



BLB CITY BICYCLES

OWNERS MANUAL



Congratulations! You are the proud owner of a BLB bicycle! The following pages will help you ensure you get the most out of your new bike. Please keep this booklet safe and refer back to it if you need to.

1: TERMS AND CONDITIONS	3
2: BEFORE RIDING	5
3: SERIAL NUMBER	6
4: ASSEMBLY CHECK LIST AND MECHANIC SIGNATURE	7
5: BIKE ANATOMY	9
6: ASSEMBLY INSTRUCTIONS	11
7: BICYCLE MAINTENANCE AND REPAIR	16
8: TROUBLESHOOTING	74
9: CONDITIONS OF USE	77
10: WARRANTY	78



1: TERMS AND CONDITIONS

The Brick Lane Bikes Bicycle that you have just acquired may be supplied 85% assembled in box. In order to make the bicycle road worthy a professional bike mechanic must check it and have all parts supplied assembled according to local regulations.

We are responsible for loss or damage you suffer that is a foreseeable result of our negligence or any defects in material or workmanship. Loss or damage is foreseeable if it was a foreseeable result of our negligence or if it was contemplated by you and us at the time of delivery of the bike to you.

We do not exclude or limit in any way our liability for death or personal injury caused by our negligence. Our liability for all other loss or damage suffered by you is excluded to the fullest extent permissible by law. You agree that you will have the assembly or set-up of the bike carried out, or inspected and approved by a suitably qualified professional bike mechanic.

For the avoidance of doubt we exclude our liability to you for any loss or damage suffered by you as a result of your failure to assemble the components in the manner set out in this manual or your failure to have the assembly or set-up of the bike carried out, or inspected and approved by a suitably qualified professional bike mechanic.



Please keep below signed Declaration and Mechanic checklist safe, as you will be required to produce it in the event of a claim.

Owners declaration:

I fully understand that the Brick Lane Bikes bicycle I have just acquired is not to be used for riding purposes until it has been fully checked by a qualified professional bike mechanic. Ensuring that all parts including brakes and reflectors were assembled according to local regulations.

Customer name:

Date:

Location:

Signature:



2: BEFORE RIDING

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



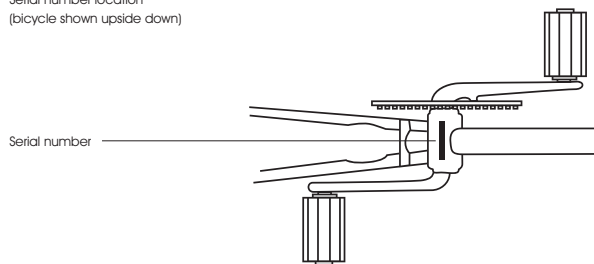
3: SERIAL NUMBER

Record your serial number

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

Your serial number:

Serial number location
(bicycle shown upside down)



4: ASSEMBLY CHECK LIST AND MECHANIC SIGNATURE

The following bike safety check list must be completed by a qualified professional bicycle mechanic:

Pre-delivery inspection

- Frame/fork checked for damage and scratches
- Components inventoried for missing or incorrect components

Wheel system

- Wheel nuts correctly secured
- Tyre pressure checked
- Check hubs for correct adjustment
- Quick release levers correctly secured

Drive train system

- Crank arm bolts securely tightened
- Chainwheel bolts secured
- Chain checked and lubricated
- Grease pedal axles and cranks pedal threads

Steering system

- Headset adjusted
- Headset locknut or Ahead stem secured
- Check brake lever security by load-testing
- Handlebar binder bolt greased and secured
- Stem bolt, wedge and interior of steerer tube greased
- Stem secured and minimum insertion line not showing
- Load test the handlebars and stem



Brake system

- Pad alignment checked and secured
- Cable system stress tested by pulling brake lever
- Cable adjusted for easy cable guide insertion
- Cable barrels adjusted correctly
- Cable end caps fitted

Gear system

- Shifters mounted, secured and checked by load-testing
- Cables pre-stressed, checked and lubricated for smooth action
- Check front and rear derailleur alignment

Saddle and seat post

- Seat post checked for smooth installation
- Seat post binder/clamp bolt threads greased and tightened
- Frame seat tube greased
- Saddle angle set level and ensure minimum insertion line not showing

Mechanic name:

Date:

Location:

Stamp and/or signature:

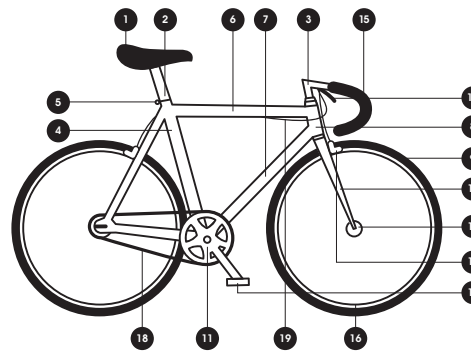


5: BIKE ANATOMY

Single speed bicycle

Names of the components referred to throughout this booklet:

1 Saddle	8 Head tube	15 Handlebars
2 Seat post	9 Tyre	16 Rim
3 Stem	10 Pedal	17 Brake lever
4 Seat tube	11 Cranks	18 Chain
5 Seat clamp	12 Brake calliper	19 Brake cable
6 Top tube	13 Fork	
7 Down tube	14 Hub	

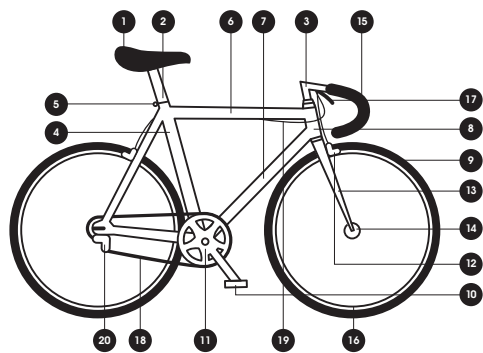




Geared bicycle

Names of the components referred to throughout this booklet:

1 Saddle	8 Head tube	15 Handlebars
2 Seat post	9 Tyre	16 Rim
3 Stem	10 Pedal	17 Brake lever
4 Seat tube	11 Cranks	18 Chain
5 Seat clamp	12 Brake calliper	19 Brake cable
6 Top tube	13 Fork	20 Derailleur
7 Down tube	14 Hub	



6: ASSEMBLY INSTRUCTIONS

Preparation

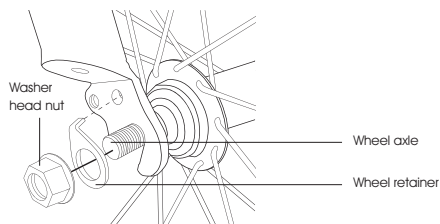
It is important that you read this owner's manual before you start to assemble your bicycle. WE RECOMMEND THAT YOU CONSULT A PROFESSIONAL BICYCLE MECHANIC IF YOU HAVE DOUBTS OR CONCERNS AS TO YOUR ABILITY TO PROPERLY ASSEMBLE, REPAIR, OR MAINTAIN YOUR BICYCLE. Remove all parts from the shipping carton.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



Front Wheel

1. Remove the nuts, washers and wheel retainers from the front wheel axle, if necessary. If these are not on the wheel axle, they will be included in the hardware bag.
2. Slide the wheel onto the open ends of the fork. Slip an axle retainer onto each end of the axle, and hook the retainers into the holes in the fork end. Loosely install the washer onto each end of the axle (serrated end toward the retainer), then install the hex nut. (Note: there may be a washer head nut in place of the washer and hex nut).
3. Centre the wheel in the fork and tighten the axle nuts securely, alternating from one side to the other.
4. Spin the wheel to make sure that it is centred in the fork and does not wobble. If the wheel is not centred, loosen the nuts and try again.

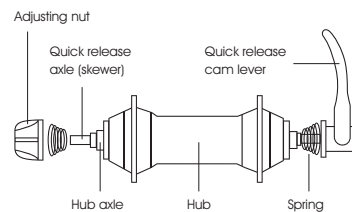
Torque requirement: 16-20 ft lbs.



Quick release front wheel

Some bicycles have wheel axles that incorporate a Quick Release (QR) mechanism. This allows easy wheel removal without the need for tools. The mechanism uses a long bolt (called a skewer) with an adjusting nut on one end, and a lever operating a cam-action tensioner on the other.

With the quick release lever in the open position, insert the front wheel into the open ends of the fork. Turn the adjusting nut so that the locking lever is moved to the closed position with a firm action. At the halfway closed position of the quick release lever, you should start to feel some resistance to this motion. Do not tighten the quick release by using the quick release lever like a wing nut. If the quick release lever is moved to the closed position with no resistance, clamping strength is insufficient. Move the quick release lever to the open position, tighten the quick release adjusting nut, and return the quick release lever to the closed position.

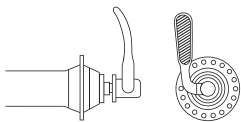




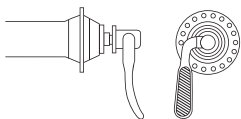
Correct quick release axle setting

1. To set, turn the lever to the open position so that the curved part faces away from the bicycle.
2. While holding the lever in one hand, tighten the adjusting nut until it stops.
3. Pivot the lever towards the closed position. When the lever is halfway closed, there must be firm resistance to turn it beyond that point. If resistance is not firm, open the lever and tighten the adjusting nut in a clockwise direction.
4. Continue to pivot the lever all the way to the closed position so that the curved part of the lever faces the bicycle.

Closed position



Open position



Kickstand

Your bike will be equipped with either a standard kickstand, rear mount kickstand or no kickstand. Please follow the instructions below that correspond with your bike.

1. Place the bicycle in an upright position.
2. Remove the top plate from the kickstand.
3. From the left side of the bicycle (opposite side from chainring), place the kickstand in position beneath the two rear fork legs.
4. Place the top plate, flange down, onto the mounting bolt.
5. Replace the washer and nut onto the mounting bolt. Hold the kickstand arm in an up position aligned with the frame stay, then securely tighten the mounting bolt.
6. Leave the leg of the kickstand down so it will support the bicycle during the rest of the assembly process.

WARNING! THE KICKSTAND IS DESIGNED TO SUPPORT THE BICYCLE ONLY, NOT THE BICYCLE AND RIDER.



Rear mount kickstand

Your bike will be equipped with either a standard kickstand, rear mount kickstand or no kickstand. Please follow the instructions below that correspond with your bike.

1. Lean the bike against a wall for support, so that the right side (chainring side) is facing the wall and the left side of the bike is facing out.
2. Remove the rear axle nut and washer from the left side rear wheel.
3. Slide the kickstand plate onto the axle, so that it is seated against the rear dropout.
4. Slide the washer and nut back onto the axle and tighten securely.
5. Leave the leg of the kickstand down so it will support the bicycle during the rest of the assembly process.

WARNING! THE KICKSTAND IS DESIGNED TO SUPPORT THE BICYCLE ONLY, NOT THE BICYCLE AND RIDER.



Pedal installation

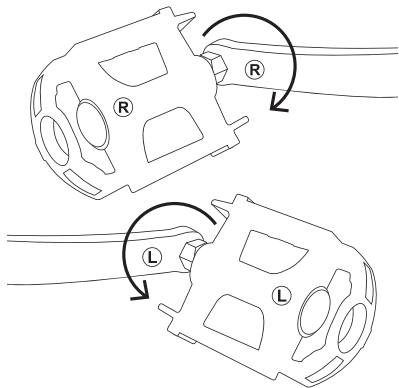
1. Apply a small amount of grease to the threads of each pedal. Look for the letter "L" or "R" on the side or end of each pedal spindle (see illustration). Turning the spindle clockwise by hand (see illustration), thread the pedal marked "R" into the crank arm on the right (drive) side of the bicycle. Make sure that you are not "cross-threading", which can strip the threads in the crank arm. If the threads do not turn easily, don't force them. Back the spindle out and start over. Once the pedal is threaded into the crank arm, tighten the spindle securely to the crank arm with a 15mm open end or an adjustable wrench.
2. Turning the spindle counterclockwise by hand, thread the pedal marked "L" into the crank arm on the left side of the bike. Make sure that you are not "cross-threading", which can strip the threads in the crank arm. If the threads do not turn easily, don't force them. Back the spindle out and start over. Once the pedal is threaded into the crank arm, tighten the spindle securely to the crank arm with a 15mm open end or an adjustable wrench.

WARNING! IMPROPERLY INSTALLED AND TIGHTENED PEDALS CAN WORK LOOSE, DAMAGING THE BICYCLE AND CAUSING POSSIBLE SERIOUS INJURY OR DEATH TO THE RIDER.

Torque Requirement 15-18 ft. lbs.



Pedal installation



Handlebar and stem installation

Quill stem assembly

1. Loosen the stem expander bolt, if necessary, so the wedge nut is in line with the stem body. See illustration.
2. Insert the stem into the head tube past the minimum insertion line indicated on the stem.

WARNING! THE HANDLEBAR STEM MUST BE INSERTED INTO THE HEAD TUBE UNTIL THE MINIMUM INSERTION LINE INDICATED ON THE STEM IS COMPLETELY COVERED.

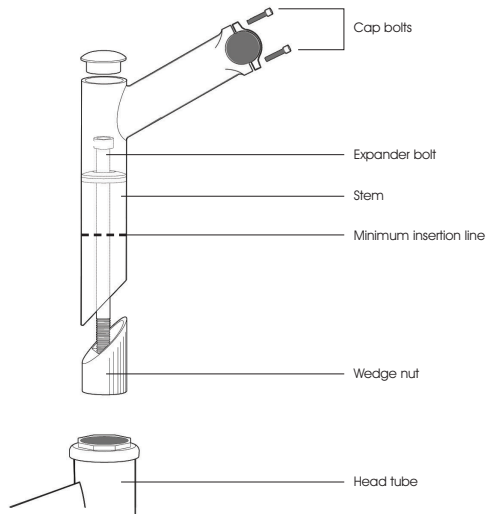
3. Face the handlebar stem forward directly in line with the front wheel. Make sure the fork is in the correct position (facing forward) before tightening the expander bolt (see illustration).
4. Tighten the expander bolt securely (turning in a clockwise direction).

Recommended torque is 20 ft lbs.

WARNING! THE ASSEMBLER IS CAUTIONED AGAINST THE DANGER OF DAMAGING THE HANDLEBAR STEM ASSEMBLY AND POSSIBLE INJURY TO THE RIDER IN OVERTIGHTENING THE EXPANDER BOLT AND EXPANDER WEDGE.



Quill stem assembly



A-head stem assembly

1. Insert the stem pillar into the fork tube to the minimum insertion line indicated on the stem pillar.
2. Tighten the 6mm stem pillar bolt to a torque of 1.5 ft. lbs.

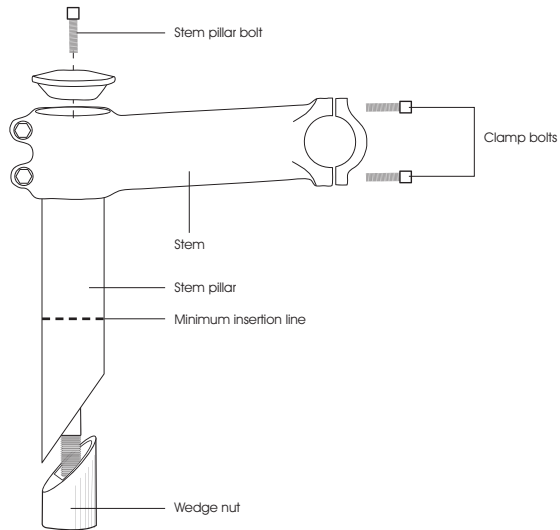
WARNING! THE HANDLEBAR STEM MUST BE INSERTED INTO THE HEAD TUBE UNTIL THE MINIMUM INSERTION LINE INDICATED ON THE STEM IS COMPLETELY COVERED.

3. Loosen the two 5mm Allen screws on the handlebar stem and slide onto the stem pillar. Align the top of the handlebar stem with the top of the stem pillar (not the stem cap). Face the handlebar stem forward directly in line with the front wheel.
4. Tighten the two 5mm Allen screws on the handlebar stem to a torque of 7 ft. lbs.

WARNING! THE ASSEMBLER IS CAUTIONED AGAINST THE DANGER OF DAMAGING THE HANDLEBAR STEM ASSEMBLY AND POSSIBLE INJURY TO THE RIDER IN OVERTIGHTENING THE STEM PILLAR BOLT.



A-head stem assembly



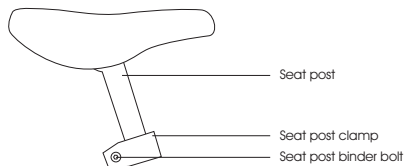
Handlebar installation

1. Loosen the stem clamp bolts.
2. Insert the handlebar into the stem.
3. Tighten the stem clamp bolts securely.
4. Check the handlebar for tightness. If you can move it forward or backward, the clamp bolts are not tight enough.
5. Check steering by straddling the front wheel and trying to turn the handlebar. If you can turn the handlebar without turning the front wheel, the stem is too loose. Align the handlebar with the front wheel. Retighten the stem pillar bolt to a torque of 15 ft lbs.



Saddle and seat post assembly

1. Loosen the seat clamp nuts.
 2. Insert the top portion of the seat post into the seat clamp.
Be sure the seat post is completely inserted into the seat clamp and butted tightly against the underside of the saddle.
 3. Tighten seat clamp nuts securely.
 4. Insert the seat post (with seat attached) into the bike frame. Be sure that the seat post is inserted past the minimum insertion line.
 5. Tighten the seat post binder bolt securely at the desired height.
 6. Adjust the angle of the saddle so that the top of the seat is parallel to the ground or comfortable to the rider.
 7. Retighten the seat clamp nuts securely. Check for tightness by attempting to twist the saddle. If the saddle is loose, be sure to tighten the clamp nuts and binder bolt securely. Torque requirement 15-20 ft. lbs.
-



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

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

Saddle height

In order to obtain the most comfortable riding position and offer the best possible pedaling efficiency, the saddle height should be set correctly in relation to the rider's leg length. The correct saddle height should not allow leg strain from over-extension, and the hips should not rock from side to side when pedaling. While sitting on the bicycle with one pedal at it's lowest point, place the ball of your foot on the pedal. The correct saddle height will allow the knee to be slightly bent in this position.

To obtain maximum comfort, the rider should not over extend his or her reach when riding. There should be a slight bend in the rider's elbows.



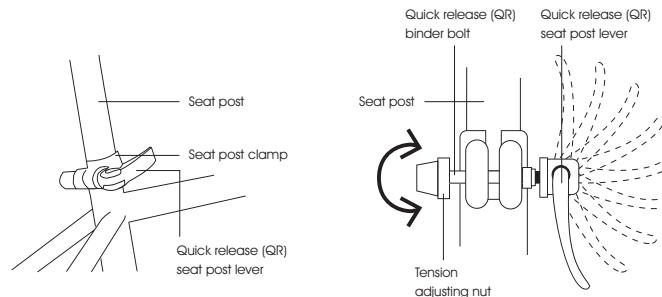
Saddle and quick release (QR) seat post assembly

1. Loosen the seat clamp nuts.
2. Insert the top portion of the seat post into the seat clamp. Be sure the seat post is completely inserted into the seat clamp and butted tightly against the underside of the saddle.
3. Tighten seat clamp nuts securely.
4. Insert the seat post (with saddle attached) into the bike frame. Be sure that the seat post is inserted past the Minimum Insertion Line. Review saddle height guidelines on the previous page.
5. Tighten the tension adjusting nut by hand and move the quick release lever to the closed position. NOTE: Turning the tension adjusting nut clockwise while keeping the lever from rotating reduces clamping force. Less than half a turn of the tension adjusting nut can make the difference between safe clamping force and unsafe clamping force. You should feel considerable resistance while moving the lever. If not, re-open and retighten the lever, then move it to the closed position so it is in line with the top tube of the frame.
6. Adjust the angle of the seat so that the top of the seat is parallel to the ground or comfortable to the rider.
7. Retighten the seat clamp nuts securely. Check for tightness by attempting to twist the seat. If the seat is loose, be sure to tighten the clamp nuts and binder bolt securely. Torque requirement 15-20 ft. lbs.



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

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



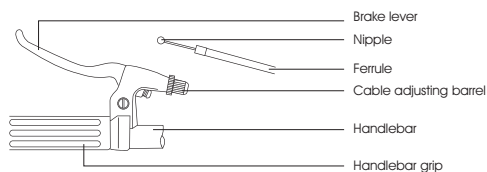


Hand brakes

Determine which type of brake your bike is equipped with and refer to the appropriate assembly instructions. If your bike comes equipped with a foot brake ONLY, no brake adjustment is required. For more information on brake adjustment and maintenance, refer to the maintenance section of this manual.

NOTE: A greater force is required to activate the rear brake due to longer cable length. It is advisable to mount the rear brake on the side of the stronger hand. It is important to become familiar with the use of hand brakes. When properly adjusted, hand brakes are an efficient braking system. Keep the rim and brake shoes clean and free from wax, lubricants and dirt at all times. Keep brakes properly adjusted and in good working condition at all times.

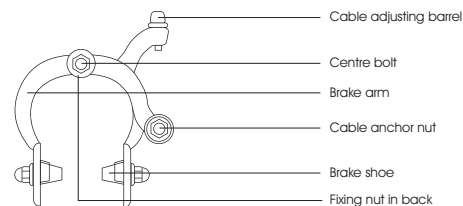
Open the brake lever and place the nipple end of the short brake cable into the lever, then close the lever. Secure the ferrule against the lever using the cable adjusting barrel.



Side pull caliper brake

Loosen the cable anchor nut and thread the brake cable through it. Tighten the nut by hand until it holds the cable in place. Squeeze the brake arms together against the rim of the wheel. Loosen the nuts on the brake shoes and turn until they match the angle of the rim. Tighten the nuts securely. Pull down on the end of the brake cable with pliers, hold taut and securely tighten the cable anchor nut. Spin the wheel, the brake shoes should not contact the rim at any point and should be an equal distance from the rim on both sides. Make sure all nuts and bolts are securely tightened. Test the brake levers 20-25 times to take care of any initial cable stretch. Be sure to tightly secure the brake fixing nut behind the fork.

WARNING! WHEN ASSEMBLING OR ADJUSTING THE BRAKES, MAKE SURE THE CABLE ANCHOR IS TIGHT. FAILURE TO SECURELY TIGHTEN THE NUT COULD RESULT IN BRAKE FAILURE AND PERSONAL INJURY.





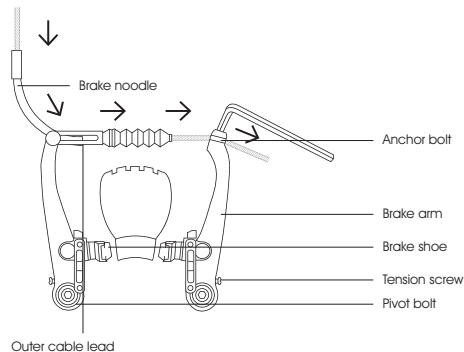
V-brake assembly and adjustment

If not already assembled, take the brake noodle from the parts box and slide the cable through the larger opening. The cable housing will then seat into the end of the noodle. Slide the cable through the cable lead on the end of the left brake arm, this will cause the noodle to fit into the lead. Slip the brake cable boot over the cable and position it between both brake arms.

Next, loosen the 5mm anchor bolt at the end of the right brake arm and slide the cable under the retaining washer. Pull the slack out of the cable making sure a distance of 39mm or more remains between the end of the lead and the start of the anchor bolt. Once the cable is secured to the brake arms, engage the brake lever several times, checking the position of the brake shoes at the rim. The brake shoes should be 1mm away from the rim when in a relaxed position.



When the brake lever is engaged, the brake shoe should hit the rim flush (never the tyre) with the front brake pad touching the rim slightly before the rear. This is called "toeing-in" your brake shoe. If this position is not achieved, adjustments to the brake shoe are required. Loosen the brake shoe hardware and reposition the brake shoe. It may take several shoe and cable adjustments before the required position is accomplished.





Tyres and tubes

After assembling your bike, it will be necessary to inflate the tyres. Check the sidewall of the tyre for the correct tyre pressure (PSI) and inflate tyres accordingly with a MANUAL BICYCLE PUMP. Improper inflation is the biggest cause of tyre failure. Due to the slightly porous nature of bicycle inner tubes, it is normal for your bike tyres to lose pressure over time. For this reason it is critically important to maintain the proper tyre inflation on your bike.

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

WARNING! NEVER INFLATE A Tyre BEYOND THE MAXIMUM PRESSURE MARKED ON THE Tyre'S SIDEWALL. EXCEEDING THE RECOMMENDED MAXIMUM PRESSURE MAY BLOW THE Tyre OFF THE RIM, WHICH COULD CAUSE DAMAGE TO THE BIKE AND INJURY TO THE RIDER AND OTHERS. THE BEST WAY TO INFLATE A BICYCLE Tyre TO THE CORRECT PRESSURE IS WITH A BICYCLE PUMP. GAS STATION AIR HOSES MOVE A LARGE VOLUME OF AIR VERY RAPIDLY, AND WILL RAISE THE PRESSURE IN YOUR Tyre VERY RAPIDLY. WE DO NOT RECOMMEND USING GAS STATION AIR HOSES.



Tyre pressure is given either as maximum pressure or as a pressure range. How a tyre performs under different terrain or weather conditions depends largely on tyre pressure. Inflating the tyre to near its maximum recommended pressure gives the lowest rolling resistance; but also produces the harshest ride. High pressures work best on smooth, dry pavement. Very low pressures, at the bottom of the recommended pressure range, give the best performance on smooth, slick terrain such as hard-packed clay, and on deep, loose surfaces such as deep, dry sand. Tyre pressure that is too low for your weight and the riding conditions can cause a puncture of the tube by allowing the tyre to deform sufficiently to pinch the inner tube between the rim and the riding surface.

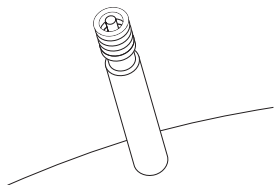
Some special high-performance tyres have unidirectional treads: their tread pattern is designed to work better in one direction than in the other. The sidewall marking of a unidirectional tyre will have an arrow showing the correct rotation direction. If your bike has unidirectional tyres, be sure that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

2. The tyre valve allows air to enter the tyre's inner tube under pressure, but doesn't let it back out unless you want it to. There are primarily two kinds of bicycle tube valves: The Schraeder Valve and the Presta Valve. The bicycle pump you use must have the fitting appropriate to the valve stems on your bicycle. The Schraeder is like the valve on a car tyre, this is the type of valve stem you should

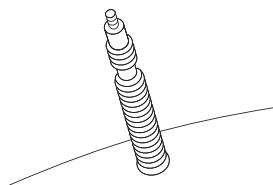


have on your bike. To inflate a Schraeder valve tube, remove the valve cap and push the air hose or pump fitting onto the end of the valve stem. To let air out of a Schraeder valve, depress the pin in the end of the valve stem with the end of a key or other appropriate object.

Schraeder valve



Presta valve



Reflectors

Your bike is supplied with one front (white), one rear (red), two wheel (white) reflectors and four pedal (orange) reflectors. These are an important safety and legal requirement, and should remain securely fitted and in good condition at all times. Periodically, inspect all reflectors, brackets and mounting hardware for signs of wear or damage. Replace immediately if damage is found. Some bicycles will require you to install your reflectors onto your bicycle. Please refer to the following section for instructions on all types of bicycle reflectors.

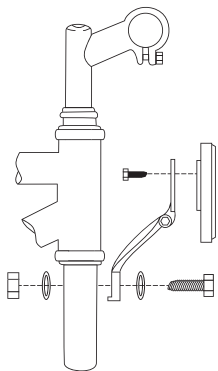
WARNING! REFLECTORS ARE IMPORTANT SAFETY DEVICES WHICH ARE DESIGNED AS AN INTEGRAL PART OF YOUR BICYCLE. FEDERAL REGULATIONS REQUIRE EVERY BICYCLE TO BE EQUIPPED WITH FRONT, REAR, WHEEL, AND PEDAL REFLECTORS. THESE REFLECTORS ARE DESIGNED TO PICK UP AND REFLECT STREET LIGHTS AND CAR LIGHTS IN A WAY THAT HELPS YOU TO BE SEEN AND RECOGNISED AS A MOVING CYCLIST. CHECK REFLECTORS AND THEIR MOUNTING BRACKETS REGULARLY TO MAKE SURE THEY ARE CLEAN, STRAIGHT, UNBROKEN AND SECURELY MOUNTED. HAVE YOUR DEALER REPLACE DAMAGED REFLECTORS AND STRAIGHTEN OR TIGHTEN ANY THAT ARE BENT OR LOOSE.



Fork mount reflectors

First insert one washer onto the hex bolt and insert hex bolt through the reflector bracket and then through the fork. Next, insert a second washer onto the bolt and thread a hex nut onto the bolt behind the fork. Tighten bolts until snug, making sure the reflector is in an upright position.

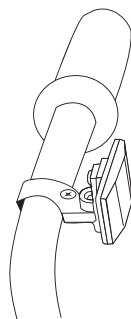
CAUTION: Be sure the reflector is vertical to the ground. If the reflector is aimed up or down, oncoming headlights may not reflect properly in the reflector.



Front reflector mount on handlebar

1. Remove the clamp screw from the reflector bracket.
2. Push open the bracket loop and slide in over the handlebar tube. If there is a sizing insert included with the bracket, please be sure it is inside the clamp loop before mounting.
3. Position the reflector bracket on the handlebar between the grip and crossbar, about 5" from the end of the handlebar.
4. Tighten the clamp screw securely.

CAUTION: Be sure the reflector is vertical to the ground. If the reflector is aimed up or down, oncoming headlights may not reflect properly in the reflector.

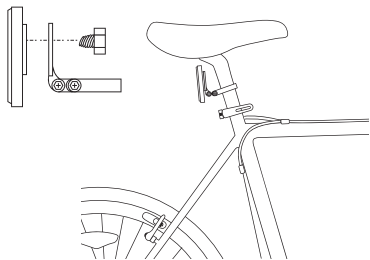




Rear reflector mount on seat post

First attach the reflector to the bracket with the reflector screw, see the top diagram. Next, remove the clamp screw and open the clamping reflector bracket. Place the clamping reflector bracket around the seat post. If the clamp is too loose, insert the shim inside the clamp. Tighten the clamp screw to hold the reflector assembly in place. Finally adjust the reflector assembly in place and ensure that it is upright and facing away from the bike.

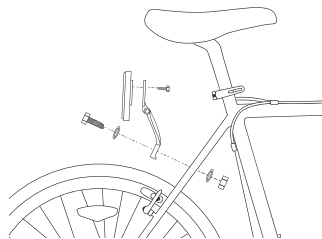
CAUTION: Be sure the reflector is vertical to the ground. If the reflector is aimed up or down, oncoming headlights may not reflect properly in the reflector.



Rear reflector mount on seat stay bracket

First insert one washer onto the hex bolt and insert hex bolt through the reflector bracket and then through the seat stay bridge bracket. Next, insert a second washer onto the bolt and thread a hex nut onto the bolt behind the seat stay bridge bracket. Tighten bolts until snug. Finally adjust the reflector assembly in place and ensure that it is upright and facing away from the bike.

CAUTION: Be sure the reflector is vertical to the ground. If the reflector is aimed up or down, oncoming headlights may not reflect properly in the reflector.





Flip flop rear hub

If your bike is equipped with a flip flop hub, please read the information below.

Your bike has been equipped with a very unique feature, a “flip flop” or double sided hub. A flip flop hub has sprockets on either side of the hub, there is a fixed-gear sprocket on one side and a single freewheel on the other side.

When you purchase your bike the fixed-gear sprocket will be on the right (chain) side of the bike. Most of the time you will use the fixed gear but if you find yourself tired of the constant pedaling, simply flip the wheel and use the freewheel.

There are two benefits from using the freewheel:

1. The lower gear will make it easier to climb hills.
2. The freewheel will let you coast on descents.

WARNING! IT IS VERY IMPORTANT TO USE THE FRONT AND REAR BRAKES WHEN THE FREEWHEEL IS USED.



Rear cogs/sprockets

The rear cogs are attached to the rear hub with threads. Freewheel mode requires that your bicycle have hand brakes. Fixed-gear mode requires that a lockring is in place to prevent the cog from unthreading when braking/slowing down with the pedals.

If the rear cog unthreads from the hub, the chain will not be directly attached to the rear hub, allowing the chain to become tangled in the wheel, and backpedaling will not work. A loose chain, or an inability to backpedal, could cause you to lose control and crash. Never ride in fixed-gear mode without a properly installed and tightened hub lockring.

Rear cogs/sprockets inspection

Once a month check that the rear cogs are clean, free of rust, and properly oiled. If you hear a grinding noise or your rear cog stops immediately after spinning the rear wheel, the rear cog may need adjustment or replacement; take your bicycle to a qualified bicycle mechanic for service.

Rear cogs/sprockets cleaning

Once a month clean the rear cogs. To clean the cassette or rear cogs, remove the surface dirt around the cogs teeth with a degreaser or a similar solvent, and a brush.



Fixed-gear

The rider controls his or her speed by resisting the motion of the pedals with their legs. This requires additional strength, skill, and reflexes. If the rider disregards this requirement for any reason, two things can happen: if they stiffen their legs suddenly the bicycle may throw them over the handlebars, and if they don't control their speed they may run into something. Do not attempt to ride your fixed-gear bicycle without hand brakes until you have mastered the fixed-gear technique and learned the reflexes necessary to control the bicycle. Even after you have mastered this skill, do not ride a fixed-gear bicycle on public roads or paths unless your bicycle has hand-operated caliper brakes – riding without brakes is only suitable for a velodrome or special bicycle track. A pedal retention system (toe-clips and straps or clipless/SPD) is also highly recommended.

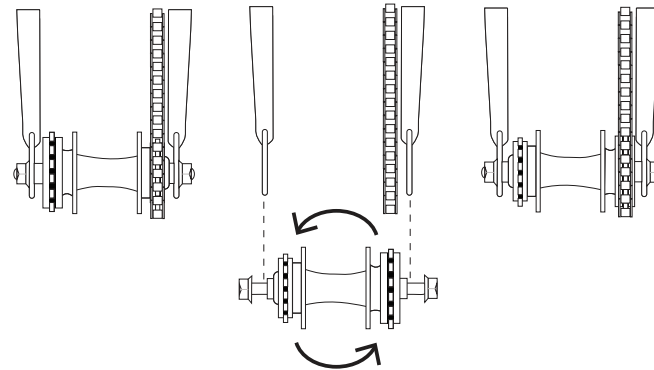
Pedal/toe-overlap

If the bicycle is in fixed-gear 'mode', when riding slowly do not pedal if the handlebar is turned. The bicycle may use a short-wheelbase design, with the front wheel close to the pedals. It may be possible at very slow speeds when the handlebar is turned for your foot or toe-clip to contact the front wheel. At normal riding speeds the handlebar does not turn enough for this to occur.



How to flip the wheel

1. Remove the axle nuts from the rear axle.
2. Slide the wheel forward so that the axle is free of the frame dropouts, and slip the chain off of the rear sprocket.
3. Flip the wheel around and slide the chain onto the new sprocket.
4. Slide the wheel back into the frame dropouts, until the axle is in the proper location and the chain is tight.
5. Attach the axle nuts and tighten securely.





Shifting gears

If your bike is a speeded bike, please read the information below to familiarize yourself with the basics of shifting gears. Your multi-speed bicycle will have a derailleur drivetrain (see 1. below), an internal gear hub drivetrain (see 2. below) or, in some special cases, a combination of the two.

1. How a derailleur drivetrain works

If your bicycle has a derailleur drivetrain, the gear-changing mechanism will have:

- A rear cassette or freewheel sprocket cluster
- A rear derailleur
- Usually a front derailleur
- One or two shifters
- One, two or three front sprockets called chainrings
- A chain

A brief note about shifting gears

There are several different types and styles of shifting controls: levers, twist grips, triggers, combination shift/brake controls, push-buttons, and so on. If you are not comfortable shifting gears, ask your local bike mechanic to explain the type of shifting controls that are on your bike, and to show you how they work. The vocabulary of shifting can be pretty confusing. A downshift is a shift to a "lower" or "slower" gear, one which is easier to pedal. An upshift is a shift to a "higher" or "faster", harder to pedal gear.



What's confusing is that what's happening at the front derailleur is the opposite of what's happening at the rear derailleur (for details, read the instructions on Shifting the Rear Derailleur and Shifting the Front Derailleur below). For example, you can select a gear which will make pedaling easier on a hill (make a downshift) in one of two ways: shift the chain down the gear "steps" to a smaller gear at the front, or up the gear "steps" to a larger gear at the rear. So, at the rear gear cluster, what is called a downshift looks like an upshift. The way to keep things straight is to remember that shifting the chain in towards the centre line of the bike is for accelerating and climbing and is called a downshift. Moving the chain out or away from the centre line of the bike is for speed and is called an upshift. Whether upshifting or downshifting, the bicycle derailleur system design requires that the drive chain be moving forward and be under at least some tension. A derailleur will shift only if you are pedaling forward.

CAUTION: Never move the shifter while pedaling backward, nor pedal backward immediately after having moved the shifter. This could jam the chain and cause damage to the bicycle.

Shifting the rear derailleur

The rear derailleur is controlled by the right shifter. The function of the rear derailleur is to move the drive chain from one gear sprocket to another. The smaller sprockets on the gear cluster produce higher gear ratios. Pedaling in the higher gears requires greater pedaling



effort, but takes you a greater distance with each revolution of the pedal cranks. The larger sprockets produce lower gear ratios. Using them requires less pedaling effort, but takes you a shorter distance with each pedal crank revolution. Moving the chain from a smaller sprocket of the gear cluster to a larger sprocket results in a downshift. Moving the chain from a larger sprocket to a smaller sprocket results in an upshift. In order for the derailleur to move the chain from one sprocket to another, the rider must be pedaling forward.

Shifting the front derailleur

The front derailleur, which is controlled by the left shifter, shifts the chain between the larger and smaller chainrings. Shifting the chain onto a smaller chainring makes pedaling easier (a downshift). Shifting to a larger chainring makes pedaling harder (an upshift).

Which gear should I be in?

The combination of largest rear and smallest front gears is for the steepest hills; the smallest rear and largest front combination is for the greatest speed. It is not necessary to shift gears in sequence. Instead, find the "starting gear" which is right for your level of ability (a gear which is hard enough for quick acceleration but easy enough to let you start from a stop without wobbling) and experiment with upshifting and downshifting to get a feel for the different gear combinations. At first, practice shifting where there are no obstacles, hazards or other traffic, until you've built up your confidence. Learn to anticipate the need to shift, and shift to a lower gear before the hill gets too steep. If



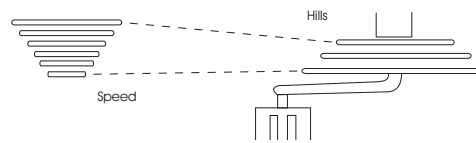
you have difficulties with shifting, the problem could be mechanical adjustment. See your local bike mechanic for help.

WARNING! Never shift a derailleur to the largest or the smallest sprocket if the derailleur is not shifting smoothly. The derailleur may be out of adjustment and the chain could jam, causing you to lose control and fall.

WARNING! Do not force the shift levers. Shift only when pedaling forward and without strong force. Do not backpedal. Backpedaling and shifting while not pedaling can damage the sprockets and stretch the cable wire.

What if it won't shift gears?

If moving the shift control one click repeatedly fails to result in a smooth shift to the next gear chances are that the mechanism is out of adjustment. Take the bike to your bike mechanic to have it adjusted.





2. How an internal gear hub drivetrain works

If your bicycle has an internal gear hub drivetrain, the gear changing mechanism will consist of:

- A 3, 5, 7, 8, 12 speed or possibly an infinitely variable internal gear position
- One, or sometimes two shifters
- One or two control cables
- One front sprocket called a chainring
- A drive chain

Shifting internal gear hub gears

Shifting with an internal gear hub drivetrain is simply a matter of moving the shifter to the indicated position for the desired gear. After you have moved the shifter to the gear position of your choice, ease the pressure on the pedals for an instant to allow the hub to complete the shift.

Which gear should I be in?

The numerically lowest gear (1) is for the steepest hills. The numerically largest gear depending on the number of speeds of your hub, is for the greatest speed. Shifting from an easier, "slower" gear (like 1) to a harder, "faster" gear (like 2 or 3) is called an upshift. Shifting from a harder, "faster" gear to an easier, "slower" gear is called a downshift. It is not necessary to shift gears in sequence. Instead, find the "starting gear" for the conditions.



At first, practice shifting where there are no obstacles, hazards or other traffic, until you've built up your confidence. Learn to anticipate the need to shift, and shift to a lower gear before the hill gets too steep. If you have difficulties with shifting, the problem could be mechanical adjustment. See your local bike mechanic for help.

What if it won't shift gears?

If moving the shift control one click repeatedly fails to result in a smooth shift to the next gear chances are that the mechanism is out of adjustment. Take the bike to your local bike mechanic to have it adjusted.



7: BICYCLE MAINTENANCE AND REPAIR

Correct routine maintenance of your new bike will ensure a longer life for your bike and a safer ride for you.

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



Schedule 1: Lubrication

FREQUENCY	COMPONENT	LUBRICANT	HOW TO LUBRICATE
WEEKLY	CHAIN DERAILLEUR WHEELS DERAILLEURS BRAKE CALIPERS BRAKE LEVERS	CHAIN LUBE OR LIGHT OIL CHAIN LUBE OR LIGHT OIL OIL OIL OIL	BRUSH ON OR SQUIRT BRUSH ON OR SQUIRT OIL CAN 3 DROPS FROM OIL CAN 2 DROPS FROM OIL CAN
MONTHLY	SHIFT LEVERS	LITHIUM BASED GREASE	DISASSEMBLE
EVERY SIX MONTHS	FREEWHEEL BRAKE CABLES	OIL LITHIUM BASED GREASE	2 SQUIRTS FROM OIL CAN DISASSEMBLE
YEARLY	BOTTOM BRACKET PEDALS DERAILLEUR CABLES WHEEL BEARINGS HEADSET SEAT PILLAR	LITHIUM BASED GREASE LITHIUM BASED GREASE LITHIUM BASED GREASE LITHIUM BASED GREASE LITHIUM BASED GREASE LITHIUM BASED GREASE	BICYCLE MECHANIC DISASSEMBLE DISASSEMBLE BICYCLE MECHANIC BICYCLE MECHANIC DISASSEMBLE

Note: The frequency of maintenance should increase with use in wet or dusty conditions. Do not over lubricate – remove excess lubricant to prevent dirt build up. Never use a degreaser to lubricate your chain (WD-40™)



Schedule 2: Service checklist

FREQUENCY	TASK
BEFORE EVERY RIDE	CHECK WHEEL AND PEDAL TIGHTNESS CHECK TYRE PRESSURE CHECK BRAKE OPERATION CHECK WHEELS FOR LOOSE SPOKES MAKE SURE ALL FASTENERS ARE TIGHTENED SECURELY
AFTER EVERY RIDE	QUICK WIPE DOWN WITH DAMP CLOTH
WEEKLY	LUBRICATION AS PER SCHEDULE 1
MONTHLY	LUBRICATION AS PER SCHEDULE 1 CHECK DERAILLEUR ADJUSTMENT CHECK BRAKE ADJUSTMENT CHECK BRAKE AND GEAR CABLE ADJUSTMENT CHECK TYRE WEAR AND PRESSURE CHECK WHEELS ARE TRUE AND SPOKES TIGHT CHECK HUB, HEAD SET AND CRANK BEARINGS FOR LOOSENESS CHECK PEDALS ARE TIGHT CHECK HANDLEBARS ARE TIGHT CHECK SEAT AND SEAT POST ARE TIGHT AND COMFORTABLY ADJUSTED CHECK FRAME AND FORK FOR TRUENESS CHECK ALL NUTS AND BOLTS ARE TIGHT
EVERY SIX MONTHS	LUBRICATION AS PER SCHEDULE 1 CHECK ALL POINTS AS PER MONTHLY SERVICE CHECK AND REPLACE BRAKE PADS, IF REQUIRED CHECK CHAIN FOR EXCESS PLAY OR WEAR
YEARLY	LUBRICATION AS PER SCHEDULE 1



Tools required for maintenance

- Open ended wrench or ring wrenches: 8mm, 9mm, 10mm, 12mm, 13mm, 14mm, 15mm
- Open end or pedal wrench 15mm
- Allen key wrenches: 4mm, 5mm, 6mm, 8mm
- Adjustable wrench
- Standard flat head screwdriver
- Standard Phillips head screwdriver
- Standard slip joint pliers
- Tyre pump
- Tube repair kit
- Tyre levers

Travel Tools

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

- Spare tube
- Patch kit
- Pump
- Tyre levers
- Multi-tool



WHEELS AND TYRES

Wheel Inspection

It is most important that wheels are kept in top condition. Properly maintaining your bicycle's wheels will help braking performance and stability when riding. Be aware of the following potential problems:

Dirty or greasy rims

These can render your brakes ineffective. Do not clean them with oily or greasy materials. When cleaning, use a clean rag or wash with soapy water, rinse and air dry. Don't ride while they're wet. When lubricating your bicycle, don't get oil on the rim braking surfaces.

Wheels not straight

Lift each wheel off the ground and spin them to see if they are crooked or out of true. If wheels are not straight, they will need to be adjusted. This is quite difficult and is best left to a professional bicycle mechanic.

Broken or loose spokes

Check that all spokes are tight and that none are missing or damaged. Such damage can result in severe instability and possibly an accident if not corrected. Again, spoke repairs are best handled by a mechanic.



Loose hub bearings

Lift each wheel off the ground and try to move the wheel from side to side. If there is movement between the axle and the hub, do not ride the bicycle. Adjustment is required.

Axle nuts

Check that these are tight before each ride.

Quick release

Check that these are set to the closed position and are properly tensioned before each ride. Maintain the closed position and the correct adjustment. Failure to do so may result in serious injury.



Tyre inspection

Tyres must be maintained properly to ensure road holding and stability. Check the following areas:

Inflation

Ensure tyres are inflated to the pressure indicated on the sidewall of the tyre. Improper inflation is the biggest cause of tyre failure. Due to the slightly porous nature of bicycle inner tubes, it is normal for your tyres to lose pressure over time. For this reason, it is critically important to maintain the proper tyre inflation on your bike.

Caution: Use a hand or foot pump to inflate tyres. NEVER inflate tyres with an air compressor at a gas station. This can cause the tubes to over inflate and blowout.

Bead seating

When inflating or refitting the tyre, make sure that the bead is properly seated in the rim.

Tread

Check that the tread shows no signs of excessive wear or flat spots, and that there are no cuts or other damage.

Caution: Excessively worn or damaged tyres should be replaced.



Valves

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

Recommended tyre pressures

The recommended pressure moulded on the sidewall of your bicycle tyres should match the following chart. Use this as a general guide.

BMX	35-50 p.s.i.
MTB	40-65 p.s.i.
Road Touring	70-90 p.s.i.
Road Racing	110-125 p.s.i.
Hybrid/Crossbike	60-100 p.s.i.



How to fix a flat tyre

If you need to repair a tyre, follow these steps:

- Remove the wheel from the bicycle.
- Deflate the tyre completely via the valve. Loosen the tyre bead by pushing it inward all the way around.
- Press one side of the tyre bead up over the edge of the rim. Note: Use tyre levers, not a screwdriver, otherwise you may damage the rim.
- Remove the tube, leaving the tyre on the rim.
- Locate the leaks and patch using a tube repair kit or replace the tube. Note: Ensure that the replacement tube size matches the size stated on the tyre sidewall and that the valve is the correct type for your bicycle.
- Match the position of the leak in the tube with the tyre to locate the possible cause and mark the location on the tyre.
- Remove the tyre completely and inspect for a nail, glass, etc. and remove if located. Also inspect the inside of the rim to ensure there are no protruding spokes, rust or other potential causes. Replace the rim tape which covers the spoke ends.
- Remount one side of the tyre onto the rim.
- Using a hand pump, inflate the tube just enough to give it some shape.
- Place the valve stem through the hole in the rim and work the tube into the tyre. Note: Do not let it twist.
- Using your hands only, remount the other side of the tyre by pushing the edge toward the centre of the rim. Start on either side of the valve and work around the rim.



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- Before the tyre is completely mounted, push the valve up into the rim to make sure the tyre can sit squarely in position.
 - Fit the rest of the tyre, rolling the last, most difficult part on using your thumbs. Note: Avoid using tyre levers as these can easily puncture the tube or damage the tyre.
 - Check that the tube is not caught between the rim and the tyre bead at any point.
 - Using a hand pump, inflate the tube until the tyre begins to take shape, and check that the tyre bead is evenly seated all the way around the rim. When properly seated, fully inflate the tyre to the pressure marked on the sidewall.
 - Replace the wheel into the frame checking that all gears, brakes and quick release levers are properly adjusted.



HUBS AND HEADSET

Hub bearing adjustment

When checked, the hub bearings of either wheel will require adjustment if there is any more than slight side play.

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

Headset inspection

The headset bearing adjustment should be checked every month. This is important as it is the headset which locks the fork into the frame, and if loose, can cause damage or result in an accident. While standing over the frame top tube with both feet on the ground, apply the front brake firmly and rock the bicycle back and forth; if you detect any looseness in the headset, it will need adjustment. Check that the headset is not over tight by slowly rotating the fork to the right and left. If the fork tends to stick or bind at any point, the bearings are too tight.

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



Adjustment

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

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

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

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



CABLES AND CABLE HOUSING

Cables and housing are one of the most overlooked parts on the bicycle. The first indication that your cables and housing need to be replaced is an increased amount of pressure needed to operate the brakes or shifters. Before every ride, check that there are no kinks or frays in the cables and housing. Check that the brake cables are correctly routed and not wrapped around the stem or frame in a manner that prevents smooth operation or hampers control of the bicycle. Also check that the housing is seated properly into each cable stop of the bicycle. It is recommended that the cables and housing are replaced at least every riding season to prolong the life of your bike.

WARNING! DO NOT RIDE A BICYCLE THAT IS NOT OPERATING PROPERLY.

WARNING! ALWAYS CHECK THE BRAKE CABLE ROUTING TO ENSURE SMOOTH AND FREE APPLICATION OF THE BRAKES. CABLES THAT ARE KINKED, FRAYED OR OTHERWISE DAMAGED, OR CABLES THAT ARE WRAPPED AROUND THE STEM OR FRAME MAY AFFECT BRAKING POWER OR CAUSE UNINTENDED SUDDEN STOPS AND LOSS OF CONTROL.



Lubrication

The brake lever and brake caliper pivot points should be oiled with 2-3 drops of light oil at least every three months to ensure smooth operation and to reduce wear. Cables should be greased along their entire length, after removing them from their casings, at least every six months. Always grease new cables before fitting.

Adjustment – sidepull calipers

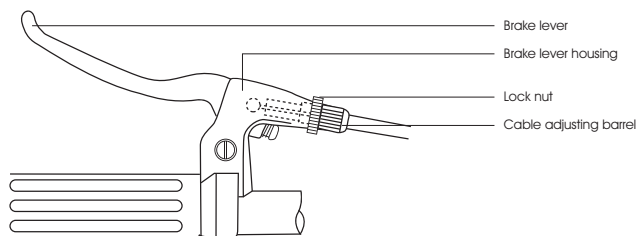
Minor brake adjustment can be made via the cable adjusting barrel, usually located at the upper cable arm.

Caution: The brake cable adjusting barrels are for minor adjustments only. For major adjustments see the appropriate section in the manual for the type of brakes on your bicycle.

To adjust, squeeze the brake pads against the rim, loosen the locknut and turn the adjuster. Brake pad clearance should be a maximum 2mm from the rim. When correct, retighten the lock nut. If the pads cannot be set close enough to the rim in this manner, you may have to adjust the cable length. Screw the barrel adjuster 3/4 of the way in, squeeze the pads against the rim, undo the cable anchor bolt and pull the cable through with pliers. Retighten the cable anchor bolt and apply full force to the brake lever to test, then fine tune using the barrel adjuster. If one pad is closer to the rim than the other, loosen the fixing nut at the back of the brake, apply the brake to hold it centred, and retighten the fixing nut.



WARNING! Ensure the brake fixing nut is secured tightly. Failure to do this may cause the brake assembly to dislodge from the fork/frame.



DERAILLEUR SYSTEMS

The derailleur system includes the front and rear derailleurs, the shift levers, and the derailleur control cables, all of which must function correctly for smooth gear shifting to occur. There are several different types of derailleur systems but all operate using similar principles. Your new bicycle may be fitted with a standard 'friction' type system where you will need to feel each gear shift into position. It may be fitted with an 'index' system (e.g. SIS) which links each different gear position to a positive click mechanism in the shifter, and makes shifting very simple and precise.

Inspection

The operation of the derailleur system should be checked at least every month. Check the operation of the rear derailleur first, then the front. The rear derailleur should shift the chain cleanly from one cog to the next without hesitation. On Index System equipped bicycles, each notched position in the shifter must equate to a new gear position. After shifting, the rear derailleur should not rub on the chain. The derailleur should never cause the chain to fall off the inner or outer freewheel cogs. The front derailleur should also shift the chain cleanly and without hesitation between each chainring. When the chain has been positioned onto a new chainring, it should not rub on the front derailleur. The chain should not fall off a chainring at anytime. Derailleur control cables are a critical component that must be well maintained for accurate shifting performance. Check them



for any sign of rust, fraying, kinks, broken strands, and any damage to the cable housing. If you find any problems, the cables may need replacing before you ride.

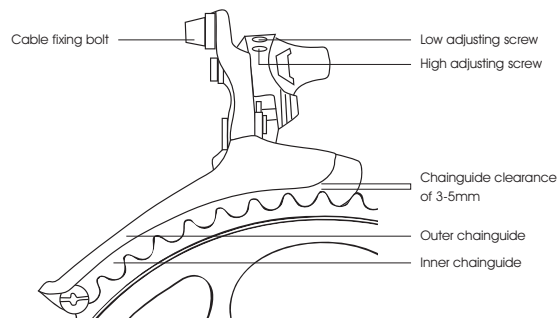
Adjustment – front derailleur

1. Shift the rear shifter to the smallest number indicated, then shift the front shifter to the smallest number indicated. Disconnect the front derailleur cable from the cable anchor bolt and place the chain on the smallest chainwheel.
 2. Make sure the front derailleur cage is parallel with the outer chainwheel on the crankset. There must be a 3-5mm gap between the bottom of the derailleur cage and the top of the outer chainwheel teeth to ensure the derailleur will clear the chainwheel when shifting.
 3. Adjust the low limit screw so the chain is centred in the middle of derailleur cage. Pull all slack out of the cable by pulling it taut, then reconnect the cable and tighten the cable anchor bolt securely.
 4. Shift the front shifter into the largest gear and pedal the bike so the chain jumps to the largest chainwheel. If the chain does not shift onto the largest chainwheel, you will need to turn the High limit screw counter-clockwise until the chain moves to the largest chainwheel. If the chain falls into the pedals, the High limit screw has been turned too far. You will need to readjust the High screw clockwise in 1/4 turn increments until the chain no longer falls off.
 5. Shift through each gear ensuring all are achieved quietly and without hesitation.
-



6. Some shifters may have an adjusting barrel. Use the adjusting barrel to fine tune the ejections of the chain location. Turn the adjusting barrel clockwise will move the derailleur outboard – away from the frame, while turning it clockwise will direct the chain inboard - towards the frame.

NOTE: It may take several adjustments to achieve the desired positioning.





Lubrication

All the pivoting points of the front and rear derailleurs should be lubricated with light oil at least every month. Be sure to wipe off any excess oil to prevent attraction of dirt into the mechanisms. The shifting cables should be cleaned and re-coated with a thin layer of grease every six months, or whenever new cables are being installed.

Adjustment – rear derailleur

The Low limit screw determines how far the rear derailleur will travel toward the wheel of the bicycle, while the High limit screw determines how far the cage will travel toward the frame.

1. Shift the rear shifter to the largest number indicated, disconnect the rear derailleur cable from the cable anchor bolt and place the chain on the smallest sprocket.
2. Adjust the High limit screw so the chain and the smallest sprocket are lined up vertically. Remove any slack in the cable by pulling it taut, then re-connect the cable and tighten the cable anchor bolt securely.
3. Some derailleurs have an adjusting barrel (see drawing). Use the adjusting barrel to fine tune the adjustment of the chain location. Turning the adjusting barrel clockwise will move the derailleur outboard – away from the wheel – while turning it clockwise will direct the chain inboard – towards the wheel.



4. Shift the chain onto the largest sprocket; adjust the low limit screw so the chain and the largest cog are lined up vertically. If you are unable to get the chain to the largest cog, turning the Low limit screw counter-clockwise will enable the chain to move towards the wheel.
5. Shift through the gears ensuring each gear is achieved quietly and without hesitation.

NOTE: It may take several adjustments to achieve the desired positioning.

NOTE: Some bicycles may be equipped with a rear derailleur mechanism that works in REVERSE to the directions above.



PEDALS

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

Inspection

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

- Check that the pedals are tightened securely against the crank arm. If pedals are allowed to become loose, they will not only be dangerous but will also cause irreparable damage to the cranks.
- Check that pedal bearings are properly adjusted. Move the pedals up and down, and right to left, and also rotate them by hand. If you detect any looseness or roughness in the pedal bearings then adjustment, lubrication or replacement is required.
- Ensure that the front and rear pedal reflectors are clean and securely fitted.

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



Lubrication and adjustment

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

Note: The right and left pedals of a bicycle each have a different thread and are not interchangeable. Never force a pedal into the incorrect crank arm. Check for the right (R) and left (L) letters on each pedal and crank arm. Match the appropriate pedal to each crank (right to right and left to left) for assembly. Insert the correct pedal into the crank arm and begin to turn the thread with your fingers only. When the axle is screwed all the way in, securely tighten using a 15mm narrow open-ended wrench so that the shoulder of the pedal spindle is securely tightened against the crank arm. If removing a pedal, remember that the right pedal axle must be turned counter clockwise, i.e. the reverse of when fitting. If replacing the original pedals with a new set, make sure the size and the axle thread is compatible with the cranks on your bicycle.

Note: Never try and force a pedal with the wrong thread size into a bicycle crank.



CHAIN

Inspection

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

Lubrication

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

Adjustment and replacement

On derailleur geared bicycles the rear derailleur automatically tensions the chain. To adjust the chain on single speed freewheel, coaster hub braked or 3-speed hub geared bicycles:

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



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

FREEWHEEL

Inspection

Like the chain, the freewheel must be kept clean and well lubricated. If the chain has become worn and needs replacing, then it is likely that the freewheel will also have become worn and should also be replaced. Take the chain off the freewheel and rotate it with your hand. If you hear a grinding noise or the freewheel stops suddenly after spinning it, it may need adjustment or replacement. Such action is beyond the scope of this manual and you should consult a local bike mechanic.



8: TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	REMEDY
GEAR SHIFTS NOT WORKING PROPERLY	<ul style="list-style-type: none"> • DERAILLEUR CABLES STICKING/STRETCHED/ DAMAGED • FRONT OR REAR DERAILLEUR NOT ADJUSTED PROPERLY • INDEXED SHIFTING NOT ADJUSTED PROPERLY 	<ul style="list-style-type: none"> • LUBRICATE/TIGHTEN/REPLACE CABLES • ADJUST DERAILLEURS • ADJUST INDEXING
SLIPPING CHAIN	<ul style="list-style-type: none"> • EXCESSIVELY WORN/CHIPPED CHAINRING OR FREEWHEEL SPROCKET TEETH • CHAIN WORN/STRETCHED • STIFF LINK IN CHAIN • NON COMPATIBLE CHAIN/CHAINRING/FREEWHEEL 	<ul style="list-style-type: none"> • REPLACE CHAINRING, SPROCKETS AND CHAIN • REPLACE CHAIN • LUBRICATE OR REPLACE LINK • SEEK ADVICE AT A BICYCLE SHOP
CHAIN JUMPING OFF FREEWHEEL SPROCKET OR CHAINRING	<ul style="list-style-type: none"> • CHAINRING OUT OF TRUE • CHAINRING LOOSE • CHAINRING TEETH BENT OR BROKEN • REAR OR FRONT DERAILLEUR SIDE-TO-SIDE TRAVEL OUT OF ADJUSTMENT 	<ul style="list-style-type: none"> • RE-TRUE IF POSSIBLE, OR REPLACE • TIGHTEN MOUNTING BOLTS • REPAIR OR REPLACE CHAINRING/SET • ADJUST DERAILLEUR TRAVEL
CONSTANT CLICKING NOISES WHEN PEDALING	<ul style="list-style-type: none"> • STIFF CHAIN LINK • LOOSE PEDAL AXLE/BEARINGS • LOOSE BOTTOM BRACKET AXLE/BEARINGS • BENT BOTTOM BRACKET OR PEDAL AXLE • LOOSE CRANKSET 	<ul style="list-style-type: none"> • LUBRICATE CHAIN / ADJUST CHAIN LINK • ADJUST BEARINGS/AXLE NUT • ADJUST BOTTOM BRACKET • REPLACE BOTTOM BRACKET AXLE OR PEDALS • TIGHTEN CRANK BOLTS
GRINDING NOISE WHEN PEDALING	<ul style="list-style-type: none"> • PEDAL BEARINGS TOO TIGHT • BOTTOM BRACKET BEARINGS TOO TIGHT • CHAIN FOULING DERAILLEURS • DERAILLEUR JOCKEY WHEELS DIRTY/BINDING 	<ul style="list-style-type: none"> • ADJUST BEARINGS • ADJUST BEARINGS • ADJUST CHAIN LINE • CLEAN AND LUBRICATE JOCKEY WHEELS



PROBLEM	POSSIBLE CAUSE	REMEDY
FREEWHEEL DOES NOT ROTATE	<ul style="list-style-type: none"> • FREEWHEEL INTERNAL PAWL PINS ARE JAMMED 	<ul style="list-style-type: none"> • LUBRICATE. IF PROBLEM PERSISTS, REPLACE FREEWHEEL
BRAKES NOT WORKING EFFECTIVELY	<ul style="list-style-type: none"> • BRAKE BLOCKS WORN DOWN • BRAKE BLOCKS/RIM GREASY, WET OR DIRTY • BRAKE CABLES ARE BINDING/STRETCHED/ DAMAGED • BRAKE LEVERS ARE BINDING • BRAKES OUT OF ADJUSTMENT 	<ul style="list-style-type: none"> • REPLACE BRAKE BLOCKS • CLEAN BLOCKS AND RIM • CLEAN/ADJUST/REPLACE CABLES • ADJUST BRAKE LEVERS • CENTRE BRAKES
WHEN APPLYING THE BRAKES THEY SQUEAL/SQUEAK	<ul style="list-style-type: none"> • BRAKE BLOCKS WORN DOWN • BRAKE BLOCK TOE-IN INCORRECT • BRAKE BLOCKS/RIM DIRTY OR WET • BRAKE ARMS LOOSE 	<ul style="list-style-type: none"> • REPLACE BLOCKS • CORRECT BLOCK TOE-IN • CLEAN BLOCKS AND RIM • TIGHTEN MOUNTING BOLTS
KNOCKING OR SHUDDERING WHEN APPLYING BRAKES	<ul style="list-style-type: none"> • BULGE IN THE RIM OR RIM OUT OF TRUE • BRAKE MOUNTING BOLTS LOOSE • BRAKES OUT OF ADJUSTMENT • FORK LOOSE IN HEAD TUBE 	<ul style="list-style-type: none"> • TRUE WHEEL OR TAKE TO A BIKE SHOP FOR REPAIR • TIGHTEN BOLTS • CENTRE BRAKES AND/OR ADJUST BRAKE BLOCK TOE-IN
WOBBLING WHEEL	<ul style="list-style-type: none"> • AXLE BROKEN • WHEEL OUT OF TRUE • HUB COMES LOOSE • HEADSET BINDING • HUB BEARINGS COLLAPSED • QR MECHANISM LOOSE 	<ul style="list-style-type: none"> • TIGHTEN HEADSET • REPLACE AXLE • TRUE WHEEL • ADJUST HUB BEARINGS • ADJUST HEADSET • REPLACE BEARINGS • ADJUST QR MECHANISM



PROBLEM	POSSIBLE CAUSE	REMEDY
STEERING NOT ACCURATE	<ul style="list-style-type: none">• WHEELS NOT ALIGNED IN FRAME• HEADSET LOOSE OR BINDING• FRONT FORKS OR FRAME BENT• STEM WEDGE BOLT NOT TIGHT	<ul style="list-style-type: none">• ALIGN WHEELS CORRECTLY• ADJUST/TIGHTEN HEADSET• TAKE BIKE TO A BIKE SHOP FOR POSSIBLE FRAME REALIGNMENT
FREQUENT PUNCTURES	<ul style="list-style-type: none">• INNER TUBE OLD OR FAULTY• TYRE TREAD/CASING WORN• TYRE UNSUITED TO RIM• TYRE NOT CHECKED AFTER PREVIOUS PUNCTURE• TYRE PRESSURE TOO LOW• SPOKE PROTRUDING INTO RIM	<ul style="list-style-type: none">• REPLACE INNER TUBE• REPLACE TYRE• REPLACE WITH CORRECT TYRE• REMOVE SHARP OBJECT EMBEDDED IN TYRE• CORRECT TYRE PRESSURE• FILE DOWN SPOKE



9: CONDITIONS OF USE

Riding a bicycle in a manner other than its intended use can cause the bicycle to fatigue or fail, and can void any warranty. Bicycles, or their parts, can be broken or damaged by riding in a manner more stressful than the intended use of the bicycle. If the bicycle is damaged, you could lose control and fall.

Do not ride beyond the design limits of the bicycle. If you are unsure of the limits of the bicycle, please consult a qualified bicycle mechanic.

Riding conditions

Your Brick Lane Bikes bicycle is designed for riding on paved surfaces or smooth gravel roads where the tyres do not lose ground contact. Before riding fast or in more difficult conditions, learn the function and performance of all the mechanisms of your bicycle by riding at slower speeds in a flat, empty space such as an empty carpark.



10: WARRANTY

This Warranty extends only to the original retail purchaser, who must produce proof of purchase in order to validate any claim. This warranty is not transferable to anyone else. In order to validate your warranty it is necessary to have your bicycle assembled and/or checked by a professional bike mechanic.

What does this Warranty cover?

This Limited Warranty covers all parts of the bicycle to be free of defects in workmanship and materials.

What must you do to keep the Warranty in effect?

This Warranty is effective only if:

- The bicycle is completely and correctly assembled and/or checked by a professional bike mechanic.
- The bicycle is used under normal conditions for its intended purpose, by a person that properly fits and is capable of controlling the bicycle.
- The bicycle receives all necessary maintenance and adjustments.

What is not covered by this Warranty?

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



- Used in any competitive sport.
- Used for stunt riding, jumping, aerobatics or similar activity.
- Installed with a motor or modified in any other way.
- Ridden by more than one person at a time.
- Rented or used for commercial purposes.
- Used in a manner contrary to the instructions in this Owners Manual.

Brick Lane Bikes will not be liable for incidental or consequential loss or damage, due directly or indirectly from use of this product.

For how long does this Warranty last?

The frame is warranted for the usable life of the bicycle. Brick Lane Bikes bikes will replace the frame at no charge, should it fail in any weld point when the cycle has been used in a normal manner, and determined by our inspection. Brick Lane Bikes will also replace the bicycle fork if it should fail at any weld point. You must receive prior authorisation from Brick Lane Bikes Customer Service, before returning any product or parts. All other components are warranted against defects for six months from the date of purchase when properly assembled and used in a normal manner.

What will Brick Lane Bikes do?

We will replace, without charge to you, any frame, fork, or component found to be defective by Brick Lane Bikes. Consumer must pay all labour and transportation charges connected with the repair or warranty work.

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