

FLASH

www.flashbike.io

Model: FLASHV1

FCC ID: 2AMLO-FLASH1

This device complies with Part 15 of the FCC Rules.

Operation is subject to the following two conditions:

1) this device may not cause harmful interference, and
2) this device must accept any interference received,
including interference that may cause undesired operation.

This equipment should be operated with minimum distance
of 20cm between the radiator and the human body.



IMPORTANT

READ THIS MANUAL FIRST
BEFORE YOU START TO RIDE YOUR BIKE

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Learn About Flash



Learn About Flash



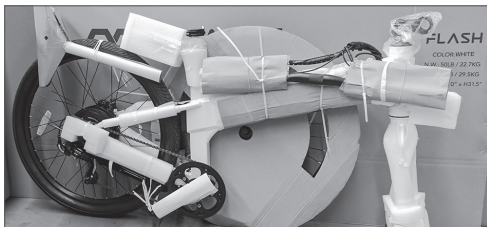
Read Me First



We have provided YouTube videos at <http://support.flashbike.io> with detailed instructions on how to setup your Flash with the free Flash smartphone App.

Unwrapping the bike

- Ask a friend to help remove the bike from the box.
- Open the box with the TOP side up.
- Remove the bike from the carton.
- Locate the user manual if you have not already.
- Then carefully remove all foam, paper and tie-strap wrapping materials from the bike.
- Locate the battery charger box and kit box containing the tools, pedals, skewer and reflectors.



Download the Flash APP

- Download free smartphone APP for iOS and Android
- Follow detailed instructions at <http://support.flashbike.io>

Required tools

- 4mm allen wrench (included)
- 5mm allen wrench (included)
- Adjustable crescent wrench or 15mm wrench
- Philips screwdriver

What's included in the box

- 1x Flash
- 1x user manual
- 2x pedals
- 1x front skewer
- 1x 36V lithium ion battery pack (inside the bike frame)
- 1x 110V battery charger
- 2x reflectors (front and rear)

Assembling Flash

TIP

We have provided YouTube videos at <http://support.flashbike.io> with detailed instructions on how to assemble your bike. Written instructions are below.

How to assemble the bike

1. Start first by attaching the skewer to the front hub and wheel.



2. Assemble the front wheel on the bike's front fork.



3. Assemble the handlebar on the stem using a provided 4mm allen key. Remove the (4x) 4mm screws from the stem. Then attached the handlebar as shown in the image. Then angle the brakes on the handlebar at 45 degrees towards the front of the bike. Then tighten the 4x 4mm screws on the stem at 7Nm - 8Nm of torque.



4. Assemble and center the stem so the handlebar is perpendicular aligned with the front wheel. Tighten the (2x) 5mm hex screws on the stem to 8Nm - 9Nm of torque.



5. Use a 15mm wrench to assemble the pedals. **NOTE:** the right pedal must be attached to the right crank arm (chainring side) and tighten the pedal in a clockwise rotation. The left pedal must be attached to the opposite side and tighten by counter clockwise. Do not reverse the pedals or you will damage the bike. Apply 35Nm of torque.



6. Assemble the clear front reflector on the front of the handlebar and the red reflector on the seatpost facing the rear.
7. Add 40 P.S.I. (min) to 65 P.S.I. (max.) to both the front and rear tire if your tire is a Kenda 26" x 2.10" tire. We recommend to use a hand pump or foot pump with a schrader valve that is similar to an auto tire valve. Note: Always check the tire pressure indicated on the outside wall of your tire before each ride.



Completing Account Setup

1. Downloading the free smartphone APP

Please download the Flash APP available in iOS App store or Android Google Play Store or visit <http://support.flashbike.io>

2. Create your Account

The first time you open your newly downloaded Flash APP, you will be asked to register and create a profile with your email address. You can register your Flash during the registration process.

3. Pairing your bike with your Flash APP on your smartphone

1. Make sure to turn on your Bluetooth under your smartphone's settings.
2. After you create your user profile you will receive a Bluetooth pairing code. You will need to enter this code when you pair your Flash APP on your smartphone with your Flash bike.

3. Create your unique 5-digit security PIN code. Save this code in a safe place as you will need it to turn on the bike or turn the bike from ARM to OFF. If you choose not to create a PIN code you can enter the default PIN code 11111 on the LCD screen.



4. First charge the battery in your Flash

You must first connect the battery charger to a 110V wall outlet and then to the charge port found on the underside of your main tube of the bike. Remove the rubber flap to insert the charger plug to the charge port. The battery charger LED will indicate red when the battery is charging. The TFT screen will indicate when the battery is being charged. The battery is fully charged when the LED light turns green on the battery charger. To fully charge a battery typically takes 4-7 hours. Charge the bike until it turns green before your first ride.



Riding Flash

How to turn the bike on for the very first time

Once your bike is fully charged tap the touchscreen with your finger to turn on the TFT screen. The Flash logo will appear on the screen. Note: make sure the bike is fully charged and the charger plug is removed from the bike's charge port.

How to turn your bike On and start riding

1. Tap the touch screen with your finger to turn on the TFT screen and the Flash logo will appear on the screen.
2. Enter your unique 5-digit security PIN code to unlock and turn on Flash. If your bike is armed use this same PIN code to disarm the bike. Note: if you did not create a unique PIN code during the profile setup process on your Flash smartphone APP, you can enter the factory default PIN code 11111.
3. The screen will then show 0 mph and Pedal Assist Level 0. If your bike is armed you will need to enter your 5-digit security code by touching the numbers on the TFT screen. If you entered your security code incorrectly

you will have 4 more tries before the bike is locked and unable to turn on. If this happens you will need to unlock the bike with your APP. Please contact Flash support if you encounter any issues.

How to turn the bike off

Swipe the touch screen from the right edge of the screen to the left edge of the screen. Then touch the OFF button to turn the bike to its OFF state. The motor will be turned off in this state. The throttle and PAS will not work in this state. All electrical features such as the lights and horn and motor will be turned off in this state. You can continue to ride the bike like any traditional bike in the OFF state.

How to Arm the bike

1. To ARM the bike you will need to turn on the TFT by touching or swiping the screen.
2. Then select by touching Off & Arm button. Your bike is now in the Armed mode. You can track the status of your

bike with your APP in this mode.

How to Disarm the bike

To disarm the bike touch the screen twice until you see the 6 digit passcode screen. Then enter your 5-digit security code to unlock the bike. Your bike is now ready to ride or you can turn off the bike by swiping the screen and touching the OFF button.

How to turn on or off the front LED headlight

1. Turn on your bike by touching the TFT screen. If your bike is armed you will need to enter your 5-digit security code.
2. Then hold down the light button for 2-3 seconds on the right side of the handlebar to turn on the headlight as show in the image below.



This will turn on the front headlight. To turn off the main headlight hold down the headlight button for 2-3 seconds.

3. To select the three levels of brightness on the main center headlight you will need to push the light button quickly to toggle between the 3 modes which includes low to mid to high intensity.

How to turn on the horn

Push the Horn button on the right side of the handlebar to trigger the horn.



How to select the Pedal Assist Level (PAS)

1. First turn your bike to the On state.
2. Press the + button on the left side of your handlebar to select 0,1, 2, 3, or 4 PAS levels.
3. Press the - button on the left side of your handlebar to select 4, 3, 2, 1, or 0 PAS levels.

How to use 7 speed shifter

Note: you must pedal in order to use your mechanical shifter.

1. To climb a hill, use your right thumb to shift from gear 7 to 1.



2. To ride faster, press the + sign with your right thumb to reach up to the 7th gear.



Throttle on Demand

To use the throttle make sure your bike is in the On state and PAS is between 1-4. Then twist the throttle back with your right hand as show in the image below.



How to disengage the motor

To disengage the motor pull back on either the left or right side of the brake lever. This will cut off the power to the motor. Letting go the throttle will also disengage the motor.

Managing the Battery

- It is recommended to always charge your battery after each ride. This will help extend the life of your battery and keep your system active.
- We do not recommend to charge the battery pack under 10 degrees celsius.
- Never charge the battery pack under direct sunlight.
- Never charge the battery pack under the rain. If the bike is wet, always wipe down the bike and wait until it is fully dry prior to plugging the charger into the bike's charge port.
- Never leave the charger plugged into the bike's charge port for more than 24 hours.
- The battery can go into sleep mode if unused for a period of time. To wake the battery out of sleep mode you have to plug the charger into the bike's charge port with the charger plugged into the AC wall outlet.

How to Maintain & Service

- Recommended Service Intervals -see page 47
- Storing the bike for extended periods
 - Prior to storing your bike always charge your battery pack to its full capacity. Your App will notify you when

the battery needs to be charged. It is recommended to store your bike in a dry location within the following temperatures: 41F to 95F (5C to 35C) at 65 relative humidity.



Limited Warranty

LIMITED WARRANTY

KPZ, Inc., DBA (“Flash”) provides the following warranty against defects in materials and workmanship:

Two Years from the Date of Purchase: Frame, Wheels, Fenders, Racks, Brakes, Shifters, Crank, Pedals, and Seat, (but not including grips, tires, tubes, cables, brake shoes, and seat covering).

One Year from the Date of Purchase: Battery, Battery Charger, Motor, Touchscreen, Lights, and Handlebar Controls

LIMITATIONS

This warranty, or any implied warranty, is expressly limited to the repair or replacement of defective parts. This warranty is offered only to the original purchasers of Flash bikes and is not transferable. This warranty only applies to new Flash bikes purchased through Flash’s website or Flash’s Indiegogo campaigns.

A bicycle must be registered with Flash within 30 days of purchase or this warranty is void

This warranty, or any implied warranty, does not cover claimed defects, malfunctions, or failures that result from normal wear and tear, accidents, misuse, abuse, neglect, commercial use, any modifications (other than the addition of Flash-approved accessories as published on Flash’s website), improper assembly, improper maintenance, shipping, or acts of God.

Except as expressly set forth above, Flash disclaims all other warranties, expressed or implied, including implied warranties of merchantability and fitness for a particular purpose.

Some states or countries do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

Flash is not responsible for incidental or consequential damages, including, damages for personal injury, property damage, or economic losses, whether based on contract, warranty, negligence, product liability, or any other theory.

Some states or countries do not allow exclusions of incidental or consequential damages, so the above exclusion may not apply to you.

Any claim against this warranty must be made through Flash. To initiate a warranty claim please contact Flash at support@flashbike.io.

RETURN POLICY

Bikes may be returned within 30 days of bike user account setup, or within 90 days of receiving the bike, **whichever occurs first.**

Accessory items purchased as standalone products may be returned within 30 days of receiving shipment.

To qualify for a full refund, all products must be in new, unused condition with its original packaging. Proof of purchase is required with original receipt. Any refund will be applied to

the original credit card used in the purchase transaction.

Bicycle Owner's Manual

IMPORTANT:

This manual contains important safety, performance and service information. Read it before you take the first ride on your new bicycle, and keep it for reference.

Additional safety, performance and service information for specific components such as suspension or pedals on your bicycle, or for accessories such as helmets or lights that you purchase, may also be available. Make sure that your dealer has given you all the manufacturers' literature that was included with your bicycle or accessories. In case of a conflict between the instructions in this manual and information provided by a component manufacturer, always follow the component manufacturer's instructions.

If you have any questions or do not understand something, take responsibility for your safety and consult with your dealer or the bicycle's manufacturer.

NOTE: This manual is not intended as a comprehensive use, service, repair or maintenance manual. Please see your dealer for all service, repairs or maintenance. Your dealer may also be able to refer you to classes, clinics or books on bicycle use, service, repair or maintenance.

GENERAL WARNING

Like any sport, bicycling involves risk of injury and damage. By choosing to ride a bicycle, you assume the responsibility for that risk, so you need to know — and to practice — the rules of safe and responsible riding and of proper use and maintenance. Proper use and maintenance of your bicycle reduces risk of injury.

This Manual contains many “Warnings” and “Cautions” concerning the consequences of failure to maintain or inspect your bicycle and of failure to follow safe cycling practices.

The combination of the safety alert symbol and the word **WARNING** indicates a potentially hazardous situation which, if not avoided, could result in serious injury or death.

The combination of the safety alert symbol and the word **CAUTION** indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury, or is an alert against unsafe practices.

The word CAUTION used without the safety alert symbol indicates a situation which, if not avoided, could result in

serious damage to the bicycle or the voiding of your warranty.

Many of the Warnings and Cautions say “you may lose control and fall”. Because any fall can result in serious injury or even death, we do not always repeat the warning of possible injury or death.

Because it is impossible to anticipate every situation or condition which can occur while riding, this Manual makes no representation about the safe use of the bicycle under all conditions. There are risks associated with the use of any bicycle which cannot be predicted or avoided, and which are the sole responsibility of the rider.

A special note for parents:

As a parent or guardian, you are responsible for the activities and safety of your minor child, and that includes making sure that the bicycle is properly fitted to the child; that it is in good repair and safe operating condition; that you and your child have learned and understand the safe operation of the bicycle; and that you and your child have learned, understand and obey not only the applicable local motor vehicle,

bicycle and traffic laws, but also the common sense rules of safe and responsible bicycling. As a parent, you should read this manual, as well as review its warnings and the bicycle's functions and operating procedures with your child, before letting your child ride the bicycle.

WARNING: Make sure that your child always wears an approved bicycle helmet when riding; but also make sure that your child understands that a bicycle helmet is for bicycling only, and must be removed when not riding. A helmet must not be worn while playing, in play areas, on playground equipment, while climbing trees, or at any time while not riding a bicycle. Failure to follow this warning could result in serious injury or death.

WARNING: If you intend to put a child-seat on your Bicycle, you will need to completely enclose any coil springs under the saddle with a suitable covering to prevent the pinching or trapping of the child passenger's fingers.

1. First

NOTE: We strongly urge you to read this Manual in its entirety before your first ride. At the very least, read and make sure that you understand each point in this section, and refer to the cited sections on any issue which you don't completely understand. Please note that not all bicycles have all of the features described in this Manual. Ask your dealer to point out the features of your bicycle.

A. Bike fit

1. Is your bike the right size? If your bicycle is too large or too small for you, you may lose control and fall. If your new bike is not the right size, ask your dealer to exchange it before you ride it.
2. Is the saddle at the right height? To check, see Self you adjust your saddle height, follow the Minimum Insertion instructions in Section 3.B
3. Are saddle and seatpost securely clamped? A correctly tightened saddle will allow no saddle movement in any direction. See Section 3.B
4. Are the stem and handlebars at the right height for you? If not, see Section 3.C

5. Can you comfortably operate the brakes? If not, you may be able to adjust their angle and reach. See Section 3.D and 3.E
6. Do you fully understand how to operate your new bicycle? If not, before your first ride, have your dealer explain any functions or features which you do not understand.

B. Safety first

1. Always wear an approved helmet when riding your bike, and follow the helmet manufacturer's instructions for fit, use and care.
2. Do you have all the other required and recommended safety equipment? See Section 2. It's your responsibility to familiarize yourself with the laws of the areas where you ride, and to comply with all applicable laws.
3. Do you know how to correctly secure your front and rear wheels? Check Section 4.A.1 to make sure. Riding with an improperly secured wheel can cause the wheel to wobble or disengage from the bicycle, and cause serious injury or death.
4. If your bike has toeclips and straps or clipless ("step-in") pedals, make sure you know how they work (see Section 4.E). These pedals require special techniques and

skills. Follow the pedal manufacturer's instructions for use, adjustment and care.

5. Do you have "toe overlap"? On smaller framed bicycles your toe or toe clip may be able to contact the front wheel when a pedal is all the way forward and the wheel is turned. Read Section 4.E. to check whether you have toeclip overlap.
6. Does your bike have suspension? If so, check Section 4.F. Suspension can change the way a bicycle performs. Follow the suspension manufacturer's instructions for use, adjustment and care.

C. Mechanical Safety Check

Routinely check the condition of your bicycle before every ride. Nuts, bolts screws & other fasteners: Because manufacturers use a wide variety of fastener sizes and shapes made in a variety of materials, often differing by model and component, the correct tightening force or torque cannot be generalized. To make sure that the many fasteners on your bicycle are correctly tightened, refer to the Fastener Torque Specifications in Appendix C of this manual or to the torque specifications in the instructions provided by the manufacturer of the component in question. Correctly tightening a

fastener requires a calibrated torque wrench. A professional bicycle mechanic with a torque wrench should torque the fasteners on your bicycle. If you choose to work on your own bicycle, you must use a torque wrench and the correct tightening torque specifications from the bicycle or component manufacturer or from your dealer. If you need to make an adjustment at home or in the field, we urge you to exercise care, and to have the fasteners you worked on checked by your dealer as soon as possible.

WARNING: Correct tightening force on fasteners –nuts, bolts, screws– on your bicycle is important. Too little force, and the fastener may not hold securely. Too much force, and the fastener can strip threads, stretch, deform or break. Either way, incorrect tightening force can result in component failure, which can cause you to lose control and fall. Make sure nothing is loose. Lift the front wheel off the ground by two or three inches, then let it bounce on the ground. Anything sound, feel or look loose? Do a visual and tactile inspection of the whole bike. Any loose parts or accessories? If so, secure them. If you're not sure, ask someone with experience to check.

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 truing 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.

Brakes: Check the brakes for proper operation Squeeze the brake levers. Are the brake quick-releases closed? All control cables seated and securely engaged? If you have rim brakes, do the brake pads contact the wheel rim squarely and make full contact with the rim? Do the brakes begin to engage within an inch of brake lever movement? Can you apply full braking force at the levers without having them touch the handlebar? If not, your brakes need adjustment. Do not ride the bike until the brakes are properly adjusted by a professional bicycle mechanic.

Wheel retention system: Make sure the front and rear wheels are correctly secured.

seatpost: If your seatpost has an over-center cam action fastener for easy height adjustment, check that it is properly adjusted and in the locked position.

Handlebar and saddle alignment: Make sure the saddle and handlebar stem are parallel to the bike's center line and clamped tight enough so that you can't twist them out of alignment.

Handlebar ends: Make sure the handlebar grips are secure and in good condition. If not, have your dealer replace them. Make sure the handlebar ends and extensions are plugged. If not, have your dealer plug them before you ride. If the handlebars have bar end extensions, make sure they are clamped tight enough so you can't twist them.

WARNING: Loose or damaged handlebar grips or extensions can cause you to lose control and fall. Unplugged handlebars or extensions can cut you and cause serious injury in an otherwise minor accident.

VERY IMPORTANT SAFETY NOTE:

Please also read and become thoroughly familiar with the important information on the lifespan of your bicycle and its components in Appendix B.

D. First ride

When you buckle on your helmet and go for your first familiarization ride on your new bicycle, be sure to pick a controlled environment, away from cars, other cyclists, obstacles or other hazards. Ride to become familiar with the controls, features and performance of your new bike.

Familiarize yourself with the braking action of the bike. Test the brakes at slow speed, putting your weight toward the rear and gently applying the brakes, rear brake first. Sudden or excessive application of the front brake could pitch you over the handlebars. Applying brakes too hard can lock up a wheel, which could cause you to lose control and fall. Skidding is an example of what can happen when a wheel locks up.

Practice shifting the gears. Remember to never move the shifter while pedaling backward, nor pedal backwards

immediately after having moved the shifter. This could jam the chain and cause serious damage to the bicycle.

Check out the handling and response of the bike; and check the comfort. If you have any questions, or if you feel anything about the bike is not as it should be, consult your dealer before you ride again.

2. Safety

A. The Basics

WARNING: The area in which you ride may require specific safety devices. It is your responsibility to familiarize yourself with the laws of the area where you ride and to comply with all applicable laws, including properly equipping yourself and your bike as the law requires.

Observe all local bicycle laws and regulations. Observe regulations about bicycle lighting, licensing of bicycles, riding on sidewalks, laws regulating bike path and trail use, helmet laws, child carrier laws, special bicycle traffic laws. It's your responsibility to know and obey the law

1. Always wear a cycling helmet which meets the latest certification standards and is appropriate for the type of riding you do. Always follow the helmet manufacturer's instructions for fit, use and care of your helmet. Most serious bicycle injuries involve head injuries which might have been avoided if the rider had worn an appropriate helmet.

WARNING: Failure to wear a helmet when riding may result in serious injury or death.

2. Always do the Mechanical Safety Check (Section 1.C) before you get on a Bike.
3. Be thoroughly familiar with the controls of your bicycle: brakes (Section 4.C.); pedals (Section 4.E.); shifting (Section 4.D.)
4. Be careful to keep body parts and other objects away from the sharp teeth of chainrings, the moving chain, the turning pedals and cranks, and the spinning wheels of your bicycle.
5. Always wear:
 - Shoes that will stay on your feet and will grip the pedals. Make sure that shoe laces cannot get into moving parts, and never ride barefoot or in sandals.
 - Bright, visible clothing that is not so loose that it can be tangled in the bicycle or snagged by objects at the side of the road or trail.
 - Protective eyewear, to protect against airborne dirt, dust and bugs — tinted when the sun is bright, clear when it's not.

6. Don't jump with your bike. Jumping a bike, particularly a BMX or mountain bike, can be fun; but it can put huge and unpredictable stress on the bicycle and its components. Riders who insist on jumping their bikes risk serious damage, to their bicycles as well as to themselves. Before you attempt to jump, do stunt riding or race with your bike, read and understand Section 2.F.
7. Ride at a speed appropriate for conditions. Higher speed means higher risk.
 - Potholes, sewer grates, railroad tracks, expansion joints, road or sidewalk construction, debris and other obstructions that could cause you to swerve into traffic, catch your wheel or cause you to have an accident.
 - The many other hazards and distractions which can occur on a bicycle ride.

B. Riding Safety

1. Obey all Rules of the Road and all local traffic laws.
2. You are sharing the road or the path with others — motorists, pedestrians and other cyclists. Respect their rights.
3. Ride defensively. Always assume that others do not see you.
4. Look ahead, and be ready to avoid:
 - Vehicles slowing or turning, entering the road or your lane ahead of you, or coming up behind you.
 - Parked car doors opening.
 - Pedestrians stepping out.
 - Children or pets playing near the road.
5. Ride in designated bike lanes, on designated bike paths or as close to the edge of the road as possible, in the direction of traffic flow or as directed by local governing laws.
6. Stop at stop signs and traffic lights; slow down and look both ways at street intersections. Remember that a bicycle always loses in a collision with a motor vehicle, so be prepared to yield even if you have the right of way.
7. Use approved hand signals for turning and stopping.
8. Never ride with headphones. They mask traffic sounds and emergency vehicle sirens, distract you from concentrating on what's going on around you, and their wires can tangle in the moving parts of the bicycle, causing you to lose control.
9. Never carry a passenger, unless it is a small child wearing an approved helmet and secured in a correctly mounted

child carrier or a child-carrying trailer.

10. Never carry anything which obstructs your vision or your complete control of the bicycle, or which could become entangled in the moving parts of the bicycle.
11. Never hitch a ride by holding on to another vehicle.
12. Don't do stunts, wheelies or jumps. If you intend to do stunts, wheelies, jumps or go racing with your bike despite our advice not to, read Section 2.F, Downhill, Stunt or Competition Biking, now. Think carefully about your skills before deciding to take the large risks that go with this kind of riding.
13. Don't weave through traffic or make any moves that may surprise people with whom you are sharing the road.
14. Observe and yield the right of way.
15. Never ride your bicycle while under the influence of alcohol or drugs.
16. If possible, avoid riding in bad weather, when visibility is obscured, at dawn, dusk or in the dark, or when extremely tired. Each of these conditions increases the risk of accident.

C. Off Road Safety

We recommend that children not ride on rough terrain unless they are accompanied by an adult.

1. The variable conditions and hazards of off-road riding require close attention and specific skills. Start slowly on easier terrain and build up your skills. If your bike has suspension, the increased speed you may develop also increases your risk of losing control and falling. Get to know how to handle your bike safely before trying increased speed or more difficult terrain.
2. Wear safety gear appropriate to the kind of riding you plan to do.
3. Don't ride alone in remote areas. Even when riding with others, make sure that someone knows where you're going and when you expect to be back.
4. Always take along some kind of identification, so that people know who you are in case of an accident; and take along some cash for food, a cool drink or an emergency phone call.
5. Yield right of way to pedestrians and animals. Ride in a way that does not frighten or endanger them, and give them enough room so that their unexpected moves

don't endanger you.

6. Be prepared. If something goes wrong while you're riding off-road, help may not be close.
7. Before you attempt to jump, do stunt riding or race with your bike, read and understand Section 2.F.

Off Road Respect

Obey the local laws regulating where and how you can ride off-road, and respect private property. You may be sharing the trail with others — hikers, equestrians, other cyclists. Respect their rights. Stay on the designated trail. Don't contribute to erosion by riding in mud or with unnecessary sliding. Don't disturb the ecosystem by cutting your own trail or shortcut through vegetation or streams. It is your responsibility to minimize your impact on the environment. Leave things as you found them; and always take out everything you brought in.

D. Wet Weather Riding

WARNING: Wet weather impairs traction, braking and visibility, both for the bicyclist and for other vehicles sharing the road. The risk of an accident is dramatically increased in wet conditions. Under wet conditions, the stopping power of your

brakes (as well as the brakes of other vehicles sharing the road) is dramatically reduced and your tires don't grip nearly as well. This makes it harder to control speed and easier to lose control. To make sure that you can slow down and stop safely in wet conditions, ride more slowly and apply your brakes earlier and more gradually than you would under normal, dry conditions. See also Section 4.C.

E. Night Riding

Riding a bicycle at night is much more dangerous than riding during the day. A bicyclist is very difficult for motorists and pedestrians to see. Therefore, children should never ride at dawn, at dusk or at night. Adults who chose to accept the greatly increased risk of riding at dawn, at dusk or at night need to take extra care both riding and choosing specialized equipment which helps reduce that risk. Consult your dealer about night riding safety equipment.

WARNING: Reflectors are not a substitute for required lights. Riding at dawn, at dusk, at night or at other times of poor visibility without an adequate bicycle lighting system and without reflectors is dangerous and may result in serious injury or death. Bicycle reflectors are designed to pick

up and reflect car lights and street lights in a way that may help you to be seen and recognized as a moving bicyclist.

CAUTION: Check reflectors and their mounting brackets regularly to make sure that they are clean, straight, unbroken and securely mounted. Have your dealer replace damaged reflectors and straighten or tighten any that are bent or loose. The mounting brackets of front and rear reflectors are often designed as brake straddle cable safety catches which prevent the straddle cable from catching on the tire tread if the cable jumps out of its yoke or breaks.

WARNING: Do not remove the front or rear reflectors or reflector brackets from your bicycle. They are an integral part of the bicycle's safety system. Removing the reflectors reduces your visibility to others using the roadway. Being struck by other vehicles may result in serious injury or death. The reflector brackets may protect you from a brake straddle cable catching on the tire in the event of brake cable failure. If a brake straddle cable catches on the tire, it can cause the wheel to stop suddenly, causing you to lose control and fall.

If you choose to ride under conditions of poor visibility, check and be sure you comply with all local laws about night riding, and take the following strongly recommended additional precautions:

- Purchase and install battery or generator powered head and tail lights which meet all regulatory requirements and provide adequate visibility.
- Wear light colored, reflective clothing and accessories, such as a reflective vest, reflective arm and leg bands, reflective stripes on your helmet, flashing lights attached to your body and/or your bicycle ... any reflective device or light source that moves will help you get the attention of approaching motorists, pedestrians and other traffic.
- Make sure your clothing or anything you may be carrying on the bicycle does not obstruct a reflector or light.
- Make sure that your bicycle is equipped with correctly positioned and securely mounted reflectors.

While riding at dawn, at dusk or at night:

- Ride slowly.
- Avoid dark areas and areas of heavy or fast-moving traffic.

- Avoid road hazards.
- If possible, ride on familiar routes.

If riding in traffic:

- Be predictable. Ride so that drivers can see you and predict your movements.
- Be alert. Ride defensively and expect the unexpected
- If you plan to ride in traffic often, ask your dealer about traffic safety classes or a good book on bicycle traffic safety.

F. Extreme, stunt or competition riding

Whether you call it Aggro, Hucking, Freeride, North Shore, Downhill, Jumping, Stunt Riding, Racing or something else: if you engage in this sort of extreme, aggressive riding you will get hurt, and you voluntarily assume a greatly increased risk of injury or death.

Not all bicycles are designed for these types of riding, and those that are may not be suitable for all types of aggressive riding. Check with your dealer or the bicycle's manufacturer about the suitability of your bicycle before engaging in extreme riding.

When riding fast down hill, you can reach speeds achieved by motorcycles, and therefore face similar hazards and risks. Have your bicycle and equipment carefully inspected by a qualified mechanic and be sure it is in perfect condition. Consult with expert riders, area site personnel and race officials on conditions and equipment advisable at the site where you plan to ride. Wear appropriate safety gear, including an approved full face helmet, full finger gloves, and body armor. Ultimately, it is your responsibility to have proper equipment and to be familiar with course conditions.

WARNING: Although many catalogs, advertisements and articles about bicycling depict riders engaged in extreme riding, this activity is extremely dangerous, increases your risk of injury or death, and increases the severity of any injury. Remember that the action depicted is being performed by professionals with many years of training and experience. Know your limits and always wear a helmet and other appropriate safety gear. Even with state-of-the-art protective safety gear, you could be seriously injured or killed when jumping, stunt riding, riding downhill at speed or in competition.

WARNING: Bicycles and bicycle parts have limitations with regard to strength and integrity, and this type of riding can exceed those limitations.

We recommend against this type of riding because of the increased risks; but if you choose to take the risk, at least:

- Take lessons from a competent instructor first.
- Start with easy learning exercises and slowly develop your skills before trying more difficult or dangerous riding.
- Use only designated areas for stunts, jumping, racing or fast downhill riding.
- Wear a full face helmet, safety pads and other safety gear.
- Understand and recognize that the stresses imposed on your bike by this kind of activity may break or damage parts of the bicycle and void the warranty.
- Take your bicycle to your dealer if anything breaks or bends. Do not ride your bicycle when any part is damaged.

If you ride downhill at speed, do stunt riding or ride in competition, know the limits of your skill and experience. Ultimately, avoiding injury is your responsibility.

G. Changing Components or Adding Accessories

There are many components and accessories available to enhance the comfort, performance and appearance of your bicycle. However, if you change components or add accessories, you do so at your own risk. The bicycle's manufacturer may not have tested that component or accessory for compatibility, reliability or safety on your bicycle. Before installing any component or accessory, including a different size tire, make sure that it is compatible with your bicycle by checking with your dealer. Be sure to read, understand and follow the instructions that accompany the products you purchase for your bicycle. See also Appendix A.

WARNING: Failure to confirm compatibility, properly install, operate and maintain any component or accessory can result in serious injury or death.

WARNING: Changing the components on your bike with other than genuine replacement parts may compromise the safety of your bicycle and may void the warranty. Check with your dealer before changing the components on your bike.

3. Fit

NOTE: Correct fit is an essential element of bicycling safety, performance and comfort. Making the adjustments to your bicycle which result in correct fit for your body and riding conditions requires experience, skill and special tools. Always have your dealer make the adjustments on your bicycle; or, if you have the experience, skill and tools, have your dealer check your work before riding.

WARNING: If your bicycle does not fit properly, you may lose control and fall. If your new bike doesn't fit, ask your dealer to exchange it before you ride it.

A. Standover height

1. Diamond frame bicycles

Standover height is the basic element of bike fit (see). It is the distance from the ground to the top of the bicycle's frame at that point where your crotch is when straddling the bike. To check for correct standover height, straddle the bike while wearing the kind of shoes in which you'll be riding, and bounce vigorously on your heels. If your crotch touches the frame, the bike is too big for you. Don't even ride the bike around the block. A bike which you ride

only on paved surfaces and never take off-road should give you a minimum standover height clearance of two inches (5 cm). A bike that you'll ride on unpaved surfaces should give you a minimum of three inches (7.5 cm) of standover height clearance. And a bike that you'll use off road should give you four inches (10 cm) or more of clearance.

2. Step-through frame bicycles

Standover height does not apply to bicycles with step-through frames. Instead, the limiting dimension is determined by saddle height range. You must be able to adjust your saddle position as described in B without exceeding the limits set by the height of the top of the seat tube and the "Minimum Insertion" or "Maximum Extension" mark on the seatpost.

B. Saddle position

Correct saddle adjustment is an important factor in getting the most performance and comfort from your bicycle. If the saddle position is not comfortable for you, see your dealer. The saddle can be adjusted in three directions:

1. Up and down adjustment. To check for correct saddle-height:

- sit on the saddle;
- place one heel on a pedal;
- rotate the crank until the pedal with your heel on it is in the down position and the crank arm is parallel to the seat tube. If your leg is not completely straight, your saddle height needs to be adjusted. If your hips must rock for the heel to reach the pedal, the saddle is too high. If your leg is bent at the knee with your heel on the pedal, the saddle is too low. Ask your dealer to set the saddle for your optimal riding position and to show you how to make this adjustment.

If you choose to make your own saddle height adjustment:

- loosen the seatpost clamp
- raise or lower the seatpost in the seat tube
- make sure the saddle is straight fore and aft

- re-tighten the seatpost clamp to the recommended torque.
- Once the saddle is at the correct height, make sure that the seatpost does not project from the frame beyond its “Minimum Insertion” or “Maximum Extension” mark.

WARNING: If your seatpost is not inserted in the seat tube as described in B.1 above, the seatpost may break, which could cause you to lose control and fall.

2. Front and back adjustment. The saddle can be adjusted forward or back to help you get the optimal position on the bike. Ask your dealer to set the saddle for your optimal riding position and to show you how to make this adjustment. If you choose to make your own front and back adjustment, make sure that the clamp mechanism is clamping on the straight part of the saddle rails and is not touching the curved part of the rails, and that you are using the recommended torque on the clamping fastener(s).

3. Saddle angle adjustment. Most people prefer a horizontal saddle; but some riders like the saddle nose angled up or down just a little. Your dealer can adjust saddle angle or teach you how to do it. If you choose to make your own saddle angle adjustment and you have a single bolt saddle clamp on your seatpost, it is critical that you loosen the clamp bolt sufficiently to allow any serrations on the mechanism to disengage before changing the saddle's angle, and then that the serrations fully re-engage before you tighten the clamp bolt to the recommended torque.

WARNING: When making saddle angle adjustments with a single bolt saddle clamp, always check to make sure that the serrations on the mating surfaces of the clamp are not worn. Worn serrations on the clamp can allow the saddle to move, causing you to lose control and fall. Always tighten fasteners to the correct torque. Bolts that are too tight can stretch and deform. Bolts that are too loose can move and fatigue. Either mistake can lead to a sudden failure of the bolt, causing you to lose control and fall.

Note: If your bicycle is equipped with a suspension seatpost, the suspension mechanism may require periodic service or maintenance. Ask your dealer for recommended service intervals for your suspension seatpost.

Small changes in saddle position can have a substantial effect on performance and comfort. To find your best saddle position, make only one adjustment at a time.

WARNING: After any saddle adjustment, be sure that the saddle adjusting mechanism is properly seated and tightened before riding. A loose saddle clamp or seatpost clamp can cause damage to the seatpost, or can cause you to lose control and fall. A correctly tightened saddle adjusting mechanism will allow no saddle movement in any direction. Periodically check to make sure that the saddle adjusting mechanism is properly tightened.

If, in spite of carefully adjusting the saddle height, tilt and fore-and-aft position, your saddle is still uncomfortable, you may need a different saddle design. Saddles, like people, come in many different shapes, sizes and resilience. Your dealer can help you select a saddle which, when correctly

adjusted for your body and riding style, will be comfortable.

WARNING: Some people have claimed that extended riding with a saddle which is incorrectly adjusted or which does not support your pelvic area correctly can cause short-term or long-term injury to nerves and blood vessels, or even impotence. If your saddle causes you pain, numbness or other discomfort, listen to your body and stop riding until you see your dealer about saddle adjustment or a different saddle.

C. Handlebar height and angle

Your bike is equipped either with a “threadless” stem, which clamps on to the outside of the steerer tube, or with a “quill” stem, which clamps inside the steerer tube by way of an expanding binder bolt. If you aren’t absolutely sure which type of stem your bike has, ask your dealer.

If your bike has a “threadless” stem your dealer may be able to change handlebar height by moving height adjustment spacers from below the stem to above the stem, or vice versa. Otherwise, you’ll have to get a stem of different length or rise. Consult your dealer. Do not attempt to do this your

self, as it requires special knowledge.

WARNING: On some bicycles, changing the stem or stem height can affect the tension of the front brake cable, locking the front brake or creating excess cable slack which can make the front brake inoperable. If the front brake pads move in towards the wheel rim or out away from the wheel rim when the stem or stem height is changed, the brakes must be correctly adjusted before you ride the bicycle.

Some bicycles are equipped with an adjustable angle stem. If your bicycle has an adjustable angle stem, ask your dealer to show you how to adjust it. Do not attempt to make the adjustment yourself, as changing stem angle may also require adjustments to the bicycle’s controls.

WARNING: Always tighten fasteners to the correct torque. Bolts that are too tight can stretch and deform. Bolts that are too loose can move and fatigue. Either mistake can lead to a sudden failure of the bolt, causing you to lose control and fall. Your dealer can also change the angle of the handlebar or bar end extensions.

WARNING: An insufficiently tightened stem clamp bolt, handlebar clamp bolt or bar end extension clamping bolt 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. 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, the bolts are insufficiently tightened.

D. Control position adjustments

The angle of the brake and shift control levers and their position on the handlebars can be changed. Ask your dealer to make the adjustments for you. If you choose to make your own control lever angle adjustment, be sure to retighten the clamp fasteners to the recommended torque (Appendix C or the manufacturer's instructions).

E. Brake reach

Many bikes have brake levers which can be adjusted for reach. If you have small hands or find it difficult to squeeze the brake levers, your dealer can either adjust the reach or fit shorter reach brake levers.

WARNING: The shorter the brake lever reach, the more critical it is to have correctly adjusted brakes, so that full braking power can be applied within available brake lever travel. Brake lever travel insufficient to apply full braking power can result in loss of control, which may result in serious injury or death.

4. Tech

It's important to your safety, performance and enjoyment to understand how things work on your bicycle. We urge you to ask your dealer how to do the things described in this section before you attempt them yourself, and that you have your dealer check your work before you ride the bike. If you have even the slightest doubt as to whether you understand something in this section of the Manual, talk to your dealer. See also Appendix A, B, and C.

A. Wheels

Bicycle wheels are designed to be removable for easier transportation and for repair of a tire puncture. In most cases, the wheel axles are inserted into slots, called “dropouts” in the fork and frame, but some suspension mountain bikes use what is called a “through axle” wheel mounting system.

Wheels are secured in one of three ways:

- A hollow axle with a shaft (“skewer”) running through it which has an adjustable tension nut on one end and an over-center cam on the other (cam action system)
- Hex nuts or hex key bolts which are threaded onto or into the hub axle (bolton wheel)

It is very important that you understand the type of wheel securing method on your bicycle, that you know how to secure the wheels correctly, and that you know how to apply the correct clamping force that safely secures the wheel. Ask your dealer to instruct you in correct wheel removal and installation, and ask him to give you any available manufacturer's Instructions.

WARNING: Riding with an improperly secured wheel can allow the wheel to wobble or fall off the bicycle, which can cause serious injury or death. Therefore, it is essential that you:

1. Ask your dealer to help you make sure you know how to install and remove your wheels safely.
2. Understand and apply the correct technique for clamping your wheel in place.
3. Each time, before you ride the bike, check that the wheel is securely clamped. The clamping action of a correctly secured wheel must emboss the surfaces of the drop-outs.

1. Secondary Retention Devices

Most bicycles have front forks which utilize a secondary wheel retention device to reduce the risk of the wheel disengaging from the fork if the wheel is incorrectly secured. Secondary retention devices are not a substitute for correctly securing your front wheel.

Secondary retention devices fall into two basic categories:

- The integral type is molded, cast or machined into the outer faces of the front fork dropouts. Ask your dealer to explain the particular secondary retention device on your bike.

WARNING: Do not remove or disable the secondary retention device. As its name implies, it serves as a back-up for a critical adjustment. If the wheel is not secured correctly, the secondary retention device can reduce the risk of the wheel disengaging from the fork. Removing or disabling the secondary retention device may also void the warranty. Secondary retention devices are not a substitute for correctly securing your wheel. Failure to properly secure the wheel can cause the wheel to wobble or disengage, which could cause you to lose control and fall, resulting in serious injury or death.

2. Wheels with cam action systems

There are currently two types of over-center cam wheel retention mechanisms: the traditional over-center cam and the cam-and-cup system. Both use an over-center cam action to clamp the bike's wheel in place.

Adjusting the traditional cam action mechanism

- The wheel hub is clamped in place by the force of the over-center cam pushing against one dropout and pulling the tension adjusting nut, by way of the skewer, against the other dropout. The amount of clamping force is controlled by the tension adjusting nut. Turning the tension adjusting nut clockwise while keeping the cam lever from rotating increases clamping force; turning it counterclockwise while keeping the cam lever from rotating reduces clamping force. Less than half a turn of the tension adjusting nut can make the difference between safe clamping force and unsafe clamping force.

WARNING: The full force of the cam action is needed to clamp the wheel securely. Holding the nut with one hand and turning the lever like a wing nut with the other hand until everything is as tight as you can get it will not clamp a cam action wheel safely in the dropouts.

3. Removing and Installing wheels

CAUTION: If your bike has a disc brake, exercise care in touching the rotor or caliper. Disc rotors have sharp edges, and both rotor and caliper can get very hot during use.

a. Removing a disk brake Front Wheel

(1) If your bike has cam action front wheel retention, move the cam lever from the locked or CLOSED position to the OPEN position. If your bike has through bolt or bolt-on front wheel retention, loosen the fastener(s) a few turns counter-clockwise using an appropriate wrench, lock key or the integral lever.

(2). If your front fork has an integral secondary retention device, and a traditional cam action system loosen the tension adjusting nut enough to allow removing the wheel from the dropouts. If your front wheel uses a cam-and-cup system, squeeze the cup and cam lever together while removing the wheel. No rotation of any part is necessary with the cam-and-cup system. You may need to tap the top of the wheel with the palm of your hand to release the wheel from the front fork.

b. Installing a disk brake Front Wheel

CAUTION: If your bike is equipped with a front disk brake, be careful not to damage the disk, caliper or brake pads when re-inserting the disk into the caliper. Never activate a disk brake's control lever unless the disk is correctly inserted in the caliper.

(1) With a through-bolt or bolt-on system, tighten the fasteners to the torque specifications in Appendix C or the hub manufacturer's instructions.

NOTE: If, on a traditional cam action system, the lever cannot be pushed all the way to a position parallel to the fork blade, return the lever to the OPEN position. Then turn the tension adjusting nut counterclockwise one-quarter turn and try tightening the lever again.

(2) With a through-bolt or bolt-on system, tighten the fasteners to the torque specifications in Appendix C or the hub manufacturer's instructions. **WARNING:** Securely clamping the wheel with a cam action retention device takes considerable force. If you can fully close the cam lever without wrapping your fingers around the fork blade for leverage, the lever does not leave a clear imprint in the palm of your hand, and the serrations on the wheel fastener do not emboss the surfaces of the dropouts, the tension is insufficient. Open the

lever; turn the tension adjusting nut clockwise a quarter turn; then try again.

(3) Spin the wheel to make sure that it is centered in the frame and clears the brake pads; then squeeze the brake lever and make sure that the brakes are operating correctly.

c. Removing a disk brake Rear Wheel

(1) If you have a multi-speed bike with a derailleur gear system: shift the rear derailleur to high gear (the smallest, outermost rear sprocket).

(2) On a derailleur gear system, pull the derailleur body back with your right hand.

(3) With a cam action mechanism, move the quick-release lever to the OPEN position. With a through bolt or bolt on mechanism, loosen the fastener(s) with an appropriate wrench, lock lever or integral lever; then push the wheel forward far enough to be able to remove the chain from the rear sprocket.

(4) Lift the rear wheel off the ground a few inches and remove it from the rear dropouts.

d. Installing a disk brake or rim brake Rear Wheel

CAUTION: If your bike is equipped with a rear disk brake, be careful not to damage the disk, caliper or brake pads when re-inserting the disk into the caliper. Never activate a disk brake's control lever unless the disk is correctly inserted in the caliper.

(1) With a cam action system, move the cam lever to the OPEN position. The lever should be on the side of the wheel opposite the derailleur and freewheel sprockets.

(2) On a derailleur bike, make sure that the rear derailleur is still in its outermost, high gear, position; then pull the derailleur body back with your right hand. Put the chain on top of the smallest freewheel sprocket.

(3) Then, insert the wheel into the frame dropouts and pull it all the way into the dropouts.

(4) With a cam action system, move the cam lever upwards and swing it into the CLOSED position. The lever should now be parallel to the seat stay or chain stay and curved toward the wheel. To apply enough clamping force, you should have to wrap your fingers around the fork blade for leverage, and the lever should leave a clear imprint in the palm of your hand.

(5) With a through-bolt or bolt-on system, tighten the fasten-

ers to the torque specifications in Appendix C or the hub manufacturer's instructions.

NOTE: If, on a traditional cam action system, the lever cannot be pushed all the way to a position parallel to the seat stay or chain stay, return the lever to the OPEN position. Then turn the tension adjusting nut counterclockwise one-quarter turn and try tightening the lever again.

WARNING: Securely clamping the wheel with a cam action retention device takes considerable force. If you can fully close the cam lever without wrapping your fingers around the seat stay or chain stay for leverage, the lever does not leave a clear imprint in the palm of your hand, and the serrations on the wheel fastener do not emboss the surfaces of the dropouts, the tension is insufficient. Open the lever; turn the tension adjusting nut clockwise a quarter turn; then try again.

(6) If you disengaged the brake quick-release mechanism in 3. c. (2) above, re-engage it to restore correct brake pad-to-rim clearance.

(7) Spin the wheel to make sure that it is centered in the frame and clears the brake pads; then squeeze the brake lever and make sure that the brakes are operating correctly.

B. Seatpost cam action clamp

Some bikes are equipped with a cam action seatpost binder. The seatpost cam action binder works exactly like the traditional wheel cam action fastener. While a cam action binder looks like a long bolt with a lever on one end and a nut on the other, the binder uses an over-center cam action to firmly clamp the seatpost. **WARNING:** Riding with an improperly tightened seatpost can allow the saddle to turn or move and cause you to lose control and fall.

Therefore:

1. Ask your dealer to help you make sure you know how to correctly clamp your seatpost.
2. Understand and apply the correct technique for clamping your seatpost.
3. Before you ride the bike, first check that the seatpost is securely clamped.

Adjusting the seatpost cam action mechanism

The action of the cam squeezes the seat collar around the seatpost to hold the seatpost securely in place. The amount of clamping force is controlled by the tension adjusting nut. Turning the tension adjusting nut clockwise while keeping the cam lever from rotating increases clamping force;

turning it counterclockwise while keeping the cam lever from rotating reduces clamping force. Less than half a turn of the tension adjusting nut can make the difference between safe and unsafe clamping force.

WARNING: The full force of the cam action is needed to clamp the seatpost securely. Holding the nut with one hand and turning the lever like a wing nut with the other hand until everything is as tight as you can get it will not clamp the seatpost safely. **WARNING:** If you can fully close the cam lever without wrapping your fingers around the seatpost or a frame tube for leverage, and the lever does not leave a clear imprint in the palm of your hand, the tension is insufficient. Open the lever; turn the tension adjusting nut clockwise a quarter turn; then try again.

C. Brakes

There are three general types of bicycle brakes: rim brakes, which operate by squeezing the wheel rim between two brake pads; disc brakes, which operate by squeezing a hub-mounted disc between two brake pads; and internal hub brakes. All three can be operated by way of a handlebar mounted lever.

WARNING:

1. Riding with improperly adjusted brakes, worn brake pads, or wheels on which the rim wear mark is visible is dangerous and can result in serious injury or death.
2. Applying brakes too hard or too suddenly can lock up a wheel, which could cause you to lose control and fall. Sudden or excessive application of the front brake may pitch the rider over the handlebars, which may result in serious injury or death.
3. Some bicycle brakes, such as disc brakes are extremely powerful. Take extra care in becoming familiar with these brakes and exercise particular care when using them.
4. Some bicycle brakes are equipped with a brake force modulator, as mall, cylindrical device through which the brake control cable runs and which is designed to provide a more progressive application of braking force.

A modulator makes the initial brake lever force more gentle, progressively increasing force until full force is achieved. If your bike is equipped with a brake force modulator, take extra care in becoming familiar with its performance characteristics.

5. Disc brakes can get extremely hot with extended use. Be careful not to touch a disc brake until it has had plenty of time to cool.
6. See the brake manufacturer's instructions for operation and care of your brakes, and for when brake pads must be replaced. If you do not have the manufacturer's instructions, see your dealer or contact the brake manufacturer.
7. If replacing worn or damaged parts, use only manufacturer-approved genuine replacement parts.

1. Brake controls and features

It's very important to your safety that you learn and remember which brake lever controls which brake on your bike. Traditionally, the right brake lever controls the rear brake and the left brake lever controls the front brake; but, to make sure your bike's brakes are set up this way, squeeze one brake lever and look to see which brake, front or rear,

engages. Now do the same with the other brake lever.

Make sure that your hands can reach and squeeze the brake levers comfortably. If your hands are too small to operate the levers comfortably, consult your dealer before riding the bike. The lever reach may be adjustable; or you may need a different brake lever design.

2. How brakes work

The braking action of a bicycle is a function of the friction between the braking surfaces. To make sure that you have maximum friction available, keep your wheel rims and brake pads or the disk rotor and caliper clean and free of dirt, lubricants, waxes or polishes. Brakes are designed to control your speed, not just to stop the bike. Maximum braking force for each wheel occurs at the point just before the wheel "locks up" (stops rotating) and starts to skid. Once the tire skids, you actually lose most of your stopping force and all directional control. You need to practice slowing and stopping smoothly without locking up a wheel.

The technique is called progressive brake modulation. Instead of jerking the brake lever to the position where you

think you'll generate appropriate braking force, squeeze the lever, progressively increasing the braking force. If you feel the wheel begin to lock up, release pressure just a little to keep the wheel rotating just short of lockup.

It's important to develop a feel for the amount of brake lever pressure required for each wheel at different speeds and on different surfaces. To better understand this, experiment a little by walking your bike and applying different amounts of pressure to each brake lever, until the wheel locks.

When you apply one or both brakes, the bike begins to slow, but your body wants to continue at the speed at which it was going. This causes a transfer of weight to the front wheel (or, under heavy braking, around the front wheel hub, which could send you flying over the handlebars). A wheel with more weight on it will accept greater brake pressure before lockup; a wheel with less weight will lock up with less brake pressure. So, as you apply brakes and your weight is transferred forward, you need to shift your body toward the rear of the bike, to transfer weight back onto the rear wheel; and at the same time, you need to both decrease rear braking and increase front braking force. This is even more important on descents, because descents shift weight forward.

Two keys to effective speed control and safe stopping are controlling wheel lockup and weight transfer. This weight transfer is even more pronounced if your bike has a front suspension fork. Practice braking and weight transfer techniques where there is no traffic or other hazards and distractions. Everything changes when you ride on loose surfaces or in wet weather. It will take longer to stop on loose surfaces or in wet weather. Tire adhesion is reduced, so the wheels have less cornering and braking traction and can lock up with less brake force. Moisture or dirt on the brake pads reduces their ability to grip. The way to maintain control on loose or wet surfaces is to go more slowly.

D. Shifting gears

Your multi-speed bicycle will have a derailleur drivetrain or, in some special cases, a combination of the two.

How a derailleur drivetrain works

If your bicycle has a derailleur drivetrain, the gear-changing mechanism will have:

- a rear cassette or freewheel sprocket cluster
- a rear derailleur
- usually a front derailleur
- one or two shifters

- one, two or three front sprockets called chainrings
- a drive chain

a. Shifting Gears

There are several different types and styles of shifting controls: levers, twist grips, triggers, combination shift/brake controls and push-buttons. Ask your dealer to explain the type of shifting controls that are on your bike, and to show you how they work. The vocabulary of shifting can be pretty confusing. A downshift is a shift to a “lower” or “slower” gear, one which is easier to pedal. An upshift is a shift to a “higher” or “faster”, harder to pedal gear. What’s confusing is that what’s happening at the front derailleur is the opposite of what’s happening at the rear derailleur (for details, read the instructions on Shifting the Rear Derailleur).

b. Shifting the Rear Derailleur

The rear derailleur is controlled by the right shifter. The function of the rear derailleur is to move the drive chain from one gear sprocket to another. The smaller sprockets on the gear cluster produce higher gear ratios. Pedaling in the higher gears requires greater pedaling effort, but takes you a greater distance with each revolution of the pedal cranks.

The larger sprockets produce lower gear ratios. Using them requires less pedaling effort, but takes you a shorter distance with each pedal crank revolution. Moving the chain from a smaller sprocket of the gear cluster to a larger sprocket results in a downshift. Moving the chain from a larger sprocket to a smaller sprocket results in an upshift. In order for the derailleur to move the chain from one sprocket to another, the rider must be pedaling forward.

c. What if it won’t shift gears?

If moving the shift control one click repeatedly fails to result in a smooth shift to the next gear chances are that the mechanism is out of adjustment. Take the bike to your dealer to have it adjusted.

d. Which gear should I be in?

The numerically lowest gear (1) is for the steepest hills. The numerically largest gear is for the greatest speed. Shifting from an easier, “slower” gear (like 1) to a harder, “faster” gear (like 2 or 3) is called an upshift. Shifting from a harder, “faster” gear to an easier, “slower” gear is called a downshift. It is not necessary to shift gears in sequence. Instead, find the “starting gear” for the conditions — a gear which is hard enough

for quick acceleration but easy enough to let you start from a stop without wobbling — and experiment with upshifting and downshifting to get a feel for the different gears. At first, practice shifting where there are no obstacles, hazards or other traffic, until you've built up your confidence. Learn to anticipate the need to shift, and shift to a lower gear before the hill gets too steep. If you have difficulties with shifting, the problem could be mechanical adjustment. See your dealer for help.

e. What if it won't shift gears?

If moving the shift control one click repeatedly fails to result in a smooth shift to the next gear chances are that the mechanism is out of adjustment. Take the bike to your dealer to have it adjusted.

E. Pedals

1. Toe Overlap is when your toe can touch the front wheel when you turn the handlebars to steer while a pedal is in the forwardmost position. This is common on small-framed bicycles, and is avoided by keeping the inside pedal up and the outside pedal down when making sharp turns. On any bicycle, this technique will also

prevent the inside pedal from striking the ground in a turn.

WARNING: Toe Overlap could cause you to lose control and fall. Ask your dealer to help you determine if the combination of frame size, crank arm length, pedal design and shoes you will use results in pedal overlap. Whether you have overlap or not, you must keep the inside pedal up and the outside pedal down when making sharp turns.

2. Some bicycles come equipped with pedals that have sharp and potentially dangerous surfaces. These surfaces are designed to add safety by increasing grip between the rider's shoe and the pedal. If your bicycle has this type of high performance pedal, you must take extra care to avoid serious injury from the pedals' sharp surfaces. Based on your riding style or skill level, you may prefer a less aggressive pedal design, or chose to ride with shin pads. Your dealer can show you a number of options and make suitable recommendations.
3. Toeclips and straps are a means to keep feet correctly positioned and engaged with the pedals. The toeclip

positions the ball of the foot over the pedal spindle, which gives maximum pedaling power. The toe strap, when tightened, keeps the foot engaged throughout the rotation cycle of the pedal. While toeclips and straps give some benefit with any kind of shoe, they work most effectively with cycling shoes designed for use with toeclips. Your dealer can explain how toeclips and straps work. Shoes with deep treaded soles or welts which might make it more difficult for you to insert or remove your foot should not be used with toeclips and straps.

WARNING: Getting into and out of pedals with toeclips and straps requires skill which can only be acquired with practice. Until it becomes a reflex action, the technique requires concentration which can distract your attention and cause you to lose control and fall. Practice the use of toeclips and straps where there are no obstacles, hazards or traffic. Keep the straps loose, and don't tighten them until your technique and confidence in getting in and out of the pedals warrants it. Never ride in traffic with your toe straps tight.

4. Clipless pedals (sometimes called "step-in pedals") are another means to keep feet securely in the correct position for maximum pedaling efficiency. They have a plate, called a "cleat," on the sole of the shoe, which clicks into a mating spring-loaded fixture on the pedal. They only engage or disengage with a very specific motion which must be practiced until it becomes instinctive. Clipless-pedals require shoes and cleats which are compatible with the make and model pedal being used. Many clipless pedals are designed to allow the rider to adjust the amount of force needed to engage or disengage the foot. Follow the pedal manufacturer's instructions, or ask your dealer to show you how to make this adjustment. Use the easiest setting until engaging and disengaging becomes a reflex action, but always make sure that there is sufficient tension to prevent unintended release of your foot from the pedal.

WARNING: Failure to maintain, check and properly adjust the suspension system may result in suspension malfunction, which may cause you to lose control and fall. If your bike has suspension, the increased speed you may develop also increases your risk of injury. For example,

when braking, the front of a suspended bike dips. You could lose control and fall if you do not have experience with this system.

WARNING: Not all bicycles can be safely retrofitted with some types of suspension systems. Before retrofitting a bicycle with any suspension, check with the bicycle's manufacturer to make sure that what you want to do is compatible with the bicycle's design. Failing to do so can result in catastrophic frame failure.

F. Tires and Tubes

1. Tires

Bicycle tires are available in many designs and specifications, ranging from general-purpose designs to tires designed to perform best under very specific weather or terrain conditions. If, once you've gained experience with your new bike, you feel that a different tire might better suit your riding needs, your dealer can help you select the most appropriate design. The size, pressure rating, and on some high-performance tires the specific recommended use, are marked on the sidewall of the

tire. The part of this information which is most important to you is Tire Pressure.

WARNING: Never inflate a tire beyond the maximum pressure marked on the tire's sidewall. Exceeding the recommended maximum pressure may blow the tire off the rim, which could cause damage to the bike and injury to the rider and bystanders. The best and safest way to inflate a bicycle tire to the correct pressure is with a bicycle pump which has a built-in pressure gauge.

WARNING: There is a safety risk in using gas station air hoses or other air compressors. They are not made for bicycle tires. They move a large volume of air very rapidly, and will raise the pressure in your tire very rapidly, which could cause the tube to explode. Tire pressure is given either as maximum pressure or as a pressure range. How a tire performs under different terrain or weather conditions depends largely on tire pressure. Inflating the tire to near its maximum recommended pressure gives the lowest rolling resistance; but also produces the harshest ride. High pressures work best on smooth, dry pavement. Very low pressures, at the

bottom of the recommended pressure range, give the best performance on smooth, slick terrain such as hard-packed clay, and on deep, loose surfaces such as deep, dry sand. Tire pressure that is too low for your weight and the riding conditions can cause a puncture of the tube by allowing the tire to deform sufficiently to pinch the inner tube between the rim and the riding surface.

CAUTION: Pencil type automotive tire gauges can be inaccurate and should not be relied upon for consistent, accurate pressure readings. Instead, use a high quality dial gauge. Ask your dealer to recommend the best tire pressure for the kind of riding you will most often do, and have the dealer inflate your tires to that pressure. Then, check inflation so you'll know how correctly inflated tires should look and feel when you don't have access to a gauge. Some tires may need to be brought up to pressure every week or two, so it is important to check your tire pressures before every ride. Some special high-performance tires have unidirectional treads: their tread pattern is designed to work better in one direction than in the other. The sidewall marking of a unidirectional tire will have an arrow showing the correct rotation direction.

2. Tires Valves

There are primarily two kinds of bicycle tube valves: The Schraeder Valve and the Presta Valve. The bicycle pump you use must have the fitting appropriate to the valve stems on your bicycle.

The Schraeder valve is like the valve on a car tire. To inflate a Schraeder valve tube, remove the valve cap and clamp the pump fitting onto the end of the valve stem. To let air out of a Schraeder valve, depress the pin in the end of the valve stem with the end of a key or other appropriate object.

The Presta valve has a narrower diameter and is only found on bicycle tires. To inflate a Presta valve tube using a Presta headed bicycle pump, remove the valve cap; unscrew (counterclockwise) the valve stem lock nut; and push down on the valve stem to free it up. Then push the pump head on to the valve head, and inflate. To inflate a Presta valve with a Schraeder pump fitting, you'll need a Presta adapter (available at your bike shop) which screws on to the valve stem once you've freed up the valve. The adapter fits into the Schraeder pump

fitting. Close the valve after inflation. To let air out of a Presta valve, open up the valve stem lock nut and depress the valve stem.

WARNING: We highly recommend that you carry a spare inner tube when you ride your bike. Patching a tube is an emergency repair. If you do not apply the patch correctly or apply several patches, the tube can fail, resulting in possible tube failure, which could cause you to lose control and fall. Replace a patched tube as soon as possible.

5. Service

WARNING: Technological advances have made bicycles and bicycle components more complex, and the pace of innovation is increasing. It is impossible for this manual to provide all the information required to properly repair and/or maintain your bicycle. In order to help minimize the chances of an accident and possible injury, it is critical that you have any repair or maintenance which is not specifically described in this manual performed by your dealer. Equally important is that your individual maintenance requirements will be determined by everything from your riding style to geographic location. Consult your dealer for help in determining your

maintenance requirements.

WARNING: Many bicycle service and repair tasks require special knowledge and tools. Do not begin any adjustments or service on your bicycle until you have learned from your dealer how to properly complete them. Improper adjustment or service may result in damage to the bicycle or in an accident which can cause serious injury or death.

If you want to learn to do major service and repair work on your bike:

1. Ask your dealer for copies of the manufacturer's installation and service instructions for the components on your bike, or contact the component manufacturer.
2. Ask your dealer to recommend a book on bicycle repair.
3. Ask your dealer about the availability of bicycle repair courses in your area.

We recommend that you ask your dealer to check the quality of your work the first time you work on something and before you ride the bike, just to make sure that you did everything correctly. Since that will require the time of a mechanic, there may be a modest charge for this service.

parts, such as inner tubes, light bulbs, etc. it would be appropriate for you to have once you have learned how to replace such parts when they require replacement.

1. Ask your dealer for copies of the manufacturer's installation and service instructions for the components on your bike, or contact the component manufacturer.
2. Ask your dealer to recommend a book on bicycle repair.
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We recommend that you ask your dealer to check the quality of your work the first time you work on something and before you ride the bike, just to make sure that you did everything correctly. Since that will require the time of a mechanic, there may be a modest charge for this service.

A. Service Intervals

Some service and maintenance can and should be performed by the owner, and require no special tools or knowledge beyond what is presented in this manual.

The following are examples of the type of service you should

perform yourself. All other service, maintenance and repair should be performed in a properly equipped facility by a qualified bicycle mechanic using the correct tools and procedures specified by the manufacturer.

1. Break-in Period: Your bike will last longer and work better if you break it in before riding it hard. Control cables and wheel spokes may stretch or "seat" when a new bike is first used and may require readjustment by your dealer. Your Mechanical Safety Check will help you identify some things that need readjustment. But even if everything seems fine to you, it's best to take your bike back to the dealer for a checkup. Dealers typically suggest you bring the bike in for a 30 day checkup. Another way to judge when it's time for the first check up is to bring the bike in after three to five hours of hard off-road use, or about 10 to 15 hours of on-road or more casual off-road use. But if you think something is wrong with the bike, take it to your dealer before riding it again.

2. Before every ride: Mechanical Safety Check

3. After every long or hard ride: If the bike has been exposed to water or grit; or at least every 100 miles: Clean the bike and lightly lubricate the chain's rollers with a good quality bicycle chain lubricant. Wipe off excess lubricant with a lint free cloth. Lubrication is a function of climate. Talk to your dealer about the best lubricants and the recommended lubrication frequency for your area.

4. After every long or hard ride or after every 10 to 20 hours of riding:

- Squeeze the front brake and rock the bike forward and back. Everything feel solid? If you feel a clunk with each forward or backward movement of the bike, you probably have a loose headset. Have your dealer check it.
- Lift the front wheel off the ground and swing it from side to side. Feel smooth? If you feel any binding or roughness in the steering, you may have a tight headset. Have your dealer check it.
- Grab one pedal and rock it toward and away from the centerline of the bike; then do the same with the other pedal. Anything feel loose? If so, have your dealer check it.
- Take a look at the brake pads. Starting to look worn or not hitting the wheel rim squarely? Time to have the dealer adjust or replace them.
- Carefully check the control cables and cable housings. Any rust? Kinks? Fraying? If so, have your dealer replace them.
- Squeeze each adjoining pair of spokes on either side of each wheel between your thumb and index finger. Do they all feel about the same? If any feel loose, have your dealer check the wheel for tension and trueness.
- Check the tires for excess wear, cuts or bruises. Have your dealer replace them if necessary.
- Check the wheel rims for excess wear, dings, dents and scratches. Consult your dealer if you see any rim damage.
- Check to make sure that all parts and accessories are still secure, and tighten any which are not.
- Check the frame, particularly in the area around all tube joints; the handlebars; the stem; and the seatpost for any deep scratches, cracks or discoloration. These are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced. See also

Appendix A

Intended use of your bicycle

WARNING: Understand your bike and its intended use.

Choosing the wrong bicycle for your purpose can be hazardous. Using your bike the wrong way is dangerous.

No one type of bicycle is suited for all purposes. Your retailer can help you pick the “right tool for the job” and help you understand its limitations. There are many types of bicycles and many variations within each type. There are many types of mountain, road, racing, hybrid, touring, cyclocross and tandem bicycles. There are also bicycles that mix features. For example, there are road/racing bikes with triple cranks. These bikes have the low gearing of a touring bike, the quick handling of a racing bike, but are not well suited for carrying heavy loads on a tour. For that purpose you want a touring bike. Within each of type of bicycle, one can optimize for certain purposes. Visit your bicycle shop and find some one with expertise in the area that interests you. Do your own homework. Seemingly small changes such as the choice of tires can improve or diminish the performance of a bicycle for a certain purpose. On the following pages, we generally outline the intended uses of various types of bikes.

Industry usage conditions are generalized and evolving. Consult your dealer about how you intend to use your bike.

High-Performance Road

CONDITION 1

Bikes designed for riding on a paved surface where the tires do not lose ground contact.

INTENDED To be ridden on paved roads only.

NOT INTENDED For off-road, cyclocross, or touring with racks or panniers.

TRADE OFF Material use is optimized to deliver both light weight and specific performance. You must understand that (1) these types of bikes are intended to give an aggressive racer or competitive cyclist a performance advantage over a relatively short product life, (2) a less aggressive rider will enjoy longer frame life, (3) you are choosing light weight (shorter frame life) over more frame weight and a longer frame life, (4) you are choosing light weight over more dent resistant or rugged frames that weigh more. All frames that are very light need frequent inspection. These frames are likely to be damaged or broken in a crash. They are not designed to take abuse or be a rugged workhorse. See also Appendix B.

General Purpose Riding

CONDITION 2

Bikes designed for riding Condition 1, plus smooth gravel roads and improved trails with moderate grades where the tires do not lose ground contact.

INTENDED For paved roads, gravel or dirt roads that are in good condition, and bike paths.

NOT INTENDED For off-road or mountain bike use, or for any kind of jumping. Some of these bikes have suspension features, but these features are designed to add comfort, not off-road capability. Some come with relatively wide tires that are well suited to gravel or dirt paths. Some come with relatively narrow tires that are best suited to faster riding on pavement. If you ride on gravel or dirt paths, carry heavier loads or want more tire durability talk to your dealer about wider tires.

Appendix B

The lifespan of your bike and its components

1. Nothing Lasts Forever, Including Your Bike.

When the useful life of your bike or its components is over, continued use is hazardous. Every bicycle and its component parts have a finite, limited useful life. The length of that life will vary with the construction and materials used in the frame and components; the maintenance and care the frame and components receive over their life; and the type and amount of use to which the frame and components are subjected. Use in competitive events, trick riding, ramp riding, jumping, aggressive riding, riding on severe terrain, riding in severe climates, riding with heavy loads, commercial activities and other types of non-standard use can dramatically shorten the life of the frame and components. Any one or a combination of these conditions may result in an unpredictable failure. All aspects of use being identical, lightweight bicycles and their components will usually have a shorter life than heavier bicycles and their components. In selecting a lightweight bicycle or components you are making a tradeoff, favoring the higher performance that comes with lighter weight over longevity. So, If you

choose lightweight, high performance equipment, be sure to have it inspected frequently. You should have your bicycle and its components checked periodically by your dealer for indicators of stress and/or potential failure, including cracks, deformation, corrosion, paint peeling, dents, and any other indicators of potential problems, inappropriate use or abuse. These are important safety checks and very important to help prevent accidents, bodily injury to the rider and shortened product life.

2. Perspective

Today's high-performance bicycles require frequent and careful inspection and service. In this Appendix we try to explain some underlying material science basics and how they relate to your bicycle. We discuss some of the trade-offs made in designing your bicycle and what you can expect from your bicycle; and we provide important, basic guidelines on how to maintain and inspect it. We cannot teach you everything you need to know to properly inspect and service your bicycle; and that is why we repeatedly urge you to take your bicycle to your dealer for professional care and attention.

A. Understanding metals

Steel is the traditional material for building bicycle frames. It has good characteristics, but in high performance bicycles, steel has been largely replaced by aluminum and some titanium. The main factor driving this change is interest by cycling enthusiasts in lighter bicycles.

Properties of Metals

Please understand that there is no simple statement that can be made that characterizes the use of different metals for bicycles. What is true is how the metal chosen is applied is much more important than the material alone. One must look at the way the bike is designed, tested, manufactured, supported along with the characteristics of the metal rather than seeking a simplistic answer. Metals vary widely in their resistance to corrosion. Steel must be protected or rust will attack it. Aluminum and Titanium quickly develop an oxide film that protects the metal from further corrosion. Both are therefore quite resistant to corrosion. Aluminum is not perfectly corrosion resistant, and particular care must be used where it contacts other metals and galvanic corrosion can occur. Metals are comparatively ductile. Ductile means bending, buckling and stretching before breaking. Generally speaking,

of the common bicycle frame building materials steel is the most ductile, titanium less ductile, followed by aluminum.

Metals vary in density. Density is weight per unit of material. Steel weighs 7.8 grams/cm³ (grams per cubic centimeter), titanium 4.5 grams/cm³, aluminum 2.75 grams/cm³. Contrast these numbers with carbon fiber composite at 1.45 grams/cm³. Metals are subject to fatigue. With enough cycles of use, at high enough loads, metals will eventually develop cracks that lead to failure. It is very important that you read The basics of metal fatigue below.

Let's say you hit a curb, ditch, rock, car, another cyclist or other object. At any speed above a fast walk, your body will continue to move forward, momentum carrying you over the front of the bike. You cannot and will not stay on the bike, and what happens to the frame, fork and other components is irrelevant to what happens to your body.

What should you expect from your metal frame? It depends on many complex factors, which is why we tell you that crashworthiness cannot be a design criteria. With that important note, we can tell you that if the impact is hard enough the fork or frame may be bent or buckled. On a steel

bike, the steel fork may be severely bent and the frame undamaged. Aluminum is less ductile than steel, but you can expect the fork and frame to be bent or buckled. Hit harder and the top tube may be broken in tension and the down tube buckled. Hit harder and the top tube may be broken, the down tube buckled and broken, leaving the head tube and fork separated from the main triangle.

When a metal bike crashes, you will usually see some evidence of this ductility in bent, buckled or folded metal. It is now common for the main frame to be made of metal and the fork of carbon fiber. See Section B, Understanding composites below. The relative ductility of metals and the lack of ductility of carbon fiber means that in a crash scenario you can expect some bending or buckling in the metal but none in the carbon. Below some load the carbon fork may be intact even though the frame is damaged. Above some load the carbon fork will be completely broken.

The basics of metal fatigue

Common sense tells us that nothing that is used lasts forever. The more you use something, and the harder you use it, and the worse the conditions you use it in, the shorter its life.

Fatigue is the term used to describe accumulated damage to a part caused by repeated loading. To cause fatigue damage, the load the part receives must be great enough. A crude, often-used example is bending a paper clip back and forth (repeated loading) until it breaks. This simple definition will help you understand that fatigue has nothing to do with time or age. A bicycle in a garage does not fatigue. Fatigue happens only through use.

So what kind of “damage” are we talking about? On a microscopic level, a crack forms in a highly stressed area. As the load is repeatedly applied, the crack grows. At some point the crack becomes visible to the naked eye. Eventually it becomes so large that the part is too weak to carry the load that it could carry without the crack. At that point there can be a complete and immediate failure of the part.

One can design a part that is so strong that fatigue life is nearly infinite. This requires a lot of material and a lot of weight. Any structure that must be light and strong will have a finite fatigue life. Aircraft, race cars, motorcycles all have parts with finite fatigue lives. If you wanted a bicycle with an infinite fatigue life, it would weigh far more than any bicycle

sold today. So we all make a tradeoff: the wonderful, light weight performance we want requires that we inspect the structure.

What to look for

- **ONCE A CRACK STARTS IT CAN GROW AND GROW FAST.** Think about the crack as forming a pathway to failure. This means that any crack is potentially dangerous and will only become more dangerous.
SIMPLE RULE 1 : If you find crack, replace the part.
- **CORROSION SPEEDS DAMAGE.** Cracks grow more quickly when they are in a corrosive environment. Think about the corrosive solution as further weakening and extending the crack.
SIMPLE RULE 2 : Clean your bike, lubricate your bike, protect your bike from salt, remove any salt as soon as you can
- **STAINS AND DISCOLORATION CAN OCCUR NEAR A CRACK.** Such staining may be a warning sign that a crack exists.

SIMPLE RULE 3 : Inspect and investigate any staining to see if it is associated with a crack.

- SIGNIFICANT SCRATCHES, GOUGES, DENTS OR SCORING CREATE STARTING POINTS FOR CRACKS.

Think about the cut surface as a focal point for stress (in fact engineers call such areas “stress risers,” areas where the stress is increased). Perhaps you have seen glass cut? Recall how the glass was scored and then broke on the scored line.

SIMPLE RULE 4 : Do not scratch, gouge or score any surface. If you do, pay frequent

- SOME CRACKS (particularly larger ones) MAY MAKECREAKING NOISE AS YOU RIDE. Think about such a noise as a serious warning signal. Note that a wellmaintained bicycle will be very quiet and free of creaks and squeaks.
SIMPLE RULE 5 : Investigate and find the source of any noise. It may not a be a crack, but whatever is causing the noise should be fixed promptly.

In most cases a fatigue crack is not a defect. It is a sign that the part has been worn out, a sign the part has reached the end of its useful life. When your car tires wear down to the point that the tread bars are contacting the road, those tires are not defective. Those tires are worn out and the tread bar says “time for replacement.” When a metal part shows a fatigue crack, it is worn out. The crack says “time for replacement.”

Fatigue Is Not A Perfectly Predictable Science

Fatigue is not a perfectly predictable science, but here are some general factors to help you and your dealer determine how often your bicycle should be inspected. The more you fit the “shorten product life” profile, the more frequent your need to inspect. The more you fit the “lengthen product life” profile, the less frequent your need to inspect.

Factors that shorten product life:

- Hard, harsh riding style
- “Hits”, crashes, jumps, other “shots” to the bike
- High mileage

- Higher body weight
- Stronger, more fit, more aggressive rider
- Corrosive environment (wet, salt air, winter road salt, accumulated sweat)
- Presence of abrasive mud, dirt, sand, soil in riding environment
- Factors that lengthen product life:
- Smooth, fluid riding style
- No “hits”, crashes, jumps, other “shots” to the bike
- Low mileage
- Lower body weight
- Less aggressive rider
- Non-corrosive environment (dry, salt-free air)
- Clean riding environment

WARNING: Do not ride a bicycle or component with any crack, bulge or dent, even a small one. Riding a cracked frame, fork or component could lead to complete failure, with risk of serious injury or death.

C. Understanding components

It is often necessary to remove and disassemble components in order to properly and carefully inspect them. This is a job for a professional bicycle mechanic with the special tools, skills and experience to inspect and service today's high-tech high-performance bicycles and their components.

Aftermarket “Super Light” components

Think carefully about your rider profile as outlined above. The more you fit the “shorten product life” profile, the more you must question the use of super light components. The more you fit the “lengthen product life” profile, the more likely it is that lighter components may be suitable for you. Discuss your needs and your profile very honestly with your dealer. Take these choices seriously and understand that you are responsible for the changes.

A useful slogan to discuss with your dealer if you contemplate changing components is “Strong, Light, Cheap –pick two.”

Original Equipment components

Bicycle and component manufacturers test the fatigue life of the components that are original equipment on your bike.

This means that they have met test criteria and have reasonable fatigue life. It does not mean that the original components will last forever. They won't.

Appendix C

Fastener Torque Specifications

Correct tightening torque of threaded fasteners is very important to your safety. Always tighten fastener to the correct torque. In case of a conflict between the instructions in this manual and information provided by a component manufacturer, consult with your dealer or the manufacturer's customer service representative for clarification. Bolts that are too tight can stretch and deform. Bolts that are too loose can move and fatigue. Either mistake can lead to a sudden failure of the bolt. Always use a correctly calibrated torque wrench to tighten critical fasteners on your bike. Carefully follow the torque wrench manufacturer's instructions on the correct way to set and use the torque wrench for accurate results.

FASTENER RECOMMENDED TORQUE

REAR HUB WHEELS = 44Nm

PEDALS = 35Nm

SEATPOST CLAMP = 7-8Nm

SADDLE CLAMP = 17-25Nm

STEERER CLAMP = 8-9Nm

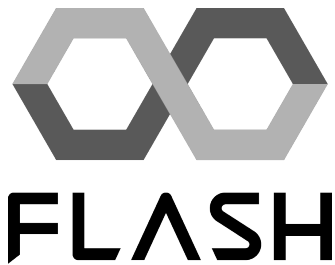
HANDLEBAR CLAMP = 7-8Nm

CONTROL LEVER CLAMPS = 6-8Nm

Frequently Asked Questions

Please visit the **Flash Help Center**

<http://support.flashbike.io> for the most recent frequently asked questions, how to videos and popular articles.



<http://www.flashbike.io>

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