Congratulations on the purchase of your new bike! With proper assembly and maintenance it will offer you years of enjoyable riding!

**IMPORTANT:**
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 assembling, 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.**

⚠️ **DANGER!** Failure to properly assemble and maintain your bicycle could result in serious injury or death to the rider.

Check and read this decal on your bicycle before each ride:

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

IMPORTANT: 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 after long storage 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 likely 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 unit you have and do not exceed its service limitations. Be sure you check and understand the bicycle classifications set forth below, including size of the unit that is proper for the rider to insure good control during use. 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.

Recumbent Bicycles: (Max weight of rider+luggage+bike = 275lbs/125kg). These bikes are intended for use on public roads, paths or tracks that are in good condition. These bikes are NOT intended for off-road use. Wear a helmet at all times. Check your bike regularly and do required maintenance.

Condition 1—This is a set of conditions for the operation of a bicycle on a regular paved surface or smooth unpaved surface where the tires may unintentionally lose ground contact.
OWNER’S RESPONSIBILITY continued

NOTE. Carefully read this manual and follow instructions. Your bicycle may come with additional instruction sheets that cover features unique to your bike. Please ensure that you read and become familiar with their contents. Always wear a CPSC approved helmet when riding your bike. Familiarize yourself with local and state traffic and use laws. Keep all materials which come with the bike for future reference.

Any major service or adjustments on your bike should be carried out by a competent adult or professional bike mechanic. If you wish to make adjustments yourself, this manual contains important tips on how to do it. CAUTION: Any adjustments you make are entirely at your own risk. Do NOT use your bike for freestyle and stunt riding, jumping or competitive events. Even if you are riding a mountain bike, 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.

WARNING: 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.

ALWAYS WEAR A HELMET - IT COULD SAVE YOUR LIFE!

A properly fitting, CPSC approved, bicycle helmet should be worn at all times when riding your bicycle. In addition, if you are carrying a passenger (only use an approved child safety seat), and remember, the passenger must also be wearing a helmet.

The correct helmet should:
- be comfortable
- be lightweight
- have good ventilation
- fit correctly
- cover the forehead
- be securely fastened on the rider.
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WARNING / CAUTION

Throughout this manual you will see the words WARNING and CAUTION. Please pay special attention to this information, as it could affect your safety as you assemble and ride your bike.

ALWAYS WEAR A PROPERLY FITTED HELMET WHEN YOU RIDE YOUR BICYCLE. DO NOT RIDE AT NIGHT. AVOID RIDING IN WET CONDITIONS.
NOTE: This is a typical model. Your bike may have other or different parts, and in some cases may not have all parts shown here.

IMPORTANT: Use this Diagram when reading this manual to help you understand directions and instructions.
RULES OF THE ROAD

In the interest of safe cycling, make sure you read and understand the owner’s manual.
In this manual you will find text labeled DANGER, WARNING, CAUTION, IMPORTANT, and NOTE or NOTICE. These are important signal words telling you to pay special attention to that text as rider safety is involved. DANGER and WARNING: Pay special attention to these since failure to do so could result in serious injury or death to the rider or others.
CAUTION: If not followed these instructions could result in injury or mechanical failure or damage to the bicycle.
NOTE or NOTICE or IMPORTANT: These specify something that is of special interest.

IMPORTANT  Before you ride this bicycle, read these RULES OF THE ROAD carefully and check that all parts are installed and working as per this manual. If you understand how the bicycle operates, you will get the best performance. When you read this instruction book, compare the illustrations to the bicycle. Learn the location of all the parts and controls and how they work.
Keep this book for future reference.

CAUTION  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, level area. If you have a problem, check the assembly instructions and follow the maintenance procedures in this manual. If you do not feel comfortable with your skills in assembling or adjusting the bike, please take it to a professional bike repairman.

1. WARNING - ON AND OFF ROAD CONDITIONS: The condition of the riding surface is very important. If the surface is wet, or has sand, leaves, small rocks or other loose debris on the surface where you plan to ride, carefully decrease the speed of the bicycle and ride with extra caution. It will also take a longer time and more distance to stop. Apply the brake earlier than normal and with less force, rear brake first followed by the front brake, if equipped, to help keep the bicycle from sliding or falling.

2. NOTICE: Most states require a full set of reflectors. Some state and local laws may require that your bike be equipped with a warning device, such as a horn or bell and most states require a light. Do NOT ride at night. Vision is quite limited at dawn, dusk and at night. If you must ride at night, take extra precautions. Use front and rear lights on the bicycle, wear flashers on your arms, wear light-colored clothing, and plan your route to ride in well lighted areas.

3. Always wear shoes when riding a bicycle and avoid loose fitting clothes. Wear a cuff band or trouser clip to keep pants from getting caught in the chain wheel. Long sleeves, long pants, gloves, eye protection, a good helmet, elbow and knee pads are recommended. Helmet use is required by law in many states and is always a good idea. It might save your life.
4. **CAUTION: WET WEATHER WARNING**: Check your brakes frequently. The ability to stop is critical. Roads are slippery in wet weather so avoid sharp turns and allow more distance for stopping. Brakes may become less efficient when wet. Leaves, loose gravel and other debris on the road can also add extra 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.

5. **CAUTION**: A bicycle rider’s best defense against accidents is to be alert to road conditions and traffic in the area. Do not wear anything that restricts your vision or your hearing. Do wear light-colored clothing to help others see you.

6. **When riding, ALWAYS WEAR A CPSC APPROVED BIKE HELMET**

7. Obey all traffic regulations. Most traffic regulations apply to bike riders as well as automobile operators. Observe all state and local traffic regulations, signs and signals. Check with your local police station on bicycle licensing and inspection, and where it is legal to ride your bike. Obey the law.

8. Keep to the RIGHT SIDE. Follow the traffic flow in a straight line close to the curb. Use hand signals for turns and stops. Watch out for opening car doors and cars moving in and out of traffic. Use caution at intersections and driveways and keep both hands on the handlebars.

9. Never carry passengers. This is dangerous and it makes the bicycle harder to control. Never carry packages that can hinder your vision or control of the bike or exceeds the max weight limit.

10. When riding in pairs or in larger groups, form a single line along the right side of the road. Set up a sensible distance between riders. Don’t follow too closely.

11. Always 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.

12. Be careful at all intersections. Slow down and look both ways before crossing.

13. Use hand signals. Always let other drivers and pedestrians know what you are going to do. Signal 100 ft. before turning unless your hand is needed to control the bike.
RULES OF THE ROAD continued

14. **WARNING: NIGHT TIME OPERATION**: 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 in place and working. You must be able to clearly see the surface where you are riding and be seen by others.

15. Cover your stem, handlebar, and top tube with safety pads for additional protection.


17. **ON AND OFF ROAD OPERATION**: Avoid the following road hazards: drain grates, pot holes, ruts, soft road edges, gravel, leaves (especially when they are wet), uneven pavement, railroad crossings, manhole covers, curbs, speed bumps, puddles, and debris as all have an effect on your riding and may result in loss of control. Adjust your speed downward and the way you use your brakes if you must ride in such areas.

18. Do not ride your bicycle if the chain cover is not attached, or if any of the bicycle’s mechanical systems are not functioning properly.

19. If any components becomes loose while riding, **(STOP!!)** immediately and tighten, or bring to a mechanic for repair.

20. If your bicycle is equipped with a quick release feature on the front and rear hubs, seat post, stem or accessory such as a trailer, or child carrier, it should be checked for proper assembly and tightness **BEFORE** each ride.
BEFORE RIDING:

Your new bicycle was assembled and tuned in the factory and then partially disassembled for shipping in a sealed container. The following instructions will enable you to prepare your bicycle for years of enjoyable cycling. For more details on inspection, lubrication, maintenance and adjustment of any area please refer to the relevant sections in this manual. **If you have questions about your ability to properly assemble this bicycle, please consult a professional bicycle mechanic for assistance before riding.**

TO AVOID INJURY, THIS PRODUCT MUST BE PROPERLY ASSEMBLED BEFORE USE. WE STRONGLY RECOMMEND THAT YOU REVIEW THE COMPLETE ASSEMBLY GUIDE AND PERFORM CHECKS SPECIFIED IN THE OWNER’S MANUAL BEFORE RIDING.

- 5/6mm hex wrench
- Torque wrench
- Air pump & tire gauge to inflate tires
- Bicycle lubricant or grease
- 6” adjustable wrench
- Phillips & standard screwdrivers
- A pair of pliers with cable cutting ability

RECORD SERIAL NUMBER

Each bicycle has a serial number stamped into the bottom of the frame (See Illustration). Record this number HERE to keep for future reference. This number can be helpful to reclaim your bike if ever lost or stolen. **THIS INFORMATION IS ONLY AVAILABLE ON THE BIKE ITSELF. There is no record of your serial number at the store purchased or with our company. It is your responsibility to record this information.**

Serial Number: __________________________
BEFORE EVERY RIDE:

Just a minute spent before each ride can significantly improve your safety and the enjoyment of your ride. So, each time before you ride make a habit of performing the following safety checks.

• Look at the connection of the pedals to the crank arm. You should see no pedal screw threads and the pedal should feel firm and be parallel to the ground.

• Apply your brake(s) and make sure that they feel firm to the touch, and then spin the wheel(s). Apply the brakes. They should stop the wheel(s) quickly.

• Check to be sure that fenders and accessories are firmly attached and will not contact any moving parts. Make sure all reflectors are in position and not broken.

Now, put on your bicycle safety helmet and enjoy your ride. Your safety is well worth just a minute. Also, be sure to read and follow the warnings and instructions in the Assembly, Maintenance and other sections of this manual and on the bicycle itself.
ASSEMBLING YOUR BIKE

PREPARATION

It is important that you read this owner’s manual before you start to assemble your bicycle. **WE RECOMMEND THAT YOU CONSULT A PROFESSIONAL BICYCLE MECHANIC IF YOU HAVE DOUBTS OR CONCERNS AS TO YOUR ABILITY TO PROPERLY ASSEMBLE, REPAIR, OR MAINTAIN YOUR BICYCLE.** Remove all parts from the shipping carton. Check to make sure no parts are loose on the bottom of the carton. Carefully remove all other packing material from the bicycle. This includes zip ties,

UNFOLD AND LOCK THE FRAME

After removing all packaging material, expand the frame from its folded condition and lock the hinge in its stretched position using the quick release locking mechanism located on the bottom of the frame.

NOTE: VERIFY FRAME HINGE QUICK RELEASE CLAMP IS LOCKED IN CLOSED POSITION SECURELY BEFORE RIDING.
HANDLEBARS
To position handlebars, open the quick release clamp lever and rotate handlebars to approximate best riding position. Close quick release clamp. Handlebars can be adjusted inward or outward for desired comfort by releasing clamp, repositioning handlebars and closing clamp. Be sure clamp is closed securely.

NOTE: FINISHED POSITION SHOULD BE UPRIGHT
SEAT & SEAT POST ASSEMBLY

1. Loosen and remove the seat clamp knob bolt and holding plate.
2. Position seat to the frame where pass through hole is located.
   Thread knob bolt onto the holding plate then into the pass through hole from beneath the frame and connect to the seat.
3. Verify clamp holding plate is positioned to the frame correctly and tighten knob bolt loosely to allow seat to move slightly.
4. On the rear of seat, thread the seat post connected to the seat into the seat mast connected to the frame. Tilt backrest of seat as desired and close the quick release lever to hold into position.
5. Tighten the seat clamp knob securely so that seat will not move.

THE SEATPOST “MINIMUM INSERTION” / “MAXIMUM HEIGHT” MARK SHOULD NOT BE VISIBLE WHEN THE SEAT POST IS INSERTED INTO THE SEAT MAST OF THE BIKE. DO NOT RAISE THE SEAT POST BEYOND THIS MARK. THE SEAT POST OR FRAME MAY BREAK CAUSING YOU TO LOSE CONTROL AND FALL.

ALWAYS CHECK TO MAKE SURE SEAT POST ADJUSTING MECHANISM IS TIGHTENED SECURELY BEFORE RIDING. RIDING WITH AN IMPROPERLY TIGHTENED SEAT POST CAN ALLOW THE SEAT TO TURN OR MOVE AND CAUSE THE RIDER TO LOSE CONTROL, AND POSSIBLY FALL CAUSING INJURY.

SEAT POSITION ADJUSTMENT

- Seat can be adjusted forward or backward by loosening the seat clamp knob bolt under the seat.
- Slide seat along frame so that when seated, your knee is slightly bent when the forward foot is in the farthest forward position.
- Once desired position is reached, retighten the seat clamp knob under the seat.
HEAD REST ASSEMBLY

Install the head rest to the top of the seat by following these steps:

1. Open quick release clamp at the top of the seat
2. Insert head rest post into the receiving tube at the top of the seat
3. Set at desired height
4. Close quick release clamp securely and verify head rest is secure.

NOTE: APPLYING GREASE OR LUBRICATION TO THE HEAD REST POST PRIOR TO INSERTING INTO THE RECEIVING TUBE IS RECOMMENDED.
ADJUSTABLE BOOM ARM

- Position the seat to the rearmost position.
- Loosen the boom arm quick release lever and position the boom so that when seated, your knee is slightly bent when the forward foot is in the farthest/most extended position.
- Re-tighten the quick release lever enough to keep the boom from slipping.
- If you cannot extend your leg forward enough, for maximum strength while pedaling, you can then move the seat forward to get the proper fit.
- **NOTE:** Your chain may need to be lengthened or shortened depending on your final seat and boom position.

⚠️ **WARNING:** Never lubricate or wax the part of the boom that goes into the frame. Make sure the boom clamp is tight, so the boom won’t twist under pedaling pressure.
DISC BRAKES

We suggest that if your bike comes equipped with a disc brake that you consult a professional bicycle mechanic for any adjustments or repair needed for this brake.

SAFETY PRECAUTIONS

1. Adjust the inner cable so that the protruding length is less than 20mm. If the protruding length is any longer, the end of the cable may become stuck in the rotor, which could cause the wheel to lock and the bicycle could fall forward causing injuries.

2. The calipers and rotor will become hot when the brakes are operated, so do not touch them while riding or immediately after dismounting from the bicycle, you may get burned. Check that the brake components have cooled down before attempting to adjust the brakes.

3. Always make sure that the front and rear brakes are working correctly before you ride the bicycle.

4. Before riding the bicycle, check that the pad thicknesses are 0.5mm or more.

5. If noise occurs when the brakes are operated, it may indicate that the brake pads have worn down to their usage limit. After checking that the brake system has cooled down sufficiently, check the brake pad thickness. Replace the brake pads if the wear indicators are visible.

6. Be careful not to allow any oil or grease to get onto the rotor and brake pads, otherwise the brakes may not work to stop you quickly when needed.

7. Check the brake cable for rust and fraying, and replace the cable immediately if such problems are found. If this is not done, the brakes may not work correctly or stop you as needed.

8. The required braking distance will be longer during wet weather. Reduce your speed and apply the brakes early and gently in wet riding conditions.
DISC BRAKES continued

9. If the road surface is wet, the tires will skid more easily. If the tires skid, you may lose control of the bicycle. To avoid this, reduce your speed and apply the brakes gently well before you need to stop.

10. Check that the quick release lever is on the right side (the opposite side to the rotor). If the quick release lever is on the same side as the rotor, there is a danger that the lever may interfere with the rotor causing a sudden stop, which may result in a serious accident. Make sure that it does not interfere by rotating the wheel and making sure it rotates freely. Make sure wheel and ends are securely tightened to forks.

11. It is important to completely understand the operation of your bicycle’s brake system. Improper use of your brake system may result in loss of control or an accident, which could lead to severe injury. Because each bicycle may handle differently, be sure to learn proper braking technique (including brake lever pressure and bicycle control characteristics) and operation of your bicycle. This can be done by consulting a professional bicycle mechanic and referring to the disk brake instruction sheet included with your bike. This can also be done by practicing your braking technique in a safe area away from motor vehicle traffic before hitting the roads or bike paths.

CAUTION: Disc brakes have a burn-in period, and the braking force will gradually increase as the burn-in period progresses. Make sure that you are aware of any such increases in braking force when using the brakes during the burn-in period. The same thing will happen when the brake pads or rotor are replaced.
DISC BRAKES

If the brake cable is not connected at the brake lever, line up brake barrel slot with brake lever slot before installing the cable. Slide the head of the brake cable into the brake lever per the diagram. Thread the cable through the slot in the brake lever so the cable end rests squarely in the adjusting barrel. Turn the adjusting barrel to close.

If the brake cable is disconnected at the disc caliper, thread the brake wire through the adjustment barrel, loosen the cable anchor bolt until you can see a hole through the anchor bolt for the cable wire to attach. Thread the cable wire through the cable anchor and securely tighten by hand.

Centering brake - First determine if the wheel is centered. Look at the space between the tire and the frame on either side. If it is not even, loosen the wheel axle nuts and center the wheel, then proceed to center the brake.

If the brake is not centered, look at the disc brake caliper for centering adjustment screws at the center of the brake pad on either side. Looking down into the brake where the brake pads contact the disc rotor, determine which side needs to move away or towards the disc. Turn the centering adjustment screws so that there is about 1/32 of an inch of clearance on either side of the disc rotor. Spin the front wheel and listen for any rubbing noise or excess friction. Repeat the steps until the brake is centered.

Brake is correctly adjusted when:
- The brake pads do not drag on the rotor when the brake is open.
- When the brake is applied, the brake pads contact the rim before the brake lever reaches about 1/3 of the way to the handlebar.
- The wheel is spinning and stops quickly when the brake lever is depressed.
DISC BRAKES continued

After adjusting the brake, reinspect the brake pads, centering, and brake lever travel. If the brake pads are no longer square to the rim, repeat brake pad adjustments. Be sure that the brake pads return to a centered position by spinning the wheel and listening for the brake pad rubbing the rotor on either side. Readjust as needed. Check that the brake cable tension allows the brake lever about 1/3 of the travel before the brake pads contact the rotor. If the cable has stretched or slipped, readjust brake cable tension by loosening the cable anchor bolt and pulling more cable through the anchor or use the brake adjustment barrel for fine tuning the brake cable tension.

⚠️ WARNING! DISC GETS HOT! SEVERE INJURY COULD RESULT FROM CONTACT WITH THE HOT DISC. ALLOW DISC TO COOL COMPLETELY BEFORE TOUCHING.
Tires and Tubes

After assembling your bike, it will be necessary to inflate the tires. Check the sidewall of the tire for the correct tire pressure (PSI) and to make sure tire is seated to the rim all around the wheel on both sides. Inflate tires accordingly with a MANUAL BICYCLE PUMP. 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.

1. Your bicycle has been equipped with tires which the bike’s manufacturer felt were the best balance of performance and value for the use for which the bike was intended. The tire size and pressure rating are marked on the sidewall of the tire. CAUTION: Pencil type automotive tire gauges and gas station air hose pressure settings can be inaccurate and should not be relied upon for consistent, accurate pressure readings. Instead, use a high quality dial gauge.

**WARNING: NEVER INFLATE A TIRE BEYOND THE MAXIMUM PRESSURE MARKED ON THE TIRE’S SIDEWALL. 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 OTHERS. THE BEST WAY TO INFLATE A BICYCLE TIRE TO THE CORRECT PRESSURE IS WITH A BICYCLE PUMP. GAS STATION AIR HOSES MOVE A LARGE VOLUME OF AIR VERY RAPIDLY, AND WILL RAISE THE PRESSURE IN YOUR TIRE VERY RAPIDLY. WE DO NOT RECOMMEND USING GAS STATION AIR HOSES OR ANY OTHER TYPE OF COMPRESSOR.**

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. 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.

Some special high-performance tires have unidirectional treads: their tread pattern is designed to work better in one direction than in the other. The sidewall marking of a unidirectional tire will have an arrow showing the correct rotation direction. If your bike has unidirectional tires, be sure that they are mounted to rotate in the correct direction.

2. The tire valve allows air to enter the tire’s inner tube under pressure, but doesn’t let it back out unless you want it to. There are primarily two kinds of bicycle tube valves: The Schraeder Valve and the Presta Valve. The bicycle pump you use must have the fitting appropriate to the valve stems on your bicycle. The Schraeder is like the valve on a car tire, this is the type of valve stem you should have on your bike. To inflate a Schraeder valve tube, remove the valve cap and push the air hose from your hand pump or pump fitting onto the end of the valve stem. To let air out of a Schraeder valve, depress the pin in the end of the valve stem with the end of a key or other appropriate object.

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MAINTENANCE & REPAIR

Correct routine maintenance of your new bike will ensure a longer life for your bike and a safer ride for you. Every time you ride your bike, its condition changes. The more you ride, the more frequently maintenance will be required. We recommend you spend a little time on regular maintenance tasks. The following schedules will assist you in knowing what tasks need to be performed and how often. If you have any doubts about your abilities to accomplish these tasks, we recommend you take your bike to a professional bicycle mechanic periodically to have them done.

### Schedule 1 - Lubrication

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Component</th>
<th>Lubricant</th>
<th>How to Lubricate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekly</td>
<td>chain</td>
<td>chain lube or light oil</td>
<td>brush on or squirt</td>
</tr>
<tr>
<td></td>
<td>derailleur wheels</td>
<td>chain lube or light oil</td>
<td>brush on or squirt</td>
</tr>
<tr>
<td></td>
<td>derailleurs</td>
<td>spray lube</td>
<td>spray lube can</td>
</tr>
<tr>
<td></td>
<td>brake calipers</td>
<td>spray lube</td>
<td>spray lube can</td>
</tr>
<tr>
<td></td>
<td>brake levers</td>
<td>spray lube</td>
<td>spray lube can</td>
</tr>
<tr>
<td>Monthly</td>
<td>shift levers</td>
<td>lithium based grease</td>
<td>disassemble</td>
</tr>
<tr>
<td>Every Six Months</td>
<td>freewheel</td>
<td>spray lube</td>
<td>spray lube can</td>
</tr>
<tr>
<td></td>
<td>brake cables</td>
<td>lithium based grease</td>
<td>disassemble</td>
</tr>
<tr>
<td>Yearly</td>
<td>Bottom braket</td>
<td>lithium based grease</td>
<td>Bicycle Mechanic</td>
</tr>
<tr>
<td></td>
<td>pedals</td>
<td>lithium based grease</td>
<td>disassemble from crank arm</td>
</tr>
<tr>
<td></td>
<td>derailleur cables</td>
<td>lithium based grease</td>
<td>disassemble</td>
</tr>
<tr>
<td></td>
<td>wheel bearings</td>
<td>lithium based grease</td>
<td>Bicycle Mechanic</td>
</tr>
<tr>
<td></td>
<td>headset</td>
<td>lithium based grease</td>
<td>disassemble</td>
</tr>
<tr>
<td></td>
<td>seat pillar</td>
<td>lithium based grease</td>
<td>disassemble</td>
</tr>
</tbody>
</table>

Note: 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-40™)
CAUTION: Wipe away any oil from brake pad or rim. There must be no oil on brake pads or tire rim for correct braking.
### Schedule 2 - Service Checklist

**NOTE:** Many instructions for adjustments can be found in the assembly portion of this manual.

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before every ride</td>
<td>Check wheel and pedal tightness</td>
</tr>
<tr>
<td></td>
<td>Check tire pressure</td>
</tr>
<tr>
<td></td>
<td>Check brake operation</td>
</tr>
<tr>
<td></td>
<td>Check wheels for loose spokes</td>
</tr>
<tr>
<td></td>
<td>Make sure all fasteners are tightened securely</td>
</tr>
<tr>
<td>After every ride</td>
<td>Quick wipe down with damp cloth</td>
</tr>
<tr>
<td>Weekly</td>
<td>Lubrication as per schedule 1</td>
</tr>
<tr>
<td>Monthly</td>
<td>Lubrication as per schedule 1</td>
</tr>
<tr>
<td></td>
<td>Check derailleur adjustment</td>
</tr>
<tr>
<td></td>
<td>Check brake adjustment</td>
</tr>
<tr>
<td></td>
<td>Check brake system, brake pads, and gear cable adjustment. Replace</td>
</tr>
<tr>
<td></td>
<td>heavily worn pads.</td>
</tr>
<tr>
<td></td>
<td>Check tire wear and pressure. Replace badly worn tires.</td>
</tr>
<tr>
<td></td>
<td>Check wheels are true and spokes tight</td>
</tr>
<tr>
<td></td>
<td>Check hub, head set and crank bearings for looseness</td>
</tr>
<tr>
<td></td>
<td>Check pedals are tight</td>
</tr>
<tr>
<td></td>
<td>Check handlebars are tight</td>
</tr>
<tr>
<td></td>
<td>Check seat and seat post are tight and comfortably adjusted</td>
</tr>
<tr>
<td></td>
<td>Check frame and fork for trueness</td>
</tr>
<tr>
<td></td>
<td>Check all nuts and bolts are tight</td>
</tr>
<tr>
<td>Every six months</td>
<td>Lubrication as per schedule 1</td>
</tr>
<tr>
<td></td>
<td>Check all points as per monthly service</td>
</tr>
<tr>
<td></td>
<td>Check and replace brake pads, if required</td>
</tr>
<tr>
<td></td>
<td>Check chain for excess play or wear</td>
</tr>
<tr>
<td>Yearly</td>
<td>Lubrication as per schedule 1</td>
</tr>
</tbody>
</table>
Tools Required for Maintenance

1. Open ended wrench or ring wrenches: 8mm, 9mm, 10mm, 12mm, 13mm, 14mm, 15mm
2. Open end or pedal wrench 15mm
3. Allen key wrenches: 4mm, 5mm, 6mm, 8mm
4. Adjustable wrench
5. Standard flat head screwdriver
7. Standard slip joint pliers
8. Tire pump
9. Tube repair kit
10. Tire levers
11. High quality tire gauge

Travel Tools

We suggest you take the following items with you when going on a long bike ride:

1. Spare tube
2. Patch kit
3. Pump (small frame-mounted tire pump)
4. Tire levers
5. Multi-tool
6. Cell phone or change for a pay phone
WHEELS AND TIRES

Wheel Inspection
It is most important that wheels are kept in top condition. 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:**
  Caution: 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.
  Caution: Such damage can result in severe instability and possibly an accident if not corrected. Again, spoke repairs are best handled by a professional bicycle mechanic.

• **Loose hub bearings:**
  Lift each wheel off the ground and try to move the wheel from side to side. Caution: 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 properly tensioned before each ride.
  Caution: Maintain the closed position and the correct adjustment. Failure to do so may result in serious injury.
Tire Inspection
Tires must be maintained properly to ensure road holding and stability. Check the following areas:

**Inflation:** Ensure tires are inflated to the pressure indicated on the sidewall of the tire. Improper inflation is the biggest cause of tire failure. Due to the slightly porous nature of bicycle inner tubes, it is normal for your tires to lose pressure over time. For this reason, it is critically important to maintain the proper tire inflation on your bike. **Caution:** Use a hand or foot pump to inflate tires. NEVER inflate tires with an air compressor at a gas station. This can cause the tubes to over inflate and blowout.

**Bead Seating:** When inflating or refitting the tire, make sure that the bead is properly seated in the rim.

**Tread:** Check that the tread shows no signs of excessive wear or flat spots, and that there are no cuts or other damage. **Caution:** Excessively worn or damaged tires should be replaced.

**Valves:** Make sure valve caps are fitted and that valves are free from dirt. A slow leak caused by the entry of the dirt can lead to a flat tire, and possibly a dangerous situation.

**Recommended Tire pressures:**
The recommended pressure molded on the sidewall of your bicycle tires should match the following chart. Use this as a general guide.

<table>
<thead>
<tr>
<th>Class</th>
<th>Pressure Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>BMX</td>
<td>35-50 p.s.i.</td>
</tr>
<tr>
<td>MTB</td>
<td>40-65 p.s.i.</td>
</tr>
<tr>
<td>Road Touring</td>
<td>70-90 p.s.i.</td>
</tr>
<tr>
<td>Road Racing</td>
<td>110-125 p.s.i.</td>
</tr>
<tr>
<td>Hybrid/Crossbike</td>
<td>60-100 p.s.i.</td>
</tr>
</tbody>
</table>
HOW TO FIX A FLAT TIRE
If you need to repair a tire, follow these steps:
1. Remove the wheel from the bicycle. Keep all hardware.
2. Deflate the tire completely via the valve. Loosen the tire bead by pushing it inward all the way around.
3. Press one side of the tire bead up over the edge of the rim. Note: Use tire levers, not a screwdriver, otherwise you may damage the rim.
4. Remove the tube, leaving the tire on the rim.
5. Locate the leaks and patch using a tube repair kit or replace the tube. Note: Ensure that the replacement tube size matches the size stated on the tire sidewall and that the valve is the correct type for your bicycle.
6. Match the position of the leak in the tube with the tire to locate the possible cause and mark the location on the tire.
7. Remove the tire completely and inspect for a nail, glass, etc. and remove if located. Also inspect the inside of the rim to ensure there are no protruding spokes, rust or other potential causes. Replace the rim tape which covers the spoke ends.
8. Remount one side of the tire onto the rim.
9. Using a hand pump, inflate the tube just enough to give it some shape.
10. Place the valve stem through the hole in the rim and work the tube into the tire. Note: Do not let it twist.
11. Using your hands only, remount the other side of the tire by pushing the edge toward the center of the rim. Start on either side of the valve and work around the rim.
12. Before the tire is completely mounted, push the valve up into the rim to make sure the tire can sit squarely in position.
13. Fit the rest of the tire, rolling the last, most difficult part on using your thumbs. Note: Avoid using tire levers as these can easily puncture the tube or damage the tire.
14. Check that the tube is not caught between the rim and the tire bead at any point.
15. Using a hand pump, inflate the tube until the tire begins to take shape. Check that the tire bead is evenly seated all the way around the rim. When properly seated, fully inflate the tire to the pressure marked on the sidewall. Check tire pressure with a high quality tire gauge.
16. Replace the wheel into the frame checking that all gears, brakes and quick release levers are properly adjusted.
HUB BEARING ADJUSTMENT
When checked, the hub bearings of either wheel will require adjustment if there is any more than slight side play.

1. Check to make sure neither locknut is loose.
2. To adjust, remove wheel from bicycle and loosen the locknut on one side of the hub while holding the bearing cone on the same side with bicycle cone wrench or flat, thin open end wrench.
3. Rotate the adjusting cone as needed to eliminate free play.
4. Re-tighten the locknut while holding the adjusting cone in position.
5. Re-check that the wheel can turn freely without excessive side play.

HEADSET INSPECTION
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 cause damage or result in an accident. 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; if you detect any looseness in the headset, it will need adjustment. Check that the headset is not over 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.

Note: If your bike is equipped with a threadless headset, please see a qualified specialist for repairs and adjustments.

ADJUSTMENT
Loosen the headset top locknut or remove it completely along with the reflector bracket, if fitted. Turn the adjusting cup clockwise until finger tight. Replace the lock washer or reflector bracket and tighten the lock nut using a suitable wrench.

Note: Do not over tighten or bearing damage will occur.

WARNING! ALWAYS MAKE SURE THAT THE HEADSET IS PROPERLY ADJUSTED AND THAT THE HEADSET LOCKNUT IS FULLY TIGHTENED BEFORE RIDING.

WARNING! OVER TIGHTENING THE STEM BOLT OR HEADSET ASSEMBLY MAY CAUSE DAMAGE TO THE BICYCLE AND/OR INJURY TO THE RIDER.
LUBRICATION

The brake lever and brake caliper pivot points should be oiled with spray lube at least every three months to ensure smooth operation and to reduce wear.
Cables should be greased along their entire length, after removing them from their casings, at least every six months. Always grease new cables before fitting.
PEDALS

Pedals are available in a variety of shapes, sizes and materials, and each are designed with a particular purpose in mind. Some pedals can be fitted with toe clips and straps. These help to keep the feet correctly positioned and allow the rider to exert pulling force, as well as downward pressure, on the pedals. Use of toe clips with straps requires practice to acquire the necessary skill to operate them safely.

**Inspection:** Pedals should be inspected every month, taking note of the following areas:

– Check that the pedals are tightened securely against the crank arm. If pedals are allowed to become loose, they will not only be dangerous but will also cause irreparable damage to the cranks.

– Check that pedal bearings are properly adjusted. Move the pedals up and down, and right to left, and also rotate them by hand. If you detect any looseness or roughness in the pedal bearings then adjustment, lubrication or replacement is required.

– Ensure that the front and rear pedal reflectors are clean and securely fitted.

⚠️ **WARNING! NEVER RIDE WITH LOOSE PEDALS. ALWAYS WEAR SHOES.**

**Lubrication and Adjustment:** Many pedals cannot be disassembled to allow access to the internal bearings and axle. However, it is usually possible to inject a little oil onto the inside bearings, and this should be done every six months. If the pedal is the type that can be fully disassembled, then the bearings should be removed, cleaned and greased every six to twelve months. Because of the wide variety of pedal types and their internal complexity, disassembly procedures are beyond the scope of this manual and further assistance should be sought from a professional bicycle mechanic.

**Attachment**

Note: The right and left pedals of a bicycle each have a different thread and are not interchangeable. Never force a pedal into the incorrect crank arm. Check for the right (R) and left (L) letters on each pedal and crank arm. Match the appropriate pedal to each crank (right to right and left to left) for assembly. Insert the correct pedal into the crank arm and begin to turn the thread with your fingers only. When the axle is screwed all the way in, securely tighten using a 15mm narrow open-ended wrench so that the shoulder of the pedal spindle is securely tightened against the crank arm. If removing a pedal, remember that the right pedal axle must be turned counter clockwise, i.e. the reverse of when fitting. If replacing the original pedals with a new set, make sure the size and the axle thread is compatible with the cranks on your bicycle. Bicycles use one of two types of cranks and these use different axle threads. Your bike may be equipped with cranks that are a one piece design with no separate axle. These operate with pedals that have a 1/2”(12.7mm) thread. Bikes equipped with three piece crank sets with a separate axle, left crank and right crank, use a slightly larger 9/16”(14mm) thread. Note: Never try and force a pedal with the wrong thread size into a bicycle crank.
CHAIN

**Inspection:** The chain must be kept clean, rust free and frequently lubricated in order to extend its life as long as possible. It will require replacement if it stretches, breaks, or causes inefficient gear shifting. Make sure that there are no stiff links, they must all move freely.

**Lubrication**
The chain should be lubricated with light oil at least every month, or after use in wet, muddy, or dusty conditions. Take care to wipe off excess oil, and not to get oil on the tires or rim braking surfaces.

**Adjustment and Replacement**
On derailleurs geared bicycles the rear derailleur automatically tensions the chain. To adjust the chain on single speed freewheel, fixed gear, coaster hub braked or 3-speed hub geared bicycles:

1. Loosen the rear axle nuts (and coaster brake arm clip if fitted) and move the wheel forward to loosen, or backward to tighten, in the frame.
2. When correctly adjusted, the chain should have approximately 10mm of vertical movement when checked in the center between the chainwheel and rear sprocket. Center the wheel in the frame and re-tighten the axle nuts after any adjustment.

Chains require a special tool to fit and remove chain links, or to change the length. **We recommend that you go to a local bicycle mechanic to replace or change the length of your chain.**

FREEWHEEL

**Inspection:** Like the chain, the freewheel must be kept clean and well lubricated. If the chain has become worn and needs replacing, then it is likely that the freewheel will also have become worn and should also be replaced. Take the chain off the freewheel and rotate it with your hand. If you hear a grinding noise or the freewheel stops suddenly after spinning it, it may need adjustment or replacement. Such action is beyond the scope of this manual and you should consult a local bike mechanic.
<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible Cause</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gear shifts not working properly</td>
<td>- Derailleur cables sticking/stretch/damaged</td>
<td>- Lubricate/tighten/replace cables</td>
</tr>
<tr>
<td></td>
<td>- Front or rear derailleur not adjusted properly</td>
<td>- Adjust derailleurs</td>
</tr>
<tr>
<td></td>
<td>- Indexed shifting not adjusted properly</td>
<td>- Adjust indexing</td>
</tr>
<tr>
<td></td>
<td>- Excessively worn/chipped chainring or freewheel sprocket teeth</td>
<td>- Replace chainring, sprockets and chain</td>
</tr>
<tr>
<td></td>
<td>- Chain worn/stretch/Stiff link in chain</td>
<td>- Replace chain</td>
</tr>
<tr>
<td></td>
<td>- Non compatible chain/chainring/freewheel</td>
<td>- Lubricate or replace link</td>
</tr>
<tr>
<td></td>
<td>- Chainring out of true</td>
<td>- Seek advice at a bicycle shop</td>
</tr>
<tr>
<td></td>
<td>- Chainring loose</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Chainring teeth bent or broken -Rear or front derailleur side-to-side travel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Bent bottom bracket or pedal axle</td>
<td></td>
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<tr>
<td></td>
<td>- Loose crankset</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Pedal bearings too tight</td>
<td>- Adjust bearings</td>
</tr>
<tr>
<td></td>
<td>- Bottom bracket bearings too tight</td>
<td>- Adjust bearings</td>
</tr>
<tr>
<td></td>
<td>- Chain fouling derailleurs</td>
<td>- Adjust chain line</td>
</tr>
<tr>
<td></td>
<td>- Derailleur jockey wheels dirty/binding</td>
<td>- Clean and lubricate jockey wheels</td>
</tr>
<tr>
<td></td>
<td>- Stiff chain link</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Loose pedal axle/bearings</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Loose bottom bracket axle/bearings</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Bent bottom bracket or pedal axle</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Loose crankset</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Chain fouling derailleurs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Derailleur jockey wheels dirty/binding</td>
<td></td>
</tr>
<tr>
<td>Problem</td>
<td>Possible Cause</td>
<td>Remedy</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Freewheel does not rotate</td>
<td>- Freewheel internal pawl pins are jammed</td>
<td>- Lubricate. If problem persists, replace freewheel</td>
</tr>
<tr>
<td>Brakes not working effectively</td>
<td>- Brake blocks worn down</td>
<td>- Replace brake blocks</td>
</tr>
<tr>
<td></td>
<td>- Brake blocks/rim greasy, wet or dirty</td>
<td>- Clean blocks and rim</td>
</tr>
<tr>
<td></td>
<td>- Brake cables are binding/stretched/damaged</td>
<td>- Clean/adjust/replace cables</td>
</tr>
<tr>
<td></td>
<td>- Brake levers are binding</td>
<td>- Adjust brake levers</td>
</tr>
<tr>
<td></td>
<td>- Brakes out of adjustment</td>
<td>- Center brakes</td>
</tr>
<tr>
<td>When applying the brakes they squeal/squeak</td>
<td>- Brake blocks worn down</td>
<td>- Replace blocks</td>
</tr>
<tr>
<td></td>
<td>- Brake block toe-in incorrect</td>
<td>- Correct block toe-in</td>
</tr>
<tr>
<td></td>
<td>- Brake blocks/rim dirty or wet</td>
<td>- Clean blocks and rim</td>
</tr>
<tr>
<td></td>
<td>- Brake arms loose</td>
<td>- Tighten mounting bolts</td>
</tr>
<tr>
<td>Knocking or shuddering when applying brakes</td>
<td>- Bulge in the rim or rim out of true</td>
<td>- True wheel or take to a bike shop for repair</td>
</tr>
<tr>
<td></td>
<td>- Brake mounting bolts loose</td>
<td>- Tighten bolts</td>
</tr>
<tr>
<td></td>
<td>- Brakes out of adjustment</td>
<td>- Center brakes and/or adjust brakeblock toe-in</td>
</tr>
<tr>
<td></td>
<td>- Fork loose in head tube</td>
<td>- Tighten headset</td>
</tr>
<tr>
<td>Wobbling wheel</td>
<td>- Axle broken</td>
<td>- Replace axle</td>
</tr>
<tr>
<td></td>
<td>- Wheel out of true</td>
<td>- True wheel</td>
</tr>
<tr>
<td></td>
<td>- Hub comes loose</td>
<td>- Adjust hub bearings</td>
</tr>
<tr>
<td></td>
<td>- Headset binding</td>
<td>- Adjust headset</td>
</tr>
<tr>
<td></td>
<td>- Hub bearings collapsed</td>
<td>- Replace bearings</td>
</tr>
<tr>
<td></td>
<td>- QR mechanism loose</td>
<td>- Adjust QR mechanism</td>
</tr>
</tbody>
</table>

NOTE: If any activities here exceed your ability, please seek professional assistance.
<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible Cause</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steering not accurate</td>
<td>- Wheels not aligned in frame</td>
<td>- Align wheels correctly</td>
</tr>
<tr>
<td></td>
<td>- Headset loose or binding</td>
<td>- Adjust/tighten headset</td>
</tr>
<tr>
<td></td>
<td>- Front forks or frame bent</td>
<td>- Take bike to a bike shop for possible frame</td>
</tr>
<tr>
<td></td>
<td>- Stem wedge bolt not tight</td>
<td>realignment</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frequent punctures</td>
<td>- Inner tube old or faulty</td>
<td>- Replace Inner tube</td>
</tr>
<tr>
<td></td>
<td>- Tire tread/casing worn</td>
<td>- Replace tire</td>
</tr>
<tr>
<td></td>
<td>- Tire unsuited to rim</td>
<td>- Replace with correct tire</td>
</tr>
<tr>
<td></td>
<td>- Tire not checked after previous puncture</td>
<td>- Remove sharp object embedded in tire</td>
</tr>
<tr>
<td></td>
<td>- Tire pressure too low</td>
<td>- Correct tire pressure</td>
</tr>
<tr>
<td></td>
<td>- Spoke protruding into rim</td>
<td>- File down spoke</td>
</tr>
</tbody>
</table>

NOTE: If any activities here exceed your ability, please seek professional assistance.
RECUMBENT RIDING TIPS
There are some unique features to be aware of that will help you enjoy riding your bike. You may find it helpful to practice riding in an open area, such as a paved, empty parking lot or a traffic-free road. **BEFORE RIDING YOUR BIKE, PLEASE CAREFULLY READ THIS MANUAL.** This will enable you to familiarize yourself with the mechanical operations.

1. Relax the upper body.
2. Do not pull on the handlebars or tense the shoulders as this leads to over-steering the bike.
3. Ride with relaxed pressure on the handlebars.
4. When starting to ride, be sure the bicycle is in a low gear.
5. Get comfortable in the seat, and place both feet on the ground.
6. Stabilize the bike by applying the brake. Put one foot on the pedal and back pedal until the crank is at the top in a vertical position.
7. With firm pressure, push on the pedal; lift the other foot off the ground, as you release the brake and place the other foot on the other pedal.
8. Pedal confidently and in an appropriate gear to propel yourself at a safe and reasonable speed.
9. When riding on level ground or going downhill, lean back and relax.

![Recumbent bike diagram]
LIMITED WARRANTY

This Limited Warranty extends only to the original retail purchaser, who must produce proof of purchase in order to validate any claim. This warranty is not transferable to anyone else.

What does this Limited Warranty cover? This warranty covers all parts of the bicycle to be free of defects in workmanship and materials.

What must you do to keep the Limited Warranty in effect? This warranty is effective only if:
- The bicycle is completely and correctly assembled.
- The bicycle is not abused or misused and receives all necessary maintenance and adjustments.

What is not covered by this Limited Warranty? This warranty does not include labour and transportation charges. The bicycle is designed for general transportation and recreational use only. This warranty does not cover normal wear and tear, paint, rust, normal maintenance items, personal injury, or any damage, failure, or loss that is caused by accident, improper assembly, maintenance, adjustment, storage, or use of the bicycle.

This Limited Warranty will be void if the bicycle is ever:
- Used in any competitive sport.
- Used for stunt riding, jumping, aerobatics or similar activity.
- Equipped with a motor or modified in any other way.
- Ridden by more than one person at a time.
- Rented or used for commercial purposes.
- Used in a manner contrary to the instructions in this Owner’s Manual. Kent International will not be liable for incidental or consequential loss or damage, due directly or indirectly from use of this product.

For how long does this Limited Warranty last? The frame is warranted for the usable life of the bicycle. Kent International will replace the frame at no charge, should it fail in any weld point when the cycle has been used in a normal manner, and determined by our inspection. Kent will also replace the bicycle fork if it should fail at any weld point. You must receive prior authorization from Kent Customer Service, before returning any product or parts. All other components are warranted against defects for six months from the date of purchase when properly assembled and used in a normal manner.

What will Kent do? We will replace, without charge to you, any frame, fork, or component found to be defective by Kent. CONSUMER MUST PAY ALL LABOR AND TRANSPORTATION CHARGES CONNECTED WITH THE REPAIR OR WARRANTY WORK.

How do you get service? Phone the Customer Service Department (8am - 4pm E.S.T.) at 1-800-451-KENT. All warranty claims should be made to Kent International Inc. 60 E. Halsey Rd. Parsippany, NJ 07054 USA.

What rights do you have? This limited warranty gives you specific legal rights. You may also have other rights which vary from State to State.