

Universal Bicycle Manual



This manual contains important safety, performance and maintenance information.

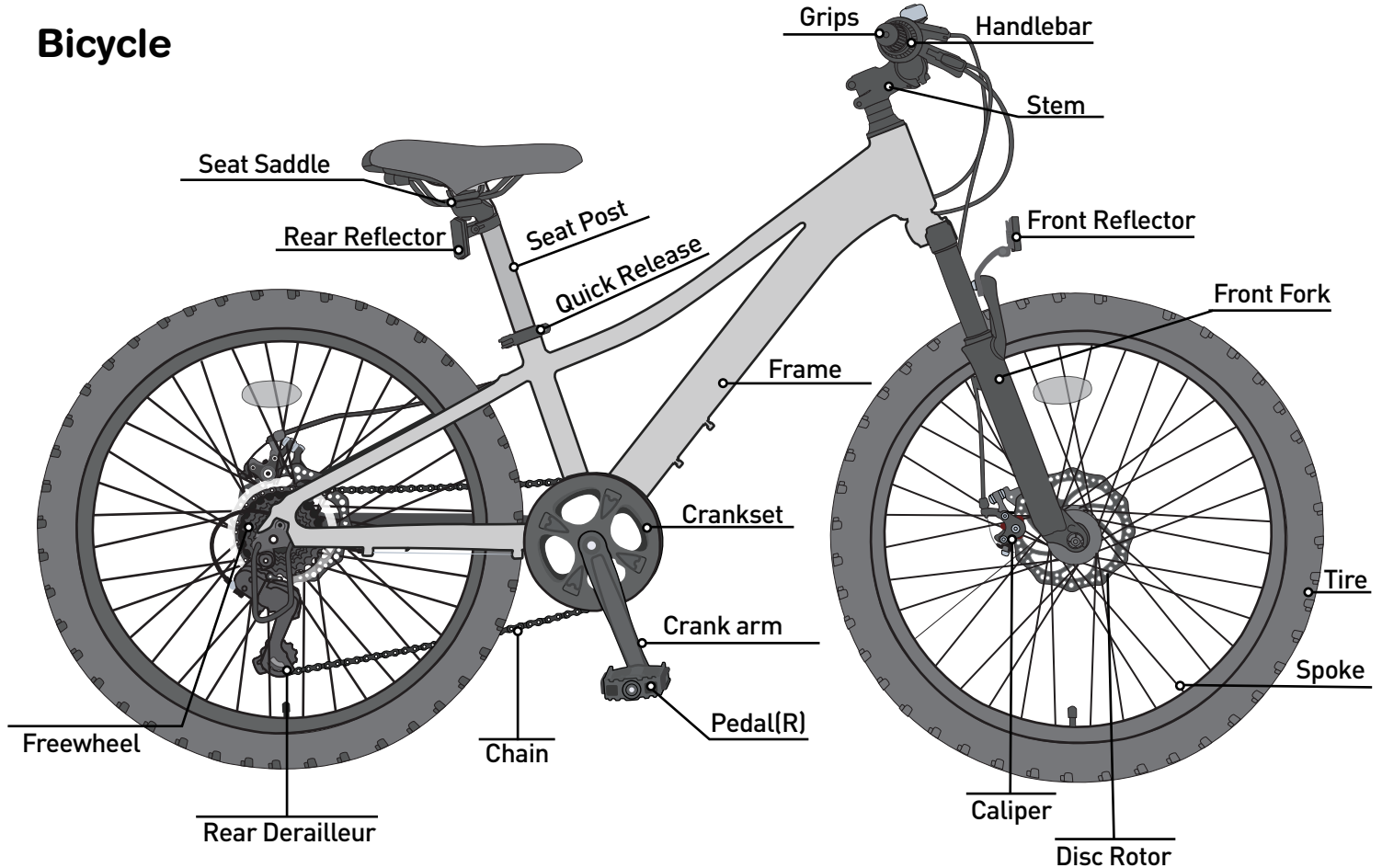
Please Read the manual before taking your first ride on your new bicycle, and keep the manual handy for future reference.

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Parts Identification

Bicycle



2.Assembly



WARNING!

- Improper assembly of this product may result in serious injury or death. Always follow the instructions in this manual and check critical components (e.g. wheels, seat, pedals, brakes, derailleurs, tires) before each use.
- We recommend that you consult a bicycle specialist if you have doubts or concerns as to your experience or ability to properly assemble, repair, or maintain your bicycle. If your bicycle was obtained assembled, we recommend that you read these instructions and perform checks specified in this manual before riding.

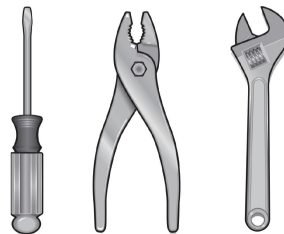
Your new bicycle was assembled and tuned in the factory and then partially disassembled for shipping. You may have purchased the bicycle already fully assembled and ready to ride **or** in the shipping carton in the partially disassembled form. The following instructions will enable you to prepare your bicycle for years of enjoyable cycling.

For more details on inspection, lubrication, maintenance and adjustment of any area please refer to the relevant sections in this manual. If you have questions about your ability to properly assemble this unit, please consult a qualified specialist before riding.

TOOLS REQUIRED

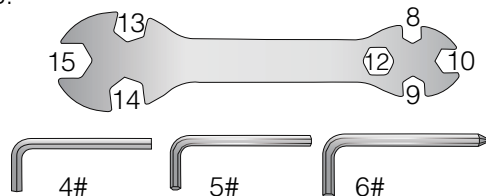
- Phillips head screw driver
- 4 mm, 5 mm, 6 mm and 8 mm Allen wrench
- Adjustable wrench or a 9 mm, 10 mm, 14 mm and 15 mm open and box end wrenches

A.



A.Tools
Not included

B.



B.Tools
Included

3.GETTING STARTED

- 1 Open the carton from the top and remove the bicycle.

Figure 3.1

- 2 Remove the straps and protective packaging from the bicycle. **Important!** Do not discard packing materials until assembly is complete to ensure that no required parts are accidentally discarded.
- 3 Inspect the bicycle and all accessories and parts for possible shortages. It is recommended that the threads and all moving parts in the parts package be lubricated prior to installation.

Note: We recommend using a lithium based grease on the parts before assembly.

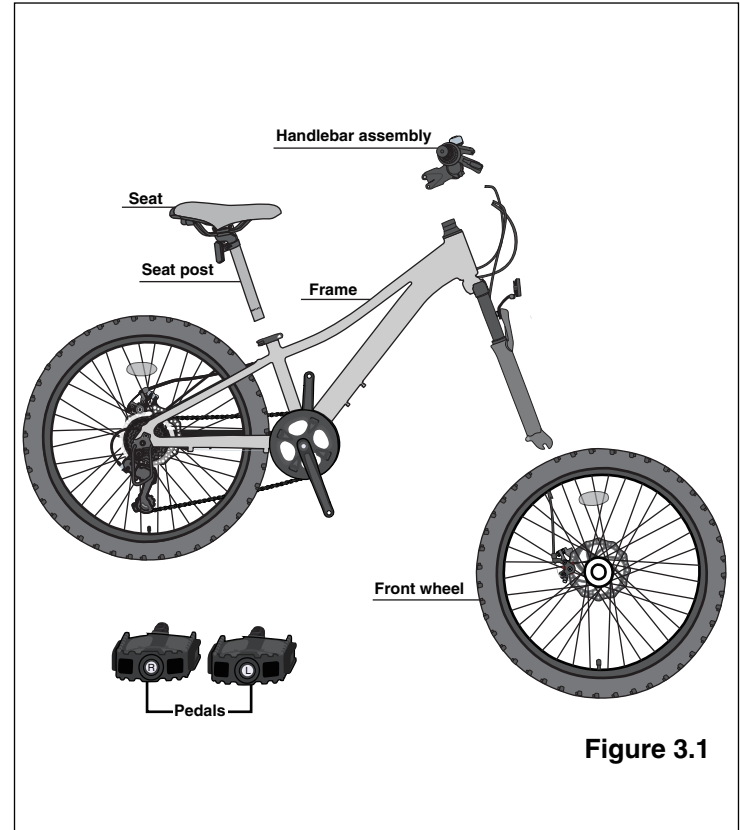


Figure 3.1

4.Attaching Stem

Important! Do not disassemble the headset or lose any parts. Be sure the end of the fork is on the ground or being held with your free hand, because once you loosen the top cap the fork assembly may fall out of the frame.

- 1** Turn the front fork to face forward (ie: the fork dropout is in the furthest forward position). **Figure 4.1**
- 2** Position the handlebar assembly over the steerer tube. Look at all the cables to be sure they run in a smooth arc from the shifter or brake lever to the front brake or cable stop on the frame. **Important!** If they are twisted or kinked, the shifting and braking will not work.
- 3** Loosen the Handlebar ClampBolt(s) (A and rotate Handlebar B) into a comfortable riding position. Tighten Handlebar Clamp Bolts(s) (A securely). **Figure 4.2**
- 4** NOTE: On four bolt stems, tighten Bolts (A evenly in a cross-pattern as shown. Do not overtighten.
- 5** **AWARNING:** If the handlebar clamp is not tight enough, the handlebar can slip in the stem. This can cause damage to the handlebar or stem, and can cause loss of control.

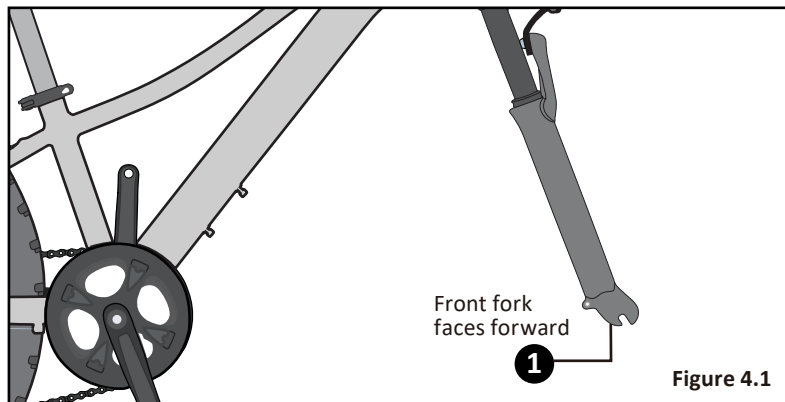


Figure 4.1

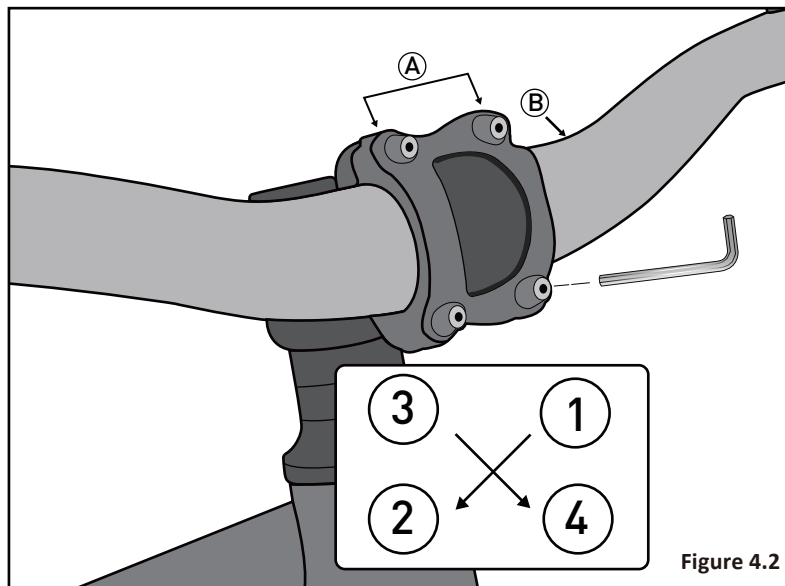


Figure 4.2

5. ATTACH NUTTED FRONT WHEEL

WARNING!

Failure to properly tighten the nuts holding the wheels onto the tricycle may result in poor riding performance, the tire falling off and serious injury or death. Be sure the wheels are securely attached to the frame before using the tricycle.

- 1 Place the front wheel into the fork openings. Be sure both sides of the axle rest on the fork and the wheel is centered **Figure 5.2**
- 2 Insert the hook washer onto the axle with the hooked end inserted into the small hole on the fork dropout. **Figure 5.1**
- 3 Place the nut on the axle and loosely tighten.
- 4 Place the remaining hook washer and nut on the opposite side and loosely tighten. **Do not tighten the wheels nuts at this time.**
- 5 Check that the wheel is centered, and inspect the wheel for even rotation.
- 6 **Now**, tighten each nut until both are firmly set.

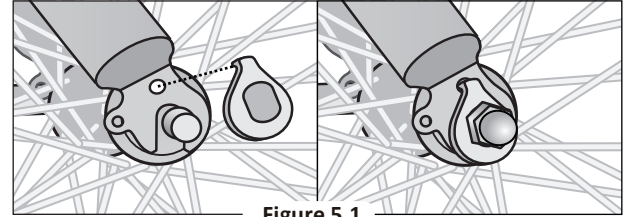


Figure 5.1

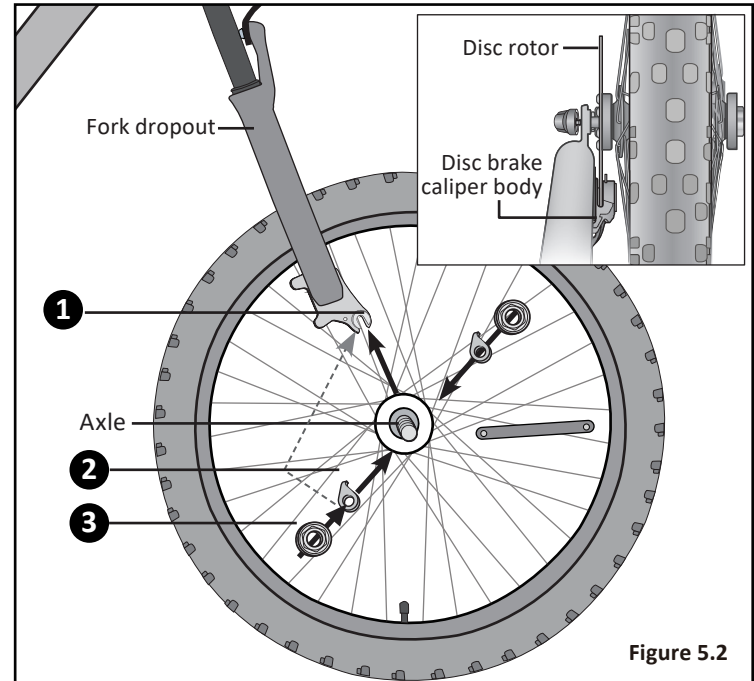


Figure 5.2

6. ATTACH THE PEDALS

WARNING!

- Attachment of an incorrect pedal into a crank arm can strip pedal threads and cause irreparable damage. Visually match the R and L stickers on the pedal and crank arm before attaching the pedals. Before your first ride, please check to ensure your pedals are attached correctly.
- It is very important that you check the crank set for correct adjustment and tightness before riding your bicycle.

- 1 Match the pedal marked R with the right-hand crank arm and match the pedal marked L with the left-hand crank arm.
Figure 6.1

- 2 Place the threaded pedal into the threaded hole on the crank arm.
- 3 By hand, slowly turn the spindle the correct direction. Clockwise for right side pedal, counterclockwise for left side pedal. Important! Stop if you feel resistance! This may be an indication the spindle is entering the hole at an angle. Remove the spindle and repeat step two.
- 4 If the spindle is entering the hole cleanly then use a 15 mm wrench or pliers to tighten completely.
- 5 Remove the dust caps and tighten the crank axle nuts using a 15 mm wrench.

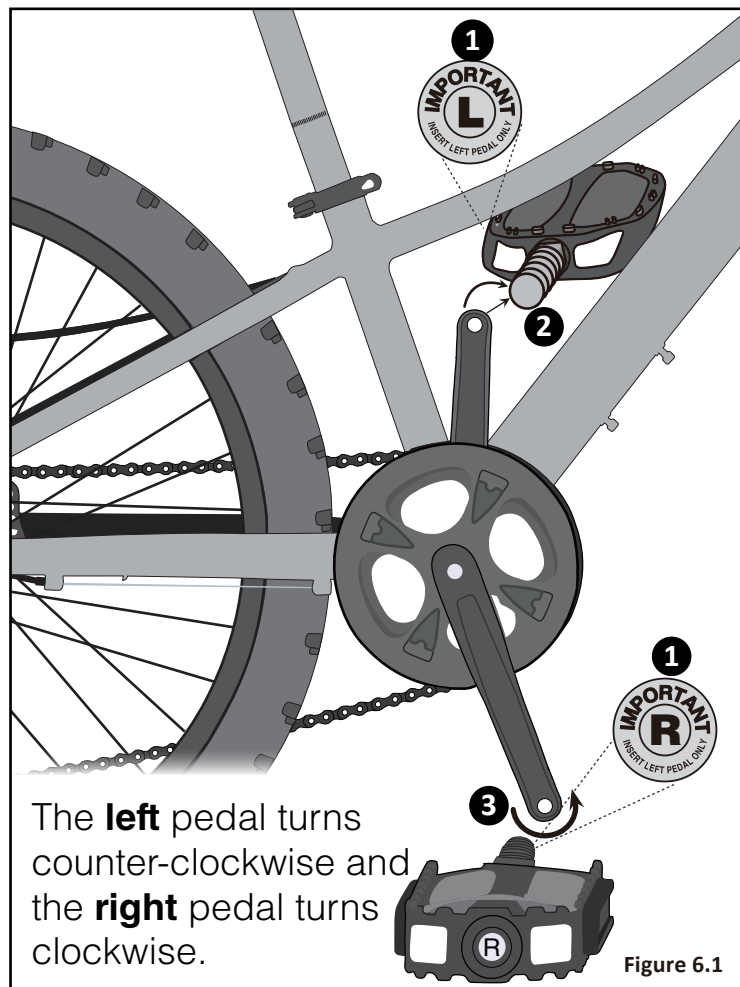


Figure 6.1

7. Quick-release Seat Clamp

- 1 Unlock the quick-release lever and insert the seat post into the seat tube.

Figure 7.1

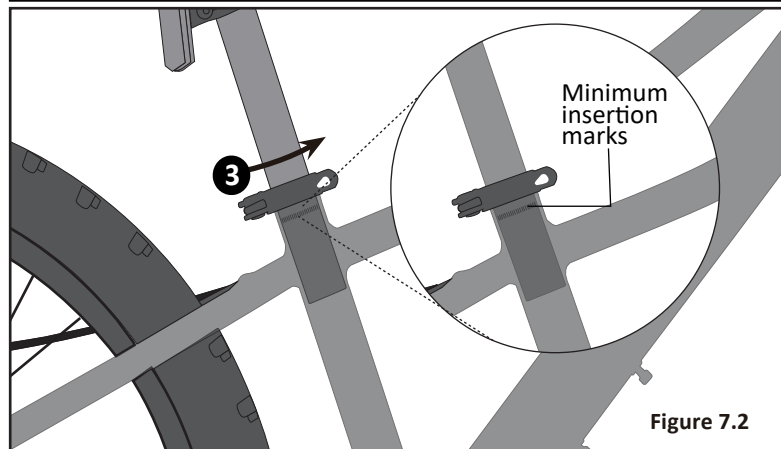
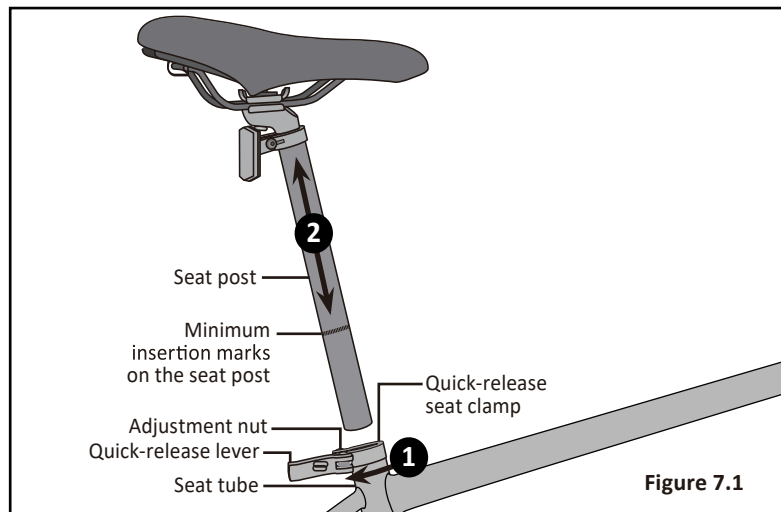
- 2 Adjust the seat height up or down until the rider feels they have control of the bicycle and is comfortable.

Important! Be sure the **minimum insertion marks** do not go past the top of the seat clamp and are **not** visible. See **Section 1, Fig. 1.2: Seat Height and Handlebar Reach.**

- 3 Close the quick-release lever and lock the seat in place. If there is not enough pressure to hold the seat in place open the quick-release lever. With one hand on the quick-release lever and one hand on the adjustment nut, start to hand tighten the adjustment nut until you start to feel some resistance against the seat clamp post. **Do not** attempt to tighten by turning the quick-release lever. The quick-release lever is for closing, the adjustment nut is for adjusting the pressure. **Figure 7.2**

- 4 Try to close the quick-release lever. If it closes easily, open it up and tighten the adjustment nut further. If it is too difficult to close, open the quick-release lever up and loosen the adjustment nut a little and try again.

Important! You should feel resistance when you close the quick-release lever that should leave a temporary impression on your fingers. Open and close the handle to ensure the seat is securely locked in place.



8.Adjusting the Disc Brake



WARNING!

- Disc brakes are sharp, keep fingers away from the brake caliper and rotor. If fingers contact the disc brake while the wheel is turning serious injury may occur.

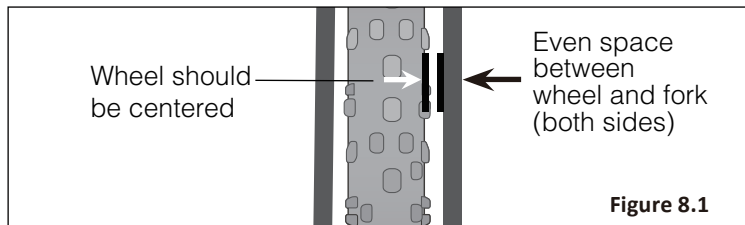
Important! Different types of disc brakes may require specific adjustments not covered in this section. If you are unsure of what needs to be done see **a qualified bicycle mechanic**.

Misalignment of the disc brake may be due to the following:

- The wheel is not centered.
- The caliper body is misaligned.
- The brake pads are not centered.

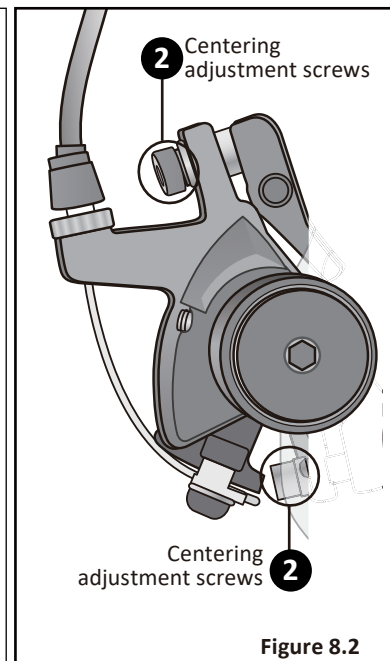
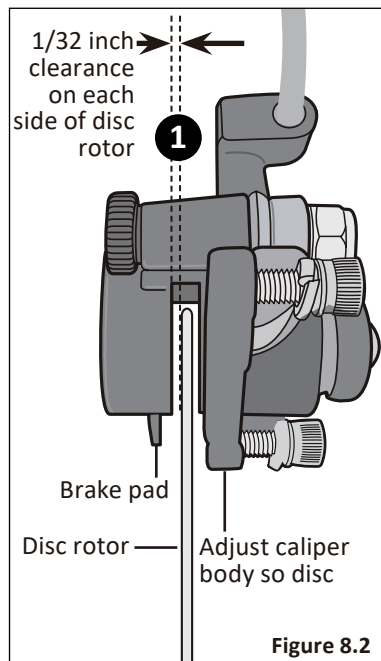
Center the Wheel

- 1 Rotate the wheel and look at the gap between the rim and fork. If the gap is uneven, loosen the axle nuts and adjust until the wheel and disc rotor are centered. **Figure 8.1**



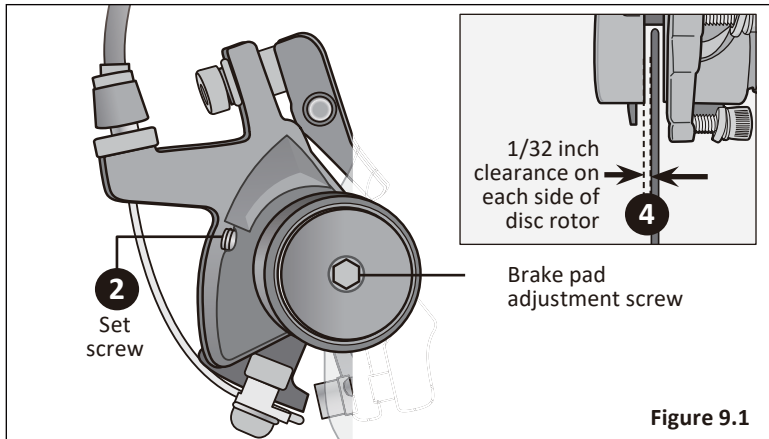
Realign the Caliper Body

- 1 Using a 5mm Allen wrench, loosen the two centering adjustment screws. Adjust the caliper body until the gap between the disc rotor and the brakepads in the caliper body is even ($1/32$ " per side). **Figure 8.2**
- 2 Tighten the centering adjustment screws.



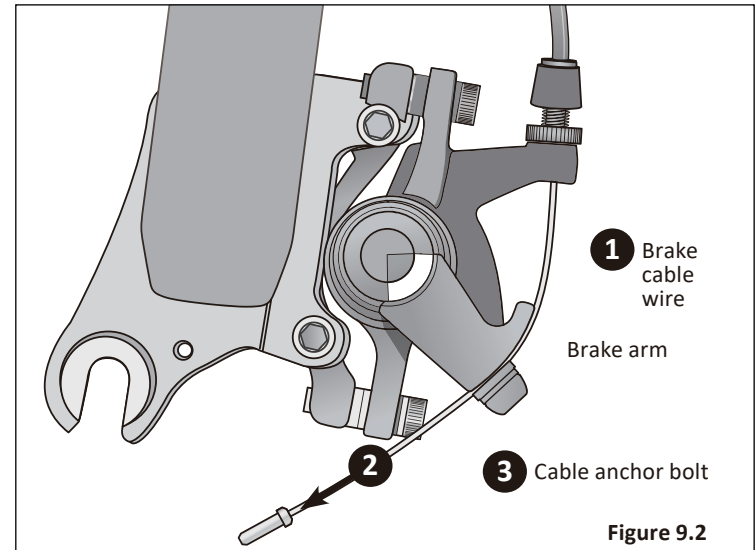
9.Center the Brake Pads

- 1 Insert a 1/32" spacer gage between the disc rotor and brake pad. **Figure 9.1**
- 2 Using a 2.5 mm Allen wrench, loosen the set screw.
- 3 Using a 5 mm Allen wrench, turn the brake pad adjustment screw to move the brake pad. Turning the pad clockwise moves it towards the disc rotor, counter clockwise moves the pad away from the disc rotor.
- 4 Adjust the pad until the gap between the disc rotor and the brake pads are even (1/32" per side).
- 5 Re-tighten the set screw.



Attaching the Brake Cable to the Brake

- 1 If the brake cable wire is not attached to the brake arm then loosen the cable anchor bolt until you can see a gap large enough for the brake cable wire. **Figure 9.2**
- 2 Pull on the brake cable wire and place it under the cable anchor bolt.
- 3 Tighten the cable anchor bolt. **Note:** The brake cable should **not** be "pulling" on the brake arm.



10.FINISHED YOUR BICYCLE

[In the Us]

PLEASE - BEFORE RETURNING TO STORE CONTACT ZUKKA CUSTOMER SERVICE.WEARE GLAD TO ASSIST

**CUSTOMER SERVICE EMAIL :service@zukkacycle.com
YOU WITH ANY PARTS OR ASSEMBLY PROBLEMS YOU MIGHT HAVE!**

**NOTICE:
ALWAYS WEAR A PROPERLY FITTED HELMET**

**WHEN RIDING YOUR BICYCLE DO NOT RIDE AT NIGHT
AVOID RIDING IN WET CONDITIONS**

ZUKKA is a professional retailer of bicycle and bicycle accessories .We are committed to bring the newest and more innovative quality bike accessories to the market. Our mission is to provide all outdoor enthusiasts with a relaxed riding experience while exploring the world and intimate contact with nature. Customer's satisfaction is paramount, if you are not happy with your purchase, please contact our customer service team, we will make it right.