

CRITICAL CYCLES BEAUMONT CITY BIKE MODELS

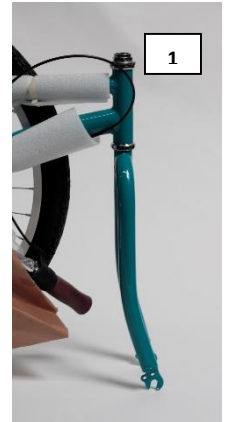
TOOLS

What we give you: 2 Allen Wrenches (5mm, & 6mm), a 10-function multi-tool

What you need: Scissors or diagonal cutters, Phillips Screwdriver, 15mm open end wrench or adjustable wrench.

UNPACK YOUR BIKE

- 1 –Cut the shipping straps on the outside of the box.
- 2 – Remove the box staples from the box top as these are sharp and can cut you as you access the bike. Open up the cardboard flaps and lift it out of its box.
- 3 –Rotate the fork so that it is facing forward of the bike (**Figure 1**). Place the bike on the ground, so it's standing upright on the fork dropouts and rear tire.
- 4 – Carefully cut all of the packing zip ties.
- 5 – Separate the loose front wheel from the bike by carefully slipping it away from the crank arm, which is resting within the spokes.
- 6 – Remove the accessory box and set it aside.
- 7 – Examine your new bike for any visible damage that may have occurred during shipping and make sure you have all of its bits and pieces.
- 8- Special Note: *For tightening all fasteners, please refer to Appendix D in the back of your owner's manual for all fastener torque specifications.*



SADDLE

- 1 – Remove the plastic shipping plug from the top of the seat tube (**Figure 2**).
 - 2 – Use the included Allen wrench to loosen the seat clamp at the top of the seat tube.
 - 3 – RECOMMENDED; Apply a thin layer of grease to either the end of the seat post or inside the seat tube
 - 4 - Insert the seat with the seat post into the seat tube of the frame to at least the minimum insertion line on the shaft of the seat post (**Figure 3**).
- WARNING!** *The minimum insertion line must NOT show above the seat tube.*
- 5 - Using the Allen wrench, tighten the seat clamp once the seat is at the correct height.
- Note:* You can make final adjustment to the height of the seat once the bike fully assembled.



WARNING! *Using the bike with the minimum insertion line on the lower portion of the seat post showing above the frame could result in a failure of the seat post and/or the frame causing a loss of control with potential injury rider. Such failures are not covered by warranty as it is improper use of the product.*

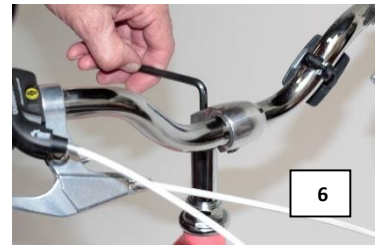
HANDLEBARS

- 1 – Loosen the stem bolt at the top of the stem, remove the plastic packing cap from the bottom of the stem (**Figure 4**). RECOMMENDED; apply a thin layer of grease to the end of the stem shaft by the wedge.
- 2 – Untwist the handlebars and control cables and insert the quill end of the stem into the fork steer tube. You may have to loosen the bolt and wedge a small amount to allow the quill to fit into the steer tube (**Figure 5**).



3 - Make sure that the fork is facing forward and the handlebars are lined up with the fork dropouts.

4. Adjust the height of the stem to your desired level and tighten the stem bolt using a 6mm wrench (**Figure 6**). You can make final adjustments to the height of the stem after the bike is assembled. NOTE: *Be sure that the minimum insertion mark on the shaft of the stem is inside the frame, it must not be visible outside of the frame (Figure 7).*



WARNING! *Installing the stem with the minimum insertion mark showing outside of the frame could create a dangerous condition allowing the stem to break causing the rider to lose control resulting in serious injuries to the rider.*



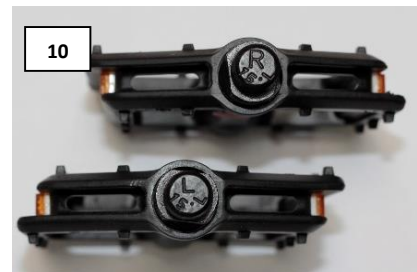
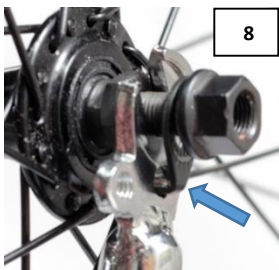
FRONT WHEEL

1 – Remove the plastic protector from the fork dropouts.

3 – Loosen the axle nuts on the unattached front wheel.

4 – Place the front wheel into the fork dropouts and insert the safety washers into the small holes on the fork drop outs (**Figure 8**).


5 – Inspect the wheel to make sure it is centered in the fork (**Figure 9**). Check to see that the axle is fully inserted in the drop out. Then tighten each axle nut a little at a time with a 15mm wrench, alternating between sides until each axle nut is properly tightened.

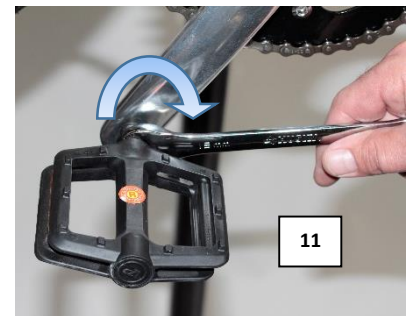


PEDALS

1 – Locate the pedal stamped “R” on the end of the spindle (this is the **RIGHT** pedal) (**Figure 10**).

2 – **RECOMMENDED**; Apply some grease to the pedal threads prior to installation.

Carefully insert the right pedal into the right side crank arm (the side with the chain) and thread it **clockwise**  (**Figure 11**). You should be able to thread the pedal in part of the way by hand with minor resistance. If it seems difficult and binds, stop, remove the pedal, realign the threads and try again. Be sure you are turning the right pedal axle in a clockwise direction!



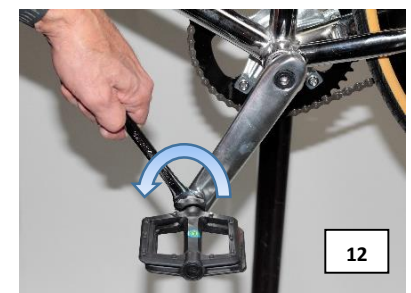
3 – Tighten the pedal with a 15mm or adjustable wrench until the pedal is securely attached to the crank arm. The pedals need to be tightened with a considerable amount of force so that they do not come lose.

4 – Locate the pedal stamped “L” on the end of the spindle (this is the **LEFT** pedal) and insert your into the left side crank arm.

5 – Thread it **counterclockwise**  and tighten with a 15mm or adjustable wrench following the instructions in step #3 above (**Figure 12**)

NOTE:

Be sure to tighten both pedals with an adjustable wrench or 15mm open end wrench to the recommended torque specification otherwise they will unscrew while riding causing an unsafe condition for the rider and damaging the threads in the crank.



FENDERS

Front Fender

- 1 – Locate the long bolt, washer, and nut which will either be in the parts bag or inserted at the top of the fork. **(Figure 13)**
- 2 – Slide the fender in place from the back of the fork. Insert the long bolt through the fork from the front of the bike. At the back of the fork, place the bolt through the fender mounting tab along with washer and nut. While pushing the fender tab up as far as it will go, tighten the bolt and nut to secure the fender to the top of the fork **(Figure 14)**
- 3 – Position the fender braces to the mounting holes on the fork drop-outs. It's okay to squeeze inward as these struts are designed to be pliable. Partially thread the screw through the fender brace into the drop out and repeat for the other side. Once both braces are partially attached, tighten brace screws to complete attaching your fender **(Figure 15)**

4 – If the fender is not straight, that's okay! As previously mentioned, the fender struts are can be bent. Gently adjust the fender by hand until it's straight.

Rear Fender - On some models the rear fender braces come already attached. If braces for rear fender are attached, skip to next section.

- 1 – If the red rear reflector is not already attached to the rear fender, install it now.
- 2 – Remove the fender attachment screws from the rear frame drop-outs.
- 3 - Position the fender struts to match the mounting holes on the rear drop-out and insert the screw through the end of the brace and screw into the drop-out. Repeat on the other side. If the struts are spread apart it's OK to squeeze inward as these struts are designed to be pliable.
- 4 – If the fender is not straight, gently adjust the fender by hand until it's straight

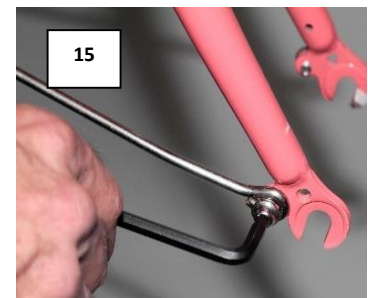
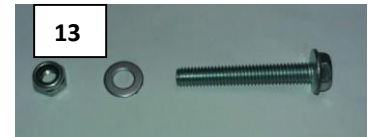
BRAKES

NOTE: We *highly* recommend taking your bike to a local bike shop and having your brakes set-up by a professional mechanic.

7 Speed Models – Your Critical City 7-speed bicycle is equipped with front and rear linear-pull brakes.

- A. Be sure that the brake pads are aligned with the curve of the rim and that they contact the rim surface flat and evenly. The brake shoe angle and height can be adjusted by loosening the Allen bolt attaching the brake shoe to the brake arm. Notice that the brake shoe can articulate a certain amount up and down and side to side. **(Figure 16)**

- b. Loosen the brake cable anchor on the brake arm held by an Allen bolt allowing the brake cable to freely glide through its anchor. **(Figure 17)**
- c. Squeeze the brake arms together until the brake shoes contact the rim surface. Pull the cable taught through its anchor and tighten the cable anchor bolt. Make sure the brake cable housing is seated properly at the cable stop ferrules before tightening the anchor bolt **(Figure 17)**



- d. Squeeze the brake lever hard several times to take the stretch out of the cable and make sure that it does not slip through its anchor. If the cable tension is too tight to allow the brake shoes to retract and clear the rim surface, loosen the anchor bolt and give the cable some slack. If the cable has too much slack and you cannot apply enough stopping force to the rim, repeat procedure “b” and take the slack out of the cable

Be sure that the brake arms are evenly spaced from the wheel and there is some clearance between the brake pads and the rim surface. If the arms are not evenly spaced from the wheel, you can balance the spacing by tightening or loosening the spring tension using the small screw located at the lower side of each brake arm (**Figure 18**)



GEARS

7-Speed Models – the gears on this model come adjusted from the factory. If the gears need adjustment, please have this done by a professional bike shop.

When Shifting Gears:

You must be pedaling with light pedal pressure while shifting to allow the chain to shift from one gear to another. For best results shift one gear at a time.

REFLECTORS

- 1 – Attach the plastic brackets to the handlebar and seat post.
- 2 – Slide the reflectors onto the brackets (white in the front, red in the back) (**Figure 19**)
- 3 – Attach the wheel reflectors onto the spokes of the wheels (if not already installed from the factory).



TIRES

- Locate the tire manufacturer’s recommended inflation pressure found on the tire sidewall (listed as “PSI”).
- Using a hand or floor pump with a gauge, begin to inflate the tire to half its recommended inflation pressure and check to see that the tire is properly seated on the rim. Be sure to inspect both sides of the tire for proper fit.
- If the tire is seated unevenly or bulges out along the rim, let some air out of the tire and reposition the tire by hand so that it sits evenly on the rim.
- Continue to inflate the tire to the manufacturer’s recommended pressure.
- Do not exceed the recommended pressure as this will cause an unsafe condition potentially causing the tire to unexpectedly explode.
- Do not use a compressed air device to inflate your tires as the rapid inflation of the tire can cause it to explode.
- **Tires and tubes are not warranted against damage caused by over-inflation or punctures from road hazards.**

BEFORE YOUR FIRST RIDE - We strongly recommend you take your bike to a professional bike shop and have them check your work and fine tune the bike to ensure your bike is safe to ride.

SERIAL NUMBER: It is important that you locate and record the serial number of your bicycle in case of a recall or if the bicycle is stolen. The serial number can be found under the crank bottom bracket stamped into the frame.

