

GEEKAY®

*Generations Ahead
Ride the Future*



Bicycle Owner's Manual & Assembly Guide

THIS MANUAL

Please keep in mind that your bicycle is a legal vehicle. When you ride it, you will be amidst other traffic and need to use your common sense and remember the laws and safety tips pertaining to your bicycle.

Read this manual carefully to reduce your risk of injury.



WARRANTY

Geekay Bikes provides high-quality products to its customers. Geekay Bikes are sold through online platforms like Amazon, Flipkart , Meesho & our own official website <https://geekaybikes.com/> and offline stores all over India.

All Geekay Bikes come with a “Lifetime Warranty” on frames, 1 year on batteries, and 6 months on motors and controllers. The Lifetime frame warranty is guaranteed against the manufacturing defects.

This warranty is void by misuse, stunt, improper maintenance, or alternations of the product & does not cover any normal wear & tear that might occur. All warranty claims should be directed to the company.

HOW TO REGISTER YOUR BIKE?

To claim your warranty, it's highly recommended that you register your product on our official website <https://geekaybikes.com/> under “REGISTER YOUR BIKE”. Please retain your original invoice for a seamless experience and support. You will receive a warranty confirmation email.

HOW TO CLAIM YOUR WARRANTY?

- If you want to claim your warranty of the product you bought offline, all you need to do is contact the dealer from where you bought your product.
- If you want to claim your warranty of the bike you bought online, then the unique numbered certificate is needed. All you need to do is contact our customer support via call or WhatsApp to claim your warranty.

KEEP A RECORD OF YOUR NEW BICYCLE

OWNER:

ADDRESS:

PINCODE:

BRAND & SERIAL NO:

MODEL:

FRAME STYLE:

FRAME SIZE:

FRAME COLOR:

WHEEL SIZE:

TYRE SIZE & TYPE:

BRAKE TYPE & BRAND:

TRANSMISSION BRAND:

SADDLE BRAND:

OTHER ACCESSORIES (LIST & BRAND NAME):

PURCHASED FROM SHOP NAME:

SHOP ADDRESS:

TEL:

DATE OF PURCHASE:

/ /

PRICE PAID ₹:

**Remember the advice about LOCKING YOUR BICYCLE.
A Good Quality Lock is cheap Insurance.**

IMPORTANT SAFETY WARNINGS



FOR YOUR OWN SAFETY, IT IS HIGHLY RECOMMENDED TO HAVE YOUR GEEKAY BICYCLE ASSEMBLED BY A SKILLED MECHANIC.



Components to be Assembled:

- Handlebars
- Stem Assembly
- Front Wheel
- Seat & Post-Seat Assembly
- Brake Reflectors & Brackets
- Pedals



Tools Needed:

- 4,5,6 mm Allen Keys
- 8-17mm Spanner Set
- Pliers
- Phillips Screwdriver
- Flat Head Screwdriver
- *Torque Wrench Recommended



TYPES OF BIKES



Road or Touring

Typically used for racing, these lightweight bikes usually have narrow handlebars, wheels and tires.

Mountain or Off-Road

Designed for off-road cycling, these bikes incorporate certain features to perform well on rough terrain. They have a much thicker frame than road bikes and are built to provide stability and absorb shock.

Cross & Hybrid

Cross & hybrid bikes offer the same comfort as a city bike, yet are equipped to handle rougher terrain as well. They are built to offer the benefits of both road and mountain bikes in one.

City & Comfort


City & comfort bikes are only designed to go short distances for commuters or for enjoyment. Many cities have public bike sharing brands like electric bikes that would also classify as a comfort or city bike.

BMX

BMX or Bicycle Motocross is a sport that involves racing on a cross-country course with obstacles. BMX bikes are made to support this, racing, and stunt riding.

Freestyle

These bikes come with both rear and front brakes. The front cable is routed through a “rotor” that allows the handlebars to be spun around without tangling the brake cable.

A cyclist wearing a helmet and a backpack is sitting on a large rock, resting. An orange mountain bike is leaning against the rock. The background shows a rugged mountain landscape under a blue sky with some clouds. The left side of the image is partially obscured by a dark grey vertical bar.

Although bikes vary in design, weight appearance and use, they all have the same or similar components.

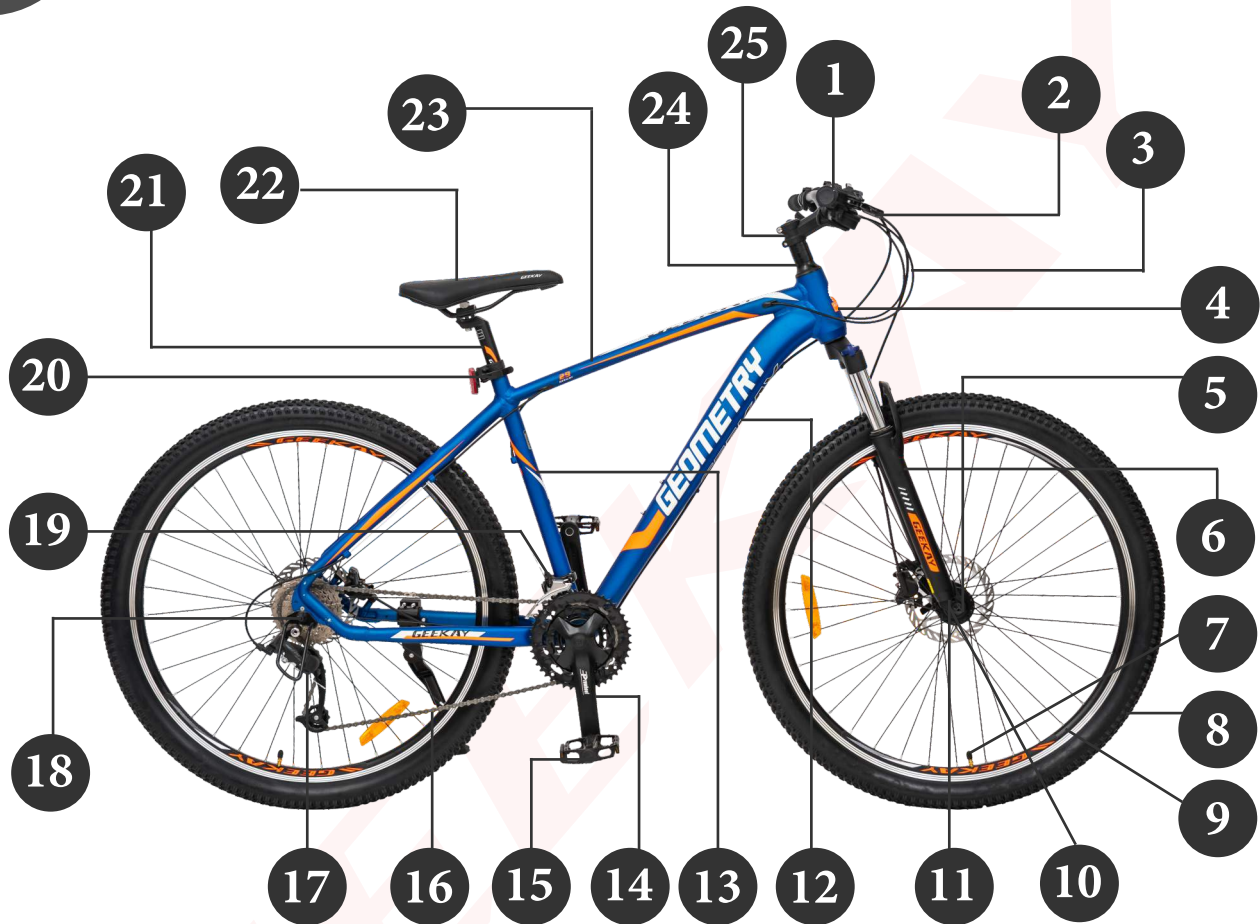
All bikes are comprised of a frame, wheels, brakes, drive train, handlebars and a saddle.

Become familiar with bicycle terminology to make basic maintenance much easier.

INSTALLATION GUIDE (CONTINUED)

STEP 1

KNOW YOUR BIKE



- | | | |
|-----------------------|-------------------|--------------------------|
| 1. Drop Handlebar | 9. Rim | 17. Rear Derailleur |
| 2. Brake Shift/Levers | 10. Hub | 18. Cogset |
| 3. Brake Cable | 11. Quick Release | 19. Front Derailleur |
| 4. Head Tube | 12. Down Tube | 20. Seatpost Binder Bolt |
| 5. Front Brake | 13. Seat Tube | 21. Seatpost |
| 6. Fork | 14. Crank Arm | 22. Saddle |
| 7. Valve | 15. Pedal | 23. Top tube |
| 8. Tires | 16. Chain | 24. Headset |
| | | 25. Stem |

BICYCLE ASSEMBLY INSTRUCTIONS

Building a bike can be a daunting task for a first-timer, but it can also be a lot of fun! If you're going to assemble it yourself, there are a few things you need to know to make sure everything goes smoothly. We've built a lot of bikes, so we whipped up a handy guide for you to follow along if you're going to give it a go! Just follow the easy to read instructions and be a proud rider of your self-assembled bike.

THESE INSTRUCTIONS WILL GUIDE YOU THROUGH:

- Tools Needed
- Inspecting the bike
- Installing the handlebars
- Installing your pedals
- Adjusting the brakes
- Attaching the reflectors
- Unpacking the bike
- Installing the saddle and seat post
- Tuning the gears
- Inflating the tyres



WARNING

VERY IMPORTANT

in the interest of safety it is recommended that you have this bicycle assembled by a skilled bicycle mechanic.

INSTALLATION GUIDE (CONTINUED)

STEP 2

PREP AND TOOLS

You'll only need
3 basic tools
to assemble the
whole bike

1 4mm Hex Allen Key



2 5mm Hex Allen Key



3 14-15mm Spanner



NOTE : Different tools required for kids bicycle models

STEP 3



UNBOXING

Your dream bike comes in this package. Make sure your bike is upright with the arrows printed on the box pointed upward.



Let's open it and explore the contents



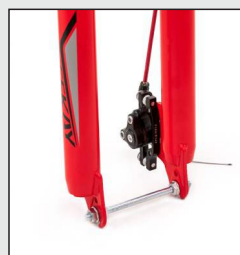
INSTALLATION GUIDE (CONTINUED)

STEP 4

ASSEMBLE THE WHEEL



Follow 4A
If your bike has quick release front wheel

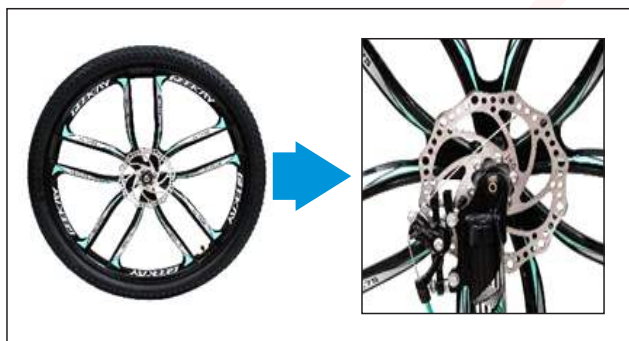


Follow 4B
If your bike doesn't have quick release

Step 4A >>>>



Step 4.A.1
Remove this fork protector



Step 4.A.2
Fix the front wheel in the fork holder from where you removed the fork protector as in pic

Make sure the disc brake plate goes inside the disc brake machine while installing the front wheel



Step 4.A.3 Put the quick release in the hub hole on the wheel as in pic. Make sure to follow the spring and lever placement as in pic

INSTALLATION GUIDE (CONTINUED)

Tighten the nuts on the disc brake side enough so that the quick release lever can be adequately tightened.



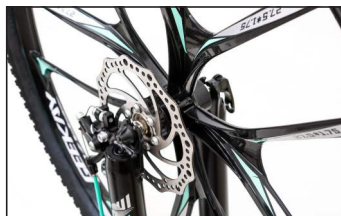
Step 4.A.4

Always adjust the Quick release clamp with the lever in the open position and by turning the nut (not the lever).



Step 4.A.5

Using your palm, close the lever so that wheel is secure. When closing the lever you want to feel resistance at 45° degrees. From there, squeeze hard until fully closed.



Step 4.A.6

Fully closed, the wheel should be free from any wobble. If this is not the case, release the lever, tighten the nut and repeat the process. Ensure the wheel sits straight in the forks.

Step 4B >>>>



STEP 4.B.1

Remove this fork protector



STEP 4.B.2

Fix the front wheel in the fork holder from where you removed the fork protector as in pic

INSTALLATION GUIDE (CONTINUED)



Make sure the disc brake plate goes inside the Disc Brake Machine while installing the front wheel.



Step 4.B.3 Fix the lock plate in the fork hole and tighten



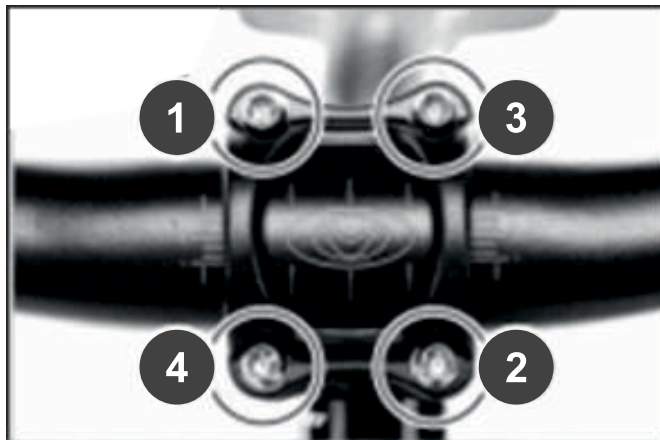
Fully tighten both nuts and ensure the wheel set straight in the forks

INSTALLATION GUIDE (CONTINUED)

STEP 5

INSTALLING THE HANDLE

Step 5.1



Tighten Bolts Equally

As you are tightening the bolts, the gap between the face plate and stem body needs to be equal all the way around. Making sure that you have equal tension is just as important as making sure that the handlebar is tight.



Tighten the 2 nuts on both sides of stem as in pic.

INSTALLATION GUIDE (CONTINUED)

STEP 6

INSTALLING THE PEDALS

6.1 Your Pedals have L & R marked on them as in pic.

R=Right



L=Left

L will be installed on the left crank and tighten with spanner



R will be installed in Right ride crank and tighten with spanner



FOLLOW MARKS FOR TIGHTENING CRANK



WARNING

VERY IMPORTANT

PLEASE NOTE :

That damage caused by INCORRECT ASSEMBLY (Such as installing the pedals the wrong way around) is not covered by your warranty.

INSTALLATION GUIDE (CONTINUED)

STEP 7

INSTALLING THE SEAT

Step 7.1

Open the quick release on the frame and put the seat post in the frame hole



Step 7.2

Insert the reflector on the seat post (if available in your model)

Step 7.3

Install the seat in the seat post and tighten screw

Step 7.4

Adjust height of seat post as required and tighten quick release on the frame

ALIGNING THE SEATPOST



STEP-1

While standing over the bike, look down. Align the nose of the saddle to run parallel with the top tube of the frame, so that it is pointing directly at the head stem.



STEP-2

You may want to re-adjust the saddle's tilt (so that the nose of the saddle is in line with the rear of the saddle and not pointing up or down) To do this. Loosen the bolt (s) that clamp the saddle's rails. Adjust the tilt and then re-tighten the bolt (s).



STEP-3

Grab the seat and try to turn it. If it turns, re-align it and continue tightening the seat post clamp until it does not turn anymore.

INSTALLATION GUIDE (CONTINUED)

STEP 8

INSTALLING THE SIDE STAND



Step 8.1

Open the nuts on side stand and fix it on the frame as illustrated.



Step 8.2

Tighten the nuts as in pic



GEAR TUNNING



**You have build your own bike. Now,
you need to tune the gears and brakes**

TUNING THE GEARS-REAR DERAILLEUR

**VERY
IMPORTANT**

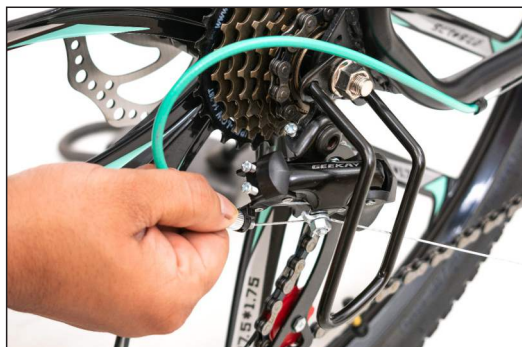


WARNING

YOUR GEARS ARE NOT TUNED.

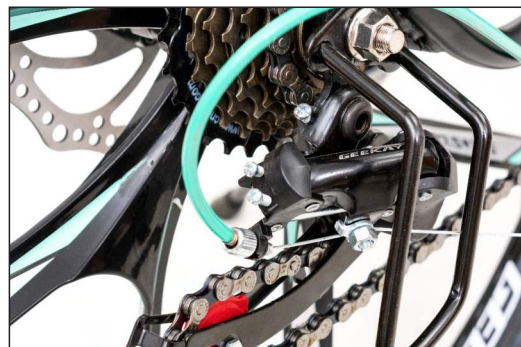
Tuning the gears correctly is very important. Failure to do so will void your warranty and may cause injury while riding! If your bicycle has gears and you are unsure how to tune and adjust them. You must seek an experienced bicycle mechanic.

STEP-1



Make sure your chain is on the smallest rear sprocket and that the gear shifter is in the biggest position (highest gear)

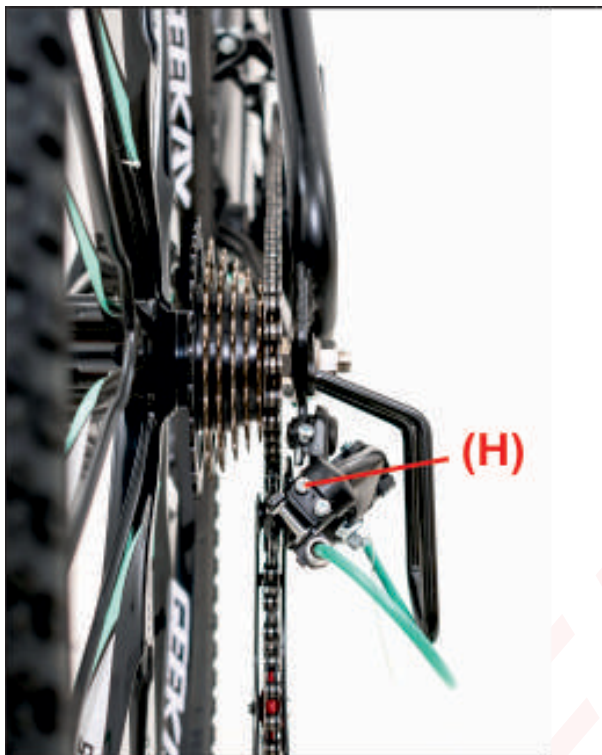
STEP-2



Loosen the clamp on the under section of the derailleur where the cable is gripped. Pull any cable slack through the clamp and re-tighten.

GEAR TUNNING (CONTINUED)

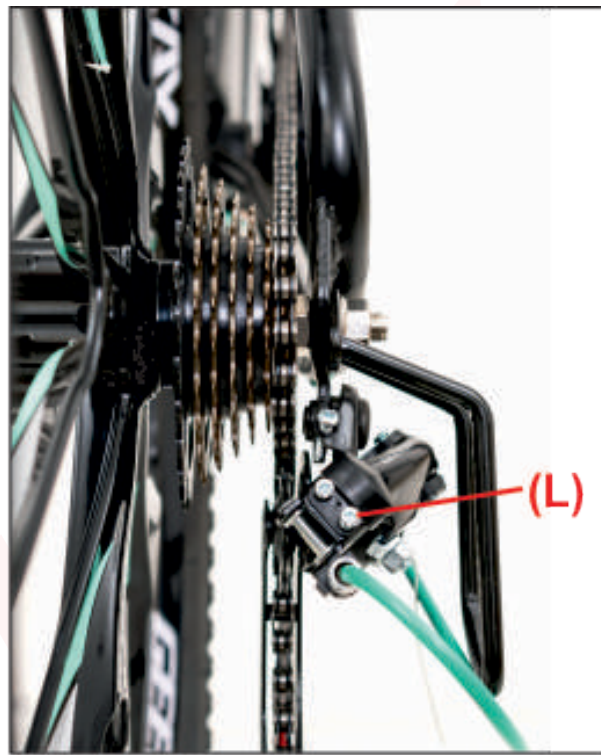
TUNING THE GEARS-REAR DERAILLEUR



Step-1

ADJUST UPPER LIMIT

To limit the movement of the rear derailleur so that it doesn't shift into the chain stay, you'll need to use the **UPPER LIMIT SCREW (H)** located on the back of the derailleur body. Tuning this screw clockwise moves the top jockey wheel to the left, and tuning anti-clockwise moves in to the right. Shift the rear derailleur into the smallest sprocket and adjust it until the center line of the top jockey wheel is in-line with the smallest sprocket.



Step-2

ADJUST LOWER LIMIT

The low adjustment will stop the chain from over-shifting beyond the largest sprocket and causing the chain to jump into the spokes of the rear wheel.

Tuning the **LOWER LIMIT SCREW (L)** clockwise will move the top jockey wheel to the right and anti-clockwise will move it to the left.

Shift the rear deraulleur into the largest sprocket and adjust the screw until the center line of the top jockey wheel is directly in- line with the largest sprocket.

GEAR TUNNING (CONTINUED)

TUNING THE GEARS-FRONT DEARAILLEUR

LIMIT SCREWS

Limit screws stop the inward and outward travel of the front derailleurs. Limit screws are marked "L" & "H"

The L-screw will stop the motion of the derailleurs toward the smallest sprocket. The H-screw will stop the motion of the derailleurs toward the largest sprocket.



STEP 1

ADJUST UPPER LIMIT

Shift the derailleurs to the largest chain ring on the rear gears, and the smallest sprocket on the front gears.

Turn the low gear limit on the top of the derailleur with the Phillips head screwdriver to adjust the derailleur so that it prevents the chain from coming off the smallest sprocket. You are looking for a very small gap.

STEP 2

ADJUST LOWER LIMIT

Shift the derailleur to the smallest rear sprocket and the largest front chain ring.

Turn the high gear limit on the top of the derailleur to adjust the derailleur cage so that it just clears the chain on the largest sprocket.

DISC BRAKE TUNNING

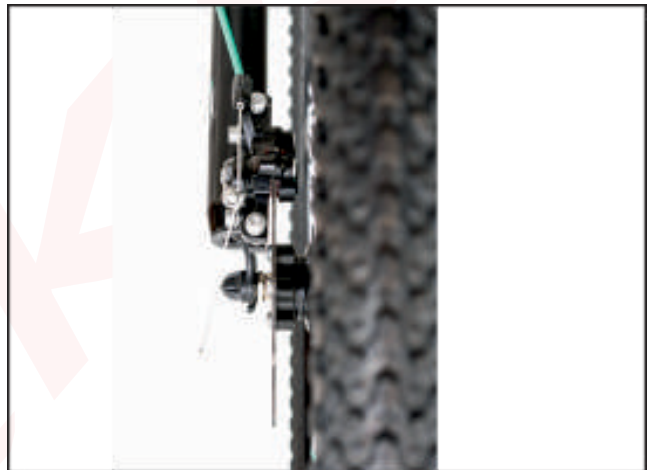
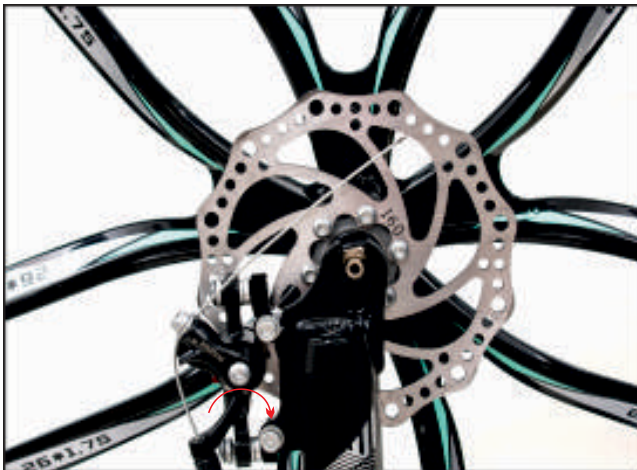


TUNING THE DISC BRAKES

Your first bike with disc brakes is a big deal. It feels different; better modulation, better brake feedback, and better stopping power.

LETS LABEL THE COMPONENTS FIRST-

- 1- Brake pad adjustment screw (it is also on the same place on other side of machine too)



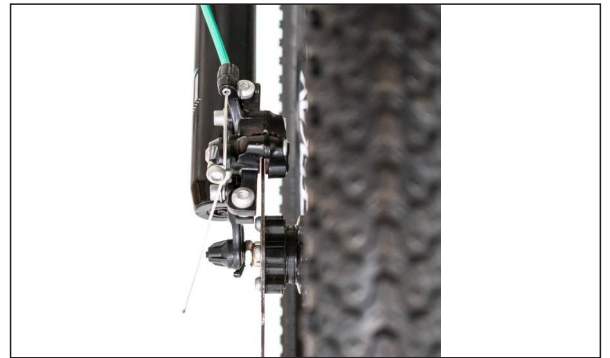
If your Brake pads are touching and rubbing against the disc plate, then our primary tool for getting the pads adjusted is that "Brake pad adjustment screw".

Insert your 4mm Allen key into the adjustment bolt, and twist counter-clockwise until you've got the clearance you need (the screw is labeled so turning it the "wrong" way shouldn't be an issue).



Check your clearance at every quarter rotation and you'll never go "too far". The goal is to make sure there's no brake rub and that the pads make solid contact when the brake lever's engaged.

Do your adjustments a bit a time, stopping to spin the wheel after each click of the adjustment screw to see if there's still a rub.

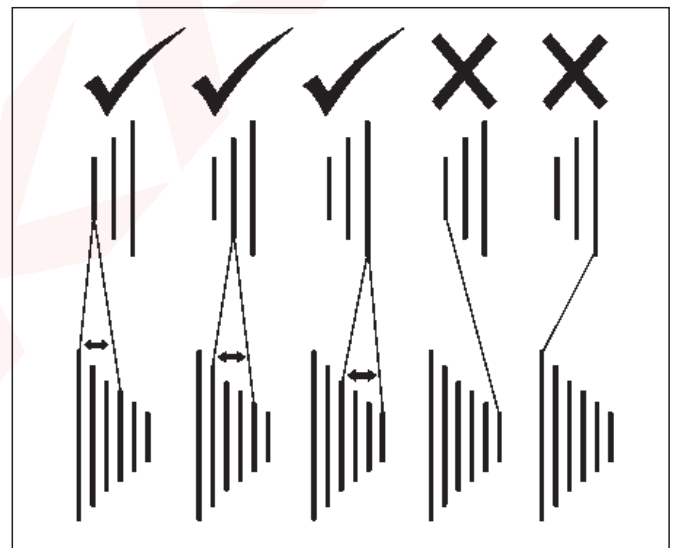


HOW TO USE GEARS

Once the wheel spins freely, pull the brake lever to make sure the pads contact the rotor and the wheel stops. And that's it! You've got your new disc brakes dialed in and you're ready to roll!

1. Know Your Numbers

On the handlebars of your 21-speed Geekay bike, you'll see a left-side shift lever with the numbers 1, 2 and 3, and a right-side shift lever with 1 through 7. The lever on the left controls the three chain rings on your front derailleur, and drastically change how easy or hard it is to pedal. The lever on the right controls the cluster of chain rings on your back derailleur and helps you make slight adjustments to your ride



2. Use The Right Combos

"If you're climbing a steep hill, opt for lower gears—the 1 on the left side combined with 1 to 4 on the right. For everyday flat-road riding, we recommends sticking with the middle gear (the 2) on your left-side shifter and using the 3-6 range of gears on your right to fine-tune. "If pedaling feels way too easy, switch to a higher gear—the 3 on the left side combined with 4 to 7 on the right—to help you go faster."

3. Shift Early, Shift Often

Anticipate the road ahead and shift gears before a hill, just like you would in a manual-transmission car. Make sure to ease into gears, because if you make huge jumps—like clicking from the 1 on your left-hand shifter to the 3—your chain might slip off your bike. "There's no such thing as shifting too often, so frequently change gears to find a cadence that's not too hard or easy,"

INFLATING THE TYRES

INFLATION LEVEL ON EACH TYRE IS DIFFERENT, PLEASE CHOOSE THE MAX INFLATION LEVEL ON YOUR TYRE BEFORE INFLATING

KILOPASCAL FROM PSI CONVERSION TABLE

PSI	BAR	KPA	PSI	BAR	KPA
35	2.4	241	100	6.9	689
40	2.8	276	105	7.2	724
45	3.1	310	110	7.6	758
50	3.5	345	115	7.9	793
55	3.8	379	120	8.3	827
60	4.1	414	125	8.6	862
65	4.5	448	130	9.0	896
70	4.8	483	135	9.3	931
75	5.2	517	140	9.7	965
80	5.5	552	145	10.0	1000
85	5.9	586	150	10.3	1034
90	6.2	621	155	10.7	1069
95	6.6	665	160	11.0	1103



**THE
FUTURE
OF RIDING
IS HERE**

TROUBLESHOOT CHART

THE TABLE BELOW IS BY NO MEANS A COMPREHENSIVE TROUBLESHOOTING GUIDE, BUT RATHER A GENERAL GUIDE FOR THE MOST COMMON ISSUES. EACH PROBLEM MUST BE LOOKED AT ON A CASE-BY-CASE BASIS. FOR ANY ADDITIONAL TROUBLESHOOTING HELP, REFER TO OUR CUSTOMER SUPPORT REPRESENTATIVE FROM [CONTACT US](#).

PROBLEM	POSSIBLE CAUSE	SOLUTION
CHAIN JUMPING OFF	Chaining bent	Replace chaining
	Chaining loose	Tighten mounting bolts
	Chaining teeth bent or broken	Replace chaining
	Rear or front derailleur side-to-side out of Adjustment	Adjust derailleur travel
CONSTANT CLICKING NOISES WHILE PEDALING	Stiff Chain link	Lubricate or replace link
	Loose pedal spindle/bearings	Adjust bearings/spindle nuts
	Loose bottom bracket spindle/bearings	Adjust bottom bracket
	Bent bottom bracket/pedal spindle	Replace bottom bracket/spindle
	Loose crank	Tighten crank bolt
GRINDING NOISE WHILE PEDALING	Pedal bearings are too tight	Adjust bearings
	Bottom bracket bearings too tight	Adjust bearings
	Chain fouling derailleurs	Adjust chain line
	Derailleur jockey wheels dirty / binding	Clean and lubricate jockey wheels
FREEWHEEL DOES NOT FREEWHEEL	Freewheel internal pawl pins jammed	Lubricate, and replace freewheel if problem persists
KNOCKING OR SHUDDERING WHEN APPLYING BRAKES	Bulge in the rim or rim out of true	True wheel or take rim to a bicycle repair shop
	Brake mounting bolts loose	Tighten bolts
	Brakes out of adjustment	Center brakes and/or adjust brake block toe-in
	Disk brakes: disk may be bent or blocks not free	Take to bicycle repair shop for advice
	Forks loose in head tube	Tighten headset
WOBBLY WHEEL	Axle broken	Replace axle
	Wheel out of true	True wheel
	Hub comes loose	Adjust hub bearings
	Headset binding	Adjust headset

TROUBLESHOOT CHART (CONTINUED)

PROBLEM	POSSIBLE CAUSE	SOLUTION
FAULTY GEAR SHIFTS	Derailleur cables sticking stretched/damaged	Lubricate/tighten/replace cables
	Front or rear derailleur not adjusted properly	Adjust derailleurs
	Indexed shifting not adjusted properly	Adjust indexing
SLIPPING CHAIN	Excessively worn / chipped chain ring or freewheel	Replace chain ring, sprockets & chain
	Chain worn / stretched	Replace chain
	Stiff link in chain	Lubricate or replace link
	Non compatible chain / chain ring / freewheel	Seek advice at bicycle repair shop
FREQUENT PUNCTURES	Inner tube old or faulty	Replace inner tube
	Tire tread / casing worn	Replace tire
	Tire unsuited to rim	Replace with correct tire
	Tire not checked after previous puncture	Remove sharp object in tire
	Tire pressure too low	Correct tire pressure
	Spoke protruding into rim	File down spoke
WHEN APPLYING THE BRAKES THEY SQUEAL OR SQUEAK	Brake blocks are worn down	Replace blocks
	Brake block toe-in incorrect	Correct block toe-in
	Brake blocks / rim dirty or wet	Clean blocks and rim
	Brake arms loose	Tighten mounting belts
BRAKES NOT WORKING EFFECTIVELY	Brake blocks worn down	Replace brake blocks
	Brake blocks or rims greasy, dirty, or wet	Clean blocks and rims
	Brake cables are binding, stretched, or damaged	Adjust chain line
	Brake levers are binding	Adjust brake levers
	Brakes are out of adjustment	Center brakes
HANDLE NOT ACCURATE	Wheels not aligned	Align wheels correctly
	Headset loose or binding	Adjust/tighten headset
	Front forks or frame bent	Seek advice at bicycle repair shop

SAFETY: BIKE FIT

PROPER FITTING IS ESSENTIAL FOR A SAFE RIDE. A BIKE THAT IS EITHER TOO BIG OR TOO SMALL CAN BE EXTREMELY UNCOMFORTABLE AND DIFFICULT FOR THE RIDER TO CONTROL, POSSIBLY LEADING TO A RISK OF INJURY. MAKE SURE YOUR BIKE IS FITTED SO YOU DO NOT LOSE BALANCE OR CONTROL.

FRAME SIZE	RIDER LEG LENGTH
14.5"	25-26"
15"	26-27"
16"	27-28"
17"	28-30"
18"	29-31"
19"	30-32"
20"	31-33"
21"	32-34"
22"	33-35"
23"	34-36"
24"	35-37"
25"	36-38"

Your bike's saddle fit is equally as important as fitting the frame size to your leg length. Adjusting the saddle to fit you well allows you to pedal efficiently. A loose seat may cause you to lose control and fall.

The correct height of your saddle will be when (while seated on it), your knee is slightly bent when the crank is at the maximum down stroke or when the pedal is closest to the ground.

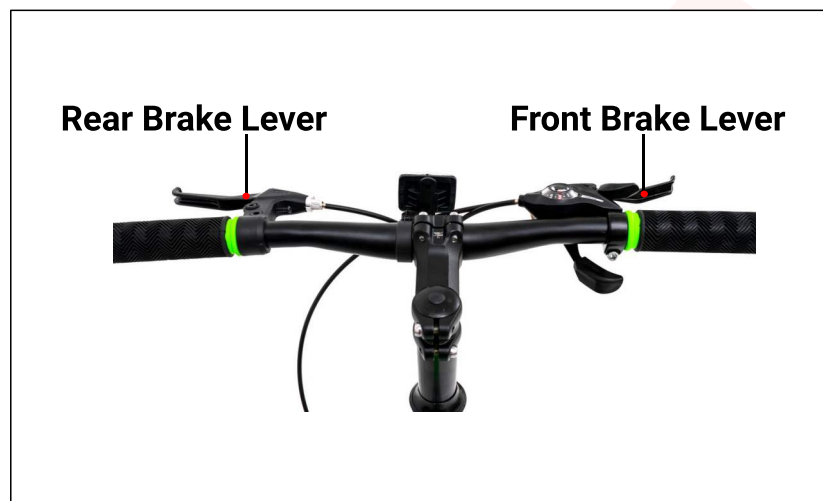
Adjust the saddle height by loosening the seat binder bolt or the quick release and move the seat post up or down as required. Re tighten the seat post tight enough so that you cannot twist the saddle out of alignment.

***Note:** After adjusting the saddle, adjust the handlebars for a safe and comfortable ride. When in doubt, ask your local bicycle retailer for advice.

SAFETY: BRAKE LEVERS & HANDLEBAR

WARNING: The head stem should NEVER, under any circumstances be re-tightened with its “Minimum Insertion” or “Maximum Extension” mark visible.

CONTROLS POSITION AND ADJUSTMENT



- **Important Note:** Front wheel brake lever must be mounted on the right hand side; rear brake lever on left hand side.
- Fit pedals to crank in correct order; pedal marked R on the right hand side; L on the left.

WARNING: If you are unsure about correct assembly and/or adjustment, seek advice from a qualified bicycle mechanic.

SAFETY CHECK BEFORE RIDING YOUR BIKE

- Check and tighten any loose nuts, bolts, and straps. If you're not sure, ask your bicycle retailer to check.
- Check that your tires are properly inflated by pushing down with your thumb on the top of the tire. The tire should slightly depress. Compare to how it feels when you know they are inflated. Replace damaged tires before they puncture.
- Check that wheels are true by spinning each one and checking for brake clearance as well as side-to-side wobbling. If a wheel wobbles or hits the brake pads, take the bike to a bicycle retailer for more advice.
- Check that the brakes operate properly.
- Check that lights and reflectors are functioning properly and are properly aligned.
- Check that the handlebar and saddle system are horizontal and tight enough that they won't twist. Make sure they are in good condition.

RANK/CHAIN RINGS AND FREEWHEELS

- Clean chain rings; check they are true and have no excessively worn, or broken teeth.
- Check crank arms are tight on bottom bracket spindle.
- Clean and lubricate freewheel and check for wear.
- Check freewheel sprockets for worn or broken teeth.

BOTTOM BRACKET/AXLE

- Test bottom bracket bearings for excess play or binding.
- Check that the locknut is tight.
- Check bottom bracket is correctly lubricated.

HEADSET

- Check headset for excess play or binding.
- Check the locknut is tight.

PEDALS

- Check pedal bodies are not cracked.
- If pedals are loose, tighten the mounting bolts firmly. n Inspect toe clips/toe straps for damage.

GENERAL

- Check frame alignment and all the tubes for dents or damage.
- Check all bolts and nuts are secure. Tighten bolts with the correct tools.

BICYCLE TERMONOLOGY

BREAKAWAY

A rider or group of riders that breaks away or separates themselves ahead of the group they are racing or riding with.

CADENCE

The number of revolutions of a bike's crank per minute, or the rate at which a cyclist is turning their pedals.

CHAIN GUARD

An enclosure for a bicycle chain and sprocket, typically used in utility bicycles. Protects the rider from getting trapped in the chain rings.

CHAIN RING

A round piece on your bicycle that connected the cranks to pull the chain around.

CRITERIUM

A multi-lap road bike race, usually less than a mile in length.

DERAILLEUR

Derailleur gears are commonly used on bicycles and consist of a chain, multiple sprockets, and a mechanism to move the chain from one sprocket to the other.

DRAFTING

Riding in the wind stream or slipstream of another rider ahead. Drafting another rider can expend about 30% less energy.

DRIVE SIDE

The side of the bike where the chain and other bicycle components are.

DOWNSHIFT

To shift into a lower gear.

DROPOUT

The slots on a bike frame in which the front and rear wheel axles are placed.

FREEWHEEL

A group of cogs screwed onto the rear wheel; allows you to coast.

BICYCLE TERMINOLOGY (CONTINUED)

GEAR RATIO

The ratio of how many times the back wheel will rotate for each full turn of its pedals.

HARD TAIL

A type of full-suspension bike that features a suspension fork in front and a rear shock.

JUMP

A quick acceleration.

NEUTRAL SUPPORT

Refers to when a biker has mechanical issues and receives assistance from a group available to all riders.

OVER-GEAR

Using a gear ratio too big for your fitness level or terrain style.

PANNIERS

Bags that are mounted to front and/or rear racks for carrying gear; also commonly referred to as "saddlebags."

PATCH KIT

A kit for repairing flat tires, this usually fits in a small plastic box and should include patches, glue, and sandpaper.

PSI

Abbreviation for "pounds per square inch." This is a unit to measure tire inflation and air pressure.

QUICK RELEASE

A type of clamping mechanism used to hold on wheels.

ROAD RASH

A skin abrasion caused by scraping layers of skin against the road in a bike crash.

RIM

The outermost part of the wheel that the tire mounts to.

SLIP STREAM

A pocket of calmer air moving behind a rider (or the draft).

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