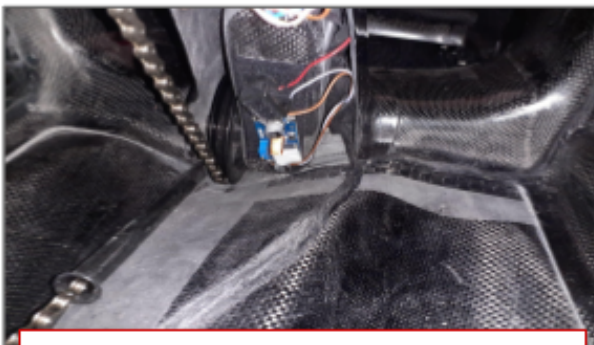
B13. Idlers



B13.1 Rear: velcro as cover



B13.2 Must be vertical and aligned with chain - rear



B13.3 ... and front



B13.4 Well tightened axle

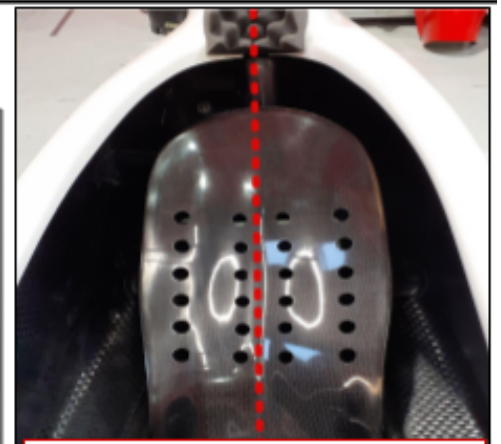
B14. Seat



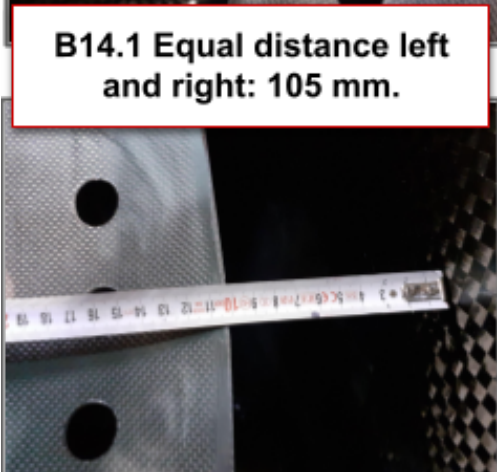
B14.1 Equal distance left and right: 105 mm.



B14.2 Screws from support well tightened and with washers. When on first position the bushee does not touch the washer (both sides).



B14.3 ... must be straight



B14.4 Lower seat edge to not scratch the bottom

B15. Brake



B15.1 Cables must be well secured



B15.2 The lever must function gradually



Video: brake lever check



B15.3 The stationary brake have to be handled with ease



Video: stationary brake OK



B15.4 Gear shift lever must not touch horn button support or the tiller

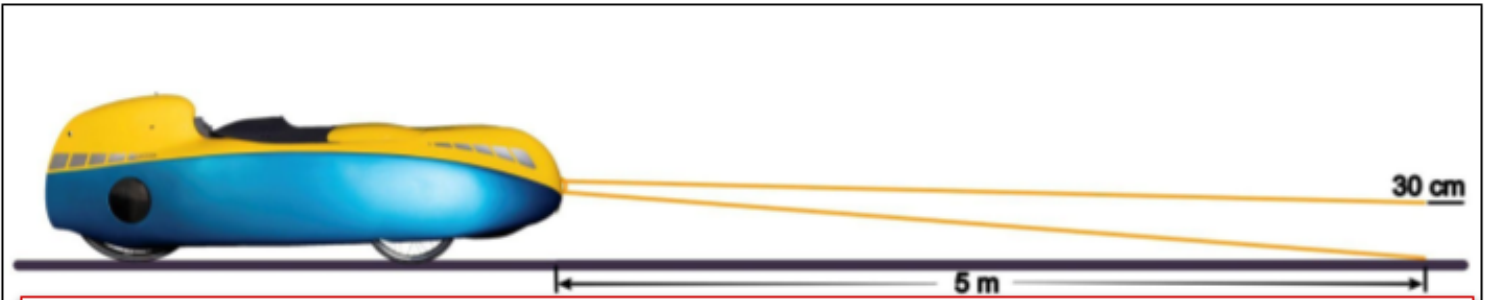


B15.5 Check that breaks work on each side and that they are balanced.

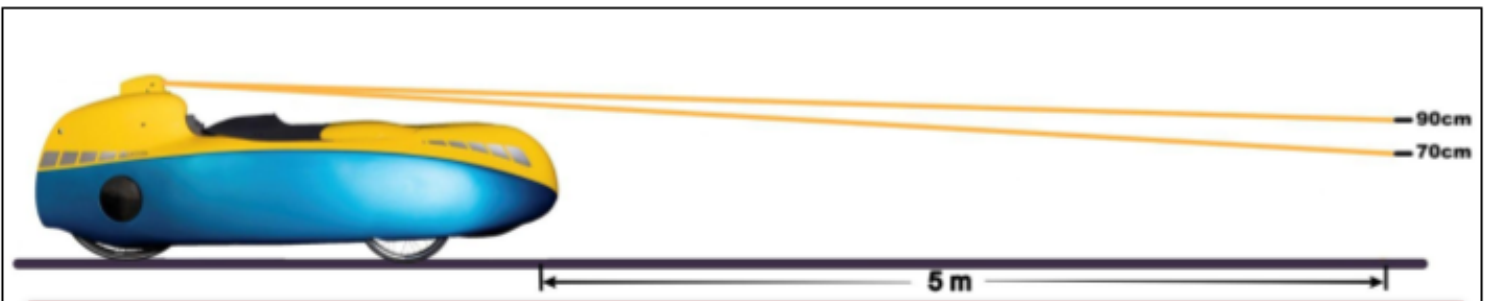
B16. Electrics

B16.1 The vehicle must have all the electrics functioning.

B16.2 The headlights must fit the light cutouts in the body.



B16.3 The front light is correctly adjusted when the light beam is pointing slightly downwards but almost parallel to the road. On 5 m distance the light should flare in between the road and 30 cm high. *This check must be done with person inside.*



B16.4 Head light is correctly adjusted when, on 5 m distance, the light beam is pointing between 70 and 90 cm height. *This check must be done with person inside.*



B16.5 Facing a wall, at 2-3 m distance, check with a laser that projected light is horizontal and equal left-right.

B17. Rear swing arm, cassette



B17.1 Is free of play



B17.2 Low nut M8 DIN 439 A2 must be present



B17.3 The screw of the bearing must be fixed and Loctite present. Bullet label has to be present that was factory checked.

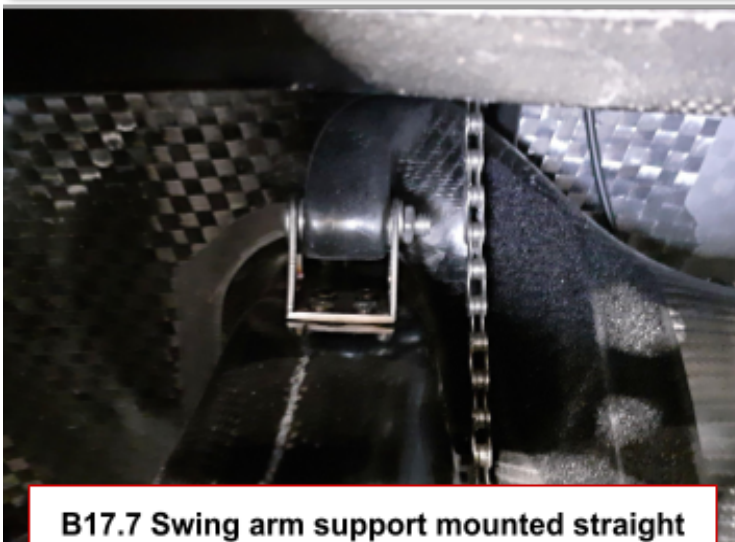


B17.4 Lock nuts, tightened according to:
(check with the torque tool)
Derailleur bolt: 8Nm
Derailleur hanger on Swingarm: 6Nm
Shiftcable Rear Derailleur:
8NM (Shimano)/~6Nm (Sram)

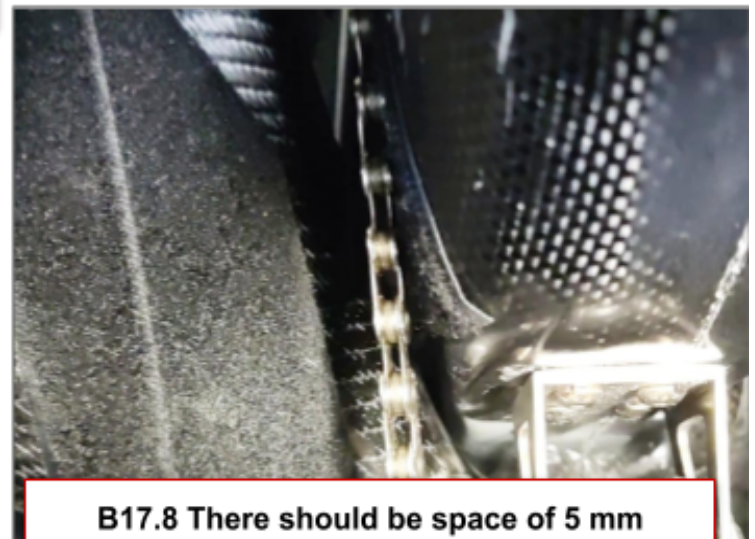


B17.5 Well tightened support screw

B17.6 Rear suspension differs for over 90 kg riders. Check to be strong enough.



B17.7 Swing arm support mounted straight

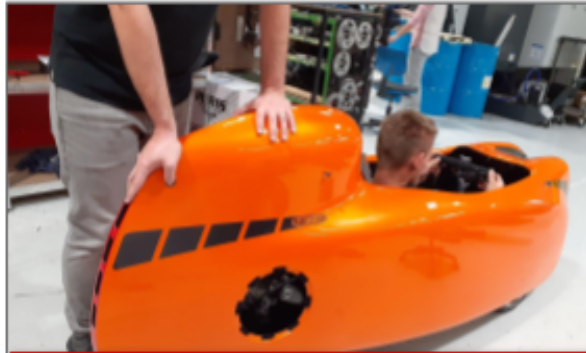


B17.8 There should be space of 5 mm between chain and rear wheel well

B18. Rear wheel



B18.1 The rear wheel must be perfectly vertical.



B18.2 With person inside, on testing stand, push down the body to check (hear) that rear wheel does not touch its wheel well



B18.3 Check rotation direction



B18.4 Check that wheel hasn't play

B18.5 Check wheel spin by turning the wheel. Before stop, the wheel must turn back a bit



B19. Water drain



B19.1 Check that poured water in the water drain does not get inside vehicle



B19.2 There is one hole for water drain in the battery compartment.

B20. Inside look



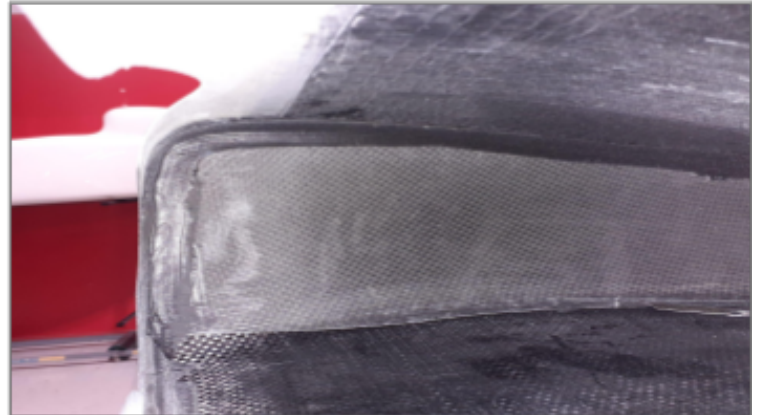
B20.1 ... clean, no scratching



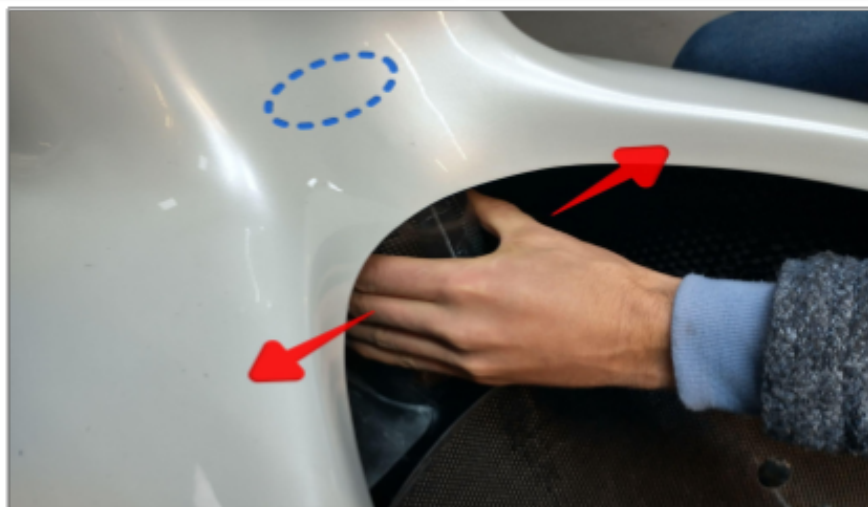
B20.2 Verify gluing with a cutter blade



B20.3 Side cover has "Top" mark properly oriented



B20.4 Front wheel edges filled with Sika underneath



B20.5 Rear wheel well properly glued. Underneath the dotted area find the glue by touch.

B21. Outside look

B21.1 Clean



B21.2 Stickers properly placed



B21.3 Front light correctly fit



B21.4 Back side head carbon zone not soft.

B22. Balance



B22.1 Rear distance to ground are between 175 and 180 mm.



B22.2 Behind front wheels, both distances to ground are between 110 and 115 mm.



BÜLK INSPECTION MANUAL

B23. Hood and lid



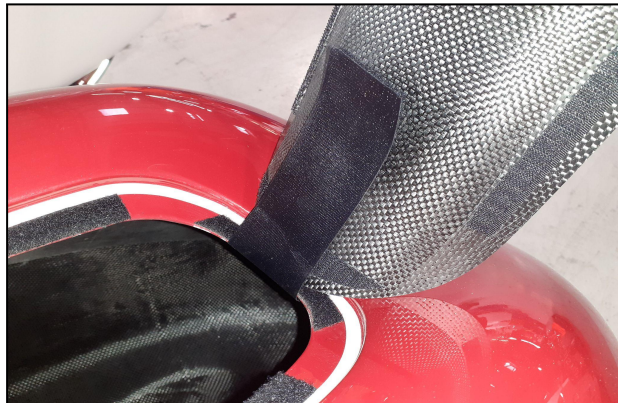
B23.1 Perfectly aligned with body



B23.2 When opened they don't touch/scratch



B23.3 Hood is properly aligned and symmetrical



B23.4 Velcro for lid, correctly applied and glued

B24. Delivery

The **charger** and **battery** have to be included. Also the **cleats** and the **sealing stickers**.