cyclekids

CONFIDENT, FOCUSED, HEALTHY KIDS

NOT YOUR AVERAGE MANUAL

THE LIFE MANUAL

ASSEMBLY INSTRUCTIONS

BASICS OF RIDING & SAFETY

QUICK START NUTRITION

TECHNICAL BIKE INFO

THE INDEX

CONGRATULATIONS

ON YOUR NEW cyclekids BICYCLE!

FOR SERVICE ASSISTANCE

CALL US TOLL FREE

1-800-451-5368

MON-FRI 8AM TO 4PM (EASTERN STANDARD TIME)

CAREFULLY READ AND FOLLOW THIS MANUAL (AND ANY OTHER MATERIALS INCLUDED WITH THIS BIKE) BEFORE RIDING. PLEASE RETAIN THIS MANUAL FOR FUTURE USE. IF THIS BIKE WAS PURCHASED FOR A CHILD, IT IS THE RESPONSIBILITY OF THE PURCHASER TO VERIFY THE BIKE HAS BEEN PROPERLY ASSEMBLED, AND THAT THE USER HAS BEEN PROPERLY TRAINED AND INSTRUCTED IN USE OF THE BIKE.

This manual is provided to assist you and is not intended to be a comprehensive manual covering all aspects of maintaining and repairing your bicycle. The bicycle you have purchased is a complex piece of equipment that must be properly assembled and maintained in order to be ridden safely.

IF YOU HAVE ANY DOUBTS ABOUT THE ASSEMBLY OR YOUR ABILITY TO PROPERLY ASSEMBLE AND MAINTAIN THE BICYCLE. YOU MUST HAVE IT ASSEMBLED AND MAINTAINED BY A PROFESSIONAL BICYCLE MECHANIC.

FAILURE TO PROPERLY ASSEMBLE AND MAINTAIN YOUR BICYCLE COULD RESULT IN SERIOUS INJURY OR DEATH TO THE RIDER.

ALWAYS WEAR A PROPERLY FITTED HELMET WHEN YOU RIDE YOUR BICYCLE. DO NOT RIDE AT NIGHT. AVOID RIDING IN WET CONDITIONS.

MAKE SURE TO READ ALL THE WARNING LABELS ON YOUR BICYCLE, AND IN THIS MANUAL.

READ CAREFULLY WHEN YOU SEE

OR ATTENTION

B THE RESPONSIBILITY OF THE OWNER

ATTENTION

READING AND FOLLOWING THE INFORMATION AND INSTRUCTIONS IN THIS MANUAL ARE ESSENTIAL TO YOUR ABILITY TO RIDE SAFELY.

1. It is the responsibility of the owner or in the case of a younger rider the parents of the rider to be certain all assembly instructions have been followed, even if the bike has been assembled by the seller or a professional assembly company.

2. Brakes are essential to safety. Be sure they are checked and working properly before each use. Remember that any mechanical system changes condition during use and must be maintained and checked before each use.

3. Rules for bicycle use (bicycle laws) vary from location to location so be certain the rider knows and understands the rules that apply to bicycle usage in your area. Wearing a helmet and using lights and reflectors are two examples of rules which may exist and which make sense as rider safety precautions at all times.

4. Know how to operate the bicycle and all equipment on it before first use and be certain anyone else allowed to use the bike knows how to properly and safely use the bike as well.

5. There are many different types of bicycles and often these types are designed for different uses. Make sure you know what type of unit you have and do not exceed its service limitations. Be sure you check and under the bicycle classifications set forth, including size of the unit that is proper for the ride to ensure good control during use.

6. Riders who are too small may have control problems. **DO NOT OVERLOAD A UNIT WITH A RIDER THAT IS TOO HEAVY OR TOO LARGE, AND DO NOT ATTEMPT TO CARRY EXTRA PASSENGERS, PACKAGES OR LOADS ON THE BICYCLE. DO NOT ATTEMPT TO USE STREET BIKES FOR OFF ROAD RIDING.**

ATTENTION

ANY ADJUSTMENTS YOU MAKE ARE ENTIRELY AT YOUR OWN RISK. DO NOT USE YOUR BIKE FOR FREESTYLE AND STUNT RIDING, JUMPING OR COMPETITIVE EVENTS.YOU SHOULD KNOW THAT OFF-ROAD USE OR ANY SIMILAR ACTIVITIES CAN BE DANGEROUS, AND YOU ARE WARNED THAT YOU ASSUME THE RISK FOR PERSONAL INJURY, DAMAGES OR LOSSES INCURRED FROM SUCH USE. DO NOT RIDE YOUR BIKE WHEN ANY PART IS DAMAGED OR NOT WORKING PROPERLY. IF YOU ARE UNSURE HOW TO CARRY OUT REPAIRS OR MAINTENANCE ON YOUR BIKE, IT IS VITAL THAT YOU CONSULT A LOCAL BIKE MECHANIC FOR PROFESSIONAL ASSISTANCE AND SUPPORT.

THINGS TO KNOW

DO NOT RIDE AT NIGHT

If you must ride at night, take extra precautions, use front and rear lights, wear flashers on your arms, wear light-colored clothing, and plan your route to ride in well lighted areas.

DO NOT WEAR ANYTHING THAT RESTRICTS SIGHT OR SOUND

A bicycle rider's best defense against accidents is to be alert to road conditions and traffic in the area.

BE ALERT

Animals or people may dart in front of you. Give pedestrians the right-of-way. Don't ride too close to pedestrians, and don't park your bicycle where it can get in the way of foot/vehicle traffic.

WET WEATHER CONDITIONS

CHECK YOUR BRAKES FREQUENTLY. THE ABILITY TO STOP IS CRITICAL. LEAVES, LOOSE GRAVEL AND OTHER DEBRIC ON THE ROAD CAN ALSO AFFECT STOPPING DISTANCE. IF AT ALL POSSIBLE, DO NOT RIDE IN WET WEATHER. VISION AND CONTROL ARE IMPAIRED, CREATING A GREATER RISK OF ACCIDENTS AND INJURY.

ATTENTION

STOP!

IF ANY COMPENENTS BECOMES LOOSE WHILE RIDING, IMMEDIATELY AND TIGHTEN, OR BRING TO A MECHANIC FOR REPAIR.

WE DO NOT RECOMMEND RIDING YOUR BIKE AT NIGHT. IF YOU HAVE AN EMERGENCY THAT REQUIRES YOU TO RIDE AT NIGHT YOU MUST HAVE PROPER LIGHTS AND REFLECTORS. NEVER RIDE AT NIGHT WITHOUT A HELMET, TAILLIGHT, A WHITE FRONT REFLECTOR, A RED REAR REFLECTOR, PEDAL REFLECTORS AND WHITE WHEEL REFLECTORS. YOU UST BE ABLE TO CLEARLY SEE THE SURFACE WHERE YOU ARE RIDING AND BE SEEN BY OTHERS.

AS WITH ALL MECHANICAL COMPONENTS, THE BICYCLE IS SUBJECTED TO WEAR AND HIGH STRESSES. DIFFERENT MATERIALS AND COMPONENTS MAY REACT TO WEAR OR STRESS FATIGUE IN DIFFERENT WAYS. IF THE DESIGN LIFE OF A COMPONENT HAS BEEN EXCEEDED, IT MAY SUDDENLY FAIL, POSSIBLY CAUSING INJURIES TO THE RIDER. ANY FORM OF CRACK, SCRATCHES OR CHANGE OF COLORING IN HIGHLY STRESSED AREAS INDICATE THAT THE LIFE OF THE COMPONENT HAS BEEN REACHED AND SHOULD BE REPLACED.

D PRE-ASSEMBLY

YOU WILL NEED:
(INCLUDED IN THE BOX)


PHILLIPS HEAD SCREWDRIVER

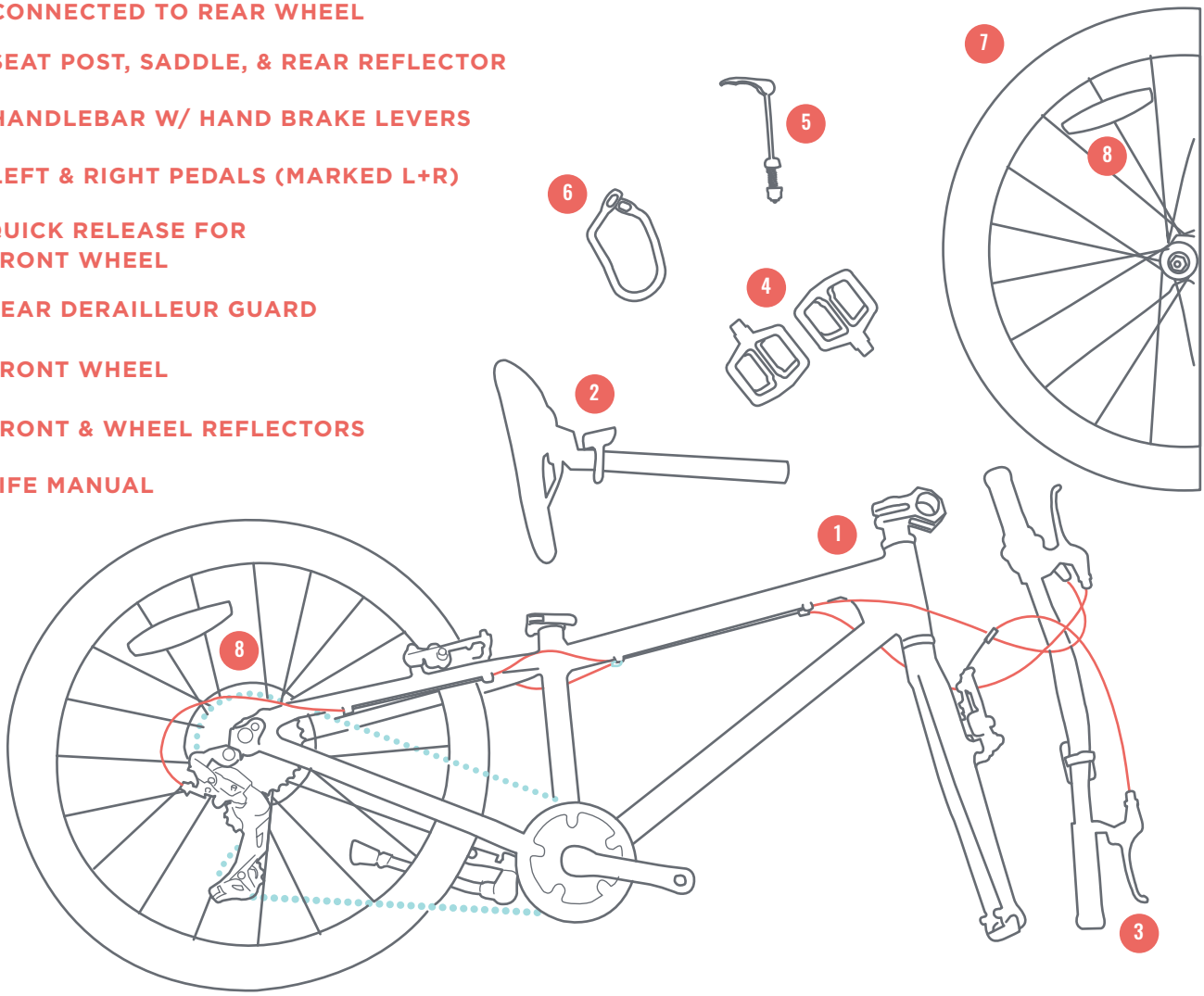

15MM WRENCH


5MM HEX WRENCH (ALLEN KEY)

TO AVOID INJURY, THIS PRODUCT MUST BE PROPERLY ASSEMBLED BEFORE USE. WE STRONGLY RECOMMEND USE OF A PROFESSIONAL/EXPERIENCED ASSEMBLER. WE ALSO RECOMMEND YOU REVIEW THE ASSEMBLY INSTRUCTIONS AND PERFORM CHECKS SPECIFIED IN THE OWNER'S MANUAL BEFORE RIDING.

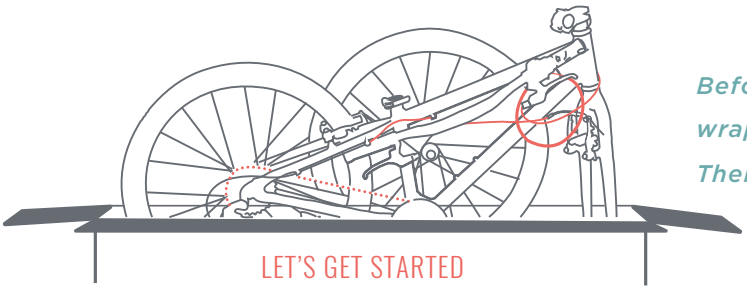
WHAT'S IN THE BOX?

1. PARTIALLY ASSEMBLED FRAME W/ CRANK CONNECTED TO REAR WHEEL
2. SEAT POST, SADDLE, & REAR REFLECTOR
3. HANDLEBAR W/ HAND BRAKE LEVERS
4. LEFT & RIGHT PEDALS (MARKED L+R)
5. QUICK RELEASE FOR FRONT WHEEL
6. REAR DERAILLEUR GUARD
7. FRONT WHEEL
8. FRONT & WHEEL REFLECTORS
9. LIFE MANUAL



CONTINUE TO THE BIKE ASSEMBLY ▶

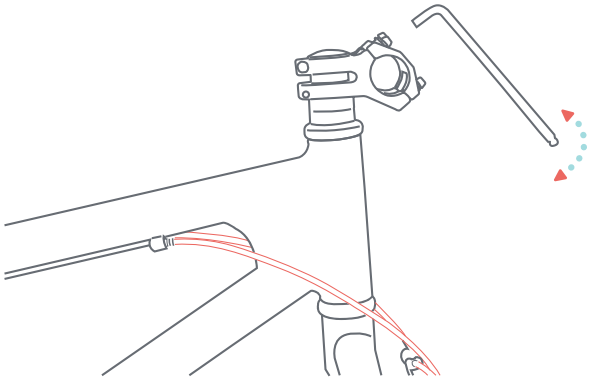
E BIKE ASSEMBLY



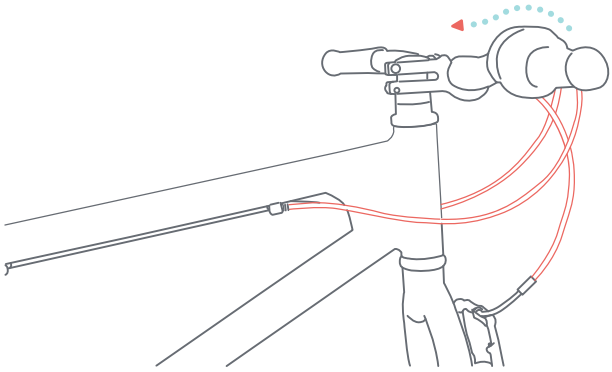
LET'S GET STARTED

Before you begin, make sure to cut all cardboard wrappings, zipties, and packaging extras off the bike. Then, carefully remove the bicycle from it's carton.

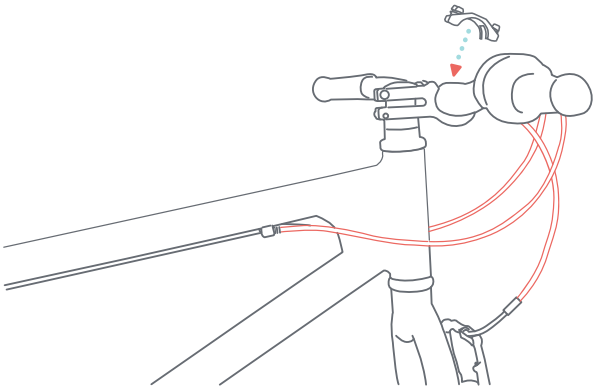
1 REMOVE STEM CAP USING ALLEN KEY



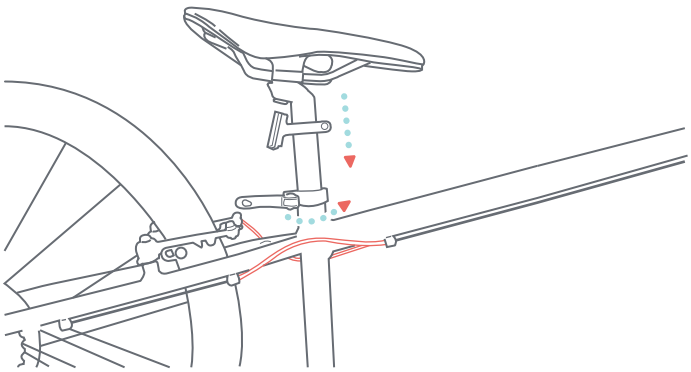
2 PLACE HANDLEBAR INTO STEM & CENTER



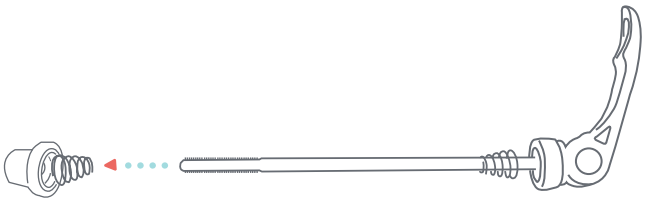
3 REINSTALL THE STEM CAP SECURELY



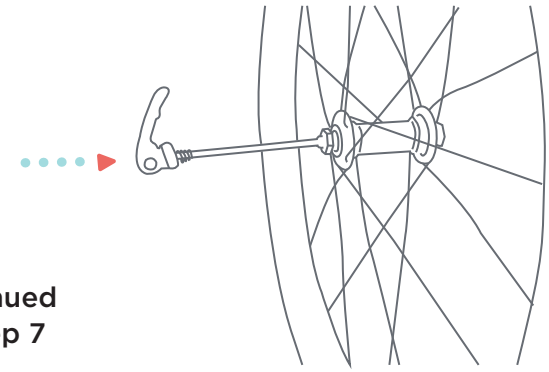
4 INSET SADDLE & SEAT POST TO CORRECT HEIGHT INTO SEAT TUBE, CLOSE SEAT CLAMP.



5 REMOVE OUTER QUICK RELEASE NUT & SPRING

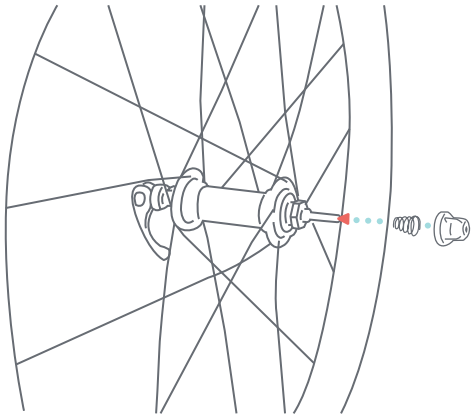


6 INSTALL QUICK RELEASE THROUGH FRONT AXEL HUB THROUGH LEFT SIDE OF WHEEL



Continued in Step 7

7 INSTALL SPRING ONTO REVERSE SIDE OF WHEEL

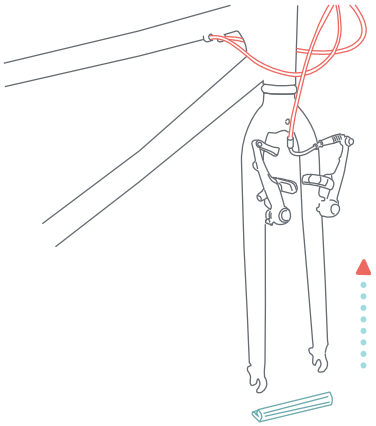


If the spring is installed incorrectly, it could cause injuries

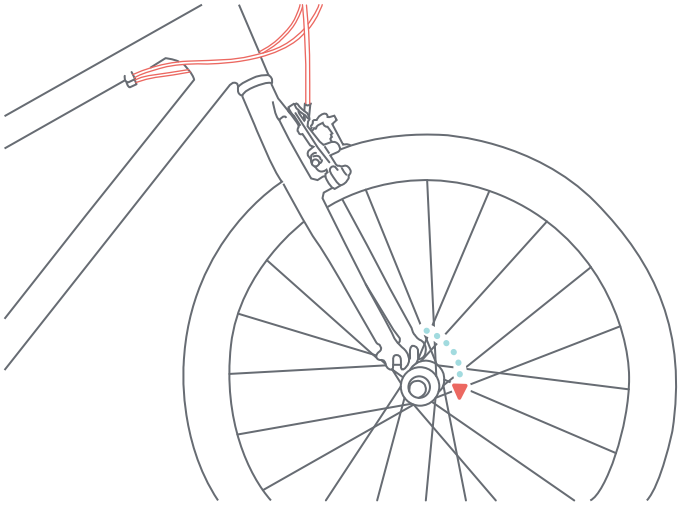
CORRECT

INCORRECT

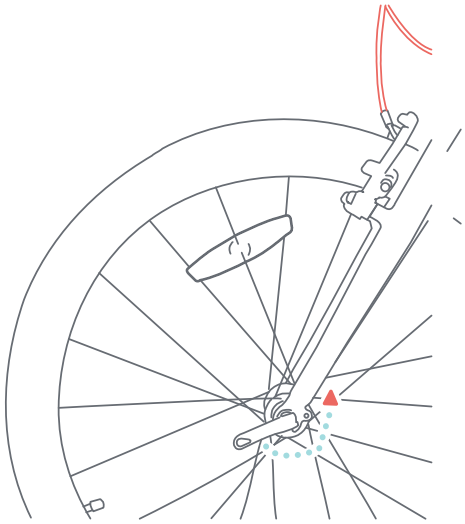
8 REMOVE PLASTIC FORK PROTECTOR & ENSURE BRAKES ARE SPREAD TO ALLOW WHEEL INSERTION



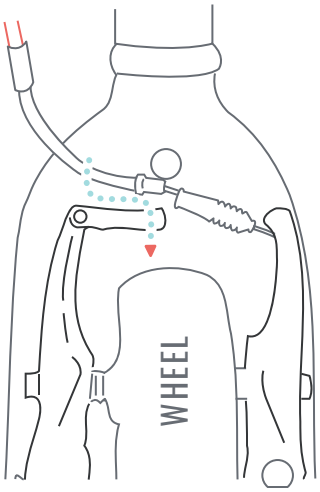
9 FIT FORK ONTO WHEEL AXLE

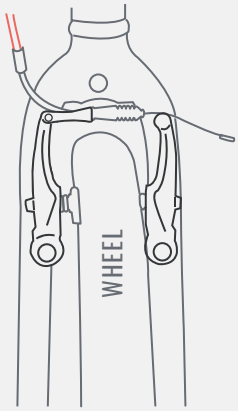


10 TIGHTEN & CLAMP QUICK RELEASE TEST TO BE SURE IT'S SECURE



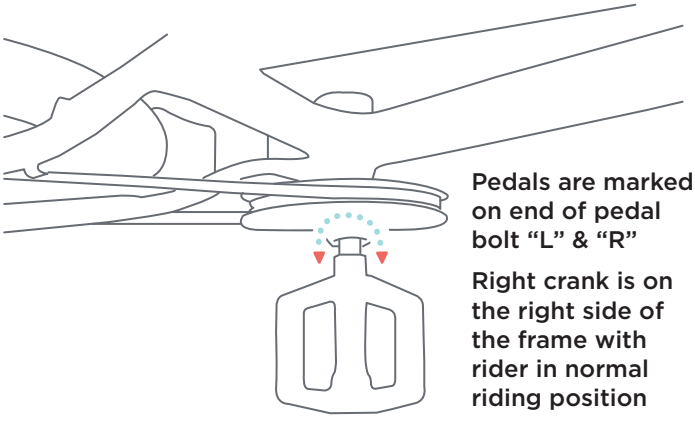
11 INSTALL BRAKE NOODLE INTO BRAKE





FINISHED REFERENCE

12 INSTALL LEFT & RIGHT PEDALS BY FULLY SCREWING THEM INTO THE PROPER CRANK ARM



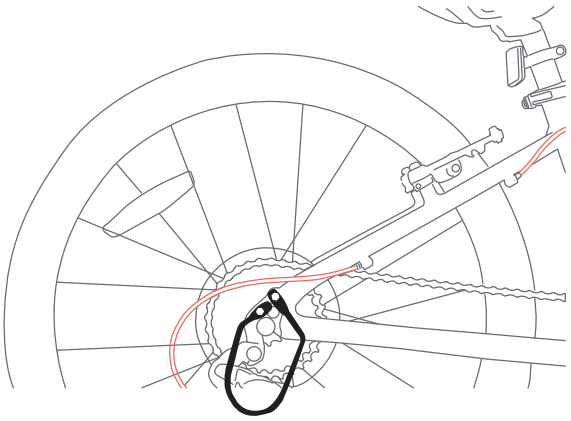
Pedals are marked on end of pedal bolt "L" & "R"

Right crank is on the right side of the frame with rider in normal riding position

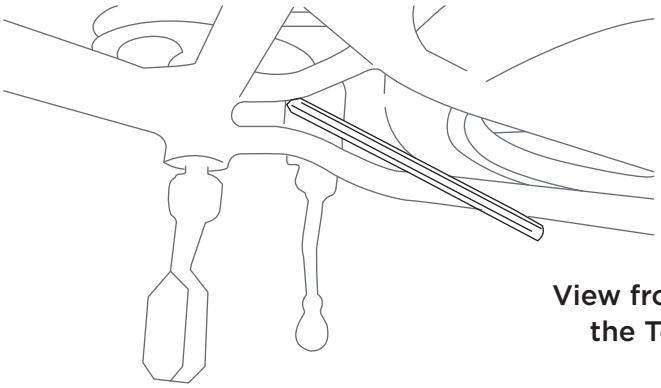
THEN, TIGHTEN SECURELY USING A 15MM WRENCH

G BIKE ASSEMBLY(cont'd)

13 INSTALL DERAILLEUR GUARD USING A PHILLIPS HEAD SCREWDRIVER

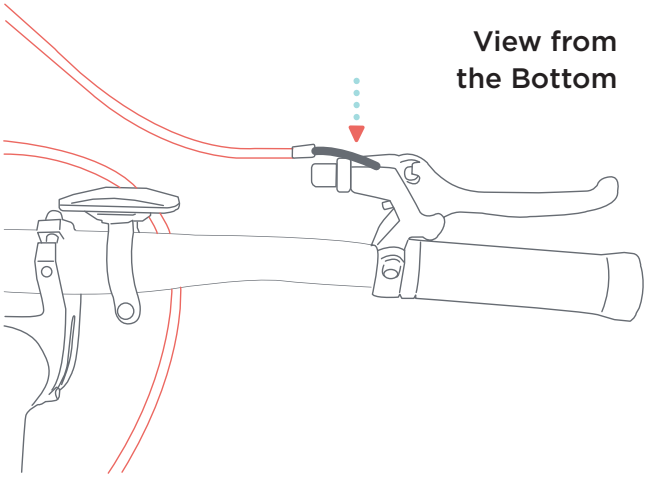


14 INSTALL KICKSTAND INTO KICKSTAND MOUNTING TAB



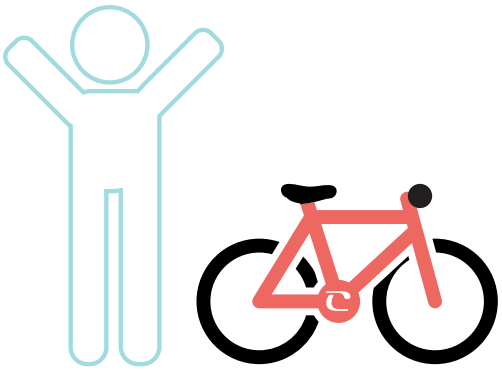
View from the Top

15 INSERT CABLE INTO BRAKE LEVER



View from the Bottom

16 YOUR BIKE IS NOW ASSEMBLED!



YOU'VE FINISHED ASSEMBLING YOUR BIKE!

ATTENTION

BEFORE YOU RIDE THE BICYCLE, CHECK THE BRAKE AND OTHER PARTS OF THE BIKE. MAKE SURE ALL PARTS ARE TIGHTENED, ASSEMBLED CORRECTLY AND WORKING PROPERLY. TAKE YOUR FIRST RIDE IN A LARGE, OPEN, LEVER AREA. IF YOU HAVE A PROBLEM, CHECK THE ASSEMBLY INSTRUCTIONS AND FOLLOW THE MAINTENANCE PROCEDURES IN THIS BOOK.

IF YOU DO NOT FEEL COMFORTABLE WITH YOUR SKILLS IN ASSEMBLING OR ADJUSTING THE BIKE, PLEASE TAKE IT TO A PROFESSIONAL BIKE MECHANIC.

1 PROPER HELMET FITTING

It's important to always wear your helmet everytime you ride. To prevent added injury or mishaps, check your cyclekids salute*! This will ensure the helmet has been fitted properly for your noggin.

TIP ADJUSTMENTS

If you adjust the strap with the buckle first, it'll make an easier helmet fit.

BEFORE YOU RIDE..

- ◯ **Your helmet should sit flat on your head.**
  Make sure it's level and not tilted in any way.
- ◯ **Does your helmet have pads?**
  Adjust them within your helmet, so they touch your head comfortably, all the way around.
- ◯ **Double check your cyclekids salute!**
  The helmet should sit right above your eyebrows.
- ◯ **Each strap should form a "Y" on both sides.**
  Make sure the helmet sits right above your eyebrows.

IF YOUR HELMET LEANS FORWARD
adjust the straps behind your ears.

OR

IF YOUR HELMET LEANS BACKWARD
tighten the straps in front of your ears.

- ◯ **Always buckle your chin straps when riding.**
  It should be buckled securely at your throat, helmet snug on each side, and does not slide in any direction.
- ◯ **Test your fit by opening your mouth.**
  Your helmet should hug your head and the buckle should feel secure under your chin.

*

CYCLEKIDS SALUTE

2 - 3 fingers above the bridge of your nose

ALWAYS WEAR A HELMET

A properly fitting, CPSC approved, bicycle helmet should be worn at all times when riding your bicycle.

THE RIGHT HELMET SHOULD:

- BE COMFORTABLE
- BE LIGHTWEIGHT
- HAVE GOOD VENTILATION
- COVER THE FOREHEAD
- BE SECURELY FASTENED

2 FIND YOUR BIKE FIT

✓ FRAME FIT ✓ SADDLE HEIGHT ✓ HANDLEBAR ADJUSTMENT

From casual riders, to cyclists, to kids, correct bicycle fit is very important. In the most extreme or riding situations, serious riders do this to prevent injuries. Riders of all levels can only benefit from proper fitting.

FRAME FIT

One of the **MOST** important factors in a bike fit.

IF IT'S TOO SMALL
you could feel cramped and awkward

OR

IF IT'S TOO BIG
you might be unstable and have a harder time balancing

STANDING BIKE FIT

Observe your frame size
You should be able to stand flat-footed over your frame without touching the top tube.
1.5" TO 4" IN CLEARANCE

TIP | IF YOU'RE A BEGINNER..

You can try and set your seat a bit lower. Low enough so your foot can stay flat on the ground. You can now use your bicycle like a scooter.

SADDLE HEIGHT

The **OTHER** important factor in a bike fit.

IF IT'S TOO LOW
it won't allow you to use all your leg muscle to ride

OR

IF IT'S TOO HIGH
it will make you feel off balance

SEATED BIKE FIT

Adjust your saddle height
You should have a slight bend in your knee, as your foot rests on the lowest position of the pedal. Your front knee should align directly with the pedal axle.

IF NOT, move the seat backward or forward by using the bolts under the seat.

AN INCORRECT SADDLE POSITION WILL MAKE RIDING MORE DIFFICULT AND POTENTIALLY HURT YOUR KNEES

HANDLEBAR ADJUSTMENT

Proper reach is integral to riding comfort
You should be comfortably bending your elbows while riding. If their **TOO HIGH, TOO LOW, TOO CLOSE, OR TOO FAR, IT COULD RESULT IN NECK, SHOULDER, BACK, OR HAND PAIN.**

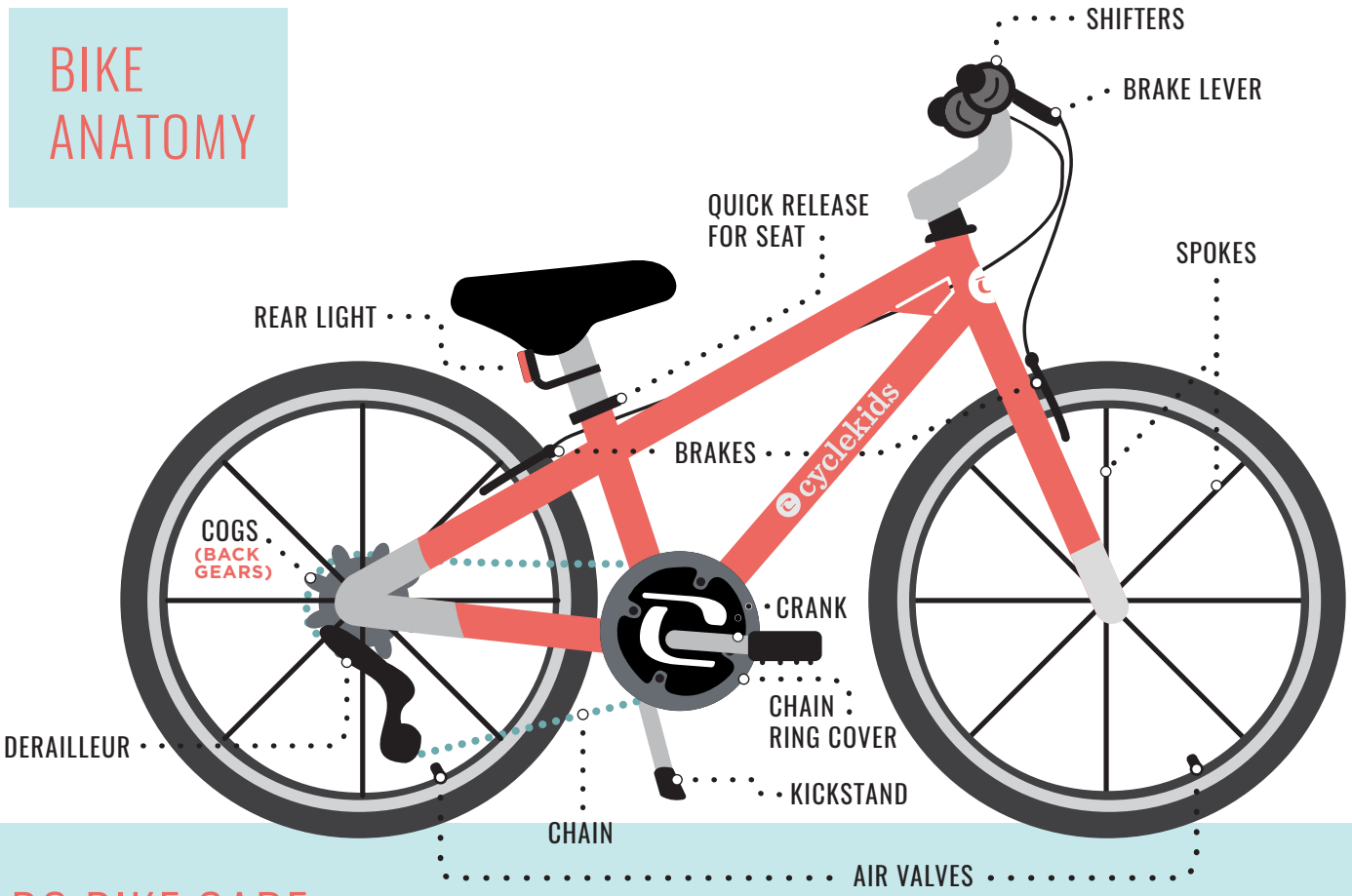
Comfortable Arms & Grip
There should be a slight bend at the elbow, when sitting holding the handlebars. Gripping should also feel effortless while standing on the pedals.

3 YOUR BIKE & YOU

✓ BIKE ANATOMY ✓ ABC BIKE CARE

Nobody ever forgets their first bike. It's important you learn to familiarize yourself with every piece of your new bicycle, in order to maintain and care for your new riding buddy! Refer to this fun illustration whenever you need some direction.

BIKE ANATOMY



ABC BIKE CARE

A IS FOR AIR PRESSURE

Use a pressure gauge
This helps you measure the right amount of air for your tires.

Fill the tires to listed pressure
ROAD TIRES • 80- 120 PSI*
MOUNTAIN TIRES • 25-50 PSI
HYBRID TIRES • 40-80 PSI

Prevent flat tires
Check tires for damage or worn threads/grooves. Replace if needed.

B IS FOR BRAKES

Check brake pads for wear
If there's less than 1/4 of the pad left, replace as needed.

Keep brake pads & rims clean..
When riding in rainy weather or through the dirt.

Pads should not rub on tire or wheel
Adjust pad position if this happens.

Test out your brakes
Spin the wheel and apply brakes. Wheel should stop.

C IS FOR CHAIN

Chain Maintenance
Check your chain for rust or dirt. A clean chain is a happy chain.

Smooth Riding
Use bicycle chain lubricant to keep it moving smoothly and efficiently.

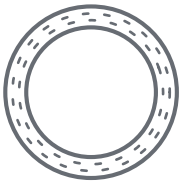
The ghost bike
Is your bike changing gears on it's own? Check for cleanliness, rust, and lubrication. If you're still having trouble, get your bike examined by a professional.

4 HOW FIX A FLAT TIRE

Your ability to ride along with ample speed and good control, depends on your inner tube. Look at your inner tube like a shock absorber. It helps you make the right contact with the road: not too spongy or too stiff.

WHAT YOU'LL NEED:

TIRE PUMP



REPLACEMENT TUBE

OR

PATCH KIT

TIP REMEMBER THIS

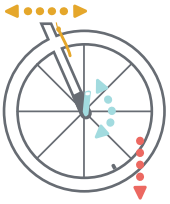
Always ride with a patch kit or spare tube, just in case you get a flat tire!

FOLLOW THESE STEPS:

STEP 1

Make sure the bike is in the lowest gear possible.

STEP 2



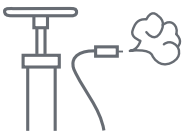
Remove the wheel

- A RELEASING THE QUICK RELEASE
- B RELEASE THE BRAKE
- C SLIDE THE WHEEL OUT

STEP 3

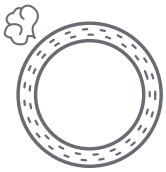
Let all the air out of the tube. Completely flatten your tube, and use a tire lever to ease it up from the rim. Pull the tube out.

STEP 4



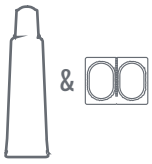
Using your ***tire pump***, air up your tube enough to give it some shape.

STEP 5



Listen or feel where the air is escaping the puncture in the tube.

STEP 6



Replacing the tube? See step 7.
If ***patching***, find your puncture area to apply glue and set to dry. Apply the patch & firmly push into the tube.

STEP 7

Push the tube under the tire to roll it back onto the rim. The tube shouldn't be exposed.

STEP 8

Take your tire pump, and inflate your tube to the right pressure. You are ready to ride again!

5 ALL ABOUT GEARING

✓ ABOUT GEARS ✓ ABOUT SHIFTERS

Gears can be a little intimidating when you're first learning to ride. The benefit of knowing when to shift your gears, depending on where you are, is the difference between a comfortable ride and a hassle.

GEARS

Located on the right side of your bike, and near the pedals.

SHIFTERS

Located on your handlebars and are used to change gears.

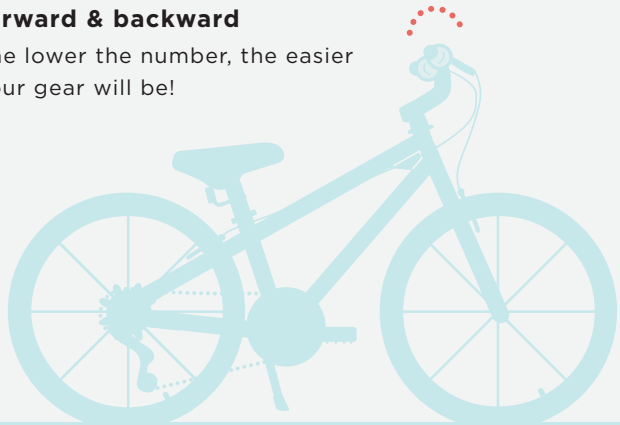
GOING UPHILL

Shift UP to a higher gear
Your legs shouldn't be moving too fast. This will increase your resistance.

GOING DOWNHILL

Shift DOWN to a lower gear
This will decrease resistance and make pedaling easier.

To shift gears, twist the grip forward & backward
The lower the number, the easier your gear will be!



TRADITIONALLY..

LEFT SHIFTER Moves the chain on the chainrings next to the front gears and pedals.

Moves the chain on the cogs on the back wheel and the rear gears. **RIGHT SHIFTER**

TIP | SHIFTING GEARS

- ◯ Keep pedaling as you shift
- ◯ Shift only one gear or click at a time
- ◯ Don't double shift

20" 24" 26"

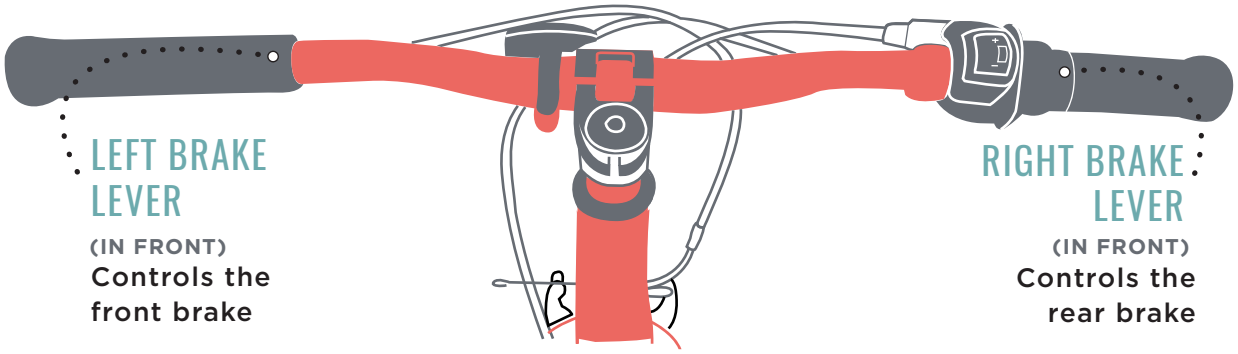
THESE CYCLEKIDS BIKES HAVE (1) 8-SPEED TWIST SHIFTER ON THE RIGHT SIDE OF THE HANDLEBAR

6 BRAKING

✓ PROPER BRAKING METHODS ✓ BRAKING CONDITIONS

Once you get into the groove of riding, you start to pick up some speed. One must always remember that safely riding fast, must be supported by knowing how to stop quickly and smoothly, with your brakes.

Riding View
(imagine sitting on the bike)



LEFT BRAKE LEVER
(IN FRONT)
Controls the front brake

RIGHT BRAKE LEVER
(IN FRONT)
Controls the rear brake

PROPER BRAKING METHODS

TIP | POSITIONING

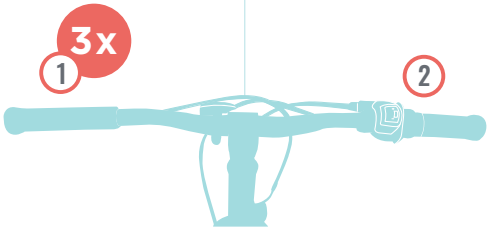
Your arms should be firm, but not locked over the handlebars

FOR A SLOW STOP

Squeeze the front (left) lever three times as hard as the rear (right) brake. Your stop should feel steady and smooth.

FOR A QUICK STOP

Slowly squeeze both brake levers hard - the front (left) one always three times as hard as the rear (right) one.



IF YOU ONLY USE YOUR REAR BRAKE
the rear wheel will skid and your stopping distance will increase

OR

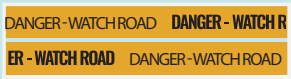
IF YOU ONLY USE YOUR FRONT BRAKE
the bike will pitch forward and you could fall over the handlebars

BRAKING CONDITIONS

Wet weather
Ride slower than you usually would, using your rear to stop. Streets will be more slippery than usual.

Dirt/Gravel
Your rear may skid. Ride slower than normal and use your rear to stop, when needed.

Steep Downhills
Use both brakes to control your speed, avoid any harsh stops or possible injuries.



Surroundings
Be aware of potholes, sticks, rocks, or any objects that may be encountered in your ride.

ATTENTION

ASSESS YOUR RIDING SURFACE, CAREFULLY DECREASE THE SPEED OF THE BICYCLE AND RIDE WITH EXTRA CAUTION. IT MAY TAKE A LONGER TIME AND MORE DISTANCE TO STOP.

7 QUICK START NUTRITION

How you choose to fuel up, is very important to your riding experience. Most people aren't aware of the basic building blocks of food, hydration, and healthy fats. We need a little bit of everything to keep our bodies running happy and healthy.

WHOLE FOODS VS PROCESSED FOODS

WHAT ARE WHOLE FOODS?

Whole foods are all encompassing, when it comes to foods in their natural form. This type is also the kind you want to rely on to have a balanced, healthy, diet for riding.

SUCH AS

- Beans, Meat, & Eggs
- Nuts & Seeds
- Dairy
- Fruits & Veggies
- Whole Grains
- Starchy Veggies

HEALTHY BENEFITS

Helps fuel your ride	Gives you good energy	Boosts your mood	Helps you stay focused

HEALTHY PROCESSED FOODS

These are whole foods that have been processed, but not stripped of their nutrients.

SUCH AS

- Plain Yogurt
- Whole Grain Granola
- Peanut Butter
- Freeze Dried Fruit

UNHEALTHY PROCESSED FOODS

Whole foods that have been processed AND stripped of their nutrients, to be replaced with excess fat or sugar. Otherwise known as "junk food". These foods drain your energy and make you easily tired.

SUCH AS

- White Flour
- White Sugar
- Potato Chips
- Cookies
- Margarine
- Soda
- Ice Cream
- Candy Bars
- Pastries

FOODS ARE MADE UP OF THREE MAIN BUILDING BLOCKS

CARBOHYDRATES

PROVIDE YOUR MUSCLES & BRAIN WITH ENERGY, MOOD BOOSTER

PROTEIN

HELPS REPAIR MUSCLES & KEEPS YOU FULL

HEALTHY FATS

FEEDS YOUR BRAIN, GIVES YOU A STRONG HEART & JOINTS

FOOD PARTNERS

FRUITS & VEGETABLES
+
PROTEIN, HEALTHY FAT, OR DAIRY

STARCH
+
PROTEIN, HEALTHY FAT, OR DIARY

3 WAYS TO FUEL YOUR DAY

Sleep 8+ Hours Per Night
Getting enough sleep is important for being alert and focused!

Pack healthy, whole foods
Portable snacks means portable energy! Keep them close for focus and better bike rides.

Exercise
Regular exercise is essential to a good mood, energy, & focus.

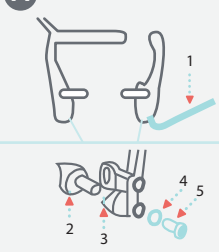
8 HOW OUR BRAKES WORK

CONSULT A PROFESSIONAL BICYCLE MECHANIC FOR ANY ADJUSTMENTS OR REPAIR NEEDED FOR DISC BRAKES.

V-BRAKE

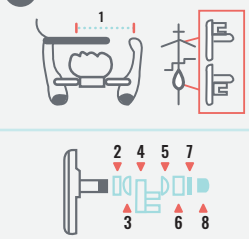
16" 20" 26" MODELS

A



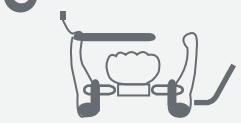
1 5mm Allen Key
2 Spring Pin Hole
3 Stopper Pin
4 Washer
5 Link Fixing Bolt

B



1 Distance of 39 mm or more
2 3mm Washer B
3 Washer A
4 Shoe Fixing Link
5 Washer A
6 6mm Washer B
7 Washer
8 Shoe Fixing Nut

C



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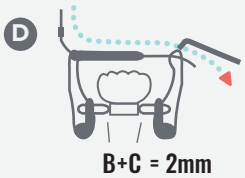

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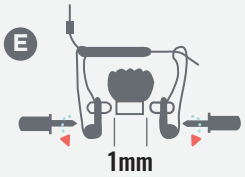


STEP 1 FIG. A

Insert the brake body into the centre spring hole in the frame mounting boss, then secure the brake body to the frame with the link fixing bolt.

STEP 2 FIG. B

While holding the shoe against the rim, adjust the amount of shoe protrusion by interchanging the position of the B washers (6mm & 3mm) so that dimension A is kept at 39mm or more.

STEP 3 FIG. C

While holding the shoe against the rim, tighten the shoe fixing nut (FIG. C) using a 5mm Allen key.

STEP 4 FIG. D

Pass the inner cable through the inner cable lead. Set the cable with a clearance of 1mm between each brake pad and rim. Tighten the cable fixing bolt using a 5mm Allen key.

STEP 5 FIG. E

Adjust the balance with the spring tension adjustment screws.

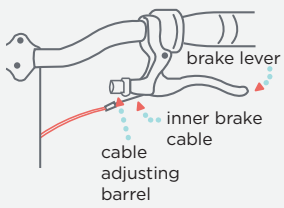
STEP 6

Depress the brake lever about 10 times as far as the grip. Check that everything is operating correctly. Make sure the shoe clearance is correct before using the brakes.

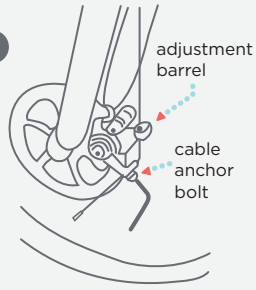
DISC BRAKES

27.5" MODELS

A



B



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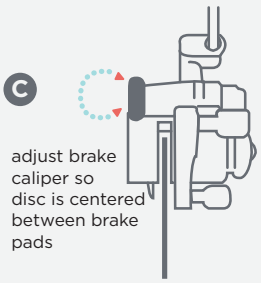


CORRECTLY ADJUSTED BRAKES

- will not drag on the rotor when the brake is open
- the brake pads contact the rim before the brake lever reaches about 1/3 or the way to the handlebar, when the brake is applied

BRAKE CABLE DISCONNECTED FROM BRAKE LEVER FIG. A

Line up the brake barrel slot with the brake lever slot before cable installation. Slide the head of the brake cable into the brake lever, like the diagram. Thread the cable through the slot in the brake lever so the cable end rests squarely in the adjusting barrel. Turn the barrel to close.

BRAKE CABLE DISCONNECTED FROM DISC CALIPER FIG. B

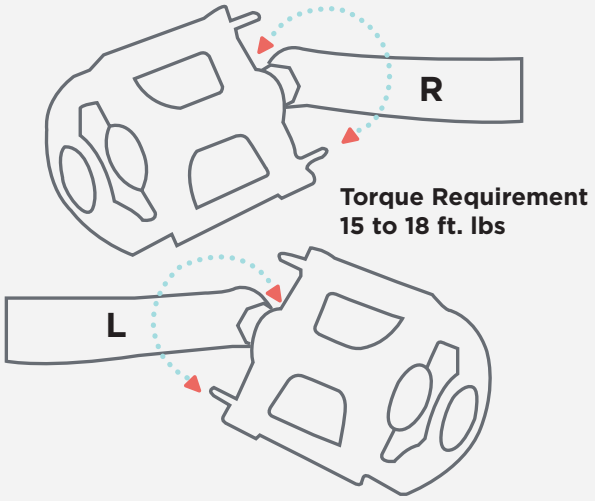
Thread the brake wire through the adjustment barrel, loosen the cable anchor bolt until you see a hole through the anchor bolt for the cable wire to attach. Thread the cable wire through the cable anchor and tighten by hand.

BRAKE NOT CENTERED FIG. C

Look at the disc brake caliper for centering the adjustment screws at the center of the brake pad on either side. Where the brake pads contact the disc rotor, determine which side needs to move away or towards the disc. Spin the front wheel and listen for any rubbing noises or excess friction. Repeat until brake is centered.

9 HOW OUR PEDALS & CRANK WORK

THE PE DALS — Installation



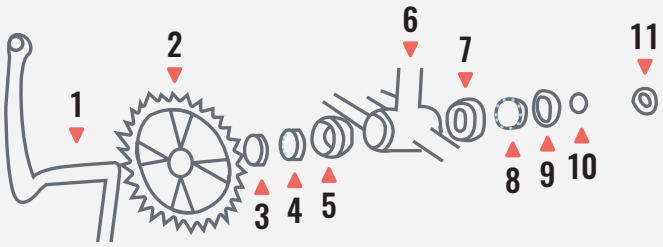
- Apply a small amount of grease to the threads of the pedal. Look for the labels “L” or “R” on each pedal.
- Turning the spindle clockwise by hand, thread the pedal marked “R” into the right crank on the right side of the bicycle.

MAKE SURE YOU AREN’T “CROSS-THREADING”, WHICH CAN STRIP THE THREADS IN THE CRANK ARM. IF THE THREADS DO NOT TURN EASILY, DON’T FORCE THEM.

- Back the spindle out and start over. Once the pedal is threaded into the crank arm, tighten the spindle securely to the crank arm with a 15mm open end or an adjustable wrench.
- Repeat the same steps for the left side of the bicycle.

IMPROPERLY INSTALLED AND TIGHTENED PEDALS CAN WORK LOOSE, DAMAGING THE BICYCLE AND CAUSING POSSIBLE SERIOUS INJURY OR DEATH TO THE RIDER

THE CRANK — Lubrication & Adjustment



1 Crank
2 Chainwheel
3 Fixed Cone
4 Ball Retainer
5 Bearing Cup
6 Bottom Bracket
7 Bearing Cup
8 Ball Retainer
9 Adjusting Cone
10 Lock Washer
11 Lock Nut

DO NOT ATTEMPT TO LOOSEN OR ADJUST THE LOCK NUT OR CRANK WITHOUT A PROFESSIONAL BICYCLE MECHANIC PERFORMING THE WORK FOR YOU OR SUPERVISING YOUR WORK WHILE TEACHING YOU THE TASK AT HAND.

- To adjust the free play in a one-piece-type bottom bracket, loosen the lock nut on the left side by turning it clockwise and tighten the adjusting cone counter-clockwise using a screwdriver in the slot.
- When it has been correctly adjusted, retighten the lock nut counter-clockwise.

Disassembly & Reassembly

REMOVE..

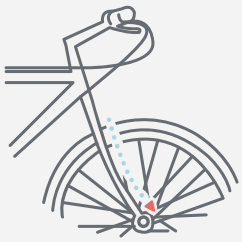
- the chain from the chainwheel
- the left pedal by turning the spindle clockwise
- the left side lock nut by turning it clockwise and remove the keyed lock washer
- the adjusting cone by turning it clockwise with a screwdriver
- the left ball retainer and slide the crank assembly out of the frame to the right. Remove the right ball retainer. Clean & inspect all bearing surfaces and ball retainers. Replace all damaged parts. Pack ball bearing retainers with grease. Reassemble by reversing the order of the procedure.

10 HOW THE HANDLEBAR AND STEM WORK

HANDLEBAR — Installation

FAILURE TO PROPERLY TIGHTEN HANDLEBAR COMPONENTS MAY RESULT IN LOSS OF CONTROL, SERIOUS INJURY OR DEATH. ALWAYS CHECK THE HANDLEBAR CANNOT MOVE AND IS SECURED TO THE FRAME BEFORE RIDING THE BICYCLE.

- ○ Remove the stem clamp bolts and stem cap
- ○ Insert the handlebar into the stem
- ○ Reattach the stem cap by tightening the stem clamp bolts equally. Note the distance between the stem and stem cap should be equal on top and bottom of the cap. Recommended torque is 15 ft. lbs.
- ○ Check the handlebar for tightness. If you can move it forward or backward, the clamp bolt is not tight enough.
- ○ Check steering by straddling the front wheel and trying to turn the handlebar. If you can turn the handlebar without turning the front wheel, the stem is too loose. Align the handlebar with the front wheel. Retight the expander bolt (clockwise).



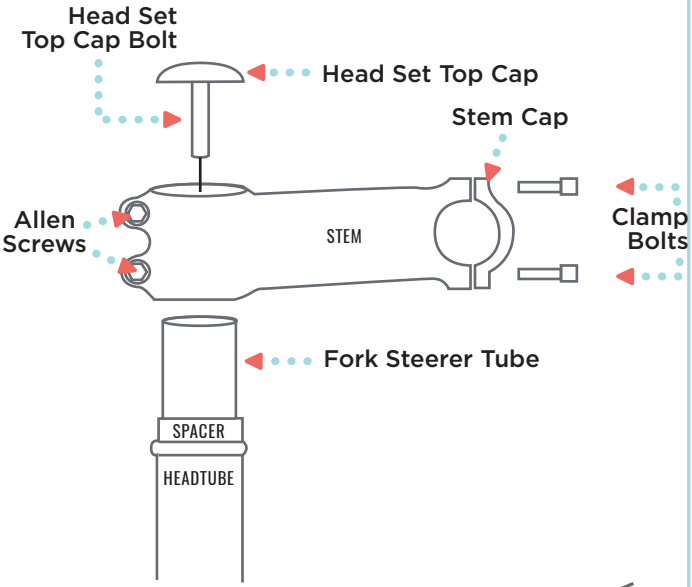
✓ CORRECT

IF YOUR FORK POINTS FORWARDS

✕ INCORRECT

IF YOUR FORK POINTS BACKWARDS

STEM — Careful Adjustment



FORK STEERER TUBE SHOULD BE ALIGNED ABOVE THE TOP ALLEN SCREW BUT BELOW THE TOP OF THE STEM

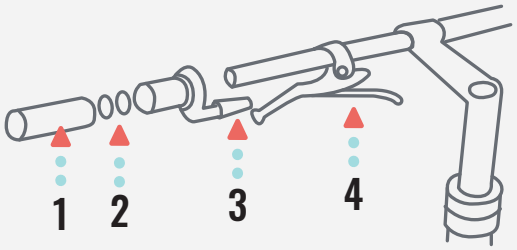
ALWAYS TIGHTEN FASTENERS TO THE CORRECT TORQUE. TIGHT BOLTS CAN DEFORM. LOOSE BOLTS CAN MOVE AND FATIGUE. EITHER MISTAKE CAN LEAD TO LOSS OF CONTROL, SERIOUS INJURY OR DEATH.

- ○ Make sure the front fork is facing forward. (see diagram)
- ○ Insert the stem onto the fork steerer tube. Align the steerer tube so that it sits **ABOVE** the top allen screw, but **BELOW** the top of the stem.
- ○ Tighten the 5mm head set top cap bolt to a torque or 15 ft. lbs. **DO NOT OVERTIGHTEN.**
- ○ Face the handlebar stem forward directly in line with the front wheel. Tighten the two 5mm allen screws on the handlebar stem to a torque of 7 ft. lbs.

11 HOW THE SHIFTERS FUNCTION

TWIST SHIFTERS | **Repair & Maintenance**

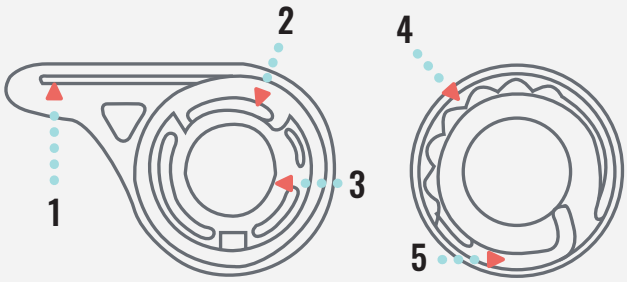
INSTALLATION



1 Grip
2 Barrel Adjusters
3 7/8" Plastic Washers
4 Cable

- Slide the front twist shift assembly over the left side of the handlebar, leaving proper clearance for the handlebar grip. If neccessary, move the brake lever to acommodate the twist shift and handlebar grip.
- Rotate the assembly until the cable exits below the brake lever with adequate clearance for brake lever movement.
- Firmly tighten the recessed clamp screw. Installation torque should be in 20 in./lb
- Slide the two 7/8" plastic washers over the handlebar. The washers prevent the grip from interfering with twist shift rotation.
- Slide the handlebar grip over the handlebar. DO NOT use solvents, lubricants or hairspray. Thread the cable inner wire through the cable housings and frame, and attach it to the derailleur. Make sure the cable is in the V groove of the derailleur attachment bolt. If necessary, trim the cable housing and replace the housing end cap. Adjust the indexing.
- Slide the rear twist shift over the right side of the handlebar and repeat steps.
- Actuate the front and rear brake levers to the be certain of proper orientation. If the twist shift interferes with brake lever movement, rotate the brake lever or the twist shift. Check for proper brake lever operation again.

LUBRICATION



1 Cable Groove Notches
2 Spring Cavity
3 All Detente
4 Around Tube
5 Cable Groove

- Disassemble. "Replacing the Control Cable", below and wash parts in kerosene or degreaser. Blow parts clean with compressed air.
- Apply either SRT Series grease ("jonnisnot") or Vaseline to areas shown in piture.

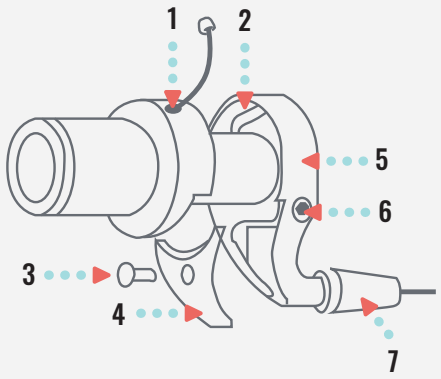
REPLACING THE CONTROL CABLE

- Release the shifter cable from the front and rear derailleurs
- Twist the shifter back until the cable is fully pulled, as if you were shifting to the large chain ring on the largest rear sprocket.
- Remove the cable retention cover. Some models require a Phillips head screwdriver, others a flat head screwdriver.
- Seperate the twist shift assembly by pulling outward. The spring may unseat from the spring cavity.
- Remove and discard the old cable. If necessary, clean and lubricate before reassembly. See "Lubrication".
- Replace with twist shift-approved cable. Thread the new cable through the housing cable inlet hole.
- Loop the cable around the housing and through the cable exit. Make sure the spring is in the spring cavity.

12 HOW THE SHIFTERS FUNCTION (CONT'D)

TWISTER SHIFTER

20" 26" MODELS



1 Cable Inlet Hole
2 Spring Cavity
3 Cover Screw
4 Cable Retention Cover
5 Housing
6 3mm hex clamp bolt
7 Barrel Adjuster

For Rear Shifters

- Slide the grip over the handlebar. Position the grip so that the largest number is aligned with the gear indicator on the handlebar.

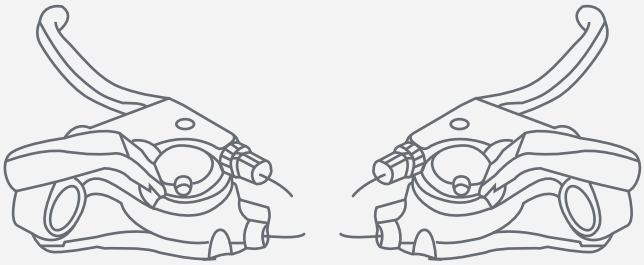
For Front Shifters

- Slide the grip over the housing. Position the grip so that "1" is aligned with the gear indicator on the housing.
- Move the portion of the table that is next to the gear number surface, push the grip inward while pulling the table until the grip snaps into the housing.
- Check for proper assembly by rotating the grip and listening for the clicks.

TRIGGER SHIFTER

27.5" MODELS

MANY MOUNTAIN-STYLE BICYCLES NOW USE A SHIFT LEVER ARRANGEMENT MOUNTED ON THE UNDERSIDE OF THE HANDLEBARS WHICH USES TWO LEVERS OPERATED BY THE THUMB AND INDEX FINGER.



TO SELECT A LOWER GEAR

- Push the larger (lower) right shifter with your thumb to engage a larger rear cog. One firm push shifts the chain one cog; continuing to push will move the chain over multiple cogs.
- Pushing the smaller (upper) left shifter with your index finger moves the chain from a larger to a smaller chainwheel.

TO SELECT A HIGHER GEAR

- Push the smaller (upper) right lever with your index finger to engage a smaller rear cog.
- Pushing the larger (lower) left lever with your thumb will move the chain from a smaller to a larger chainwheel.

NEVER SHIFT A DERAILLEUR TO THE LARGEST OR THE SMALLEST SPROCKET IF THE DERAILLEUR IS NOT SHIFTING SMOOTHLY. THE DERAILLEUR MAY BE OUT OF ADJUSTMENT AND THE CHAIN COULD JAM, CAUSING YOU TO LOSE CONTROL AND FALL.

DO NOT FORCE THE SHIFT LEVERS. SHIFT ONLY WHEN PEDALING FORWARD AND WITHOUT STRONG FORCE. DO NOT BACKPEDAL. BACKPEDALING AND SHIFTING WHILE NOT PEDALING CAN DAMAGE THE SPROCKETS AND STRETCH THE CABLE WIRE.

13 HOW THE SEAT AND SEAT POST FUNCTION

IF THERE IS NO "LIP" ON THE TOP OF THE SEAT POST, MAKE SURE THAT THE SEAT POST IS ALL THE WAY THROUGH THE CLAMP BUT DOESN'T HIT THE UNDERSIDE OF THE SEAT. IF IT DOES HIT, RAISE THE SEAT UP UNTIL CLEARANCE EXISTS.

- ○ Loosen the nut (or nuts) on the seat clamp.
- ○ Put the tapered end of the seat post up into the seat clamp until it is at the top of the clamp.
- ○ Partially tighten the nut (or nuts) on the seat clamp until the seat is snug, but can still be turned.
- ○ Adjust the seat to the proper riding position, then securely tighten the bolts on the seat post clamp.
- ○ Insert the seatpost into the seam mast. Make sure that the "minimum insertion mark" is not visible.
- ○ Tighten the binder bolt until you can not twist the seat from side to side.

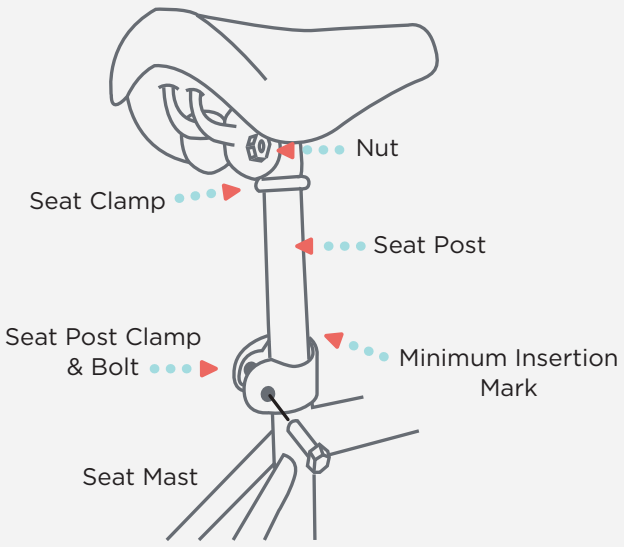
UNDER NO CIRCUMSTANCES SHOULD THE SEAT POST PROJECT FROM THE FRAME BEYOND ITS "MINIMUM INSERTION" OR "MAXIMUM EXTENSION" MARK. SEE DIAGRAM BELOW.

FAILURE TO PROPERLY INSTALL AND ADJUST A SEATPOST WITH A QUICK RELEASE DEVICE COULD ALLOW THE SADDLE SEATPOST TO LOOSEN WHILE RIDING AND LEAD TO SERIOUS PERSONAL INJURY.

CHECK YOUR QUICK RELEASE ADJUSTMENTS BEFORE EACH RIDE!

ATTENTION

IF YOUR SEAT POST PROJECTS FROM THE FRAME BEYOND THE "MINIMUM INSERTION" OR "MAXIMUM EXTENSION" MARK THE SEAT TUBE MAY BREAK, WHICH COULD CAUSE YOU TO LOSE CONTROL AND FALL. FAILURE TO PROPERLY ADJUST SEATPOST HEIGHT WILL VOID THIS WARRANTY.



14 HOW THE HEADSET FUNCTIONS

HEADSET | **Checking Assembly**

THE HEADSET BEARING ADJUSTMENT SHOULD BE CHECKED EVERY MONTH. THIS IS IMPORTANT, AS IT IS THE HEADSET WHICH LOCKS THE FORK INTO THE FRAME AND IF LOOSE, CAN DAMAGE OR RESULT IN AN ACCIDENT.

CHECKING FOR LOOSE PARTS

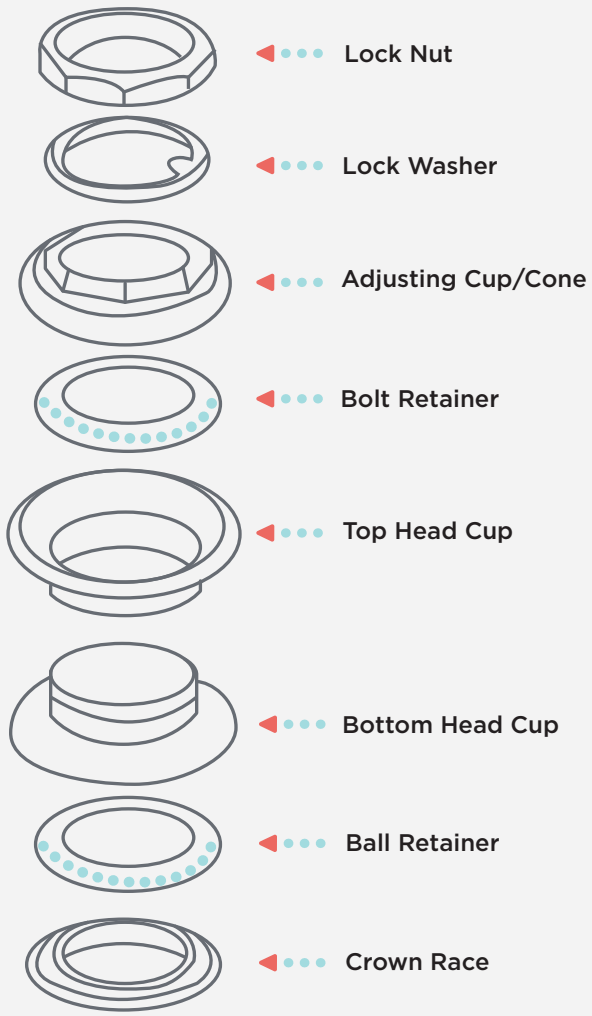
- While standing over the frame top tube with both feet on the ground, apply the front brake firmly and rock the bicycle back and forth.
- Check that the headset is not overly tight by slowly rotating the fork to the right and left. If the fork tends to stick or bind at any point, the bearings are too tight.

THREADLESS HEADSET STEERING ASSEMBLY ADJUSTMENT

- This assembly comes from preset from the factory and should not require adjustment, expect for the scheduled maintenance for bearings stated in the manual
- Adjustments should be performed by a certified bike mechanic in order to ensure the safety of the rider.
- Tightening is achieved by loosing the two stem bolts attaching the stem to the steer tube (fork steering column).
- The stem cap bolt is then turned clockwise to tighten this bolt, and it should only be tightening slightly (25 lbs) to remove any play from the bearing surfaces.
- Centre the stem to the front wheel and retighten the bolts securing the stem to the steer tube.
- The handlebars should turn smoothly without any bind.

ALWAYS CONSULT AN EXPERIENCED BICYCLE MECHANIC BEFORE ATTEMPTING TO REPAIR OR REPLACE PARTS ON YOUR BICYCLE.

Headset Anatomy



15 HOW THE CABLES AND HOUSING FUNCTIONS

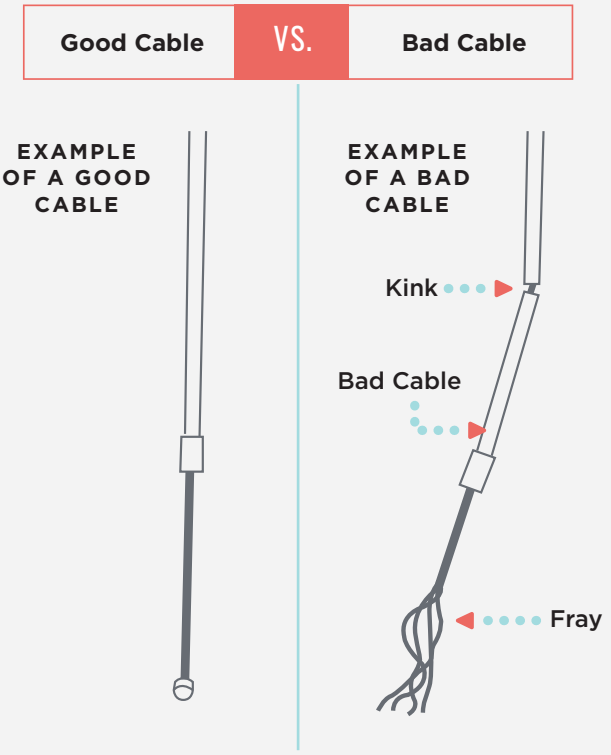
CABLES & HOUSING | Maintenance & Repair

CABLES AND HOUSING ARE ONE OF THE MOST OVERLOOKED PARTS ON THE BICYCLE. THE FIRST INDICATION THAT YOUR CABLES AND HOUSING NEED TO BE REPLACED IS AN INCREASED AMOUNT OF PRESSURE NEEDED TO OPERATE THE BRAKES OR SHIFTERS.

BEFORE EVERY RIDE

- [ ] Check that the brake cables are correctly routed and not wrapped around the stem or frame in a manner that prevents smooth operation or hampers control of the bicycle.
- [ ] Check that the housing is seated properly into each cable stop of the bicycle.

DO NOT RIDE A BICYCLE THAT IS NOT OPERATING PROPERLY

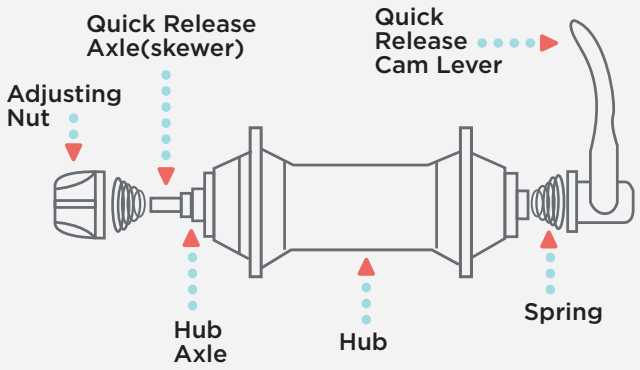


ATTENTION

ALWAYS CHECK THE BRAKE CABLE ROUTING TO ENSURE SMOOTH AND FREE APPLICATION OF THE BRAKES. CABLES THAT ARE KINKED, FRAYED, OR OTHERWISE DAMAGED, OR CABLES THAT ARE WRAPPED AROUND THE STEM OR FRAME MAY AFFECT BRAKING POWER OR CAUSE UNINTENDED SUDDEN STOPS AND LOSS OF CONTROL.

16 HOW THE QUICK RELEASE FUNCTIONS

QUICK RELEASE | **Maintenance & Repair**



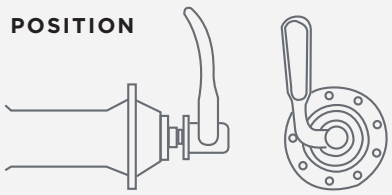
SOME BICYCLES HAVE WHEEL AXLES THAT INCORPORATE QUICK RELEASE (QR) MECHANISMS. THIS ALLOWS EASY WHEEL REMOVAL WITHOUT THE NEED FOR TOOLS. THE MECHANISM USES A LONG BOLD (CALLED A SKEWER) WITH AN ADJUSTING NUT ON ONE END, AND A LEVER OPERATING CAM-ACTION TENSIONER ON THE OTHER.

- With the quick release lever in the open position, insert the front wheel into the open ends of the fork.
- Turn the adjusting nut so that the locking lever is moved to the closed position with a firm action. At the halfway closed position of the quick release lever, you should start to feel some resistance to this motion.
- Do not tighten the quick release by using the quick release lever like a wing nut. If the quick release lever is moved to the closed position with little or no resistance, clamping strength is insufficient.
- Move the quick release lever to the open position, tighten the quick release adjusting nut, and return the quick release lever to the closed position.

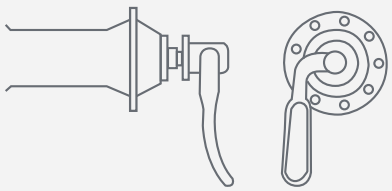
- To set, turn the lever to the open position so that the curved part faces away from the bicycle.
- While holding the lever in one hand, tighten the Adjusting Nut until it stops.
- Pivot the lever towards the closed position. When the lever is halfway closed, there must be firm resistance to turn it beyond that point. If resistance is not firm, open the lever and tighten the Adjusting Nut in a clockwise direction.

IF YOU ARE USING A UNIT EQUIPPED WITH A QUICK RELEASE, ALWAYS MAKE SURE THE QUICK RELEASE LEVER IS SECURELY CLOSED IN A LOCKED POSITION. ALSO BE CERTAIN YOUR QUICK RELEASE LEVER IS ON THE SIDE OPPOSITE TO THE DISC BRAKE IN YOUR UNIT.

CLOSED POSITION

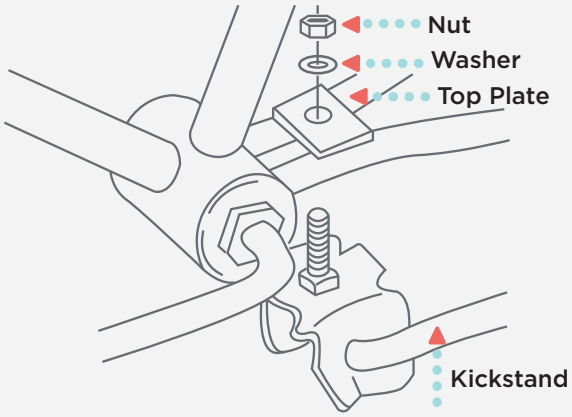


OPEN POSITION



17 HOW THE KICKSTAND & REFLECTORS FUNCTION

KICKSTAND Assembly



- Place the bicycle in an upright position.
- Remove the top plate from the kickstand.
- From the left side of the bicycle (opposite side from chainring), place the kickstand in position beneath the two rear fork legs.
- Replace the wash and nut onto the mounting bolt. Hold the kickstand arm in an upright position align with the frame stay, then securely tighten the mounting bolt.
- Leave the leg of the kickstand down so it will support the bicycle during the rest of the assembly process.

ATTENTION

USE YOUR KICKSTAND TO SUPPORT THE BIKE WHEN NOT RIDING. ALLOWING YOUR BIKE TO LAY ON IT'S SIDE CAN DAMAGE THE BRAKE LEVERS AND CAUSE AN UNSAFE RIDING CONDITION AND COULD RESULT IN INJURY TO THE RIDER.

REFLECTORS Assembly

Your bike is supplied with one front, one rear, two wheel reflectors, and four pedal reflectors. These are an important safety and legal requirement, and should remain securely fitted and in good condition at all times.

- **Periodically, inspect all reflectors, brackets, and mounting hardware for signs of wear or damage. Replace immeadiately if damage is found. Some bicycles will require you to install reflectors onto your bicycle.**

LEAVE THE LEG OF THE KICKSTAND DOWN SO IT WILL SUPPORT THE BICYCLE DURING THE REST OF THE ASSEMBLY PROCESS.

REFLECTORS ARE IMPORTANT SAFETY DEVICES WHICH ARE DESIGNED AS AN INTEGRAL PART OF YOUR BICYCLE. FEDERAL REGULATIONS REQUIRE EVERY BICYCLE TO BE EQUIPPED WITH FRONT, REAR, WHEEL, AND PEDAL REFLECTORS. THEY ARE DESIGNED TO PICK UP AND REFLECT STREET LIGHTS AND CAR LIGHTS WHICH HELPS YOU TO BE SEEN AND RECOGNIZED AS A MOVING BICYCLIST. CHECK REFLECTORS AND THEIR MOUNTING BRACKETS REGULARLY TO MAKE SURE THEY ARE CLEAN, STRAIGHT, UNBROKEN, AND SECURELY MOUNTED. HAVE YOUR DEALER REPLACE DAMAGED REFLECTORS AND STRAIGHTEN OR TIGHTEN ANY THAT ARE BENT OR LOOSE.

18 HOW THE TIRES & TUBE FUNCTION

TIRES & TUBE | Maintenance & Care Tips

AFTER ASSEMBLY

CHECK THE SIDEWALL OF THE TIRE FOR THE CORRECT TIRE PRESSURE (PSI) AND INFLATE TIRES ACCORDINGLY WITH A MANUAL BICYCLE PUMP.

ATTENTION

IMPROPER INFLATION IS THE BIGGEST CAUSE OF TIRE FAILURE. DUE TO THE SLIGHTLY POROUS NATURE OF BICYCLE INNER TUBES, IT IS NORMAL FOR YOUR BIKE TIRES TO LOSE PRESSURE OVER TIME. FOR THIS REASON IT IS CRITICALLY IMPORTANT TO MAINTAIN THE PROPER TIRE INFLATION ON YOUR BIKE.

PENCIL TYPE AUTOMATIVE GAUGES AND GAS STATION ARE HOSE PRESSURE SETTINGS CAN BE INACCURATE AND SHOULD BE NOT BE RELIED UPON FOR CONSISTENT, ACCURATE PRESSURE READINGS. INSTEAD, USE A HIGH QUALITY DIAL GAUGE.

TIP | PRESSURE RATING

The tire size and pressure rating are marked on the sidewall of the tire.

NEVER INFLATE A TIRE BEYOND THE MAXIMUM PRESSURE MAKED ON THE TIRES SIDEWALL. EXCEEDING THE RECOMMENDED MAXIMUM PRESSURE MAY BLOW THE TIRE OFF THE RIM, WHICH COULD CAUSE DAMAGE TO THE BIKE AND INJURY TO THE RIDE AND OTHER. THE BEST WAY TO INFLATE A BICYCLE TIRE TO THE CORRECT PRESSURE IS WITH A BICYCLE PUMP. NEVER USE A SERVICE STATION AIR HOSE TO INFLATE A BICYCLE TIRE. IT'S DESIGNED FOR LARGER TIRES AND IT CAN EXCEED THE RECOMMENDED MAXIMUM PRESSURE AND MAY BLOW THE TIRE OFF THE RIM.

PRESSURE RANGES

HIGH PRESSURE	LOW PRESSURE
Lowest Rolling Resistance, Harshest Ride	Smooth, Slick Terrain (clay or sand)

INFLATE

- Remove the valve cap and push the air hose or pump fitting onto the end of the valve stem.

DEFLATE

- Depress the pin in the end of the valve stem with the end of a key or other appropriate object.

19 BICYCLE MAINTENANCE & REPAIR

THE FREQUENCY OF MAINTENANCE SHOULD INCREASE WITH USE IN WET OR DUSTY CONDITIONS. DO NOT OVER LUBRICATE - REMOVE EXCESS LUBRICANT TO PREVENT DIRT BUILD UP. NEVER USE A DEGREASER TO LUBRICATE YOUR CHAIN (WD-40TM)

IF YOU HAVE DOUBTS ABOUT YOUR ABILITIES TO ACCOMPLISH THESE TASKS, WE RECOMMEND YOU TAKE YOUR BIKE TO PROFESSIONAL BIKE MECHANIC PERIODICALLY TO HAVE THEM DONE.

SCHEDULE 1 - LUBRICATION

FREQUENCY	COMPONENT	LUBRICANT	HOW TO LUBRICATE
Weekly	Chain	Chain Lube or Light Oil	Brush on or squirt
	Derailleur Wheels	Chain Lube or Light Oil	Brush on or squirt
	Derailleurs	Oil	Oil Can
	Brake Calipers	Oil	3 Drops from Oil Can
	Brake Levers	Oil	2 Drops from Oil Can
Monthly	Shift Levers	Lithium Based Grease	Disassemble
Every 6 Months	Freewheel	Oil	2 Drops from Oil Can
	Brake Cables	Lithium Based Grease	Disassemble
Yearly	Bottom Bracket	Lithium Based Grease	Bicycle Mechanic
	Pedals	Lithium Based Grease	Disassemble
	Derailleur Cables	Lithium Based Grease	Disassemble
	Wheel Bearings	Lithium Based Grease	Bicycle Mechanic
	Headset	Lithium Based Grease	Bicycle Mechanic
	Seat Pillar	Lithium Based Grease	Disassemble

20 BICYCLE MAINTENANCE & REPAIR (cont'd)

MANY INSTRUCTIONS FOR ADJUSTMENTS CAN BE FOUND IN TECHNICAL BIKE INFO.

SCHEDULE 2 - SERVICE CHECKLIST

FREQUENCY	TASK
Before Every Ride	☐ Wheel and pedal tightness ☐ Checktire pressure ☐ Brake operation ☐ Wheels for loose spokes, loose axle nuts or quick release ☐ Make sure all fasteners are tightened securely
After Every Ride	☐ Quick wipe down with damp cloth
Weekly	☐ Lubrication as per schedule 1
Monthly	☐ Lubrication as per schedule 1 ☐ Check derailleur adjustment ☐ Check brake adjustment ☐ Check brake and gear cable adjustment ☐ Check tire wear and pressure ☐ Check wheels are true and spokes are tight ☐ Check hub, headset and crank bearings for looseness ☐ Check pedals are tight ☐ Check handlebars are tight ☐ Check seat and seat post are tight and comfortably adjusted ☐ Check frame and form for trueness ☐ Check all nuts and bolts are tight
Every 6 Months	☐ Lubrication are per schedule 1 ☐ Check all points as per monthly service ☐ Check and replace brake pads, if required ☐ Check chain for excess play or wear
Yearly	☐ Lubrication as per schedule 1

21 MAINTENANCE & REPAIR FOR WHEELS & TIRES

WHEEL INSPECTION

Properly maintaining your bicycle's wheels will help braking performance and stability when riding. **BE AWARE OF THE FOLLOWING POTENTIAL PROBLEMS:**

DIRTY OR GREASY RIMS

ATTENTION

THESE CAN RENDER YOUR BRAKES INEFFECTIVE. DO NOT CLEAN THEM WITH OILY OR GREASY MATERIALS. WHEN CLEANING, USE A CLEAN RAG OR WASH WITH SOAPY WATER, RINSE AND AIR DRY. DON'T RIDE WHILE THEY'RE WET. WHEN LUBRICATING YOUR BICYCLE, DON'T GET OIL ON THE RIM BRAKING SURFACES.

WHEELS NOT STRAIGHT

- Lift each wheel off the ground and spin them to see if they are crooked or out of true.
- If wheels are not straight, they will need to be adjusted. This is quite difficult and is best left to a **PROFESSIONAL BICYCLE MECHANIC.**

BROKEN OR LOOSE SPOKES

- Check that all spokes are tight and that none are missing or damaged.

SUCH DAMAGE CAN RESULT IN SEVERE INSTABILITY AND POSSIBLY AN ACCIDENT IF NOT CORRECTED. AGAIN, SPOKE REPAIRS ARE BEST HANDLED BY A MECHANIC.

LOOSE HUB BEARINGS

- Check that all spokes are tight and that none are missing or damaged.

ATTENTION

IF THERE IS MOVEMENT BETWEEN THE AXLE AND THE HUB, DO NOT RIDE THE BICYCLE. ADJUSTMENT IS REQUIRED.

AXLE NUTS

- Check that these are tight before each ride.

QUICK RELEASE

- Check that these are set to the closed position and are securely tensioned before each ride.

ALWAYS MAKE SURE THE QUICK RELEASE LEVER IS SECURELY CLOSED IN A LOCKED POSITION. ALSO BE CERTAIN YOUR QUICK RELEASE LEVER IS ON THE SIDE OPPOSITE TO THE DISC BRAKE IN YOUR UNIT.

MAINTAIN THE CLOSED POSITION AND THE CORRECT ADJUSTMENT. FAILURE TO DO SO MAY RESULT IN SERIOUS INJURY.

THANK YOU

FOR YOUR cyclekids PURCHASE!

5% OF ALL PROCEEDS

GO TO THE CYCLEKIDS FOUNDATION

A LITTLE BIT ABOUT US

CYCLE KIDS IS COMMITTED TO STRENGTHENING THE EMOTIONAL AND PHYSICAL HEALTH OF CHILDREN BY GIVING THEM THE SKILLS TO LEAD ACTIVE AND HEALTHY LIFESTYLES, USING THE FUN AND PRACTICAL SKILL OF RIDING A BIKE.

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ALWAYS REMEMBER,

CONFIDENCE IS KEY :)

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