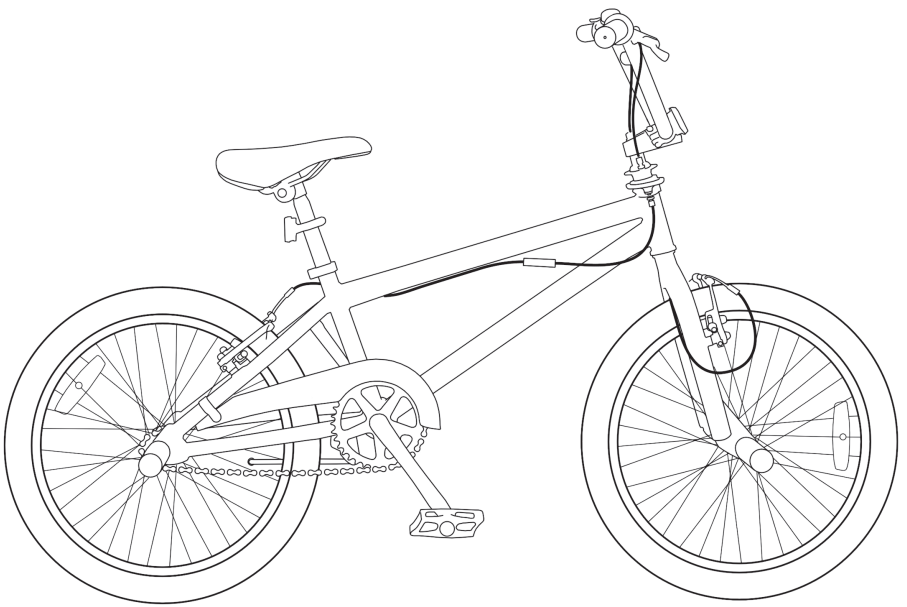
A DIVISION OF DOREL INDUSTRIES

PACIFICCYCLE™

OWNER'S MANUAL



SCHWINN®

EST. 1895

This manual contains important safety, performance and maintenance information.
Read the manual before taking your first ride on your new bicycle, and keep the manual handy for future reference.

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PACIFIC CYCLE (UK) LTD Vantage Way | The Fulcrum | Poole | Dorset | BH12 4NU
CUSTOMER SERVICE Tel. 01202 732288 | Email customer-service@pacific-cycle.co.uk | Monday- Friday 9:00am- 17:00pm

COMPLIES WITH SAFETY REQUIREMENTS

You have just purchassed a quality bicycle, so to ensure your satisfaction for as long as possible, we suggest you read this user's guide: it will provide all the necessary information for the proper use, adjustment, and maintenance of your bicycle from Pacific Cycle.

It is important to retain this manual.

EN

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GENERAL WARNING

Like all sports, cycling involves risk of injury and damage. By using a bicycle you assume responsibility for risk.
Pacific Cycle disclaims all responsibility in case of product modification by user.
You must know and abide by traffic regulations.
The proper maintenance and use of your bicycle are part of your responsibility and reduce the risk of accident.
Proper maintenance of your bicycle preserves its original usefulness and safety.
Cycling of any kind involves a degree of risk. Therefore, always wear a properly adjusted and fastened helmet.

Supplement to user's guide:

If your bicycle is equipped with specific components (e.g., adjustable suspension fork, hydraulic brakes, shock absorbers, adjustable handlebar stem), your retailer will provide you with specific supplementary information.

Maintenance, adjustment, and repair

In order to assure high-quality, safe maintenance, we recommend that you have your bicycle maintained and repaired in a qualified cycle service facility.

Your cycle retailer

Aside from this guidebook, your main source of information and assistance is your cycle store. The retailer is your first contact for the maintenance, adjustment, use and warranty for your bicycle.

Note:

Bicycles and their components are in a state of continual evolution, so it is impossible to produce a comprehensive manual; thus, we recommend that you consult a cycle technician or retailer for information at no cost.

Mini bicycle lexicon:



Warning:

As with all mechanical components, the bicycle is subjected to wear and high stress. Different materials and components may react to wear or stress fatigue in different ways. If the design life of a component has been exceeded, it may suddenly fail possibly causing injuries to the rider. Any form of crack, scratches, or change of coloring in highly stressed areas indicate that the life of the component has been reached and it should be replaced.

EVERY BICYCLE HAS A PARTICULAR USE AND LIMITATIONS

Brief guidelines for making the right choice! Identify your discipline.

EN

General limitations on use

Your bicycle is not designed to be used
- in sand.
- in water (the hubs and the bottom bracket should not be immersed in water).
- in a salt environment (on a beach, for example).

Storage conditions

Your bicycle is not designed for prolonged outdoor storage (12 hours maximum). It must be stored in a dry, temperate location (away from freezing) away from corrosive materials such as a marine environment (e.g., a boat bridge), herbicide, acids, solvent, battery...

Maximum Weight Limit: Rider – 250lbs (113 kg) + Luggage – 30 lbs (14 kg) = Total Weight 280 lbs (127 kg)

Types of bicycles and their uses



Mountain Bike

These are multipurpose sport bicycles that can be used off-road for exploring nature.
Leisure mountain bicycles are ideal for touring in the woods or in town on trails in good condition.
Leisure mountain bikes with full suspension provide a little more comfort.
Sport and Competition mountain bicycles are designed for all terrain. The difference is in the weight, the quality of the drive train, and the suspension. Full suspension mountain bikes allow you to ride longer with less fatigue and more control. They are more comfortable on a descent and on technical climbs.
Maximum Weight Limit: Rider - 250 lbs (113 kg) + Bicycle - 30 lbs (14 kg) = Total Weight 280 lbs (127 kg)



All-Road Hybrid Touring Bike

This is the ideal compromise between a city bike and a mountain bike. Comfortable and well equipped, it will accompany you on your solo trips or with family and friends, on small country roads or dirt roads. Its wheels are narrower than the ones on a mountain bike and may be larger in diameter; as a result it is more comfortable on a paved road. This is the ideal bike for touring!



City Bike

City: Perfectly equipped and comfortable, this is the ideal bike for traveling in complete safety on the streets of our cities, among traffic. It helps you stay clean thanks to its fenders and chain guard.

Flat Bar Road: A bicycle designed for urban sport and riding the roads around a city. Midway between a road bike and a traditional city bike, this responsive bicycle is designed for frequent, medium-distance training rides.



Road Bicycle

This is a light bicycle for keeping in shape or for competition. The geometry of each frame is designed for a specific use:
Conditioning objective: staying in shape by pedaling a light bicycle in gear ratios matched to your strength,
Sport objective: discovering cycling solo or in a group over all types of terrain, using a bicycle that makes you feel good because of its geometry and components,
Competition objective: to outdo yourself in training to develop your physical qualities and take part in competition with equipment backed up by the highest level of competition.



BMX

Specifically designed for acrobatics. A street-bike for tricks in town or a skating park. A dirt bike for jumps with tricks on dirt ramps. A “flat” for tricks on the ground. A “race course” is a dirt circuit with bumps. We strongly recommend that you choose your discipline before getting started!

THE BICYCLE WITH 14" WHEELS IS SPECIFICALLY SUBJECT TO THE SAFETY REQUIREMENTS OF THE REGULATION IN EN71-3 Safety of Toys.
Refer to the specific notice supplied with the bicycle.



THE CHILD’S BICYCLE (16" wheels to 24" wheels) is specifically subject to the safety requirements in bicycle regulation EN 14765, Bicycles for Young Children.
It is designed for the specific requirements of children. Whether you are discovering cycling for the first time or are already an experienced cyclist, the bike is appropriate for all types of uses and age brackets. It is a sturdy bicycle that’s easy to use, fun, and well equipped. It’s the perfect companion for learning and having fun in complete safety.

Maximum Weight Limit For Child's Bicycle: Rider – 66 lbs (30 kg) + Luggage – 30 lbs (14 kg) = Total Weight **99** lbs (44 kg)

RECOMMENDATIONS FOR BICYCLING IN COMPLETE SAFETY

- Before riding, always perform a complete inspection.
- Carefully read the section **"safety inspections before use"**
- Always wear a helmet while riding to protect your head in case of fall.
- Ride with both hands on the handlebars.
- Ride in the direction of traffic, never against it.
- Never hang on to a car or other vehicle.
- Control your speed and avoid swerving.
- Carrying baggage may restrict your ability to see or to control your bicycle, and lead to a fall.



IMPORTANT! Never ride two to a bike (except on a tandem)

- Never ride at night or in bad weather without lighting. Lighting is mandatory for riding at dusk, night, or dawn (an hour and a half before sunrise and an hour and a half before sunset)

You must remain visible to automobile drivers and motorcyclists:
- Wear reflective, light-colored clothing and turn on the front and rear lights of your bicycle.
- Lighting and red reflector must be present on back of bicycle.
- Lighting and white reflector must be present on front.
- The orange side reflectors must be in place on the wheels.

- In case of operation in rain or on wet surface, exercise caution because braking distance may increase and traction may diminish significantly.
- Wear accessories and reinforced clothing such as gloves and glasses.
- Avoid wearing baggy clothing that could get caught in the wheels.

NB: *Upon leaving the factory some of our bicycles are equipped with front and rear lighting, as well as rear reflectors and side reflectors on the wheels.*

Access to trails: Responsible conduct and good code.

Don't consider access to trails to be guaranteed.
Your conduct on the next outing will have an effect on the accessibility of trails in the coming years:
- Stay on the trails
- Be courteous to walkers and horseback riders.
- Keep skidding to a minimum.
- Respect wildlife and flora.
- Stay out of muddy areas

Here are a few rules for riding responsibly on trails:

- Leave no trace
- Don't frighten animals
- Keep your bicycle under control
- Look ahead
- Always let others pass by
- Carry out all your trash

IMPORTANT! When riding with children

- Pacific Cycle recommends wearing a helmet and strongly advises having your baby seat and all frame accessories installed by qualified, experienced mechanics. If you prefer to install a baby seat yourself, we recommend that you have our retailers check that luggage racks and baby seat are compatible and totally safe.
- Be careful when you ride with a baby seat; it adds weight to the rear and raises the bicycle's center of gravity, making it harder to keep your balance on turns.
- Children must always wear a helmet while being carried on a child seat or in a trailer. Note that wearing a helmet is a legal requirement in many countries.
- Wheels attract children's attention and pose a serious risk to the fingers of young children! If a child puts a finger into the spokes or between the chain and chain rings... there is a risk of getting the fingers caught and /or getting hurt.

Maintenance and control of your bicycle:

The frame, the fork, and all the components must be checked by your Cycle Retailer service technician to look for indications of wear and/or possible deterioration (cracking, corrosion, break, etc.).

This involves important safety checks for avoiding accidents and bodily injury, and to ensure long service from your bicycle.

Warning:

- Downhill mountain biking requires caution.
- Make sure the bicycle is intended for the relevant discipline (downhill, cross-country, extreme free-riding, etc.).
- Make sure that the bicycle is in perfect mechanical condition.
- To minimize accident risk: wear a helmet, wear properly adjusted protective gear, keep your bicycle under control, and..be careful!

Warning:

1. Lighting systems may not necessarily be fitted to your bicycle. Please take note of the National Regulations regarding lighting when riding on public roads in your specific country
2. Regardless of where you ride you should ALWAYS use a lighting system if you will ride at night so as to see and BE SEEN!

Warning:

BMX pedals are designed to provide greater grip capability of the pedal tread surface than that provided by an ordinary bicycle pedal. This can result in the pedal tread surface being very rough and containing sharp edges. Riders should therefore wear adequate safety protection.

Warning:

Periodically check to make sure pegs are tight

RECOMMENDATION FOR ADJUSTING POSITION ON BICYCLE

Child's bicycle with 14, 16, 20, or 24 inch wheels

A height gauge is available in the store to measure your child. Using your child's body configuration and the adjustment guidelines you can adjust the height of the saddle and the handlebars for the best possible use of your child.

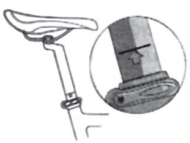
General Bikes

A height gauge is available in the store for measuring yourself. Using your body configuration and the adjustment guidelines, you can adjust the height of the saddle and the handlebar for your best use.

Practical information

The height of the seat may be changed based on the terrain in which you are riding:

- On flat terrain or in traveling uphill the seat is high to increase efficiency.
- On down hills the seat should be lowered slightly to improve control over the bicycle and make it easier to negotiate obstacles.



PAY ATTENTION TO THE SEATPOST MINIMUM INSERTION LIMIT!

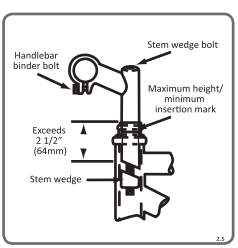
For your safety, the seat must not be adjusted higher than the minimum insertion indication on the seat post.

Handlebar Height

Maximum comfort is usually obtained when the handlebar height is equal to the height of the seat. You may wish to try different heights to find the most comfortable position.

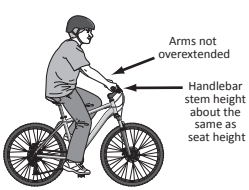
The stem's "Minimum Insertion" mark must not be visible above the top of the headset. If the stem is extended beyond this mark, the stem may break or damage the fork's steer tube, which could cause you to lose control and fall.

Failure to properly tighten the stem binder bolt, the handlebar binder bolt, or the bar end extension clamping bolts may compromise steering action, which could cause you to lose control and fall. Place the front wheel of the bicycle between your legs and attempt to twist the handlebar/stem assembly using a reasonable amount of force. If you can twist the stem in relation to the front wheel, turn the handlebars in relation to the stem, or turn the bar end extensions in relation to the handlebar, you must tighten the appropriate bolts accordingly.



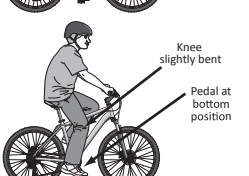
Saddle Height

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



Reach

To obtain maximum comfort, the rider should not overextend his or her reach when riding. To adjust this distance, the position of the seat can be altered in relation to the seat post.



Road Bike

Information on adjusting a bicycle is available in the store and on the internet; this makes it possible to obtain a bicycle adjusted to your measurements and based on how you will use it. Using special tools (measuring device and software), the service recommends the frame size and appropriate peripheral components (handlebar, handlebar stem, and cranks). It also determines the adjustments to position you in the best way to assure comfort, performance, and control over the bicycle.

SAFETY CHECK BEFORE USE

- Tightening seat post and seat: make sure that everything is assembled tightly and that the post is held solidly in the frame, paying attention to the minimum insertion indicated on the seat post.
- Tightening the handlebar stem: before every use check the tightness of the handlebar stem with the appropriate tools *(see tools chapter)* and tighten to the indicated torque. Check the value in the torque chart for tightening the handlebar stem/headset.
- Inflation, dimensions, and direction of mounting tires: Inflate the tires to the proper pressure, stay within the manufacturer's inflation range indicated on the sidewall of the tire; your tire's resistance to flats depends on it. Mount the tire in the direction indicated on the sidewall (the arrow indicates the direction of rotation).



Before every outing you must make sure there is no play among the various assembled parts!

Note that 14.5 PSI = 1 BAR and 1 BAR = 1Kg/cm^2 = 100 000 Pa

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

Tires in good shape? Spin each wheel slowly and look for cuts in the tread and sidewall. Replace damaged tires before riding the bike.

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

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

Wheel rims clean and undamaged? Make sure the rims are clean and undamaged at the tire bead and, if you have rim brakes, along the braking surface. Check to make sure that any rim wear indicator marking is not visible at any point on the wheel rim.

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

- Installation of wheels; carefully read the section on using quick releases.
- Function of front and rear brakes: Refer to the chapter devoted to the braking mechanism "Checking the Brakes."
- Installing the pedals: Refer to the chapter "Installing the pedals."
- Functioning of the lighting system:

Lighting systems may not necessarily be fitted to your bicycle. Please take note of the National Regulations regarding lighting when riding on public roads in your specific country. If your bicycle has a lighting system make sure that the lighting systems work and that the batteries are sufficiently charged before taking to the road. Used batteries contain metals that are harmful to the environment (Hg: mercury; Cd: Cadmium; Pb: lead); they may be collected in our stores for appropriate treatment; don't discard them with household trash. Batteries must be collected separately.

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Warning concerning clipless pedals:

Clipless pedals are tricky to use and require a period of adjustment to avoid falls:
Clip your shoes in and out of the pedals before taking off. The interface between the cleat and the pedal can be affected by various factors such as dust, mud, lubrication, spring tension, and wear.
By clipping in and out, you check the functioning and familiarize yourself with the feel your pedals produce at the time.

Warning concerning frame and fork suspension systems:

Consult the notice supplied along with this manual. Every time you go out you must make sure there is no play in the various assembled parts. If there is, consult only qualified personnel and/or your store to have the necessary adjustments performed.

Warning concerning brake lever positioning:

Most European countries require brake levers to be setup such that operation of the left brake lever actuates the REAR wheel brake. Operation of the right hand lever actuates the FRONT wheel brake. Before you ride, you should double check that your brakes are setup in this manner, or are setup to your personal preference. Most braking systems can be rearranged to suit your preference if they are not initially setup accordingly.

ADJUSTMENTS AFTER SEVERAL HOURS OF USE

After 2 to 3 hours of use, certain parts of your bicycle require slight adjustment; this is due mainly to their settling into final position. The derailleur cables need to be adjusted: the cable housings compress, which requires adjusting the tension on the derailleur and the brakes. *(See chapter on adjusting derailleur tension)*.
With respect to single-speed bicycles with the first turns of the wheel the pedaling may seem difficult to you; this is completely normal, and after several hours of use, the pedaling will become easier; the chain stretches naturally.
With respect to bicycles equipped with a three-piece bottom bracket: after the first use, it is necessary to tighten the bottom bracket. For this purpose, please consult qualified personnel and/or workshop technicians.

CAREFULLY MAINTAIN YOUR BICYCLE

Your bicycle requires a minimum of maintenance and regular inspections.

The frequency depends on the type of bicycle (city, road, mountain), and on the frequency and conditions of usage.

Your bicycle's maintenance depends on how you use it:

- City and touring, road, and BMX bicycles require periodic maintenance: Regularly oil the chain, brush the sprockets and chain rings, periodically add a couple drops of oil into the cable housings for the brakes and derailleurs, and dust off the brake pads.
- Mountain bikes must be clean and lubricated after use in muddy or dusty terrain: frame, wheels, chain, chain rings, and sprockets.

Whenever you detect a change in the components of your bicycle, please replace the affected parts.

Recommendation

We recommend using only genuine original equipment replacement parts!

A – PERIODIC MAINTENANCE AND INSPECTION

There is a guideline for the type of maintenance to perform on your bicycle based on the purchase date: the frequency of operations may increase significantly in case of extensive usage or harsh environment (mud, sand, water, etc.).

3 months

- Tightening everything on the bicycle
- Tensioning and/or truing the wheels


BMX


City


Child


All-road hybrid touring bike


Mountain bike

6 months

- Lubrication
- Changing pads for regular or disk brakes


Mountain bike


Road

1 year

- Changing bottom bracket
- Changing brake and derailleur cables and housings
- Changing the drive train (Chain ring, chain, and freewheel)
- Changing tire and inner tube


Mountain bike


Road

- Lubrication
- Changing pads for regular or disk brakes


Child


BMX


All-road hybrid touring bike


City

2 years

- Changing bottom bracket
- Changing brake and derailleur cables and housings
- Changing the drive train (Chain ring, chain, and freewheel)
- Changing tire and inner tube


Child


BMX


All-road hybrid touring bike


City

Warning

Intensive usage, or use in extreme conditions (water, mud, etc.) may significantly shorten the life of components subject to wear (ball bearings, chain, etc.) and require shorter maintenance intervals.

B – NECESSARY TOOLS

In order to properly assemble, adjust, and repair your bicycle, you need to equip yourself with certain basic tools:



15, 14, 13, 10, 9 and 8 mm box wrenches



4 mm star nut-driver



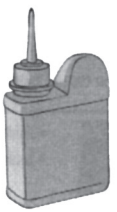
Flat screwdriver



Philips-head screwdriver



Allen wrench (or BTR)



Oil can

These tools are essential for addressing the various assembly stages of your bicycle. They will prove useful in performing all the adjustments explained in this manual.

Recommendation

We suggest carrying a minimum of tools while riding your bike:

- A chain rivet tool and a quick repair link that fits the original bicycle chain
- The right size inner tube for your tires and rims
- A set of tire irons
- A multi-purpose tool that includes at a minimum the tools mentioned above
- An air pump

C – CLEANING

Your bicycle can be cleaned simply with a sponge, a spray of water, or soapy water.
The drive train components can be cleaned with a small brush.

CAREFUL when using a high pressure cleaner!

Do not use a spray of steam since the grease could liquefy inside the mechanical parts, your bicycle would become immobilized, with bearing and drive train totally seized. Also, avoid excessively powerful sprays, which could damage the paint on the frame: avoid aiming the spray on any mechanical parts. **To avoid rust on components,** remove remaining water and lubricate moving components *(derailleurs, chain, derailleur and brake cables).*

D – LUBRICATION

Lubrication of components is required for functioning and optimal service life for your bicycle, and for preventing corrosion of the components. Use Vaseline-type oil for cables and drive train parts. It's preferable to use a special type of oil for the chain. Immediately after washing: dry and oil the drive train components *(derailleur, gear shift levers),* suspension, brake levers, brake pivot points, as well as the chain.
Remember to inspect your chain and replace it if necessary *(see the section "maintenance inspection").* To keep out water, apply adequate grease to the sear post and lower part of the handlebar stem.

Cartridge-type bottom brackets need no maintenance: they are sufficiently watertight and lubricated for the entire life of the bottom bracket. However, to prevent squeaks it may be necessary to lubricate the joints between the frame and the bottom bracket.

Warning All of these operations will need to be repeated frequently if bicycle is used in a salt environment, and before prolonged storage.

E – TORQUE

Torque values for assembling the following components (in Nm):

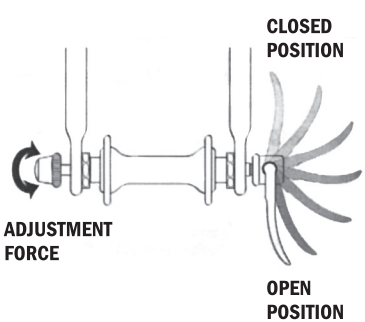
Type of Bicycle	Handlebar Stem/ Steer Tube	Handlebar Stem/ Handlebar	Post/Seat	Seat Clamp/ Seat	Front Wheel /Frame	Rear Wheel /Frame	Seat Post/ Frame	Pedals/ Cranks
Child (14", 16")	16.7-20	16.7-20	16.7-23	16.7-23	26-35	27.5-35	9-12	30-35
Junior (20", 24")	16.7-20	16.7-20	16.7-23	16.7-23	26-35	27.5-35	9-12	30-35
BMX	9-12	16.7-20	16.7-23	9-12	26-35	27.5-35	9-12	30-35
Multi Purpose City & Country	16.7-20	16.7-20	16.7-23	16.7-23	26-35	27.5-35	9-12	30-35
City & Country Urban	16.7-20	16.7-20	16.7-23	16.7-23	26-35	27.5-35	9-12	30-35
All terrain leisure	16.7-20	16.7-20	16.7-23	16.7-23	26-35	27.5-35	9-12	30-35
All terrain sport	16.7-20	16.7-20	16.7-23	16.7-23	26-35	27.5-35	9-12	30-35
All terrain competition	16.7-20	16.7-20	16.7-23	16.7-23	26-35	27.5-35	9-12	30-35
Road and Cyclocross	16.7-20	16.7-20	16.7-23	16.7-23	26-35	27.5-35	9-12	30-35

F – REMOVING – INSTALLING A WHEEL

1 – Wheel equipped with quick release

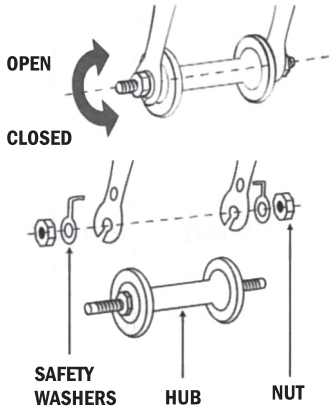
Removal
- Open up the brake caliper *(refer to the brake section)*
- Open the quick release lever *(refer to the section on using quick release)*
- For front wheel: Loosen the quick release skewer and then disengage any safety washer from stud
- Remove the wheel

Installation
- Center the wheel all the way in the dropouts on the frame and fork.
- Replace any safety washer
- Adjust the tightness of the quick release skewer
- Close the quick release lever (the mechanism should emboss the fork-ends when closed to the locked position)
- Close the brake caliper *(refer to the brake section)*



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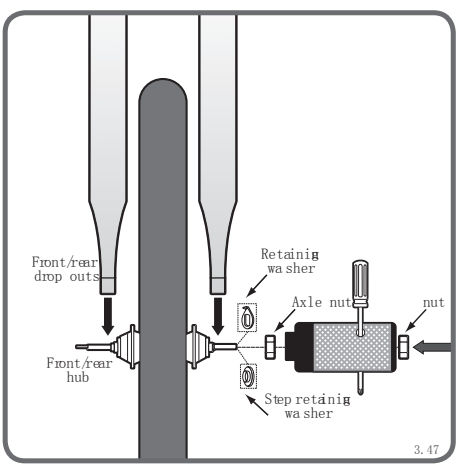
2 – Wheel equipped with retaining nut



Removal
- Open up the brake caliper *(refer to the brake section)*
- Use the appropriate wrench to loosen the retaining nuts
- For front wheel: disengage any safety washer from lug
- Remove the wheel

Installation
- Center the wheel all the way in the dropouts on the frame and fork.
- Replace any safety washer
- Retighten nuts to appropriate torque
- Close brake caliper *(refer to the brake section)*

Note for multi-speed rear wheel:
Removal will be easier with chain positioned on the smallest sprocket



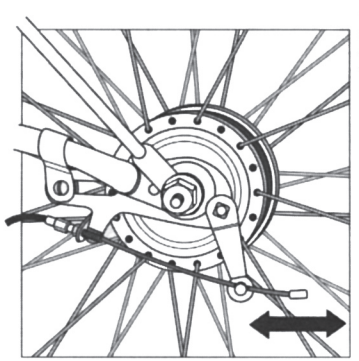
PEGS

Some models may come equipped with 2 or 4 pegs. To install pegs, DO NOT loosen or remove axle nuts. Check to make sure axle nuts are properly tightened before installing pegs. Thread the pegs on the axle over the axle nut, and insert a screwdriver or similar tool through the peg holes and tighten by turning the peg with the tool. (Fig. 3.47)

Periodically check to make sure pegs are tight.

3 – Wheel equipped with a drum brake

Removing and installing of this type of wheel is tricky, so we recommend that you consult one of our repair shop technicians.
You may, however, perform, the following operation at your own risk:

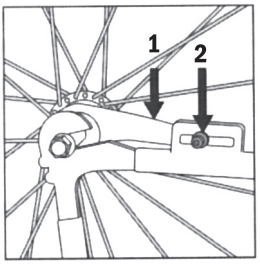


Removal
- Disconnect the brake as indicated in the diagram
- Use the appropriate wrench to loosen the retaining nuts holding on the wheel
- Remove the wheel

Installation
- Center the wheel all the way in the dropouts on the frame and fork.
- Retighten nuts
- Reconnect brake according to the diagram

4 – Wheel equipped with a coaster brake

Removing this type of wheel is tricky, so we recommend that you consult one of our repair shop technicians. You may, however, perform, the following operation at your own risk:



Removal
- Disconnect the retaining bracket (1) by loosening the nut (2) with the proper wrench
- Then follow instructions for "Wheels equipped with retaining nuts"

Installation
- Reconnect the retaining bracket (1) to the frame by tightening the nut (2) using the appropriate wrench to a torque between 6 and 9 Nm
- Then follow the instructions for "Wheels equipped with retaining nuts"

5 – Wheel equipped with internal gear hub

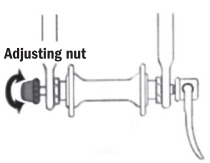
Removing this type of wheel is tricky, so we recommend that you consult one of our repair shop technicians. However, you will find information on removal and installation in the special notice supplied with this bicycle.

IMPORTANT: Before using your bicycle, make sure that the wheel is properly secured.

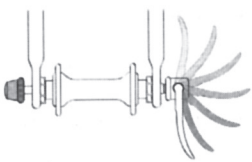
G – USING QUICK RELEASES

The quick release devices allow securing the wheels to the frame and fork. For efficient clamping, the adjusting nut (1) must be tightened to produce adequate closing force on the quick release lever (2) equivalent to approximately 12Kg. Additionally, the mechanism should emboss the fork-ends when closed to the locked position.

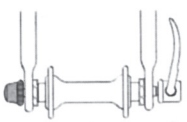
Note: if in doubt, consult one of our store technicians



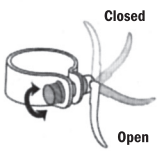
1. Adjust the nut



2. Engage the quick release lever (effort 12 kg)



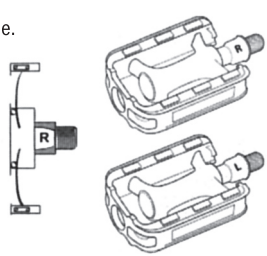
3. It's tight!

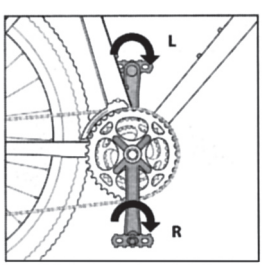


H – INSTALLING THE PEDALS

Warning: Don't try to tighten the pedal by hand; use an appropriate wrench (15 mm box wrench)

1. Identify your pedal: Look at the letter marked on the pedal "L" or "R"
2. The pedal marked "R" is the right pedal for your bicycle. Turn it clockwise to attach it to the crank.
3. The pedal marked "L" is the left pedal for your bicycle. Turn it counterclockwise to attach it to the crank.





I – BRAKING MECHANISM

EN

1 – Using the Brakes

To slow down or stop the bicycle: first use the rear brake and then lightly and gradually apply the front brake.
Using the front brake too quickly and with excessive force may grab the front wheel and cause a dangerous fall.

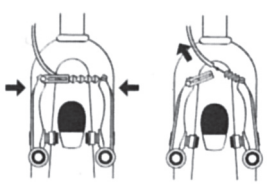
For disk brakes: in braking, disks and calipers may become very hot and cause serious burns if touched. After breaking, wait 30 minutes before touching the brake disk or caliper.

2 – Brake check

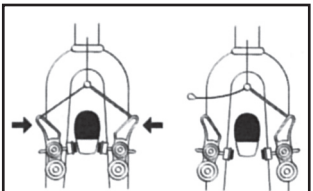
Before use, make sure the brakes are working properly:
- When squeezed tight, the brake lever must not come into contact with the handlebar.
- Stopping distance at a speed of 10 miles (16km) per hour must be no more than 21 feet (7m) on a dry road and 27 feet (9m) on a wet road.
- Cables and cable housings must not be damaged.

Note: If one of these conditions is not met, consult our repair shops, where the system will be adjusted properly.

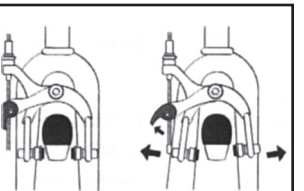
For the following types of brakes:



Linear Pull Brakes, the metal cable housing must be inserted perfectly into the recess on the brake caliper.



Cantilevers, the brake hanger with quick release must be properly in place.



Calipers, the brake pad release lever must be in closed position.

Mechanical or hydraulic disk:
Care is necessary in using this type of brake, which requires a break-in period of approximately 18 to 30 miles (30 to 50 km) *(depending on type)* to reach optimum performance level.

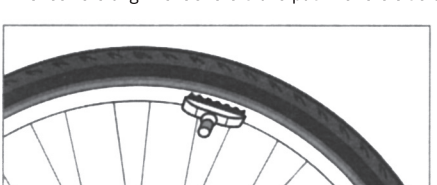
Warning

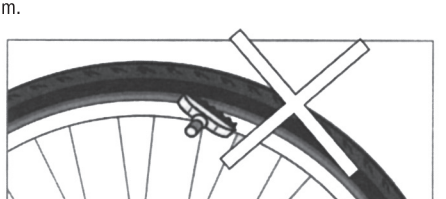
- In no case should rims and brake pads come into contact with a lubricant or greasy substance.
- For any adjustment or operation involving disk-type breaks, on road bikes, consult specific instructions from supplier.

3 – How are brakes adjusted properly?

Brake pads

1. Check the alignment of the brake pad with the side of the rim.



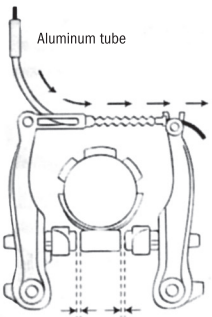


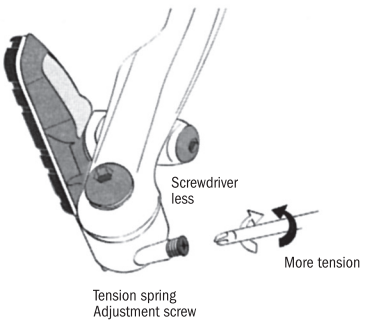
2. Check the distance of the brake shoes from the rim (from 1/32" to 7/64" or 1 to 3 mm for effective braking)
3. Always keep the rear brake pad slightly farther away from the rim.



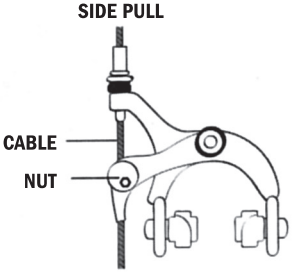
Warning: The brake pads must never touch the tires.

4. Adjust Linear Pull Brakes or Cantilevers so they are even.
   Balance the "right and left" caliper return springs as illustrated below:

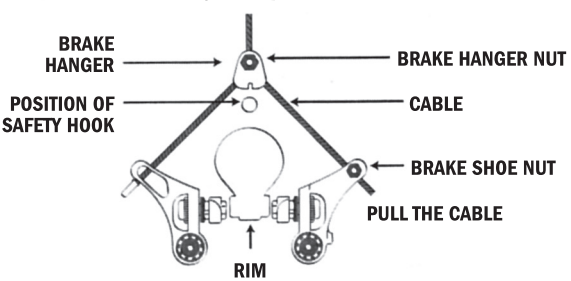




SIDE PULL

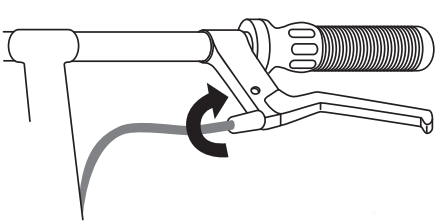


CANTILEVER

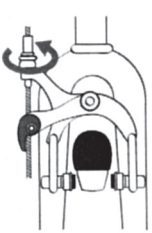


Adjusting the cable tension

- For Linear Pull Brakes or Cantilevers



- For Caliper-type Brake (type U)



EN

Brake Maintenance

In order to keep your bicycle's brakes working properly it is important to maintain them regularly at the intervals specified in the chapter on periodic maintenance and brake inspection.
- Replacing worn brake pads or shoes: the knobs on the brake shoes are no longer visible, or the metal piece is less than 5/64" (2 mm) from the rim or disk.
- Replacing the cables and cable housings for the brake levers
- Purging hydraulic brake lever lines

IMPORTANT: This is an important safety operation, so it is preferable to consult your repair shop technicians to have this type of operation performed. However, here is some information for users who would like to perform this operation themselves.

Note: For disk brakes, refer to the manufacturer's manual.

Replacing brake pads

1. Open up the brake calipers
2. Use the appropriate wrench (Allen wrench or box wrench, depending on model) to remove the brake pad
3. Install a new brake pad, observing the order of assembly for the washers and spacer.
4. Use the appropriate wrench to tight the brake pad

Note: Some brake pads must be mounted in the right direction, and the arrow must point in the direction of wheel rotation when the bicycle is moving forward.

Recommendation

We recommend using only genuine original equipment replacement parts!

J – USING THE GEAR CHANGERS

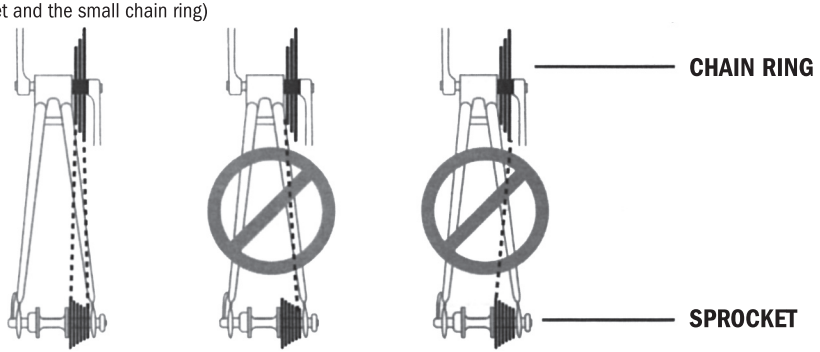
Change speed: continue pedaling, but without forcing, as you move the gearshift lever or grip shifter until the chain is in place at the selected chain ring or sprocket.

Every notch in the gearshift lever corresponds to a position of the chain on the sprockets.
- If the chain resists going into the sprocket, you can "over-shift" by moving the shift lever slightly beyond the notch without going as far as the next notch.

=> if this tactic still doesn't work, the cable tension will need to be adjusted. *(cf. chapter "adjusting the gear changers")*
- If the chain doesn't move down quickly, consult the chapter on "Adjusting the Gear Changers." Sprocket changes must be smooth.

Warning

For efficient operation and to avoid shortening the service life of the gear changers (chain, freewheel, crankset):
- Avoid rough, forceful gear changes
- Avoid crossing the chain (chain positioned on the large sprocket and the large chain ring, or chain positioned on the small sprocket and the small chain ring)



K – DERAILLEUR ADJUSTMENT

These operations are tricky, so we recommend consulting one of our qualified technicians.

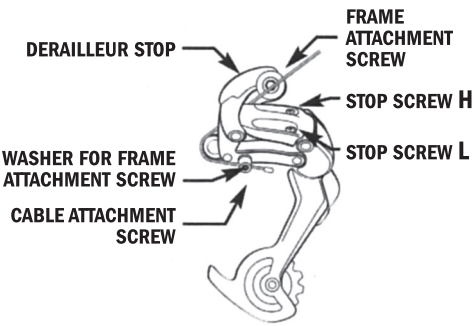
Note: A gear-changing problem is very frequently connected to the tension in the derailleur cable; adjusting the derailleur travel is much less frequently called for.

1 – Adjusting Rear Derailleur Travel

To keep the chain from jumping off the sprockets (into the spokes of the wheel or between the rear dropout on the frame and sprockets), it is important to adjust the derailleur travel by using H and L stops:

– Screw H is used to adjust the lower stop (toward the small sprocket): loosening this screw allows the chain to travel further to the outside of the small sprocket.

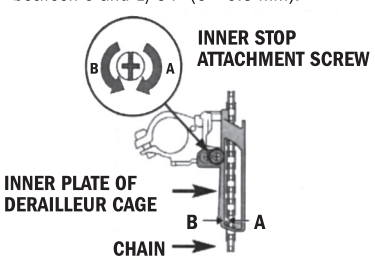
– Screw L is used to adjust the upper stop (toward the large sprocket): Loosening this screw allows the chain to travel farther outside of the large sprocket



2 – Allowing Front Derailleur Travel

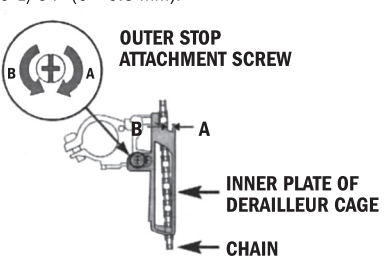
Adjusting the inner stop

By turning the outer screw of the front derailleur in direction A, the derailleur cage moves toward the smaller chain ring; by turning it in direction B, it moves away from the smaller chain ring. Adjust so that the space between the inner wall of the derailleur cage and the chain is between 0 and 1/64" (0 – 0.5 mm).

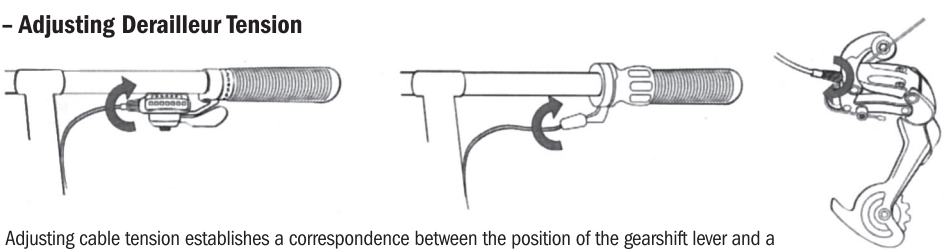


Adjusting the outer stop

By turning the inner screw of the front derailleur in direction A, the derailleur cage moves toward the small chain ring. By turning it in direction B, it moves toward the large chain ring. Adjust so that the space between the outer plate of the derailleur cage and the chain is 0-1/64" (0 – 0.5 mm).



3 – Adjusting Derailleur Tension



Adjusting cable tension establishes a correspondence between the position of the gearshift lever and a position of the gear shifter. Loosening or tightening the cable tension screw at the gearshift lever or the back of the derailleur to establish a correspondence between each notch of the gearshift lever and a sprocket:

- If the chain does not move down after moving the gearshift lever

=> Loosen the cable by turning the cable tension adjusting screw in a clockwise direction.

- If the chain does not move down after moving the gearshift lever

=> Tighten the cable by turning the cable tension adjusting screw in a counter clockwise direction.

L – ADJUSTING INTERNAL HUB GEARS

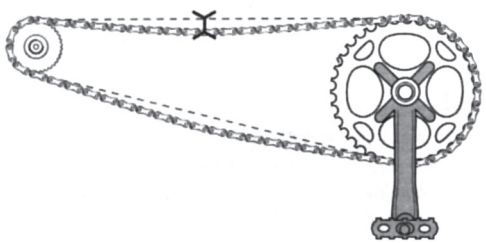
(example SHIMANO NEXUS or SRAM SPECTRO)

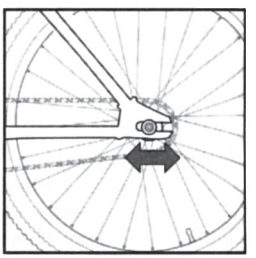
EN

Adjusting this type of gear changer is very simple: refer to the specific notice supplied as a supplement to this manual.

ADJUSTING CHAIN TENSION

For one-speed bicycles or bicycles equipped with an internal hub gear-changer, it is necessary to check the chain tension (since the chain stretches over time.)
Excessive tension on the chain can harm the bicycle's performance and reduces its serviceable life (hard pedaling)
Too little tension may cause the chain to fall off frequently. Read carefully the section on one speed bicycles.
A chain under correct tension can move vertically a maximum of 3/8" (1 cm).
Tension is adjusted by moving the rear wheel toward the front or the rear in the dropouts on the frame.





INSTALLING ACCESSORIES

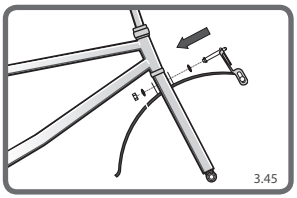
We recommend following the mounting instructions supplied with the accessory.

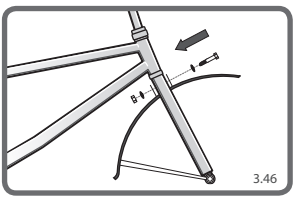
Warning

- Check with a dealer to be sure the accessories to be installed are compatible with your bicycle.
- Pay particular attention to accessories that may interfere with the rotation of the wheels, interact with a suspension frame at the limits of its travel, or distort the frame with tightening devices.
- Road bicycles, full-suspension mountain bicycles, and bicycles equipped only with disk-type brakes are not designed for mounting a baby carrier.
- A baby carrier can significantly alter the stability of your bicycle. A baby carrier must not be attached directly to the bicycle's seat post.
- A kickstand is designed to hold up a bicycle without a load. Never leave a child on a bicycle held up by a kickstand.
- For the Rotor and Pegs, consult the supplied installation information.

Recommendation

For complete safety we recommend consulting a technician from our workshops.


3.45


3.46

FRONT FENDER - if equipped

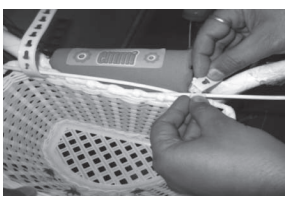
The front fender is mounted at the fork crown. There are two ways in which to mount your front fender. The first is the caliper brake mounting system (see Fig. 3.45), and the second is the 10mm nut and bolt system (see Fig. 3.46). Identify the mounting system used on your bicycle and follow the given instructions for that particular type of mounting system.

(Fig. 3.45) **Caliper Brake Mounting System**
First remove the front wheel from your bicycle. Remove the hex nut from the caliper brake bolt on the rear of the fork, and slide the brake assembly from the fork. Place the fender assembly onto the fork making sure the attachment holes and fender bracket holes line up. Reattach the caliper brake making sure that the brake arms are on each side of the fender. Tighten the bolt until secure.

(Fig. 3.46) **10mm Nut and Bolt Mounting System**
First remove the front wheel from your bicycle. Place the fender assembly onto the fork making sure the attachment holes and fender bracket holes line up. Attach the fender with the 10mm hex bolt and nut. Tighten the bolt until secure.

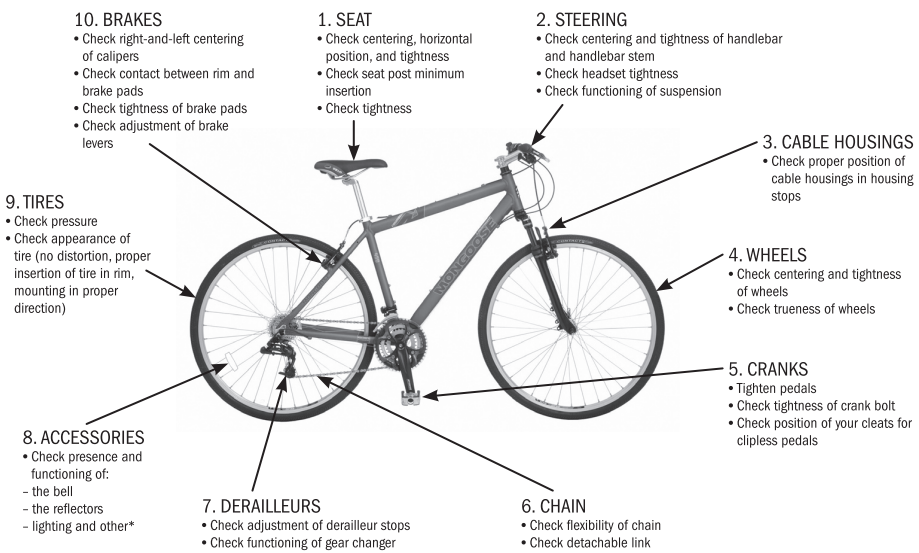
Attaching the accessories





Use the larger crash pad to cover the cross bar and smaller crash pad to cover the handlebar bolt. If your bicycle comes with a basket, attach the basket over the cross bar using the plastic straps.

BICYCLE SAFETY: 10 CHECK POINTS



**: depending on model (rear shock, fender, luggage carrier, etc.)*