

HUDSKI

**OWNER'S MANUAL &
SAFETY GUIDELINES**

HUDSKI DOGGLER v1.2

Introduction & Contact Information

THANK YOU for buying a HUDSKI!

A bicycle is a wonderful tool for transportation and recreation.

We hope that you will ride it often and have a great deal of use and enjoyment from your purchase.

Knowledge is power, so please read this manual.

NOTE: This manual is not intended as a comprehensive use, service repair or service manual.

Please see your local bike shop for all service, repairs or maintenance.

HUDSKI DOGGLER v1.2 Frame Specs & Standards

FRAME MATERIAL	6061 Aluminum
FORK AXLE TO CROWN	400mm
FORK OFFSET	44mm
FORK CROWN RACE	45°
HEADTUBE	Upper ZS44/ 1.125" • Lower EC44/ 1.5"
SEATPOST	31.6mm
SEAT CLAMP DIA.	34.9mm
BOTTOM BRACKET	73 BSA • English Threaded
REAR SPACING	12 x 142mm
FORK SPACING	15 x 100mm
REAR THRU AXLE • TPI & Length	1.0 x 167mm
FRONT THRU AXLE • TPI & Length	1.5 x 129mm
BRAKE MOUNT	Flat Mount • 160/180
FRAME BOSSES	M5

SPECS

Hudski Bikes Limited Warranty

Your Hudski bike was manufactured with care and delivered to you largely preassembled. You are responsible for the final assembly as provided in your purchase materials, and for regular care and maintenance.

To ensure a long service life and good durability of your bike, only use it for its intended purpose, see Intended Use warning on our website.

The manufacturer's assembly instructions (especially the torque settings for bolts) and the prescribed maintenance intervals must be strictly followed as well.

For complete warranty details, visit our website at:

<https://hudskibikes.com/pages/warranty>

WARRANTY

Hudski Approved Cycling Etiquette

1) When passing a fellow cyclist

Take a hand off the bars, throw up a peace sign and say "What's up!"

We're all out here enjoying the same spaces. Take some time to spread the stoke!

2) When passing a cyclist who is experiencing an issue

Pull over and ask if they need any mechanical or medical assistance.

Even if they appear to be in good shape, it's always best to stop & check.

There's nothing worse than needing help on the road and being passed by another fellow cyclist.

3) When you're on a group ride with less experienced cyclists

Always ensure your group is looking out for less experienced riders. Make sure everyone knows the route & what to expect on said route.

Ensure that everyone's got the proper tools & gear to tackle any issues that may arise.

Don't go dropping your friends!

4) Stop and smell the roses!

General Warning

Like any sport, cycling involves risk of injury and damage.

By choosing to ride a bicycle, you assume the responsibility for that risk.

You need to know —and to practice — the rules of safe and responsible riding and of proper use and maintenance.

Proper use and maintenance of your bicycle reduces risk of injury.

This Manual contains many “Warnings” and “Cautions” concerning the consequences of failure to maintain or inspect your bicycle and of failure to follow safe cycling practices.

Many of the Warnings and Cautions say “you may lose control and fall”. Because any fall can result in serious injury or even death, we do not always repeat the warning of possible injury or death.

Because it is impossible to anticipate every situation or condition which can occur while riding, this Manual makes no representation about the safe use of the bicycle under all conditions.

There are risks associated with the use of any bicycle which cannot be predicted or avoided, and which are the sole responsibility of the rider.

A Special Note for Parents:

WARNING: This manual covers adult-sized bicycles. Your child may be sold or may ride an adult-sized bicycle as well.

As a parent or guardian, you are responsible for the activities and safety of your minor child, and that includes making sure that the bicycle is properly fitted to the child; that it is in good repair and safe operating condition; that you and your child have learned and understand the safe operation of the bicycle; and that you and your child have learned, understand and obey not only the applicable local motor vehicle, bicycle and traffic laws, but also the common sense rules of safe and responsible bicycling.

As a parent, you should read this manual, as well as review its warnings and the bicycle's functions and operating procedures with your child, before letting your child ride the bicycle.

WARNING: Make sure that your child always wears an approved bicycle helmet when riding; but also make sure that your child understands that a bicycle helmet is for bicycling only, and must be removed when not riding. A helmet must not be worn while playing, in play areas, on playground equipment, while climbing trees, or at any time while not riding a bicycle.

Failure to follow this warning could result in serious injury or death.

Before You Ride

A) BIKE FIT

- Is your bike the right size? If your bicycle is too large or too small for you, you may lose control and fall. If your new bike is not the right size, ask Hudski to exchange it or offer fitment advice before you ride it.
- Is the saddle at the right height?
- Are the saddle and seatpost securely clamped?
A correctly tightened saddle will allow no saddle movement in any direction. Sometimes, dropper seatposts have a small amount of side- to- side movement.
- Are the stem and handlebars at the right height for you?
- Can you comfortably operate the brakes? If not, you may be able to adjust their angle and reach.
- Ask your local bike shop for a “fit” if you are unsure or need professional assistance.

B) SAFETY FIRST!

- Always wear an approved helmet when riding your bike, and follow the helmet manufacturer’s instructions for fit, use and care of your helmet.
- Ensure that you have all the other required and recommended safety equipment. It’s your responsibility to familiarize yourself with the laws of the areas where you ride, and to comply with all applicable laws.
- Ensure that your front and rear wheels are correctly secured in the frame. Riding with an improperly adjusted wheel axle can cause the wheel to wobble or disengage from the bicycle, and cause serious injury or death. Ensure that the wheels are torqued to spec.

Before You Ride

C) REPAIR KIT BASICS: Carry the Essentials

- **Mini Pump**
 - There are two types of valves: Schrader & Presta
 - Be sure to source a pump that has the correct valve fitting for your tube (or can switch between the two).
- **Extra tube(s)**
 - Be sure to purchase the correct sized tube, matched to your tire size. If unsure, your local shop will be able to provide assistance.
- **Tire Levers**
- **Tire Boot**
 - Boots are needed to patch up any large gashes that tubeless sealant can't seal.
- **Multi Tool w/ all the standard tools needed to fix any repair**
 - Save some space in your repair kit by sourcing a multi tool with an 8mm hex (typically used to tighten up crank bolts) & a chain tool!
- **Front & Rear Lights**
 - Never get caught in the dark again. Always be sure to charge your lights well in advance!
- **Spare Derailleur Hanger**
 - A bent derailleur will not allow your bike to shift correctly.
 - Reach out to Hudski HQ to purchase a spare hanger
- **Spare Chain Master Link**
 - Be sure to purchase the correct master link. (Chain links are specific to your drivetrain)
 - Your local shop will be able to provide assistance.

Mechanical Safety Check

Routinely check the condition of your bicycle before every ride.

Nuts, bolts, screws & other fasteners:

Because manufacturers use a wide variety of fastener sizes and shapes made in a variety of materials, often differing by model and component, the correct tightening force or torque cannot be generalized.

Correctly tightening a fastener requires a calibrated torque wrench. A professional bicycle mechanic with a torque wrench should torque the fasteners on your bicycle.

If you choose to work on your own bicycle, you must use a torque wrench and the correct tightening torque specifications from the bicycle or component manufacturer or from your dealer.

If you need to make an adjustment at home or in the field, we urge you to exercise care, and to have the fasteners you worked on checked by your dealer as soon as possible.



WARNING:

Correct tightening force on fasteners, nuts, bolts, screws on your bicycle is important.

Too little force, and the fastener may not hold securely. Too much force, and the fastener can strip threads, break.

Either way, incorrect tightening force can result in component failure, which can cause you to lose control and fall.

Tires & Wheels:

Make sure tires are correctly inflated.

Check by putting one hand on the saddle, one on the intersection of the handlebars and stem, then bouncing your weight on the bike while looking at tire deflection.

Compare what you see with how it looks when you know the tires are correctly inflated; and adjust if necessary.

Tires in good shape? Spin each wheel slowly and look for cuts in the tread and sidewall. Replace damaged tires before riding the bike.

Wheels true? Spin each wheel and check for brake clearance and side-to-side wobble. If a wheel wobbles side to side even slightly, or rubs against or hits the brake pads, take the bike to a qualified bike shop to have the wheel trued.

Sometimes tires will have a slight wobble.
Make sure you are checking the the wheel, not the tire.



WARNING:

Wheels must be true for the brakes to work effectively.

Wheel truing is a skill which requires special tools and experience.

Do not attempt to true a wheel unless you have the knowledge, experience and tools needed to do the job correctly.

Mechanical Safety Check

Brakes:

Check the brakes for proper operation.
Squeeze the brake levers.

All control cables seated and securely engaged?

Do the brakes begin to engage within an inch of brake lever movement?

Can you apply full braking force at the levers without having them touch the handlebar? If not, your brakes need adjustment.

Do not ride the bike until the brakes are properly adjusted by a professional bicycle mechanic.

Mechanical Safety Check

Wheel retention system:

Make sure the front and rear wheels are correctly secured and axles are tightened correctly.

Seat post:

Ensure that torque specs are respected when tightening your seat post collar. Many (but not all) seat post collars have their torque specs etched or listed right on the component.

Torque wrenches can be found at your local bike shop.

Handlebar and Saddle Alignment:

Make sure the saddle and handlebar stem are parallel to the bike's center line and clamped tight enough so that you can't twist them out of alignment.

Before You Ride!



WARNING:

The area in which you ride may require specific safety devices. It is your responsibility to familiarize yourself with the laws of the area where you ride and to comply with all applicable laws, including properly equipping yourself and your bike as the law requires.

Observe all local bicycle laws and regulations.

Observe regulations about bicycle lighting, licensing of bicycles, riding on sidewalks, laws regulating bike path and trail use, helmet laws, child carrier laws, special bicycle traffic laws.

It's your responsibility to know and obey the laws.



WARNING:

Failure to wear a helmet when riding may result in serious injury or death.

A) THE BASICS

1. Always wear a cycling helmet which meets the latest certification standards and is appropriate for the type of riding you do. Always follow the helmet manufacturer's instructions for fit, use and care of your helmet. Most serious bicycle injuries involve head injuries which might have been avoided if the rider had worn an appropriate helmet.

2. Always do the **Mechanical Safety Check** before you get on a bike

3. Thoroughly familiarize yourself with the controls of your bicycle: brakes; pedals; shifting.

4. Be careful to keep body parts and other objects away from the sharp teeth of chainrings; the moving chain; the turning pedals and cranks; and the spinning wheels of your bicycle.

5. Always wear:

- Shoes that will stay on your feet and will grip the pedals. Make sure that shoe laces cannot get into moving parts, and never ride barefoot or while wearing sandals.
- Bright, visible clothing that is not so loose that it can be tangled in the bicycle or snagged by objects at the side of the road or trail.
- Protective eyewear, to protect against airborne dirt, dust and bugs — tinted when the sun is bright, clear when it's not.

6. Unless your bicycle was specifically designed for jumping don't jump with your bike. Jumping a bike, particularly a BMX or mountain bike, can be fun; but it can put huge and unpredictable stress on the bicycle and its components. Riders who insist on jumping their bikes risk serious damage, to their bicycles as well as to themselves.

B) ROAD RIDING SAFETY

1. Obey all Rules of the Road and all local traffic laws.
2. You are sharing the road or the path with others motorists, pedestrians and other cyclists. Respect their rights.
3. Ride defensively. Always assume that others do not see you.
4. Look ahead, and be ready to avoid:
 - Vehicles slowing or turning, entering the road or your lane ahead of you, or coming up behind you.
 - Parked car doors opening.
 - Pedestrians stepping out.
 - Children or pets playing near the road.
 - Potholes, sewer grating, railroad tracks, expansion joints, road or sidewalk construction, debris and other obstructions that could cause you to swerve into traffic, catch your wheel or otherwise cause you to lose control and have an accident.
 - The many other hazards and distractions which can occur on a bicycle ride.
5. Ride in designated bike lanes, on designated bike paths or as close to the edge of the road as possible, in the direction of traffic flow or as directed by local governing laws.
6. Stop at stop signs and traffic lights; slow down and look both ways at street intersections. Remember that a bicycle always loses in a collision with a motor vehicle, so be prepared to yield even if you have the right of way.

C) OFF ROAD SAFETY

- 1.** The variable conditions and hazards of off-road riding require close attention and specific skills. Start slowly on easier terrain and build up your skills. If your bike has suspension, the increased speed you may develop also increases your risk of losing control and falling. Get to know how to handle your bike safely before trying increased speed or more difficult terrain.
- 2.** Wear safety gear appropriate to the kind of riding you plan to do.
- 3.** Don't ride alone in remote areas. Even when riding with others, make sure that someone knows where you're going and when you expect to be back.
- 4.** Always take along some kind of identification, so that people know who you are in case of an accident; and take along some cash for food, a cool drink or an emergency phone call.
- 5.** Yield right of way to pedestrians and animals. Ride in a way that does not frighten or endanger them, and give them enough room so that their unexpected moves don't endanger you.
- 6.** Be prepared. Always ensure that you have:
 - Proper tools
 - Spare tubes
 - Emergency medical kit
 - External battery + phone charger in case your phone dies on the trail
- 7.** Always say "Hi" to equestrians. This helps the horse understand you're a person, not a wild animal.

General Bike Fitment

NOTE: *Correct fit is an essential element of bicycling safety, performance and comfort. Making the adjustments to your bicycle which result in correct fit for your body and riding conditions requires experience, skill and special tools. Always have your local bike shop make the adjustments on your bicycle; or, if you have the experience, skill and tools, have your dealer check your work before riding.*

A) STANDOVER HEIGHT

Standover height is the basic element of bike fit. It is the distance from the ground to the top of the bicycle's frame at that point where your crotch is when straddling the top tube. With your riding shoes on, you should have at least an inch of room of standover height.

B) SADDLE HEIGHT & POSITION

Correct saddle adjustment is an important factor in getting the most performance and comfort from your bicycle.

If the saddle position is not comfortable for you, see your local bike shop for recommendations.

Small changes in saddle position can have a substantial effect on performance and comfort. To find your best saddle position, make only one adjustment at a time.

If, in spite of carefully adjusting the saddle height, tilt and fore-and-aft position, your saddle is still uncomfortable, you may need a different saddle design. Saddles, like people, come in many different shapes, sizes and resilience.

Your local bike shop can help you select a saddle which, when correctly adjusted for your body and riding style, will be comfortable. They can also help find an appropriate saddle height.

**WARNING:**

After any saddle adjustment, be sure that the saddle adjusting mechanism is properly seated and tightened before riding.

A loose saddle clamp or seat post clamp can cause damage to the seat post, or can cause you to lose control and fall.

A correctly tightened saddle adjusting mechanism will allow no saddle movement in any direction.

Periodically check to make sure that the saddle adjusting mechanism is properly tightened.

NOTE: *If your bicycle is equipped with a dropper seat post, the dropper seatpost may require periodic service or maintenance.*

Ask your local bike shop for recommended service intervals for your suspension or dropper seat post.

General Bike Fitment

C) CONTROL POSITION ADJUSTMENT

The angle of the brake and shift control levers and their position on the handlebars can be changed.

Ask your local bike shop to make the adjustments for you. If you choose to make your own control lever angle adjustment, be sure to re-tighten the clamp fasteners to the recommended torque (see the manufacturer's instructions).

D) BRAKE REACH

Many bikes have brake levers which can be adjusted for reach.

If you have small hands or find it difficult to squeeze the brake levers, your local bike shop can either adjust the reach or fit shorter reach brake levers.



WARNING:

The shorter the brake lever reach, the more critical it is to have correctly adjusted brakes, so that full braking power can be applied within available brake lever travel.

Brake lever travel insufficient to apply full braking power can result in loss of control, which may result in serious injury or death.

General Bike Mechanics- Brakes



WARNING:

Your bike has disc brakes, exercise care in touching the rotor or caliper.

Disc rotors have sharp edges, and both rotor and caliper can get very hot during use.

Oil & debris from your hands can transfer to the rotors and contaminate the rotor + brake pads.

Once contaminated, your brakes will squeal and lose braking power. This often results in needing the pads + rotor to be replaced.



WARNING:

Your bike is equipped with a rear disc brake, be careful not to damage the disc, caliper or brake pads when re-inserting the disc into the caliper.

Never activate a disc brake's control lever unless the disc is correctly inserted in the caliper.

General Bike Mechanics- Brakes

A) BRAKE CONTROLS & FEATURES

It's very important to your safety that you learn and remember which brake lever controls which brake on your bike.

Traditionally, in the U.S. the right brake lever controls the rear brake and the left brake lever controls the front brake; but, to check how your bike's brakes are set up this way, squeeze one brake lever and look to see which brake, front or rear, engages.

Now do the same with the other brake lever.

B) HOW BRAKES WORK

The braking action of a bicycle is a function of the friction between the braking surfaces.

To make sure that you have maximum friction available, keep your brake pads or the disc rotor and caliper clean and free of dirt, lubricants, waxes or polishes.

Brakes are designed to control your speed, not just to stop the bike. Maximum braking force for each wheel occurs at the point just before the wheel "locks up" (stops rotating) and starts to skid.

Once the tire skids, you actually lose most of your stopping force and all directional control.

You need to practice slowing and stopping smoothly without locking up a wheel.

The technique is called progressive brake modulation. Instead of jerking the brake lever to the position where you think you'll generate appropriate braking force, squeeze the lever, progressively increasing the braking force.

If you feel the wheel begin to lock up, release pressure just a little to keep the wheel rotating just short of lockup. It's important to develop a feel for the amount of brake lever pressure required for each wheel at different speeds and on different surfaces.

To better understand this, experiment a little by walking your bike and applying different amounts of pressure to each brake lever, until the wheel locks.

When you apply one or both brakes, the bike begins to slow, but your body wants to continue at the speed at which it was going. This causes a transfer of weight to the front wheel (or, under heavy braking, around the front wheel hub, which could send you flying over the handlebars).

A wheel with more weight on it will accept greater brake pressure before lockup; a wheel with less weight will lock up with less brake pressure. So, as you apply brakes and your weight is transferred forward, you need to shift your body toward the rear of the bike, to transfer weight back on to the rear wheel; and at the same time, you need to both decrease rear braking and increase front braking force.

This is even more important on descents, because descents shift weight forward.

General Bike Mechanics- Shifting



WARNING:

Never move the shifter while pedaling backward, nor pedal backwards after having moved the shifter. This could jam the chain and cause serious damage to the bicycle.

Never shift a derailleur onto 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.

A) SHIFTING GEARS

The rear derailleur is controlled by the right shifter. The function of the rear derailleur is to move the drive chain from one gear sprocket to another.

The smaller sprockets on the gear cluster produce higher gear ratios. Pedaling in the higher gears requires greater pedaling effort, but takes you a greater distance with each revolution of the pedal cranks.

The larger sprockets produce lower gear ratios. Using them requires less pedaling effort, but takes you a shorter distance with each pedal crank revolution.

Moving the chain from a smaller sprocket of the gear cluster to a larger sprocket results in a downshift. Moving the chain from a larger sprocket to a smaller sprocket results in an upshift. In order for the derailleur to move the chain from one sprocket to another, the rider must be pedaling forward.

B) WHAT IF MY DERAILLEUR WON'T SHIFT?

If moving the shift control one click repeatedly fails to result in a smooth shift to the next gear chances are that the mechanism is out of adjustment.

Take the bike to your local bike shop to have it adjusted.

Often times, the steel shifter cable has stretched and needs to be reset to apply the correct tension.

C) WHICH GEAR SHOULD I BE IN?

The numerically lowest gear (1) is for the steepest hills. The numerically largest gear is for the greatest speed.

Shifting from an easier, “slower” gear (like 1) to a harder, “faster” gear (like 2 or 3) is called an upshift.

Shifting from a harder, “faster” gear to an easier, “slower” gear is called a downshift. It is not necessary to shift gears in sequence.

Instead, find the “starting gear” for the conditions — a gear which is hard enough for quick acceleration but easy enough to let you start from a stop without wobbling — and experiment with upshifting and downshifting to get a feel for the different gears.

At first, practice shifting where there are no obstacles, hazards or other traffic, until you’ve built up your confidence.

Learn to anticipate the need to shift, and shift to a lower gear before the hill gets too steep.

If you have difficulties with shifting, the problem could be mechanical adjustment. Your local bike shop will be able to provide further assistance!

Tires & Tubes

Bicycle tires are available in many designs and specifications, ranging from general-purpose designs to tires designed to perform best under very specific weather or terrain conditions.

If, once you've gained experience with your new bike, you feel that a different tire might better suit your riding needs, your dealer can help you select the most appropriate design.

The size, pressure rating, and on some high-performance tires the specific recommended use, are marked on the sidewall of the tire.

The part of this information which is most important to you is Tire Pressure. But some wheel rim manufacturers also specify maximum tire pressure with a label on the rim.



WARNING:

Never inflate a tire beyond the maximum pressure marked on the tire's sidewall or the wheel rim.

If the maximum pressure rating for the wheel rim is lower than the maximum pressure shown on the tire, always use the lower rating.

Exceeding the recommended maximum pressure may blow the tire off the rim, which could cause damage to the bike and injury to the rider and bystanders.

A) INFLATING YOUR TIRES

The best and safest way to inflate a bicycle tire to the correct pressure is with a bicycle pump which has a built-in pressure gauge.

Tire pressure is given either as maximum pressure or as a pressure range.

How a tire performs under different terrain or weather conditions depends largely on tire pressure. Inflating the tire to near its maximum recommended pressure gives the lowest rolling resistance; but also produces the harshest ride.

B) SUGGESTED TIRE PRESSURE

Tire pressure ranges differ from tire to tire. Tire manufacturers list the suggested range right on the tire's sidewall.

High pressures work best on smooth, dry pavement.

Very low pressures, at the bottom of the recommended pressure range, give the best performance on smooth, slick terrain such as hard-packed clay, and on deep, loose surfaces such as deep, dry sand.

Tire pressure that is too low for your weight and the riding conditions can cause a puncture of the tube by allowing the tire to deform sufficiently to pinch the inner tube between the rim and the riding surface. This may also result in rim damage.

For tubeless setups:

We suggest starting with the tire manufacturer's minimum tire pressure. This can be found written on the side of the tire.

Tubeless Tires

Tubeless tire systems ditch common inner tubes in favor of a sealant that helps seal up any punctures or gashes that your tires might be affected by while out on a ride.

Without inner tubes, there is no need to worry about dreaded pinch flats which occur when the tube is pinched between the ground and the rim.

Without worrying about pinch flats, you can run much lower tire pressure which means better traction. If you do happen to get a thorn in your tire or a small tear, the sealant inside your tire can save you from getting a flat.

Your bike is equipped with wheels & tires that are tubeless ready.

If you've never had experience setting up tubeless tires, it's best to head down to your local bike shop for a thorough demonstration.

Your local shop will be able to provide real- world tips & tricks that'll have you up and running in no time.

Servicing Your Hudski

Some service and maintenance can and should be performed by the owner, and require no special tools or knowledge beyond what is presented in this manual.

The following are examples of the type of service you should perform yourself.

All other service, maintenance and repair should be performed in a properly equipped facility by a qualified bicycle mechanic using the correct tools and procedures specified by the manufacturer.

A) BREAK- IN PERIOD

Your bike will last longer and work better if you break it in before riding it hard. Control cables and wheel spokes may stretch or “seat” when a new bike is first used and may require readjustment by your dealer.

Your Mechanical Safety Check will help you identify some things that need readjustment. But even if everything seems fine to you, it’s best to take your bike back to the dealer for a checkup.

Dealers typically suggest you bring the bike in for a 30 day checkup. Another way to judge when it’s time for the first checkup is to bring the bike in after three to five hours of hard off-road use, or about 10 to 15 hours of on-road or more casual off-road use.

If you think something is wrong with the bike, take it to your local bike shop before riding it again.

Servicing Your Hudski

B) BEFORE EVERY RIDE

Before every ride- it's good practice to perform a basic mechanical safety check.

Ensure that your gears are shifting well, the brakes are engaging properly, axles and all necessary bolts are torqued to spec.

C) AFTER EVERY LONG OR HARD RIDE

If the bike has been exposed to water or grit; or at least every 100 miles: Clean the bike and lightly lubricate the chain with a good quality bicycle chain lubricant. Wipe off excess lubricant with a lint-free cloth. Lubrication is a function of climate. Talk to your local bike shop about the best lubricants and the recommended lubrication frequency for your area.

D) AFTER EVERY 10- 20 HOURS OF RIDING/ 6 MONTHS

- Squeeze the front brake and rock the bike forward and back. Everything feel solid? If you feel a clunk with each forward or backward movement of the bike, you probably have a loose headset. Have your local bike shop check it.
- Lift the front wheel off the ground and swing it from side to side. Feel smooth? If you feel any binding or roughness in the steering, you may have a tight head set. Have your local bike shop check it.
- Grab one pedal and rock it toward and away from the centerline of the bike; then do the same with the other pedal. Anything feel loose? If so, have your local bike shop check it.
- Take a look at the brake pads. Starting to look worn or not hitting the wheel rim squarely? Time to have the local bike shop adjust or replace them.

Servicing Your Hudski

D) AFTER EVERY 10- 20 HOURS OF RIDING (continued)

- Check the wheel rims for excess wear, dings, dents and scratches. Consult your local bike shop if you see any rim damage.
- Check to make sure that all parts and accessories are still secure, and tighten any which are not.
- Check the frame, particularly in the area around all tube joints; the handlebars; the stem; and the seatpost for any deep scratches, cracks or discoloration. These are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced.
- If you're running tubeless tires, check to see if the sealant is still liquid. Replace any dry/ coagulated sealant immediately.

E) DISC BRAKE ASSESSMENT

Disc brakes require a different set of inspection steps.

Check for these issues before every ride:

- Pads rubbing on rotors.
- Worn out pads (which can lead to over-extended pistons).
- Pistons that are stuck and/or won't retract fully.

Servicing Your Hudski

F) IF YOUR BICYCLE SUSTAINS AN IMPACT

Check your bike for damage.

After any crash, take your bike to your dealer for a thorough check.

Carbon composite components, including frames, wheels, handlebars, stems, cranksets, brakes, etc. which have sustained an impact must not be ridden until they have been disassembled and thoroughly inspected by a qualified mechanic.

Head on down to your local bike shop and request a “post crash assessment” of your bike.

We hope you heal up quickly & get back out there once you're ready!



WARNING:

A crash or other impact can put extra-ordinary stress on bicycle components, causing them to fatigue prematurely.

Components suffering from stress fatigue can fail suddenly and catastrophically, causing loss of control, serious injury or death.

**WARNING:**

Like any mechanical device, a bicycle and its components are subject to wear and stress. Different materials and mechanisms wear or fatigue from stress at different rates and have different life cycles.

If a component's life cycle is exceeded, the component can suddenly and catastrophically fail, causing serious injury or death to the rider.

Scratches, cracks, fraying and discoloration are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced.

While the materials and workmanship of your bicycle or of individual components may be covered by a warranty for a specified period of time by the manufacturer, this is no guarantee that the product will last the term of the warranty.

Product life is often related to the kind of riding you do and to the treatment to which you submit the bicycle.

The bicycle's warranty is not meant to suggest that the bicycle cannot be broken or will last forever.

It only means that the bicycle is covered subject to the terms of the warranty.

Appendix A- Intended Use of Your Bicycle

No one type of bicycle is suited for all purposes. Your retailer can help you pick the “right tool for the job” and help you understand its limitations.

There are many types of bicycles and many variations within each type.

There are many types of mountain, road, racing, hybrid, touring, cyclocross and tandem bicycle.



WARNING:

Understand your bike and its intended use.

Choosing the wrong bicycle for your purpose can be hazardous.

Using your bike the wrong way is dangerous.

Appendix B- Bike Bags

If you're planning to mount any bags onto your bike (e.g., full frame bags, stem/ handlebar bags), it's important to periodically check the frame's mounting points for any damage to the paint and/ or frame.

To help mitigate any damage to the frame, we suggest adding “frame protection tape” to all areas where the bag meets the frame.

Your local bike shop will be able to source and supply this tape.

Appendix C- Lifespan of Your Bike & Components

Nothing last forever- including your bike

When the useful life of your bike or its components is over, continued use is hazardous.

Every bicycle and its component parts have a finite, limited useful life. The length of that life will vary with the construction and materials used in the frame and components; the maintenance and care the frame and components receive over their life; and the type and amount of use to which the frame and components are subjected.

Use in competitive events, trick riding, ramp riding, jumping, aggressive riding, riding on severe terrain, riding in severe climates, riding with heavy loads, commercial activities and other types of non-standard use can dramatically shorten the life of the frame and components.

Any one or a combination of these conditions may result in an unpredictable failure.

All aspects of use being identical, lightweight bicycles and their components will usually have a shorter life than heavier bicycles and their components. In selecting a lightweight bicycle or components you are making a tradeoff, favoring the higher performance that comes with lighter weight over longevity.

So, If you choose lightweight, high performance equipment, be sure to have it inspected frequently.

You should have your bicycle and its components checked periodically by your dealer for indicators of stress and/or potential failure, including cracks, deformation, corrosion, paint peeling, dents, and any other indicators of potential problems, inappropriate use or abuse. These are important safety checks and very important to help prevent accidents, bodily injury to the rider and shortened product life.

**WARNING:**

Frequent inspection of your bike is important to your safety.

Follow the Mechanical Safety Check outlined in this Manual before every ride. Periodic, more detailed inspection of your bicycle is important.

How often this more detailed inspection is needed depends on you. You, the rider/owner, have control and knowledge of how often you use your bike, how hard you use it and where you use it.

Because your local bike shop cannot track your use, you must take responsibility for periodically bringing your bike to your local bike shop for inspection and service. Your shop will help you decide what frequency of inspection and service is appropriate for how and where you use your bike.

For your safety, understanding and communication with your local bike shop, we urge you to read this Appendix in its entirety.

The materials used to make your bike determine how and how frequently to inspect.

Ignoring this WARNING can lead to frame, fork or other component failure, which can result in serious injury or death.



Contact Information:

Mailing Address:

150 Mill Street
San Rafael, CA
94901

Email:

info@hudskibikes.com

Phone:

(707) 210- 4161

