ZINC 16 inch Bike

Instruction Manual

332/2280
332/2228

Important - Please take time to read the instructions carefully

These instructions contain important information that will help you get the best from your bike, ensuring safe and correct maintenance.

If you need help or have damaged or missing parts, call the **Customer Helpline on 0871 226 2034**

Dec 2011

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Customer Helpline **0871 226 2034**

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Safety Information

Important – Please read these instructions fully before starting assembly

WARNING! This Bike has been designed, assembled and tested in accordance with the BS EN 14765:2005 standard to ensure your safety. To make sure the bike remains safe, it should only be used for recreational use. Under no circumstances should it be used for competitive cycling, stunting, jumping or acrobatic manoeuvres. These types of cycling may result in serious personal injury and damage to the bike.

WARNING! Always wear a cycle helmet when riding the bike. The helmet should be the correct size for your head and must conform to the European Standard EN1078:1997.

WARNING! When riding in the dark, always make sure that the bike is fitted with suitable reflectors and use a white front light and a red rear light.

WARNING! Always take extra care when riding in wet, foggy, windy or icy conditions. The brakes may not be as effective and the braking distances may be increased.

WARNING! Always wear suitable cycling clothing when riding the bike. Loose clothing which may get caught in moving parts should be avoided.

WARNING! This bike is only suitable for use by riders (including any panniers and/or luggage) with total weight including the bike of 60 kg (132 lb) or less.

WARNING! When assembling the handlebars and stem to the bike frame, make sure the forks are facing in the correct direction. If the forks are assembled correctly, the brakes should be facing forwards. Failure to observe this warning may prevent their correct operation and may lead to personal injury and damage to the bike.

WARNING! When assembling the handlebars and stem, make sure it is inserted beyond the minimum insert mark. Failure to observe this warning may lead to a potentially unstable bike and may result in serous personal injury.

WARNING! When assembling the seat post, make sure it is inserted beyond the minimum insert mark. Failure to observe this warning may lead to a potentially unstable seat post and may result in serous personal injury.

WARNING! The front and rear tyres must be fully inflated before attempting to ride the bike. Under no circumstances should the tyres be inflated above the maximum pressure stated on the side of the tyres.

WARNING! Only inflate the front and rear tyres of the bike using a bicycle pump. Do not attempt to use another type of pump to inflate the tyres.

WARNING! As with all mechanical components, the bike is subjected to wear and high stresses. Different materials and components may react to wear, stress or 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 colouring in highly stressed areas indicate that the life of the component has been reached and it should be replaced.

WARNING! Ensure only genuine replacement parts are used, especially for safety critical parts.

Safety Information

Customer Helpline **0871 226 2034**

Important – Please read these instructions fully before starting assembly

CAUTION! Only use suitable tools to assemble the bike. The use of unsuitable tools may lead to personal injury and damage to the bike.

CAUTION! Always ensure all packaging is removed from the bike before assembly and use. Failure to remove the packaging may prevent the correct operation and may lead to personal injury and damage to the bike.

CAUTION! The safety and smooth running of the bike can only be preserved with regular maintenance. Always ensure the bike is maintained in accordance with the supplied maintenance manual.

CAUTION! Before attaching the handlebar assembly, make sure all the cables are free to move and are not tangled. Failure to observe this caution may prevent correct operation and may lead to personal injury and damage to the bike.

IMPORTANT! Before assembling the bike, check all the parts indicated in the manual are in the box. Inspect the parts for signs of damage. Do not assemble the bike if you observe any damaged components.

IMPORTANT! Always take care when removing the packaging to prevent damage to the bike.

NOTE

NOTE! Always recycle the packaging in accordance with local recycling schemes.

NOTE! The pedals and crank arms have colour coded stickers to indicate which pedal matches which Crank Arm.

NOTE! The threads on the left and right pedals are different. To prevent damage to the threads, only tighten the pedals in the direction indicated on the stickers.

NOTE! The left and right sides of the bike are determined by sitting correctly on the bike.

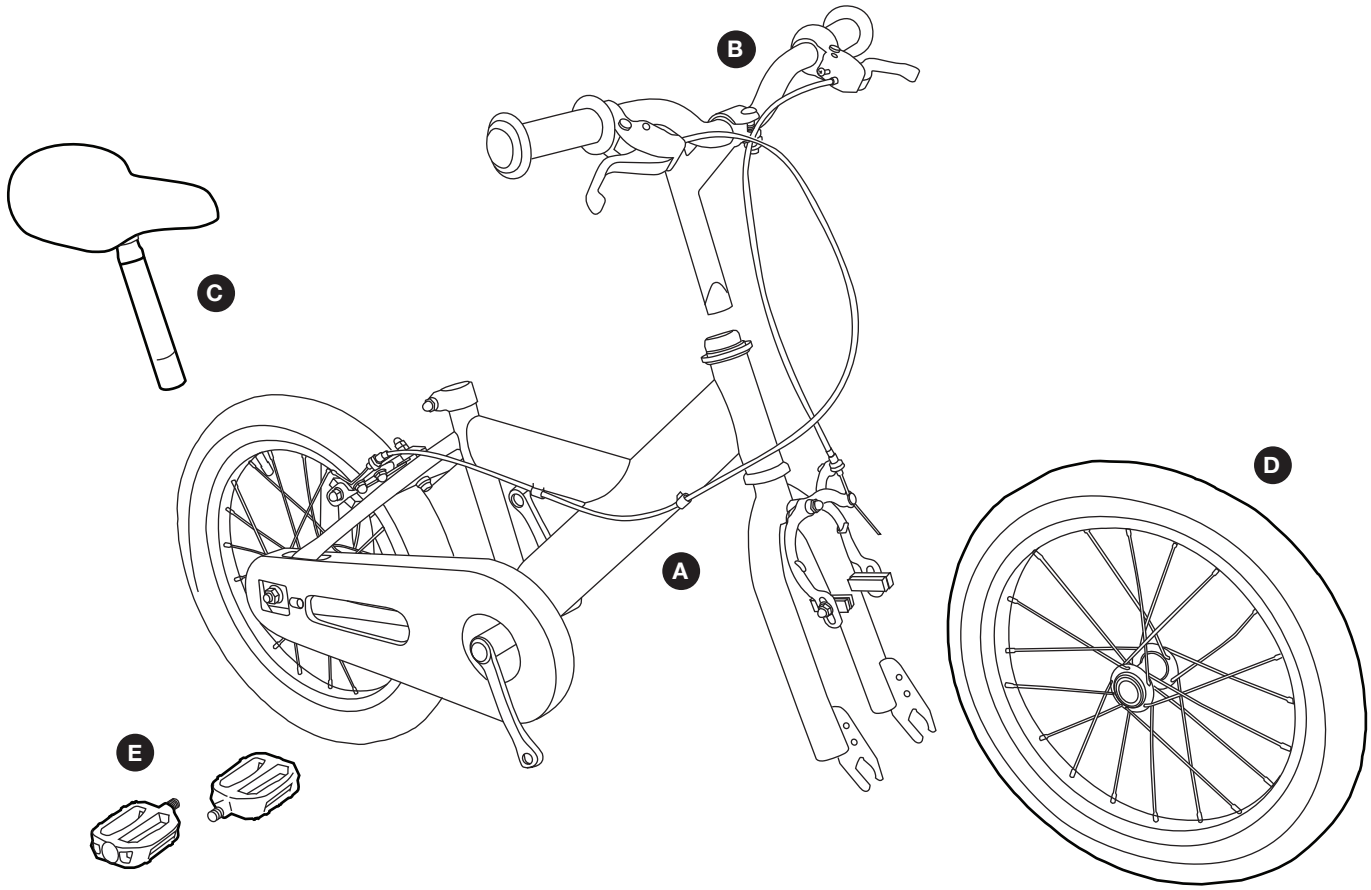
Recommended Tightening Information

While assembling the bike, it is recommended that, where possible, a torque wrench is used to tighten nuts and bolts. The table below provides a list of torque settings for the various nuts and bolts.

Front Wheel Nuts	22 - 27 Newton Metres
Rear Wheel Nuts	24 - 29 Newton Metres
Seat Binding Nut	12 - 17 Newton Metres
Seat Pillar Clamp Nut	4 - 19 Newton Metres
Brake Anchor Nut	7 - 11 Newton Metres
Handle Bar Clamp Nut	5 - 19 Newton Metres
Head Stem Expander Bolt	17 - 19 Newton Metres
Crank Cotter Pin Nuts	5 - 10 Newton Metres
Brake Centre Bolt	5 - 7 Newton Metres
Pedals	35 - 40 Newton Metres

In the Box

Parts



A Bike (supplied with rear wheel assembled)

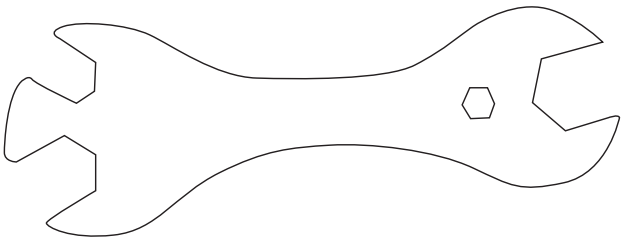
B Handlebar and stem

C Seat post and saddle

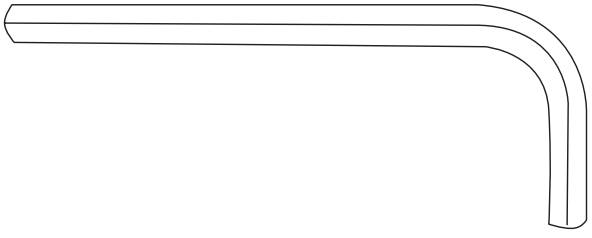
D Front wheel

E Pedals (supplied in separate box)

Tools



Multitool (supplied in separate box)



Hexagonal key (supplied in separate box)

Assembly

Step 1

IMPORTANT! Before assembling the bike, check all the parts indicated in the manual are in the box. Inspect the parts for signs of damage. Do not assemble the bike if you observe any damaged components.

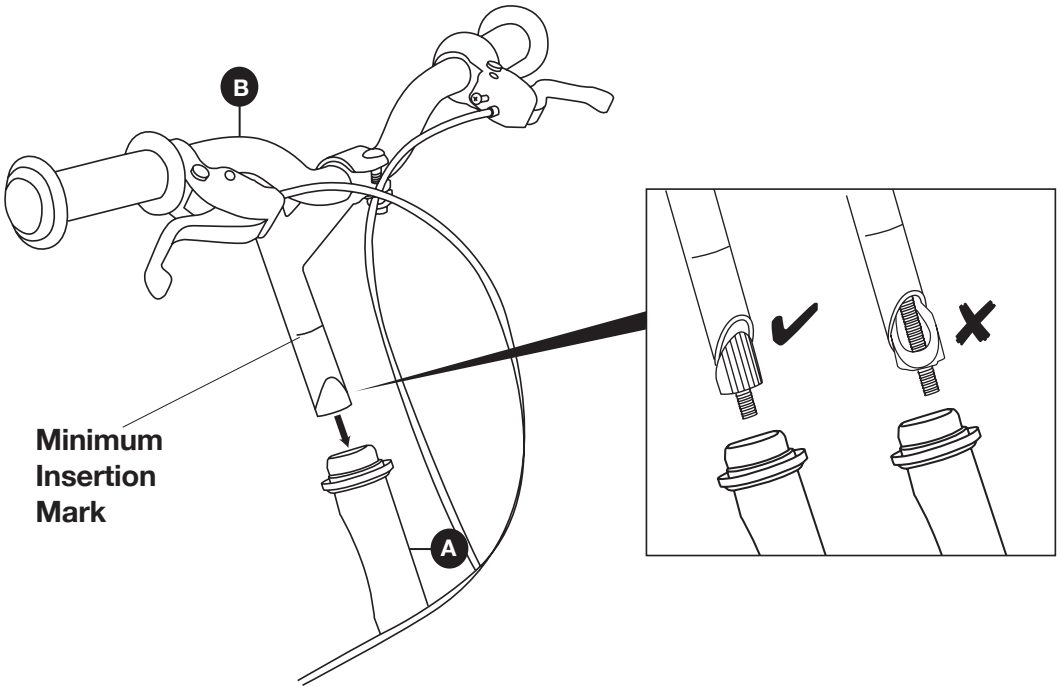
IMPORTANT! Always take care when removing the packaging to prevent damage to the bike.

1. Remove the bike from the box and carefully remove all packaging. The following types of packaging are used to protect the bike during transit:
    - Cardboard Wrapping - This is used to protect the painted surfaces of the bike frame.
    - Bubble Wrapping - This is used to protect the painted surfaces of the bike frame.
    - Cable Ties - These are used to secure loose parts to the partially assembled bike.
    - Stem Caps - These are placed in unprotected ends of the bike frame.
    - Axle Protectors - These are used to protect the outer edges of the front and rear wheel axles.
    - Fork Protectors - These are used to prevent the suspension forks from bending or being damaged.
2. The packaging should be retained until the bike is fully assembled. Use the box to store the packaging during assembly.

NOTE **NOTE!** Always recycle the packaging in accordance with local recycling schemes.

Step 2

2a



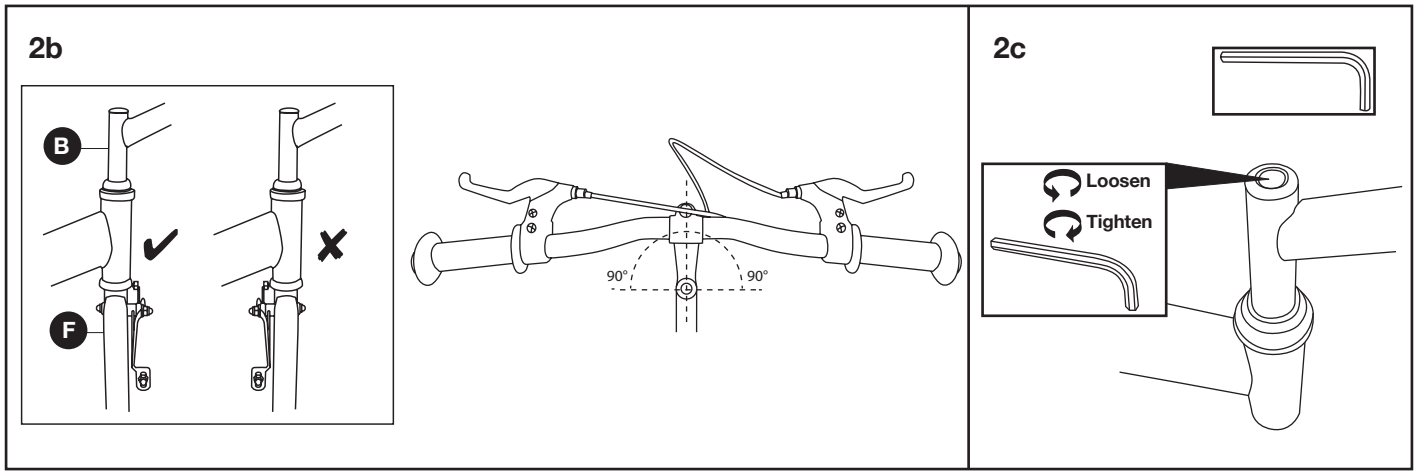
2a Insert the Stem

WARNING! When assembling the handlebars and stem, make sure it is inserted beyond the **minimum insert mark**. Failure to observe this warning may lead to a potentially unstable bike and may result in serious personal injury.

If necessary, loosen the stem bolt at the top of the handlebars and stem **B** to allow the wedge nut to move freely.

Ensuring the wedge nut is correctly aligned, insert the lower end of the handlebars and stem **B** into the head tube of the bike **A**.

Step 2 (continued)



2b Align the Stem

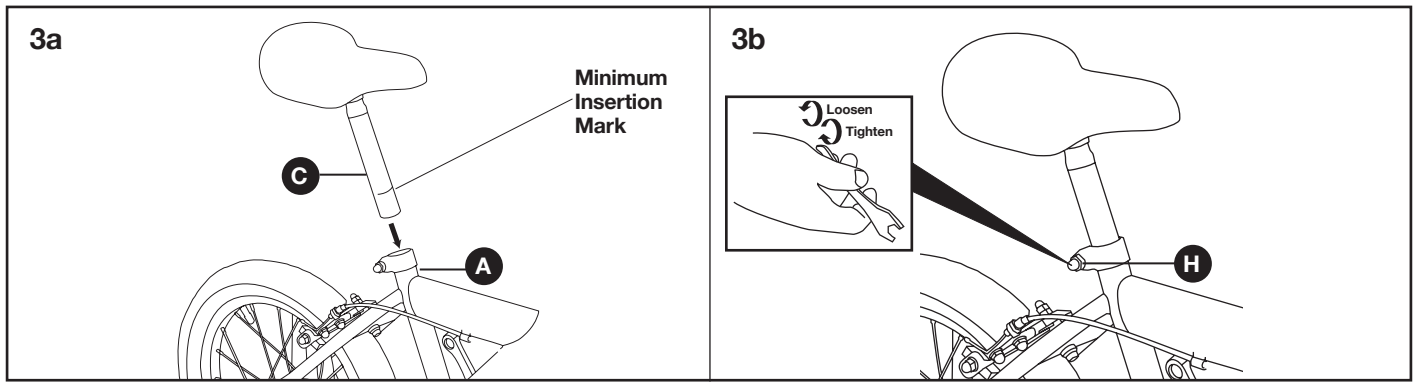
WARNING! When assembling the handlebars and stem to the bike frame, make sure the forks are facing in the correct direction. If the forks are assembled correctly, the front brake should be facing forwards. Failure to observe this warning may prevent their correct operation and may lead to personal injury and damage to the bike.

Adjust the handlebars and stem **B** to the desired height and align with the forks **F**. The forks must be facing the right direction as shown.

2c Securing the Stem

Using the supplied hexagonal key, tighten the stem bolt firmly.

Step 3



3a Insert the Seat Post and Saddle

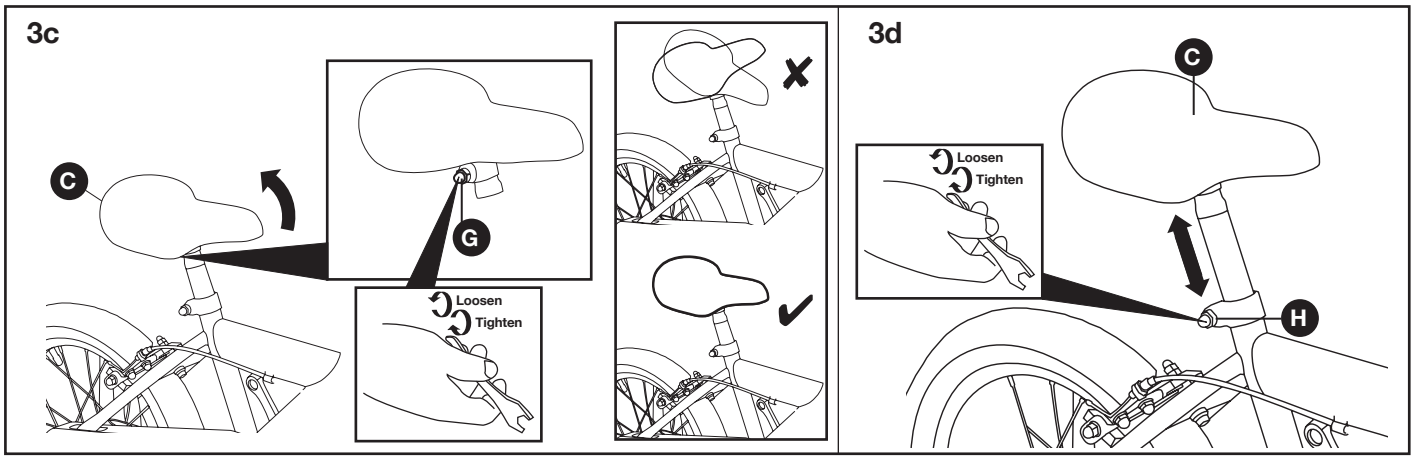
WARNING! When assembling the seat post, make sure it is inserted beyond the minimum insert mark. Failure to observe this warning may lead to a potentially unstable seat post and may result in serous personal injury.

Insert the lower end of the seat post and saddle **C** into the seat tube of the bike **A**.

3b Securing the Seat Post

Using the supplied hexagonal key, tighten the seat post bolt **H** firmly.

Step 3 (continued)



3c Adjusting the Position of the Saddle

The angle of the saddle **C** should be adjusted so that it is horizontal to the floor. To adjust the tilt of the saddle, loosen the saddle clamp nuts **G** a quarter of a turn at a time using the multitool supplied until the saddle can be moved.

Once the saddle **C** is positioned correctly, retighten the saddle clamp nuts **G**.

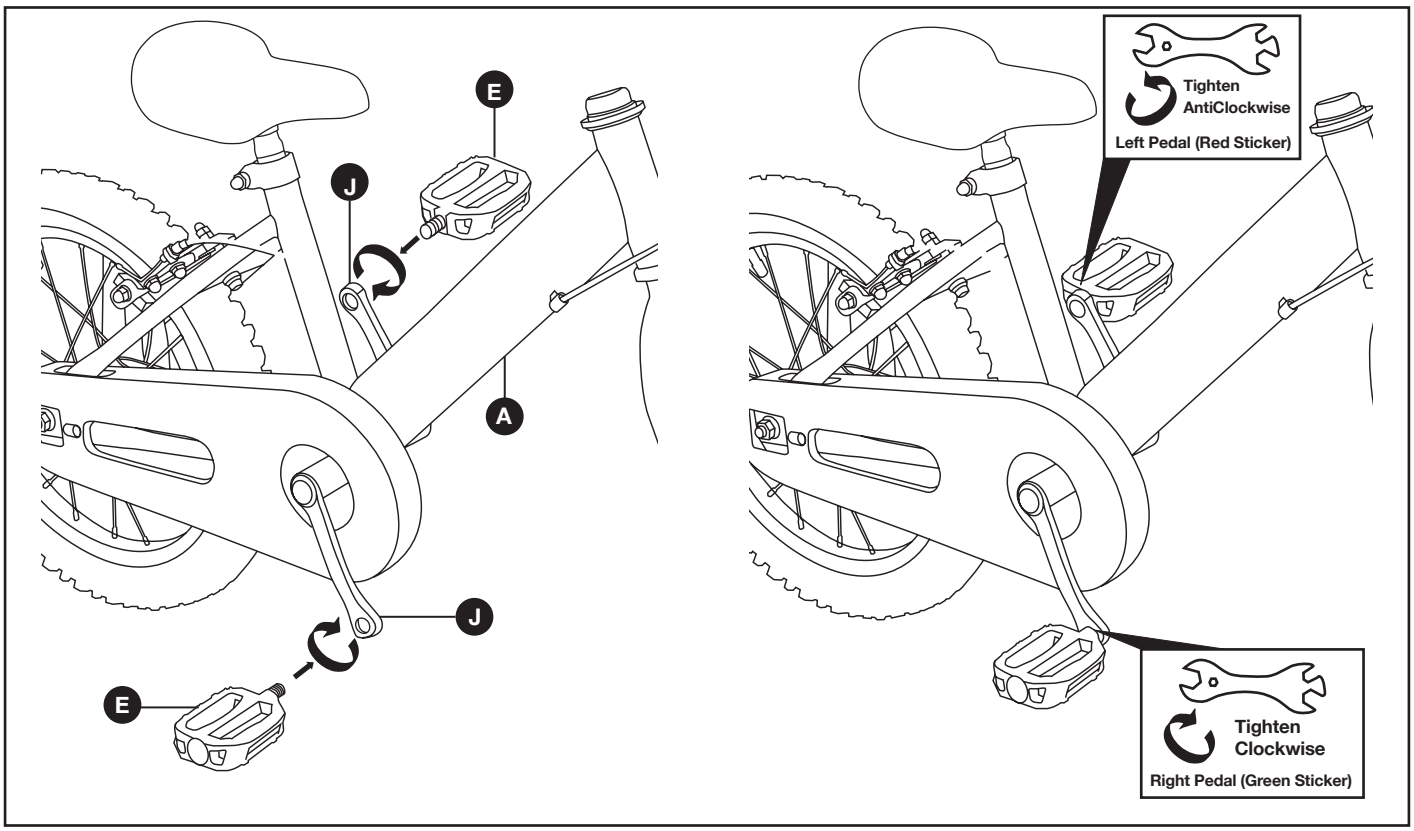
3d Adjusting the Height of the Saddle

The height of the saddle **C** should be adjusted so that the Rider can comfortably touch the ground with both feet. To adjust the height of the saddle **C**, loosen the seat post bolt **H** until the seat post can move freely.

Once the saddle **C** is positioned correctly, retighten the seat post bolt **H**.

WARNING! When assembling the seat post, make sure it is inserted beyond the minimum insert mark. Failure to observe this warning may lead to a potentially unstable seat post and may result in serous personal injury.

Step 4



NOTE

NOTE! The pedals E and crank arms J have colour coded stickers to indicate which pedal E matches which crank arm J.

NOTE! The threads on the left and right pedals are different. To prevent damage to the threads, only tighten the pedals in the direction indicated on the stickers.

4a Fitting the Right Hand Pedal

Locate the right hand pedal E. This will have a green sticker attached.

Locate the right hand crank arm J on the bike A. This will also have a green sicker attached.

Remove the sticker from the right hand pedal E.

Insert the threaded shaft of the right hand pedal E into the threaded hole of the right hand crank arm J. Initially tighten the pedal using only your fingers in the direction indicated on the colour coded stickers. Fully tighten using the multitool supplied.

4b Fitting the Left Hand Pedal

Locate the left hand pedal E. This will have a red sticker attached.

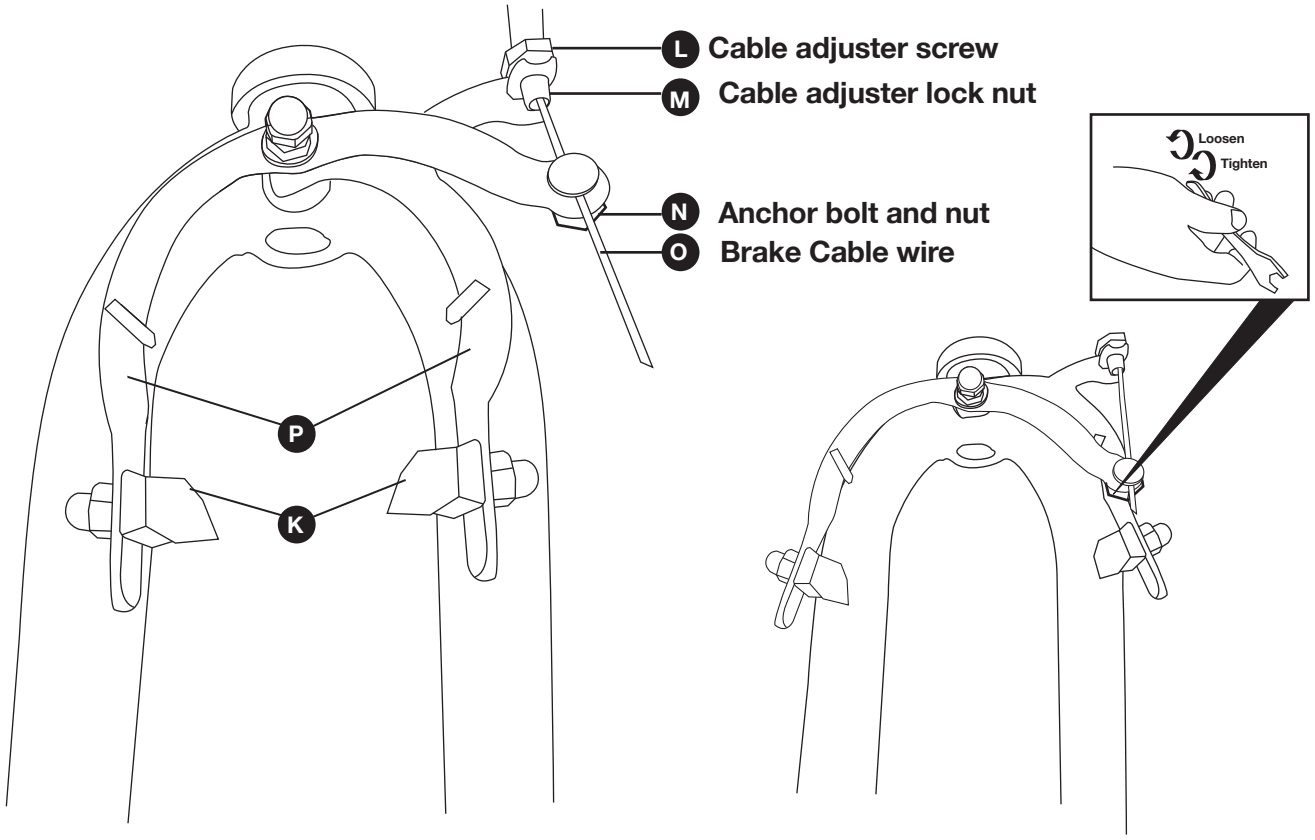
Locate the left hand crank arm J on the bike A. This will also have a red sticker attached.

Remove the sticker from the left hand pedal E.

Insert the threaded shaft of the left hand pedal E into the threaded hole of the left hand crank arm J. Initially tighten the pedal using only your fingers in the direction indicated on the colour coded stickers. Fully tighten using the multitool supplied.

Step 5

5a



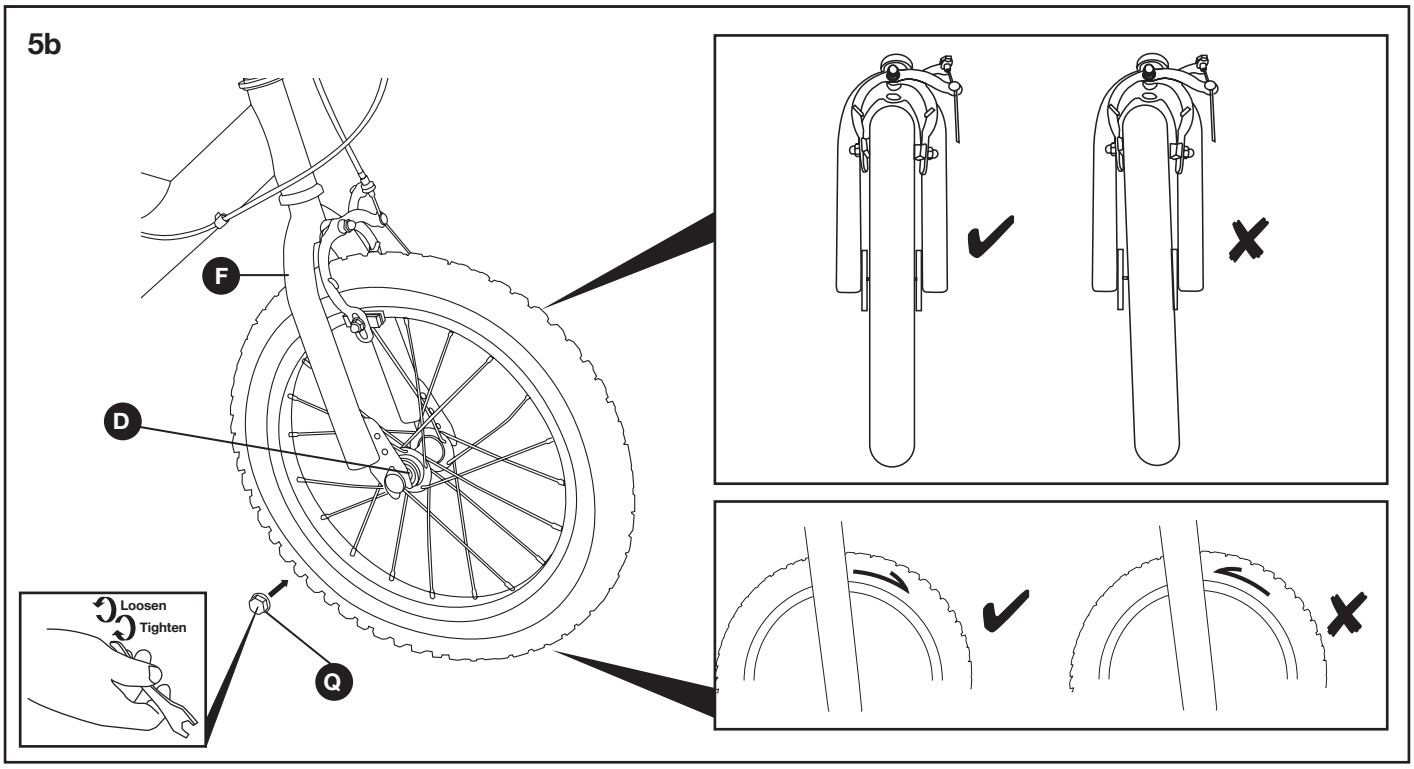
5a Disconnect the Front Brake

Before the front wheel can be installed, the front brake must be disconnected. This allows the front tyre D to pass between the brake pads K during assembly.

On the front brake arm, loosen the anchor nut and bolt. N

Once anchor nut and bolt N is loosened, the Brake Cable Wire O will travel through N allowing the brake shoes P to seperate.

Step 5 (continued)



5b Insert the Wheel

Loosen the wheel nuts Q on both ends of the front wheel D axle.

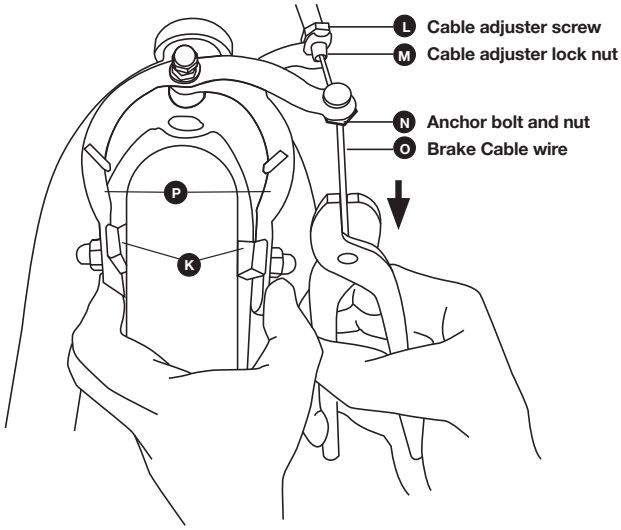
Insert the axle of the front wheel D into the slots at the bottom of the forks F.

NOTE

NOTE! The tyres may have a 'Direction of Rotation' arrow embossed on the side. When the front wheel D is assembled, the arrow should be pointing in the direction that the wheel will rotate.

While ensuring the wheel is centralised in the forks F, fully tighten the wheel nuts Q using the supplied multitool.

Step 5 (continued)



5c Refit the Front Brake

Squeeze the brake shoes **P** together and using a pair of pliers, pull the inner brake cable **O** tight.

Check the brake blocks **K** make contact with the wheel rim and not the tyre.

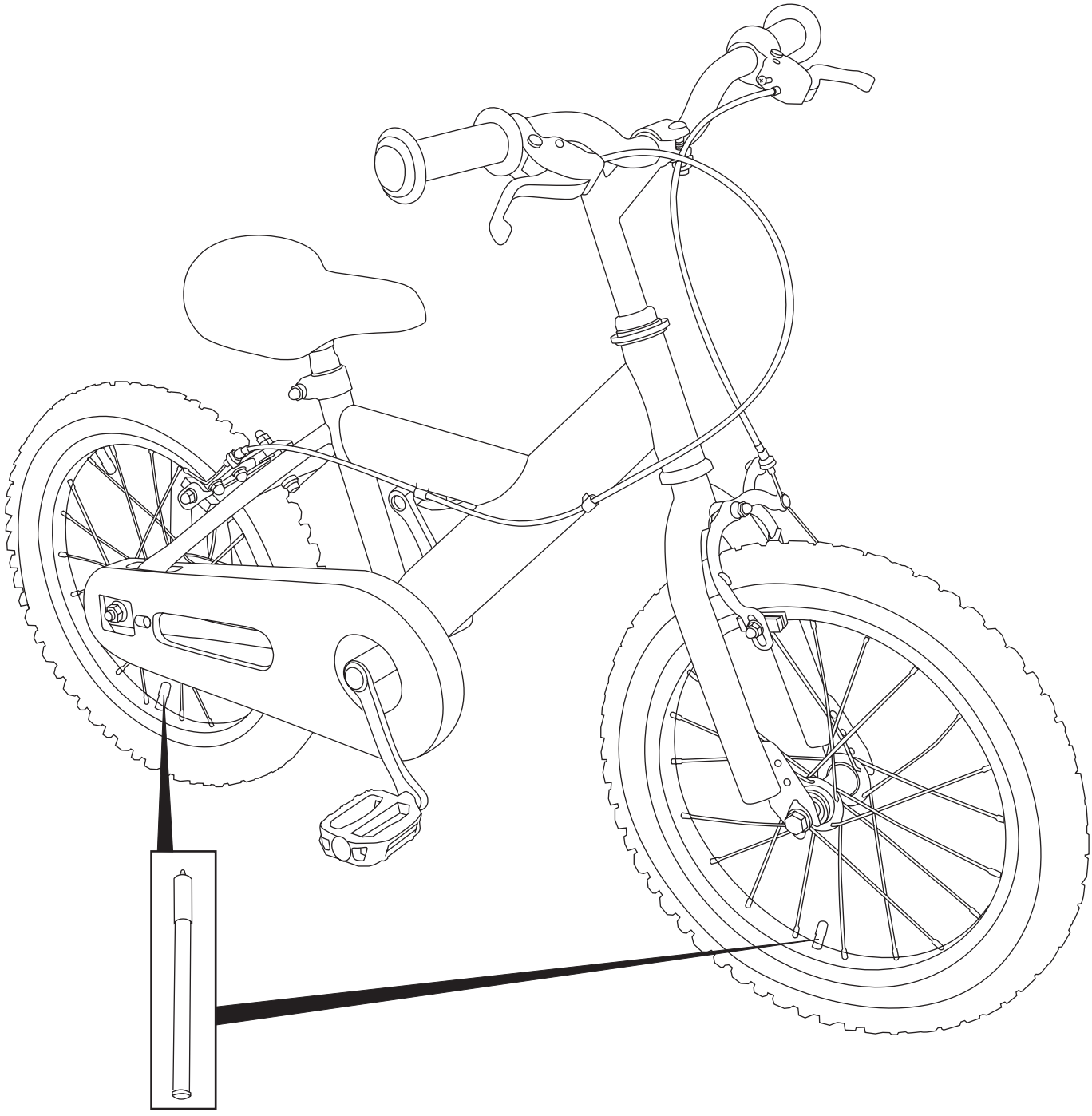
Re-tighten the anchor nut and bolt **N**.

Using the cable adjuster **L** , adjust the brakes to give 1/16” or 2mm clearance between the brake blocks **K** and the wheel rim.

Tighten the cable adjuster lock nut.

Check that the front wheel **D** rotates freely. If it does not, the front wheel **D** may not be located centrally between the forks **F**. Alternatively, the front brakes may need adjusting. Please refer to the supplied Maintenance Manual.

Step 6



6 Inflate the Front and Rear Tyres

WARNING! The front and rear tyres must be fully inflated before attempting to ride the bike. Under no circumstances should the tyres be inflated above the maximum pressure stated on the side of the tyres.

WARNING! Only inflate the front and rear tyres using a bicycle pump. Do not attempt to use another type of pump to inflate the tyres.

Before riding the bike, the front and rear tyres must be fully inflated to the pressures indicated on the side of the tyre.

Riding Advice

Before Riding

You should perform the following checks before riding your bike to ensure it is safe to use and operating correctly.

1. Is the Saddle Secure?

While standing next to the bike, try and move the saddle from side to side. If the saddle moves you should retighten the seat post bolt or the saddle clamp nuts.

2. Are the Front and Rear Tyres Inflated Correctly?

Squeeze the sides of the front and rear tyres. If they are soft they will need inflating. Re-inflate to the pressure indicated on the sides of the tyres using an approved bicycle pump.

3. Are the Pedals Tight?

Using the supplied multitool, ensure both the left and right pedals are fully tight. Remember that the threaded shafts of the left and right pedals tighten in different directions.

4. Do the Brakes Work?

Stand next to the bike and apply the front brake and push forwards. If the wheels move, the front brake may not be working correctly. If required, adjust the front brake as described in the Maintenance Manual.

Repeat the above check for the rear brake.

5. Do the Handlebars Move?

Hold the front wheel between your legs and try to move the handlebars. If the handlebars move, the stem bolt may have become loose. Retighten the stem bolt.

6. Is the Bike Clean?

The bike should be cleaned and re-oiled regularly to ensure it operates correctly.

Using the Brakes

The bike is fitted with front and rear brakes to stop the bike effectively.

The brakes are operated using two brake levers mounted on the handle bars. The left hand brake lever operates the rear brake and the right hand brake lever operates the front brake.

Riding Advice

Riding in Bad Weather

WARNING! Always take extra care when riding in wet, foggy, windy or icy conditions. The brakes may not be as effective and the braking distances may be increased.

When riding in bad weather i.e. wet, foggy, windy or icy, always wear bright, reflective clothing which is warm and waterproof.

You should always give other road users clear signals in plenty of time particularly when approaching junctions. Always brake earlier than you would in the dry as the required braking distance will be increased.

Be aware that all types of surface become greasy or slippery in bad weather. Do not turn or brake suddenly.

Riding in the Dark

WARNING! When riding in the dark, always make sure that the bike is fitted with suitable reflectors and a white front light and a red rear light.

It is essential that other road users can clearly see you when riding in the dark. Always wear bright, reflective clothing. Suitable reflectors should be fitted to the front and rear of the bike and if possible the wheels. A white light must be fitted to the front of the bike and a red light at the rear.

Before starting any journey in the dark or even twilight, ensure the lights are working correctly and are turned on.

Clean lights and reflectors regularly and make sure they can be seen from a distance.

Riding Using Personal Music Players

It is recommended that personal music players are not used while riding a bike. These devices prevent you from hearing approaching vehicles and may prove to be a distraction.

ZINC 16 inch Bike

Maintenance Guide

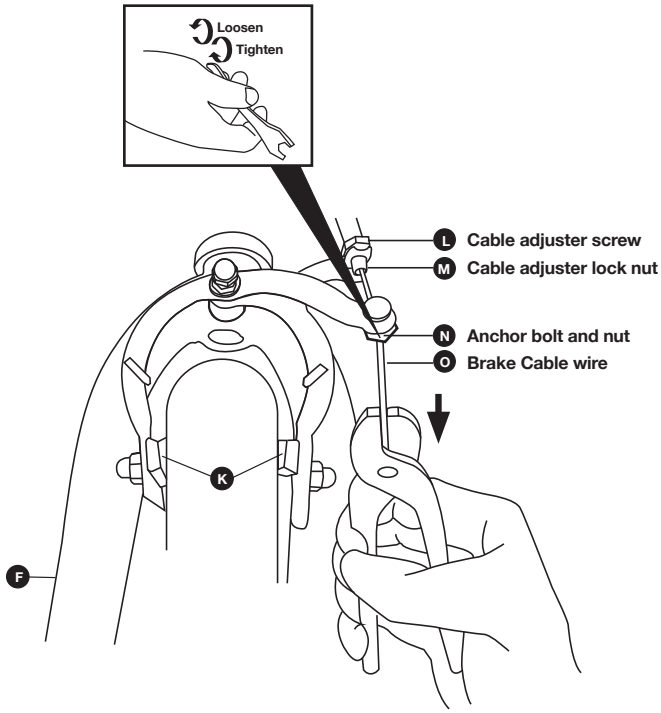
Important – Please read these tips fully.

These instructions contain important information that will help you get the best from your bike, ensuring safe and correct maintenance.

If you need help or have damaged or missing parts, call the **Customer Helpline on 0871 226 2034**

Adjusting The Brakes

1a.



1a.

Check the brake blocks K make contact with the wheel rim and not the tyre.

Re-tighten the anchor nut and bolt N.

Using the cable adjuster L, adjust the brakes to give 1/16” or 2mm clearance between the brake blocks K and the wheel rim.

Tighten the cable adjuster lock nut.

Check that the front wheel D rotates freely. If it does not, the front wheel D may not be located centrally between the forks F.

Inspecting and Maintaining the Wheels

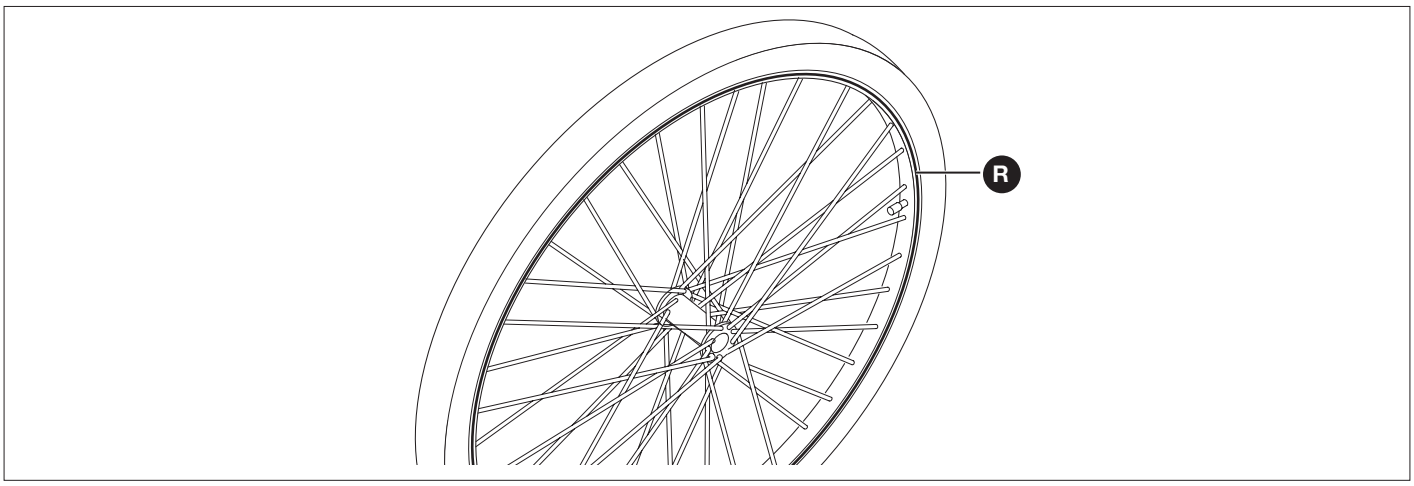
It is essential that you regularly inspect and maintain your wheels, especially if your bike becomes unstable or vibrates while riding.

1a. Inspect the Trueness of the Wheels

Over the life of the bike, the wheels may begin to run out of true, i.e. they may become buckled. This is when the wheel rim moves from side to side.

To check the trueness of a wheel, lift the bike up and spin the wheel. If the wheel wobbles, it is out of true and will need repairing.

Repairing wheels requires specialist tools. It is recommended that all wheels are trued by qualified bike repair technicians. Contact your local retailer for more information on wheel repairs.



1b. Inspect the Rim Wear

WARNING! If any section of the wheel rim wear grove is no longer visible, the wheel rim should be replaced immediately. Do not attempt to ride the bike until the rim is replaced as the braking performance could be affected.

Each wheel features a wear grove (R) machined into the side of the rim. If the wear grove (R) is no longer visible, the wheel rim is worn and should be replaced immediately.

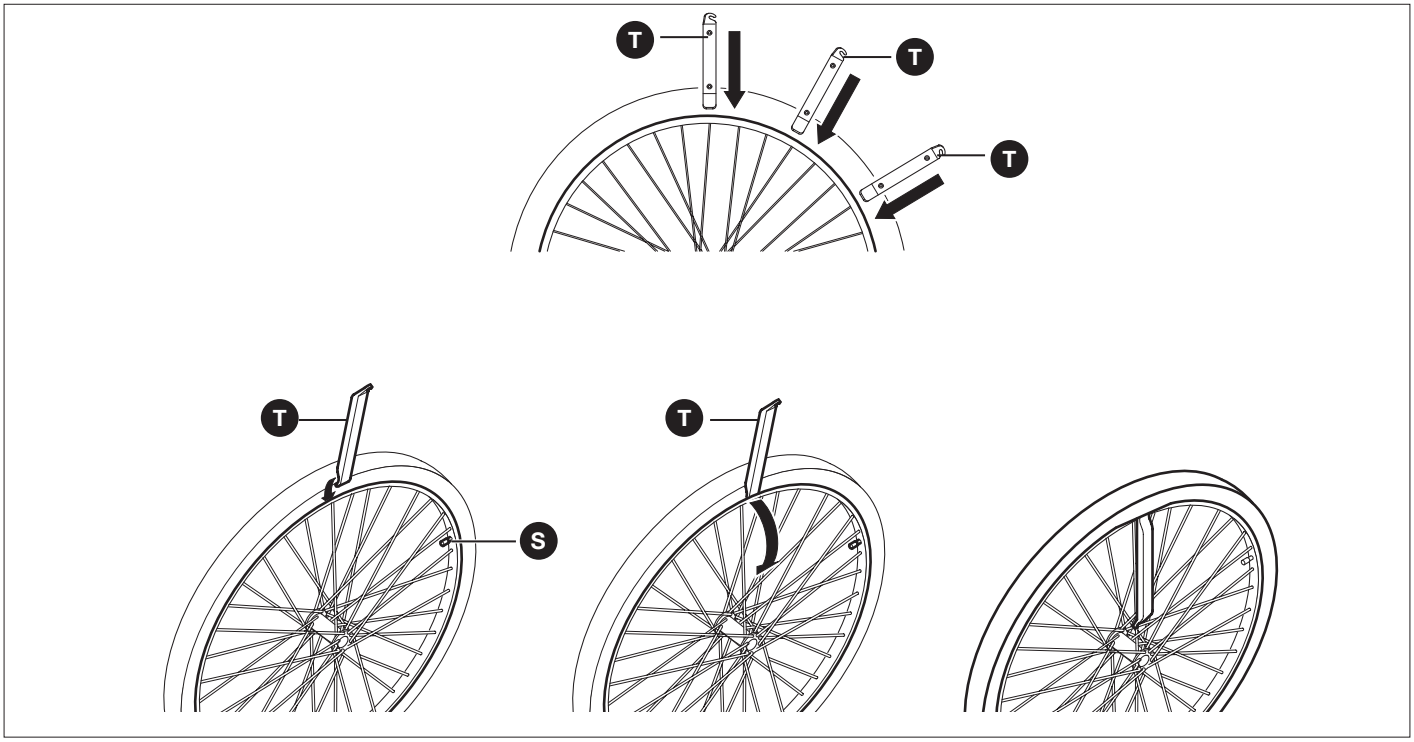
1c. Inspect the Wheel Bearings

Over the life of the bike, the wheel bearings may become loose and/or worn and will therefore need servicing.

To check the condition of the wheel bearing, grab the tyre of either the front or rear wheel while holding the bike securely. Vigorously move the tyre from side to side. If the wheel moves at the wheel hub (the centre of the wheel), the bearings may be worn.

Repairing bearings requires specialist tools. It is recommended that all bearings are repaired by qualified bike repair technicians. Contact your local retailer for more information on bearing repairs.

Changing an Inner Tube



If you have a puncture, you will need to remove and repair the inner tube.

NOTE **NOTE!** To remove the inner tube you will need a set of tyre levers.

1a. Removing the Tyre from the Wheel Rim

Unscrew the valve nut (S) from the inner tube valve. If required, deflate the tyre fully. Using the thumb of one hand, depress the tyre opposite to the inner tube valve.

CAUTION! Be careful not to trap the inner tube between the tyre levers and the wheel.

Insert a tyre lever (T) between the wheel rim and the tyre wall.

Pull downwards on the tyre lever (T) and hook onto the nearest spoke.

Insert and secure the remaining two tyre levers at suitable points around the wheel rim.

NOTE **NOTE!** Do not leave too much space between tyre levers as the tyre may prove difficult to remove.

If it is not possible to fully remove the tyre from one side of the wheel rim, use the tyre levers as described above on another section of the wheel.

Changing an Inner Tube (continued)

1b. Remove the Inner Tube from the Tyre

Once the tyre is removed from one side of the wheel rim, carefully remove the inner tube starting with the valve.

1c. Replace the Inner Tube into the Tyre

Check the inner surfaces of the tyre for any signs of damage or foreign matter i.e. thorns or small stones.

Partially inflate the inner tube using a bicycle pump.

Carefully feed the inner tube into the tyre, starting with the valve. The valve must be repositioned through the appropriate hole in the wheel rim.

1d. Refit the Tyre to the Wheel Rim

Using the thumb of one hand, refit the tyre to the wheel rim a small section at a time. When the tyre is too tight to fit by hand, use the tyre levers to refit the last section.

Routine Maintenance

Routine Maintenance Schedule

Performing routine maintenance correctly on your bike will ensure you get years of trouble free use.

Please keep this manual safe for future reference.

It is recommended that the following maintenance schedule is adhered to. This will ensure the bike operates correctly and is safe to use.

Check	**Before and after each ride**	**Every month**	**Every six months**
Is the saddle secure?	✓		
Are the front and rear tyres inflated correctly?	✓		
Are the pedals tight?	✓		
Do the brakes work?	✓		
Do the handlebars move?	✓		
Is the bike clean?	✓		
Check that the bike is clean and suitably lubricated.		✓	
Check that all parts of the bike are securely fitted.		✓	
Check that the tyres are in good condition.		✓	
Check that the wheel spokes are tight.		✓	
Check the frame and forks for signs of damage.			✓
Check that the wheels are running true.			✓
Check the condition of the brake pads.			✓
Check the front and rear gears for signs of damage.			✓

Maintenance Instructions

Before and After Each Ride

You should perform the following checks before riding your bike to ensure it is safe to use and operating correctly.

1. Is the Saddle Secure?

While standing next to the bike, try to move the saddle from side to side. If the saddle moves, you should retighten the seat post bolt or the saddle clamp bolts.

2. Are the Front and Rear Tyres Inflated Correctly?

Squeeze the sides of the front and rear tyres. If they are soft, they will need inflating. Re-inflate, to the pressure indicated on the sides of the tyres, using an approved bicycle pump.

3. Are the Pedals Tight?

Using the supplied multi-tool, ensure both the left and right pedals are fully tight. Remember that the threaded shafts of the left and right pedals tighten in different directions.

4. Do the Brakes Work?

Stand next to the bike and apply the front brake and push forwards. If the wheels move, the front brake may not be working correctly. If required, adjust the front brake as described on pages 10-12.

Repeat the above check for the rear brake.

5. Do the Handlebars Move?

Hold the front wheel between your legs and try to move the handlebars. If the handlebars move, the stem bolt may have become loose. Re-tighten the stem bolt.

6. Is the Bike Clean?

The bike should be cleaned and re-oiled regularly to ensure it operates correctly

Every Month

You should perform the following checks once a month or after long rides.

1. Check that the bike is Clean and Suitably Lubricated.

Thoroughly clean and degrease your bike. Ensure the chain is adequately lubricated using a suitable bicycle lubricant.

It is important to wipe off any excess lubricant as this will attract dirt and may prevent the bike from operating correctly.

2. Check that all Parts of the Bike are Securely Fitted.

It is essential for your safety that the securing nuts and bolts are fully tightened and have not become loose. Pay particular attention to the pedals, wheel nuts, seat post bolt and the stem bolt.

While holding the bike with one hand, vigorously rock the crank arms and wheels. If you notice any movement, the bearings may be worn.

Repairing bearings requires specialist tools. It is recommended that all bearings are repaired by qualified bike repair technicians. Contact your local retailer for more information on bearing repairs.

Every Month (continued)

3. Check that the Tyres are in Good Condition.

Check the outside of each tyre for signs of damage including cuts, deformation, excessive wear or bald spots.

If you tyre shows any signs of damage, it must be replaced immediately. Do not attempt to ride the bike with damaged tyres.

4. Check that the Wheel Spokes are Tight.

On each wheel check the tightness of the spokes. This can be done by gently squeezing two together at time. If you notice any movement, the spokes may need tightening.

Repairing wheels and tightening spokes requires specialist tools. It is recommended that all wheel spokes are tightened by qualified bike repair technicians. Contact your local retailer for more information on wheel repairs.

Every Six Months

1. Check the Frame and Forks for Signs of Damage.

Thoroughly check all the external surfaces of the frame for signs of damage.

This may include cracks, dents or bent mounting points.

If the frame damaged, do not attempt to ride the bike until it has been inspected by a qualified bicycle technician.

2. Check that the Wheels are Running True.

Check the trueness of both the front and rear wheels as described on page 13.

3. Check the Condition of the Brake Pads.

Check all brake pads for signs of excessive wear. Replace badly worn brake pads immediately.

Every Twelve Months

It is recommended that the bike is serviced by a suitably qualified bike technician every 12 months.