



STREAMWAY ASSEMBLY GUIDE

www.sun.bike



CONGRATULATIONS

Congratulations on the purchase of your new Sun bike. This assembly guide will provide instructions for the final assembly and setup of your new bike.

Before your first ride, please read the Sun Bicycles Owner's Manual along with this BICYCLE ASSEMBLY MANUAL included with your new bike. This assembly guide is not a replacement for the Sun Bicycles Owner's Manual or as a comprehensive repair and maintenance book. All repair and maintenance should be performed by trained professionals. We highly recommend you seek the services of a trained mechanic at your local bike shop in these matters.

WARRANTY

The Sun Bicycles written warranty can be found in the Owner's Manual included with your new bicycle or at Sun.Bike.

UPDATES

Periodically, updates and addendums may be issued for this document. To ensure you have the most up-to-date information, please check sun.bike or contact customer care at info@sun.bike

HAVE A QUESTION

info@sun.bike

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NOTES

PREPARING FOR ASSEMBLY

- **Gather all tools required for assembly**

- The following tools and supplies are recommended for assembly.



9, 10, 14 & 15 mm Wrenches or Sockets (or Adjustable Wrench)



Pliers / Cutters



Flat Blade Screwdriver



Phillips Screwdriver



2, 2.5, 3, 4, 5 & 6 mm Hex Keys or Hex Bit Sockets



Torque Wrench



Air Pump



Bicycle Grease

- **Select your work area**

- Choose a well-lit area, such as a garage or outdoor workspace, for assembly.
- Make sure you have plenty of space to move around.
- Protect your work surface to prevent accidental damage (e.g., carpet or wood floors).

QUICK REFERENCE

■ Warranty

- The Sun Bicycles written warranty is included in the Sun Bicycles Owner's manual provided with your new bicycle and is also available at sun.bike.

Bike Details	
Model(s)	Streamway 7
Frame size(s)	16"
Wheel size(s)	26"
Tire size(s)	26 x 2.25"
Tire pressure	40–65 PSI
Max tire width	2.25"
Bike weight	34 lb
Max rider weight	250 lb
Suggested rider height	5'0"–6'0"

Torque Specifications	Tool Size	Torque
Front / Rear wheel axle nuts	15 mm wrench	30–45 N·m
Seat rail clamp nuts	14 mm wrench	12–15 N·m
Stem - Quill bolt	6 mm hex key	12–15 N·m
Stem - Faceplate bolts	5 mm hex key	12–15 N·m
Stem - Adj. Angle Side bolt	5 mm hex key	12–15 N·m
Stem - Adj. Angle Bottom bolt	6 mm hex key	12–15 N·m
Brake lever clamp bolt	5 mm hex key	6–7 N·m
Twist shifter clamp bolt	2.5 mm hex key	1.5–2 N·m
Pedals	15 mm wrench	30–40 N·m
Headset locknut	36 mm wrench	25–30 N·m
Crank arm bolts	8 mm hex key	38–42 N·m
V-Brake - cable fixing bolt	5 mm hex key	5–6 N·m
V-Brake - brake pad nut	5 mm hex key	5–6 N·m
Rer. Derailleur - cable fixing bolt	9 mm wrench	5–6 N·m
Kickstand	8 mm hex key	15–17 N·m

UNPACK YOUR NEW BIKE



Fig. 1



Fig. 2

■ Opening the carton

- Remove the staples from the top of the carton with pliers or a flat-blade screwdriver and open box top flaps.
- **Warning:** The staples have sharp edges and should be disposed of in a safe manner to ensure they do not become a hazard to yourself and others.

■ Lift your new bike and all parts out of the carton

- To make lifting the bike out of the carton easier, it's a good idea to have a second person to help with this step.
- Double-check the carton to ensure you have removed the small parts box, and the saddle.

■ Remove all packaging from your new bike

- First, cut the zip ties securing the front wheel, handlebar, and seat assembly from the rest of the bike and set to the side.
- Be mindful not to cut any parts of the bike including spokes, brake cables, and derailleur cables during this step.
- Next, remove all remaining foam and cardboard packaging.

WHAT'S IN THE BOX



Fig. 3



Fig. 4

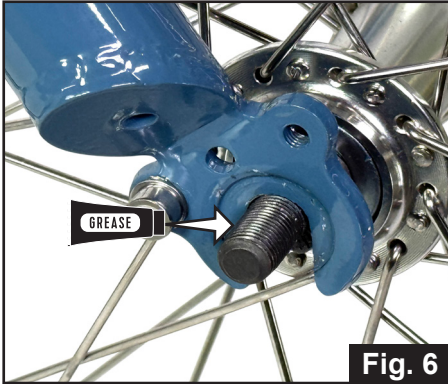
■ Confirm you have everything

- Main bike assembly (Fig. 3)
- Front wheel (Fig. 3)
- Front fender assembly and mounting hardware (Fig. 4)
- Saddle and seatpost assembly (Fig. 4)
- Small parts box containing the Sun Bicycles Owner's Manual, Streamway Assembly Guide, stem, and pedals (Fig. 4)

INSTALL FRONT WHEEL

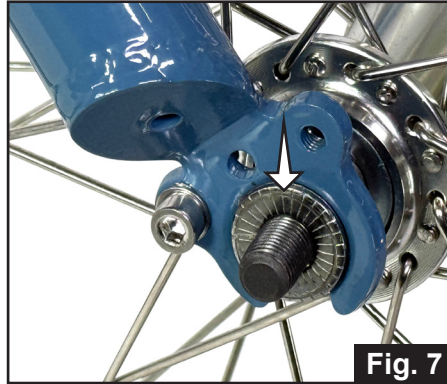


INSTALL FRONT WHEEL



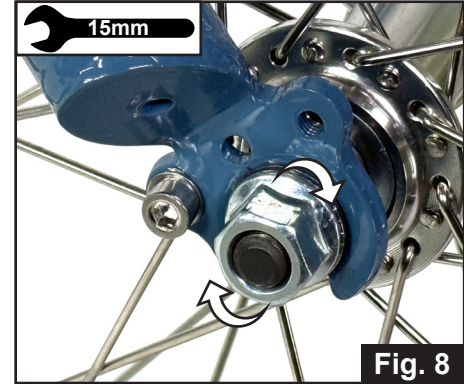
Insert the wheel:

- Make sure the axle is fully inserted into the dropout on both sides.
- Lightly apply grease to the axle threads to ensure the nuts thread on smoothly.
- **NOTICE:** Tires are directional. Please refer to the arrow on the sidewall for proper orientation during installation.



Position the washer:

- Place the washer onto each side axle.



Install & tighten the axle nuts:

- Thread the axle nut (clockwise) onto each side axle.
- Tighten the axle nuts securely with a 15 mm wrench.
- Recommended torque is 30–45 N·m.

FINAL CHECK: Ensure the wheel is centered in the fork and spins freely without rubbing. Confirm the flat washer is installed between the outer axle nut and the dropout and the axle nuts are tightened to the specified torque.

INSTALL FRONT FENDER



Fig. 9

Prepare the fork:

- Position the fender above the front wheel with the fender tab in front of the fork crown. Disconnect the brake noodle from the brake arm to allow additional clearance.
- To simplify installation, the fender may also be installed prior to installing the front wheel.

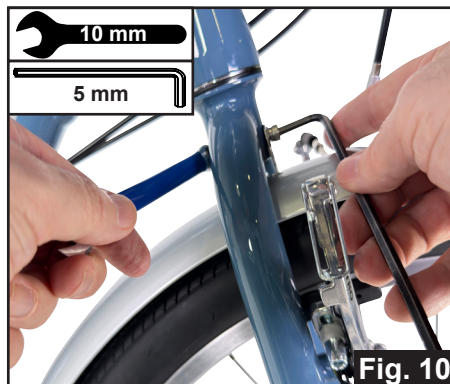


Fig. 10

Attach the fender tab:

- Insert the bolt and flat washer through the fender tab.
- Pass the bolt through the hole in the fork crown.
- Install the flat washer and nut, and tighten securely.

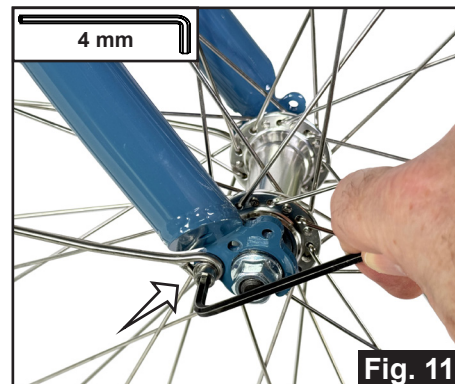


Fig. 11

Attach the fender struts:

- Remove the pre-installed fender strut bolts from each dropout.
- Position the struts at the rear-facing dropout eyelets on both sides of the fork, then install the bolts and tighten securely.

INSTALL FRONT FENDER



FINAL CHECK: Verify adequate clearance between the tire, fender, and struts. Adjust as necessary if any rubbing is present. Ensure the brake arms or brake cable don't make contact with the fender when the brakes are applied.

INSTALL STEM

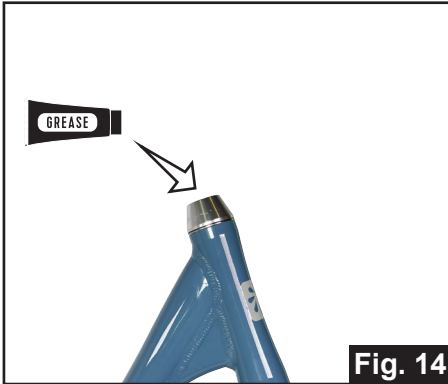


Fig. 14

Prepare the fork:

- Ensure the fork steerer tube is clean and free of debris.
- Lightly apply grease to the inside edge of the steerer tube.

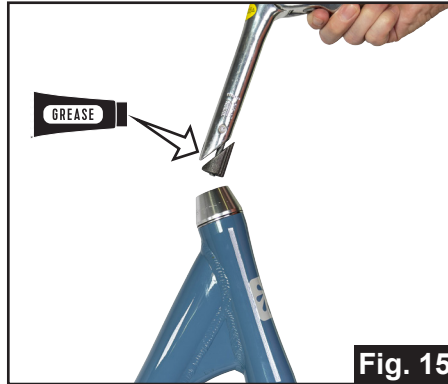


Fig. 15

Insert & align the quill stem:

- Loosen the expander bolt (quill bolt) so the wedge can move freely.
- Lightly apply grease between the quill wedge and stem.
- Insert the quill stem into the fork's steerer tube, ensuring it slides in smoothly.
- Adjust the height, ensuring the minimum insertion line (etched on the stem) is fully inside the steerer tube.

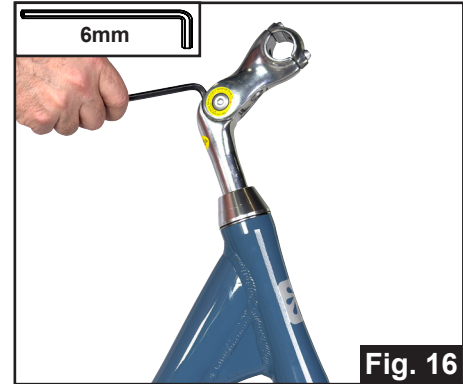
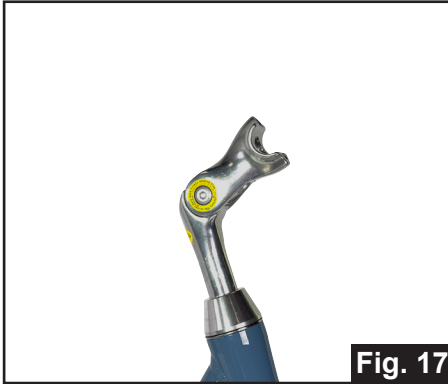


Fig. 16

Align & tighten the quill bolt:

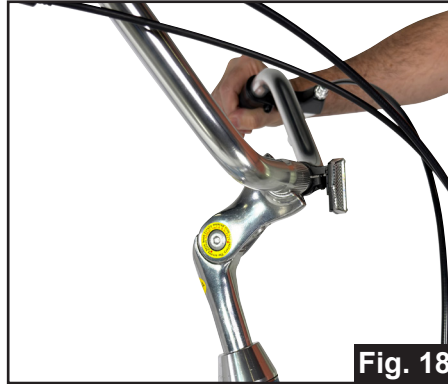
- Position the stem so it is centered and aligned with the front wheel.
- Hold the front wheel between your legs to keep it stable while adjusting.
- Using a 6mm allen wrench, tighten the quill bolt to secure the stem inside the steerer tube.
- Recommended torque is 12–15 N·m.

INSTALL HANDLEBAR



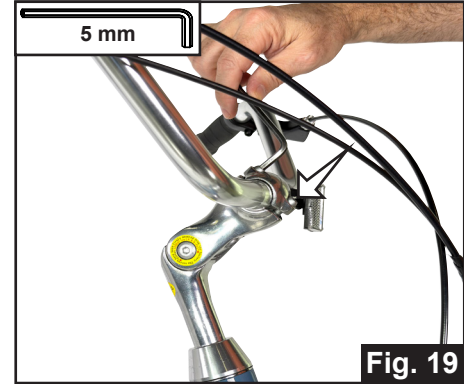
Prepare the stem:

- Ensure the handlebar clamp is clean and free of debris.
- If your stem has a removable faceplate, loosen or remove the bolts to open the clamp.
- Apply grease to the faceplate bolt threads.



Insert the handlebar on the stem:

- Position the handlebar and reattach the faceplate, tightening the bolts loosely to hold it in place.
- Align the handlebar so the markings are centered in the stem clamp.



Align & tighten the handlebar:

- Adjust the angle to a comfortable riding position.
- Tighten both bolts evenly to ensure even pressure on the handlebar.
- Recommended torque is 12–15 N·m.

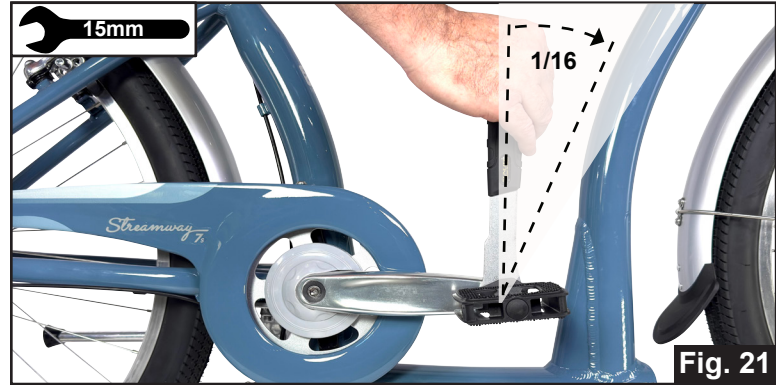
FINAL CHECK: Confirm the stem is secure and does not twist under force, ensure the handlebars are properly aligned with the front wheel and tightened, and test for any play by applying pressure to the handlebars and rocking the bike back and forth, rechecking the quill bolt if movement is detected, while also ensuring the handlebar does not slip and fine-tuning its angle if necessary for optimal positioning.

INSTALL RIGHT SIDE PEDAL



- Identify the right-side pedal (Fig. 20).
- The right pedal is marked with an “R” sticker.
- The right pedal has a smooth spindle.
- The right pedal has an “R” stamped on the end of the pedal’s spindle
- The right pedal has a right-hand thread (installs clockwise, removes counterclockwise).
- The right pedal can only be installed on the right side crank arm (Also known as the drive-side or chain side of the bike)

WARNING: The right and left pedals are not interchangeable.



- Apply bicycle grease to the pedal threads (Fig. 20).
- Hold the right pedal with your hand and insert into the right crank arm (clockwise rotation to tighten). Begin by threading it in by hand to ensure it doesn’t cross-thread.
- Once threaded correctly, use a pedal wrench or other 15mm wrench to tighten the pedal until it firmly contacts the crank arm and then tighten another 1/16 of a turn to 30–40 N·m (Fig. 21)
- The pedal should be tight enough to prevent loosening but not so much that it’s hard to remove later.
- If you’re uncertain about the proper pedal tightness, have the pedal tightness checked by a trained mechanic at a bike shop before riding.

INSTALL LEFT SIDE PEDAL



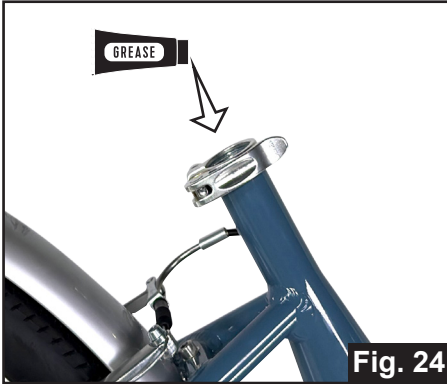
- Identify the left-side pedal (Fig. 22).
- The left pedal is marked with an “L” sticker.
- The left pedal has grooves on the spindle.
- The left pedal has an “L” stamped on the end of the pedal’s spindle.
- The left pedal has a left-hand thread (installs counterclockwise, removes clockwise).
- The left pedal can only be installed on the left side crank arm (Also known as the non-drive side or non-chain side of the bike).

WARNING: The right and left pedals are not interchangeable.



- Apply bicycle grease to the pedal threads (Fig. 22).
- Hold the left pedal with your hand and insert into the left crank arm (counterclockwise rotation to tighten). Begin by threading it in by hand to ensure it doesn’t cross-thread.
- Once threaded correctly, use a pedal wrench or other 15mm wrench to tighten the pedal until it firmly contacts the crank arm and then tighten another 1/16 of a turn to 30–40 N·m (Fig. 23).
- The pedal should be tight enough to prevent loosening but not so much that it’s hard to remove later.
- If you’re uncertain about the proper pedal tightness, have the pedal tightness checked by a trained mechanic at a bike shop before riding.

INSTALL SEATPOST & SADDLE



Prepare the seat tube:

- Apply a small amount of bicycle grease to the inner surface of the seat tube.
- Applying bicycle grease reduces friction for easier seat height adjustment and prevents the seatpost from getting stuck due to friction or corrosion.



Insert the seatpost:

- Open the seat clamp quick release lever to the full open position.
- Insert the seatpost and saddle assembly into the frame.
- Ensure the seatpost is inserted past the Minimum Insertion line.
- If the line is visible, lower the seatpost further before tightening the quick release to avoid damage or safety risks.



Tighten the quick release:

- With the seatpost at the desired height, close the QR lever fully toward the frame.
- The lever should require firm pressure to close.
- If the lever closes too easily, or the seatpost can still move or rotate, open the lever and tighten the adjustment nut slightly, then close and recheck.

FINAL CHECK: Confirm that the seatpost and saddle are secure by twisting and pulling; if either moves or slips while riding, retighten the seatpost clamp and seat rail clamp.

POSITION SADDLE



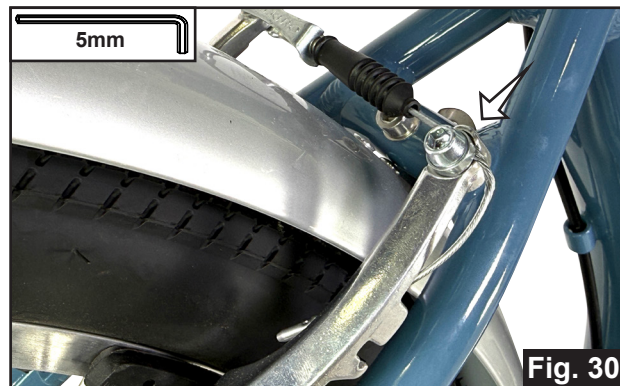
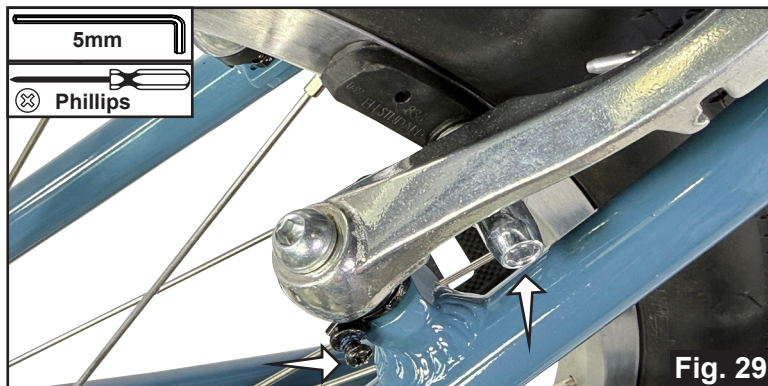
Position the saddle:

- The saddle can be moved fore and aft as well as angled up and down.
- Loosen (counterclockwise) the nuts located on both sides of the seat rail clamp with a 14mm wrench.
- Position saddle to the desired position and retighten to the recommended torque.
- Recommended torque is 12–15 N·m.

Positioning tips:

- Positioning the saddle too far forward or too far back on the rails can cause damage to the saddle and the seatpost.
- Start with the saddle level to the ground.
- Adjust the saddle forward or backward in small increments until comfortable.

CHECK FRONT & REAR V-BRAKE



Check the brake pads:

- **Check Alignment** - The pads should contact the rim evenly and fully without touching the tire or sitting too low on the rim.
- **Test Pad Contact** - Squeeze the brake lever and ensure both pads hit the rim at the same time. If not, adjust the spring tension screws on the brake arms with a phillips screwdriver. Clockwise adds spring tension, counterclockwise reduces spring tension.
- Tighten brake pad bolt with a 5 mm wrench.
- Recommended torque is 5–6 N·m.

FINAL CHECK: Squeeze the brake lever to ensure firm engagement and even pad contact. Check for wheel clearance, secure cable tension (6-8 Nm), and smooth brake arm movement. Adjust spring tension if needed, then spin the wheel and road test for smooth, noise-free stopping without excessive lever travel.

Adjust the brake cable:

- Squeeze the brake lever to check how far it pulls before engaging.
- **Adjust cable tension** - Loosen (counterclockwise) the cable anchor bolt with a 5mm hex wrench.
- **For tighter brakes** - Pull the cable slightly and retighten cable anchor bolt.
- **For looser brakes** - Release some cable and retighten the cable anchor bolt.
- Recommended torque is 5–6 N·m.

CHECK BRAKE LEVER POSITION



Position the lever:

- Loosen (counterclockwise) the clamp bolt on the underside of the lever with a 5mm hex wrench.
- Position the lever downward at a 30-45° angle from horizontal
- Tighten (clockwise) the clamp bolt on the underside of the lever with a 5 mm hex wrench.
- Recommended torque is 6–7 N·m.



Adjust brake lever reach:

- Turning the brake lever reach adjustment screw clockwise moves the lever closer to the grip, allowing smaller hands to reach it comfortably without overextending their fingers.
- Turning the brake lever reach adjustment screw counterclockwise moves the lever farther from the grip, allowing a more comfortable reach for larger hands.

FINAL CHECK: After positioning the lever, ensure it is secure by attempting to rotate it; if it moves, retighten the clamp bolt. After adjusting reach, check brake engagement and fine-tune cable tension using the barrel adjuster or by re-tightening the anchor bolt if needed.

CHECK GEARS

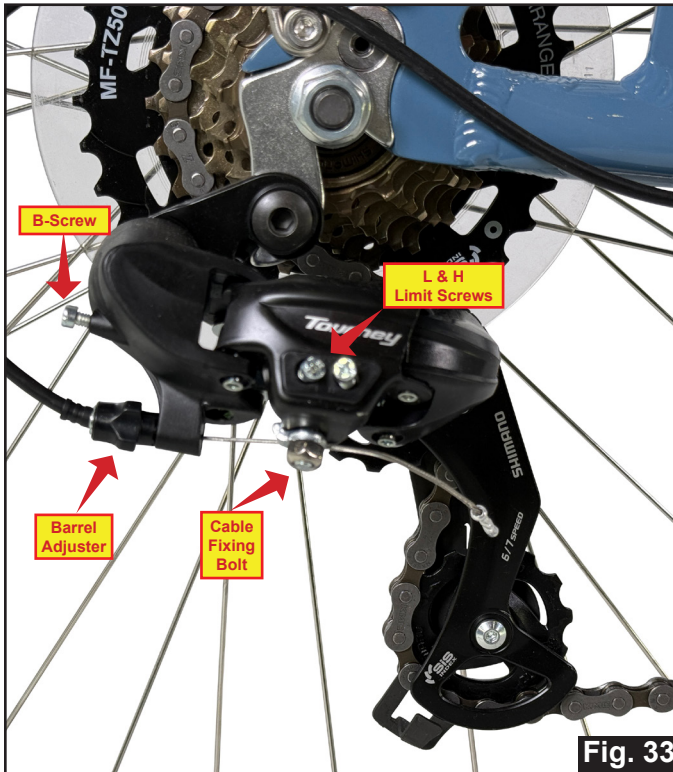


Fig. 33

Fine tuning:

- Pre-adjusted gears may be affected during shipping, unboxing, and assembly. Elevate the bicycle and shift through all gears to confirm proper operation. See adjustments (Fig. 33).
- Loosen the cable fixing bolt by turning it counterclockwise with a 9 mm wrench to adjust cable tension as needed.
- Recommended Cable fixing bolt torque is 5–6 N·m.
- Use the barrel adjuster to fine-tune cable tension. Turning the barrel counterclockwise increases cable tension, while turning it clockwise decreases tension.
- Adjust the L-limit screw to control how far the derailleur moves inward toward the wheel when shifted into the largest rear cog. Turning the screw clockwise limits inward travel, while turning it counterclockwise allows the derailleur to move farther inward.
- Adjust the H-limit screw to control how far the derailleur moves outward away from the wheel when shifted into the smallest rear cog. Turning the screw clockwise limits outward travel, while turning it counterclockwise allows the derailleur to move farther outward.
- Adjust the B-screw to control the distance between the upper pulley wheel and the rear cogs. Turning the screw clockwise increases the distance, while turning it counterclockwise decreases the distance.
- **WARNING:** Adjusting the cable fixing bolt, barrel adjuster, or H-, L-, and B-limit screws may affect shifting performance. If proper gear operation cannot be confirmed, consult a qualified bicycle mechanic before riding.

CHECK SHIFTER POSITION



Position the shifter:

- Loosen the clamp bolt on the underside of the shifter by turning it counterclockwise with a 2.5 mm hex wrench.
- Position the shifter so the gear indicator window is clearly visible while riding.
- Tighten the clamp bolt by turning it clockwise with a 2.5 mm hex wrench.
- Recommended torque is 1.5–2 N·m.

FINAL CHECK: After positioning the shifter, ensure it is secure by attempting to rotate it; if it moves, retighten the clamp bolt.

INFLATE TIRES



Locate the valve:

- Rotate your wheel so the valve is positioned at the 6 O'clock position.



Remove the cap:

- Remove the valve cap by turning it counterclockwise.



Inflate the tire:

- Attach pump head and inflate to the recommended tire pressure.
- Remove pump head and replace the valve cap when finished.
- Recommended tire pressure is 40–65 PSI.

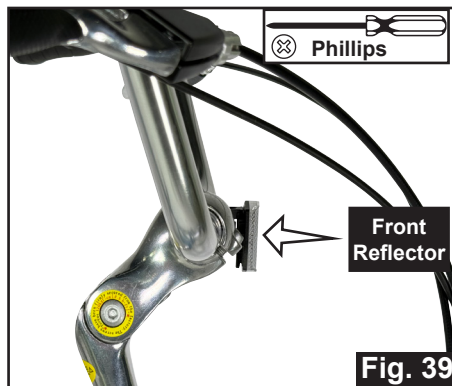
FINAL CHECK: Use a gauge to make sure your tires are properly inflated—too soft can cause flats, and too hard can make the ride rough. Follow the PSI range on the tire: higher for pavement, mid-range for mixed terrain, and lower for wet or loose surfaces for better grip. Press the tires to ensure they feel firm but not rock-hard. Spin the wheels to check for smooth movement, and listen for air leaks, adjusting as needed for a safe and comfortable ride.

CHECK / REFLECTOR(S) POSITION



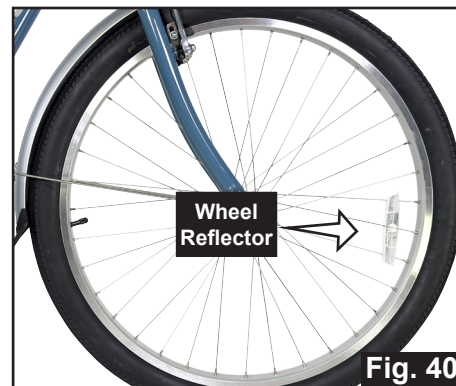
Check seatpost reflector:

- Align the reflector so it is facing directly backward and perpendicular to the ground for maximum visibility.
- Place it high on the seatpost so it is not blocked by the rear wheel or fender.
- Tighten securely with a phillips screwdriver.



Check handlebar reflector:

- Align the reflector so it is facing directly forward and perpendicular to the ground for maximum visibility.
- Tighten securely with a phillips screwdriver.



Check wheel reflectors:

- Align each wheel reflector so it faces directly outward and opposite the inner tube valve.
- Ensure the mounting clip is secure and that the reflector does not contact the frame, fork, or brakes while the wheel is rotating.

FINAL CHECK: Ensure the white front reflector is properly attached and facing forward, the red rear reflector is properly attached and facing backward, and both pre-installed wheel reflectors are evenly positioned for side visibility. Verify that the pre-installed yellow pedal reflectors are facing forward and backward, check that all reflectors are tightly secured and do not shift, and perform a visibility test by shining a light from different angles to confirm proper reflection.

SAFETY CHECK

ATTENTION!

Before your first ride and before each subsequent ride, perform the safety check below as well as any additional verifications outlined in the Owner's Manual to ensure your bicycle is safe to ride. Failure to do so could result in serious injury.

- **Fastener Check** Ensure all fasteners, including nuts, bolts, and screws, are appropriately tightened for the seatpost, stem, and handlebar. Check their tightness by securing the bike between your legs and attempting to twist, push, and pull the handlebar and saddle. If any component moves, realign it, increase bolt tension, and repeat until there is no movement
- **Seatpost & Saddle Adjustment** Adjust the seatpost to the correct height for comfortable riding, ensuring it is inserted below the minimum insertion line and securely tightened.
- **Wheels & Tires** Check that both wheels spin freely without wobbling and are centered in the frame, with axle nuts securely fastened. Maintain proper tire pressure by inflating them to the recommended PSI using an accurate gauge, and if unsure about alignment or pressure, refer to the Sun Bicycles Owner's Manual or consult a Sun Bicycles Retailer.
- **Chain & Drivetrain** Ensure the chain is clean, properly lubricated, and shifting smoothly through all gears. Inspect the chain, rear cogs, derailleur, and chainrings for secure attachment, proper alignment, and signs of excessive wear or damage..
- **Hand Brake Functionality** Squeeze both brake levers to ensure firm engagement without excessive lever travel. Verify that the front and rear brake pads contact the rim evenly without rubbing and that all brake cable fixing bolts are securely tightened. Confirm that the brake arms return evenly when the levers are released, and perform a low-speed test to ensure smooth and controlled stopping. If braking performance feels weak, inconsistent, or uncertain, consult a Sun Bicycles retailer before riding.

SAFETY CHECK

ATTENTION!

Performing this safety check regularly will help ensure a safe and enjoyable ride.



DEALER STAMP



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