

Scicon Hardcase - Bike packing instructions



Physical check:

- 1) Check for physical damage to the case
- 2) Make sure the 4 wheels and the 5 locks are intact (2 combination and 3 regular locks)
- 3) Open the case
- 4) Make sure case straps (one on each side) are in tact
- 5) Straps for frame are available (3 in total)
- 6) Availability of frame tube sponges
- 7) Availability of rags



Packing instructions:

- 1) Please mark and remove seat post using electrical tape
- 2) Loosen the bolts holding the handlebar (mark the position as well)
- 3) Using your pedal wrench, remove the left pedal (clockwise direction)
- 4) Remove both rear and front wheels
- 5) Open the case and position it such that the taller side stands on the left side (at this point the wheel compartment is vertically positioned)



- 6) Deflate both the front and rear tyres (if not, the wheels will not fit into their respective compartments)
- 7) Undo the skewer nut together with the spring from the front wheel and tighten the wheel into the left (shallower) compartment.

Note: Make sure the end of the skewer does not protrude from the skewer nut. The skewer nut does not need to be fully tightened. There might be a bent skewer at the end of the trip if this is not done.



- 8) Next mount the rear wheel into the right wheel compartment.



- 9) Carry the rest of the bike and place the bike on sponge, with the right pedal positioned in the front. The rear derailleur (RD) will sit nicely in the slot as shown.



Note: Both the RD and the right pedal need not be dismantled

- (i) The front of the bike must be in-line with the tall end of the case (picture on page 3)



(ii) Turn the steering (i.e. the forks) to the right



(iii) Rotate the handlebar downwards
(depending on the size and type of the frame,
you may be able to rotate the right side of the
drop bar under the top-tube)



Note: For bikes with aero-bars, please continue with packing instructions from page 6 of this document.

- 10) Using the 3 frame straps, secure the frame will not slide and move within the space. It is optional if you want to place the frame sponges in-between the straps and the frame



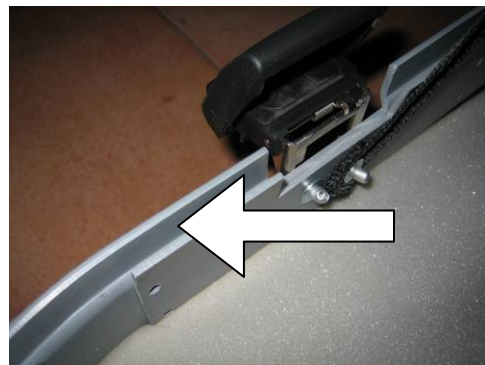
- 11) With either your rag or the frame sponge, secure the chain by wrapping around it (in order to reduce the movement of the chain)

Note: At this point, please decide where the frame sponges will be mounted. The frame sponges are used to physically protect the paintwork to any possible movement of items within the case during the trip



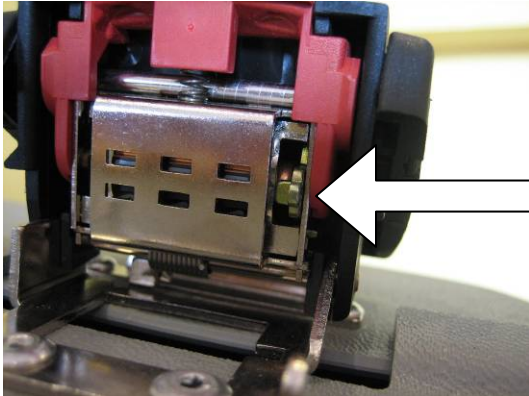
- 12) Place all your cycling gear into a nice bag and lodge it in the rear triangle area
- 13) With all the straps tucked in, you can now close the case*

Note: There are grooves for one side of the case to fit into the other. Make sure the edges are well seated before attempting to lock the case. The case will usually not sit properly if there is a strap obstruction or an internal blockage (for aero-bar obstruction, read on)

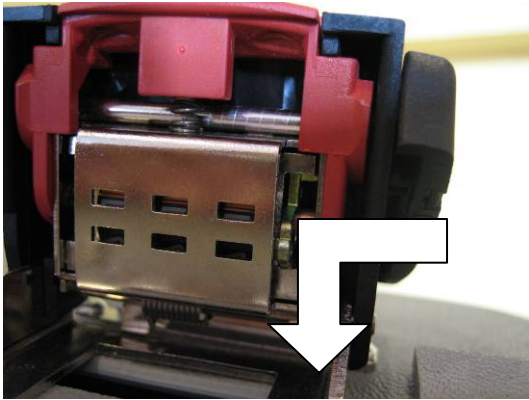


*If the case will not shut completely, there is usually some form of obstruction (usually at the handlebar area)

Changing the combination of the numerical lock



Look underneath the combination lock. Notice the clover shape depressible switch on the right hand side of the lock mechanism.



Press the lever inwards (towards the left with reference to the picture) and flick the lever downwards. Only then can the combination be changed. Once the combination is changed, reverse the switch and the new combination can now be used.

Note: Remember the combination as there is no way to reset the combination once the lock is utilised.

Aero-bar packing instructions

1) Dependant on which brand and model of aerobar, the mode of packing is different.

A) Clip-on-aerobars

Brands like Profile Design and Syntace aerobars have clip-ons for traditional drop bars. These, when installed, protrude significantly above the handlebars and may require the clip-ons to be removed.

B) Bull-horns and TT bars

As seen in the picture on the right, the entire bar needs to be taken out. This can be done by releasing the bolts that hold the handle bar in place. The TT bar is then laid flat and secured.

