

# A QUALITY BICYCLE



# OWNER'S MANUAL FOR FREESTYLE HI-RISER AND BMX BICYCLE

## LIMITED WARRANTY

Our warranties do not apply to any unit that has been abused, misused, altered by component parts substitutions, or used for rental or other commercial uses.

Replacement of bicycle component parts determined to be defective shall be the remedy of any purchaser and replacement of parts must be handled through the retailer from whom the bicycle was purchased. If upon examination it is determined that a replacement is justified, replacement will be made without charge. Transportation costs and labor charges incurred in the replacement of parts are not covered by this Warranty.

All units and their components are covered as noted above.

**CAUTION: THE FOLLOWING EXCLUSION APPLIES TO ALL MODELS.** This warranty does not apply to any designed or intended for such purposes or usage.

**SHALL NOT BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES.**

**NOTICE:** The user assumes the risk of any personal injuries, damage to or failure of the bicycle and any other losses if RandBicycles are used in any competitive event including bicycle racing or in bicycle motocross, dirt biking, or similar activities or training therefor. DO NOT use Bicycles for wheeling, stunt riding, ramp jumping, acrobatics, or similar activities or with motors as power driven vehicles. This Warranty does not cover any personal injuries, damages to or failure of the bicycle or any other losses due to accident, improper use, neglect, misuse, abuse, normal wear, improper assembly or improper maintenance. It is the responsibility of the person who completes the assembly of the bicycle to properly install all parts included with it in the factory sealed shipping carton and to make minor adjustments of functional parts such as caliper brakes, gear shift cables, derailleur assembly, etc. required for proper operation.

This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

To implement this warranty, the bicycle purchaser shall go to the retail store from whom the bicycle was purchased for replacements under the Warranty.

# CONTENTS

SELECTION & SET-UP .....	2
PROPER FRAME FIT .....	2
PARTS LIST .....	3
BEARING LOCATIONS AND COMPONENTS .....	4
PARTS DESCRIPTION .....	5
ASSEMBLY INSTRUCTIONS .....	6
PREPARATION.....	6
ATTACHING FRONT WHEEL .....	6
SEAT ASSEMBLY.....	7
HANDLEBAR AND HANDLEBAR STEM ASSEMBLY .....	8
ATTACHING PEDALS .....	9
SHIFTER ASSEMBLY .....	10
BRAKE LEVER ASSEMBLY .....	11
GRIP ASSEMBLY .....	11
CALIPER BRAKE ADJUSTMENTS .....	12
CANTILEVER BRAKE ADJUSTMENTS .....	14
REAR DERAILLEUR ADJUSTMENTS .....	15
FRONT DERAILLEUR ADJUSTMENT .....	17
TRAINING WHEEL ASSEMBLY .....	18
SEAT ASSEMBLY .....	18
SUPPLEMENT .....	19
RULES OF THE ROAD .....	23

## SELECTION & SET-UP FRAME SIZE

A Mountain Bike should be chosen to fit the intended rider. When straddling the bicycle, with both feet flat on the ground, there should be at least 1" clearance above the horizontal frame bar (see illustration). Your Mountain Bike frame size will be slightly smaller than a conventional bicycle. Your dealer should be able to help you obtain a good fit. After determining the right size frame, the saddle and handlebars can be adjusted for maximum comfort and safety. A variety of optional equipment is available. Be sure you learn how to operate any extras you choose to add.

## ASSEMBLY

Carefully follow assembly instructions, making sure all nuts, bolts, and screws are securely tightened.

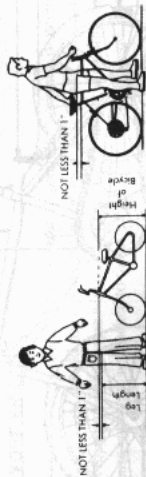
## SADDLE ADJUSTMENT

The seat can be easily moved either up or down. Adjust the seat so the rider's knee maintains a slight bend when his foot is in the lowest pedaling position.

NOTE: THE MANUFACTURER IS NOT RESPONSIBLE FOR INJURY, DAMAGE, OR FAILURE THAT RESULTS FROM FAULTY ASSEMBLY OR MAINTENANCE AFTER SHIPPING.

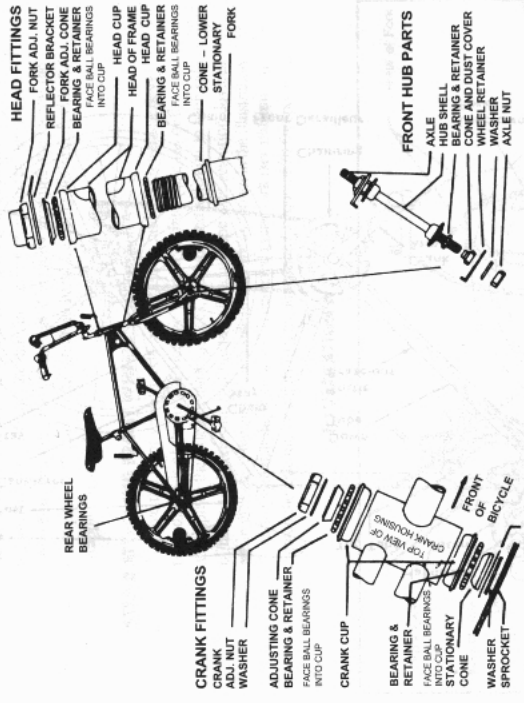
## PROPER FRAME FIT

RIDER MUST BE ABLE TO STRADDLE BICYCLE WITH AT LEAST 1" CLEARANCE ABOVE THE HORIZONTAL BAR WHEN STANDING.



NOTE: Measurement for a female should be determined using a men's model as a basis.

**BEARING LOCATIONS AND COMPONENTS**



**LOCK YOUR BICYCLE**

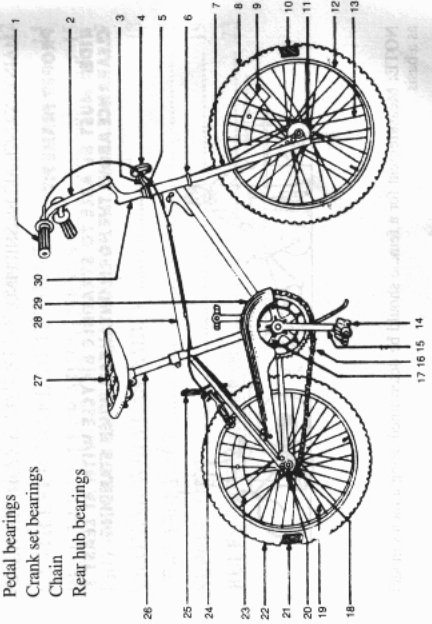
There are many ways to lock your bicycle. To provide maximum protection for your bicycle, you should use a good chain and lock. You should wrap the chain through the frame and the rear wheel and around a stationary post or similar object. Make sure your lock is attached to the chain properly and fully closed.

**PARTS LIST**

No.	Description	No.	Description
1.	Handlebar Grip	16.	Chain
2.	Handlebar	17.	Chainwheel
3.	Front Reflector Bracket	18.	Rear Sprocket
4.	Front Reflector	19.	Spoke
5.	Upper Head Races	20.	Rear axle nut
6.	Lower Head Races	21.	Tube
7.	Fork	22.	Tire
8.	Front Tire	23.	Rear Wheel Reflector
9.	Front Wheel Reflector	24.	Rear Reflector Bracket
10.	Front Tube	25.	Rear Reflector
11.	Front Hub	26.	Seat Post
12.	Front Rim	27.	Saddle
13.	Spoke	28.	Frame
14.	Pedal	29.	Chainguard
15.	Crank	30.	Stem

**LUBRICATION:**

- Front hub bearings
- Steering head bearings
- Pedal bearings
- Crank set bearings
- Chain
- Rear hub bearings



## ASSEMBLY INSTRUCTIONS

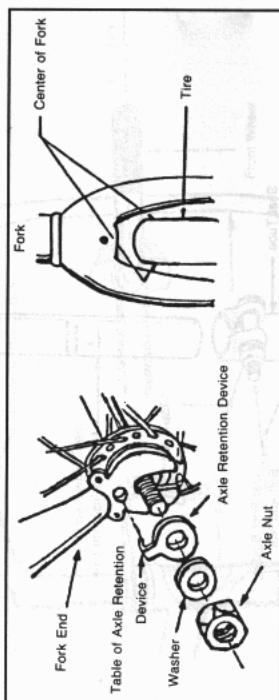
### STEP 1 PREPARATION:

Remove the bicycle and parts box from the carton and detach all parts that are tied to the frame. Be careful not to scratch the frame or cut the tire when removing the wrappings. Carefully examine the carton the loose parts and make certain that no parts are being discarded with the wrapping material.

### STEP 2 ATTACHING FRONT WHEEL: (See Illustration A)

Remove the front wheel's axle nuts, washers and axle retention device from the ends of the axle. Place the wheel axle into the ends of the fork and replace the axle retention devices, washers and axle nuts to each side of the axle. Make sure that the tab of each of the axle retention devices are in the hole at the end of each side of the fork as shown in the illustration. Making sure that the front wheel is centered in the fork (see illustration), tighten the axle nuts securely to a recommended torque of 20 feet pounds.

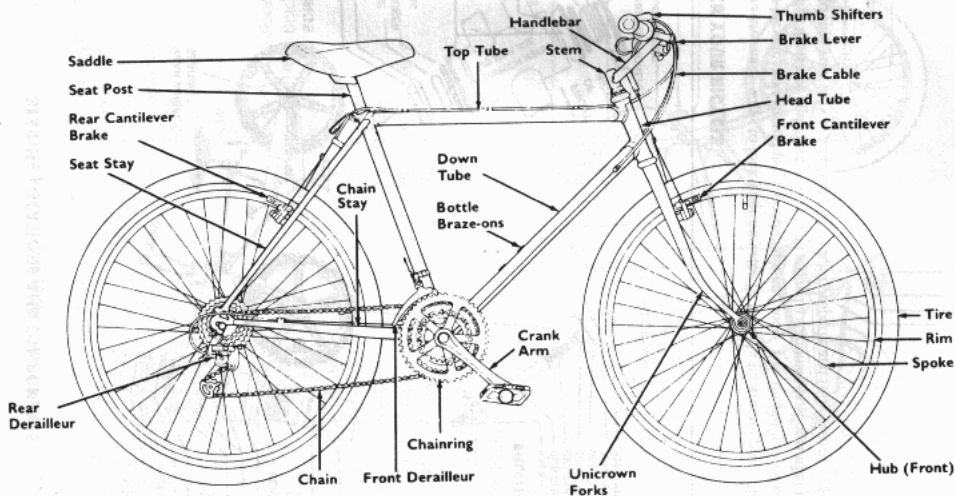
ILLUSTRATION A



### STEP 3 SEAT ASSEMBLY: (See Illustration B)

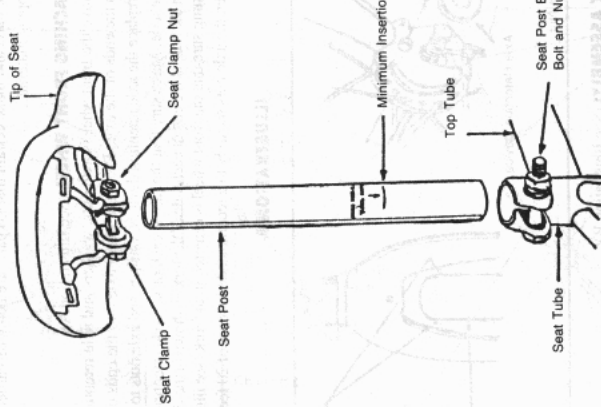
- Loosen the seat clamp nuts (both sides).
- Insert the seat post into the seat clamp. The seat post must extend at least 1/4 inch above the top edge of the seat clamp.
- Retighten the seat clamp nuts on both sides (hand tight).
- Push the seat into the top tube of the bicycle frame and rotate the seat until the tip of the seat is directly above the top tube of the bicycle frame.

**CAUTION: THE SEAT POST MUST BE INSERTED INTO THE SEAT TUBE AT A DEPTH WHERE THE MINIMUM INSERTION LINE IS NOT VISIBLE.**



- e. Tighten the seat post binder bolt and nut securely at the desired height (14 foot lbs.). Wait for 2 minutes, and retighten the seat post binder bolt and nut (14 foot lbs.).
- f. Move the tip of the seat up or down until the seat is level to the ground.
- g. Tighten the seat clamp nuts securely with an adjustable wrench (14 foot lbs.).

**ILLUSTRATION**



**STEP 4 HANDLEBAR AND HANDLEBAR STEM ASSEMBLY :** (See Illustration C)

- a. Push the handlebar stem into the fork tube (head of the frame) at least 2- 1/2 inches or to the minimum height line that is marked on the side of the handlebar stem. It might be necessary to loosen the expander bolt so that the stem can slide into the fork tube.
- b. Line up the handlebar stem with the front wheel (see illustration below).
- c. Tighten securely the expander bolt with an adjustable wrench.

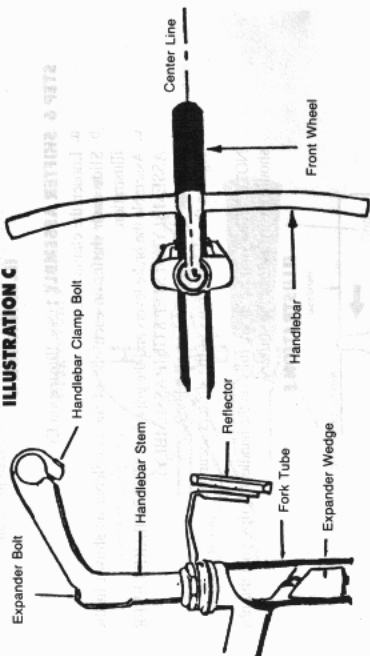
**NOTE:** Some models require a 6mm hex (allen) key. (17 foot lbs. torque)

**CAUTION:** Apply the correct torque to the expander bolt or the fork tube can be damaged inside resulting in steering problems and possible injury to the rider.

- d. Remove the handlebar clamp bolt and nut from the stem.
- e. Slide the handlebar through the opening in the stem and position the handlebar at the desired angle. Make sure that the stem is in the center of the handlebar.
- f. Replace the handlebar clamp bolt and nut into the stem.
- g. Tighten securely the handlebar clamp bolt. (18 foot lbs.)

**CAUTION:** Be sure that your handlebar and stem assemblies are properly tight before riding. The handlebar should NOT rotate in the stem. When you straddle the front wheel between your knees, the handlebar should NOT be able to turn when you apply pressure.

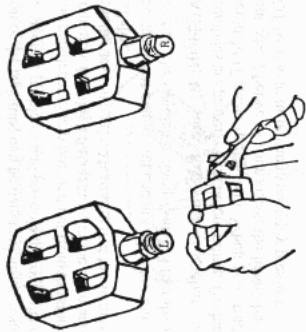
**ILLUSTRATION C**



**STEP 5 ATTACHING PEDALS:** (See Illustration D)

- a. The pedals are marked with either a "R" or "L" on the threaded end of the pedal axle.
- b. Screw the pedal marked "R" into the right side of the crank assembly (chain side of bicycle.) Turn the pedal (by hand) in the clockwise direction. Tighten securely with an adjustable wrench.
- c. Screw the pedal marked "L" into the left side of the crank assembly. Turn the left pedal (by hand) in the counterclockwise direction. Tighten securely with an adjustable wrench.

**BOLD-CAUTION:** Forcing the wrong pedal into the crank arms will strip threads, requiring new parts.



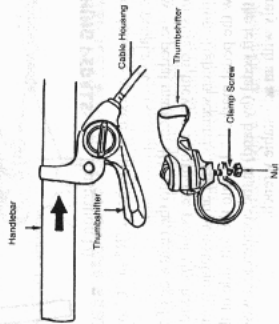
**ILLUSTRATION D**

**STEP 6 SHIFTER ASSEMBLY :** (See Illustration E)

- Loosen the clamp screw.
- Slide each shifter on each end of the handlebar as shown in the illustration.
- Assemble the brake levers and the grips (see STEP 7 BRAKE LEVER ASSEMBLY and STEP 8 GRIP ASSEMBLY).
- Slide the shifter against the brake lever.
- Tighten the clamp screws of the shifters securely.

**NOTE:** When your hands are fully on the handlebar grips, your thumbs should easily actuate the shifters.

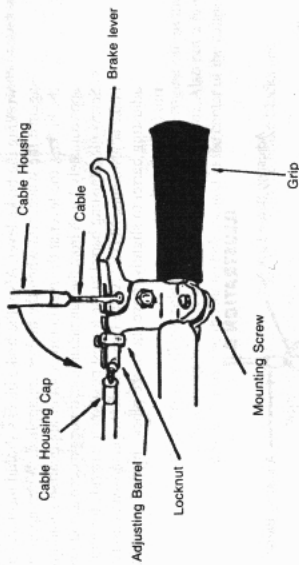
**ILLUSTRATION E**



**STEP 7 BRAKE LEVER ASSEMBLY:** (See Illustration F)

- Loosen the mounting screws.
  - Slide each brake lever on each end of the handlebar as shown in the illustration.
  - Assemble the grips (see STEP 8 GRIP ASSEMBLY)
  - Slide the brake levers against the grips and into the position shown in illustration.
  - Tighten the mounting screws.
  - Insert the barrel end of the cable into the brake lever as shown in illustration.
  - Pull the cable around so that the cable fits through the slot in the brake lever and the cable housing cap is seated into the adjusting barrel.
- NOTE :** Be sure that the longer cable is fixed to the left lever (rear brake) and shorter cable to the right (front brake).
- Loosen the locknut and turn until it's against adjusting barrel. Turn the adjusting barrel in the direction that positions each of the brake shoes approximately 1/16 inch from wheel rims.

**Illustration F**

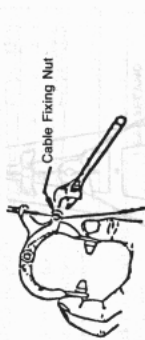


**STEP 8 GRIP ASSEMBLY :**

- Assemble the shifters and brake levers (see STEP 6 SHIFTER ASSEMBLY and STEP 7 BRAKE LEVER ASSEMBLY ).
- Hold the grips under warm flowing water for one minute.
- Push the grips onto the handlebar until the ends of the handlebar touches the bottom of the grips.
- Check that the grips are tight before you begin to ride the bicycle. The grips are tight when you cannot twist them on the handlebar.

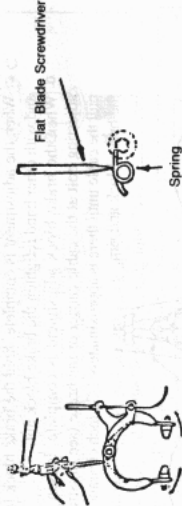
### STEP 9 CALIPER BRAKE ADJUSTMENTS :

f. Using a small adjustable wrench, loosen the cable fixing nut. With your thumb and forefinger close both caliper arms together against the rim; at the same time, with your other hand, pull down on the brake cable until no slack is left in the cable. Retighten the cable fixing nut securely.



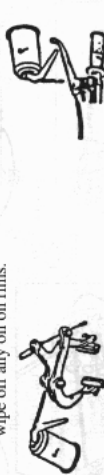
g. Test the brakes by applying caliper several times, then examine the clearance between the rim and brake blocks; this clearance should be 1/16 inch on both sides. If the clearance is still incorrect, repeat this step again.

h. If the brake blocks are not equal distance from the rim, use a standard flat blade screwdriver, and tap down on the caliper spring on the side where the brake block is too far from the rim (see illustration).



i. If the brake will not release, put a few drops of engine oil on the cable housing where it attaches to the brake level. Also put a few drops of oil on the mounting bolt located in the center of the caliper brake (see illustration).

**CAUTION:** Do not put any oil on the brake blocks and wipe off any oil on rims.



j. If lubrication doesn't help, check the cable and housing for any sharp bends, kinks, fraying, dirt or corrosion inside the cable housing (especially at the cable end). If necessary, put grease into the cable housing, or replace the cable and cable housing.

a. Apply each brake lever and note the position of the brake blocks. (The right brake lever controls the rear caliper brake and the left brake lever controls the front caliper brake.)

b. The brake blocks should line up with the rim, that is, when the brakes are applied, the entire surface of the brake blocks should contact the rim as shown in illustration. The brake blocks should never touch the tires.

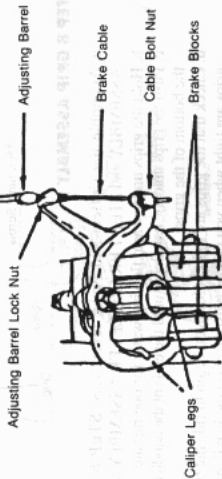


c. If the brake blocks are not lined up with the sides of the rim, loosen the brake block nut with a small adjustable wrench. While holding the brake block in the correct position, retighten the brake block nut.

d. Check that the rear and front caliper arms are operating smoothly by working the brake lever. Also, the brake blocks should meet snugly against the wheel rim when the brakes are applied. When applying the brakes, the lever at the maximum point of application should be approximately 1 inch from the handlebar grip, if not, proceed as follows:

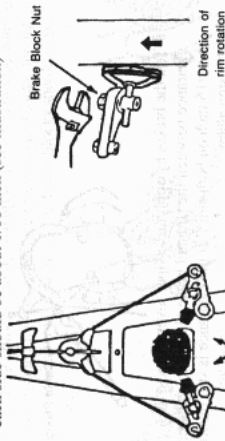
e. Screw the adjusting barrel to the lowest position to provide for minor brake adjustments. **NOTE:** As the brake blocks begin to wear, unscrew adjusting barrel to slightly move the brake blocks inward toward to rim (see illustration).

### ILLUSTRATION G



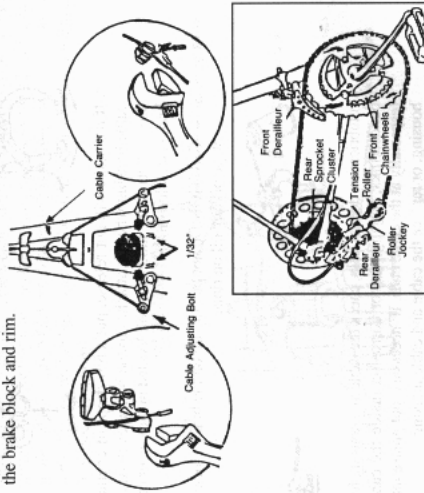
## STEP 10 CANTILEVER BRAKE ADJUSTMENTS: (See Illustration H)

- a. Using a small adjustable wrench, loosen the brake block nut. Position the brake blocks at an equal distance from the rim. This clearance on each side should be about 1/16 inch (see illustration)



**Illustration H**

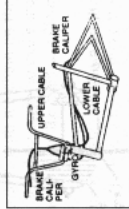
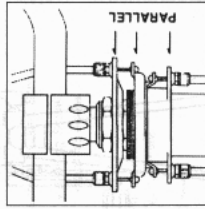
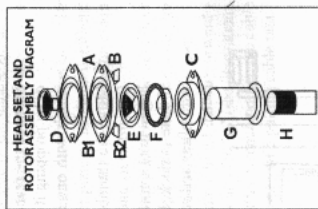
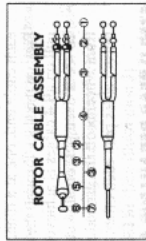
- b. Make sure the brake blocks align with the rim surface.  
 c. When the adjustment is complete, hold the brake block in position and with other hand retighten the brake block nut.  
 d. When the brake block adjustment is complete, loosen the cable adjusting bolt at the cable carrier or the brake (see illustration) and pull the cable until there is approximately 1/32 inch clearance between the brake block and rim.



## ROTOR INSTALLATION AND ADJUSTMENT

(If a rotor is Originally equipped on your new bike, skips 1-6, G0 directly to step 7.)

- Remove fork (H) and upper head set cup (F) from your bike. (Caution: Ask for your dealers help if you do not have a proper tool to do this.)
- Place lower cable stop (C) on top of the head tube (G). Replace and secure upper head set cup to the head tube through lower cable stop.
- Install head set unit onto the fork neck with the exception of lock washer and lock nut.
- Place rotor bearing unit (B) over the head set with the larger side up.
- Install upper cable stop (A) onto fork neck. (The original lock washer is no longer needed.)
- Place lock nut (D) onto fork neck and adjust the head set as usual.
- Connect the upper cable to your brake lever. (If your lever is already equipped with a cable adjuster, discard cable ferrule provided on the upper cable.) Hook the two cable ends 910 to the top hooks (B1) of the rotor bearing unit. Screw the adjusting barrels into the upper cable stop.
- Pull rotor bearing unit downward to pick up the slack of cable. Adjust the height of bearing unit through the cable adjuster on the brake lever or cable splitter until where the bottom hooks (B2) of the rotor bearing unit are approximately 1/8" - 1/4" away from the lower cable stop.
- Route the lower cable under the frame tube with the split cables on each side of the frame. Hook the two cable ends (1) to the bottom hooks (B2) of the bearing unit. Screw the adjusting barrels into the lower cable stop.
- Measure and cut the single cable housing (3A) to the correct length (Caution: This is the only cable that can be cut to adjust for different frame lengths.) Connect the cable to the rear brake caliper in the usual manner.



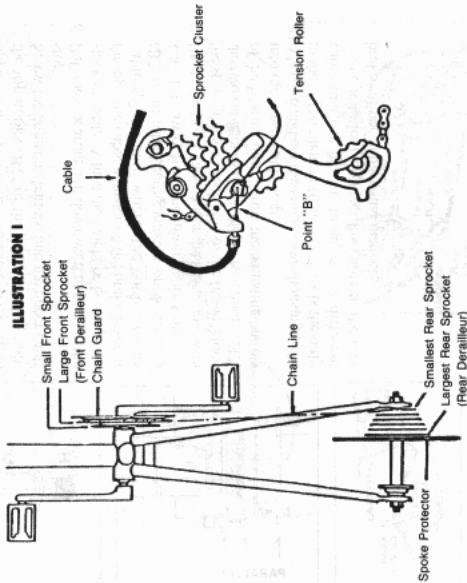


### CABLE TENSION ADJUSTMENT

1. After all cables are hooked up and tension is mounted, the rotor bearing unit should be parallel to the upper and lower cable stops. If the unit is fitted, pull each cable end, one at a time, to see which one has slack on the bearing hook. Pick up the slack through the adjusting barrel. Lock all 4 lock nuts when even pull on all 4 cables is achieved.
2. To see if even pull on all 4 cables is achieved, spin your handlebar while the front wheel is off the ground. If the rotor bearing unit flutters as the upper and lower cables pass each other, repeat the adjusting step 1.

### STEP 11 REAR DERAILLEUR ADJUSTMENTS: (See illustration I)

- a. Suspend the rear wheel off the ground by having a helper hold it up or by propping it up on some apparatus. This enables you to turn the pedals with one hand and operate the thumbshifter with your other hand.
- b. Move the thumbshifter on the right hand side all the way forward (toward seat) and with the chain on the smallest rear sprocket and largest front sprocket, check for cable slack at point "B" (see illustration). If there is slack, loosen the cable nut or screw, pull on the cable end with pliers and retighten the cable nut or screw while pulling cable taut.



- c. Turn the "H" adjusting screw until the sprocket, chain and rear derailleur are aligned as illustrated.
- d. Now shift the chain to the largest rear sprocket and the smallest front sprocket.

e. Turn the "L" adjusting screw until the sprocket, chain and rear derailleur are aligned.

- f. Check by shifting the chain up and down the rear sprockets. The chain should move smoothly and without hesitation to each sprocket.

### STEP 12 FRONT DERAILLEUR ADJUSTMENTS: (See Illustration J)

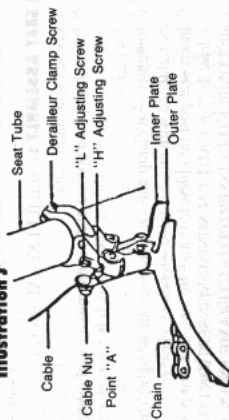
a. Using the thumbshifter on the left hand side of the handlebar, align the outer plate of the front derailleur with the teeth of the large chain sprocket.

b. Check that the tips of the teeth of the large chain sprocket are 1/16 to 1/8 inch from the bottom of the outer plate of the front derailleur and when looking down on the derailleur it is parallel to the chain sprocket (see illustration).

c. If the front derailleur is not properly aligned, loosen the derailleur clamp screw and move the front derailleur on the seat tube until you obtain the correct position. Tighten the derailleur clamp screw.

d. Move the thumbshifter on the left hand side all the way forward (toward the seat) and check for cable slack at point "A" (see illustration). If there is slack, loosen the cable nut with a wrench, pull on the cable end with pliers and retighten the cable nut while pulling cable taut.

Illustration J



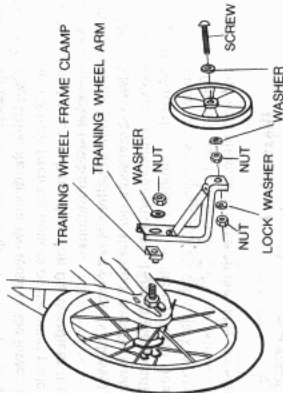
e. Shift the chain to the largest rear sprocket. With the chain on the smallest front sprocket, adjust the "L" adjusting screw to make the clearance between the chain and the inner plate of the front derailleur as close as possible without touching.

f. Shift the chain to the smallest rear sprocket. With the chain on the largest front sprocket, adjust the "H" adjusting screw to make the clearance between the chain and the outer plate of the front derailleur as close as possible without touching.

### STEP 13 TRAINING WHEEL ASSEMBLY: (SEE ILLUSTRATION B)

- Slide washer (1) to STOP locked onto training wheel arm.
- Slide wheel onto axle.
- Slide washer (2) onto training wheel arm.
- Insert cotter pin into drilled hole in training wheel arm. Spread cotter pin to hold wheel out.
- Hammer plastic cap on axle.
- Remove right rear axle nut (chain side).
- Insert training wheel arm onto axle.
- Install training wheel frame clamp.
- Attach rear axle nut securely. (20 foot lbs.)
- Repeat entire procedure for left side.

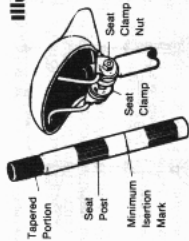
### ILLUSTRATION B



### STEP 14 SEAT ASSEMBLY : ( SEE ILLUSTRATION C )

- Loosen seat clamp nuts.
- Insert the tapered portion of seat post into the seat clamp. The upper end of the seat post should pass through the seat clamp by at least 1/4 inch.
- Retighten seat clamp nuts on both sides. (hand tight) These nuts will be tightened with an adjustable wrench in STEP 5.
- Insert seat post into bicycle frame. Be sure that seat post is inserted at least 2 1/2" in. CAUTION: MINIMUM INSERTION LINE SHOULD BE COMPLETELY INSERTED INTO FRAME AND NOT VISIBLE.
- Tighten seat post binder bolt and nut securely at desired height. (14 foot torque) Wait 2 minutes, and retighten seat post binder bolt and nut securely. (14 foot lbs. torque.)
- Adjust angle of seat so that top of seat is parallel to the ground.
- Tighten seat clamp nuts securely with an adjustable wrench. (14 foot lbs.)

### Illustration C



Seat Post Binder Bolt and Nut  
Freestyle Brake Cables Routing  
Utilizing the ACS Rotor™/stem  
System.Freestyle Rules

### STEP 15 ADJUSTING WHEEL QUICK RELEASES

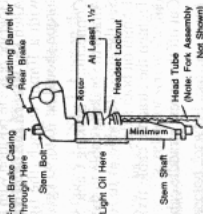
- Put the wheel back into the dropouts.
- Center the wheel in the frame or fork.
- Close the quick release lever in the opposite manner from which it was opened. You should have to use the palm of your hand and exert considerable force to close the quick release lever. You should start feeling resistance at about the halfway point. If it needs to be adjusted grasp the open quick release lever in one hand while tightening the adjusting nut with the other. Attempt to close it again. Repeat as necessary.

**WARNING:** The quick release is not a nut and bolt or wingnut system, it is a cam device. If you are unsure, please ask your dealer to explain this process to you.

### SUPPLEMENT

- Lubricate the stem shaft above the minimum insertion mark with a light grade of oil.
- Slide the Rotor™ (Snap ring side down) on the stem shaft.
- Complete the stem and handlebar assembly as shown in owners manual.

**WARNING:** At least 1 1/2" of the stem shaft must be exposed above the headset locknut to allow the Rotor™ to function properly. (see illustration) if there is less than 1 1/2" between the locknut and the bottom of the head section after inserting the stem past the minimum insertion mark, refer the problem to your authorized general dealer. Do not attempt to ride the bicycle/scooter in this condition.

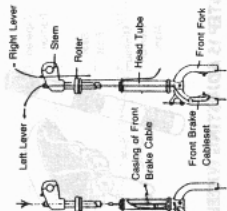


## ROUTE BRAKE CABLES & CASINGS

### FREESTYLE RULES FRONT BRAKE

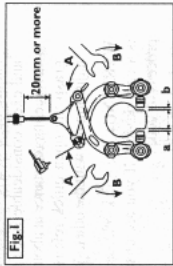
NOTE: The front brake cable must be attached to the left hand actuated brake lever.

Attach the cable end to the brake lever and thread the cable and casing through the hole in the top of the stem bolt until it exits the bottom of the fork steerer. Route the casing through the fork leg casing guide and loop the casing along the out side of the Fork leg to the Front brake adjusting barrel. The edge of this loop should pass approx. 1/2" above the lower foot leg hole. Excess casing can be pulled back through the stem bolt and looped at the handlebar. Attach the inner cable to the front brake arch anchor bolt and for brake set up and adjustments.

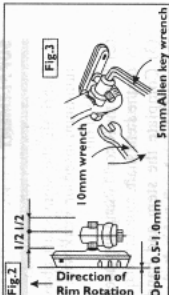


## U-BRAKE INSTALLATION AND ADJUSTMENT

- Installation to frame.
  - Apply grease (lubricant) on the contacting surfaces of the frame bosses and the brake arm attaching area.
  - Note that spring winding direction for right and left arms is different.
  - Be sure that spring is securely attached to the hole on the brake arm, spring cover and arm fixing nut. Then tighten the attaching bolt with a 5mm Allen key wrench. Tightening torque should be 180 kgf.cm.



- Adjusting and Fixing Brakeshoes.
  - Brake arm should have free movement when adjusting brakeshoe. Be sure to place the brakeshoe so that the direction of the arrow sign is the same direction of rim rotation.
  - Facing the shoe surface to the rim.
  - Hold as show in fig.2. Tighten the brake in position with a 5mm Allen key wrench and tighten the adjusting nut with a 10mm wrench. The tightening torque should be 70 to 90 kgf.cm. see fig.3.

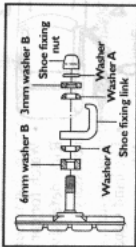
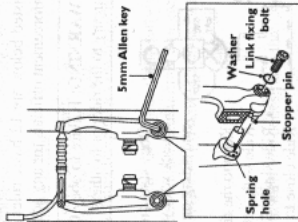


- Connecting to Braking Cable See fig.1.
  - Attach the braking cable to the straddle cable bridge.
  - Set the straddle cable as in fig.1, and adjust the shoe-rim leaving clearance of 1.5mm on both sides.
  - Tighten the straddle cable fixing nut. Tightening torque should be 50 to 70 kgf.cm.
  - Cut off the excess straddle cable and attach the cable cap.

- Tuning the shoe clearance and spring tension.
  - When the left side (a in fig.1) is greater than b, turn the arm fixing nut in the A direction. counter clockwise with a 13mm wrench.) When the right side is greater than a, turn the arm fixing nut in the B direction (clockwise). (use a 13mm wrench).
  - When spring tension is tightened, turn the arm fixing nut to A and A in fig.1. When loosening, turn to B and B. (use 13mm Wrench)

## V-BRAKES ADJUSTMENT

- Insert the stopper pin of the brake body into the centre spring hole in the frame mounting boss and then secure the brake body to the frame with the link fixing bolt.
- Whilst holding the shoe against the rim, adjust the amount of shoe protrusion by changing over the washer B (6mm or 3mm) so that dimension A is kept at 39mm or more.
- Whilst holding the shoe against the rim, tighten the shoe fixing nut.
- Pass the inner cable through the inner cable lead and after setting the front of the clearances between the left and right shoes and the rim is 2mm, tighten the cable fixing bolt.
- Adjust the balance with the spring tension adjustment screws.
- Depress the brake lever about 10 times, as far as the grip and check that everything is operating correctly and that the shoe clearance is correct before using the brakes.



## REFLECTOR AND REFLECTOR BRACKET INSTALLATION

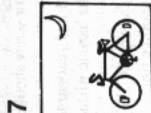
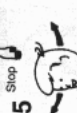
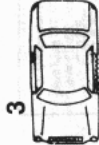
- Loosen the lock nut on the fork and install the front reflector bracket between the lock washer and the adjusting cup as shown in ILLUSTR. 1. Loosen the rear brake nut and install the rear reflector bracket between the two washers.
- Install the front reflector (white) on the front reflector bracket. The metal screw should be fitted into the upper hole of the reflector bracket.
- Install the rear reflector (red) on the rear reflector. The reflector screw should be fitted into the upper hole of the reflector bracket.
- The optical axis of the reflectors shall be directed forward and rearward respectively within 5° of the horizontal-vertical alignment of the bicycle when the wheels are travelling in a straight line.
- Install the white wheel reflectors on spokes of the front and rear wheels. The center of the reflector should be located within 3° of the inside of the rim.

## RULES OF THE ROAD

Listed below are 12 basic rules of cycling. You should contact your local law enforcement officials for any additions to these rules.

**WARNING:** Failure to obey these RULES OF THE ROAD could result in injury to the rider or to others.

- Obey state and local traffic regulations, signs, and signals  
Check with your local police on bicycle licensing, inspection and riding on sidewalks.
- Keep to the right  
Ride with traffic, not against it  
Ride single file in a straight line  
Ride close to the curb, being careful your pedal doesn't strike curb.
- Watch for car doors opening or for cars pulling into traffic.  
Ride defensively. Always be prepared to stop quickly if it necessary.



- Use hand signals for turns or stops.  
Advise motorists what you plan to do by giving proper signals at least 100 feet before turning or stopping and while waiting to turn unless your hand is needed for control of bicycle.
  - Be extremely careful at intersections.  
If traffic is heavy. Walk your bicycle with pedestrian traffic.  
Look both ways when crossing streets.
  - Avoid: Drain grates Soft road Pot holes, nuts, or uneven edges Gravel or sand paving Any other road surface hazards.  
Leaves (especially when wet)
- Avoid these hazards to prevent loss of control or damage to your wheels. Cross railroad tracks at right angles to prevent loss of control.
- Use extreme caution at dusk and at night  
Be thoroughly familiar with the controls on your bicycle.  
Ride only when necessary and avoid heavy traffic.  
Vision is quite limited at dusk and at night-so be very careful to avoid any road hazards.  
Make sure your bicycle is equipped with proper positioned reflectors.

- The purchase and installation of an adequate head light and tailight is strongly recommended and to be required by law in some areas.

- Wear light-colored or reflective clothing
- Slow down and ride only on streets familiar to you
- Check local laws regarding bicycle riding at night.
- Do not let a coat or other clothing hang down covering rear reflector.
- Use extra caution in wet weather Ride slowly on damp surfaces as tires will slide. Apply brakes sooner than normal as a great stopping distance is required, especially if brake shoes are wet.
- Always be courteous to pedestrians
- Give pedestrians the right-of-way.
- Made a sound loud enough to alert any pedestrians that you want to pass.
- Don't ride too close to pedestrians.
- Don't park your bicycle where it will get in someone's way.

8.



9.



10.



11.



12.



THIS BICYCLE HAS BEEN DESIGNED FOR USE IN SANCTIONED BMX COMPETITION, AS WELL AS FOR GENERAL TRANSPORTATION AND RECREATIONAL USE. IT HAS NOT BEEN DESIGNED TO WITHSTAND ABUSE ASSOCIATED WITH STUNTING AND JUMPING.

**Please! Make These Safety Checks**



PLACE  
STAMP  
HERE  
PLEASE

TO:  
**STEREO BIKE CO.  
CHRISTOFSTR. 12  
70806 KORNWESTHEIM  
GERMANY**



**STEREO BIKE CO.**  
WARRANTY CARD

## STEREO BIKES LIMITED WARRANTY

## You keep this half

- a) Stereo Bike Co. warrants all of its Products to be free of defects in manufacturing and materials for a period of ninety (90) days from the date of purchase.
- b) If a Product is found to be defective by our own sole discretion, our only responsibility shall be limited to repair or replacement of the defective product. We will not be responsible for any costs, losses and/or damages incurred as the result of use of this product.
- c) This warranty is subject to the following limitations in addition to any imposed by virtue of applicable law:
- This warranty only applies to Stereo Bike Co. products purchased from an authorized dealer and is valid for the original purchaser for a period of ninety (90) days.
  - The warranty card must be completed and sent to Stereo Bike Co. within 30 days of purchase or any and all warranty claims will be invalid.
  - All products being returned for our inspection must receive an authorization to do so, which can be received by emailing office@stereobikes.com
  - This warranty excludes the following: damage caused by misuse, abuse, neglect, improper adjustments, normal wear and tear or caused by anything other than defects in workmanship and material. Bending of Frames, forks or handlebars is excluded in this warranty. Bending is a sign of rider abuse, crash damage or similar and therefore is not covered in this limited warranty. This warranty is limited to replacing the defective part and the company shall in no event be responsible for special damages or personal injury!
- d) The original purchase receipt must accompany all claims and it must be from an authorized dealer.
- e) The warranty gives you specific legal rights which vary from state to state and country.

## Please mail us this half

**NOTICE: This half must be filled out and mailed to us within 30 days from purchase, with a copy of your original receipt for this warranty to be valid.**

Name: \_\_\_\_\_

What do you ride mostly?\*

Address: \_\_\_\_\_

Street  Dirt  Park  Flatland

Phone: \_\_\_\_\_

Years riding\*

Email: \_\_\_\_\_

< 1  1 - 2  2 - 4  > 4

Name of product: \_\_\_\_\_

Any Comments on Stereo Bike Co.?<sup>\*</sup>

Date of purchase: \_\_\_\_\_

Purchased from: \_\_\_\_\_

Frame serial number: \_\_\_\_\_

\*optional