

TRICYCLE ASSEMBLY MANUAL



OUR PRODUCT DISPLAY



TRICYCLE

24/26 INCH 1/7 SPEED



TRICYCLE

14/16 INCH 1 SPEED



FOLDING TRICYCLE

20/24/26 INCH 7 SPEED



MOUNTAIN TRICYCLE

24/26 INCH 7 SPEED



MOUNTAIN TRICYCLE

24/26/27.5 INCH 7 SPEED



FOLDING BICYCLE

20 INCH 7 SPEED



CRUISER BICYCLE

26 INCH 7 SPEED



CRUISER BICYCLE

26 INCH 7 SPEED



MOUNTAIN BICYCLE

24/26/27.5 INCH 21 SPEED



MOUNTAIN BICYCLE

24/26/27.5 INCH 21 SPEED



MOUNTAIN BICYCLE

24/26/27.5 INCH 21 SPEED



MOUNTAIN BICYCLE

24/26/27.5 INCH 21 SPEED



Dear Customer

Thank you for choosing our tricycle. This manual will show you how to assemble your tricycle. Please read the manual and follow it. The manual contains important information regarding assembling of the tricycle. If you have any misgiving, we recommend you to ask a tricycle mechanic for help. You also contact us via your shopping account.

Our tricycles come with a one-year warranty on all defective or damaged parts.
Service department is located in Covia, CA.
Service email address: mooncool@yeah.net.
If you contact us via this email, please send the order number of your purchase.
It is recommended to contact us through your purchase order account for the fastest resolution.

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TRICYCLE PARTS

Check all parts of the tricycle before assembly. If any parts are missing or damaged, please contact us via your account order.


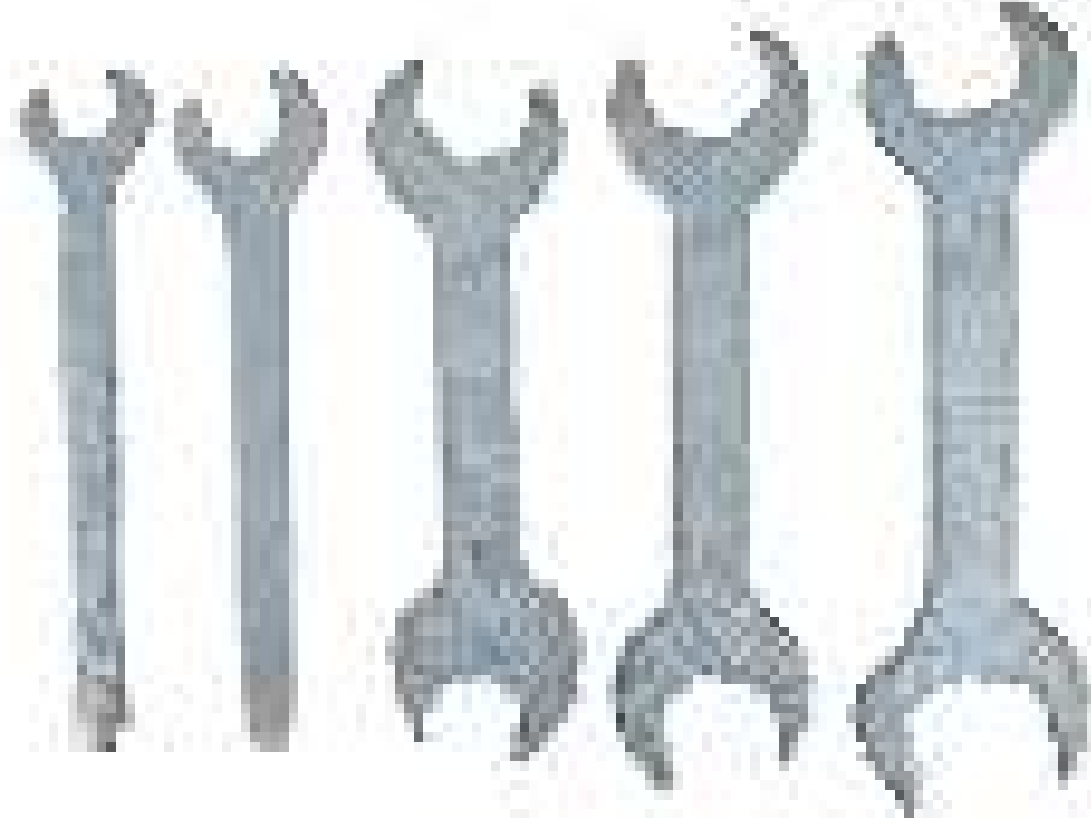




| NO. | Parts Name |
|-----|-------------------------|
| 1 | Rear Derailleur |
| 2 | Rear Axle |
| 3 | Rear Wheels |
| 4 | Nut Caps |
| 5 | Frame |
| 6 | Chain |
| 7 | Chain Cover |
| 8 | Front Fender |
| 9 | Front Wheel |
| 10 | Rear Fender |
| 11 | Handlebar |
| 12 | Front Brake |
| 13 | Seat Post |
| 14 | Saddle |
| 15 | Pedal |
| 16 | Shifter & Shifter Cable |
| 17 | Rear Brake Cable |
| 18 | Rear Basket |
| 19 | Basket Accessories |
| 20 | Front Reflector |
| 21 | Rear Reflector |
| 22 | Spoke Reflector |
| 23 | Bell |






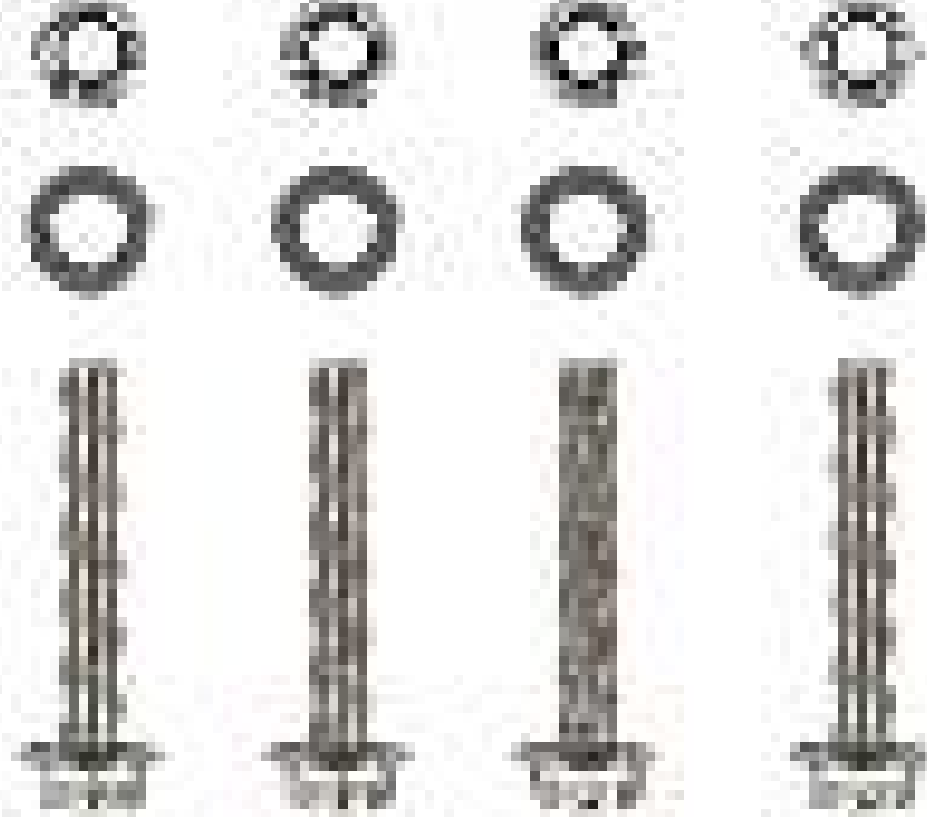

TOOLS & ACCESSORIES


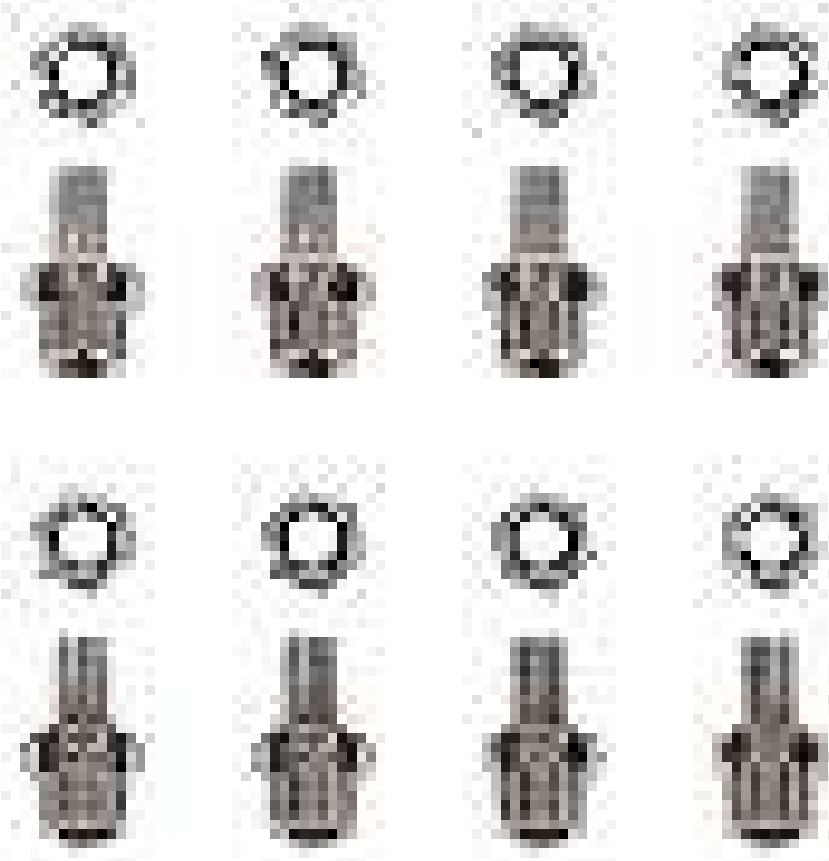

TOOLS

| | | | | | | | |
|----------|---|----------|--|----------|---|----------|---|
| A |  | B |  | C |  | D |  |
| | Allen wrenchs | | Wrench | | Wrench (for wheels) | | Screwdriver |

Accessories

- Some screws have been pre-installed in the corresponding positions.


| | | | | | | | | | |
|----------|---|----------|---|----------|---|----------|---|----------|---|
| F |  | G |  | H |  | I |  | J |  |
| | Rear left/right wheel screw and shaft sleeve x1 | | Front wheel screw and safety buckle x2 | | Brake spring x1 | | 4 screws and 4 nuts for rear basket | | Basket metal fixing plate x12 |

| | | | | | |
|----------|--|----------|---|----------|--|
| K |  | L |  | M |  |
| | Front fender bracket screw x1,Front fender fixing front fork screw x1 | | Rear fender bracket screws x8 | | Rear fender screws x6 |

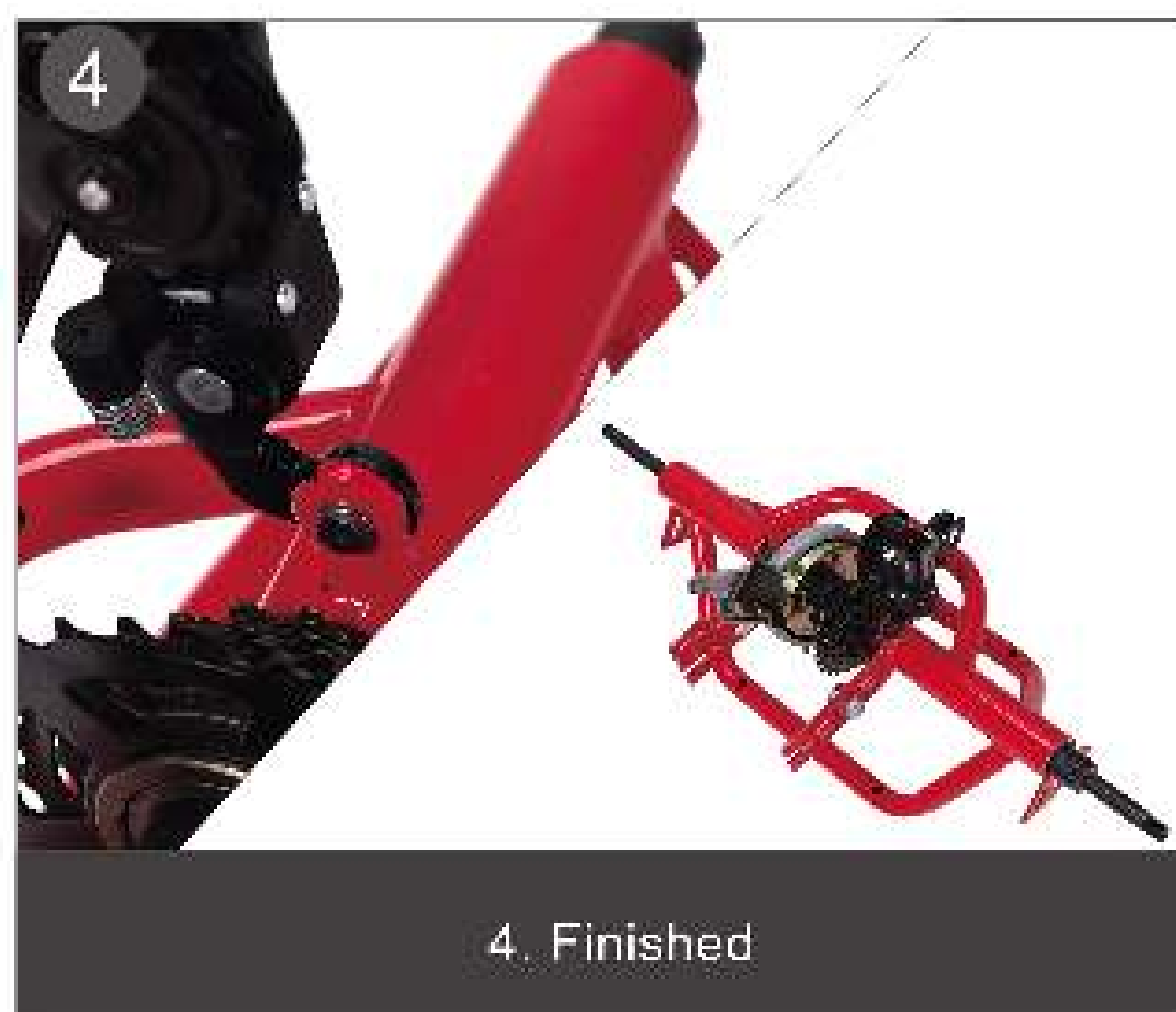
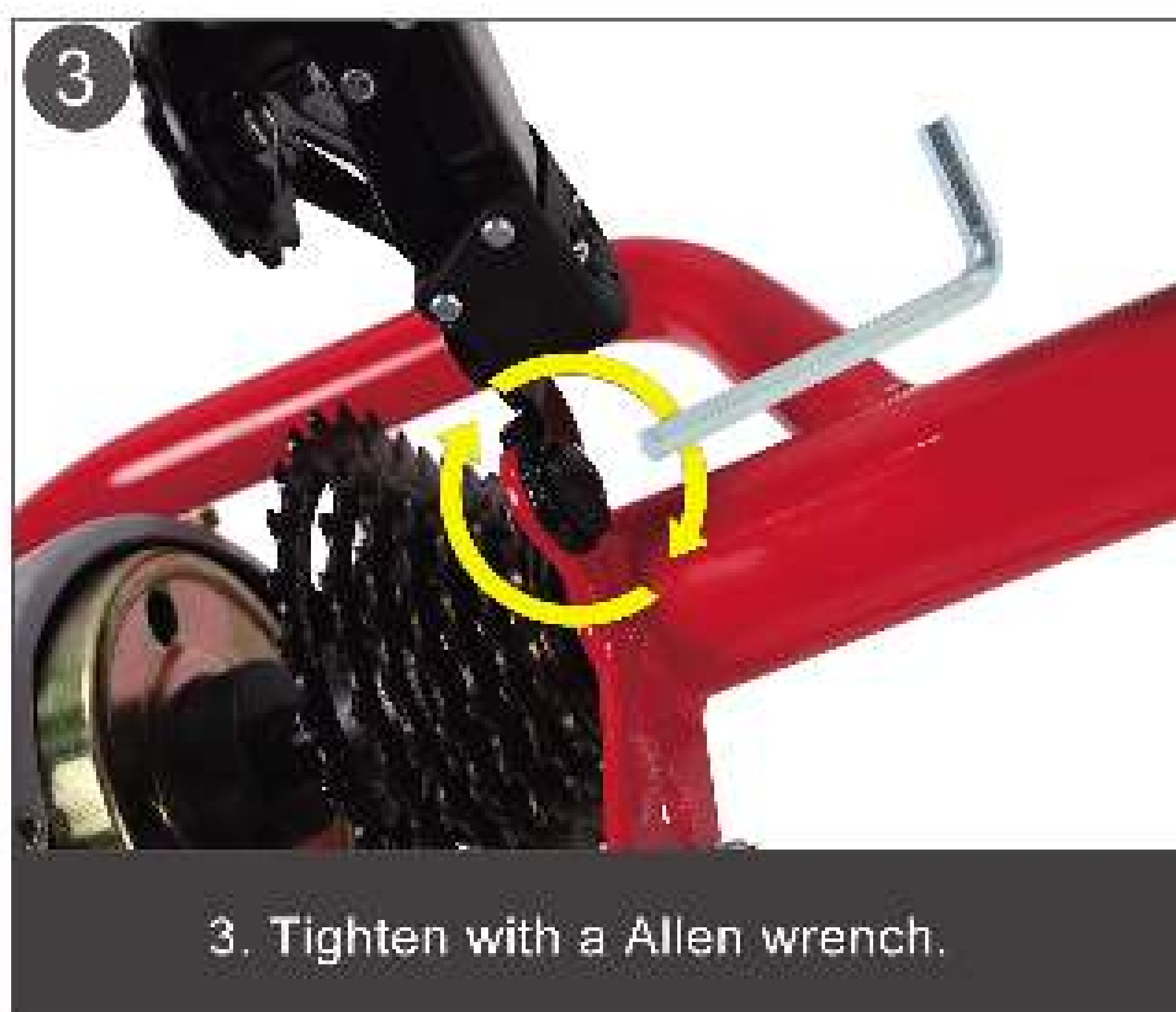
HOW TO ASSEMBLE THE REAR DERAILLEUR

01

Parts And Tools

| Rear Derailleur | Rear Axle | Allen wrench |
|---|--|---|
|  |  |  |


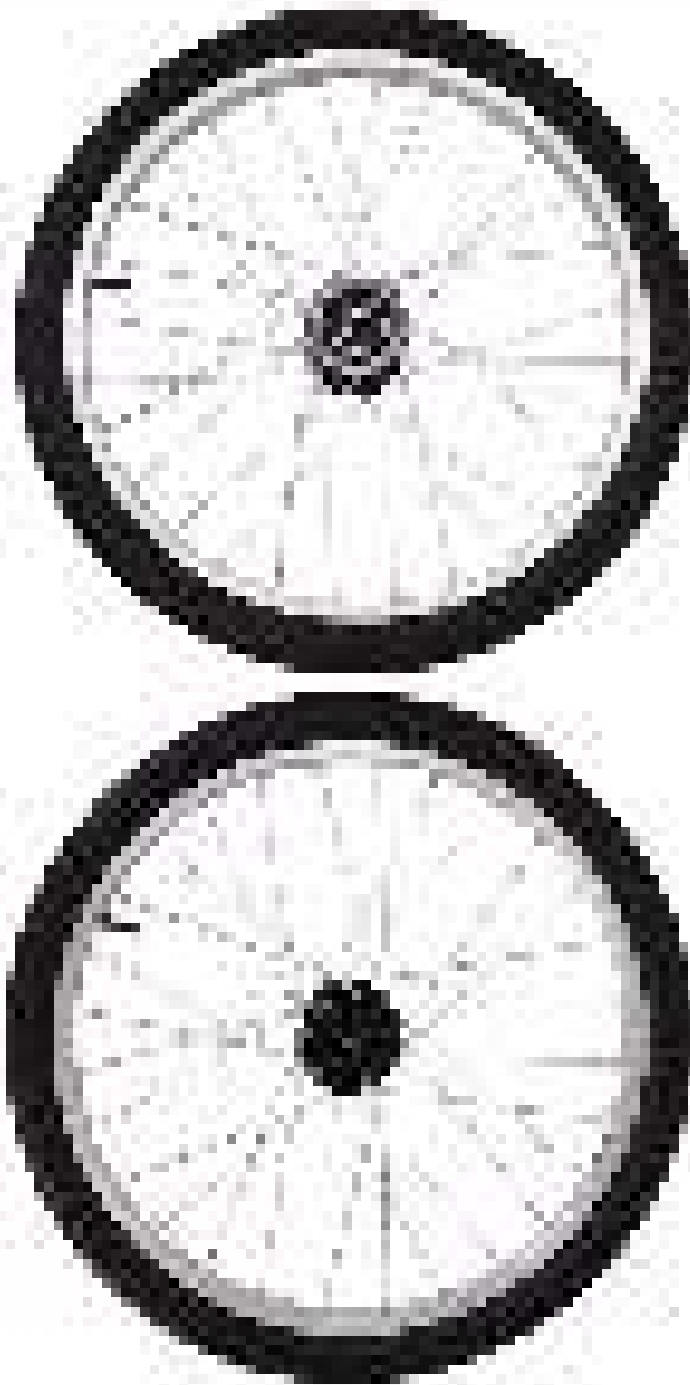
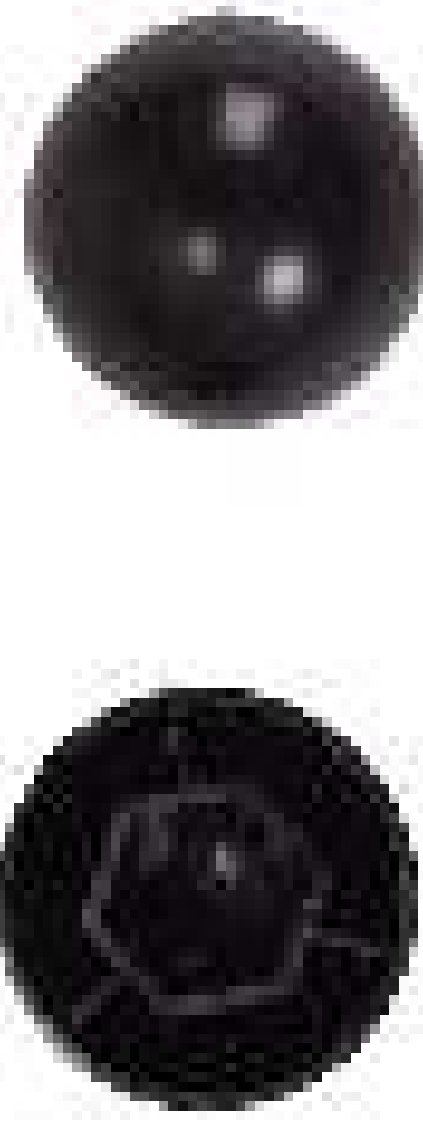

Assembly Steps



HOW TO ASSEMBLE THE REAR WHEELS

02

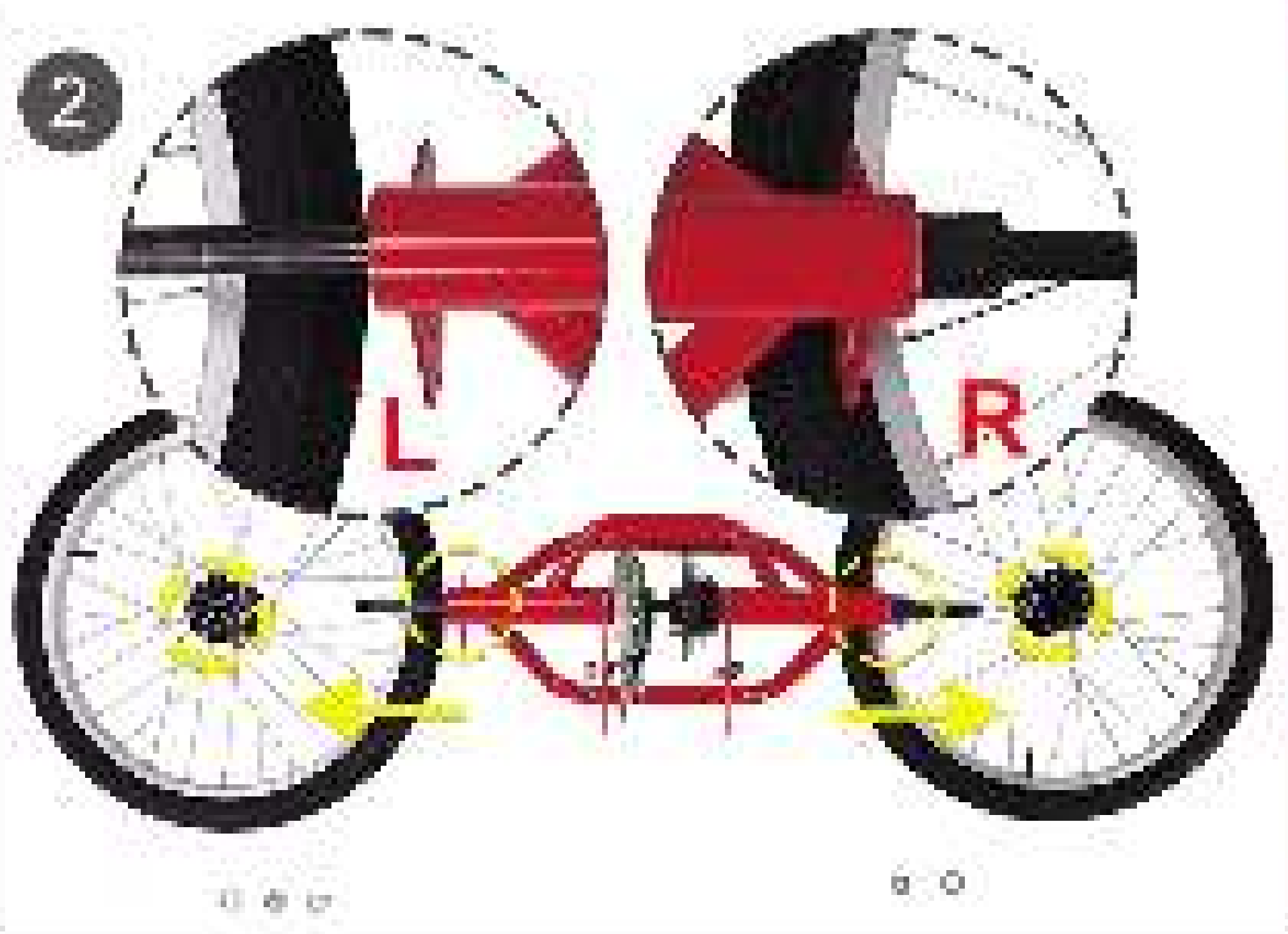
Parts And Tools

| Assembly Parts | Rear Wheels | Nut caps | Wrench |
|---|---|---|---|
|  |  |  |  |

Assembly Steps



1. Differentiate the left or right wheel according to the shape of the screw hole.



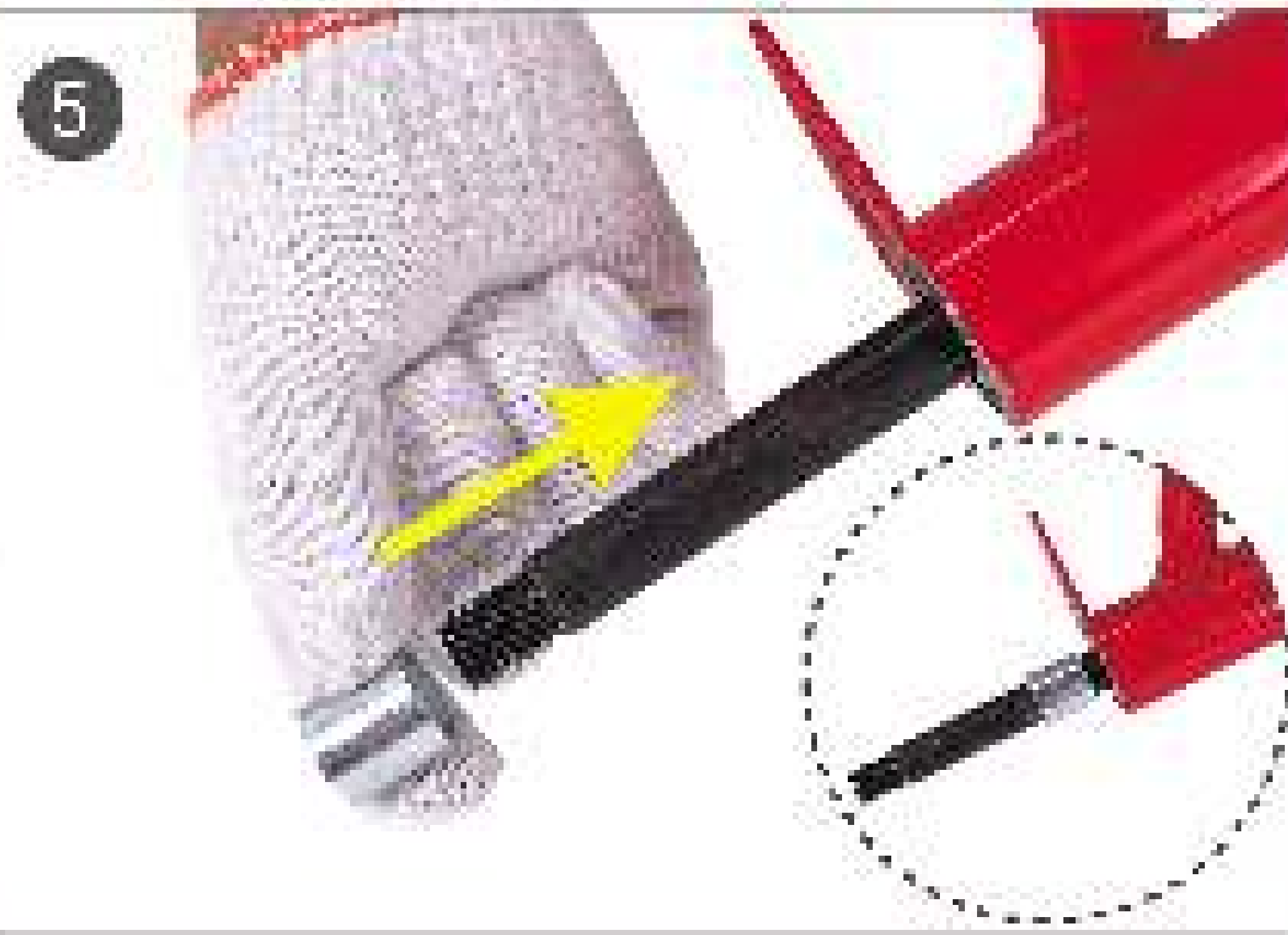
2. Differentiate the left or right of the rear axle according to the rear axle's ends shapes.



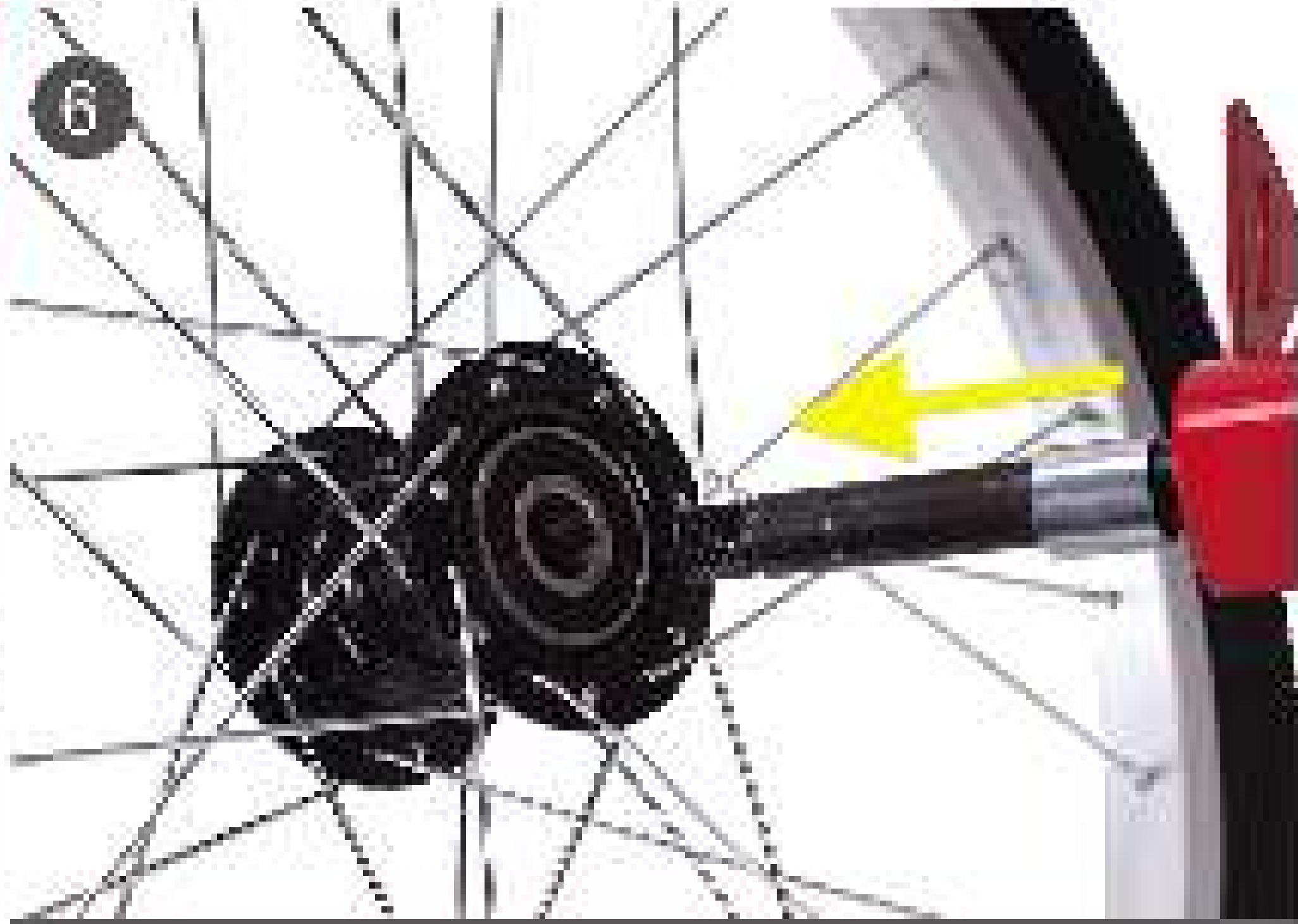
3. Insert axle right end into the right wheel.



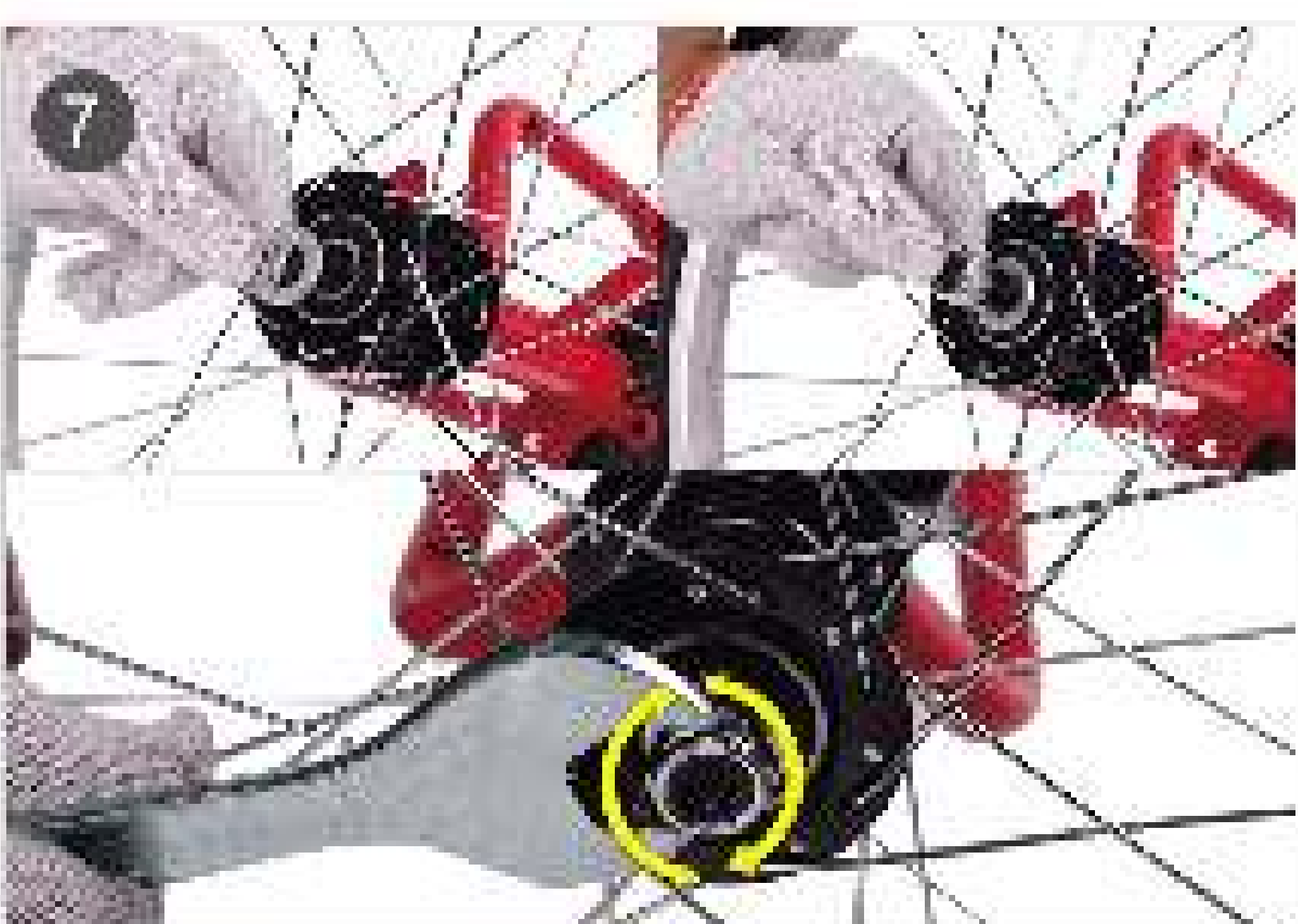
4. Put the gasket, nut and tighten with a wrench.



5. Put the metal tube on axle left end.



6. Follow Step 3.



7. Follow Step 4.



8. Cover the rear axle nut caps.

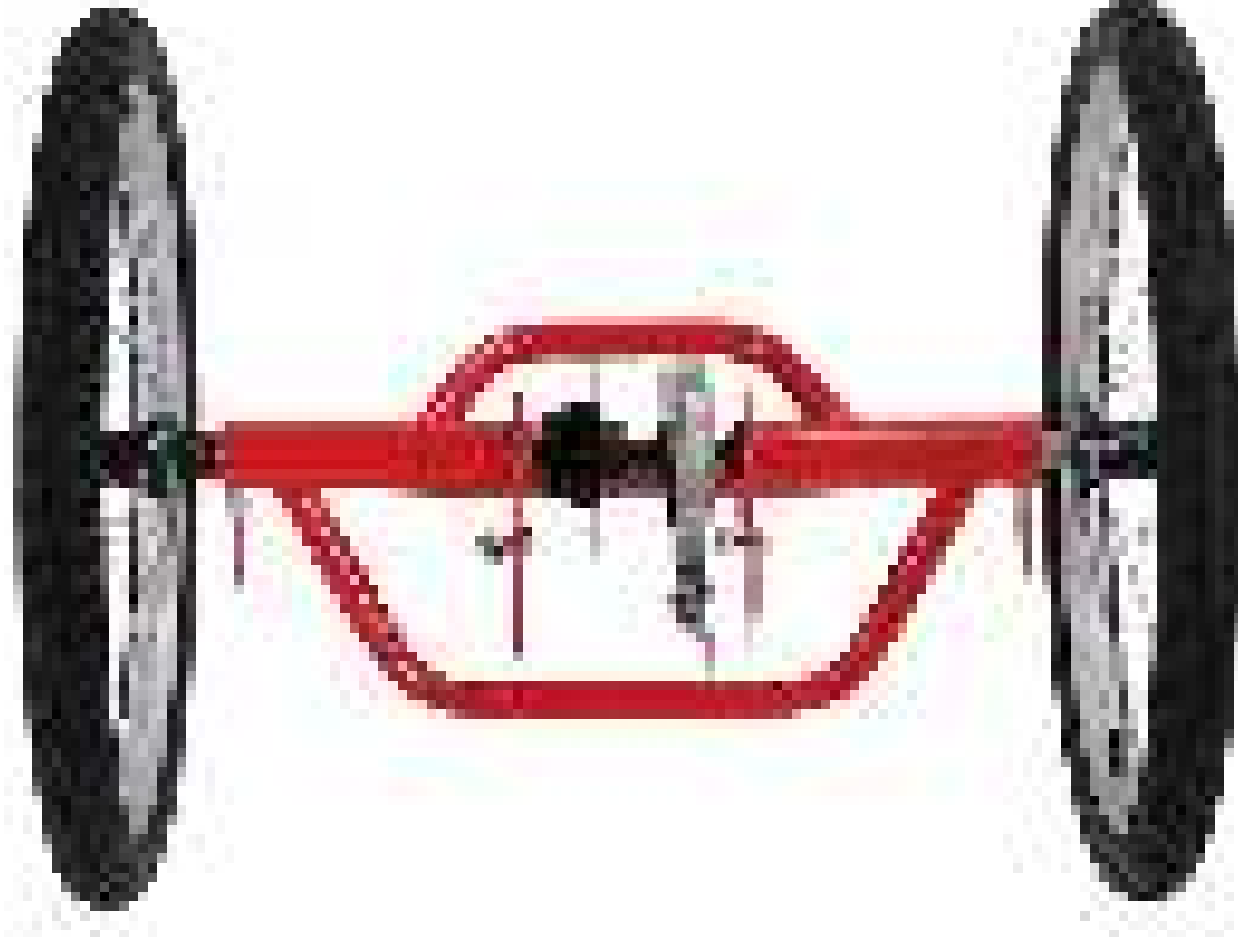





9. Finished

HOW TO ASSEMBLE THE REAR AXLE

03

Parts And Tools

| Assembly Parts | Frame | Wrench | Wrench |
|---|--|---|---|
|  |  |  |  |

Assembly Steps



1. Loosen the screws.



2. Connect the rear axle and frame, as shown.



3. Assemble rear axle and frame.



4. Display



5. Tighten the screws.



6. Tighten the nuts.



7. All screws and nuts are tightened.

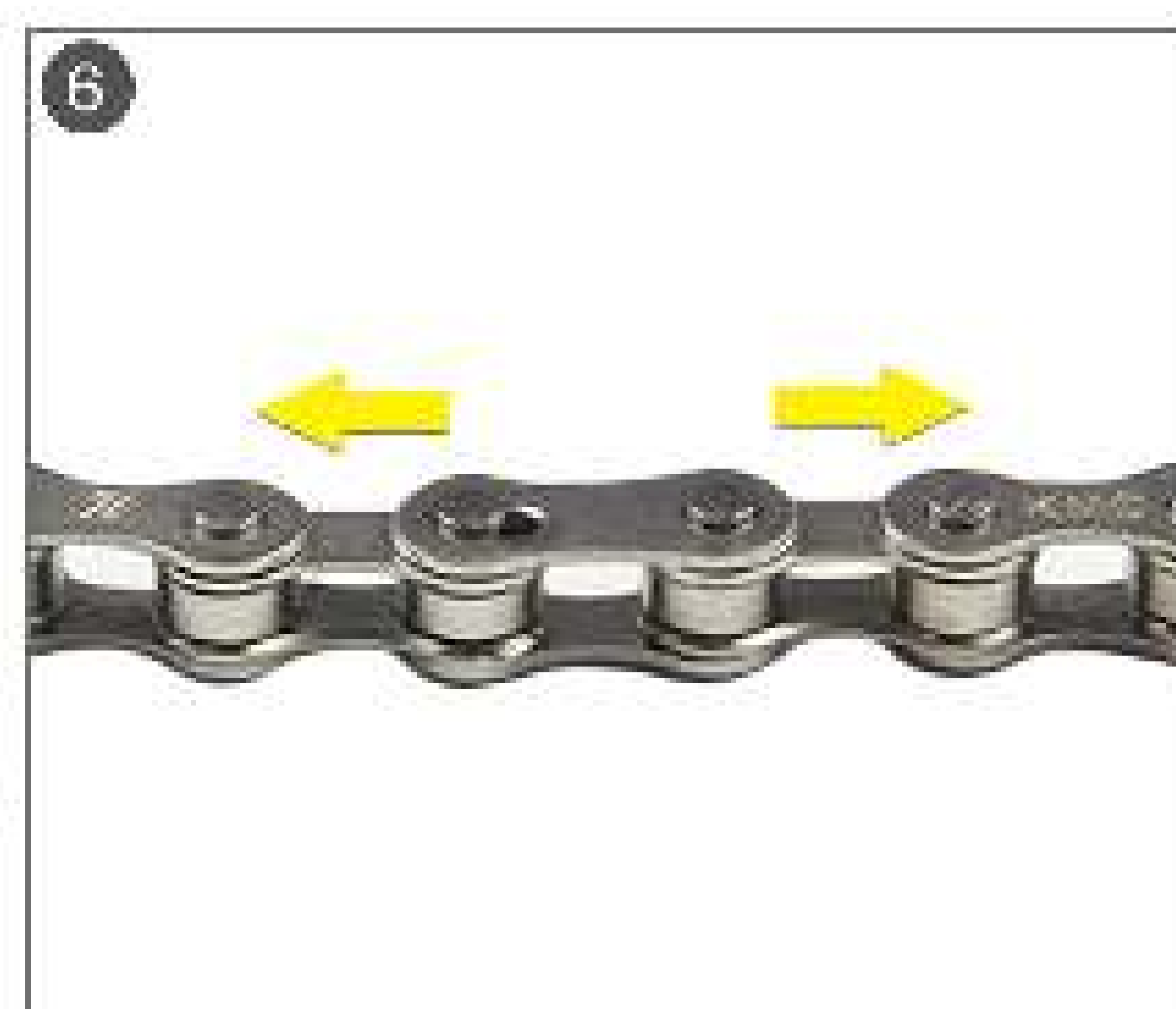
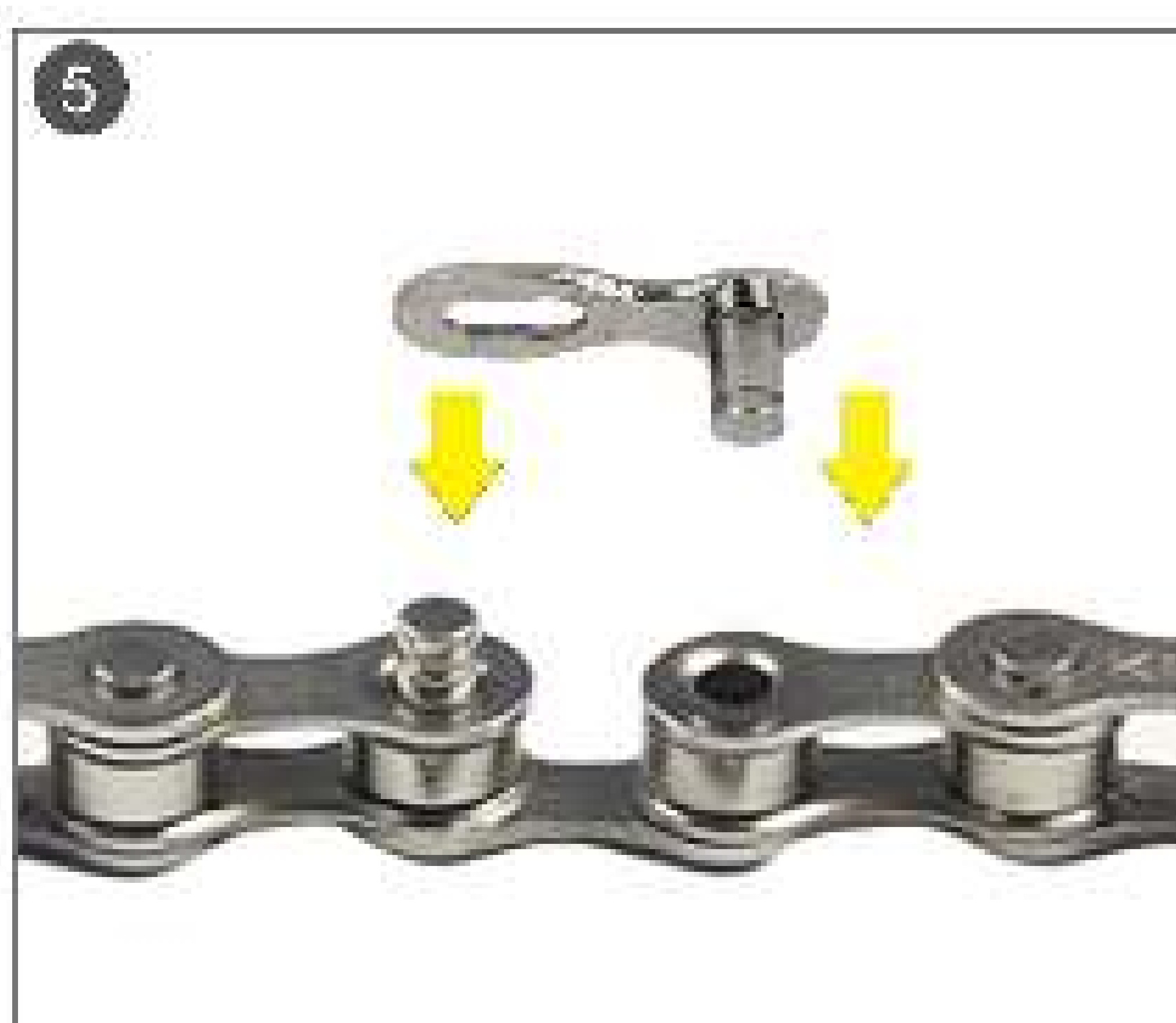
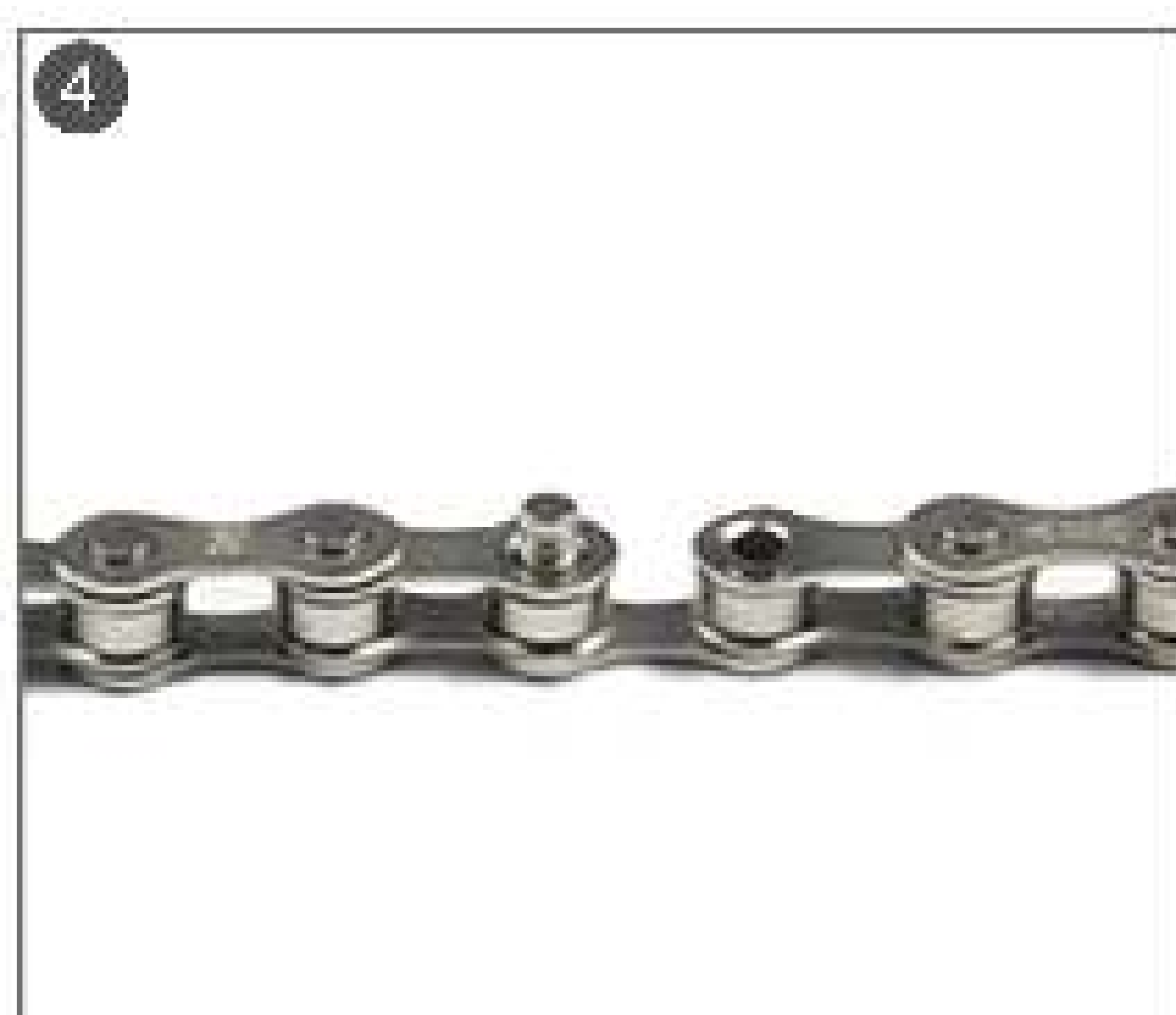


8. Finished.

Parts And Tools

| Assembly Parts | Chain | Chain magic buckle |
|---|--|---|
|  |  |  |

Assembly Steps



Parts And Tools

| Assembly Parts | Chain Cover | Screwdriver |
|---|--|---|
|  |  |  |

Assembly Steps

1



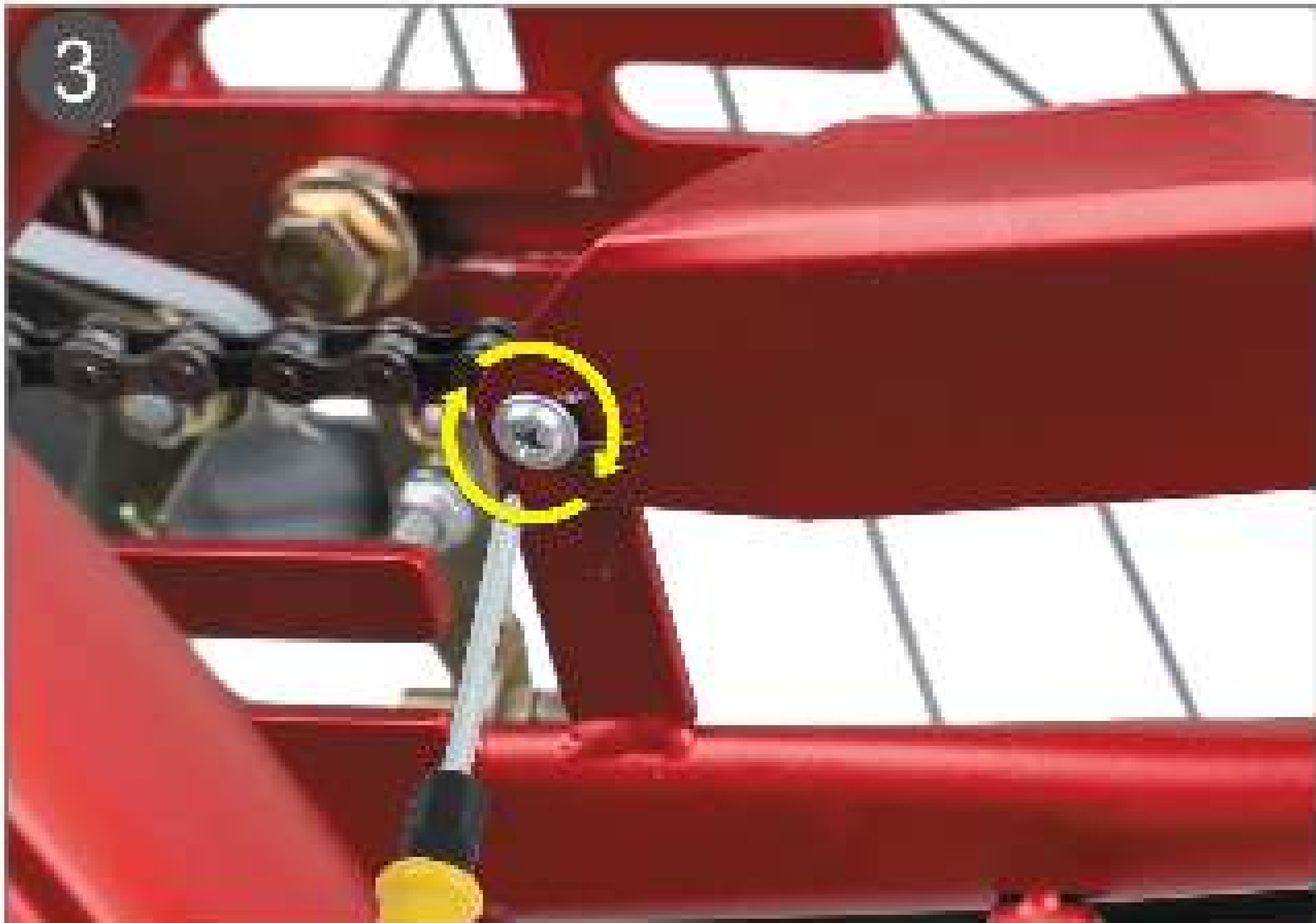
1. Locate the two screw holes on the frame.

2




2. Put on the chain cover and tighten the screws with a screwdriver

3



3. Tighten the second screw

4


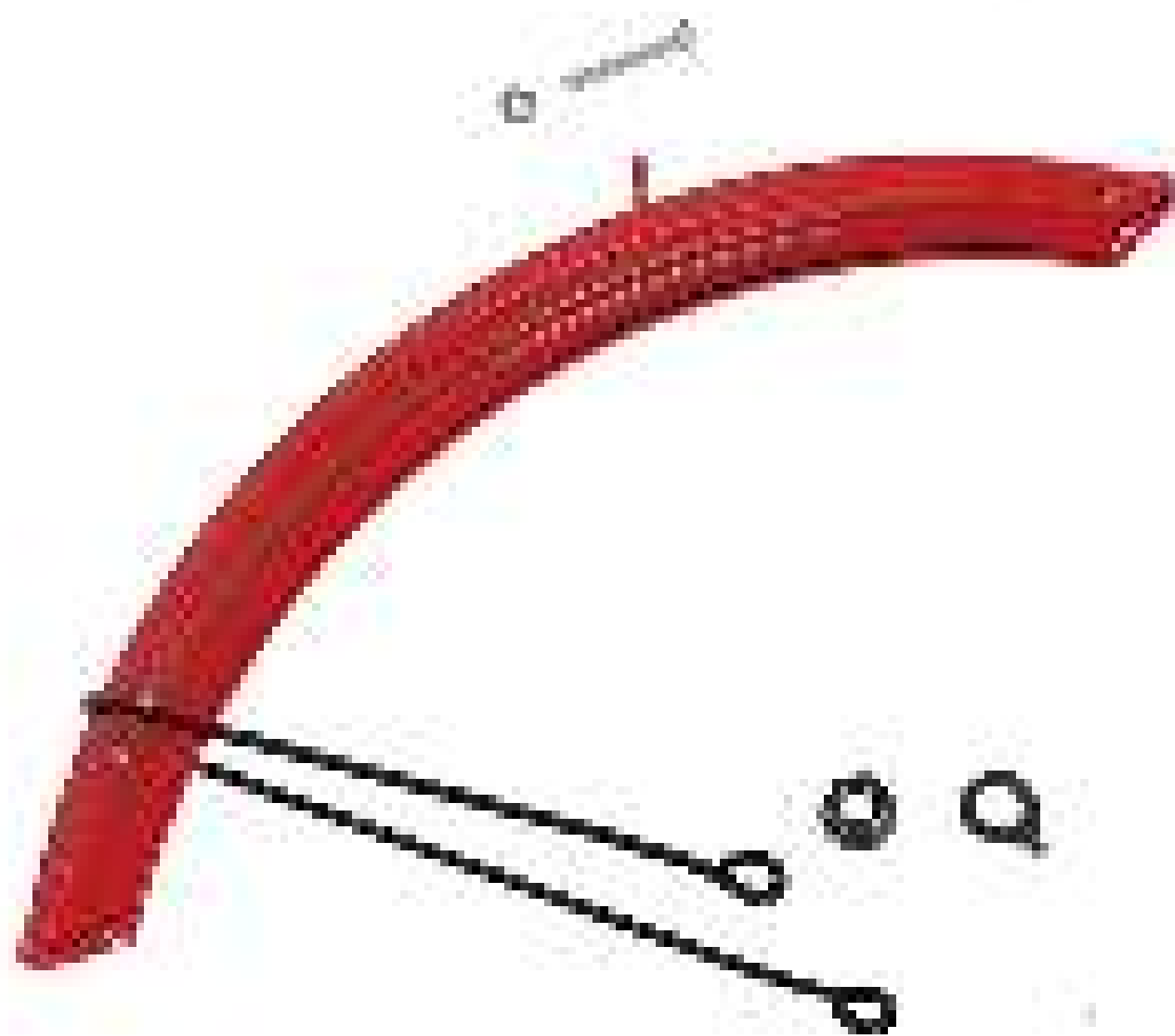




4. Finished

HOW TO ASSEMBLE THE FRONT WHEEL

06

Parts And Tools

| Fork | Front Fender | Front Wheel | Tools |
|--|--|---|---|
|  |  |  |  |

Assembly Steps



1. Assemble the front fender.



2. Tighten the screw.



3. Assemble front wheel and frame.



4. Assemble the washer.



5. Assemble the fender holder.



6. Tighten the screw.



7. Finished

HOW TO ASSEMBLE THE BELL AND REFLECTORS

07

Parts And Tools

| Bell | Front & Rear Reflector | Wheel Reflector | Screwdriver |
|---|---|---|---|
|  |  |  |  |

Assembly Steps



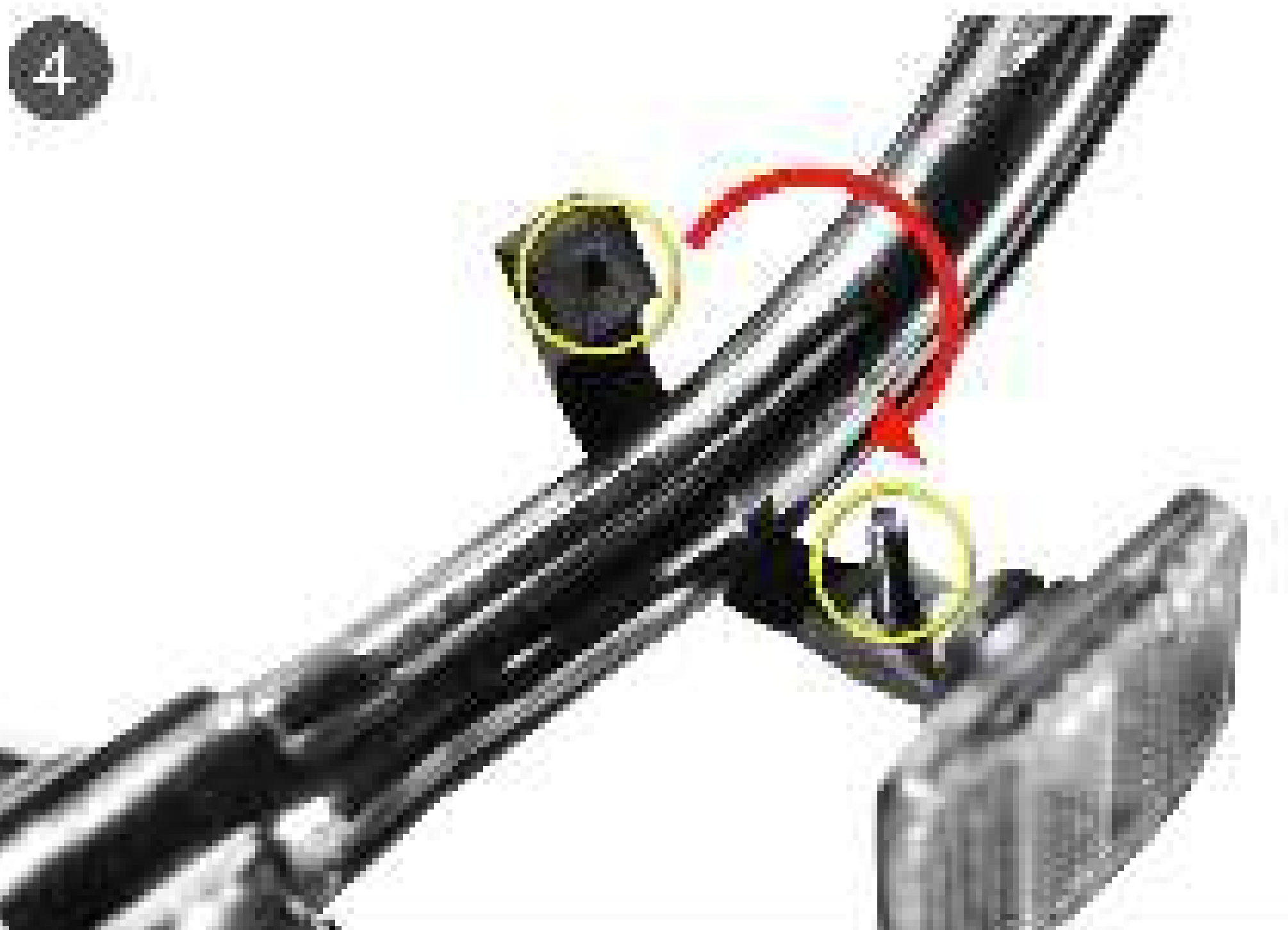
1. Attach the bell on the handlebar.



2. Tighten the screw.



3. Assemble the front reflector.



4. Tighten the screw.



5. Finished.



6. Attach reflectors on rear fenders.



7. Tighten reflector with screw.



8. Attach the reflectors on the wheel.

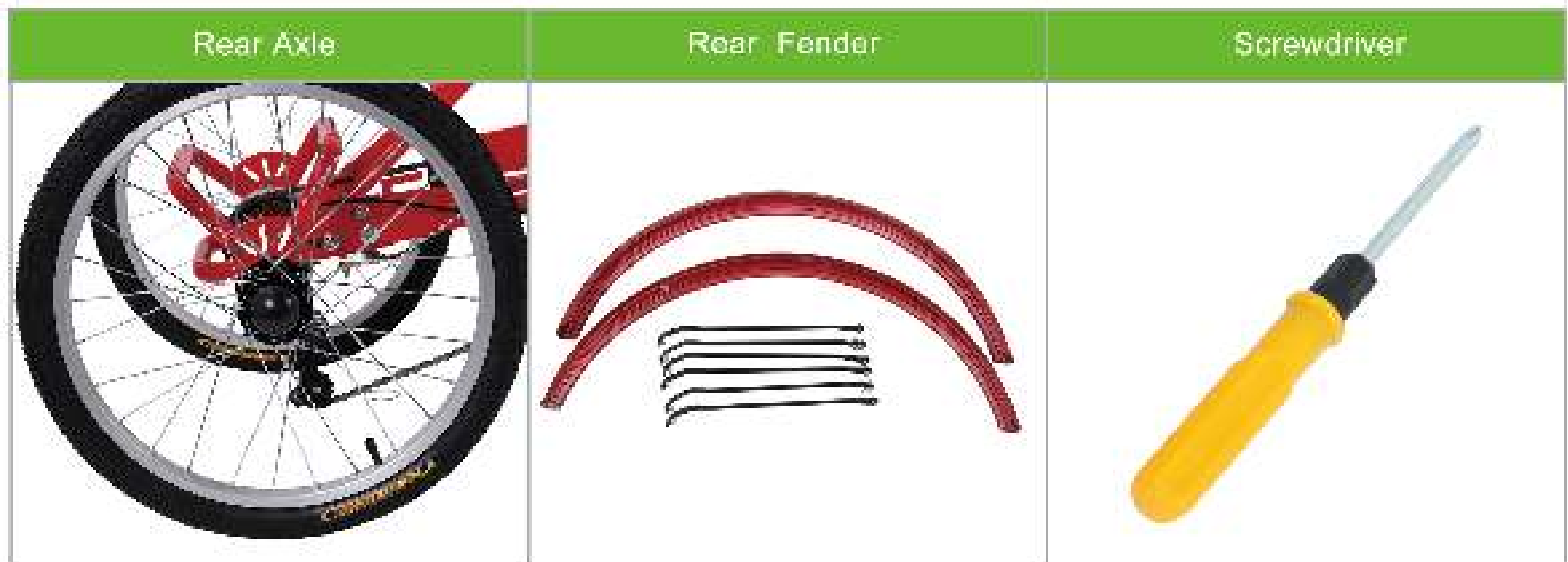


9. Follow step 8.

HOW TO ASSEMBLE THE REAR FENDER

08

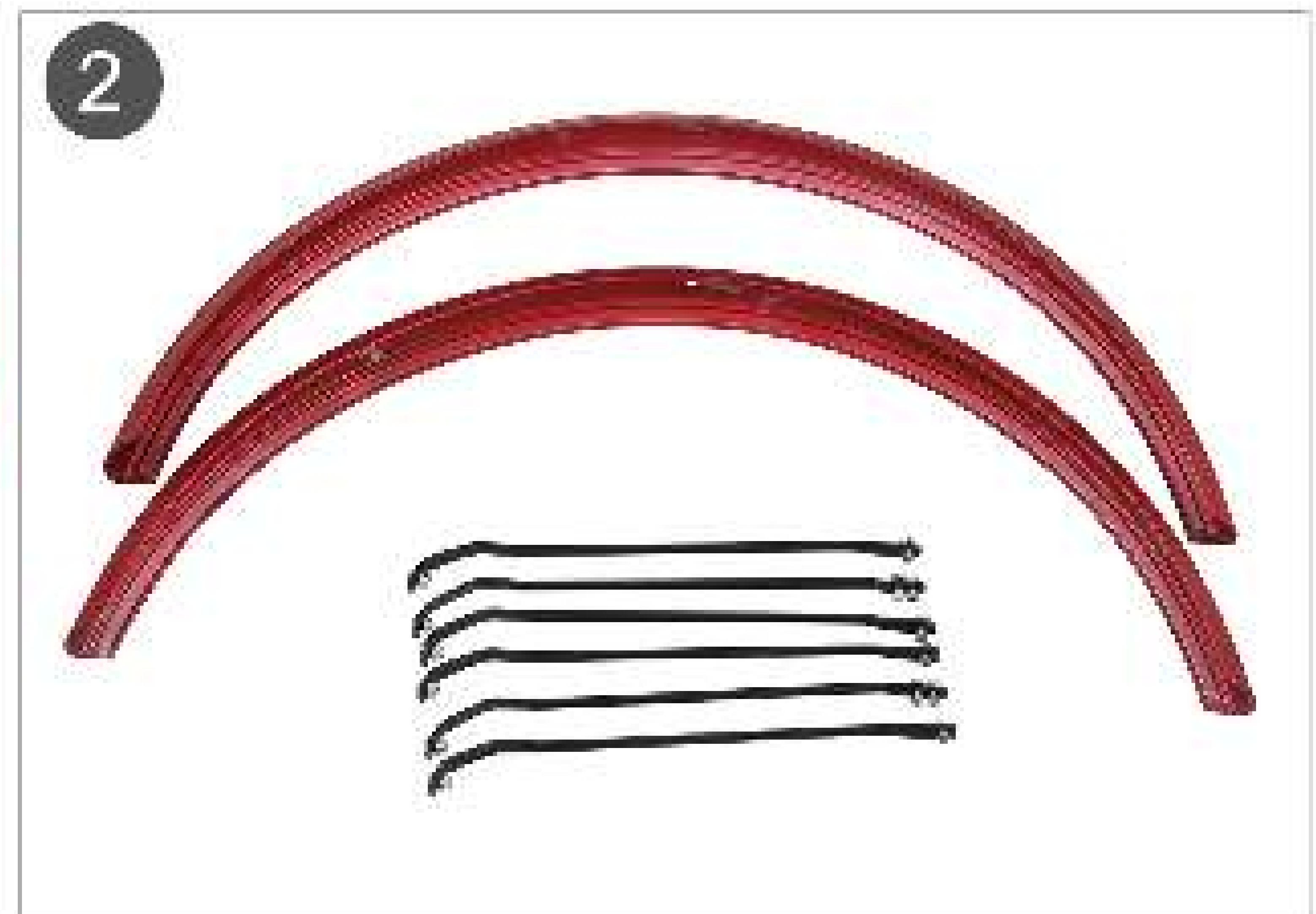
Parts And Tools



Assembly Steps



1. Notice the circled hole on the rear axle.



2. Prepare fenders and holders.



3. Tighten the screws.

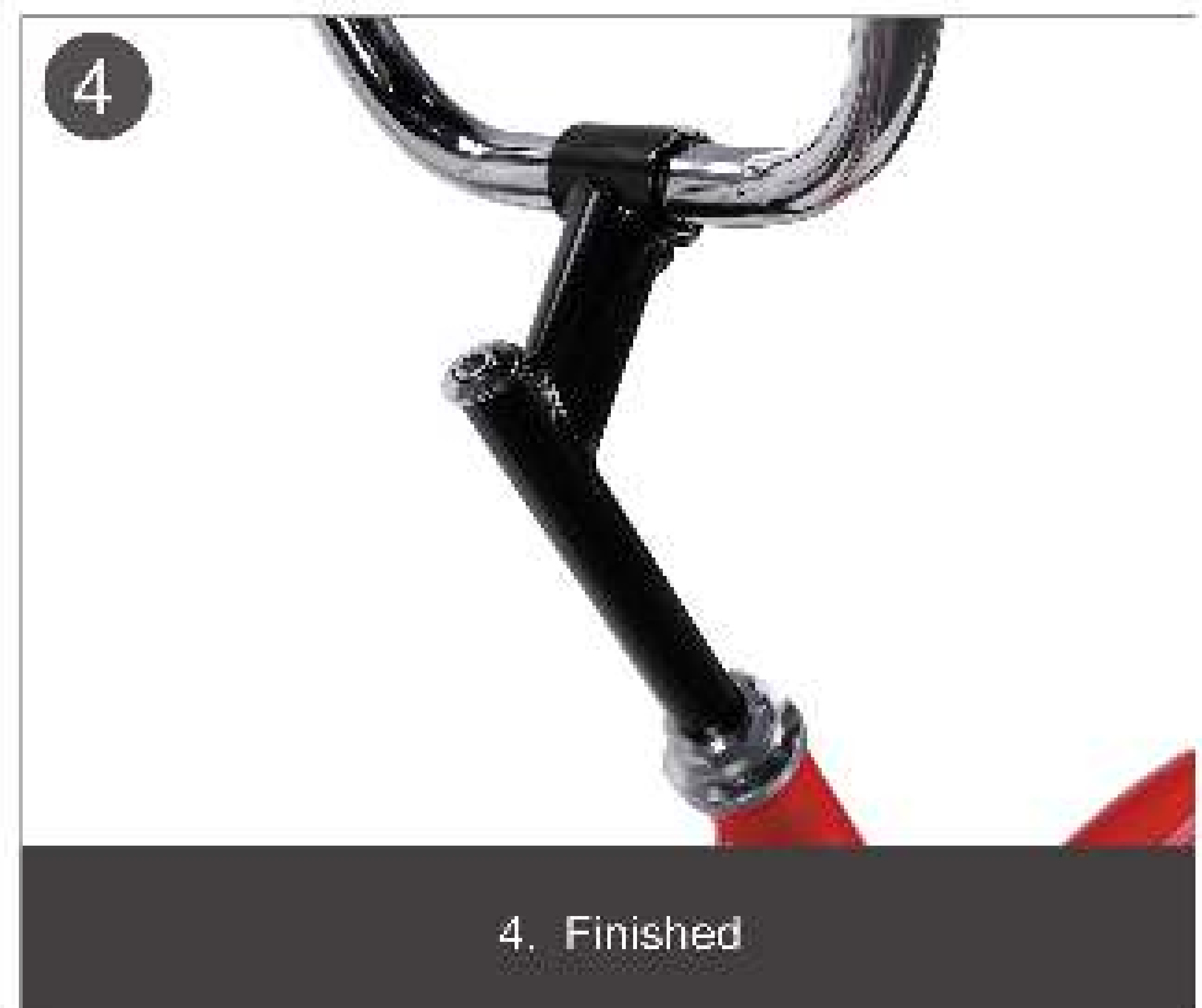
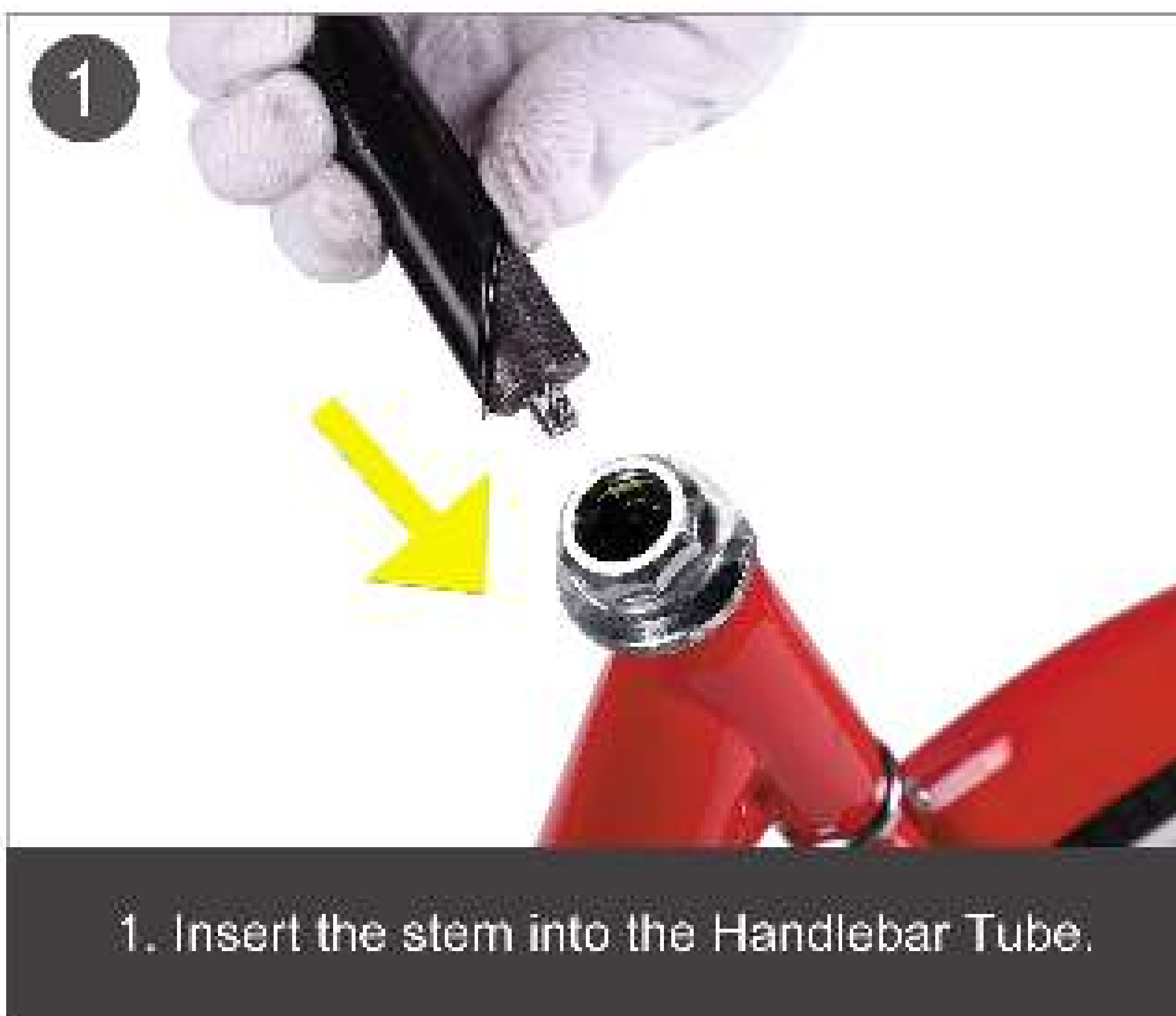


4. Finished.

Parts And Tools

| Handlebar Tube | Handlebar | Screwdriver |
|---|--|---|
|  |  |  |

Assembly Steps



HOW TO ASSEMBLE THE SADDLE

10

Parts And Tools

| Saddle Tube | Saddle Post | Saddle | Wrench |
|--|--|---|---|
|  |  |  |  |

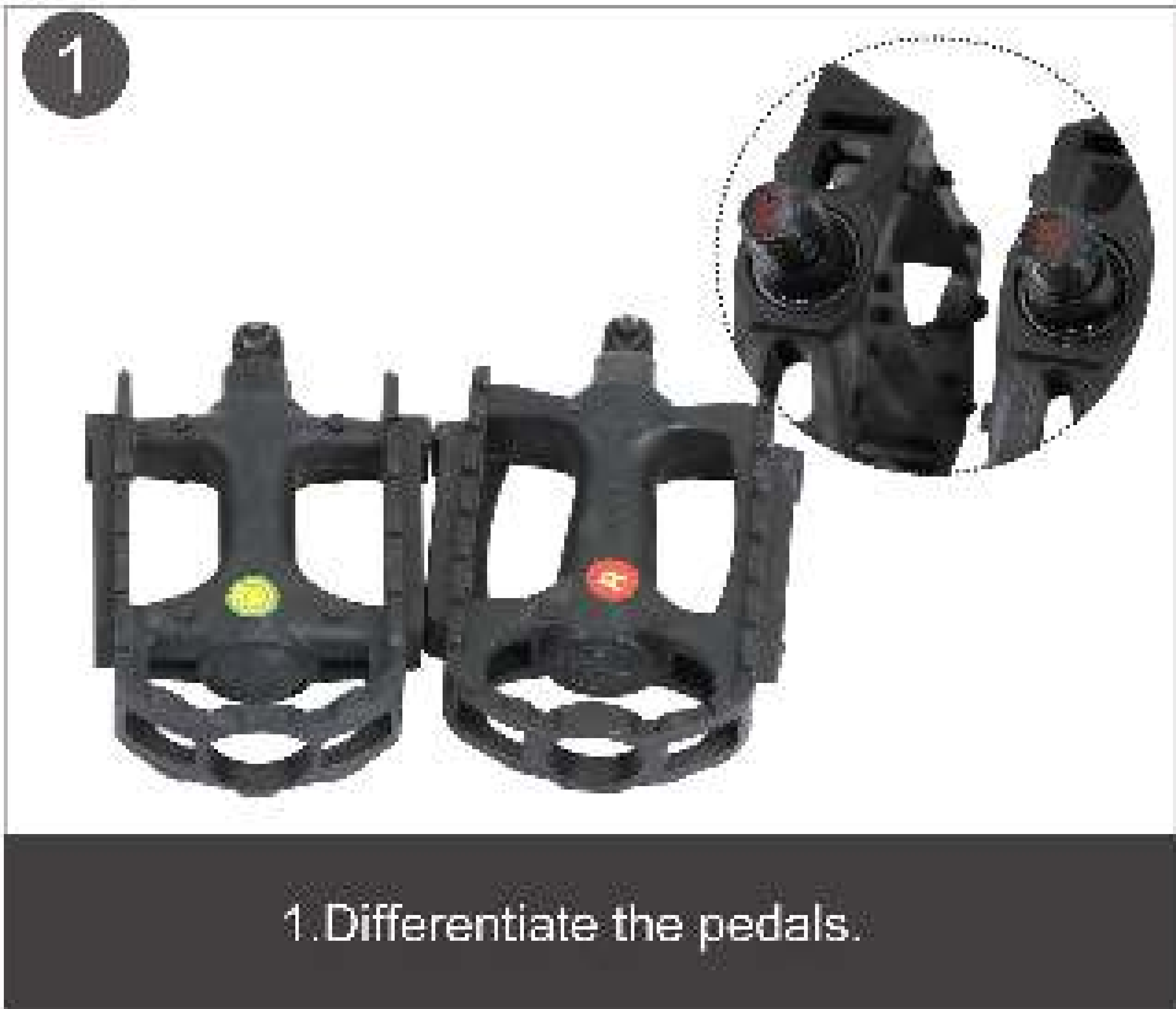
Assembly Steps

- 
1. Need to put the saddle post into the circled hole.
- 
2. Loosen the screw.
- 
3. Insert saddle post.
- 
4. Tighten the screw.
- 
5. Loose the saddle post clamp.
- 
6. Insert the saddle.
- 
7. Adjust the height of the saddle.
- 
8. Adjust the angle of the saddle.
- 
9. Tighten the saddle post clamp.

Parts And Tools






Assembly Steps



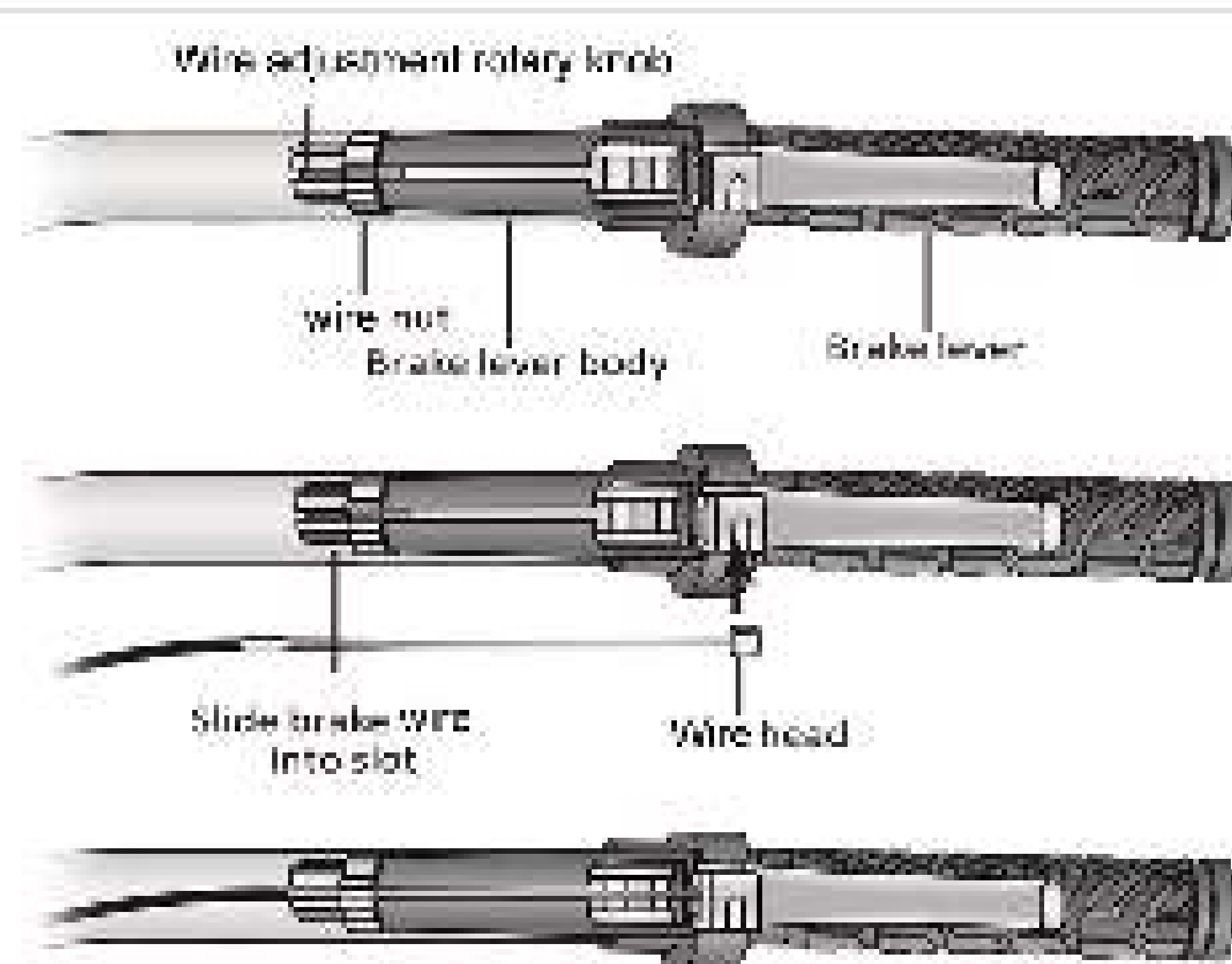
HOW TO ASSEMBLE THE FRONT BRAKE

12

Parts And Tools

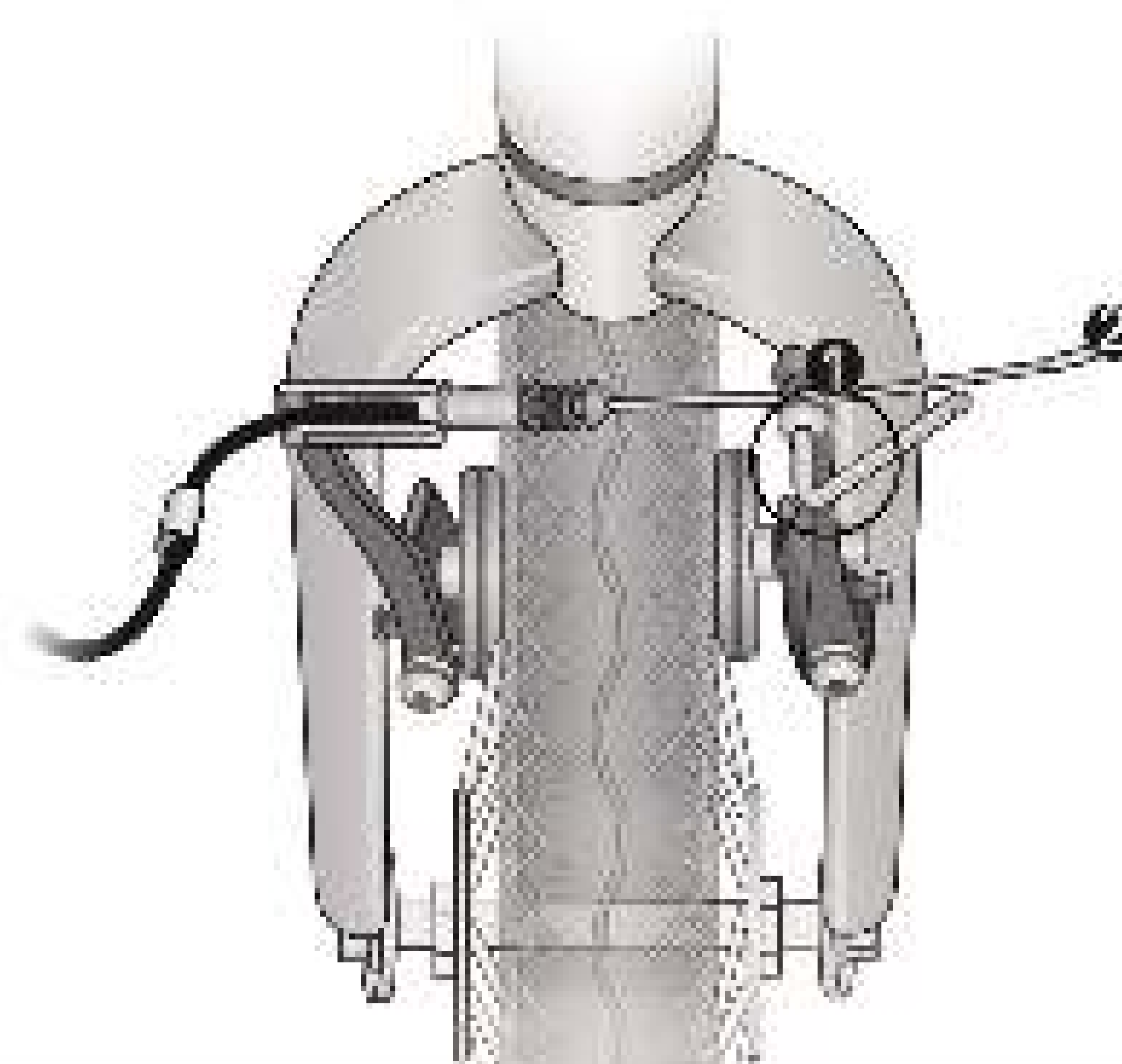
| Left Brake Lever | Front Brake | Allen wrench |
|---|--|---|
|  |  |  |

Assembly Steps



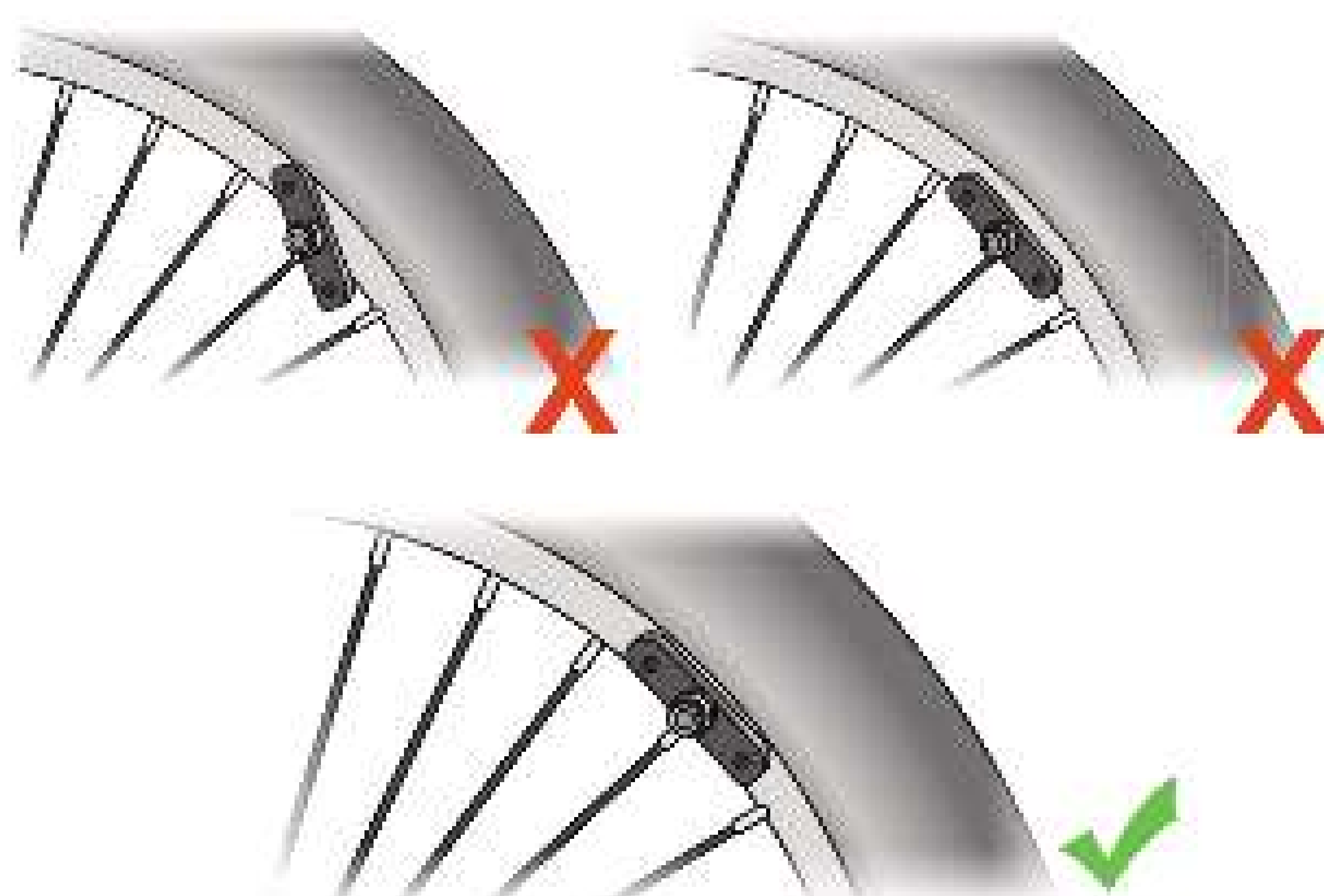
Connect the Brake wire to the Brake Lever

- ① Rotate all parts of the brake until all the slots are in a straight line.
- ② Squeeze the brake lever.
- ③ Take the brake wire into the slots the brake.
- ④ Pull the wire and rotate all parts of the brake to make sure the wire doesn't fall out.

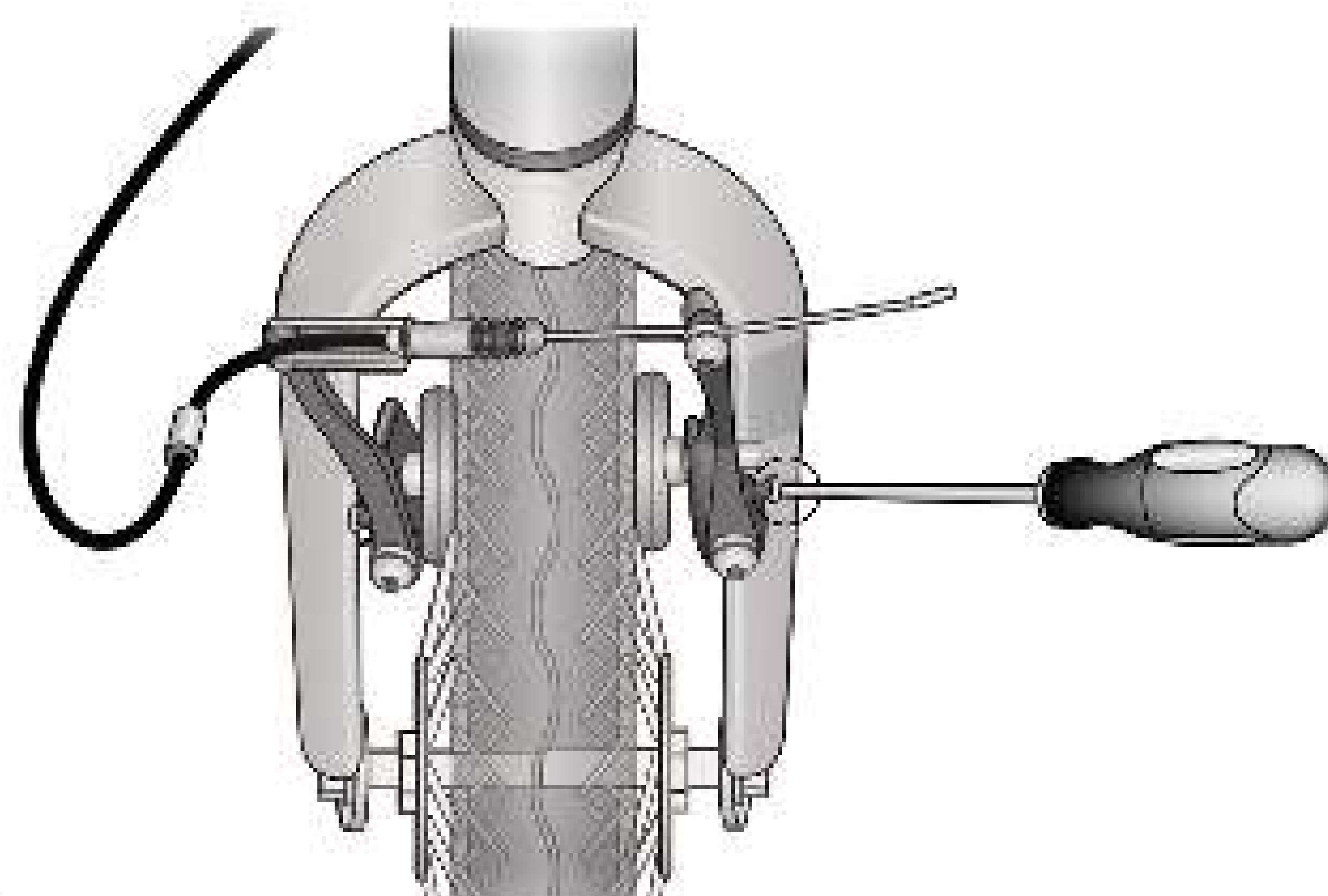


Assemble a front brake

- ① Loosen the screw.
- ② Insert brake wire and adjust the length of remainder.
- ③ Tighten the screw NO.1.


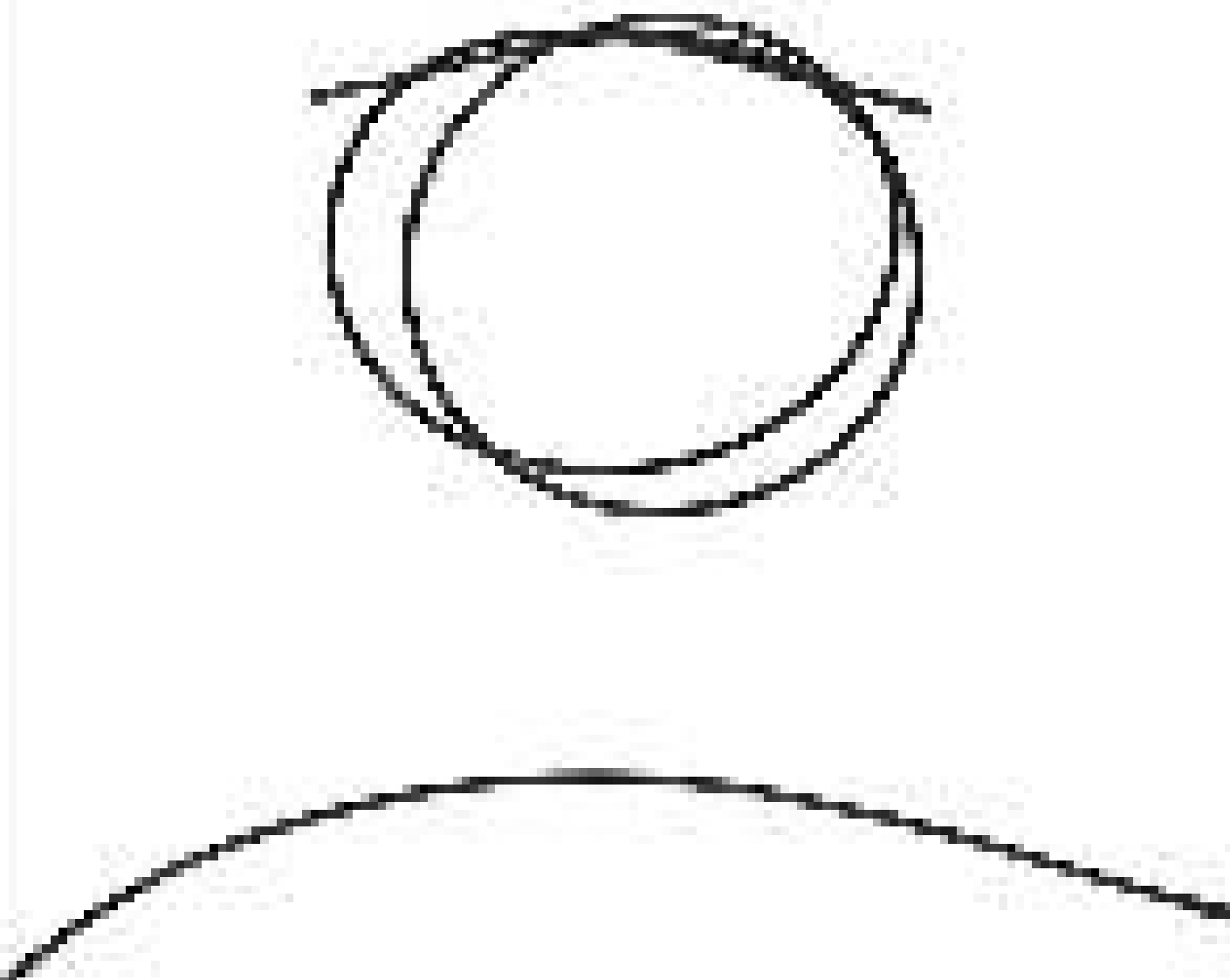



Adjust the brake pads to the correct position

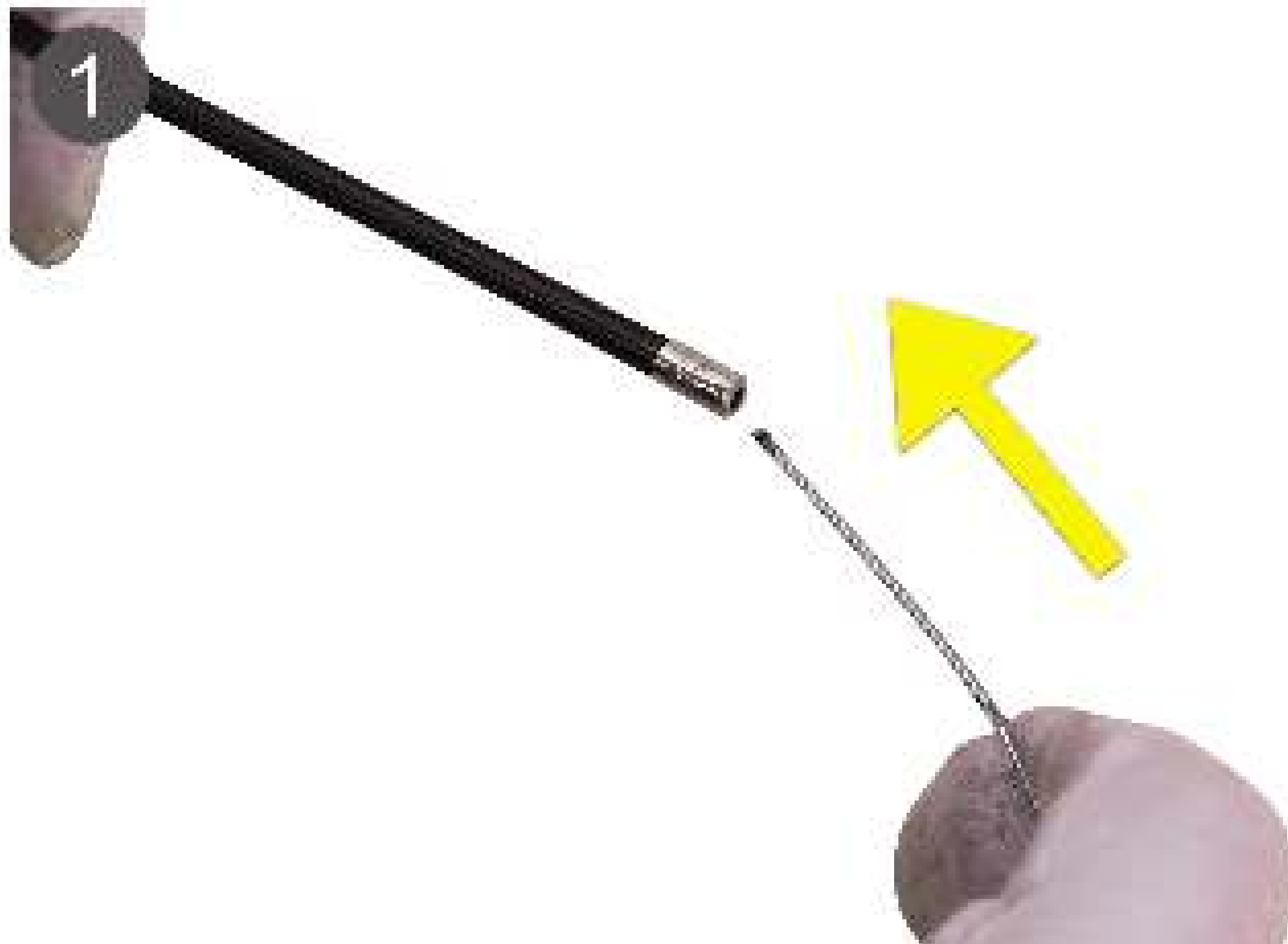


Tighten the screw.

Parts And Tools

| Shifter | Shifter Tubes | Rear Derailleur |
|---|--|---|
|  |  |  |

Assembly Steps



1. Insert a shifter wire into a shifter tube.



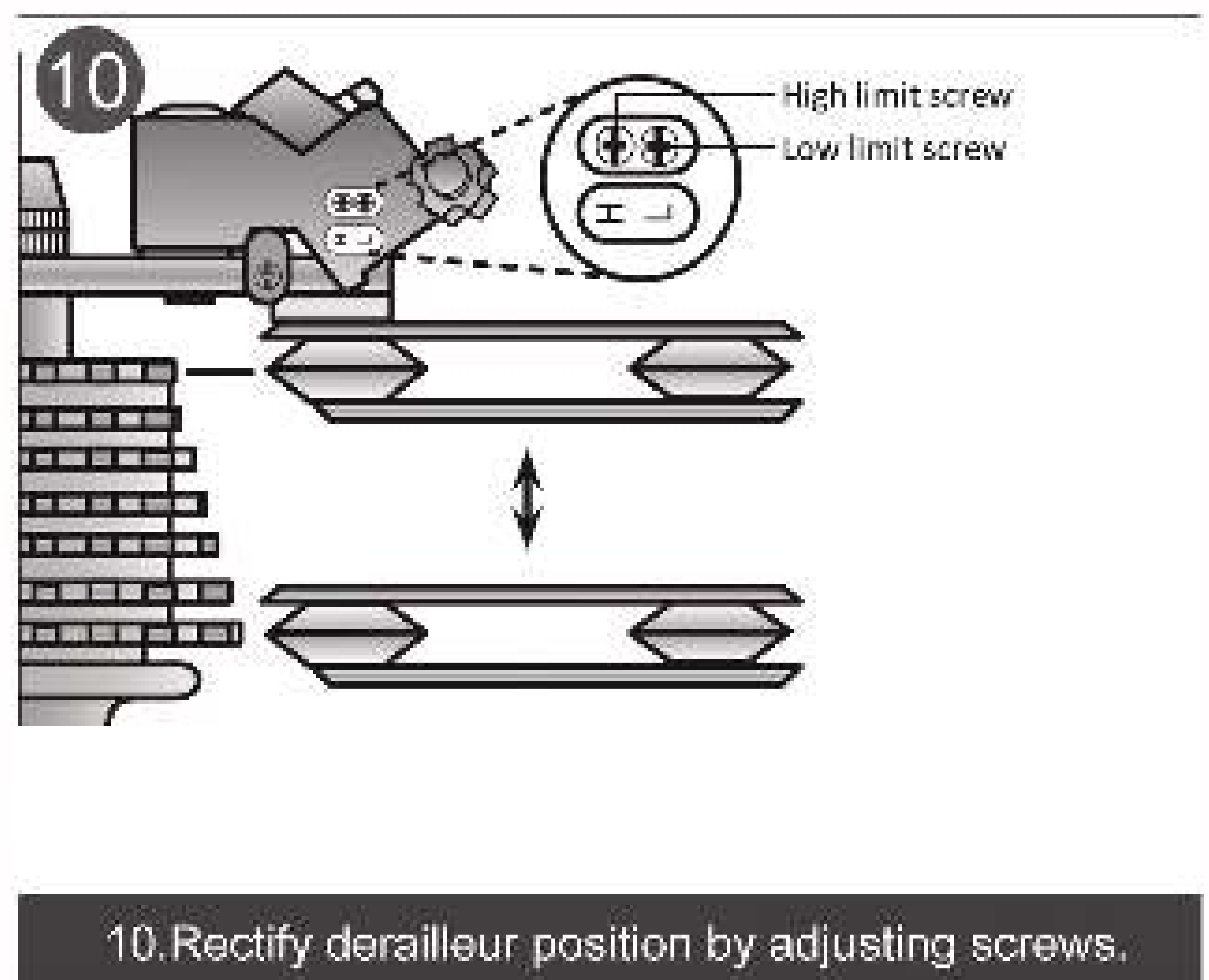
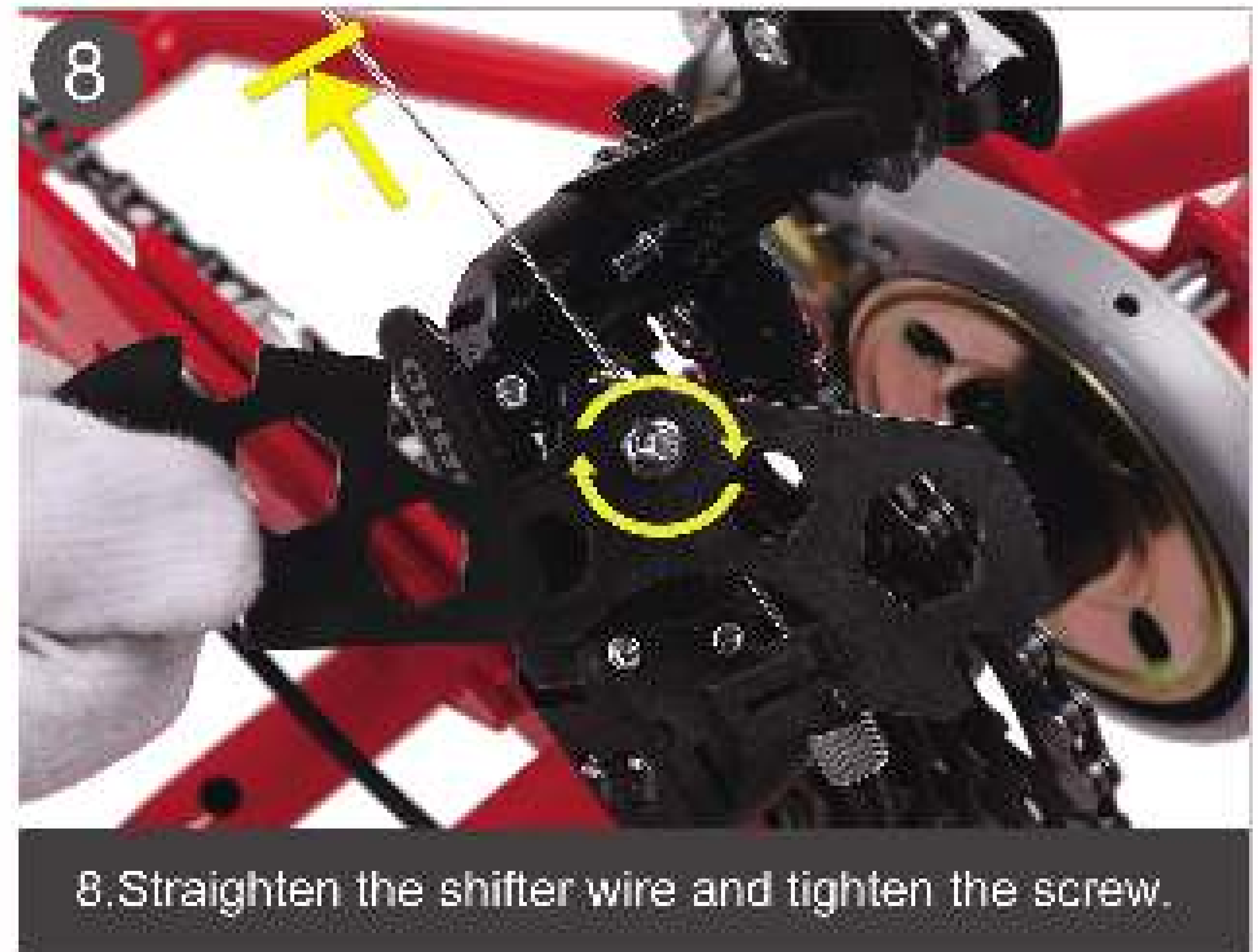
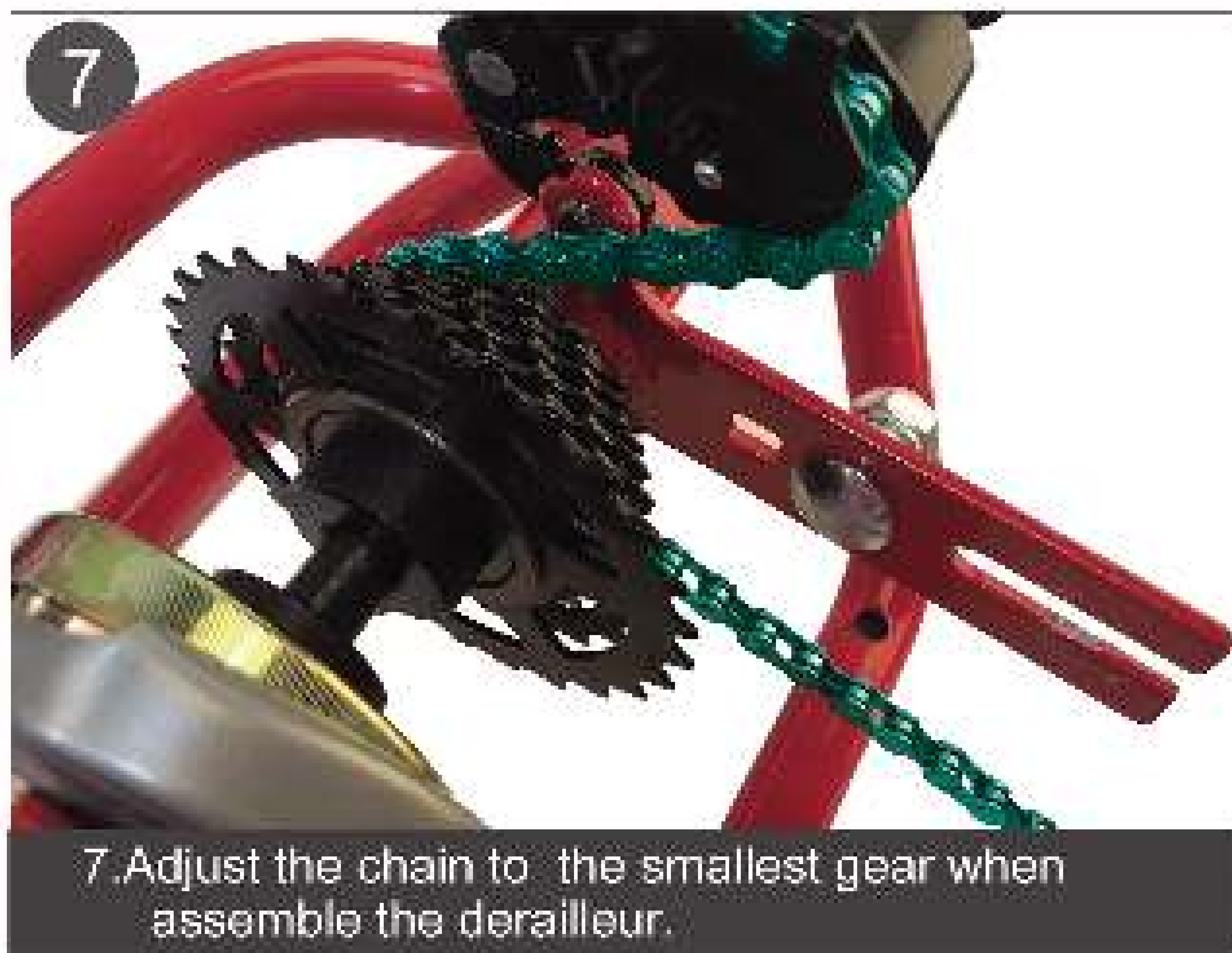
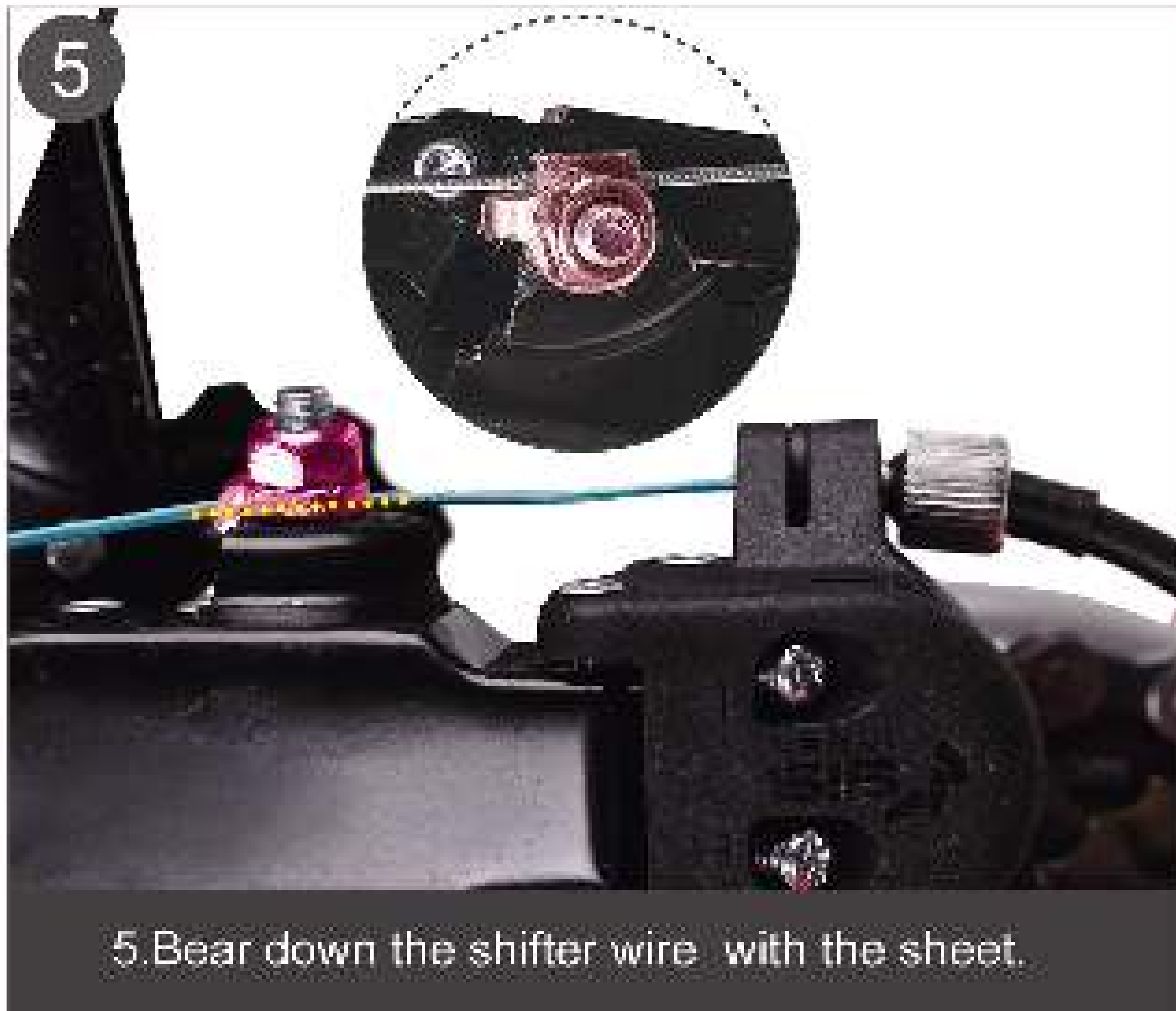
2. Insert the derailleur cable into the shift lever and fix it.



3. Run the shifter wire through the holes on the frame.



4. Insert the shifter wire through the hole of derailleur.



Parts And Tools

| Rear Brake Wire | Right Brake Lever | Rear Brake | Wrench |
|--|--|---|---|
|  |  |  |  |

Assembly Steps

1



1. Squeeze the brake lever.

2



2. Put the wire tip into the hole of the lever.

3



3. Rotate all parts of the brake until all the slots are in a straight line.

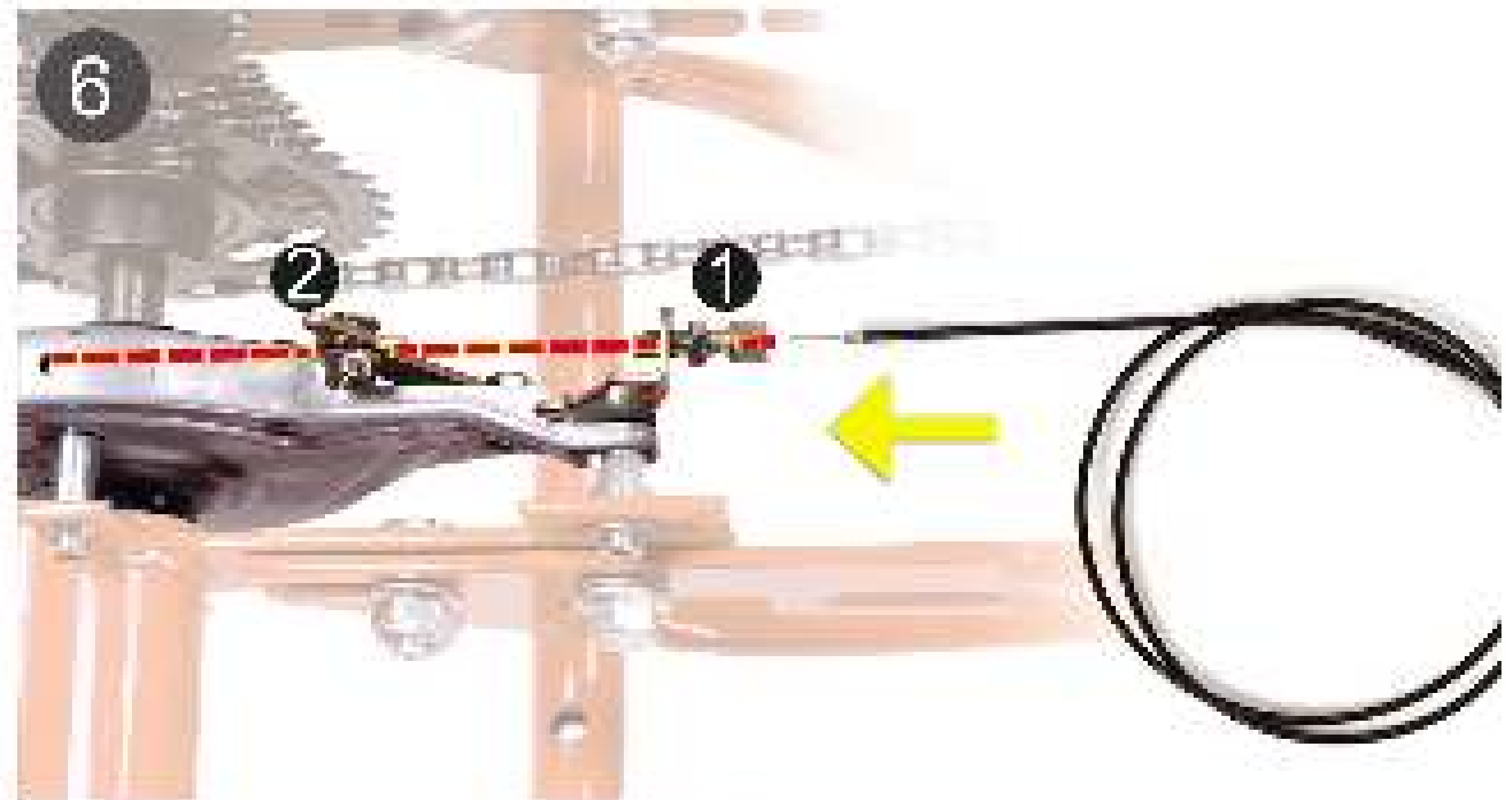
4



4. Pull the wire and rotate all parts of the brake to make sure the wire doesn't fall out.



5. Insert the brake tube into the brake lever.



6. Run the wire through hole NO.1.



7. Put on the brake spring.



8. Run the wire through hole NO.2.



9. Tighten the screw.

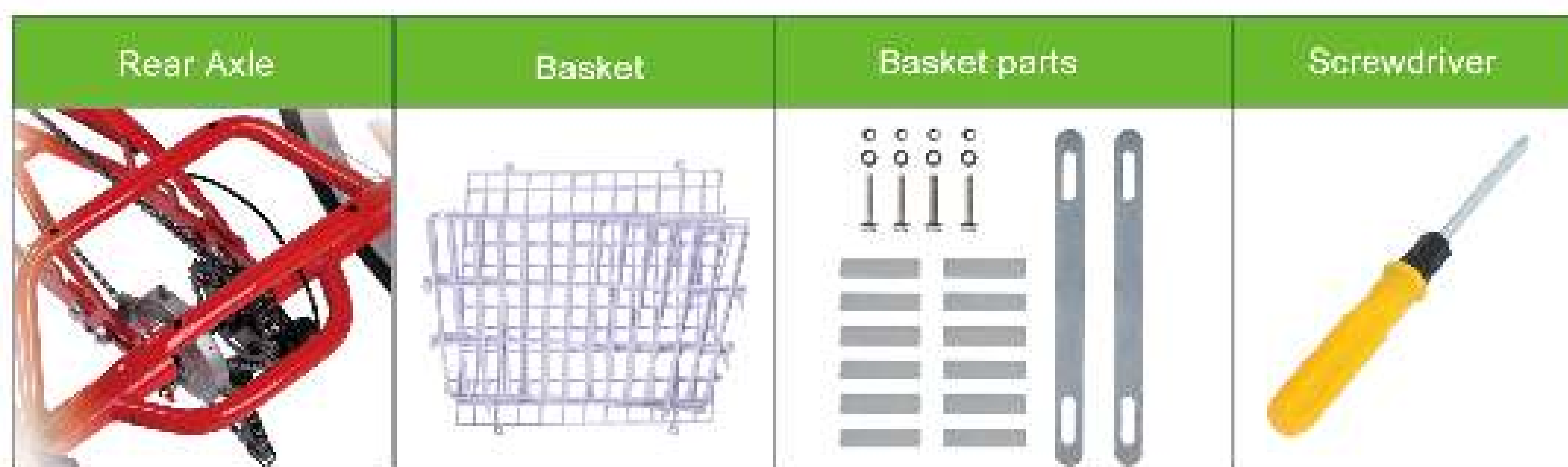


10. Finished.

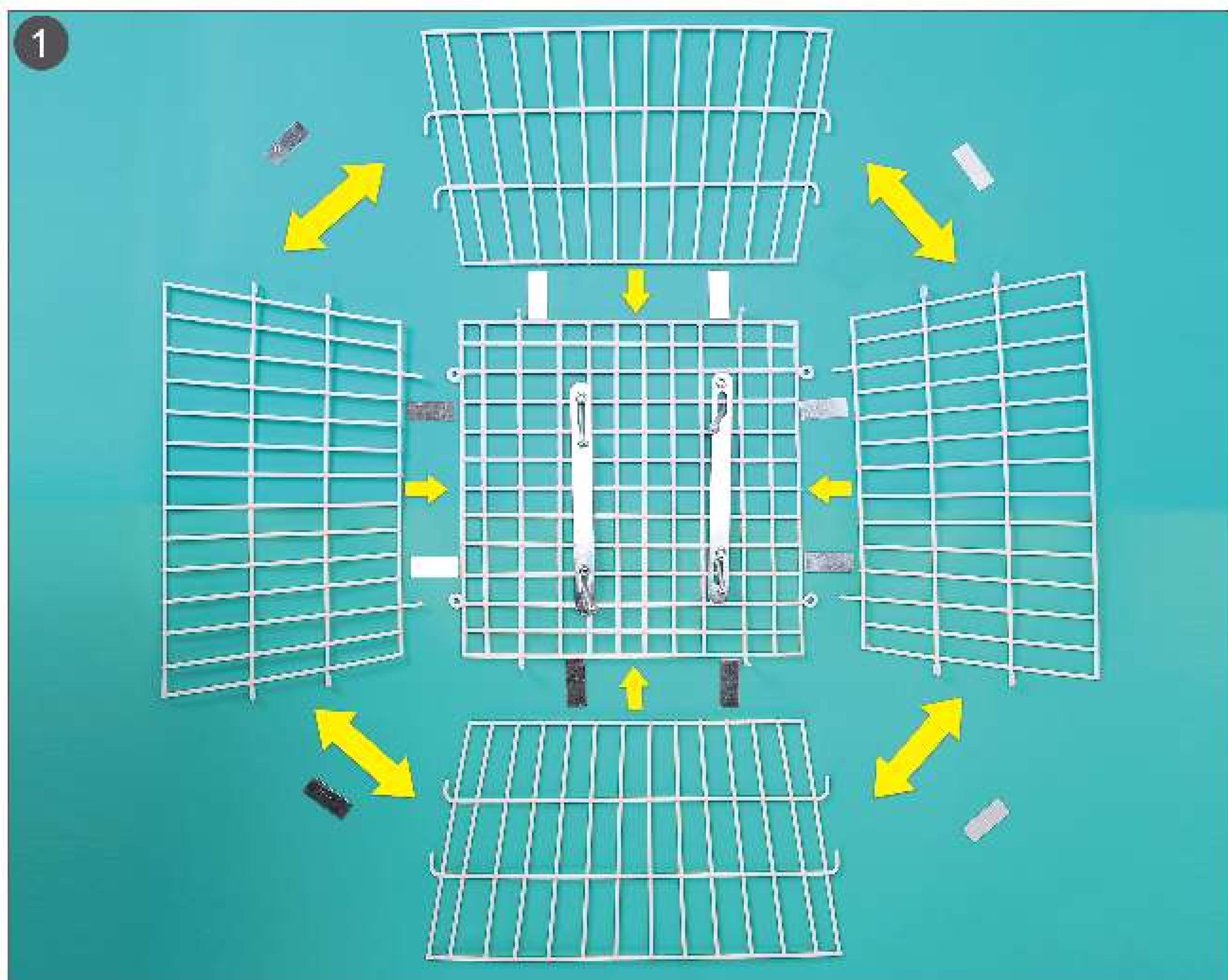
HOW TO ASSEMBLE THE REAR BASKET

15

Parts And Tools



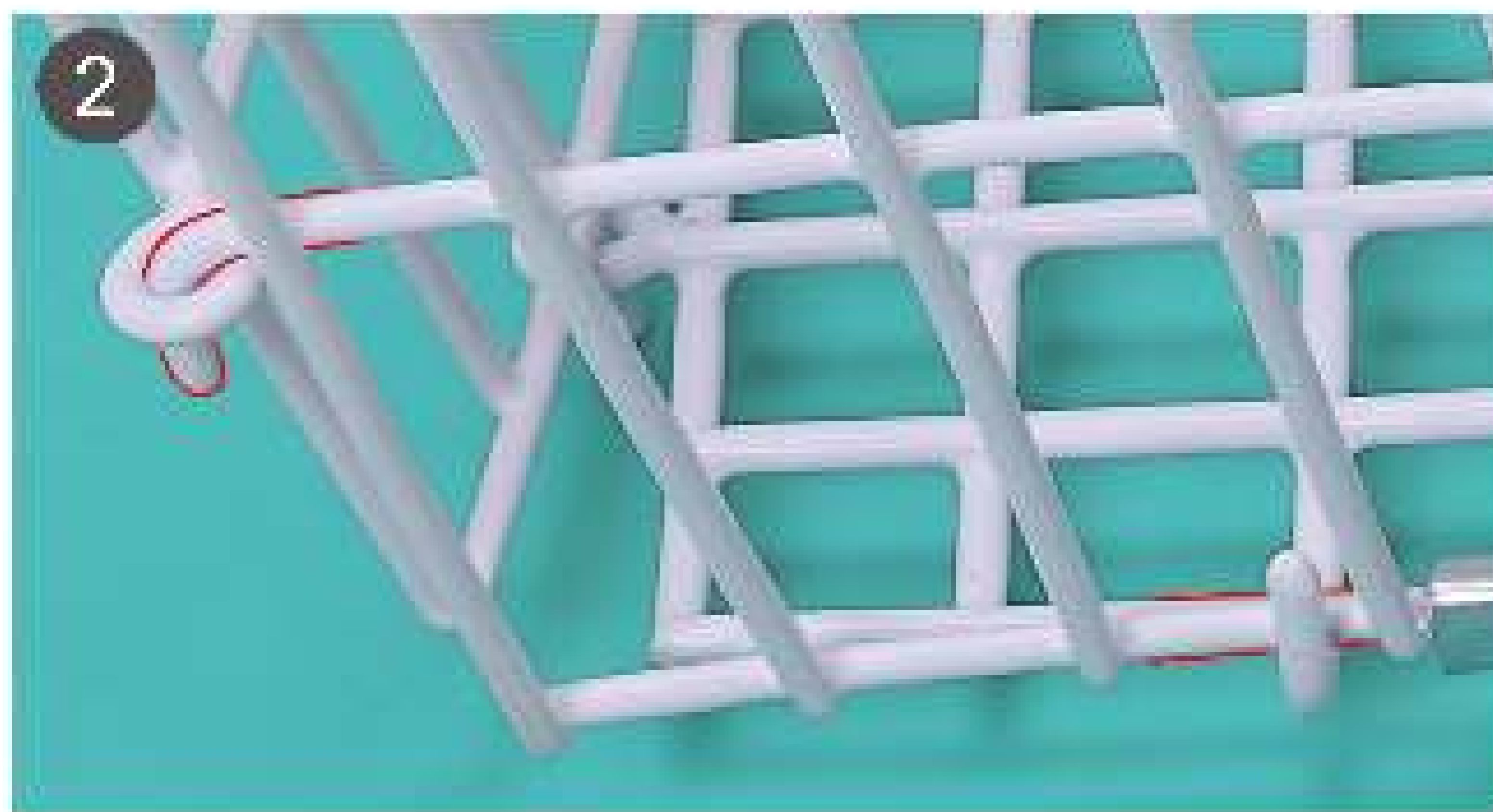
Assembly Steps



1. Assemble the basket as indicated in the picture and secure with metal sheets.

HOW TO ASSEMBLE THE REAR BASKET

15



2. Basket pieces method.



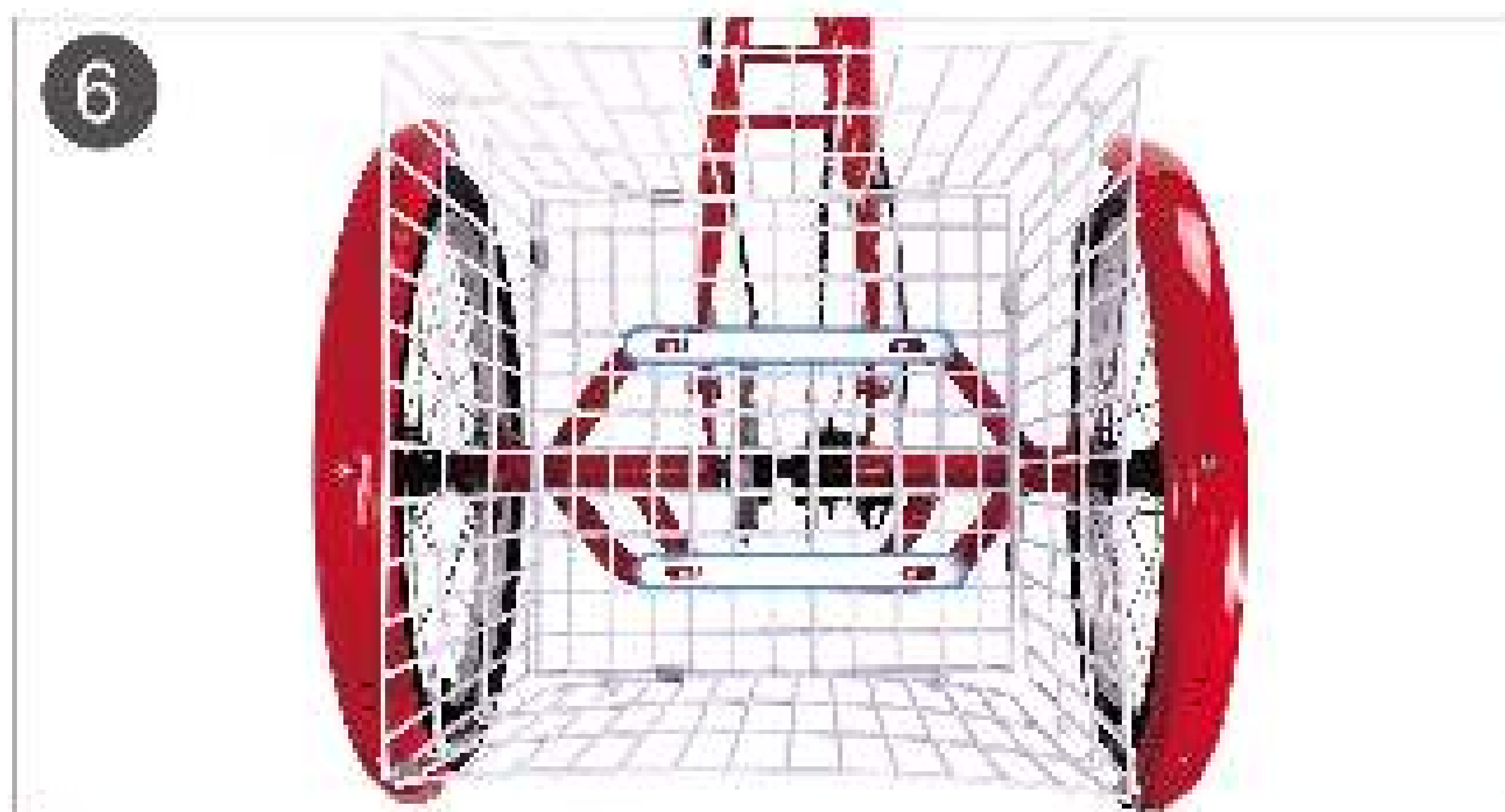
3. Secure with metal sheets.



4. Finished.



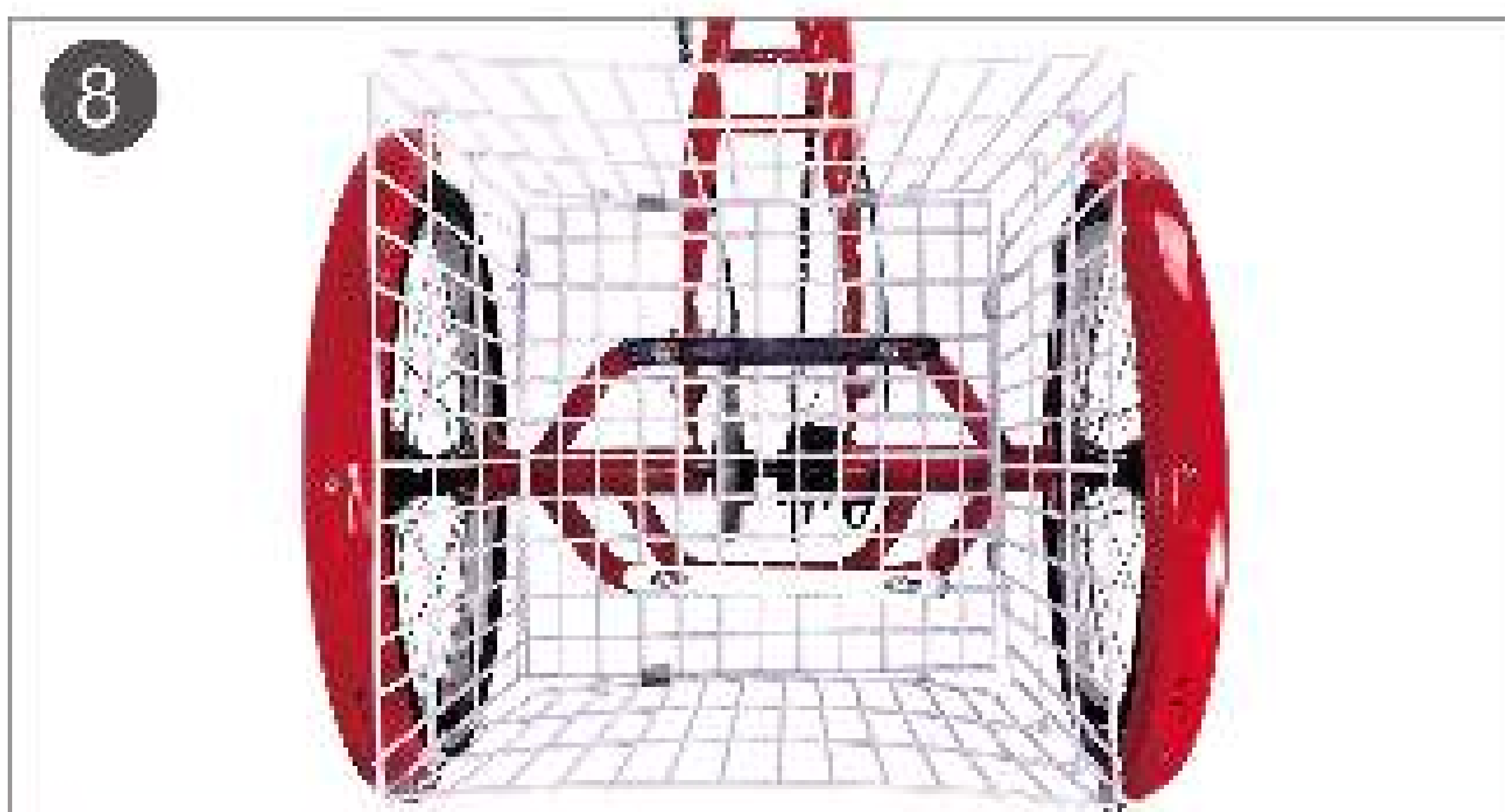
5. Four holes for fixing basket.



6. Put the basket.



7. Tighten screws.



8. Finished.



9. Finished.

2 Safety

SAFETY SIGNAL WORDS

The following safety signal words indicate a safety message. The symbol alerts you to potential hazards. Failure to follow the warning may result in damage to property, injury, or death.

This manual contains many Warnings and Cautions concerning the consequences of failure to follow safety warnings. Because any fall can result in serious injury or even death, we do not repeat the warning of possible injury or death whenever the risk of falling is mentioned.

⚠ WARNING!

Indicates a hazard or unsafe practice that will result in severe injury or death. Failure to read, understand and follow the safety information in this manual may result in serious injury or death.

⚠ CAUTION!

Indicates a hazard or unsafe practice that could result in minor injury.

NOTICE

Indicates a hazard unrelated to personal injury, such as property damage.

USER RESPONSIBILITY

⚠ WARNING!

Do not install any kind of power plant or internal combustion engine to a bicycle. Adapting a bicycle in this manner poses an extreme safety risk to rider and could result in loss of control or death.

All persons assembling, using, and maintaining the bicycle must read and understand the safety warnings and operating instructions in this manual before using the bicycle.

It is the responsibility of the user, or in the case of a child rider, an adult, to ensure the bicycle is properly maintained and in proper operating condition. Doing so will reduce the risk of injury. Always conduct regular maintenance and inspection of your bicycle. Complete the Safety Checklist at the end of this section before each use.

A responsible adult must always supervise the use of the bicycle by a child. You must ensure:

- The child is wearing the proper protective attire and approved bicycle helmet.
- The child is seated securely and the bicycle is properly fitted to the child.
- The child understands applicable laws and common sense rules of safe responsible bicycling.

Quick-release Levers

⚠ WARNING!

Improper setup or maintenance of the quick-release levers may result in an unexpected movement, loss of control, and serious injury or death. Before riding always check that the quick-release lever is firmly locked in place and the seat does not move.

Wheels

- 1 Some bicycles will come equipped with quick-release levers for the front wheel. The wheels must be securely locked. Ensure the wheel quick-release lever is firmly locked in place. **Figure 1.3**

Seat Post

- 2 Ensure the seat post's **minimum insertion marks** are **not** visible above the quick-release seat clamp and the clamp is locked in place.

Note: See **Section 4: Adjusting the Seat Height** if adjustments are needed.

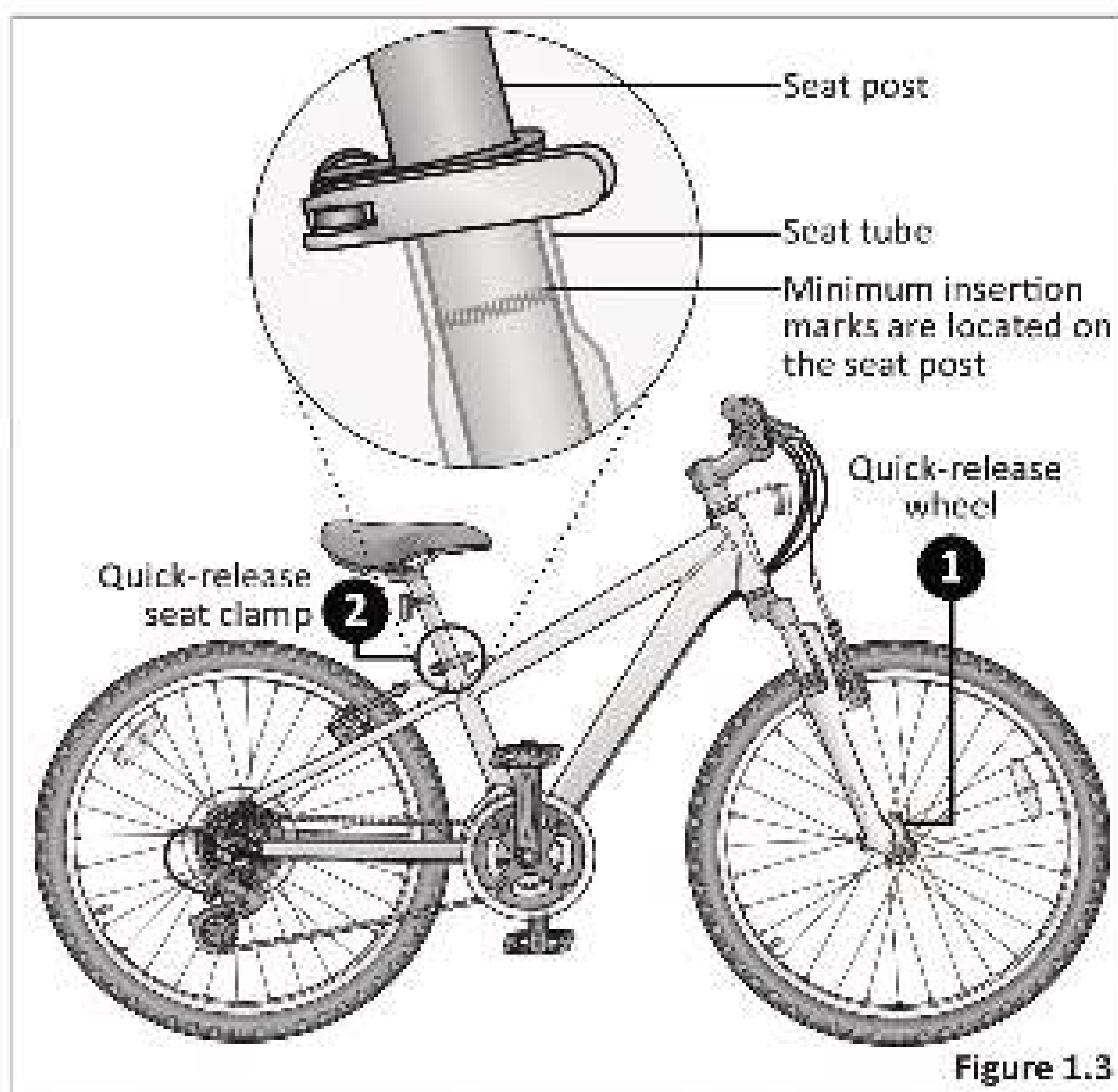


Figure 1.3

PERSONAL SAFETY

⚠️ WARNING!

Riding a bicycle without protective gear, clothing, or a helmet may result in serious injury or death. Always wear protective gear, clothing, and helmet when riding the bicycle. Ensure protective gear does not interfere with steering, braking, and pedaling.

Protective Gear and Clothing

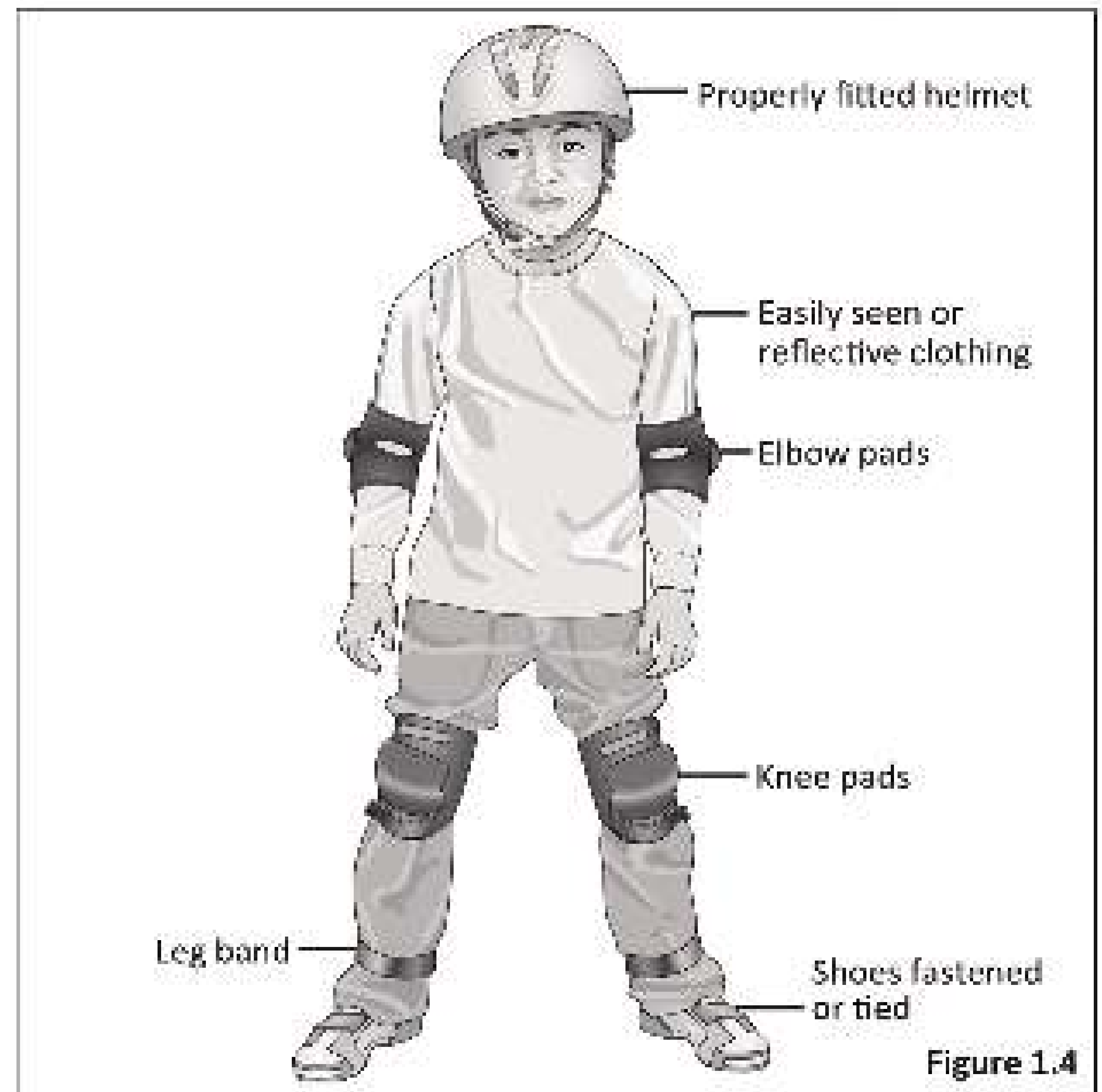
Always wear: Figure 1.4

- Colors that are easily seen and, if possible, reflective clothing.
- Clothing appropriate for the weather conditions.
- Use of protective gear such as pads for the knees and elbows is highly recommended for children.
- A properly fitted, ASTM or SNELL approved, bicycle helmet shall be worn at all times by riders of the bicycle.

Do not wear:

- Loose clothing parts, strings, or jewelry that may become entangled with moving parts on the bicycle or interfere with handling of the bicycle.

- Pants with loose pant legs. If necessary, always tuck pant legs into a sock or use a leg band to avoid the clothing becoming caught in the drive chain.
- Shoes with untied shoe laces.



Helmet Use

Important! Many states and provinces have passed helmet laws. Make sure you know your state's helmet laws. It is your job to enforce these rules with your children. Even if your state/province does not have a children's helmet law, it is recommended that everyone wear a helmet when cycling. When riding with a child carrier seat or trailer, children must wear a helmet.

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

The correct helmet should: Figure 1.5

- Be comfortable
- Have good ventilation
- Fit correctly
- Cover forehead

Incorrect helmet position: Figure 1.6

- Helmet **does not** cover the forehead



Reflectors

⚠ WARNING!

Missing, damaged, or dirty reflectors will affect the ability of others to see and recognize you as a moving bicyclist, increasing the risk of being hit, serious injury or death. Always check the reflectors are in place and make sure they are clean, straight, unbroken and securely mounted before riding the bicycle.

Important! Federal regulations require every bicycle over 16 inches to be equipped with front, rear, wheel, and pedal reflectors. Many states require specific safety devices. It is your responsibility to familiarize yourself with the laws of the state where you ride and to comply with all applicable laws, including properly equipping yourself and your bike as the law requires. Bicycles under 16 inches are considered “sidewalk bicycles” and may not be fitted with reflectors. These bicycles should **not** be ridden on streets, at night or unsupervised by an adult.

Check and confirm the front and rear reflectors are in the correct position: **Figure 1.7**

- **Front Reflector:** Should aim forward (when viewed from above) and be mounted so it is within 5 degrees of vertical.
- **Rear Reflector:** Should aim straight back (when viewed from above) and be mounted so it is within 5 degrees of vertical.

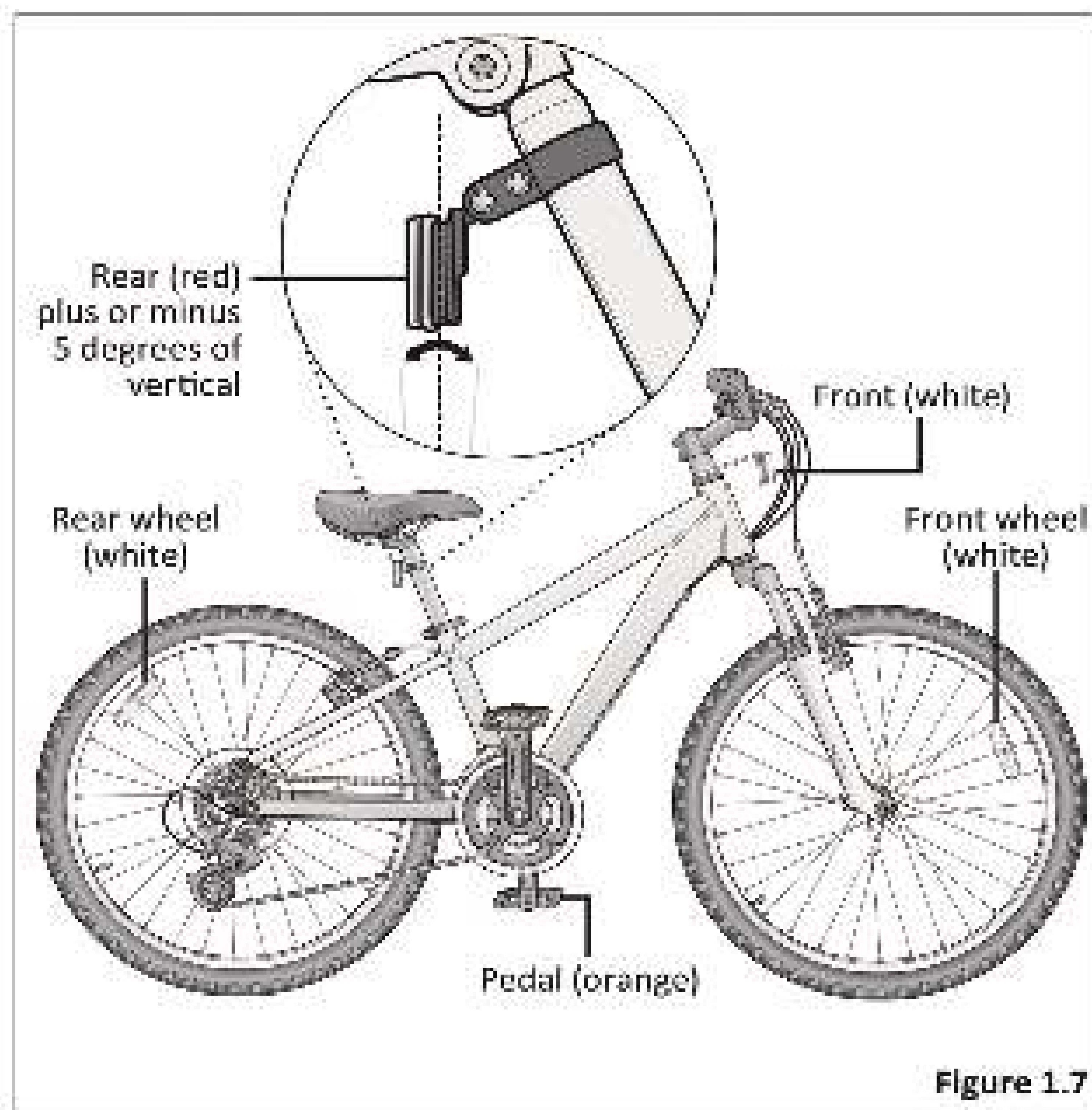


Figure 1.7

RIDING SAFETY

⚠ WARNING!

Riding the bicycle in unsafe conditions (i.e. at night), in an unsafe manner, or disregarding traffic laws may result in an unexpected movement, loss of control, and serious injury or death.

General Safety

- Familiarize yourself with all the bicycle's features before riding. Practice gear shifts, braking, and the use of toe clips and straps, if installed.
- Always ride defensively in a predictable, straight line. Never ride against traffic.
- Expect the unexpected (e.g., opening car doors or cars backing out of concealed driveways).
- Take extra care at intersections and when preparing to pass other vehicles.
- Maintain a comfortable stopping distance from all other riders, vehicles and objects. Safe braking distances and forces are subject to the prevailing weather conditions. Do not lock up the brakes. When braking, always apply the rear brake first, then the front. The front brake is more powerful and if it is not correctly applied, you may lose control and fall.
- Always use the correct hand signals to indicate turning or stopping.
- Obey the traffic laws (e.g., stopping at a red light or stop sign, giving way to pedestrians).

- Wear proper riding attire, reflective if possible, and avoid open toe shoes.
- Do not use items that may restrict your hearing and vision.
- Do not carry packages or passengers that will interfere with your visibility or control of the bicycle.

Road Conditions

- Be aware of road conditions. Concentrate on the path ahead. Avoid pot holes, gravel, wet road markings, oil, curbs, speed bumps, drain grates and other obstacles.
- Cross train tracks at a 90 degree angle or walk your bicycle across.

Wet Weather

- When riding in wet weather always wear reflective clothing and use safety lights to enhance visibility.
- Exercise extreme caution when riding in wet conditions.
- Ride at a slower speed. Turn corners gradually and avoid sudden braking.
- Brake earlier, it will take a longer distance to stop.
- Pot holes and slippery surfaces such as line markings and train tracks all become more hazardous when wet.

Night Riding

- **Important!** Riding a bicycle at night is **not** recommended. Check your local laws regarding night riding.
- Ensure bicycle is equipped with a full set of correctly positioned and clean reflectors.
- Use a white light on the front and a red light on the rear. Use lights with flashing capability for enhanced visibility.
- If using battery powered lights, make sure batteries are well charged.
- Wear reflective and light colored clothing. Wear reflective clothing and use safety lights for increased visibility.
- Ride at night only if necessary. Slow down and use familiar roads with street lighting.

Hill Technique

- Gear down before a climb and continue gearing down as required to maintain pedaling speed.
- If you reach the lowest gear and are struggling, stand up on your pedals. You will then obtain more power from each pedal revolution.
- On the descent, use the high gears to avoid rapid pedaling.
- Do not exceed a comfortable speed; maintain control and take additional care.
- Braking will require additional distance. Initiate braking slowly and earlier than usual.

Cornering Technique

- Brake slightly before cornering and prepare to lean your body into the corner.
- Maintain the inside pedal at the 12 o'clock position and slightly point the inside knee in the direction you are turning.
- Keep the other leg straight, do not pedal through fast or tight corners.
- Decrease your riding speed, avoid sudden braking and sharp turns.

Safe Riding Rules for Children

- Many states require that children wear a helmet while cycling. Always wear a properly fitted helmet.
- Do not play in driveways or the road.
- Do not ride on busy streets.
- Do not ride at night.
- Obey all the traffic laws, especially stop signs and red lights.
- Be aware of other road vehicles behind and nearby.
- Before entering a street: Stop, look left, right, and left again for traffic. If there's no traffic, proceed into the roadway.
- If riding downhill, be extra careful. Slow down using the brakes and maintain control of the steering.
- Never take your hands off the handlebars, or your feet off the pedals when riding downhill.

BEFORE YOU RIDE SAFETY CHECKLIST

Before every ride, it is important to carry out the following safety checks. Do not ride a bicycle that is not in proper working condition!

Accessories

- ☐ The reflectors are properly placed and not obscured.
- ☐ All other fittings on the bike are properly and securely fastened, and functioning.
- ☐ The rider is wearing a properly fitted helmet (protective gear if necessary) and that clothing and loose items are properly constrained.

Bearings

- ☐ All bearings are lubricated, run freely and display no excess movement, grinding or rattling.

Brakes

- ☐ The front and rear brakes work properly.
- ☐ The brake pads are not overly worn and are correctly positioned in relation to the discs.
- ☐ The brake control cables are lubricated, correctly adjusted and display no obvious wear.
- ☐ The brake control levers are lubricated and tightly secured to the handlebar.

Chain

- ☐ The chain is oiled, clean and runs smoothly.

Cranks and Pedals

- ☐ The pedals are securely tightened to the crank arms.
- ☐ The crank arms are secured to the axle and are not bent.

Frame and Fork

- ☐ The frame and fork are not bent or broken.
- ☐ The quick-release clamps are locked in place.

Steering

- ☐ The handlebar and post are correctly adjusted and tightened, and allow proper steering.
- ☐ The handlebars are set correctly in relation to the forks and the direction of travel.
- ☐ The handlebar binder bolt is tightened.

Wheels and Tires

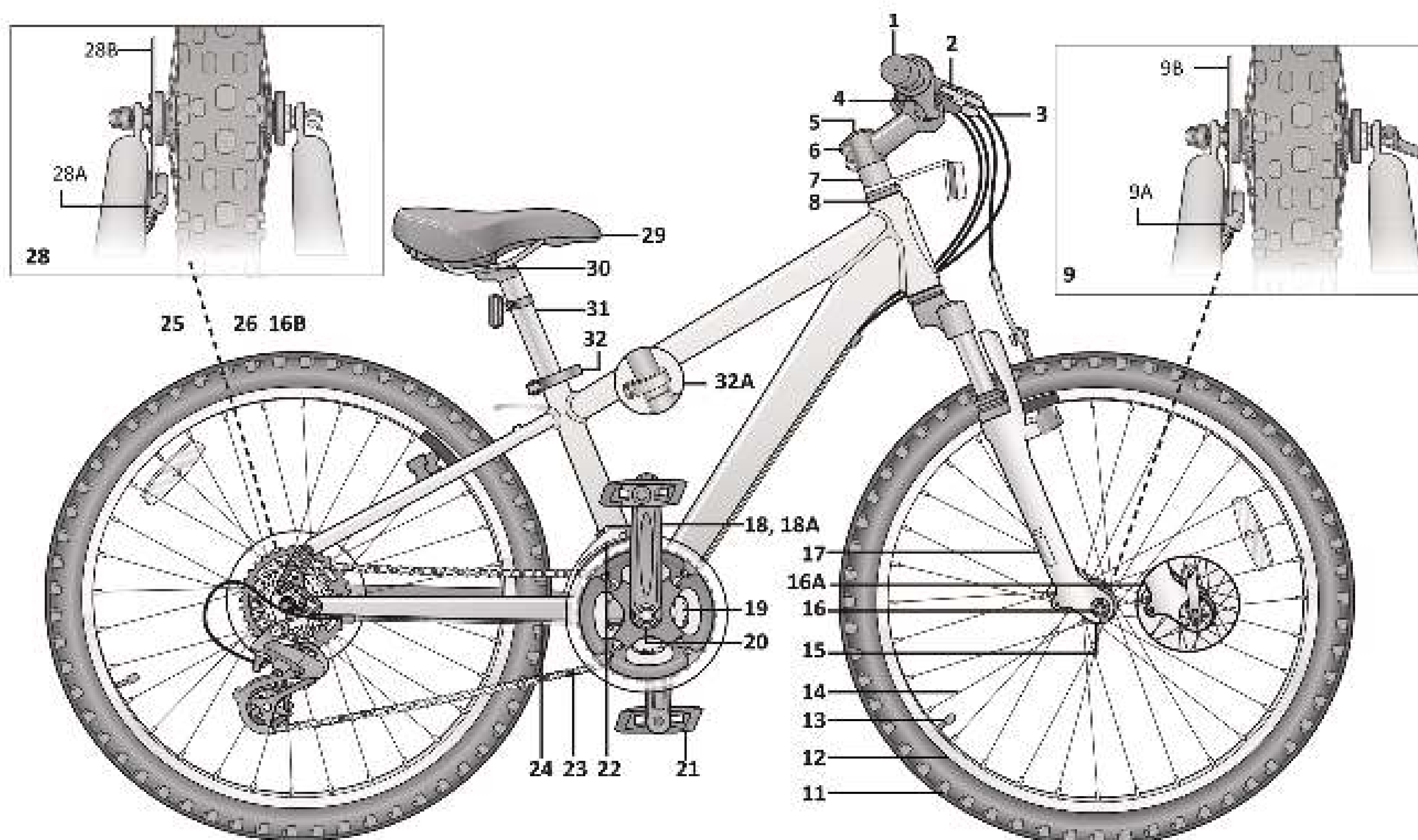
- ☐ The rims do not have dirt or grease on them.
- ☐ The wheels are properly attached to the bicycle and axle.
- ☐ The tires are properly inflated within the recommended pressures displayed on the tires sidewall.
- ☐ The tires have the proper amount of tread, no bulges or excessive wear.

3 Parts Identification

Mountain Bicycle

Get to know the parts of your bicycle. This will help with assembly, maintenance, and troubleshooting. Models vary in color and style.

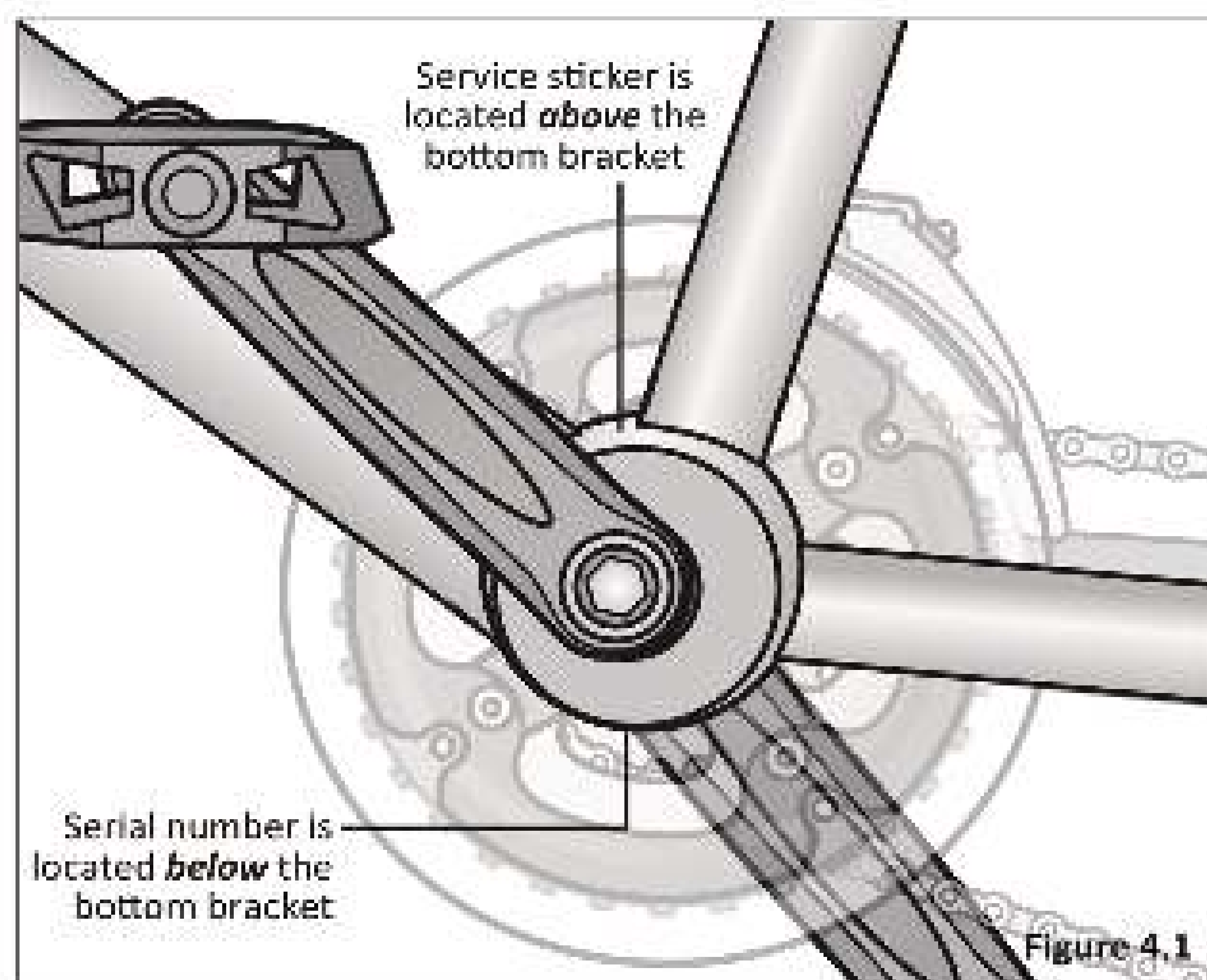
| Part name | | Part name | | Part name | |
|-----------|-----------------------------|-----------|------------------------------|-----------|-------------------------------|
| 1 | Handle grip | 13 | Valve stem | 25 | Rear derailleur |
| 2 | Rear brake lever | 14 | Spoke | 26 | Freewheel |
| 3 | Brake cable | 15 | Fork dropout | 27 | Linear brake assembly |
| 4 | Handlebar | 16 | Wheel axle nut (front) | 28 | Brake caliper assembly |
| 5 | Stem binder bolt | 16A | Wheel quick-release (option) | 28A | Brake caliper |
| 6 | Handlebar binder bolt(s) | 16B | Wheel axle nut (rear) | 28C | Brake disc |
| 7 | Stem | 17 | Front fork | | |
| 8 | Headset | 18 | Crank arm (1-piece) | | |
| 9 | Caliper brake assembly | 18A | Crank arm (3-piece) | 29 | Saddle (seat) |
| 9A | Brake caliper | 19 | Chainwheel | 30 | Seat post attaching hardware |
| 9B | Brake disc | 20 | Bottom bracket locking | 31 | Seat post |
| 9C | Brake pads hardware | 21 | Pedal | 32 | Seat post quick-release |
| 10 | Caliper brake attaching nut | 22 | Front derailleur | 32A | Seat post bolted clamp (opt.) |
| 11 | Tire | 23 | Chain | | |
| 12 | Rim | 24 | Chain stay | | |



4 Adjustments

After your bicycle is assembled you will need to make adjustments. If you need replacement parts or have questions pertaining to the assembly of your bicycle, contact us with e-mail mooncool@yeah.net we will reply within 24 hours.

Note: You will need your model number and date code located on the service sticker near the bottom bracket area. **Figure 4.1**



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.

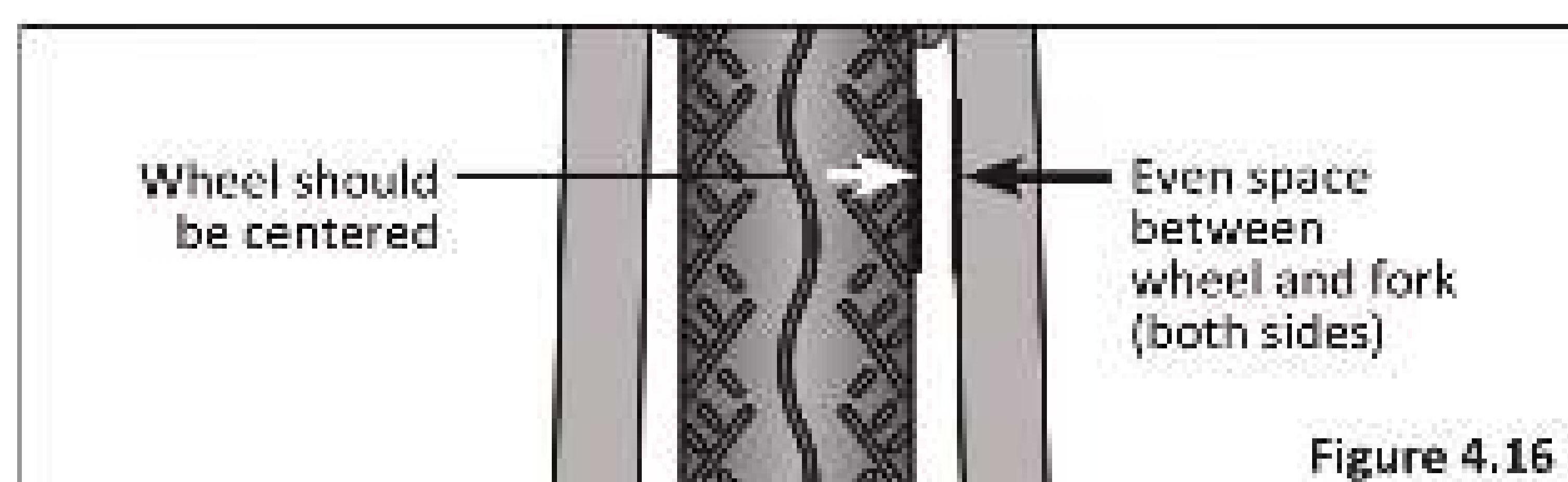
Important! Different types of disc brakes may require specific adjustments not covered in this section. If you are unsure of what needs to be done see a *qualified bicycle mechanic*.

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.

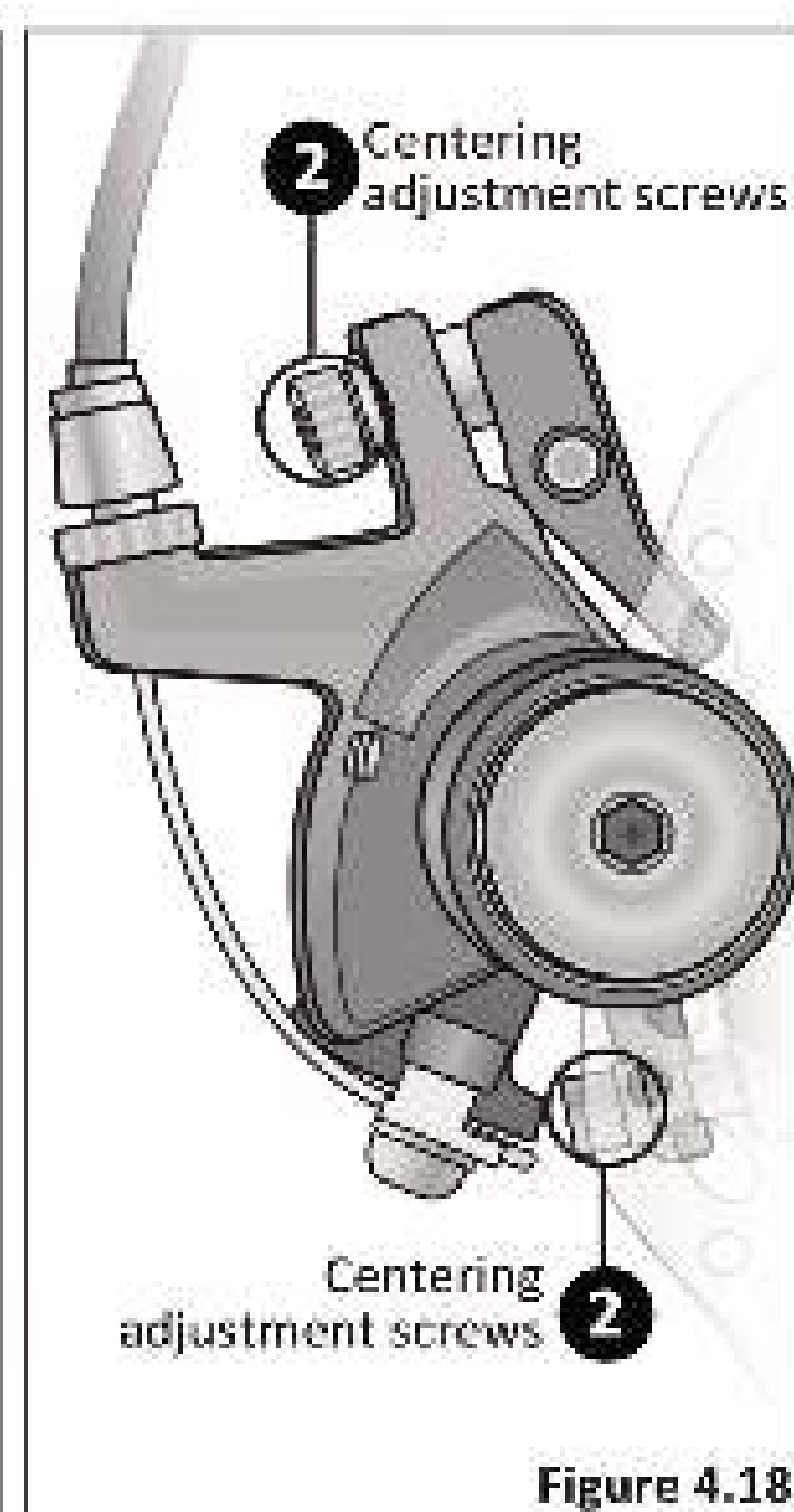
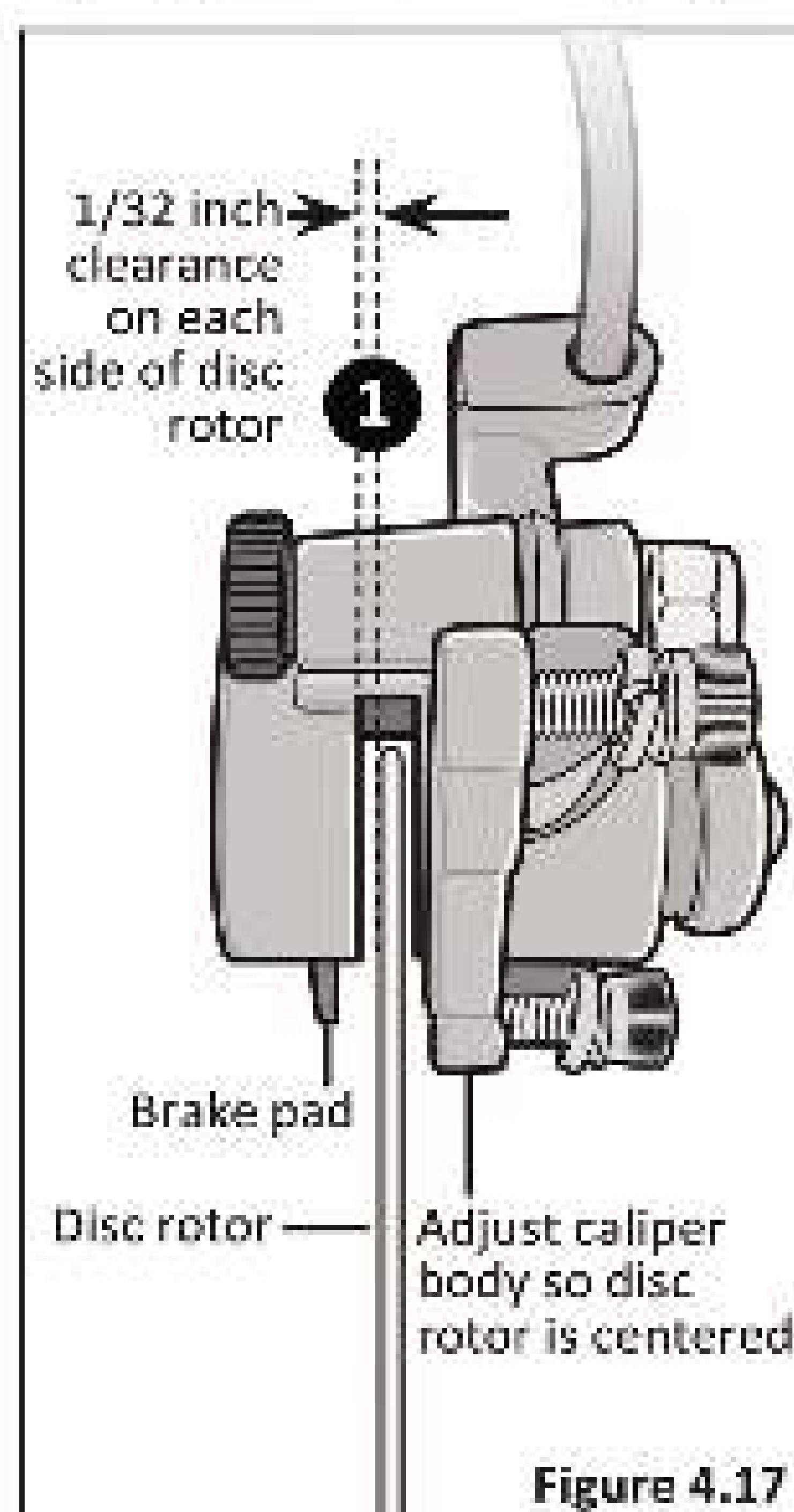
Center the Wheel

- 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 4.16**



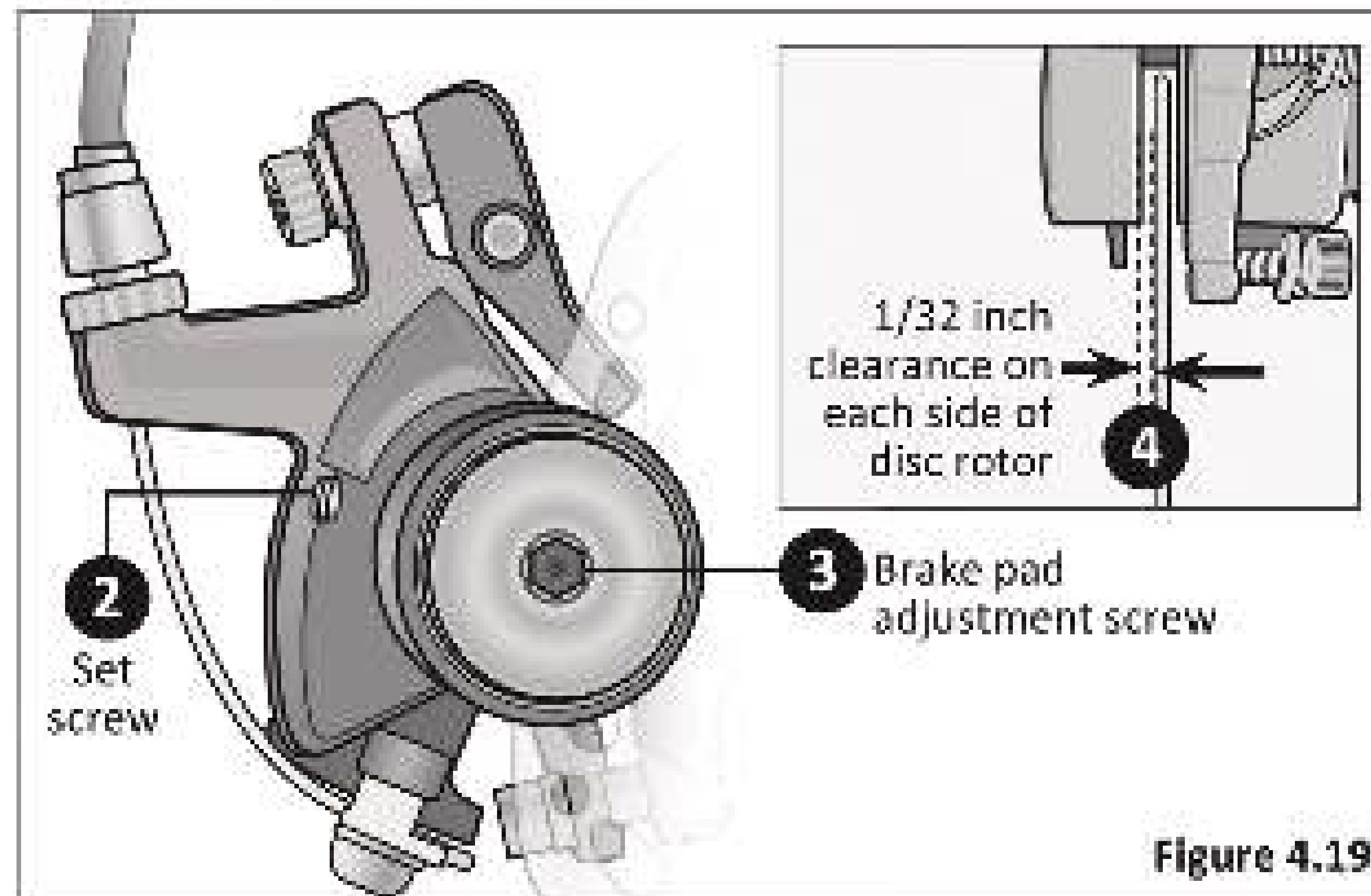
Realign the Caliper Body

- 1 Using a 5 mm Allen wrench, loosen the two centering adjustment screws. Adjust the caliper body until the gap between the disc rotor and the brake pads in the caliper body is even ($1/32$ " per side). **Figure 4.17**
- 2 Tighten the centering adjustment screws.



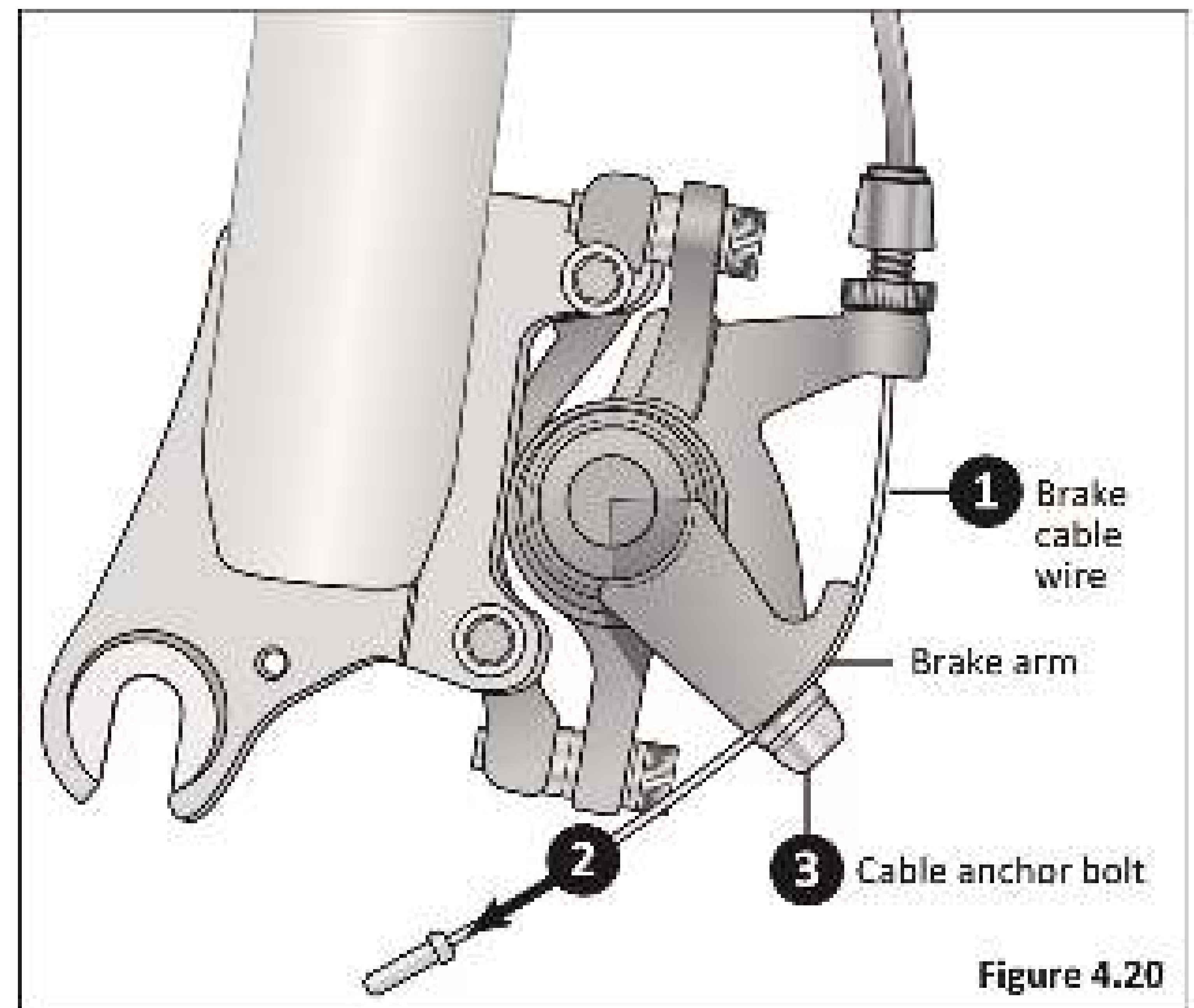
Center the Brake Pads

- 1 Insert a 1/32" spacer gage between the disc rotor and brake pad. **Figure 4.19**
- 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, counterclockwise 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 Arm

- 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 4.20**
- 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.



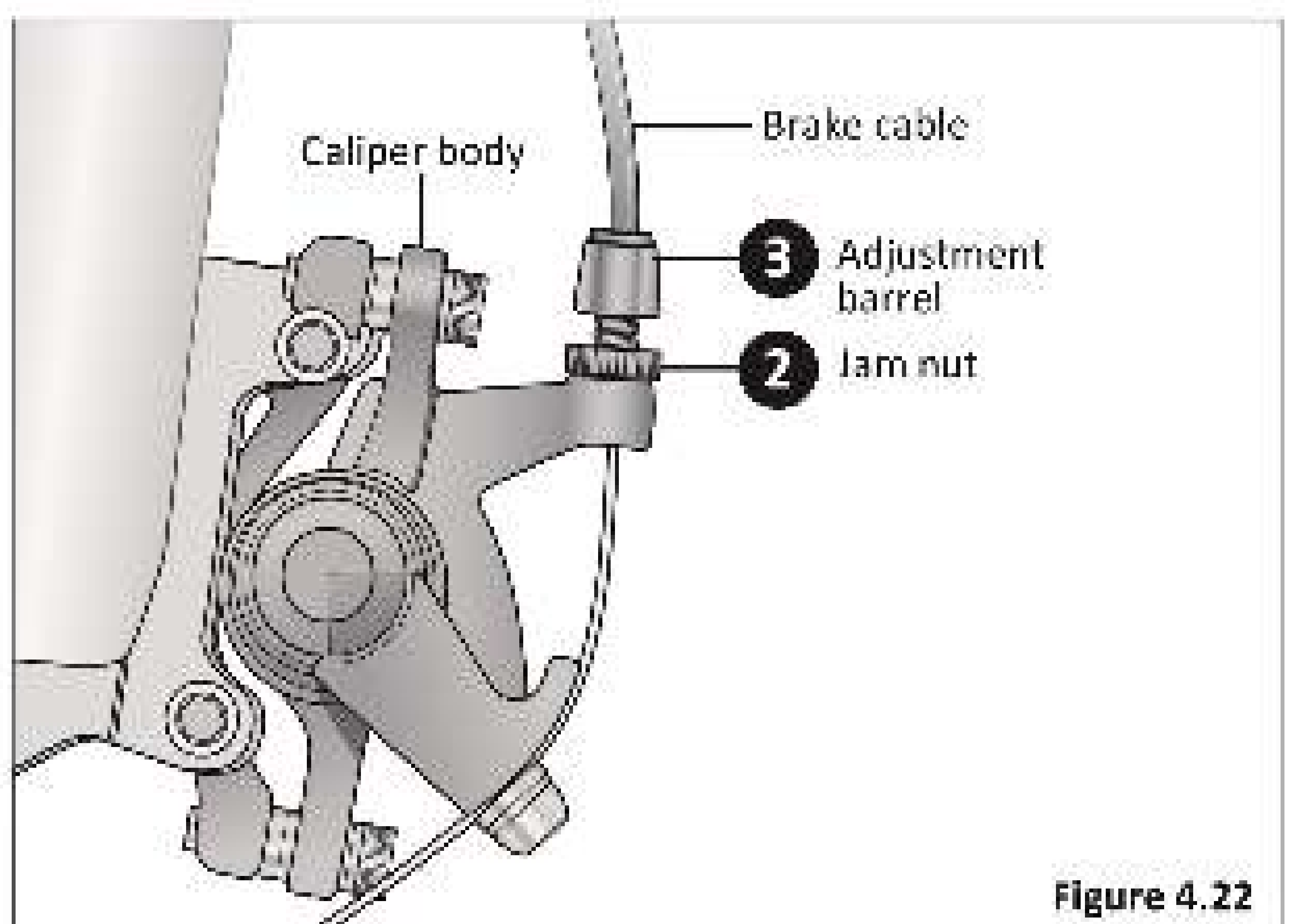
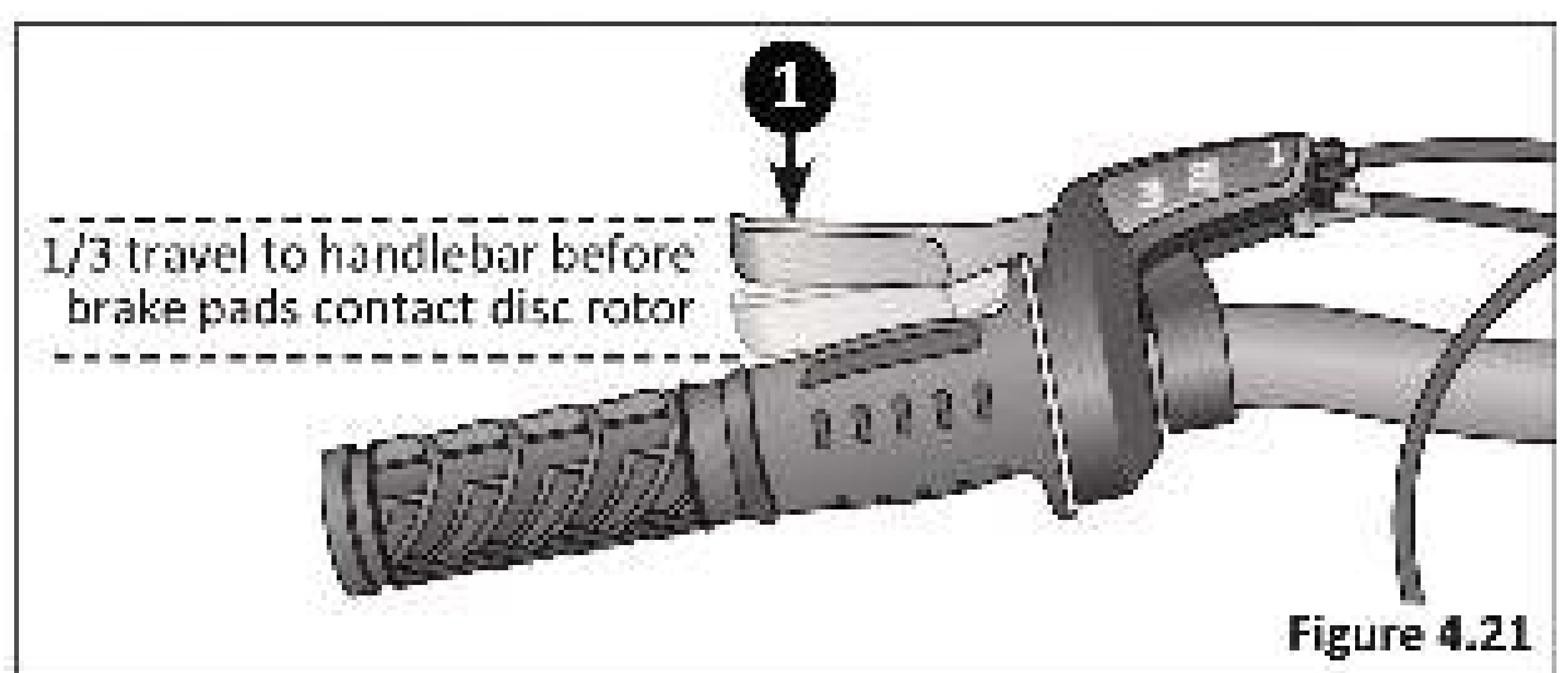
Adjusting the Cable Tension

- 1 Check that the brake cable tension allows the brake lever about 1/3 of the travel before the brake pads contact the disc rotor. If the cable has stretched or slipped, re-adjust the brake cable tension. **Figure 4.21**
- 2 At the caliper body, or brake lever, slightly loosen the jam nut that is next to the adjustment barrel. **Figure 4.22**
- 3 Turn the adjustment barrel to adjust the cable tension. Turning clockwise will loosen the brake cable tension, counter-clockwise will tighten the brake cable tension.
- 4 Re-check that the brake cable tension allows the brake lever about 1/3 of the travel before the brake pads contact the disc rotor. When you have the brake tension you want then tighten the jam nut.

Brake is correctly adjusted when:

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

After brake adjustment, squeeze the brake lever as hard as you can several times and re-inspect if the wheel and brake pads are centered. If necessary, repeat brake adjustments.



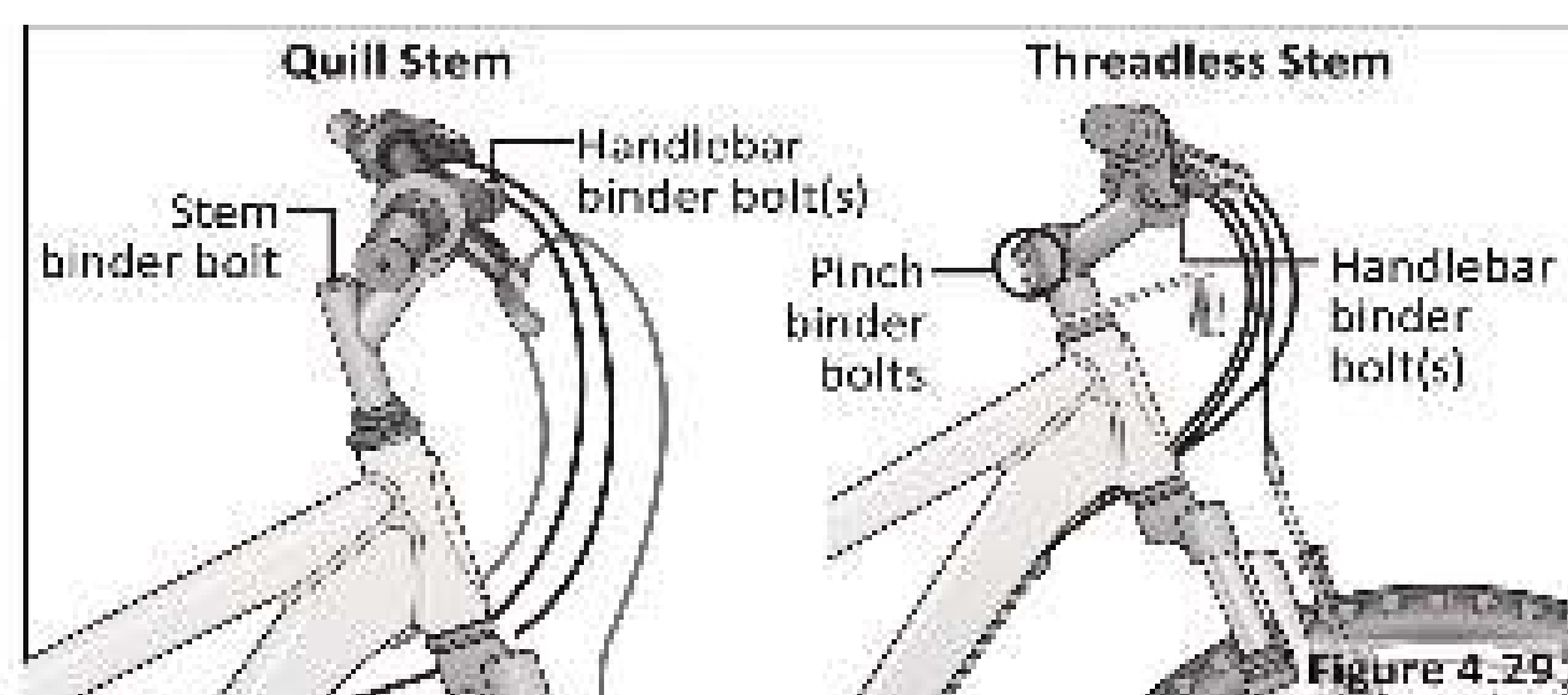
ADJUSTING THE HANDLEBAR

⚠ WARNING!

- Improper adjustment of the handlebar may result in damage to the stem post, steering tube and result in loss of control, serious injury or death. Ensure the **minimum insertion marks** on the stem post are **not** visible above the top of the headset.
- Failure to properly tighten handlebar components may result in loss of control, serious injury or death. Always check the handlebar cannot move and is secured to the frame before riding the bicycle.

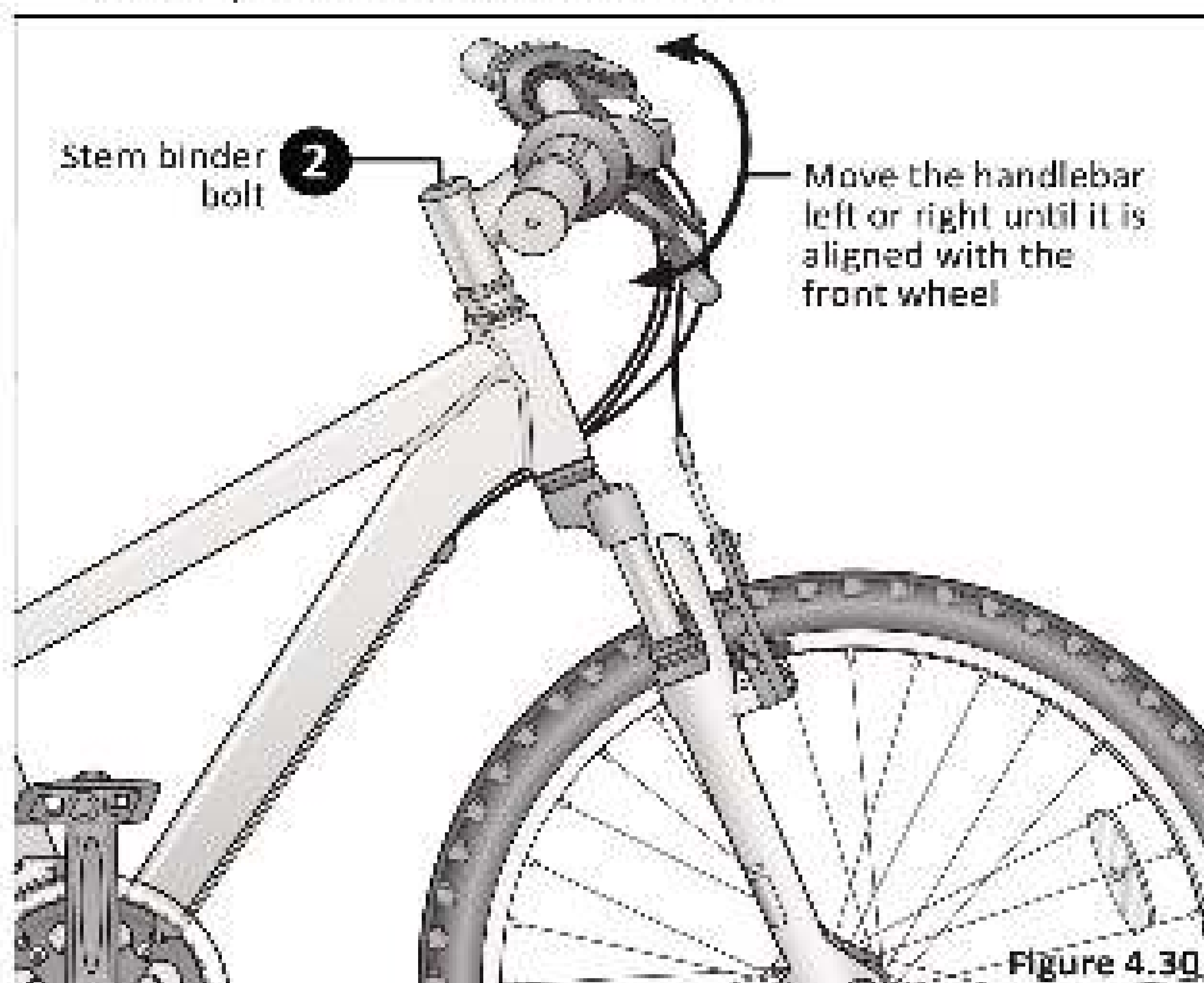
Adjusting the Handlebar Height

Instructions for adjusting the handlebar height depend on whether your bicycle has a **quill** or **clamp (threadless) stem**.
Figure 4.29



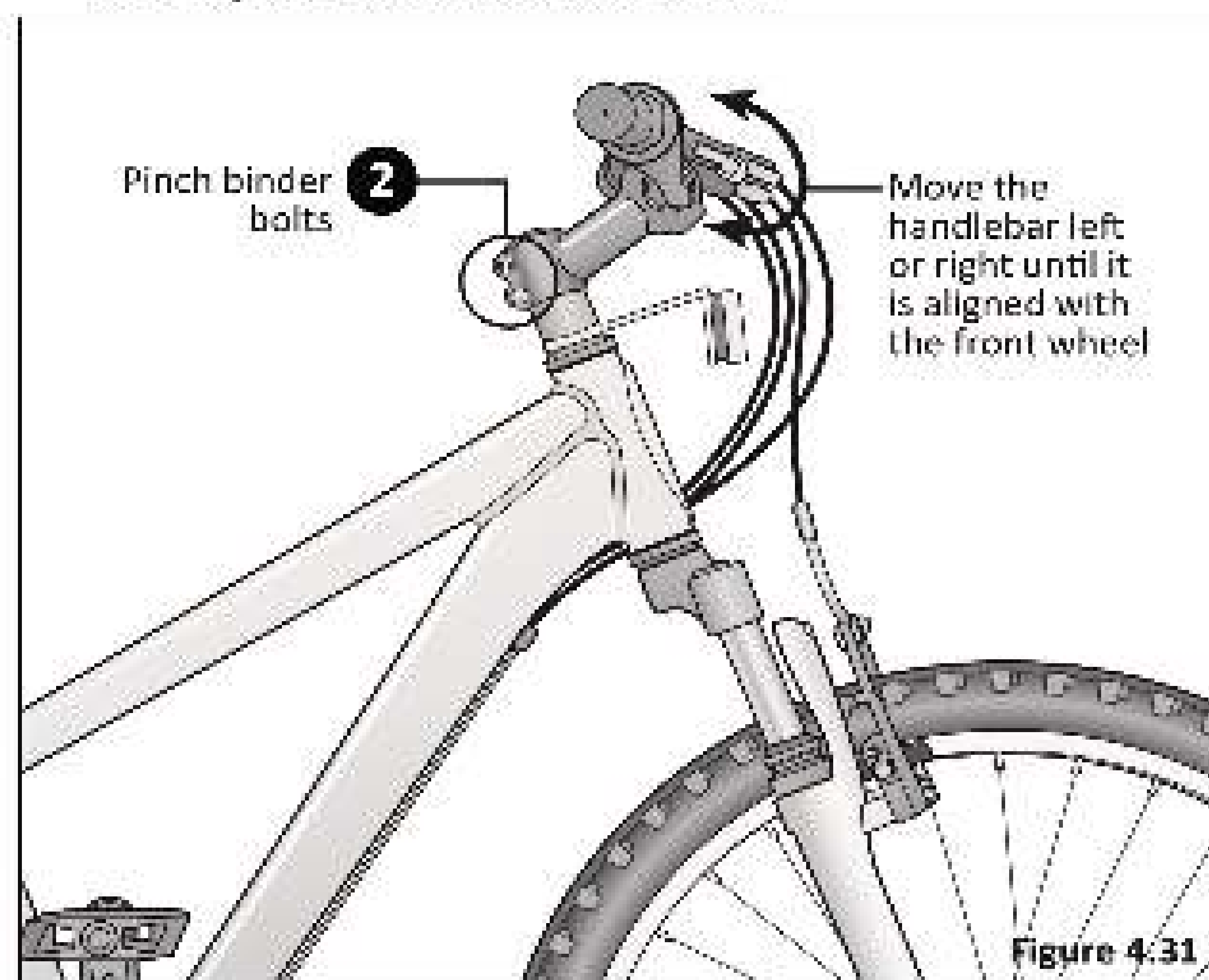
Align the Handlebar (with quill stem)

- 1 Stand in front of the handlebar and hold the front wheel between your legs.
- 2 Using an Allen wrench, loosen the stem binder bolt and move the handlebar left or right until it is aligned with the front wheel. **Figure 4.30**
- 3 Tighten the stem binder bolt and check the handlebar is securely attached and cannot move.



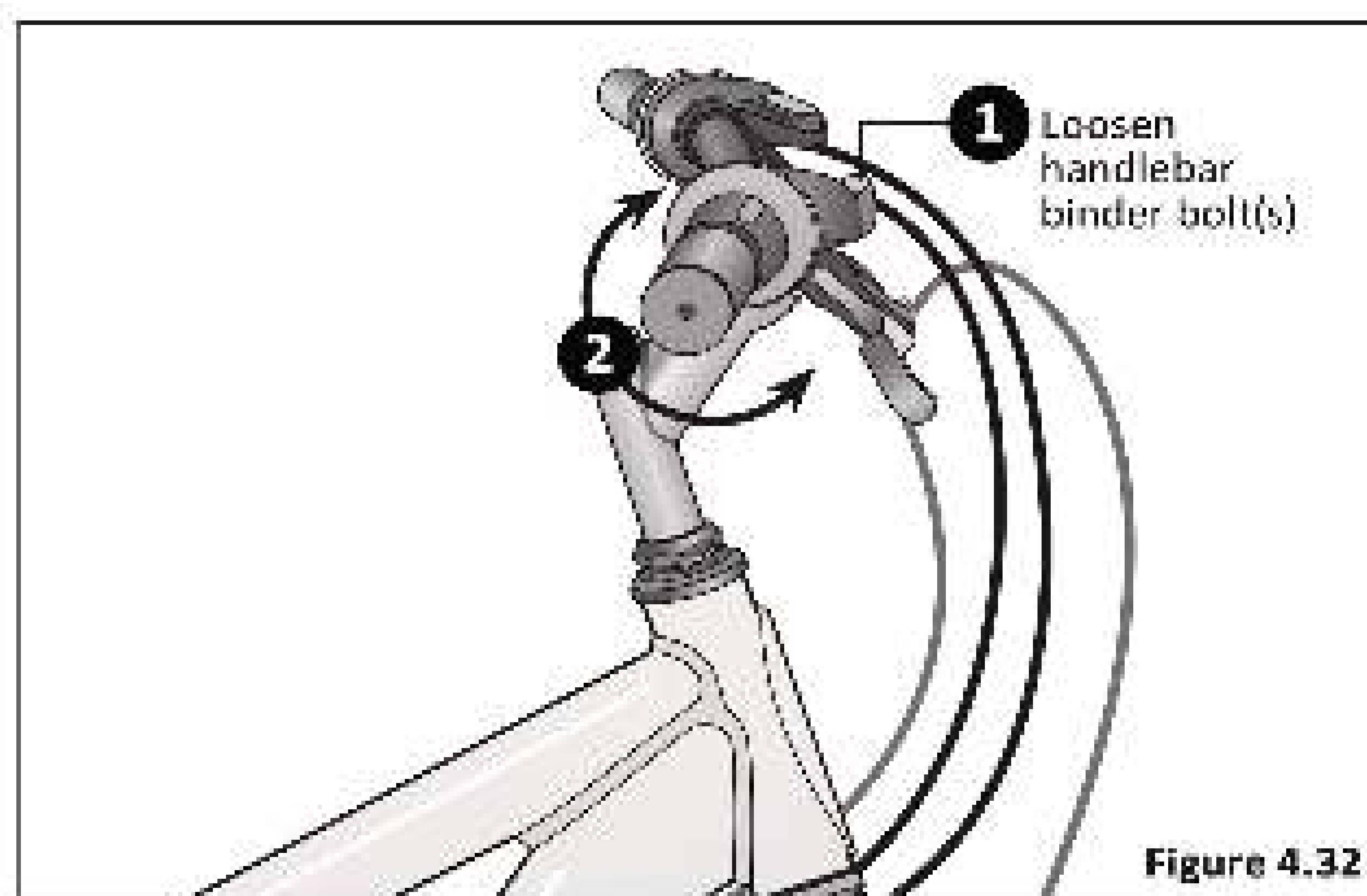
Align the Handlebar (with threadless stem)

- 1 Stand in front of the handlebar and hold the front wheel between your legs.
- 2 Using an Allen wrench, loosen the pinch binder bolts and move the handlebar left or right until it is aligned with the front wheel. **Figure 4.31**
- 3 Tighten the stem binder bolt and check the handlebar is securely attached and cannot move.



Adjust the Handlebar Angle (all stem types)

- 1 Using an Allen wrench loosen the handlebar binder bolt(s). **Figure 4.32**
- 2 Rotate the handlebar into the desired position.
- 3 Check that the handlebar is centered to the frame and front wheel. Sit on the seat and check your reach to grips, shifters and brakes. Refer to **Section 1, Fig. 1.2: Seat Height and Handlebar Reach** for guidelines.
- 4 Tighten the handlebar binder bolt(s) and check the handlebar is securely attached and cannot move.



Adjusting a Threadless Headset

Threadless headsets are similar to threaded headsets, they use two sets of bearings and bearing cups. Unlike a threaded headset, a threadless headset does not have an upper threaded race or use a threaded steerer tube. Instead the steerer tube extends from the fork all the way through the head tube and above the headset and is held in place by the stem clamped on top.

Conduct the following checks to determine if there is play in the headset:

- ❶ **Shakiness:** Apply the front brake and push the handlebars back and forth, front to back or if the bicycle is on a workstand and the front wheel removed, push and pull on the forks. If you feel a knocking sensation or "clunk" it means the headset is too loose. **Important!** Use care with suspension forks, because the legs may have play in sliders. Grab upper portion of fork. **Figure 4.36**
- ❷ **Stiffness:** Lift the front of the frame so the front wheel is off the ground. The handlebar and wheel should flop to one side or another. If there is drag or binding the headset is too tight.

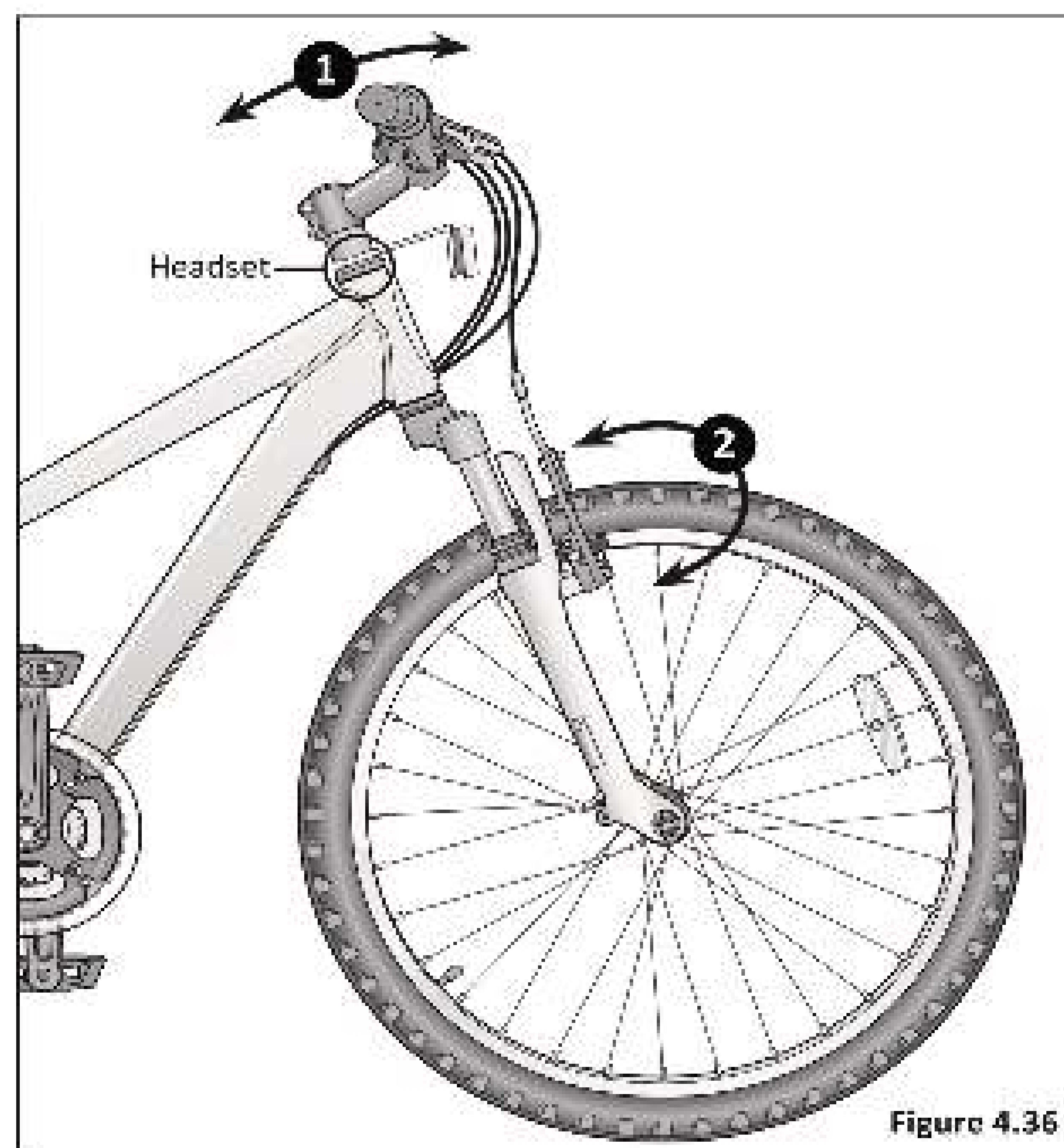


Figure 4.36

- ❶ Loosen the top cap bolt and remove the top cap.

Important! Do not disassemble the headset or loosen 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. **Figure 4.37**

- ❷ Check that the gap between the top of the steerer tube and top of the stem is between 3 - 5 mm (1/8" - 3/16"). **Figure 4.38**

If the gap is not correct add or remove spacers until it is. The stem needs to press down on the spacers in order to adjust the bearings. If the gap is correct then re-install the top cap and tighten the top cap bolt until it is snug. **Do not over tighten.**

- ❸ Slightly loosen the stem pinch bolts. The stem probably won't move but make sure the stem remains aligned with the fork and wheel.
- ❹ Re-install and tighten the top cap down with a 1/4 to 1/2 turn of the top cap screw and test for shakiness in the headset. If there is still play in the headset then turn the top cap bolt another 1/4 to 1/2 turn. Repeat this process until the shakiness is gone.
- ❺ Lift up the front wheel of the bicycle, if the wheel **does not** move freely left to right the top cap bolt is too tight. If this is the case turn the top cap bolt back some.

- ❻ Repeat steps 3 and 4 until there is no play in the headset. If the play in the headset cannot be rectified with these adjustments see a **qualified bicycle mechanic for these repairs.**

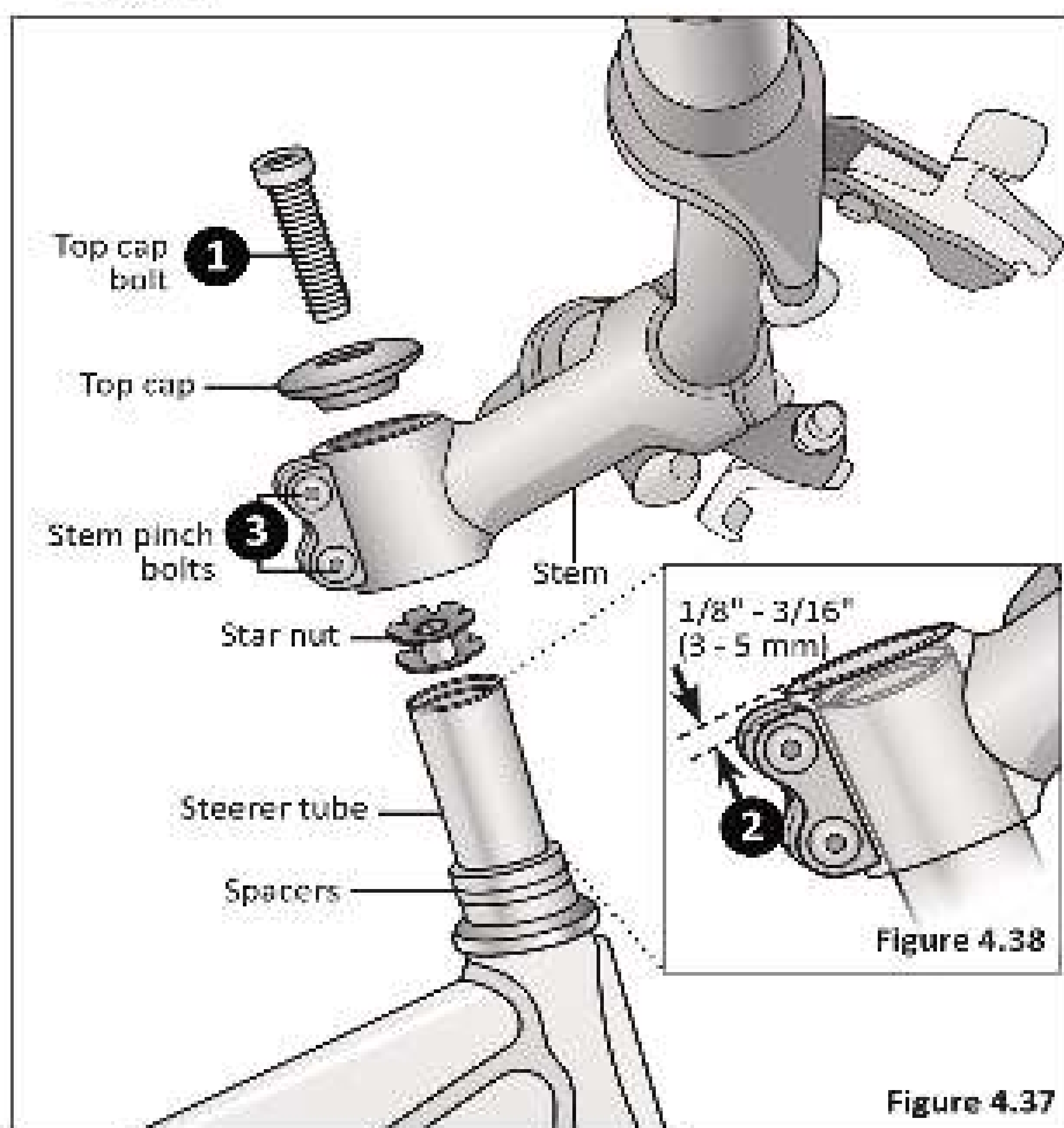


Figure 4.38

Figure 4.37

5 Use

⚠ WARNING!

Failure to follow all local and state regulations and laws pertaining to bicycle use as well as the safety warnings in this manual may result in serious injury or death. Always follow all local and state regulations and laws pertaining to bicycle use, follow the safety warnings in this manual and use common sense when riding the bicycle. Always conduct a pre-ride check of the bicycle condition before riding.

BRAKE OPERATION

⚠ WARNING!

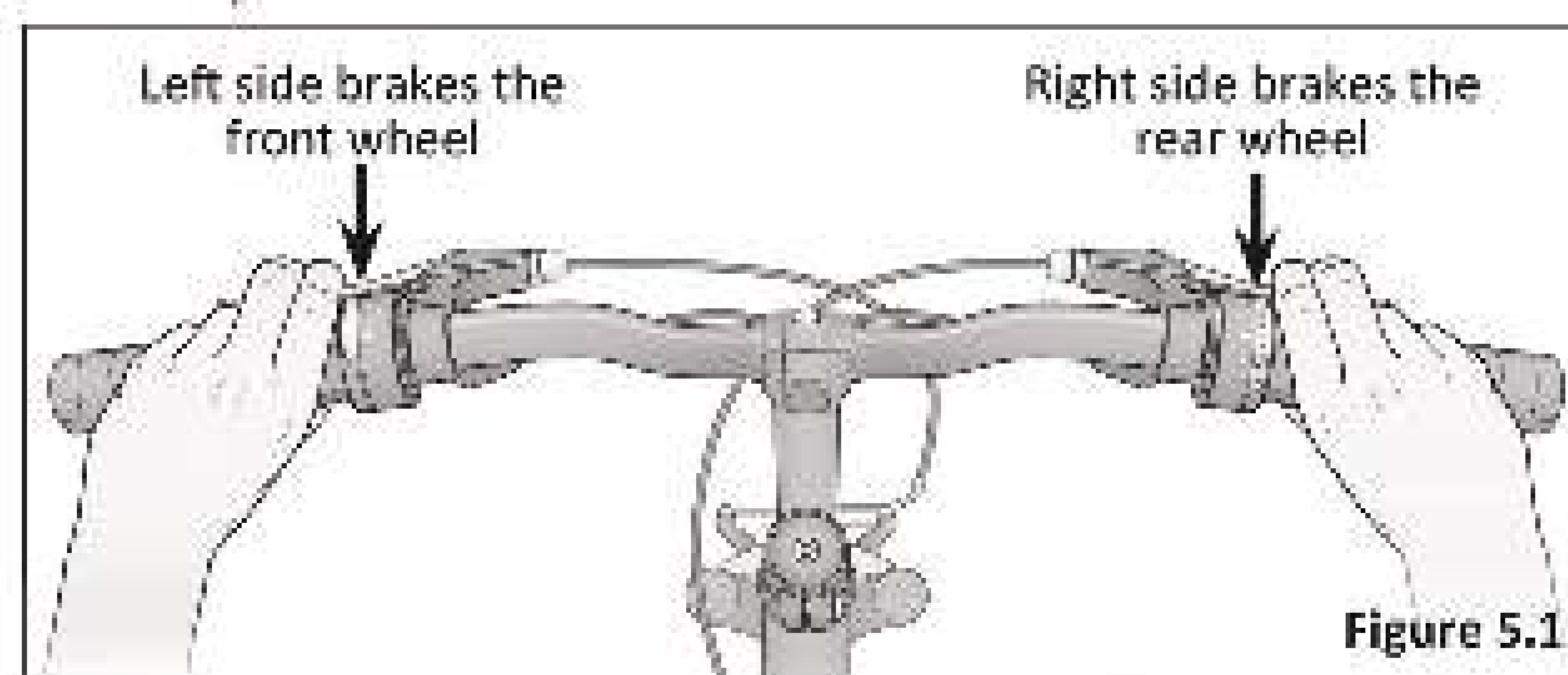
- If the front brake is applied too quickly or too hard, the front wheel can stop turning resulting in a front pitch over or cause the bicycle to lose steering function leading to a crash.
- Disc brake rotor's become hot during use and can burn the skin if contacted. Do not touch or come in contact with the disc rotor when it is hot. Allow it to cool before touching.

Hand operated brakes have a separate hand lever to operate front and rear brakes. Front hand brake levers are located on the left side of the handlebar, and rear hand brake levers are located on the right side of the handlebar. **Figure 5.1**

You may operate one brake at a time, or all together, however, be careful to pay close attention to front brakes locking up. To avoid this:

- Apply both brakes simultaneously, while shifting your body weight back slightly to compensate for braking force.
- As terrain changes, the rider must practice and learn how the bicycle will respond in a new terrain or weather change. The same bicycle will react differently if it is wet, or if there is gravel on the road etc.
- Always test the brakes and be sure you feel comfortable with the reaction. If the riding conditions are too steep (off road for example) and you are unsure, dismount the bicycle and walk past the questionable terrain before riding again.
- Remember that as you apply the brakes your weight will want to shift forward, and the wheels will want to stop.

Note: See **Section 4: Adjusting the Brakes** for information on brake adjustment.



GEAR OPERATION

⚠ WARNING!

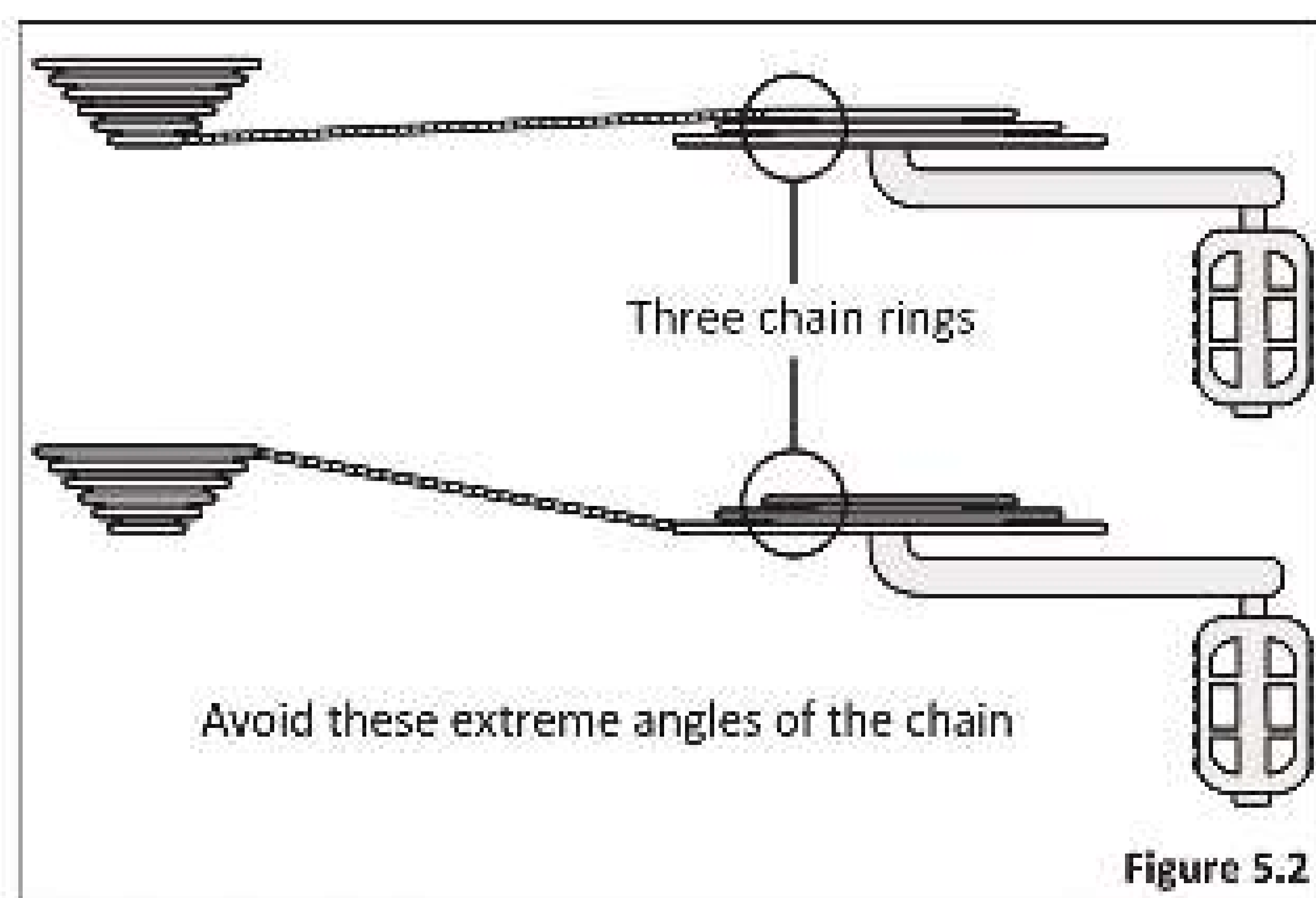
Improper shifting can result in the chain jamming, or becoming derailed resulting in loss of control, serious injury or death. Always be sure the chain is fully engaged in the desired gear before pedaling hard. Avoid shifting while standing up on the pedals or under load.

Multi speed bicycles can have *internal* or *derailleur* gear systems.

Important! Best practices for proper shifting:

- Pedal the bicycle with little pressure on the pedals, and move the shifter one gear at a time, ensuring that the chain is fully engaged in that gear before applying more pressure on the pedals.
- For bicycles with 3 front chain rings; avoid "Cross Chaining", which is the position when the chain is in the smallest cog in the rear combined with the inner or smallest chain ring in the front, or the largest cog in the rear and the outer or largest chain ring in the front. These gear positions put the chain at the most extreme angle and can cause premature wear to the drivetrain. Bicycles with 3 front chain rings have enough gear "overlaps" that these gears are not needed. **Figure 5.2**
- It is OK to ride the whole time in only one gear if this is comfortable.
- Shift only while pedaling forward and seated. When shifting, lessen the pressure exerted on the pedals during the shift.

- Once you have successfully shifted gears, it is OK to start to pedal hard if desired.
- Pedaling hard while shifting can cause the chain to skip and not engage the appropriate gear.
- Backpedaling should be avoided on derailleur bikes because the chain can jam and cause the bike to become unstable. See **Section 4: Adjusting the Derailleur** for further information on proper gear adjustment.



Using the Rear Shifter

The rear shifter (right) will have an indicator that reads either **low to high** or a series of numbers from 1 and up. Low or "1" is the lowest gear. This is used for slower riding, hill climbing, or to allow for easier pedaling. It is recommended to start off in this gear and move through the gears as speed increases as needed, or comfortable.

Using the Front Shifter

Note: Not all models have a front shifter. The front (left) shifter will have an indicator that reads either **low to high** or a series of numbers from 1 and up. Low or "1" is the lowest gear. The front shifter acts much like the rear shifter, but the change between gears is greater. This means that one shift at the rear derailleur will be a subtle change in pedaling speed, but one shift at the front derailleur will be a large change in pedaling speed. Think of the front shifter as a range; **low and high** or **low, medium**, and **high**. Low is used for slower riding, hill climbing, or to allow for easier pedaling. It is recommended to start off in this gear and move through the gears as speed increases as needed, or comfortable.

To Use the Trigger-style Shifter

Rear shifter: Use your index finger to shift up to a higher gear, and your thumb to shift down to lower gear.

Left shifter: Use your index finger to shift down to a lower gear, and your thumb to shift up to higher gear. **Figure 5.3**

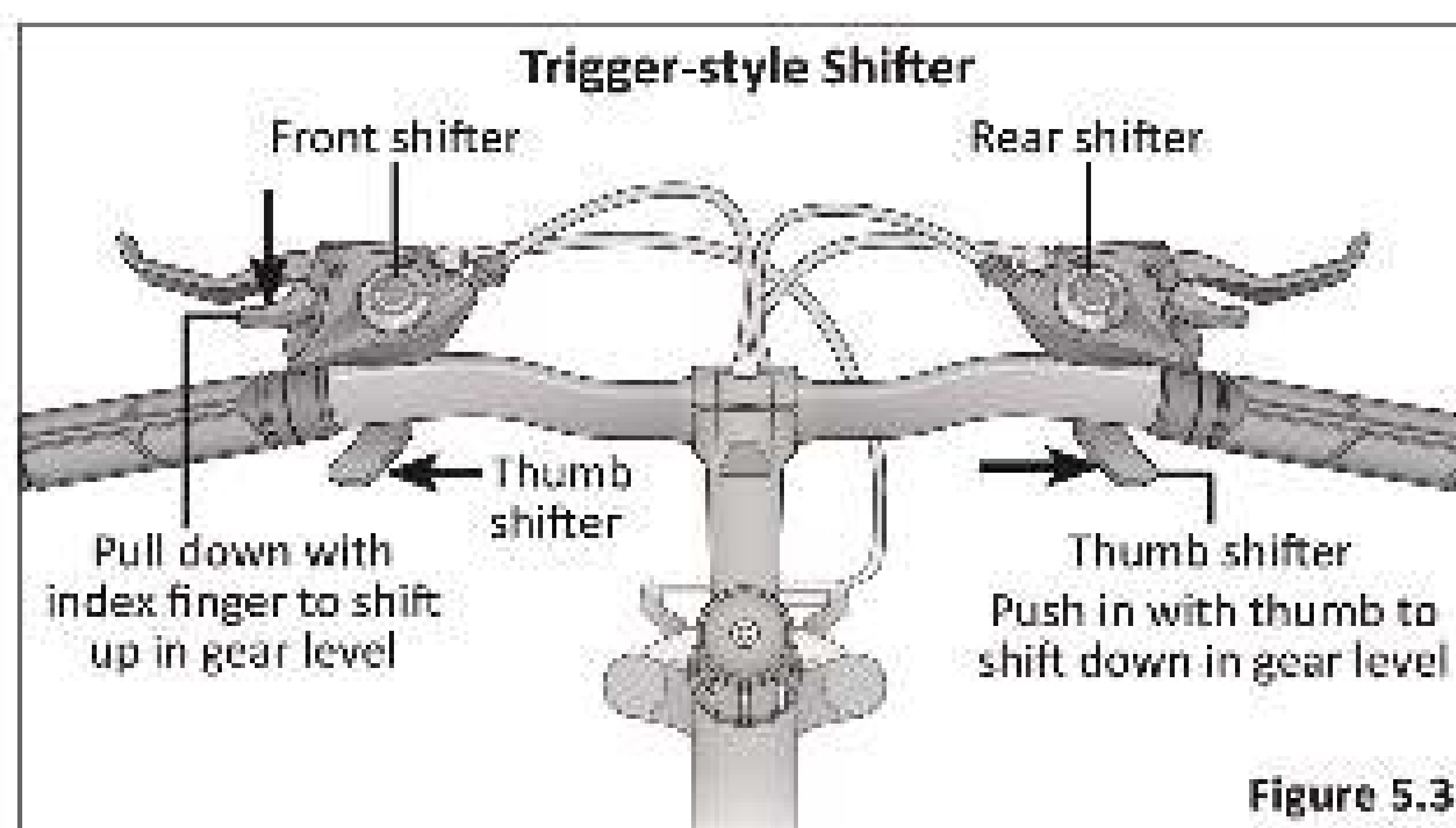


Figure 5.3

SECURITY

You just bought a new bicycle! Don't lose it. It is advisable that the following steps be taken to prepare for and help prevent possible theft:

- Maintain a record of the bicycle's serial number, generally located on the frame underneath the bottom bracket.

Figure 5.5

- Register the bicycle with the local police and/or bicycle registry.
- Invest in a high quality bicycle lock that will resist hacksaws and bolt cutters.
- Always lock your bicycle to an immovable object if it is left unattended. Keep in mind that individual parts of a bicycle may be stolen. Most commonly, if you lock just a wheel or just the frame, other parts may be removed from the bicycle. Although it is impossible to lock all the parts, it is suggested to lock the major components if possible. **Figure 5.6**
- Use a lock that is long enough to lock the frame and both wheels if possible. Some models with quick-release front wheels allow the front wheel to be placed beside the frame so a smaller lock can be used to lock all 3 components.
- Be aware that a quick-release seat post can be stolen. It is recommended to remove the seat post and saddle and carry it with you if you believe that this is a risk.

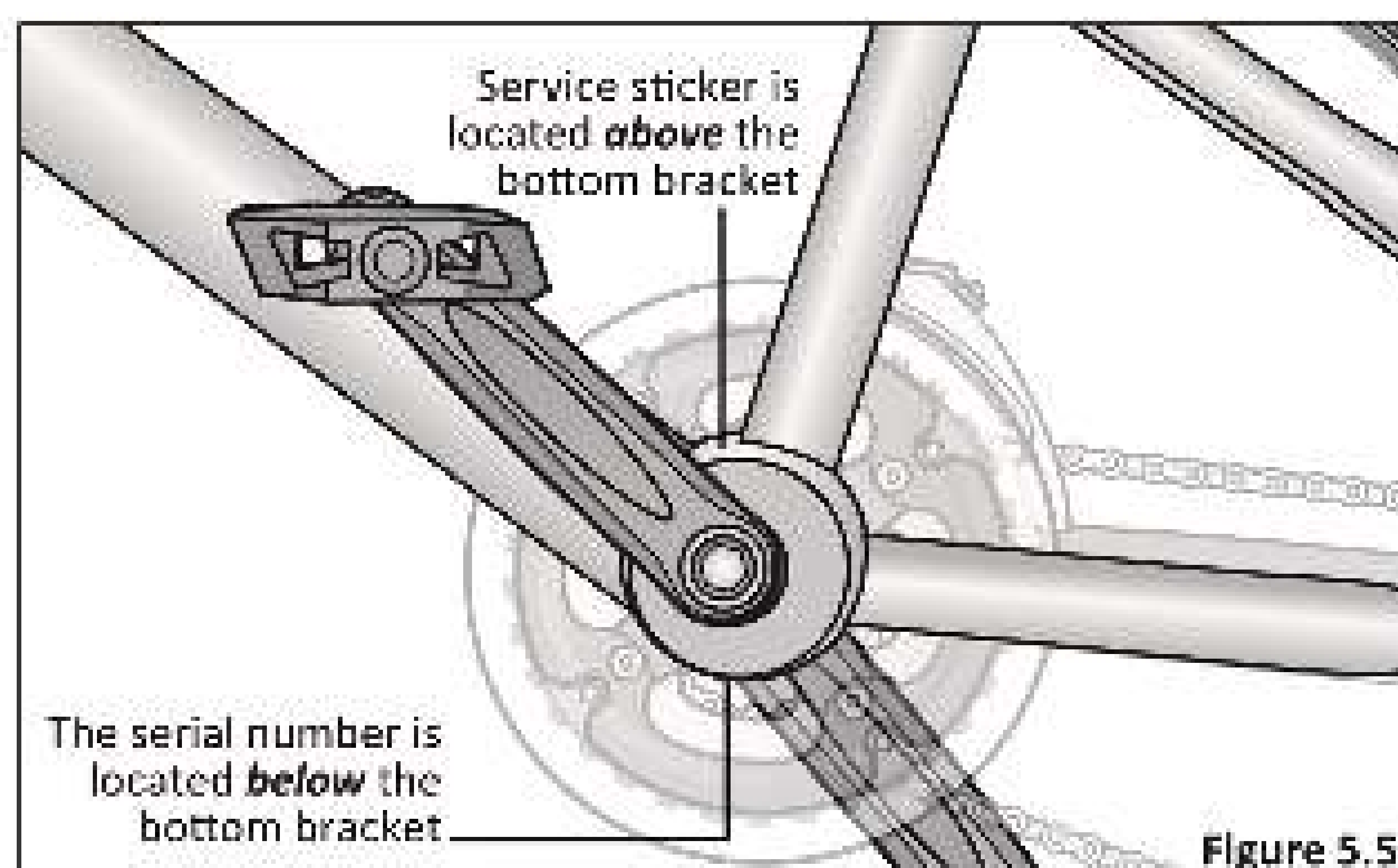


Figure 5.5

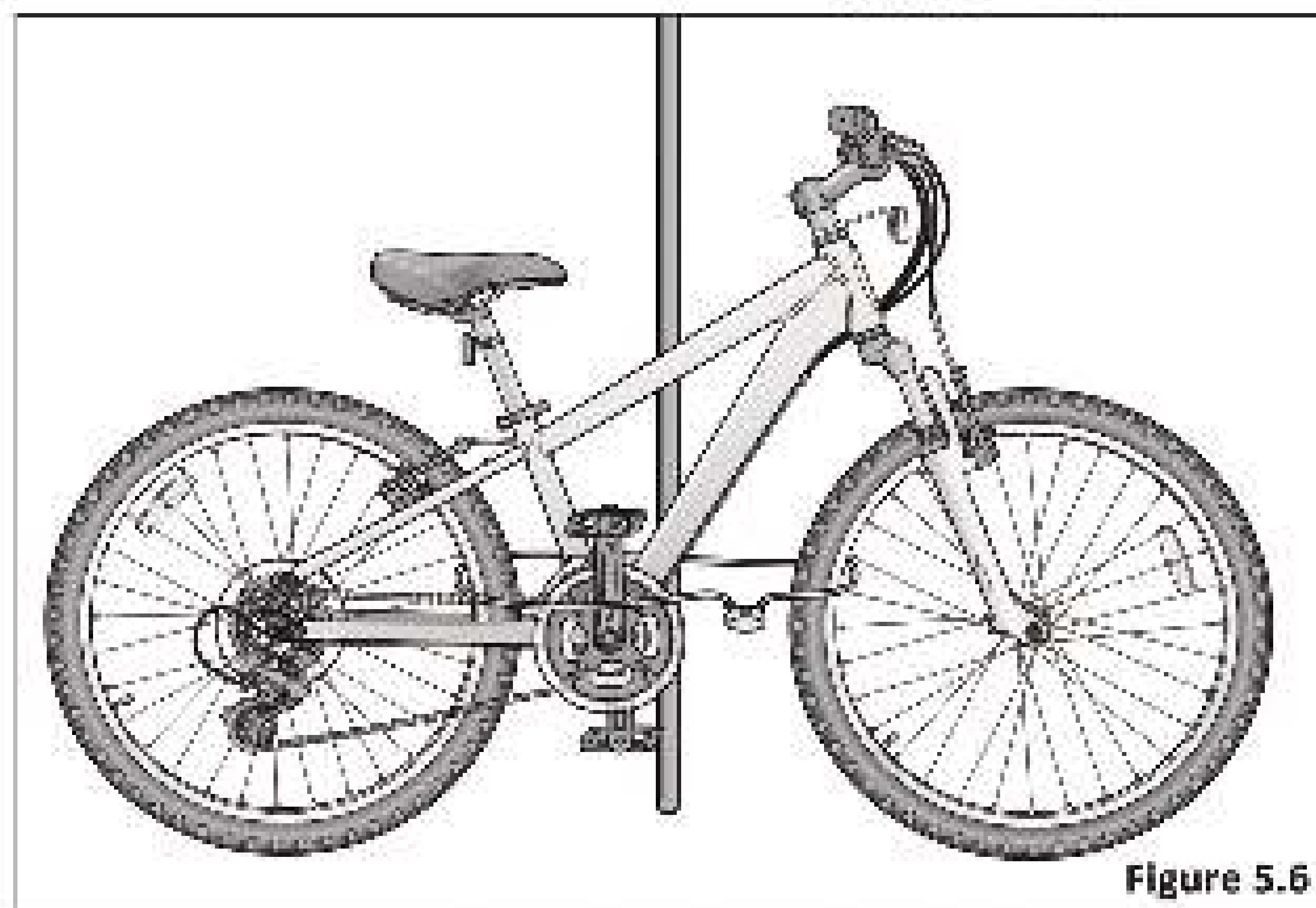


Figure 5.6

6 Maintenance

⚠ WARNING!

- Failure to conduct maintenance on the bicycle may result in malfunction of a critical part and serious injury or death. Proper maintenance is critical to the performance and safe operation of the bicycle.
- The recommended intervals and need for lubrication and maintenance may vary depending on conditions the bicycle is exposed to. Always inspect the bicycle and conduct necessary maintenance before each use of the bicycle.

This section presents important information on maintenance and will assist you in determining the proper course of action to take if you do have a problem with the operation of the bicycle. If you have questions regarding maintenance please contact us with e-mail mooncool@yeah.net. **Do not** call the store where the bicycle was purchased.

Correct routine maintenance of your new bike will ensure:

- Smooth running
- Longer lasting components
- Safer riding
- Lower running costs

BASIC MAINTENANCE

The following procedures will help you maintain your bicycle for years of enjoyable riding.

- For painted frames, dust the surface and remove any loose dirt with a dry cloth. To clean, wipe with a damp cloth soaked in a mild detergent mixture. Dry with a cloth and polish with car or furniture wax. Use soap and water to clean plastic parts and rubber tires. Chrome plated bikes should be wiped over with a rust preventative fluid.
- Store your bicycle under shelter. Avoid leaving it in the rain or exposed to corrosive materials.
- Riding on the beach or in coastal areas exposes your bicycle to salt which is very corrosive. Wash your bicycle frequently and wipe or spray all unpainted parts with an anti-rust treatment. Make sure wheel rims are dry so braking performance is not affected. After rain, dry your bicycle and apply anti-rust treatment. If the hub and bottom bracket bearings of your bicycle have been submerged in water, they should be taken out and re-greased. This will prevent accelerated bearing deterioration.
- If paint has become scratched or chipped to the metal, use touch up paint to prevent rust. Clear nail polish can also be used as a preventative measure.
- Regularly clean and lubricate all moving parts, tighten components and make adjustments as required.

LUBRICATION SCHEDULE

| Component | Lubricant | Method |
|--------------------------------------|-------------------------|--|
| Weekly | | |
| Chains | Chain lube or light oil | Brush on or squirt |
| Brake callpers | Oil | Three drops from oil can |
| Brake levers | Oil | Two drops from oil can |
| Freewheel | Oil | Two drops from oil can |
| Deraillieur Systems | Light oil or grease | All pivot points should be lubricated (more often in severely rainy or muddy conditions). Wipe off any excess oil. |
| Brake cables | Lithium based grease | Remove cable from casing. Grease entire length. Wipe off excess lubrication from other surfaces. |
| Brake lever and caliper pivot points | Light oil | Two to three drops from oil can |
| Shifting cables | Thin layer of grease | Clean and grease |
| Yearly | | |
| Bottom bracket | Lithium based grease | Disassemble |
| Pedals | Lithium based grease | Disassemble |
| Wheel bearings | Lithium based grease | Disassemble |
| Headset | Lithium based grease | Disassemble |
| Seat stem | Lithium based grease | Disassemble |
| Pedals: that can be disassembled | | See bicycle mechanic for maintenance. |

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 chains (WD-40®).

PARTS MAINTENANCE

Tires Frequency: Inspect and maintain at least each use.

| Inspect | Action | Maintenance |
|----------------|--|---|
| Tire Inflation | Check tire pressure. | Inflate tire to the pressure indicated on the tire sidewall. See "Inflating a Tire Tube" for more detail. If the tire is flat see "Fixing a Flat Tire" for more detail. |
| | Check the bead is properly seated while inflating or refitting the tire. | Reduce air pressure in the tube and re-seat the bead. |
| | Spin wheel and check rotation / alignment is smooth and even. | Loosen axle nut(s) and adjust until properly seated. If the hub bearings need repair see a bicycle mechanic for repair. |
| Bead Seating | Check for broken or loose spokes. | See bicycle mechanic for repair. |
| Tread | Inspect for signs of excessive wear, flat spots or cuts and damage. | Replace tire. |
| Valves | Check that valve caps are fitted and free of dirt. | Clean dirt from the valve. |

Wheels Frequency: Inspect and maintain at least each use.

| Inspect | Action | Maintenance |
|--------------|--|---|
| Rims | Inspect for dirt and grease. | Use a clean rag or wash with soapy water, rinse, and air dry. |
| Wheels | Check the wheels are securely fastened to the bicycle and axle nuts are tight. | Adjust if necessary and tighten axle nuts. |
| | Spin wheel and check rotation / alignment is true | See bicycle mechanic for repair. |
| Spokes | Check for broken or loose spokes. | See bicycle mechanic for repair. |
| Hub Bearings | Lift each wheel and see if there is movement side to side. | See bicycle mechanic for repair. |

Drivetrain (pedals, chains, chainwheel, crank set, freewheel) Frequency: as noted

| Inspect | Action | Maintenance |
|----------------|---|--|
| Pedals | Every month, check each pedal is securely set and tighten into the crank arm. | If necessary, re-set and tighten. |
| | Before each ride, check each front and rear pedal reflectors are clean and in place. | Clean or replace. |
| Pedal Bearings | Every ride, check the pedal bearings are properly adjusted. Move the pedal up and down, left and right. If looseness or roughness is detected adjustment, lubrication or replacement is required. | See bicycle mechanic for repair. |
| Chains | Every week, check the chain is clean, properly lubricated, rust-free, and is not stretched, broken, or has stiff links. | Lubricate if necessary. Replace if rusted, stretched, or broken. |
| Crank Set | Every month, check the crank set (crank arms, chain rings, and bottom bracket axle and bearings) is correctly adjusted and tight. | See bicycle mechanic for repair. |

Brakes Frequency: Inspect and maintain before each use

| Inspect | Action | Maintenance |
|---------|--|--|
| Levers | Check the levers are securely fastened to the handlebar. | Position the levers to fit the rider's grip and screw tight to handlebar. |
| Pads | Check pad position, gap and pressure. | See Section 4: Adjusting the Brakes |
| Cables | Check the outer casing for kinks, stretched coils and damage. Check cables for kinks, rust, broken strands or frayed ends. Check the outer casing for kinks, stretched coils and damage. | Replace cable. |
| | Check the housing is seated properly into each cable stop of the bicycle. | It is recommended that the cables and housing be replaced every riding season. |

HUB BEARINGS

Hub bearings require special thin wrenches called **cone wrenches**. If you do not own these tools, do not attempt hub bearing adjustments. Have a qualified bicycle mechanic perform the adjustment if you have any doubts.

- 1 Check to make sure neither locknut is loose.
- 2 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 a cone wrench.
- 3 Rotate the adjusting cone as needed to eliminate free play.
- 4 Re-tighten the locknut while holding the adjusting cone in position.
- 5 Re-check that the wheel can turn freely without excessive side play.

INFLATING THE TIRE TUBE

WARNING!

- An unseated tire can rupture unexpectedly and cause serious injury or death. Be sure the tire is properly seated when inflating the tube.
- Over inflation or inflating the tube too quickly may result in the tire blowing off the rim and damaging the bicycle or causing injury to the rider. Always use a hand pump to inflate the tube. **Do not** use a gas station service pump to inflate the tube.

Follow these steps to inflate a tire:

- 1 Remove the valve cap and add air.
- 2 Be sure the tire is evenly seated on the rim, both sides.
- 3 Spin the wheel and check for high and low areas.
- 4 Complete inflation to the recommended psi found on the sidewall of the tire.
- 5 Be sure the tire is evenly seated on the rim, both sides. If not, release some air and repeat steps three through six.
- 6 Check for dirt in the valve cap or stem. Clean dirt from cap or stem.
- 7 Securely replace the valve cap on the stem.

REPAIRING A FLAT TIRE

WARNING!

An unseated tire can rupture unexpectedly and cause serious injury or death. Be sure the tire is properly seated when inflating the tube.

Follow these steps to fix a flat tire:

- 1 Match tube size and tire size (see tire sidewall for size).
- 2 Remove the wheel from the bicycle. Deflate the tire tube completely.
- 3 Squeeze the tire beads into the center of the rim.
- 4 Opposite the valve, use a bicycle tire lever to pry the tire bead up and out of the rim. Repeat around the wheel until one bead is off the rim.
- 5 Remove tube. Release second tire bead.
- 6 Remove tire.
- 7 Carefully inspect inside of the rim and tire for the cause of the flat.
- 8 Inflate the tube $\frac{1}{4}$ full and place inside tire.
- 9 Insert the valve stem through valve stem hole in rim.
- 10 Start at the valve stem and install the first bead onto the rim. Repeat for the second bead.
- 11 Slowly inflate the tire tube, checking the tire is seated properly and not pinched as the tire tube is inflated.
- 12 Inflate to recommended pressure (see tire sidewall).

TROUBLESHOOTING GUIDE

| 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 chain wheel or freewheel sprocket teeth • Chain worn/stretched • Stiff link in chain • Non compatible chain/chain wheel freewheel | <ul style="list-style-type: none"> • Replace chain wheel, sprockets and chain • Replace chain • Lubricate or replace link • Seek advice at a bicycle shop |
| Chain jumping off freewheel sprocket or chain wheel | <ul style="list-style-type: none"> • Chain wheel out of true • Chain wheel loose • Chain wheel teeth bent or broken • Rear or front derailleur side-to-side travel out of adjustment • Cross chaining and shifting under load | <ul style="list-style-type: none"> • Re-true if possible, or replace • Tighten mounting bolts • Repair or replace chain wheel/set • Adjust derailleur travel |
| Constant clicking noises when pedaling | <ul style="list-style-type: none"> • Stiff chain link • Loose pedal axle/bearing • 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 pads worn down • Brake pads 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 pads • Clean pads • Clean/adjust/replace cables • Adjust brake levers • Center brakes |
| When applying the brakes they squeal/squeak | <ul style="list-style-type: none"> • Brake pads worn down • Brake pads toe-in incorrect • Brake pads/rim dirty or wet • Brake arms loose | <ul style="list-style-type: none"> • Replace pads • Correct pads toe-in • Clean pads 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 • Center brakes and/or adjust brake pads toe-in • Tighten headset |
| Wobbling wheel | <ul style="list-style-type: none"> • Axle broken • Wheel out of true • Hub comes loose • Headset binding • Hub bearings collapsed • Quick-release mechanism loose | <ul style="list-style-type: none"> • Replace axle • True wheel • Adjust hub bearings • Adjust headset • Replace bearings • Adjust quick-release 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 | <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 • Tire tread/casing worn • Tire unsuited to rim • Tire not checked after previous puncture • Tire pressure too low • Spoke protruding into rim | <ul style="list-style-type: none"> • Replace inner tube • Replace tire • Replace with correct tire • Remove sharp object embedded in tire • Correct tire pressure • File down spoke |

7 Warranty

1 YEAR LIMITED WARRANTY AND POLICY ON REPLACEMENT PROCEDURES PROMOTIONAL BICYCLES

Your promotional bicycle includes the following warranty which is in lieu of all other express warranties. This warranty is extended only to the initial consumer purchaser. No warranty registration is required.

FRAME

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

PARTS

All other parts of the bicycle, except Normal Wear Parts, are warranted against defective materials and workmanship for 1 year as long as the initial consumer purchaser has the bicycle, subject to the Terms and Conditions of this Limited Warranty. If failure of any part should occur due to faulty materials or workmanship during the warranty period, the part will be replaced. All warranty claims must be submitted to the address in the front of the manual and must be shipped prepaid and accompanied by proof of purchase. Any other warranty claims not included in this statement are void. This especially includes installation, assembly, and disassembly costs. This warranty does not cover paint damage, rust, or any modifications made to the bicycle. Normal Wear Parts are defined as grips, tires, tubes, cables, brake shoes and saddle covering. These parts are warranted to be free from defects in material and workmanship as delivered with the product. Any claim for repair or replacement of Normal Wear Parts (grips, tubes, tires, cables, brake shoes and saddle covering) and missing parts must be made within thirty (30) days of the date of purchase.

CONDITIONS OF WARRANTY

1. Your bicycle has been designed for general transportation and recreational use, but has not been designed to withstand abuse associated with stunting and jumping. This warranty ceases when you rent, sell, or give away the bicycle, ride with more than one person, or use the bicycle for stunting or jumping. 2. This warranty does not cover ordinary wear and tear or anything you break accidentally or deliberately. 3. This warranty does not cover normal wear and tear, improper assembly or maintenance, or installation of parts or accessories not originally intended or compatible with the bicycle as sold. The warranty does not apply to damage or failure due to accident, abuse, misuse, neglect, or theft. Claims involving these issues will not be honored. 4. It is the responsibility of the individual consumer purchaser to assure that all parts included in the factory-sealed carton are properly installed, all functional parts are initially adjusted properly, and subsequent normal maintenance services and adjustments necessary to keep the bicycle in good operating condition are properly made. 5. This warranty does not apply to damage due to improper installation of parts, installation of any kind of power plant or internal combustion engine, modification or alteration of the brakes, drive train, or frame in any way, or failure to properly maintain or adjust the bicycle.

NOTICE: Bicycle specifications subject to change without notice.