GOTYGER

MANUAL DE INSTRUCCIONES

Correct

Incorrect

HELMETS, PROTECTIVE GEAR & CLOTHING

Helmets

A WORD TO PARENTS REGARDING CHILDREN AND HELMETS:
Many states have passed helmet laws regarding children. Make sure you know your states helmet laws. It is your job to enforce these rules with your children. Even if your state does not have a children's helmet law, it is recommended that everyone wear a helmet when cycling. When riding with a child carrier seat or trailer, children must wear a helmet.

It is strongly advised that a properly fitting, ASTM or SNELL approved, bicycle safety helmet be worn at all times when riding your bicycle. In addition, if you are carrying a passenger in a child safety seat, they must also be wearing a helmet.

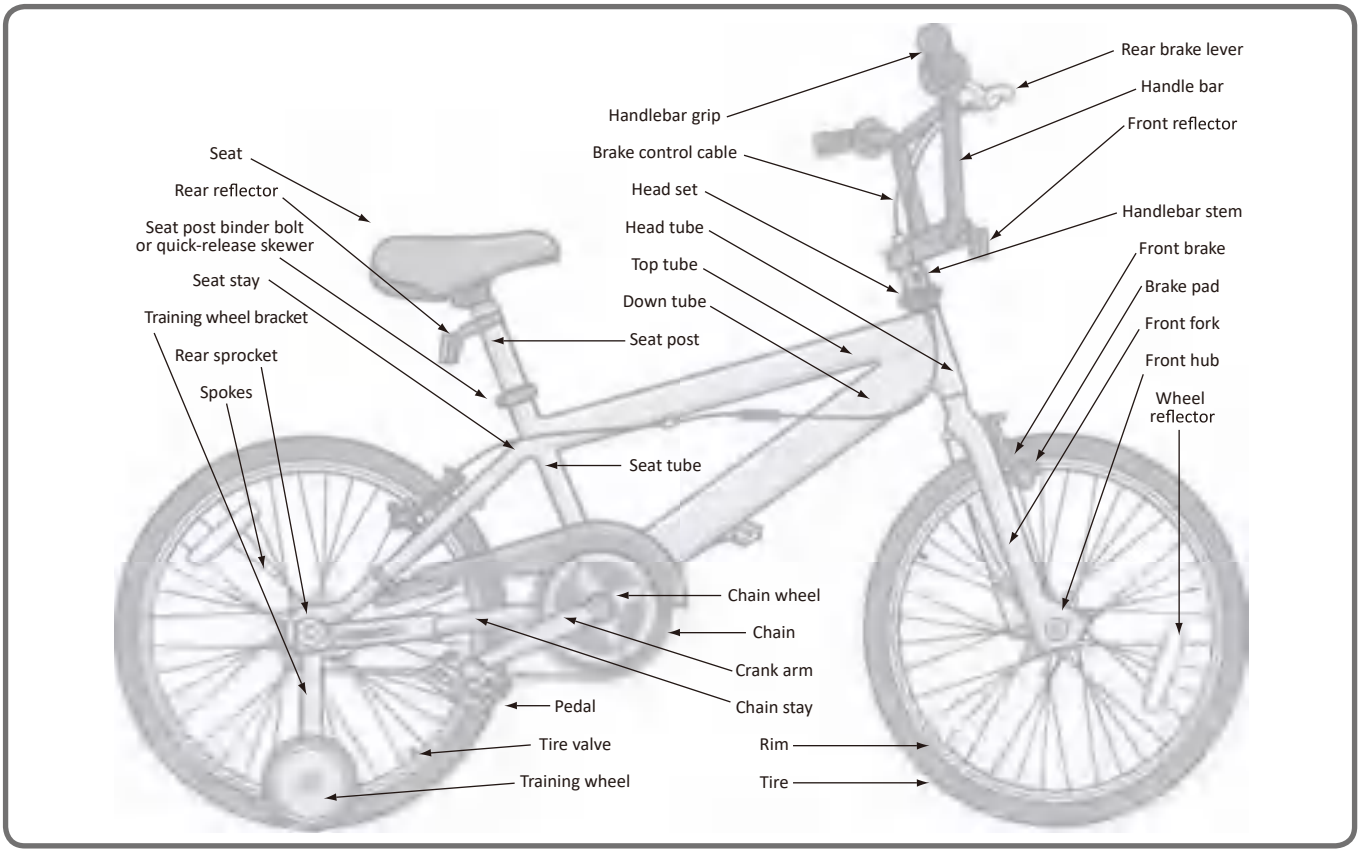
The correct helmet should:

- be comfortable
- have good ventilation
- fit correctly
- cover forehead

Always wear a properly fitted helmet which covers the forehead when riding a bicycle. Many states require specific safety devices. It is your responsibility to familiarize yourself with the laws of the state where you ride and to comply with all applicable laws, including properly equipping yourself and your bike as the law requires. Reflectors are important safety devices which are designed as an integral part of your bicycle. Federal regulations require every bicycle (over 16") to be equipped with front, rear, wheel, and pedal reflectors. These reflectors are designed to pick up and reflect street lights and car lights in a way that helps you to be seen and recognized as a moving bicyclist. Check reflectors and their mounting brackets regularly to make sure they are clean, straight, unbroken and securely mounted.

SINGLE SPEED BICYCLE

Get to know the parts of your bicycle. This will help with assembly, maintenance, and troubleshooting. Single speed bicycles vary greatly. Your model may have additional accessories such as fenders, bags, carriers, etc. Note that smaller children's bicycles also contain training wheels.



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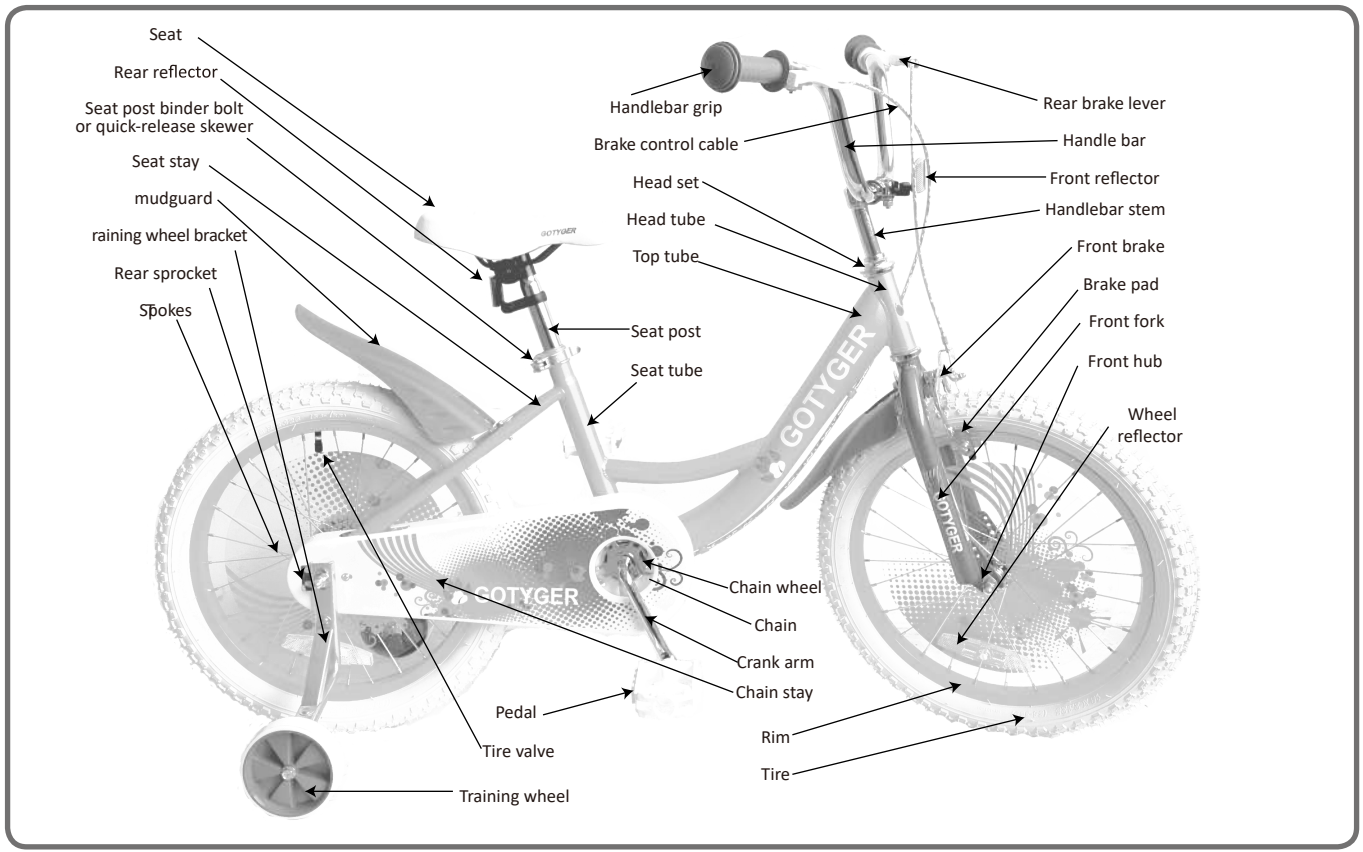

MULTI SPEED BICYCLE

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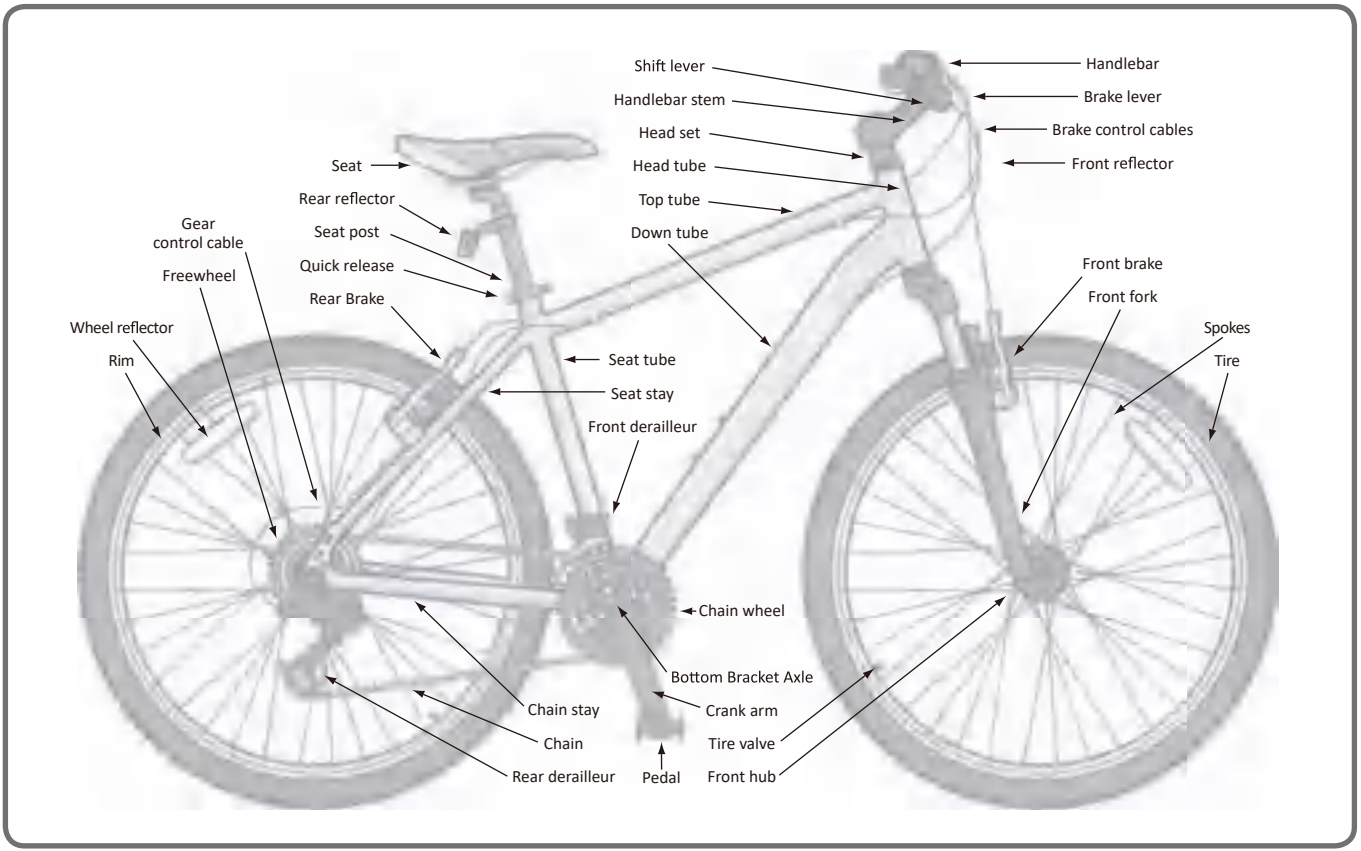
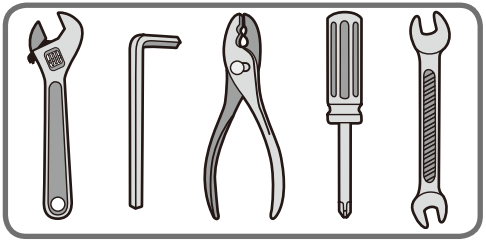


TOOLS FOR ASSEMBLY

Your new bicycle was assembled and tuned in the factory and then partially disassembled for shipping. You may have purchased the bicycle already fully assembled and ready to ride OR in the shipping carton in the partially disassembled form. 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 unit, please consult a qualified specialist before riding. If you need replacement parts or have questions pertaining to the assembly of your bicycle, call the service line direct at:

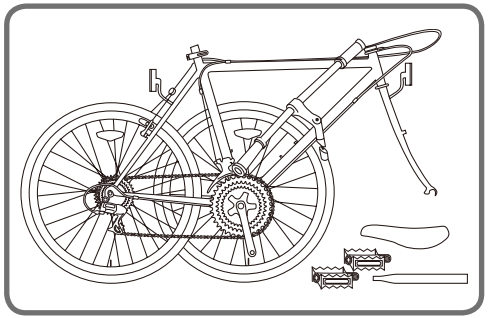


Tools Required:

- Phillips head screw driver
- 4mm, 5mm, 6mm and 8mm Allen keys
- Adjustable wrench or a 9mm, 10mm, 14mm and 15mm open and box end wrenches
- A pair of pliers with cable cutting ability

To avoid injury, this product must be properly assembled before use. If your bicycle was obtained assembled, we strongly recommend that you review the complete assembly instructions and perform checks specified in this manual before riding.

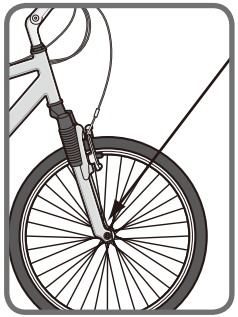
We recommend that you consult a bicycle specialist if you have doubts or concerns as to your experience or ability to properly assembly, repair, or maintain your bicycle.

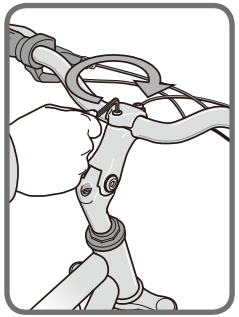


GETTING STARTED

Open the carton from the top and remove the bicycle. Remove the straps and protective wrapping from the bicycle. Inspect the bicycle and all accessories and parts for possible shortages. It is recommended that the threads and all moving parts in the parts package be lubricated prior to installation. Do not discard packing materials until assembly is complete to ensure that no required parts are accidentally discarded. Assemble your bicycle following the steps that pertain to your model.

NOTE: Your bicycle may be equipped with different style components than the ones illustrated.



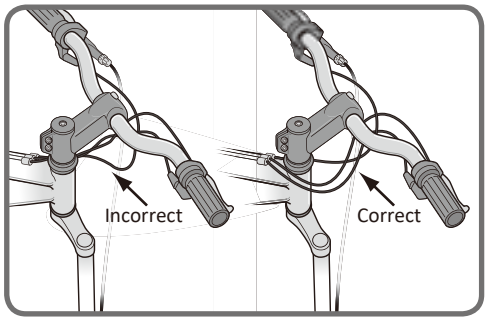


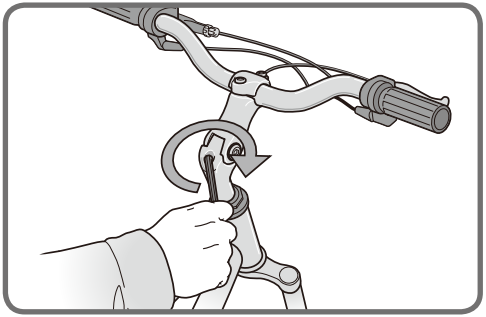
HANDLEBAR ASSEMBLY

Remove all protective packaging from the handlebar assembly if not already done. Turn the fork of the bicycle to face forward. Note that “forward” means that the wheel mounting slots are in the furthest forward position. So the wheel axle will be in front of the fork when assembled.

Check handlebar stem clamp bolts to be sure they are properly tightened, and handlebar can not move. The angle of the handlebar can be adjusted. To adjust; loosen all of the handlebar stem clamping bolts, and rotate the handlebar to the desired angle. Be sure that the handlebar stays centered in the stem. Retighten the bolts a LITTLE at a time being sure that the gap between the stem cap and stem stays even. Repeat tightening each bolt a little bit until handlebar is secure.

Models with gear and/or brake cables:
Locate the handlebar assembly. If your model bicycle comes equipped with gears and/or handbrakes, you will need to be sure that the brake cables and shift cables are properly routed. Position the handlebar assembly as if you were going to install it, and take a look at the cables. They should run in a smooth arc from the shifter or brake lever to the front brake or cable stop on the frame. If they are twisted or kinked, the shifting and braking will not work. Rotate the handlebars around until the cables are taking the smoothest route.

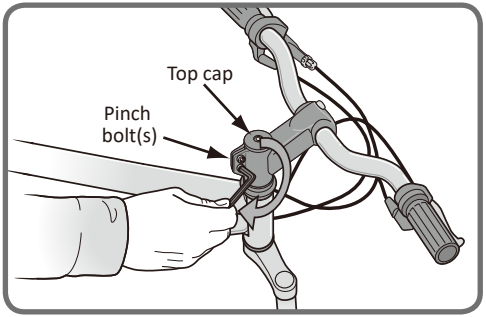




There are 2 basic types of handlebar mounting; Quill and Threadless.

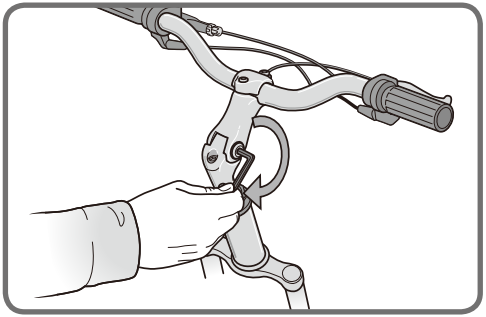
Quill Stems

This is a handlebar assembly that has a wedge shaped part at the bottom of the stem that is inserted into the fork steer tube. Loosen the center bolt enough so that the wedge and stem can slide into the fork steer tube. Lower the stem until the mark that says “minimum insertion” is not visible. Tighten the stem center bolt so that the handlebar assembly is in line with the fork. If needed, you can re-check this after the front wheel is installed, and re-adjust.



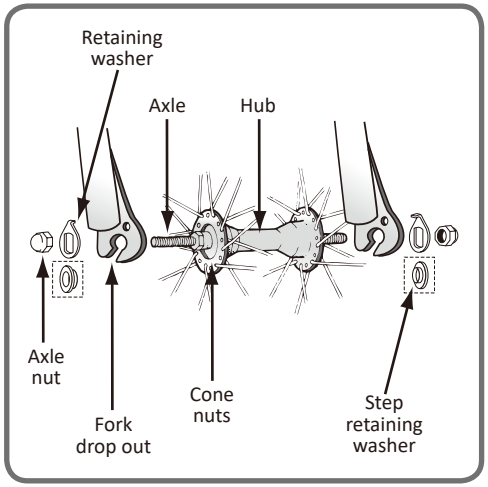
Threadless Stems

This is a handlebar assembly that has a open ended stem with 1 or more pinch bolts that goes outside of the fork steer tube. For this system it is important not to disassemble the headset and lose any parts. Be sure that the end of the fork is on the ground or being held with your free hand, because once you loosen the top cap, the fork assembly may fall out of the frame. Loosen the top cap of the fork steer and remove any cardboard packing, the top cap, and bolt. Set these aside so you can easily retrieve them. While holding the fork assembly in place, slide the handlebar assembly onto the fork tube. Replace the top cap and bolt. Tighten the top cap bolt only until the handlebar assembly and fork have no free play, but so that the handlebar assembly and fork can still freely turn left and right. Then tighten the pinch bolt(s) evenly with the handlebar assembly facing forward. If needed you can re-check this after the front wheel in installed, and re-adjust.



NOTE: Comfort Series bicycles may be equipped with a stem that has an adjustable angle. In addition to the normal assembly, these stems will require angling the stem to the desired position, and securely tightening the angle bolt located in front of the stem bolt. Failure to do this may cause loss of steering control.

If the stem is not inserted at least the “Minimum Insertion” mark, it is possible to over-tighten the stem bolt and damage the fork steerer tube. If these instructions are not followed, it could cause an unsafe condition and risk injury to the rider. Check steering tightness prior to riding by straddling the front wheel. Try turning the handlebar. If you can turn it without turning the front wheel, the stem is too loose. Re-align the handlebar with the front wheel and re-tighten the stem bolt.

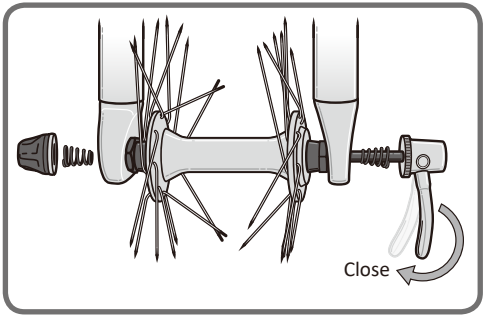


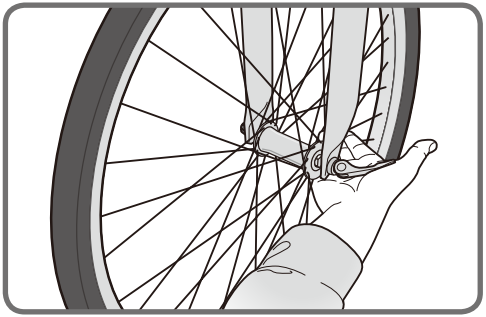
FRONT WHEEL

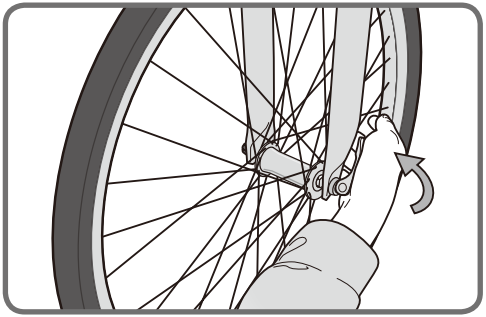
There are two types of front wheel hubs; Nutted and quick release.

Nutted Front Wheels

Loosen the axle nuts on the front wheel. If there is a washer inside of the axle nut, it belongs outside of the fork dropouts. If the washer has a hook or a step, be sure that it engages the fork before tightening the axle nuts. Slide the front wheel between the fork dropouts. If the wheel has a hook shaped washer, be sure that the hook is hooked into the hole above the wheel slot. If there is a step washer, be sure the step fits into the key hole at the top of the wheel slot. Tighten the two outer axle nuts evenly; Tighten one side part way, then tighten the other side and repeat until both sides are tightened securely. Be sure that the wheel is centered between the fork legs. If it is off center, loosen the axle nut on the side that has a smaller gap between tire and fork leg, and use your hand to push the wheel to a centered position; hold the wheel with one hand, and tighten the axle nut and check again. Repeat if needed to be sure the wheel is centered and securely tightened.







Quick Release Wheels

1. Locate the quick release skewer from the small parts carton of your bicycle. Some tire tread patterns have a direction, so compare your front tire and rear tire of the bicycle so that both tread patterns face the same way.

2. Unscrew the lock nut from the quick release skewer, remove outer spring and slide the skewer through the front wheel axle so that the handle is on the left side of the bike (the side opposite the chain).

3. Install spring and then start to thread the lock nut back onto the skewer, but do not tighten too far.

4. Slide the wheel into the fork wheel slots and be sure that the wheel is centered.

5. Inspect the handle, note that there's an "open" and a "closed" position. Move the handle so it is in the "open" position. With one hand on the handle and one hand on the lock nut, start to hand tighten the lock nut until you start to feel some resistance with the fork.

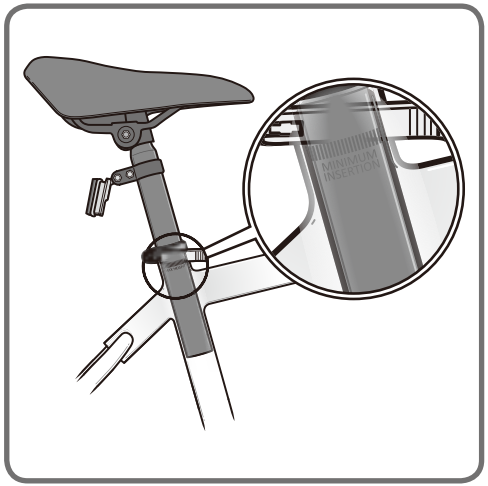
6. Try to close the handle. If it closes easily, open it up, and tighten the lock nut further. If it is too difficult to close, open the handle up, and loosen the lock nut a little and try again.

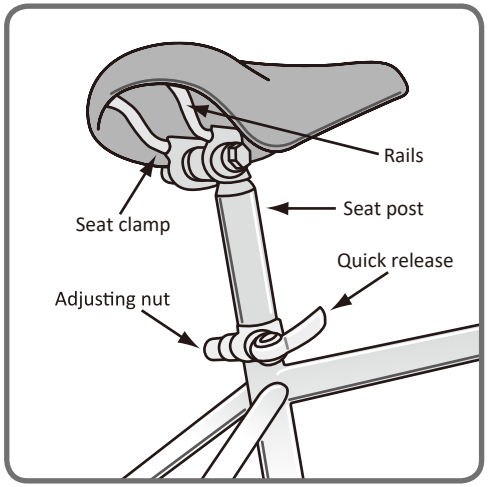
7. The quick release handle should be difficult to push closed with your palm, but should be possible. Practice opening and closing the handle until you feel comfortable. DO NOT attempt to tighten the wheel by turning the handle to tighten; the handle is for closing, the lock nut (opposite side) is for adjusting the tension.

Next go back and check that the handlebars are perpendicular to the front wheel, go back to handlebar assembly and re-adjust if needed.

All quick release levers should be inspected before every ride to be sure they are fully closed and secure. Failure to properly close a quick release lever can cause loss of control of the bicycle resulting in injury or death.

Make sure the wheel is properly seated and the quick release is properly closed.





SADDLE ASSEMBLY

The seat post must be inserted so that the minimum insertion mark cannot be seen. The quick release mechanism must be tightened securely to prevent a sudden shift of the seat when riding. Failure to do this may cause loss of bicycle control.

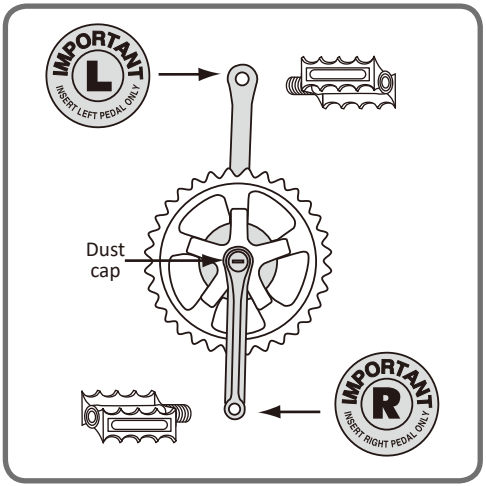
The saddle assembly should be adjusted with the saddle centered on the rails and level. Locate the saddle assembly and insert into the frame. It is recommended to add some grease to all threads and binders on a bicycle, especially on the outside of the seat post. Otherwise it may corrode over time, and not be able to be adjusted again.

Bolted Seat Clamp

If your bicycle has a seat clamp with a bolt, adjust seat to desired height, and tighten the clamp so that the saddle may not turn left or right, or move up or down. Be sure that the seat post is inserted far enough into the frame to hide the “Minimum insertion” mark on the seat post. Riding a bicycle with the seat post above this line is dangerous and can cause injury to the rider or damage to the bicycle or create an unstable riding position causing an accident.

Quick Release Seat Clamp

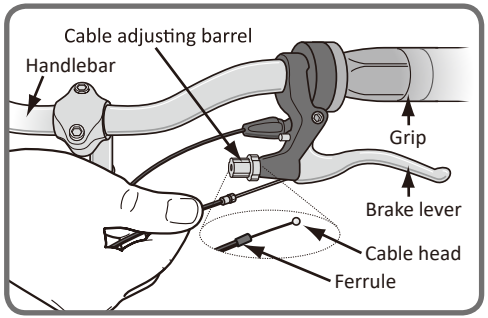
If your bicycle has a seat clamp with a quick release, adjust seat to desired height, and tighten the quick release clamp so that the saddle may not turn left or right, or move up or down. If the saddle moves after locking the quick release lever, open the lever, and tighten the adjusting nut further, then close the quick release lever again. Be sure that the seat post is inserted far enough into the frame to hide the “Minimum insertion” mark on the seat post. Riding a bicycle with the seat post above this line is dangerous and can cause injury to the rider or damage to the bicycle or create an unstable riding position causing an accident.

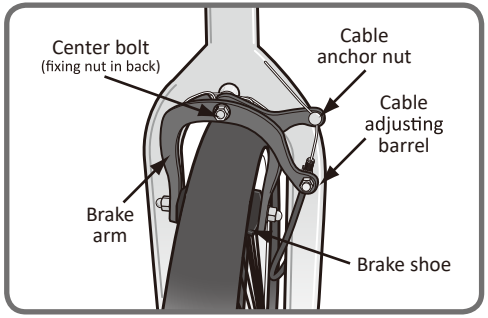


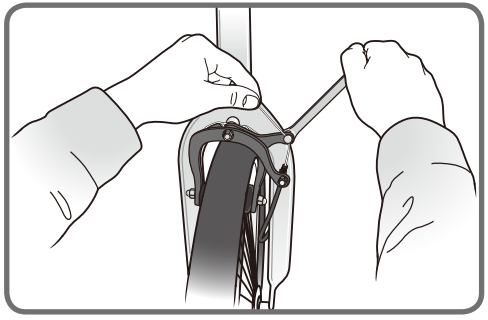
PEDALS AND CRANKS

Attachment of an incorrect pedal into a crank arm can strip pedal threads and cause irreparable damage. Before your first ride, please check to ensure your pedals are attached correctly.

Look for the letters “R” for right, and “L” for left, stamped on each pedal spindle. Start each pedal spindle by hand to avoid stripping the threads. (Note that the right hand pedal attaches to the chainwheel side crank arm with a right-hand (clockwise) thread. The left pedal attaches to the other crank arm and has a left-hand (counter-clockwise thread). Tighten with a 15mm narrow open ended wrench. It is very important that you check the crank set for correct adjustment and tightness before riding your bicycle.







FRONT BRAKE

CAUTION: Improper use of the front brake may cause front wheel to lock up resulting in loss of directional control or front pitch over.

Determine which type of brake your bike is equipped with and refer to the appropriate assembly instructions below. *Additionally some freestyle models may be equipped with a “cable detangler”. See assembly steps for cable detangler.

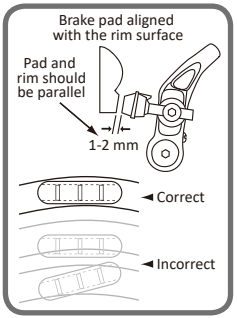
Caliper Brake

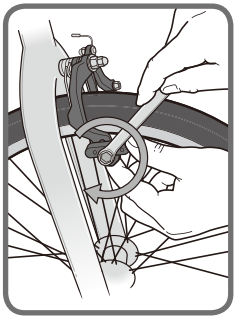
If the brake cable is not connected at the brake lever, slide the head of the brake cable into the brake lever per the diagram, and thread the cable through the slot in the brake lever so the cable end rests squarely in the adjustment barrel or cable end rests in the recess of the brake lever.

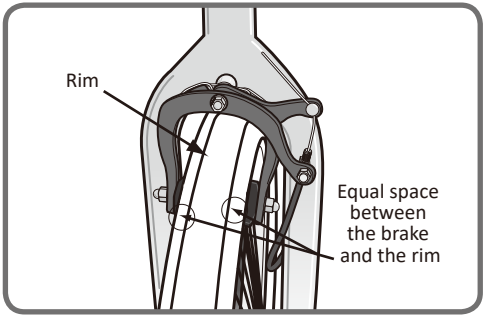
Brake adjustment

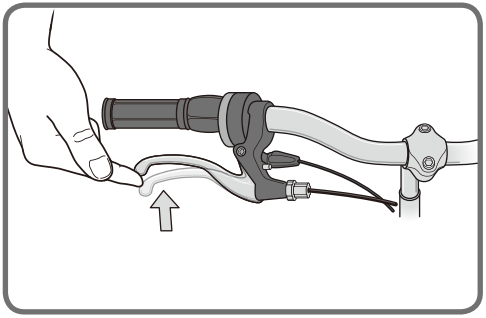
If the brake cable is disconnected at the caliper, thread the brake wire through the adjustment barrel, loosen the cable anchor bolt until you can see a hole through the anchor bolt for the cable wire to attach, thread the cable wire through the cable anchor and snug the cable anchor by hand.

Check to be sure the cable is seated in the brake lever. Loosen the cable anchor bolt just enough to allow the cable wire to move freely. With your left hand squeeze the caliper brake until both brake pads contact the rim. While holding the brake closed with your left hand, use your right hand to pull the brake cable tight (through the cable anchor) again inspecting that the cable end is seated in the brake lever, and the barrel adjuster of the brake. Tighten the cable anchor as much as you can by hand, and then while still squeezing the brake, tighten the cable anchor fully with a wrench.









Check the brake pads to be sure they are square to the rim, and do not contact the tire when the brake is applied. Adjust brake pads if needed. Then squeeze and release the brake several times squeezing as hard as you can. After this the cable may “stretch” and need to be tightened further. If so, repeat cable tightening steps.

Centering brake

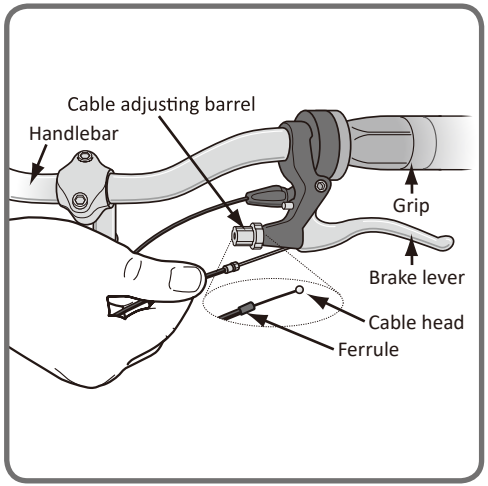
If you squeeze the brake and one side moves more than the other, or one side does not move at all, then the brake is not centered, or the wheel is not centered. First determine if the wheel is centered. Look at the gap between the tire and the fork or frame on either side. If it is not even, loosen wheel axle nuts and center the wheel, then proceed to centering the brake.

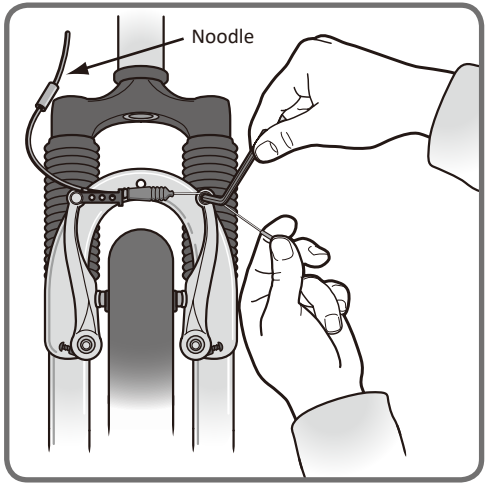
If the brake is not centered; loosen the nut on the back of the brake. Squeeze the brake and hold the brake lever closed, while re-tightening the lock nut on the back of the brake. Watch the brake, if it begins to shift or rotate, then release the brake lever, and use your hand to rotate the brake caliper back until both sides of the brake move equally. Sometimes it is necessary to over rotate the brake slightly, so that as you tighten the locknut, the brake will end up centered. Repeat the steps until the brake is centered.

Brake is correctly adjusted when:

- The brake pads do not drag on the rim when the brake is open.
- Both brake pads move away from the rim equally when the brake is released.
- 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.

After adjusting brake, squeeze the brake lever as hard as you can several times and re-inspect 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 brake pads return to a centered position by spinning the wheel and listening for the brake pad rubbing the rim 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 rim. If the cable has stretched or slipped, readjust brake cable tension by loosening cable anchor bolt and pulling more cable through the anchor or use brake adjustment barrels for fine tuning brake cable tension.





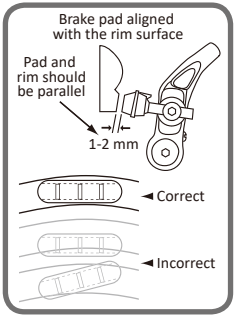
Linear Pull Brakes

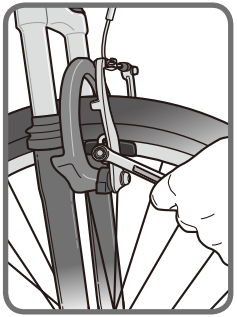
If the brake cable is not connected at the brake lever, slide the head of the brake cable into the brake lever per the diagram, and thread the cable through the slot in the brake lever so the cable end rests squarely in the adjustment barrel or cable end rests in the recess of the brake lever.

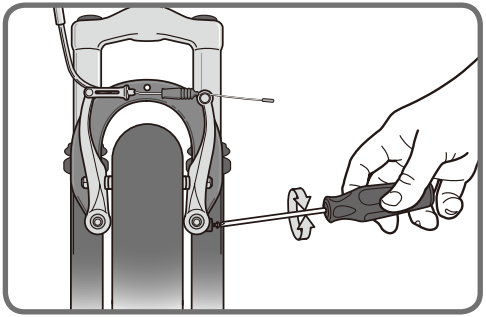
If the brake cable is disconnected at the brake arm, with left hand, squeeze the 2 brake halves together until the brake pads touch the rims. With your right hand pull the brake cable so that the stepped end of the “noodle” can be inserted into the brake carrier.

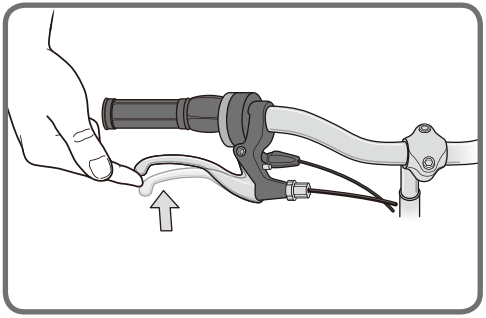
Brake adjustment

Check to be sure the cable is seated in the brake lever. Loosen the cable anchor bolt just enough to allow the cable wire to move freely. With your left hand squeeze the caliper brake until both brake pads contact the rim. While holding the brake closed with your left hand, use your right hand to pull the brake cable tight (through the cable anchor. Again inspecting that the cable end is seated in the brake lever, and the barrel adjuster of the brake. Tighten the cable anchor as much as you can by hand, and then while still squeezing the brake, tighten the cable anchor fully with a wrench.









Check the brake pads to be sure they are aligned with the rim, and that they do not contact the tire when the brake is applied. Adjust brake pads if needed. Then squeeze and release the brake several times squeezing as hard as you can. After this the cable may “stretch” and need to be tightened further. If so, repeat cable tightening steps.

Centering brake

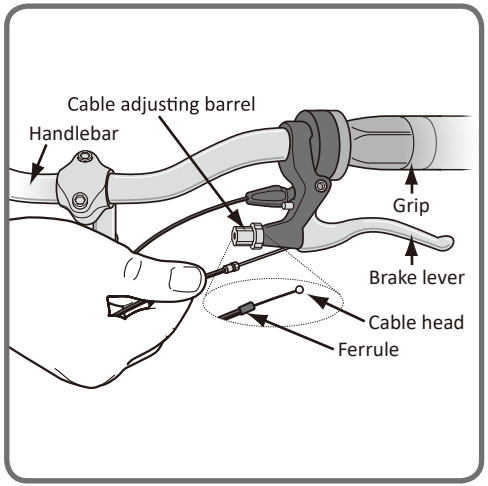
If you squeeze the brake and one side moves more than the other, or one side does not move at all, then the brake is not centered, or the wheel is not centered. First determine if the wheel is centered. Look at the gap between the tire and the fork or frame on either side. If it is not even, loosen wheel axle nuts and center the wheel, then proceed to centering the brake.

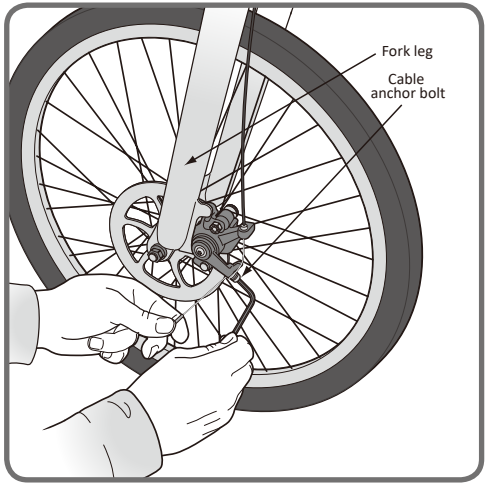
If the brake is not centered; use a Phillips screwdriver to tighten or loosen the screws on either side of the linear pull brake where they mount to the frame or fork. If you turn the screw clockwise it will increase spring tension on that side, counter clockwise to decrease spring tension. Start by increasing tension on the side that is not moving or not moving enough. Turn only about ½ turn at a time, and try squeezing and releasing the brake lever a few times to see the difference. Repeat until the brake is centered. If you run out of adjustment, you can go to the other side and loosen the screw slightly to continue adjusting the brake. When the brake is correctly adjusted, both sides should move evenly when the brake lever is squeezed, and when released, the wheel should rotate with no brake shoe contact.

Brake is correctly adjusted when:

- Both brake pads move away from the rim equally when the brake is released.
- The brake pads do not drag on the rim 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.

After adjusting brake, squeeze the brake lever as hard as you can several times and re-inspect 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 brake pads return to a centered position by spinning the wheel and listening for the brake pad rubbing the rim 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 rim. If the cable has stretched or slipped, readjust brake cable tension by loosening cable anchor bolt and pulling more cable through the anchor or use brake adjustment barrels for fine tuning brake cable tension.

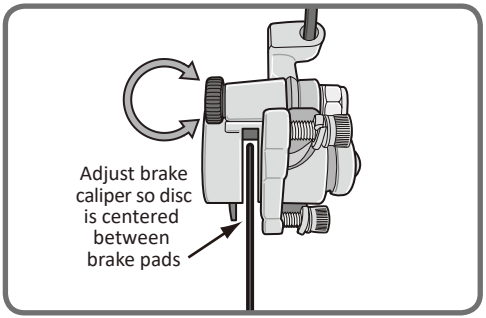


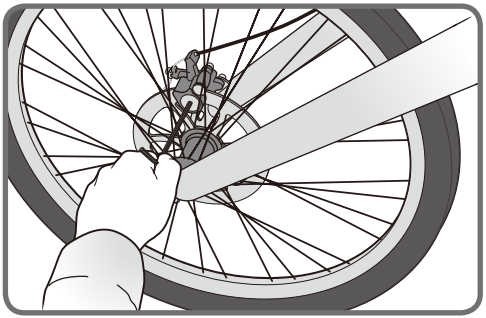


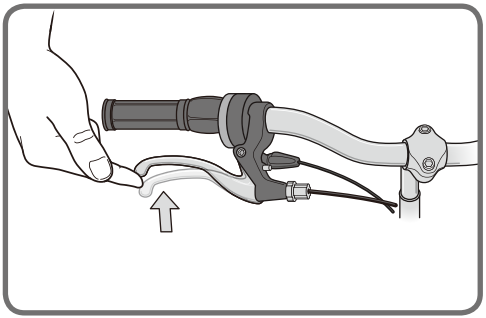
Disc Brake

If the brake cable is not connected at the brake lever, line up brake barrel slots with brake lever slot before installing the cable. Then slide the head of the brake cable into the brake lever per the diagram, and thread the cable through the slot in the brake lever so the cable end rests squarely in the adjustment barrel or cable end rests in the recess of the brake lever.

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 snug the cable anchor by hand.







Centering brake

If you squeeze the brake and one side moves more than the other, or one side does not move at all, then the brake is not centered, or the wheel is not centered. First determine if the wheel is centered. Look at the gap between the tire and the fork or frame on either side. If it is not even, loosen wheel axle nuts and center the wheel, then proceed to centering 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:

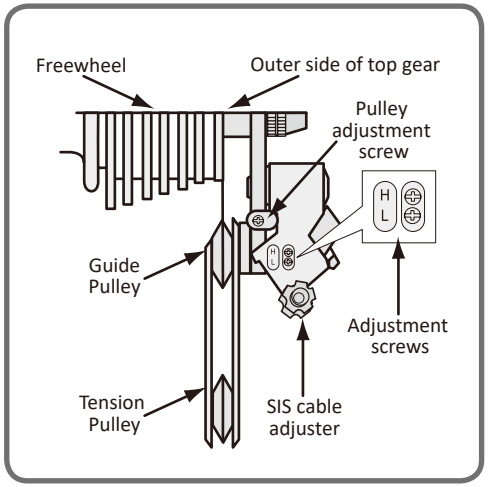
- The brake pads do not drag on the rotor when the brake is open.
- Both brake pads move away from the rotor equally when the brake is released.
- When the brake is applied, the brake pads contact the rim before the brake lever reaches about 1/3 of the way to the handlebar.

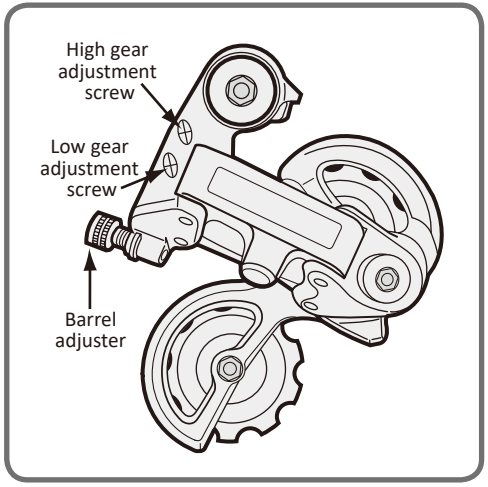
DISC GETS HOT! Severe injury could result from contact with the hot disc! Mind your legs, as well as your hands.

These brakes require breaking in! Ride and use the brakes gently for 13 miles before using the brakes in downhill conditions, for sudden stops, or any other serious braking. Please be aware that your brake system will change in performance throughout the wear-in process. The disc brake should be cleaned before the first ride using rubbing alcohol. NEVER use oil or similar products to clean your disc brake system.

WARNING: Disc brakes are sharp, keep fingers away from brake caliper and rotor. If fingers contact brake while wheel is turning injury can occur.

After adjusting brake, squeeze the brake lever as hard as you can several times and re-inspect 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 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 cable anchor bolt and pulling more cable through the anchor or use brake adjustment barrels for fine tuning brake cable tension.





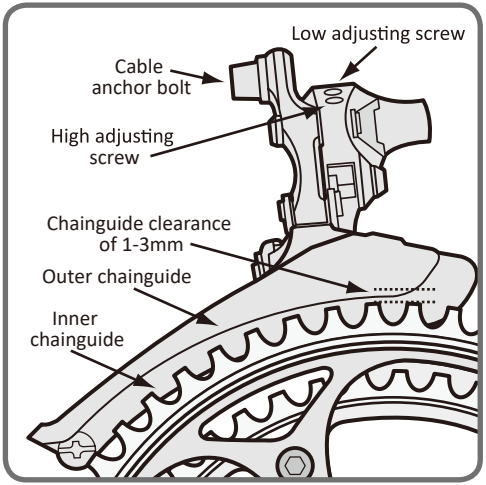
DERAILLEUR

Although the front and rear derailleurs are initially adjusted at the factory, you will need to inspect and readjust both before riding the bicycle.

Rear Derailleur

Begin by shifting the rear shifter to largest number indicated and place the chain on the smallest sprocket. Adjust the High limit screw so the guide pulley and the smallest sprocket are lined up vertically. Reconnect the cable, pull out any slack, and retighten the anchor bolt securely. Shift through the gears, making sure each gear achieved is done quietly and without hesitation. If necessary, use the barrel adjuster to fine tune each gear by turning it the direction you want the chain to go. For example, turning clockwise will loosen the cable tension and move the chain away from the wheel, while turning counter-clockwise will tighten cable tension and direct the chain towards the wheel. Shift the rear shifter to the gear one and place the chain on the largest cog. Adjust the Low limit screw in quarter turn increments until the guide pulley and the largest cog are aligned vertically. Again, shift through each gear several times, checking that each gear is achieved smoothly. It may take several attempts before the rear derailleur and cable is adjusted properly.

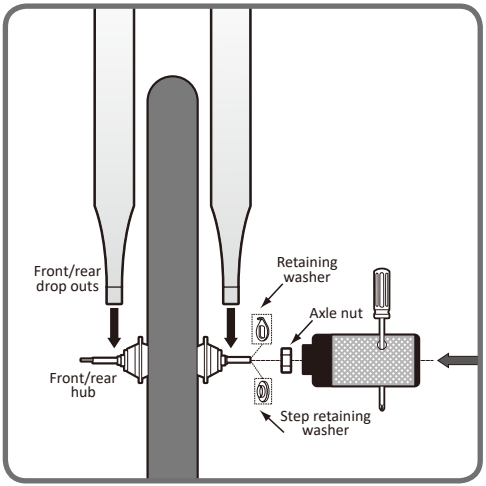
Ensure all bolts are secured tightly and the chain does not fall off in either direction.



Front Derailleur

Shift both shifters to the smallest number indicated and place the chain on the corresponding cog and chainwheel. Disconnect the front derailleur cable from the cable anchor bolt. Check the position of the front derailleur; it should be parallel with the outer chainwheel and clear the largest chainwheel by 1-3mm when fully engaged. With the chain on the smallest chainwheel in front and the largest cog in back, adjust the Low limit screw so the chain is centered in the front derailleur cage. Reconnect the cable, pull any slack out, and tighten the anchor bolt securely. Shift the front shifter to the largest chainwheel. If the chain does not go onto the largest chainwheel, turn the high limit screw in 1/4 turn increments counter-clockwise until the chain engages the largest chainwheel. If the chain falls off the largest chainwheel, and into the pedals, you will need to turn the High limit screw in 1/4 turn increments clockwise until the chain no longer falls off. Shift through every gear, using the barrel adjusters to fine tune each transition. The barrel adjuster for the front derailleur is located on the front shifter where the cable comes out of the shifter. Clockwise will loosen the cable tension and direct the chain closer to the frame while counter-clockwise will tighten the cable tension and direct the chain away from the frame.

Do not ride a bicycle that is not shifting properly. Overlooking proper adjustments may cause irreparable damage to the bicycle and/or bodily injury. Never move the shifter while pedaling standing up, or under heavy load, nor pedal backwards after having moved the shifter. This could jam the chain and cause serious damage to the bicycle and/or rider.



PEGS

Some models may come equipped with 2 or 4 pegs. To install pegs, DO NOT loosen or remove axle nuts. Check to make sure axle nuts are properly tightened before installing pegs. Thread the pegs on the axle over the axle nut, and insert a screwdriver or similar tool through the peg holes and tighten by turning the peg with the tool.

Periodically check to make sure pegs are tight.

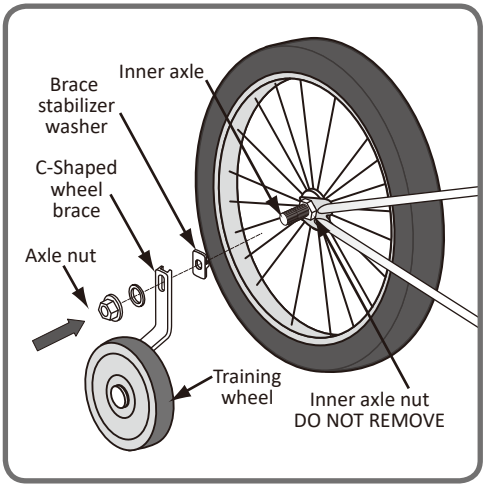
TRAINING WHEELS

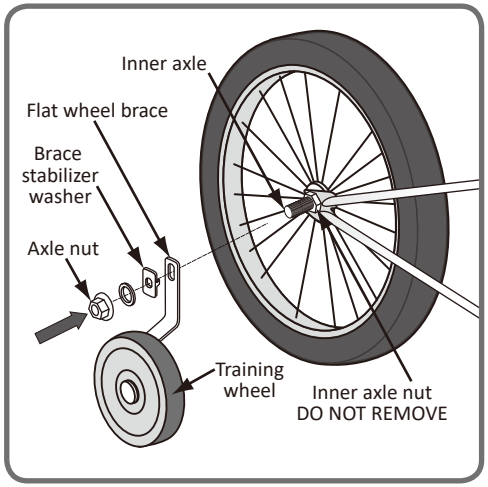
Attaching training wheel brace to bicycle

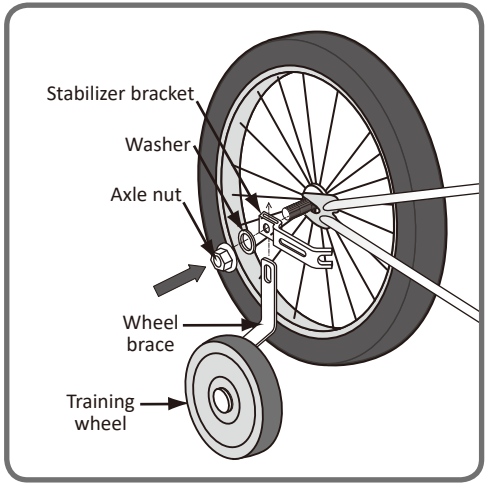
There are three different braces used to attach the training wheels to the bicycle: the c-shape brace, the flat brace and the flat brace with stabilizer. Determine which brace was included with your bicycle and follow the given instructions for that particular brace.

C-Shape Brace

Remove the outer axle nut and washer from the rear wheel axle. Place the brace stabilizer washer onto the axle and align the washer so that the notch on the washer fits into the rear frame drop out. Next, place the C-shaped wheel brace onto the axle and replace the washer and axle nut. Tighten the axle nut securely, making sure that the wheel brace stays in the proper vertical position. The elongated hole on the wheel brace allows the training wheel height to be adjusted for proper fit.







Flat Brace

It is very important to check the training wheel connection to the bicycle. Failure to properly tighten may cause the training wheel to dislodge.

Remove the outer axle nut and washer from the rear wheel axle. Place the flat wheel brace onto the axle. Next place the brace stabilizer washer onto the axle and align it so that the notch fits into the rear frame drop out. Replace the washer and axle nut. Tighten the axle nut securely, making sure that the wheel brace stays in the proper vertical position. The elongated hole on the wheel brace allows the training wheel height to be adjusted for proper fit.

Training Wheel Stabilizer Bracket

Remove the outer axle nut and washer from the rear wheel axle. Insert the wheel brace into the stabilizer bracket so that the forked end of the stabilizer bracket faces in. Slide assembly onto the rear axle so that the forked end hooks around the chain stay of the bicycle. Replace the axle nut and washer, secure tightly. The elongated hole on the brace allows for raising and lowering the training wheel to the proper height.

NOTICE: Not all bicycles will accept training wheels. If your bike did not come stock with training wheels.

LIMITED WARRANTY AND POLICY ON REPLACEMENT PROCEDURES & RESPONSIBILITIES

Your purchase includes the following warranty which is in lieu of all other express warranties. This warranty is extended only to the initial consumer purchaser. No warranty registration is required. This warranty gives you specific legal rights and you may have other rights which vary from state to state.

FRAME

Steel frames are guaranteed against faulty materials and workmanship for as long as the initial consumer purchaser has the bicycle, subject to the condition of the warranty listed below. Aluminum and dual suspension frames are guaranteed against manufacturing defects for a period of 1 years. If frame failure should occur due to faulty materials or workmanship during the guarantee period, the frame will be replaced. For frame replacement under this Pacific Limited Warranty, contact us, stating the nature of the failure, model number, date received and the name of the store from which the bike was received, at the address given on this page. Frame must be returned for inspection at customer's expense. Please note: the fork is not part of the frame. A lifetime warranty on your frame does not guarantee that the product will last forever. The length of the useful life cycle will vary depending on the type of bike, riding conditions and care the bicycle receives. Competition, jumping, downhill racing, trick riding, trial riding, riding in severe conditions or climates, riding with heavy loads or any other non-standard use can substantially shorten the useful product life cycle. Any one or a combination of these conditions may result in an unpredictable failure that is not covered by this warranty. All bicycles and frame sets should be periodically checked by an authorized dealer for indications of potential problems, inappropriate use or abuse. These are important safety checks and are very important to help prevent accidents, bodily injury to the rider and shortened useful product life cycle.

PARTS

All other parts of the unit except Normal Wear Parts are warranted against defective materials and workmanship for a period of 1 year from the date of purchase by the initial consumer purchaser, subject to the Terms and Conditions of the warranty listed below. If failure of any part should occur due to faulty materials or workmanship during the warranty period, the part will be replaced. All warranty claims must be submitted to the address below and must be shipped prepaid and accompanied by proof of purchase. Any other warranty claims not included in this statement are void. This especially includes installation, assembly, and disassembly costs. This warranty does not cover paint damage, rust, or any modifications made to the bicycle. Normal Wear Parts are defined as grips, tires, tubes, cables, brake shoes and saddle covering. These parts are warranted to be free from defects in material and workmanship as delivered with the product. Any claim for repair or replacement of Normal Wear Parts (grips, tubes, tires, cables, brake shoes and saddle covering) and missing parts must be made within thirty (30) days of the date of purchase. The warranty does not cover normal wear and tear, improper assembly or maintenance, or installation of parts or accessories not originally intended or compatible with the bicycle as sold. The warranty does not apply to damage or failure due to accident, abuse, misuse, neglect, or theft. Claims involving these issues will not be honored.

CONDITIONS OF WARRANTY

1. Your bicycle has been designed for general transportation and recreational use, but has not been designed to withstand abuse associated with stunting and jumping. This warranty ceases when you rent, sell, or give away the bicycle, ride with more than one person, or use the bicycle for stunting or jumping.
2. This warranty does not cover ordinary wear and tear or anything you break accidentally or deliberately.
3. It is the responsibility of the individual consumer purchaser to assure that all parts included in the factory-sealed carton are properly installed, all functional parts are initially adjusted properly, and subsequent normal maintenance services and adjustments necessary to keep the bicycle in good operating condition are properly made. This warranty does not apply to damage due to improper installation of parts, installation of any kind of power plant or internal combustion engine, modification or alteration of the brakes, drive train, or frame in any way, or failure to properly maintain or adjust the bicycle. NOTICE: Bicycle specifications subject to change without notice.

Service and Support

This article includes a limited warranty of one (1) year against defects in workmanship and material (s). Excluding wear or breakage caused by abuse or improper use.

In the event of a warranty claim or if service is required for this unit, please contact us at the following:

Email: support@gotyger.com

For questions or comments, please write to:
Gotyger

50 Telson Rd, Markham,
Ontario, L3R 1E5 Canada

For your records, staple your sales receipt to this manual and record the following:

DATE OF PURCHASE:_____

PLACE OF PURCHASE:_____

(STAPLE SALES RECEIPT HERE)

NOTE:PROOF OF PURCHASE

IS REQUIRED FOR ALL WARRANTY CLAIMS

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