

GOLDEN
BICYCLES

USER'S GUIDE

BICYCLE USERS GUIDE

IMPORTANT:

This manual contains important safety, performance and service information. Read it before you take the first ride on your new bicycle, and keep it for reference.

Additional safety, performance and service information for specific components such as suspension or pedals on your bicycle, or for accessories such as helmets or lights that you purchase, may also be available. Make sure that your dealer has given you all the manufacturers' literature that was included with your bicycle or accessories. In case of a conflict between the instructions in this manual and information provided by a component manufacturer, always follow the component manufacturer's instructions.

If you have any questions or do not understand something, take responsibility for your safety and consult with your dealer or the bicycle's manufacturer.

NOTE:

This manual is not intended as a comprehensive use, service, repair or maintenance manual. Please see your dealer for all service, repairs or maintenance. Your dealer may also be able to refer you to classes, clinics or books on bicycle use, service, repair or maintenance.

INTRODUCTION

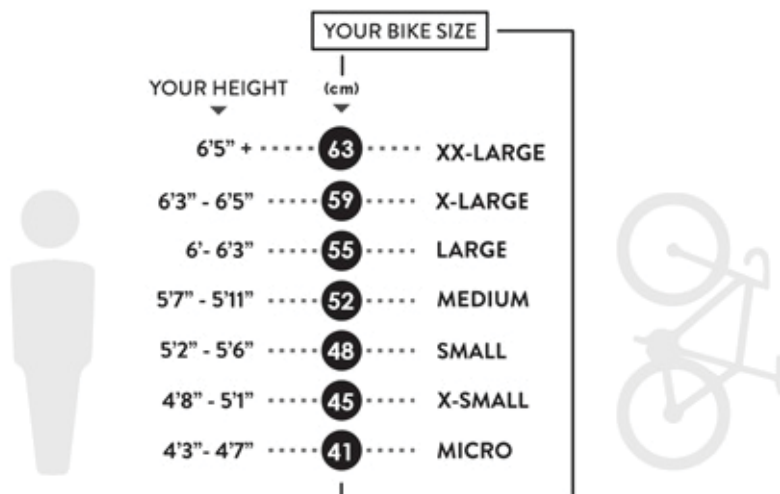
Congratulations! You have in your possession one of the finest bicycle products in the world. The following pages will provide you with the information you need to properly use, adjust, maintain and service your new bike, so you can get the most out of every ride.

It is essential that you read this owner's manual thoroughly before riding your bicycle. We know you're anxious, but trust us, it will only take a few minutes, and then you can unleash the full potential of your bicycle.

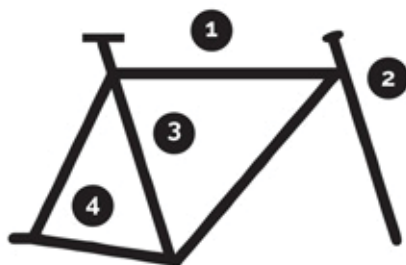
Please pay special attention to the safety information and cautions located throughout this owner's manual, as they are in place to help you avoid serious injury. If you encounter any issues with your bicycle that aren't covered in this guide, please contact your nearest Authorized Dealer. As your number one resource, your Golden Cycles Dealer can answer questions, perform required maintenance, recommend the best equipment and gear to complement your ride and provide a completely customized bike fit (BIKE FIT-certified dealers only).

Please contact us to see what available Authorized Dealer is in your area. Thank you for buying a Golden Cycles! We're proud to be your brand of choice. Now go ride!

SIZE CHART



MEASUREMENTS



- 1 TOP TUBE
- 2 HEAD TUBE
- 3 SEAT TUBE
- 4 CHAIN STAY

BIKE SIZE	TOP TUBE	HEAD TUBE	SEAT TUBE	CHAIN STAY	WEIGHT	STANDOVER HEIGHT
41	18.5"	4"	17"	16.5"	20 lbs	27"
45	21"	4"	17.5"	16.5"	21 lbs	28"
48	21"	4"	18.5"	16.5"	22 lbs	29"
52	21.5"	4"	20.5"	16.5"	23 lbs	30"
55	22"	5"	22"	16.5"	24 lbs	32"
59	22.5"	5"	24"	16.5"	25 lbs	33"
63	22.5"	7.5"	26"	16.5"	26 lbs	34"

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GENERAL WARNING:

Like any sport, bicycling involves risk of injury and damage. By choosing to ride a bicycle, you assume the responsibility for that risk, so you need to know — and to practice — the rules of safe and responsible riding and of proper use and maintenance. Proper use and maintenance of your bicycle reduce risk of injury.

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

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

Because it is impossible to anticipate every situation or condition which can occur while riding, this guide makes no representation about the safe use of the bicycle under all conditions. There are risks associated with the use of any bicycle which cannot be predicted or avoided, and which are the sole the responsibility of the rider.

A SPECIAL NOTE FOR PARENTS:

As a parent or guardian, you are responsible for the activities and safety of your minor child, and that includes making sure that the bicycle is properly fitted to the child; that it is in good repair and safe operating condition; that you and your child have learned and understand the safe operation of the bicycle; and that you and your child have learned, understand and obey not only the applicable local motor vehicle, bicycle and traffic laws, but also the common sense rules of safe and responsible bicycling. As a parent, you should read this manual, as well as review its warnings and the bicycle’s functions and operating procedures with your child, before letting your child ride the bicycle.

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

WARRANTY

This warranty covers Frame and Fork ONLY for a period of one year after purchase at an authorized dealer with receipt and/or sales contract.

Warranty will cover workmanship and material for frames and forks.

Our only obligation under this warranty is to replace damaged and/or manufactures defect frame or fork at Innovative Sports Distribution sole expense. Bicycles bought at non-authorized dealers are not covered by this Warranty.

THESE ARE NOT COVERED:

- Normal wear and tear.
- Improper assembly.
- Improper follow-up maintenance.
- Installation of components, parts, or accessories.
- Intended for or compatible with the bicycle sold.
- Labor charges for part replacement or changeover.
- Tires, tubes, paint, decals, and all other wearable parts.
- Damage or failure due to an accident, misuse, abuse, stunt riding or neglect.
- This warranty will also not cover bicycles assembled by yourself or anyone other than an authorized dealer or professional.

RELEASE OF LIABILITY

Bicycle riding is a hazardous sport and/or activity. This bicycle bought from IS Distribution or any of its authorized bicycle dealers and/or distributors is understood to be the consumer's sole responsibility and legal liability.

I the consumer and purchaser of this branded bicycle and/or product understand and acknowledge that bicycle riding may cause injury or death due to normal use, abuse, poorly maintained equipment, stunt riding, road terrain and/or accidents. I hereby release IS Distribution ,its owners, affiliates and employees from any and all legal liability from injury, property damage and death to myself, or my minor children resulting from assembly, maintenance, or use (as stated above) of any such equipment. I agree to defend, indemnify and hold harmless IS Distribution for and from any injury to other person(s) or property which i may cause as a result of engaging in the activity of riding a bicycle from this distributor.

1. FIRST

NOTE: We strongly urge you to read this guide in its entirety before your first ride. At the very least, read and make sure that you understand each point in this section, and refer to the cited sections on any issue which you don't completely understand. Please note that not all bicycles have all of the features described in this guide. Ask your dealer to point out the features of your bicycle.

A. BIKE FIT

1. Is your bike the right size? To check, see the sizing chart.
A. If your bicycle is too large or too small for you, you may lose control and fall. If your new bike is not the right size, ask your dealer to exchange it before you ride it.
2. Is the saddle at the right height? If you adjust your saddle height, follow the Minimum Insertion instructions.
3. Are saddle and seat post securely clamped? A correctly tightened saddle will allow no saddle movement in any direction.
5. Can you comfortably operate the brakes? If not, you may be able to adjust their angle and reach.
6. Do you fully understand how to operate your new bicycle? If not, before your first ride, have your dealer explain any functions or features which you do not understand.

B. SAFETY FIRST

1. Always wear an approved helmet when riding your bike, and follow the helmet manufacturer's instructions for fit, use and care.
2. Do you have all the other required and recommended safety equipment? See Section 2. It's your responsibility to familiarize yourself with the laws of the areas where you ride, and to comply with all applicable laws.
3. Do you know how to correctly secure your front and rear wheels?
1 to make sure. Riding with an improperly secured wheel can cause the wheel to wobble or disengage from the bicycle, and cause serious injury or death.
4. If your bike has toeclips and straps or clipless ("step-in") pedals, make sure you know how they work. These pedals require special techniques and skills. Follow the pedal manufacturer's instructions for use, adjustment and care.
5. Do you have "toe overlap"? On smaller framed bicycles your toe or toeclip may be able to contact the front wheel when a pedal is all the way forward and the wheel is turned.

C. MECHANICAL SAFETY CHECK

Routinely check the condition of your bicycle before every ride.

☒ **Nuts, bolts screws & other fasteners:** Because manufacturers use a wide variety of fastener sizes and shapes made in a variety of materials, often differing by model and component, the correct tightening force or torque cannot be generalized. To make sure that the many fasteners on your bicycle are correctly tightened, refer to the Fastener Torque Specifications. Correctly tightening a fastener requires a calibrated torque wrench. A professional bicycle mechanic with a torque wrench should torque the fasteners on your bicycle. If you choose to work on your own bicycle, you must use a torque wrench and the correct tightening torque specifications from the bicycle or component manufacturer or from your dealer. If you need to make an adjustment at home or in the field, we urge you to exercise care and to have the fasteners you worked on checked by your dealer as soon as possible.

WARNING: Correct tightening force on fasteners –nuts, bolts, screws on your bicycle is important. Too little force and the fastener may not hold securely. Too much force and the fastener can strip threads, stretch, deform or break. Either way, incorrect tightening force can result in component failure, which can cause you to lose control and fall.

☒ **Make sure nothing is loose.** Lift the front wheel off the ground by two or three inches, then let it bounce on the ground. Anything sound, feel or look loose? Do a visual and tactile inspection of the whole bike. Any loose parts or accessories? If so, secure them.

☒ **Tires & Wheels:** Make sure tires are correctly inflated. Check by putting one hand on the saddle, one on the intersection of the handlebars and stem, then bouncing your weight on the bike while looking at tire deflection. Compare what you see with how it looks when you know the tires are correctly inflated; and adjust if necessary.

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

CAUTION: Wheels must be true for rim brakes to work effectively. Wheel truing is a skill which requires special tools and experience. Do not attempt to true a wheel unless you have the knowledge, experience and tools needed to do the job correctly.

☒ **Wheels clean and undamaged?** Make sure the rims are clean and undamaged at the tire bead and if you have rim brakes along with the braking surface.

WARNING: Bicycle wheel rims are subject to wear. Ask your dealer about wheel rim wear. Some wheel rims have a rim wear indicator which becomes visible as the rim's braking surface wears. A visible rim wears indicator on the side of the wheel rim is an indication that the wheel rim has reached its maximum usable life. Riding a wheel that is at the end of its usable life can result in wheel failure, which can cause you to lose control and fall.

☒ **Brakes:** Check the brakes for proper operation. Squeeze the brake levers. Are the brake quick-releases closed? All control cables seated and securely engaged? If you have rim brakes, do the brake pads contact the wheel rim squarely and make full contact with the rim? Do the brakes begin to engage within an inch of brake lever movement? Can you apply full braking force at the levers without having them touch the handlebar? If not, your brakes need to be adjusted by a professional bicycle mechanic.

☒ **Wheel retention system:** Make sure the front and rear wheels are correctly secured.

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

☒ **Handlebar ends:** Make sure the handlebar grips are secure and in good condition. If not, have your dealer replace them. Make sure the handlebar ends and extensions are plugged. If not, have your dealer plug them before you ride. If the handlebars have bar end extensions, make sure they are clamped tight enough so you can't twist them.

WARNING: Loose or damaged handlebar grips or extensions can cause you to lose control and fall. Unplugged handlebars or extensions can cut you and cause serious injury in an otherwise minor accident.

VERY IMPORTANT SAFETY NOTE:

Please also read and become thoroughly familiar with the important information on the lifespan of your bicycle and its components.

D. FIRST RIDE

When you buckle on your helmet and go for your first familiarization ride on your new bicycle, be sure to pick a controlled environment, away from cars, other cyclists, obstacles or other hazards. Ride to become familiar with the controls, features and performance of your new bike.

Familiarize yourself with the braking action of the bike. Test the brakes at slow speed, putting your weight toward the rear and gently applying the brakes, rear brake first. Sudden or excessive application of the front brake could pitch you

over the handlebars. Applying brakes too hard can lock up a wheel, which could cause you to lose control and fall. Skidding is an example of what can happen when a wheel locks up.

If your bicycle has toe-clips or clipless pedals, practice getting in and out of the pedals.

If your bicycle has shifters, practice shifting the gears. Remember to never move the shifter while pedaling backward, nor pedal backward immediately after having moved the shifter. This could jam the chain and cause serious damage to the bicycle.

Check out the handling and response of the bike and check the comfort.

If you have any questions, or if you feel anything about the bike is not as it should be, consult your dealer before you ride again.

2. SAFETY

A. THE BASICS

WARNING: The area in which you ride may require specific safety devices. It is your responsibility to familiarize yourself with the laws of the area where you ride and to comply with all applicable laws, including properly equipping yourself and your bike as the law requires. Observe all local bicycle laws and regulations. Observe regulations about bicycle lighting, licensing of bicycles, riding on sidewalks, laws regulating bike path and trail use, helmet laws, child carrier laws, special bicycle traffic laws. It's your responsibility to know and obey the laws.

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

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

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

3. Be thoroughly familiar with the controls of your bicycle.

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

5. Always wear shoes that will stay on your feet and will grip the pedals. Make sure that shoelaces cannot get into moving parts, and never ride barefoot.

Bright, visible clothing that is not so loose that it can be tangled in the bicycle or snagged by objects at the side of the road or trail. Protective eyewear, to protect against airborne dirt, dust and bugs — tinted when the sun is bright, clear when it's not.

6. Don't jump with your bike. Jumping a bike, particularly a BMX or mountain bike, can be fun; but it can put huge and unpredictable stress on the bicycle and its components. Riders who insist on jumping their bikes risk serious damage, to their bicycles as well as to themselves. Before you attempt to jump, do stunt riding or race with your bike, read and understand the guide.

7. Ride at a speed appropriate for conditions. Higher speed means higher risk.

B. RIDING SAFETY

1. Obey all Rules of the Road and all local traffic laws.

2. You are sharing the road or the path with others — motorists, pedestrians, and other cyclists. Respect their rights.

3. Ride defensively. Always assume that others do not see you.

4. Look ahead, and be ready to avoid: Vehicles slowing or turning, entering the road or your lane ahead of you, or coming up behind you. Parked car doors opening. Pedestrians stepping out. Children or pets playing near the road. Pot holes, sewer grating, railroad tracks, expansion joints, road or sidewalk construction, debris and other obstructions that could cause you to swerve into traffic, catch your wheel or cause you to have an accident. The many other hazards and distractions which can occur on a bicycle ride.

5. Ride in designated bike lanes, on designated bike paths or as close to the edge of the road as possible, in the direction of traffic flow or as directed by local governing laws.

6. Stop at stop signs and traffic lights; slow down and look both ways at street intersections. Remember that a bicycle always loses in a collision with a motor vehicle, so be prepared to yield even if you have the right of way.

7. Use approved hand signals for turning and stopping.

8. Never carry a passenger, unless it is a small child wearing an approved helmet and secured in a correctly mounted child carrier or a child-carrying trailer.

9. Never carry anything which obstructs your vision or your complete control of the bicycle, or which could become entangled in the moving parts of the bicycle.

10. Never hitch a ride by holding on to another vehicle.

11. Don't do stunts, wheelies or jumps. If you intend to do stunts, wheelies, jumps or go racing with your bike despite our advice not to, know it will void warranty. Think carefully about your skills before deciding to take the large risks that go with this kind of riding

13. Don't weave through traffic or make any moves that may surprise people with whom you are sharing the road.
14. Observe and yield the right of way.
15. Never ride your bicycle while under the influence of alcohol or drugs.
16. If possible, avoid riding in bad weather, when visibility is obscured, at dawn, dusk or in the dark, or when extremely tired. Each of these conditions increases the risk of an accident.

C. WET WEATHER RIDING

WARNING: Wet weather impairs traction, braking, and visibility, both for the bicyclist and for other vehicles sharing the road. The risk of an accident is dramatically increased in wet conditions.

Under wet conditions, the stopping power of your brakes (as well as the brakes of other vehicles sharing the road) is dramatically reduced and your tires don't grip nearly as well. This makes it harder to control speed and easier to lose control. To make sure that you can slow down and stop safely in wet conditions, ride more slowly and apply your brakes earlier and more gradually than you would under normal, dry conditions.

D. NIGHT RIDING

Riding a bicycle at night is much more dangerous than riding during the day. A bicyclist is very difficult for motorists and pedestrians to see. Therefore, children should never ride at dawn, at dusk or at night. Adults who chose to accept the greatly increased risk of riding at dawn, at dusk or at night need to take extra care both riding and choosing the right equipment which helps reduce that risk.

WARNING: Reflectors are not a substitute for required lights. Riding at dawn, at dusk, at night or at other times of poor visibility without an adequate bicycle lighting system and without reflectors is dangerous and may result in serious injury or death.

Bicycle reflectors are designed to pick up and reflect car lights and street lights in a way that may help you to be seen and recognized as a moving bicyclist.

CAUTION: Check reflectors and their mounting brackets regularly to make sure that they are clean, straight, unbroken and securely mounted. Have your dealer replace damaged reflectors.

The mounting brackets of a front and rear reflectors are often designed as brake straddle cable safety catches which prevent the straddle cable from catching on the tire tread if the cable jumps out of its yoke or breaks.

WARNING: Do not remove the front or rear reflectors or reflector brackets from your bicycle. They are an integral part of the bicycle's safety system. Removing the reflectors reduces your visibility to others using the roadway. Being struck by other vehicles may result in serious injury or death. The reflector brackets may protect you from a brake straddle cable catching on the tire in the event of brake cable failure. If a brake straddle cable catches on the tire, it can cause the wheel to stop suddenly, causing you to lose control and fall.

If you choose to ride under conditions of poor visibility, check and be sure you comply with all local laws about night riding and take the following strongly recommended additional precautions:

- Purchase and install battery or generator powered head and tail lights which meet all regulatory requirements and provide adequate visibility.
- Wear light-colored, reflective clothing and accessories, such as a reflective vest, reflective arm and leg bands, reflective stripes on your helmet, flashing lights attached to your body and/or your bicycle ... any reflective device or light source that moves will help you get the attention of approaching motorists, pedestrians, and other traffic.
- Make sure your clothing or anything you may be carrying on the bicycle does not obstruct a reflector or light.
- Make sure that your bicycle is equipped with correctly positioned and securely mounted reflectors.

While riding at dawn, at dusk or at night:

- Ride slowly.
- Avoid dark areas and areas of heavy or fast-moving traffic.
- Avoid road hazards.
- If possible, ride on familiar routes.

If riding in traffic:

- Be predictable. Ride so that drivers can see you and predict your movements.
- Be alert. Ride defensively and expect the unexpected.
- If you plan to ride in traffic often, ask your dealer about traffic safety classes or a good book on bicycle traffic safety.

E. EXTREME, STUNT OR COMPETITION RIDING

Whether you call it Aggro, Hucking, Freeride, North Shore, Downhill, Jumping, Stunt Riding, Racing or something else: if you engage in this sort of extreme, aggressive riding you will get hurt, and you voluntarily assume a greatly increased risk of injury or death. Not all bicycles are designed for these types of riding, and those that are may not be suitable for all types of aggressive riding.

Check with your dealer or the bicycle's manufacturer about the suitability of your bicycle before engaging in extreme riding. When riding fast downhill, you can reach speeds achieved by motorcycles, and therefore face similar hazards and risks. Have your bicycle and equipment carefully inspected by a qualified mechanic and be sure it is in perfect condition. Consult with expert riders, area site personnel, and race officials on conditions and equipment advisable at the site where you plan to ride. Wear appropriate safety gear, including an approved full face helmet, full finger gloves, and body armor. Ultimately, it is your responsibility to have the proper equipment and to be familiar with course conditions.

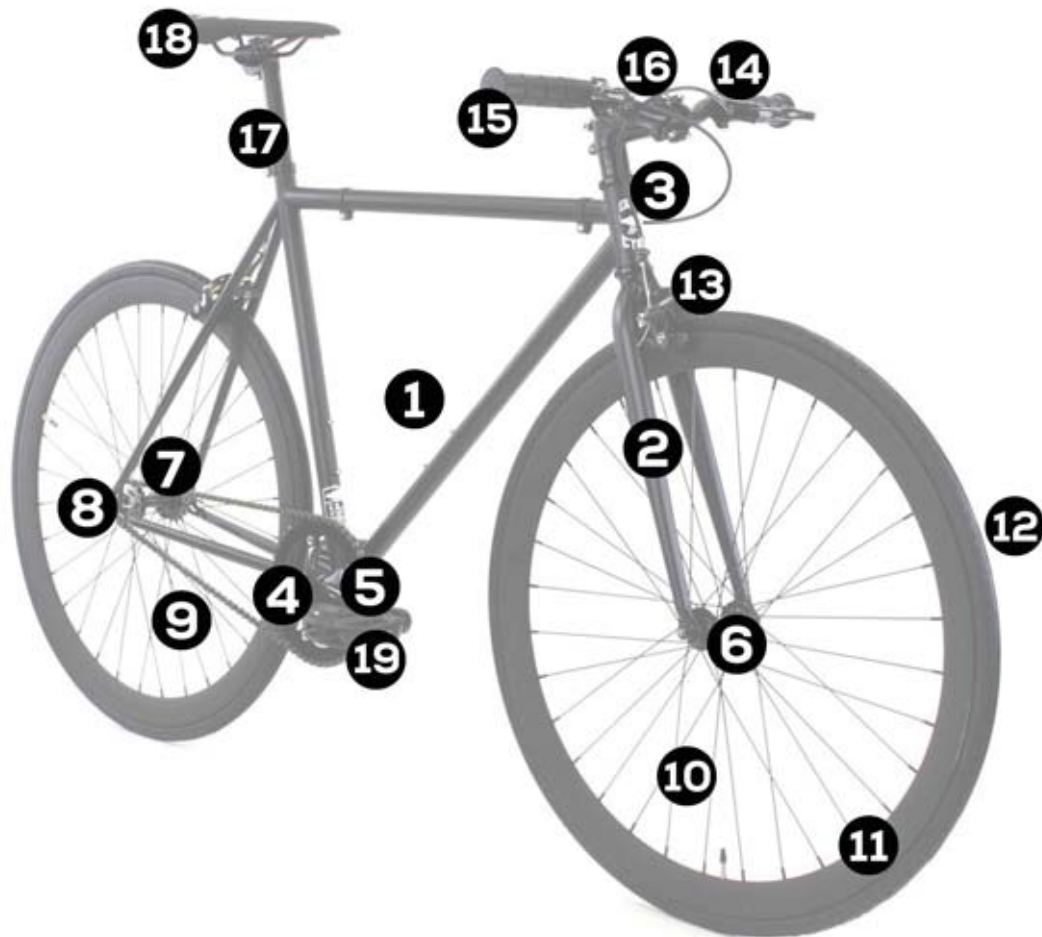
WARNING: Although many catalogs, advertisements, and articles about bicycling depict riders engaged in extreme riding, this activity is extremely dangerous. It increases your risk of injury or death and increases the severity of an injury. Remember that the action depicted is being performed by professionals with many years of training and experience. Know your limits and always wear a helmet and other appropriate safety gear. Even with state-of-the-art protective safety gear, you could be seriously injured or killed when jumping, stunt riding, riding downhill at speed or in competition. Bicycles and bicycle parts have limitations with regard to strength and integrity, and this type of riding can exceed those limitations.

We recommend against this type of riding because of the increased risks; but if you choose to take the risk, at least: Take lessons from a competent instructor first. Start with easy learning exercises and slowly develop your skills before trying more difficult or dangerous riding. Use only designated areas for stunts, jumping, racing or fast downhill riding. Wear a full face helmet, safety pads, and other safety gear. Understand and recognize that the stresses imposed on your bike by this kind of activity may break or damage parts of the bicycle and void the warranty.

F. CHANGING COMPONENTS OR ADDING ACCESSORIES

There are many components and accessories available to enhance the comfort, performance, and appearance of your bicycle. However, if you change components or add accessories, you do so at your own risk. The bicycle's manufacturer may not have tested that component or accessory for compatibility, reliability or safety on your bicycle. Before installing any component or accessory, including a different size tire, make sure that it is compatible with your bicycle by checking with your dealer. Be sure to read, understand and follow the instructions that accompany the products you purchase for your bicycle.

3. COMPONENTS



A. PART ASSEMBLY LIST

- | | |
|------------------|---------------|
| 1. Frame | 13. Brakes |
| 2. Fork | 14. Handlebar |
| 3. Headset | 15. Grips |
| 4. Crankset | 16. Stem |
| 5. BB Set | 17. Seat Post |
| 6. Front Hub | 18. Saddle |
| 7. Rear Hub | 19. Pedals |
| 8. Cog/Freewheel | |
| 9. Chain | |
| 10. Spokes | |
| 11. Rim | |
| 12. Tires | |

4. ASSEMBLY

A. INTRODUCTION

This User's Guide is made for several different bicycles. Some illustrations may vary from the actual product. Your bicycle comes directly to you requiring some assembly. This guide has been written to guide you through the additional steps necessary to complete the assembly of your bike. These instructions are to be used as a guide only, the images used throughout are for demonstration purposes only and may not be images of your specific bike.

The following instructions will guide you through:

- Tools Required
- Unpacking the bike
- Assembling the handlebar
- Inserting the handlebar assembly
- Installing the saddle and seat post
- Installing the front wheels
- Installing and adjusting the brakes
- Installing the pedals

If the bicycle has any parts that are not described in this manual, look for separate "special instructions" that are supplied with the bicycle. All features, components, and accessories are not included on all models. If you are not confident in assembling this unit, refer to your authorized dealer or professional.

Remove all the packaging from your bike. Cut the Zip Ties with scissors or wire cutters to prevent scratching of the frame and components. Inspect the bike and all the included parts to make sure there are no damaged or missing parts.

B. TOOLS NEEDED

These common tools can be found at your household, if you do not have the proper tools, stop and head to your local bike shop.



Small Adjustable Wrench
(Jaws must open at least 9/16 inch.)



Open-end Wrenches



Flat-blade Screwdriver



Phillips Screwdriver



Slip-Joint Pliers



Metric Allen Wrenches

C. ASSEMBLE THE FRONT WHEEL

If you do not have a proper bicycle stand turn the bike over so that it sits on the saddle and handlebars. Remove the small plastic rod from between the fork ends. Your bicycle will come with either a nutted front wheel or a front wheel with a quick release mechanism. Place the front wheel in the front fork drop out slots and ensure the wheel fits correctly. Ensure that the fork dropout sits in between the lock washer and the cone nut. If your bicycle has tabbed lock washers, ensure that the locking tabs are correctly mounted into the holes in the forks. Then fully tighten both nuts and ensure the wheel sits straight in the forks. Ensure wheel spins freely without contacting fork.

WARNING: Failure to obey these steps can allow the front wheel to loosen while riding. This can cause injury to the rider and others.

D. HANDLEBAR AND STEM

Using an Allen Wrench remove the screws on the front of the stem and take the stem face cover off. Place your handlebar centered into the stem and install stem cover and the bolts back on. Position the handlebars so they are comfortable to the rider. Tighten the screws securely and evenly. Do not over tighten.

E. SADDLE AND POST INSTALLATION

Loosen the seat post clamp. If your bike has a quick release lever rotate the quick release clamp until it is fully open. If your bike has a has a nutted seat post clamp, use a wrench (or Allen key if appropriate) to loosen the clamp. Place the seat post into the frame and slide it down to the desired height, ensuring the minimum insertion mark cannot be seen. Ensure the saddle is aligned with frame and set at the correct angle for comfortable cycling. Our bicycles come with the pre-assembled seat to seat post so make sure it is aligned with your desire. To align the saddle, stand over the bike and align the nose of the saddle to run parallel with the top tube of the frame.

WARNING: If your seat post is not inserted in the seat tube so that the Minimum Insertion Mark cannot be seen, the seat post may break, which could cause you to lose control.

F. PEDAL INSTALLATION

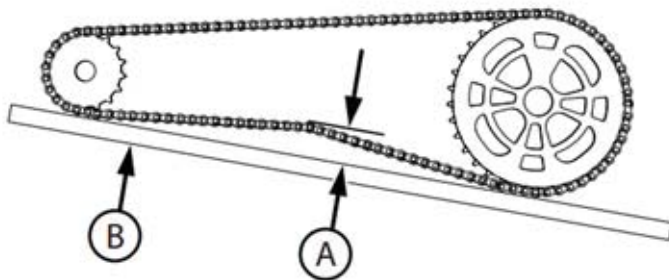
WARNING: Incorrect attachment of the pedal into the crank arm can strip the thread from the pedal spindle, or the threads in the crank arm, and cause irreparable damage.

The pedals are marked as either Right or Left, R or L. The pedals will be marked on the end of the pedal spindle and possibly also by a decal on the pedal body. The right-hand side of the bike is the chainwheel side of the bike. Insert the Right Pedal into the Right pedal arm and turn the thread clockwise. Fully tighten with a 15mm narrow open ended wrench. Insert the Left Pedal into the Left pedal arm and turn the thread anti-clockwise. Fully tighten with a 15mm open ended wrench. A pedal wrench is preferred when installing pedals, an open-end wrench can also be used. Ensure pedals are secure in crank arms so they will not loosen and periodically check tightness.

G. CHAIN ADJUSTMENTS

The chain must be at the correct tightness. If too tight, the bicycle will be difficult to pedal. If too loose, the chain can come off the sprockets. When the chain is at the correct tightness, you can rotate the crank freely and you can pull it no more than half an inch away from a straightedge as shown. To adjust the chain, loosen the axle nuts so they are hand tight. Turn the adjuster chain tensioner with the Allen wrench so that the chain is the correct tightness. When the chain is properly tightened, hold the wheel in position and tighten both axle nuts to 21 ft-lbs.

WARNING: Do not attempt chain repairs. If there is a problem with the chain have your authorized dealer make the repairs.



H. TESTING TIGHTNESS

- To test the tightness of the stem:** Straddle the front wheel between your legs. Try to turn the front wheel by turning the handlebar. If the handlebar and stem turn without turning the front wheel, realign the stem with the front wheel and tighten the stem bolts by the fork steering tighter than before. Do this step again until the stem and bars do not turn without turning the front wheel.
- To test the tightness of the handlebar clamp:** Hold the bicycle stationary and try to move the ends of the handlebar up and down, forward and back. If the handlebar moves, loosen the bolts from the handlebar clamp

Put the handlebar in the correct position and tighten the bolts of the handlebar clamp tighter than before. Since the handlebar clamp has more than one bolt you need to tighten the bolts equally. Do this test again, until the handlebar does not move in the handlebar clamp. Do not exceed 100lbs of force when testing the handlebars.

3. Testing the Seat Clamp: If the seat post moves in the seat tube loosen the clamp screw. Put the seat in the correct position and tighten the screw tighter than before. Do this test again till the seat post does not move.

4. Brake System Setup: You must adjust the front brakes before you ride the bicycle. Start by aligning the brake pads in the correct position, do this by loosening each screw on the brake pad with your Allen wrench. Adjust each brake pad so its flat against the rim and aligned with the curb of the rim. Make sure it does not rub on the tire. Hold each brake pad in position and tighten the screw. Loosen the cable nut so that it is loose then squeeze the brake arms so the pads come in contact with the rim. Pull the brake cable tight and tighten the cable nut and adjust it so the pads have clearance with the wheel. Make sure the brake lever is not loose and that you have sheaths are fully inserted into the adjustment housing at the caliper and hand lever.

5. SERVICE

WARNING: Technological advances have made bicycles and bicycle components more complex, and the pace of innovation is increasing. It is impossible for this manual to provide all the information required to properly repair and/or maintain your bicycle. In order to help minimize the chances of an accident and possible injury, it is critical that you have any repair or maintenance which is not specifically described in this manual performed by your dealer. Equally important is that your individual maintenance requirements will be determined by everything from your riding style to geographic location. Consult your dealer for help in determining your maintenance requirements.

WARNING: Many bicycle service and repair tasks require special knowledge and tools. Do not begin any adjustments or service on your bicycle until you have learned from your dealer how to properly complete them. Improper adjustment or service may result in damage to the bicycle or in an accident which can cause serious injury or death.

If you want to learn to do major service and repair work on your bike: Ask your dealer to recommend a book on bicycle repair. Ask your dealer about the availability of bicycle repair courses in your area.

We recommend that you ask your dealer to check the quality of your work the first time you work on something and before you ride the bike, just to make sure that you did everything correctly. Since that will require the time of a mechanic, there may be a modest charge for this service. We also recommend that you ask your dealer for guidance on what spare parts, such as inner tubes, light bulbs, etc. it would be appropriate for you to have once you have learned how to replace such parts when they require replacement.

A. SERVICE INTERVALS

Some service and maintenance can and should be performed by the owner, and require no special tools or knowledge beyond what is presented in this guide. The following are examples of the type of service you should perform yourself. All other services, maintenance, and repair should be performed in a properly equipped facility by a qualified bicycle mechanic using the correct tools and procedures specified by the manufacturer.

1. Break-in Period: Your bike will last longer and work better if you break it in before riding it hard. Control cables and wheel spokes may stretch or “seat” when a new bike is first used and may require readjustment by your dealer. Your Mechanical Safety Check will help you identify some things that need readjustment. But even if everything seems fine to you, it’s best to take your bike back to the dealer for a checkup. Dealers typically suggest you bring the bike in for a 30-day checkup. Another way to judge when it’s time for the first checkup is to bring the bike in after three to five hours of hard off-road use, or about 10 to 15 hours of on-road or more casual off-road use. But if you think something is wrong with the bike, take it to your dealer before riding it again.

2. Before every ride: Mechanical Safety Check

3. After every long or hard ride; if the bike has been exposed to water or grit; or at least every 100 miles: Clean the bike and lightly lubricate the chain’s rollers with a good quality bicycle chain lubricant. Wipe off excess lubricant with a lint-free cloth. Lubrication is a function of climate. Talk to your dealer about the best lubricants and the recommended lubrication frequency for your area. Avoid contaminating the rims with lubricant!

4. After every long or hard ride or after every 10 to 20 hours of riding:

- Squeeze the front brake and rock the bike forward and back. Everything feels solid? If you feel a clunk with each forward or backward movement of the bike, you probably have a loose headset. Have your dealer check it.
- Lift the front wheel off the ground and swing it from side to side. Feel smooth? If you feel any binding or roughness in the steering, you may have a tight headset. Have your dealer check it.

- Grab one pedal and rock it toward and away from the centerline of the bike; then do the same with the other pedal. Anything feels loose? If so, have your dealer check it.
- Take a look at the brake pads. Starting to look worn or not hitting the wheel rim squarely? Time to have the dealer adjust or replace them.
- Squeeze each adjoining pair of spokes on either side of each wheel between your thumb and index finger. Do they all feel about the same? If any feel loose, have your dealer check the wheel for tension and trueness.
- Check the tires for excess wear, cuts or bruises. Have your dealer replace them if necessary.
- Check the wheel rims for excess wear, dings, dents, and scratches. Consult your dealer if you see any rim damage.
- Check to make sure that all parts and accessories are still secure, and tighten any which are not.
- Check the frame, particularly in the area around all tube joints; the handlebars; the stem; and the seatpost for any deep scratches, cracks or discoloration. These are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced.

WARNING: Like any mechanical device, a bicycle and its components are subject to wear and stress. Different materials and mechanisms wear or fatigue from stress at different rates and have different life cycles. If a component's life cycle is exceeded, the component can suddenly and catastrophically fail, causing serious injury or death to the rider. Scratches, cracks, fraying, and discoloration are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced. While the materials and workmanship of your bicycle or of individual components may be covered by a warranty for a specified period of time by the manufacturer, this is no guarantee that the product will last the term of the warranty. Product life is often related to the kind of riding you do and to the treatment to which you submit the bicycle. The bicycle's warranty is not meant to suggest that the bicycle cannot be broken or will last forever. It only means that the bicycle is covered subject to the terms of the warranty. Please be sure to read the Intended Use of your bicycle and the lifespan of your bike and its components.

B. IF YOUR BICYCLE SUSTAINS AN IMPACT

First, check yourself for injuries, and take care of them as best you can. Seek medical help if necessary. Next, check your bike for damage. After any crash, take your bike to your dealer for a thorough check. Carbon composite components, including frames, wheels, handlebars, stems, cranksets,

brakes, etc. which have sustained an impact must not be ridden until they have been disassembled and thoroughly inspected by a qualified mechanic.

WARNING: A crash or other impact can put extraordinary stress on bicycle components, causing them to fatigue prematurely. Components suffering from stress fatigue can fail suddenly and catastrophically, causing loss of control, serious injury or death.

WARNING: Understand your bike and its intended use. Choosing the wrong bicycle for your purpose can be hazardous. Using your bike the wrong way is dangerous.

C. THE LIFESPAN OF YOUR BIKE AND ITS COMPONENTS

Nothing Lasts Forever, Including Your Bike. When the useful life of your bike or its components is over, continued use is hazardous.

Every bicycle and its component parts have a finite, limited useful life. The length of that life will vary with the construction and materials used in the frame and components; the maintenance and care the frame and components receive over their life; and the type and amount of use to which the frame and components are subjected. Use in competitive events, trick riding, ramp riding, jumping, aggressive riding, riding on severe terrain, riding in severe climates, riding with heavy loads, commercial activities and other types of non-standard use can dramatically shorten the life of the frame and components. Anyone or a combination of these conditions may result in an unpredictable failure. All aspects of use being identical, lightweight bicycles and their components will usually have a shorter life than heavier bicycles and their components. In selecting a lightweight bicycle or components you are making a tradeoff, favoring the higher performance that comes with lighter weight over longevity. So, if you choose lightweight, high-performance equipment, be sure to have it inspected frequently.

You should have your bicycle and its components checked periodically by your dealer for indicators of stress and/or potential failure, including cracks, deformation, corrosion, paint peeling, dents, and any other indicators of potential problems, inappropriate use or abuse. These are important safety checks and very important to help prevent accidents, bodily injury to the rider and shortened product life. Steel is the traditional material for building bicycle frames. It has good characteristics, but in high-performance bicycles, steel has been largely replaced by aluminum and some titanium. The main factor driving this change is interest by cycling enthusiasts in lighter bicycles.