

PLEASE VISIT YOUR AUTHORIZED BATCH RETAILER FOR  
SERVICE AND QUESTIONS.



Batch Bicycles  
8889 Gander Creek Dr.  
Dayton, OH 45342

833.789.8899  
batchbicycles.com

\* If purchased with Battery Drive System, be sure to read and fully understand Battery Drive System installation and operation manual before riding.

 **OWNER'S MANUAL**  
for Commuter Bikes

# Owner's Manual Index

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**This manual contains important safety, assembly, operation and maintenance information. Please read and fully understand this manual before operation.**  
Save this manual for future reference.

Always wear approved helmet and safety equipment when using this product.

## BATCH Limited Warranty

### We've Got You Covered

Batch Bicycles comes with our industry's best warranty program – Batch Bicycles Service Program. Once your Batch Bicycle is registered, Batch Bicycles provides each original retail purchaser of a Batch Bicycle a warranty against defects in materials and workmanship, as stated below:

### General:

Part or model specifications are subject to change without notice.  
This Limited Warranty is the only warranty for the product. ALL WARRANTIES OTHER THAN STATED HEREIN ARE DISCLAIMED INCLUDING IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, TO THE EXTENT ALLOWABLE BY APPLICABLE LAW. ALL LIABILITY FOR INCIDENTAL, PUNITIVE, SPECIAL, OR CONSEQUENTIAL DAMAGES ARE EXPRESSLY DISCLAIMED, TO THE EXTENT ALLOWABLE BY APPLICABLE LAW. The only uses for this product are described in this manual.  
In order to be eligible for service under this Limited Warranty you MUST complete the on-line warranty registration within 30 days of the date of original purchase of the product.  
The Limited Warranty extends only to the original consumer and is not transferable to anyone else.

### What does this Limited Warranty cover?

This Limited Warranty covers defects in workmanship and materials for all parts of the product except those indicated below as not warranted.

### What must you do to keep the Limited Warranty in effect?

*This Limited Warranty is effective only if:*  
Product is completely and correctly assembled.  
Product is used under normal conditions for its intended purpose (see the following section for excluded activities).  
Product receives all necessary maintenance and adjustments.  
Product is used for general transportation and recreational use only.

### What is not covered by this Limited Warranty?

This product is designed for recreational use only. This Limited Warranty does not cover normal wear and tear, normal maintenance items, or any

damage, failure, or loss that is caused by improper assembly, maintenance, adjustment, storage, or use of the product. This limited warranty does not extend to future performance.

### This Limited Warranty will be void if the product is ever:

- Used in any competitive sport
- Used for stunt riding, jumping, aerobatics or similar activity
- Modified in any way
- Modified with the addition of a motor
- Ridden by more than one person at a time
- Rented, sold, or given away
- Used in a manner contrary to the instructions and warnings in this Owner's Manual

### What will The Manufacturer do?

Manufacturer's sole and exclusive obligation under this Limited Warranty is to repair and/or replace, at its sole option, any covered defect in workmanship or materials.

### How do you get service once you have registered your product for limited warranty coverage as described above?

Contact your authorized Batch Bicycles retailer.

### What rights do you have?

This Limited Warranty gives you specific legal rights. You may also have other rights which vary from State to State.

### For how long does this Limited Warranty last?

- Steel rigid fork: Lifetime when owned by the original retail purchaser.
- Aluminum Frame: Lifetime when owned by the original retail purchaser.
- Any other original part or component shall be covered by the stated warranty of the original manufacturer. Any products not specifically included above are hereby omitted.
- All Batch Bicycle parts and accessories: 1 year
- All time frames stated in this Limited Warranty are measured from date of original retail purchase.

When used in this Limited Warranty, "Lifetime" means for as long as the original retail purchaser owns the product.

## Inspection of the Bearings

### Maintenance:

Frequently check the bearings of the bicycle. Have a bicycle service shop lubricate the bearings once a year or any time they do not pass the following tests:

### Head Tube Bearings:

The fork should turn freely and smoothly at all times. With the front wheel off the ground, you should not be able to move the fork up, down, or side-to-side in the head tube.

### Crank Bearings:

The crank should turn freely and smoothly at all times and the front sprockets should not be loose on the crank. You should not be able to move the pedal end of the crank from side-to-side.

### Wheel Bearings:

Lift each end of the bicycle off the ground and slowly spin the raised wheel by hand. The bearings are correctly adjusted if:

- The wheel spins freely and easily.
- The weight of the spoke reflector, when you put it toward the front or rear of the bicycle, causes the wheel to spin back and forth several times.
- There is no side-to-side movement at the wheel rim when you push it to the side with light force.

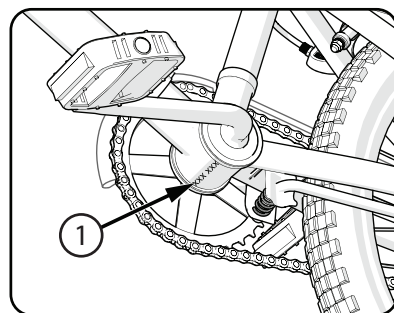
## Owner's Bicycle Identification Record

**NOTE:** This information is only available on the bicycle itself.

Each bicycle has a Recovery Code stamped into the frame. The Recovery Code ① can be found on the bottom of the crank housing as shown.

Write this number below to keep it for future reference.

If the bicycle is stolen, give this number and a description of the bicycle to the police. This will help them find the bicycle.



**Recovery Code:** \_\_\_\_\_

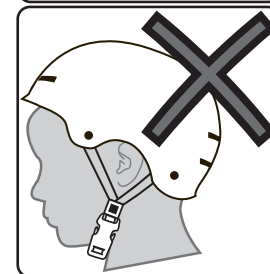
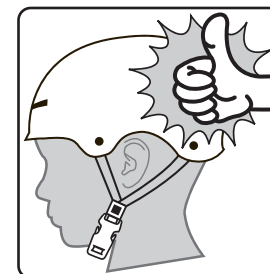
**Purchase Date:** \_\_\_\_\_

**Model Name:** \_\_\_\_\_

## Helmet Warning Information

**! WARNING:**  
**ALWAYS WEAR YOUR HELMET**  
**WHEN RIDING THIS PRODUCT!**

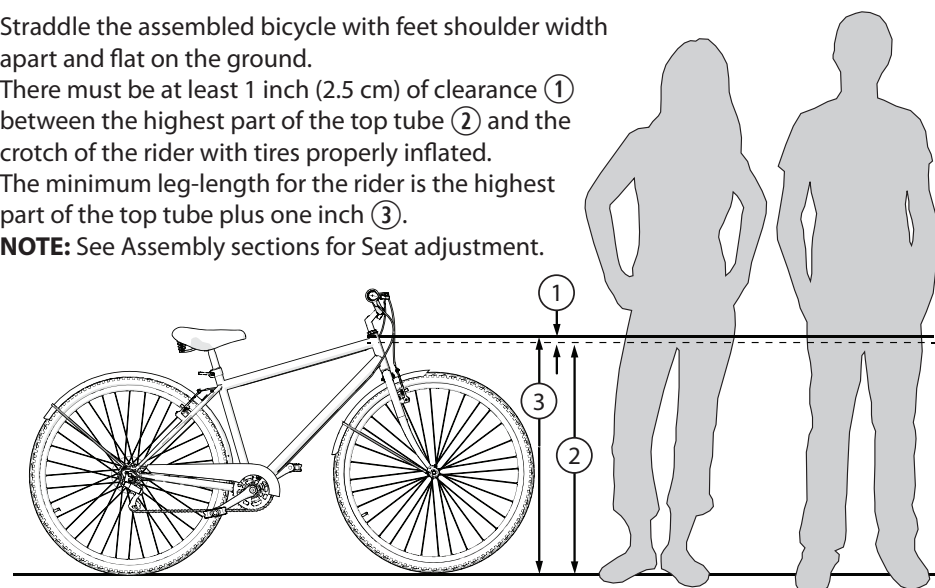
- Helmet should sit level on your head and low on your forehead. Exposed forehead can result in serious injury.
- Adjust the strap sliders below the ear on both sides.
- Buckle the chin strap. Adjust strap until it is snug.
- No more than two fingers should fit between the strap and your chin.
- A proper fitting helmet should be comfortable and not rock forward/backward or side to side.



## Fitting the Rider to the Bicycle

**To determine the correct size of bicycle for the rider:**


- Straddle the assembled bicycle with feet shoulder width apart and flat on the ground.
- There must be at least 1 inch (2.5 cm) of clearance ① between the highest part of the top tube ② and the crotch of the rider with tires properly inflated.
- The minimum leg-length for the rider is the highest part of the top tube plus one inch ③.
- **NOTE:** See Assembly sections for Seat adjustment.




**! IMPORTANT!!** Read All Warning And Safety Information →

Warning and Safety Information

MEANINGS OF WARNINGS:

-  This symbol is important. See the word “CAUTION” or “WARNING” which follows it. The word “CAUTION” is before mechanical instructions. If you do not obey these instructions, mechanical damage or failure of a part of the bicycle can occur. The word “WARNING” is before personal safety instructions. If you do not obey these instructions, injury to the rider or to others can occur.
- CHOKING HAZARD. Small parts. Not for children under 3 years.
  - Adult assembly is required.
  - Handlebar hand grip or tube end plugs should be replaced if damaged as bare tubes have been known to cause injury. All products with capped handlebar ends should be checked regularly to ensure that adequate protection for the ends of the handlebars are in place.
  - Replacement forks must have the same rake and tube inner diameter as the original product.
  - Do not add a motor to the product.
  - Do not tow or push the product.
  - Do not modify the product.
  - Replace worn or broken parts immediately with original equipment.
  - If anything does not operate properly, discontinue use.

The Owner’s Responsibility

 **WARNING:** This bicycle is made to be ridden by one rider at a time for general transportation and recreational use. It is not made to withstand the abuse of stunting and jumping.


If the bicycle was purchased unassembled, it is the owner’s responsibility to follow all assembly and adjustment instructions exactly as written in this manual, and any “Special Instructions” supplied and to make sure all fasteners and components are securely tightened.

**NOTE:** Periodically check that all fasteners and components are securely tightened.

If the bicycle was purchased assembled, it is the owner’s responsibility, before riding the bicycle for the first time, to make sure the bicycle has been assembled and adjusted exactly as written in this manual, and any “Special Instructions” supplied and to make sure all fasteners and components are securely tightened.

- NOTE:**  
**If product is assembled, please proceed to sections:**
- Testing Stem, Handlebar
  - Seat Clamp tightness.

Lubrication

-  **WARNING:**
- Do not over lubricate. If oil gets on the wheel rims or the brake shoes, it will reduce brake performance and a longer distance to stop the bicycle will be necessary. Injury to the rider or to others can occur.
  - The chain can throw excess oil onto the wheel rim. Wipe excess oil off the chain.
  - Keep all oil off the surfaces of the pedals where your feet rest.
  - Using soap and hot water, wash all oil off the wheel rims, the brake shoes, the pedals, and the tires.
  - Rinse with clean water and dry completely before you ride.
  - Using a light machine oil (20W), lubricate the bicycle according to the following table:

Lubrication Table (as equipped)

What	When	How
Pedals	every six months	Put four drops of oil where the axles go into the pedals.
Chain	every six months	Put one drop of oil on each roller of the chain. Wipe all excess oil off the chain.
Derailleurs	every six months	Put one drop of oil on each pivot point of the derailleurs.
Brake Levers	every six months	Put one drop of oil on the pivot point of each brake lever.
Wheel Brakes	every six months	Put one drop of oil on the pivot point of each cantilever brake.
Brake and cable	every six months	Put four drops of oil into both ends of each cable. Allow oil to soak back along the cable wire.
Rear Sprocket Cluster	every six months	Lay the bicycle on its left side. Slowly turn the rear wheel clockwise. Put four drops of oil in the crack between the rear sprockets (which are stationary) and the freewheel body (which is turning clockwise).
Shock Fork	every six months	Lift up the rubber fork boot and dab a small amount of grease on the fork leg just above the plastic bushing.

## Repair and Service

### ! WARNING:

- Inspect the product frequently. Failure to inspect the product and to make repairs or adjustments, as necessary, can result in injury to the rider or to others. Make sure all parts are correctly assembled and adjusted as written in this manual and any "Special Instructions".
- Immediately replace any damaged, missing, or badly worn parts with original equipment.
- Make sure all fasteners are correctly tightened as written in this manual and any "Special Instructions". Parts that are not tight enough can be lost or operate poorly. Over tightened parts can be damaged. Make sure any replacement fasteners are the correct size and type.
- Self-locking nuts and other self-locking fasteners may lose their effectiveness when re-used.

**NOTE:** Have a bicycle service shop make any repairs or adjustments for which you do not have the correct tools or if the instructions in this manual or any "Special Instructions" are not

### Tires

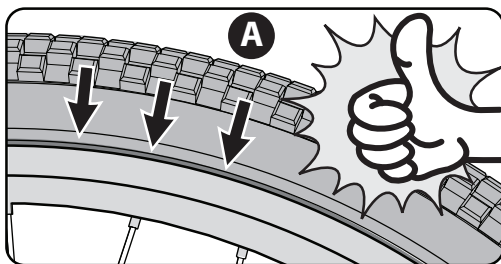
#### MAINTENANCE:

- Frequently check the tire inflation pressure because all tires lose air slowly over time. For extended storage, keep weight off of the tires.
- Do not use unregulated air hoses to inflate the tire/tubes. An unregulated hose can suddenly over inflate tires and cause them to burst.
- Replace worn tires.

**! WARNING:** Do not ride or sit on the unit if a tire is under inflated. This can damage the tire, inner tube and rim.

#### INFLATING THE TIRES:

- Use a hand or a foot pump to inflate the tires.
- Service station meter-regulated air hoses are also acceptable.
- The maximum inflation pressure is shown on the tire sidewall.
- If two inflation pressures are on the tire sidewall, use the higher pressure for on-road riding and the lower pressure for off-road riding.
- The lower pressure will provide better tire traction and a more comfortable ride.



Before adding air to any tire, make sure the edge of the tire (the bead) is the same distance from the rim, all around the rim, on both sides of the tire **A**. If the tire does not appear to be seated correctly, release air from the inner tube until you can push the bead of the tire into the rim where necessary. Add air slowly and stop frequently to check the tire seating and the pressure, until you reach the correct inflation pressure.

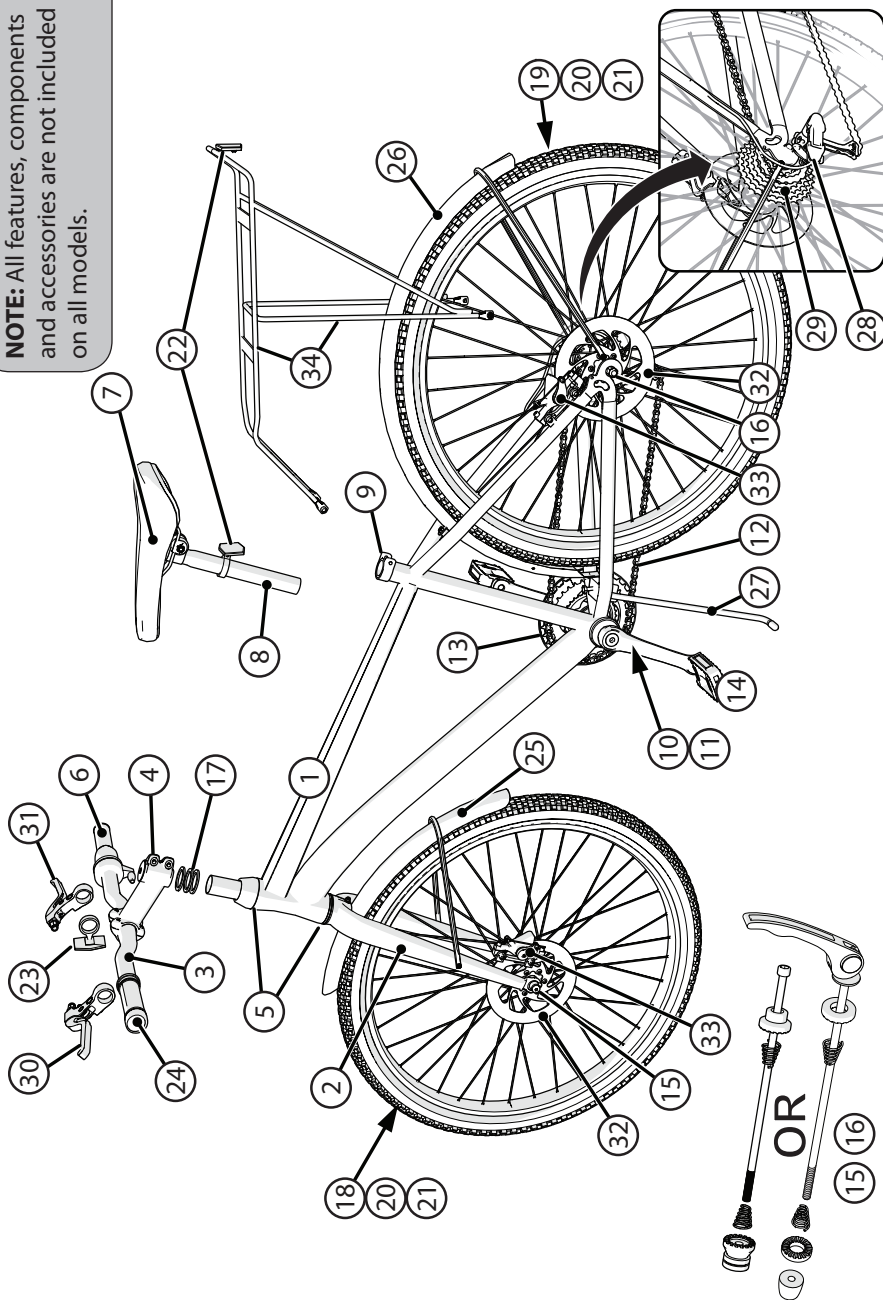
## Rules of the Road

**! WARNING:** Failure of the rider to obey the following "Rules of the Road" can result in injury to the rider or to others.

- Obey all traffic regulations, signs, and signals.
- Always wear a bicycle helmet that meets safety standards, as well as local safety standards.
- Ride on the correct side of the road, in a single file, and in a straight line.
- If possible, avoid riding at night, dusk, dawn and any other time of poor visibility.
- **If you must ride at night or at time of poor visibility:**
  - Purchase, install, and use a headlight and taillight.
  - Headlights are required by all states for nighttime riding and taillights are required in some states.
  - Battery-powered lights or flashing safety lights are also recommended.
- **Reflectors:** For your own safety, do not ride the bicycle if the reflectors are incorrectly installed, damaged, or missing. Make sure the front and rear reflectors are vertical. Do not allow the visibility of the reflectors to be blocked by clothing or other articles. Dirty reflectors do not work well. Clean the reflectors, as necessary, with soap and a damp cloth.
- Make yourself more visible to motorists.
  - Wear light-colored or reflective clothing, such as a reflective vest and reflective bands for your arms and legs.
  - Use reflective tape on your helmet.
  - Do not let anything cover the reflectors.
- **Use extra caution in wet weather:**
  - Ride slowly on damp surfaces because the tires will slide more easily.
  - Allow increased braking distance in wet weather.
- **Avoid these hazards to prevent loss of control or damage to your wheels:**
  - Be aware of drain grates, soft road edges, gravel or sand, pot holes or ruts, wet leaves, or uneven paving.
  - Cross railroad tracks at a right angle to prevent the loss of control.
  - Avoid unsafe actions while riding.
  - Do not carry any passengers.
  - Do not carry any items or attach anything to your bicycle that could hinder your vision, hearing, or control.
  - Do not ride with both hands off the handlebar.
  - Do not add a motor to the product.
  - Do not tow or push the product.
  - Do not modify the product.
  - Replace worn or broken parts immediately with original equipment.
  - If anything does not operate properly, discontinue use.



**NOTE:** All features, components and accessories are not included on all models.



## Rear Derailleur Adjustments - continued

Put the "low" adjusting Screw in the correct position as follows:

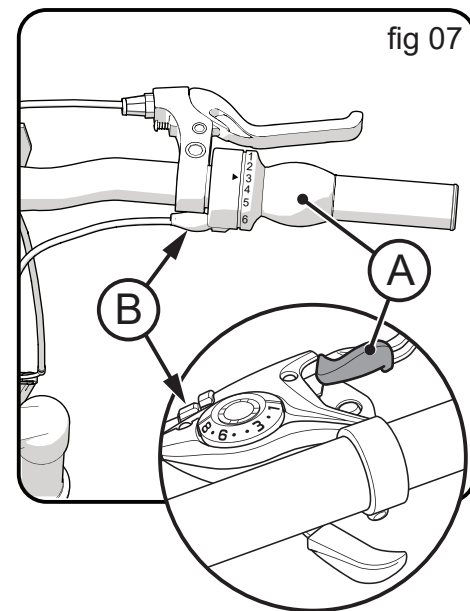
- Shift the chain onto the largest rear Sprocket **(F)**.
- Loosen Nut of the cable clamp.
- Turn the "low" adjusting Screw **(L)** so the Jockey Roller is exactly below the largest rear sprocket. (**fig 06**)
- Tighten the Nut of the cable clamp.

### Adjust the Index Shift System:

- Shift the chain onto the smallest rear sprocket.
- Without turning the crank, turn the Right Shift Control **(A)** one "click" rearward - or "click" thumb lever (**fig 07**).
- Slowly turn the crank forward.
- The chain should move from the smallest rear sprocket to the next larger rear sprocket.
- Turn the Adjusting Barrel **(B)** OUT as needed so the chain moves exactly on to the second rear sprocket and does not rub, jump, or delay.

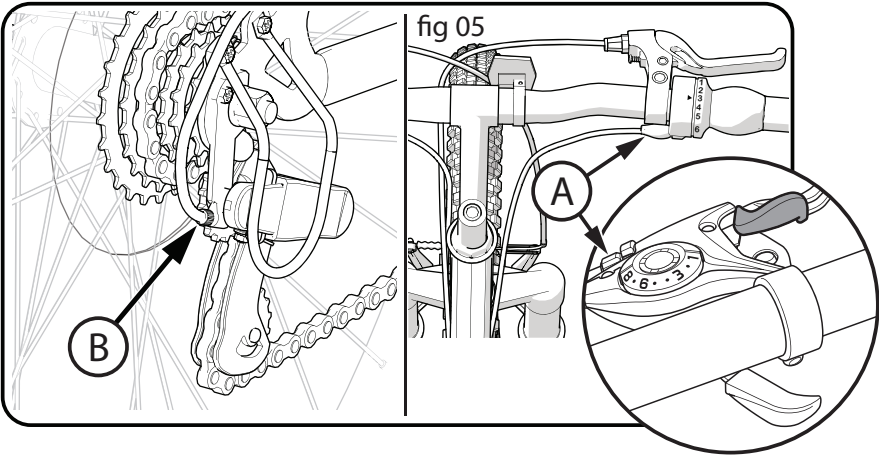
When adjusted properly, the shift system will operate smoothly with no chain rubbing.

**NOTE:** If you have trouble, take the bike to a bike shop.



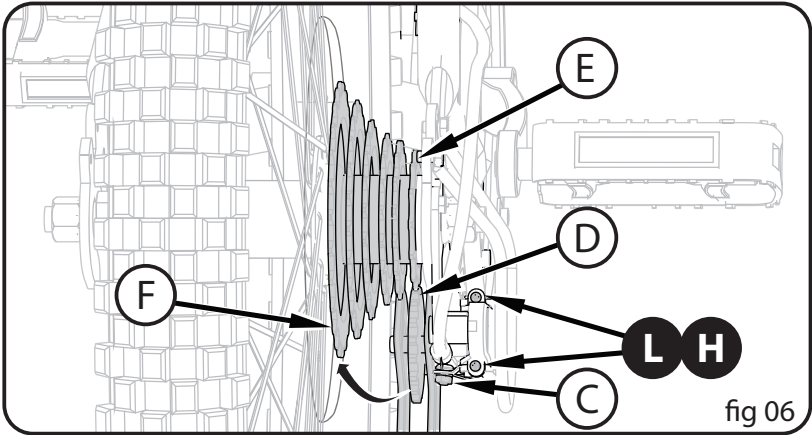
Rear Derailleur Adjustments

The rear derailleur has two adjusting screws. The “low” adjusting screw, sometimes marked **L**, limits how far the rear derailleur and chain can move toward the wheel. The “high” adjusting screw, sometimes marked **H**, limits how far the rear derailleur and chain can move away from the wheel.



Put the “high” adjusting screw in the correct position as follows:

- Shift the chain onto the smallest rear sprocket. Loosen Nut **C** of the cable clamp.
- Turn the lever Barrel Adjuster **A** and rear Derailleur Adjustor **B** all the way IN (**fig 05**).
- Turn the “high” adjusting Screw **H** so the Jockey Roller **D** is in line with the outside edge of the smallest rear Sprocket **E** (**fig 06**)
- Remove the slack from the cable wire and tighten the Nut of the cable clamp.



continued >>

Parts List

Parts Assembly List

#	DESCRIPTION	#	DESCRIPTION
1	Frame	19	Rear Wheel Assembly
2	Fork	20	Tire (x2)
3	Handlebar	21	Inner Tube (x2)
4	Handlebar Stem	22	Rear Reflector
5	Headset Bearings	23	Front Reflector (handlebar or fork mount)
6	Shift and Grip Set	24	Grip
7	Seat with Clamp	25	Front Fender & hardware
8	Seat Post	26	Rear Fender & hardware
9	Seat Post Clamp	27	Kickstand
10	Crank Set with Sprocket	28	Rear Derailleur
11	Crank Bearing Set	29	Sprocket Set
12	Chain	30	Left Brake Lever
13	Chain Guard (styles may vary)	31	Right Brake Lever
14	Pedal Set	32	Brake Disc (x2)
15	Front Axle Nuts / Quick Release Axle	33	Brake Actuator (front and rear)
16	Rear Axle Nuts / Quick Release Axle	34	Rear Rack & Hardware
17	Stem Spacers		
18	Front Wheel Assembly		

## Introduction to Assembly

THIS OWNER'S MANUAL IS MADE FOR SEVERAL DIFFERENT BICYCLES:

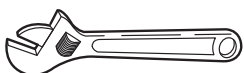
- Some illustrations may vary slightly from the actual product.
- Follow instructions completely.
- If the bicycle has any parts that are not described in this manual, look for separate "Special Instructions" that are supplied with the bicycle.
- Models may have different accessory items such as bags, baskets, reflectors, cup holders, racks, etc.
- All features, components and accessories are not included on all models.
- Use the Index page to locate specific sections of this manual.
- Please read through this entire manual before beginning assembly or maintenance.
- If you are not confident with assembling this unit, refer to a local bike shop.

**! WARNING:** Keep small parts away from children during assembly.

**NOTE:** All of the directions (right, left, front, rear, etc.) in this manual are as seen by the rider while seated on the bicycle.

Do not dispose of the carton and packaging until you complete the assembly of the bicycle. This can prevent accidentally discarding parts of the bicycle.

## Tools Needed (not included)



Adjustable Wrench



Open-end Wrenches



Metric Allen Wrenches

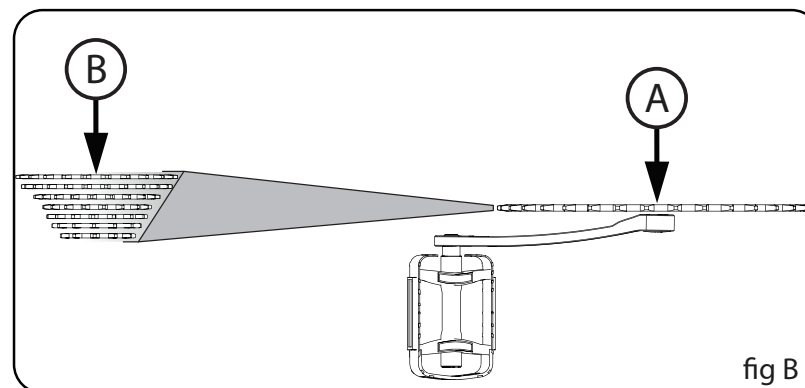
## Shift System - continued

**! CAUTION:** Do not force the shift lever. Shift only when pedaling forward and without strong force. Do not backpedal. Backpedaling can cause the chain to come off the sprockets. Backpedaling and shifting while not pedaling can damage the sprockets and stretch the cable wire.

There is no "correct gear" in which to ride the bicycle. The "correct gear" is the one that is comfortable to you.

To select a gear while riding (this model has only one Front Sprocket **(A)**) (**fig B**).

1. While pedaling, shift the chain onto different rear sprocket.
2. You will feel a difference in the rhythm and ease of pedaling.
3. Shift the chain to the gear that allows you to pedal at a rhythm and effort that is comfortable to you.
4. When riding uphill or against the wind, you may wish to shift the chain onto a larger rear sprocket **(B)**.

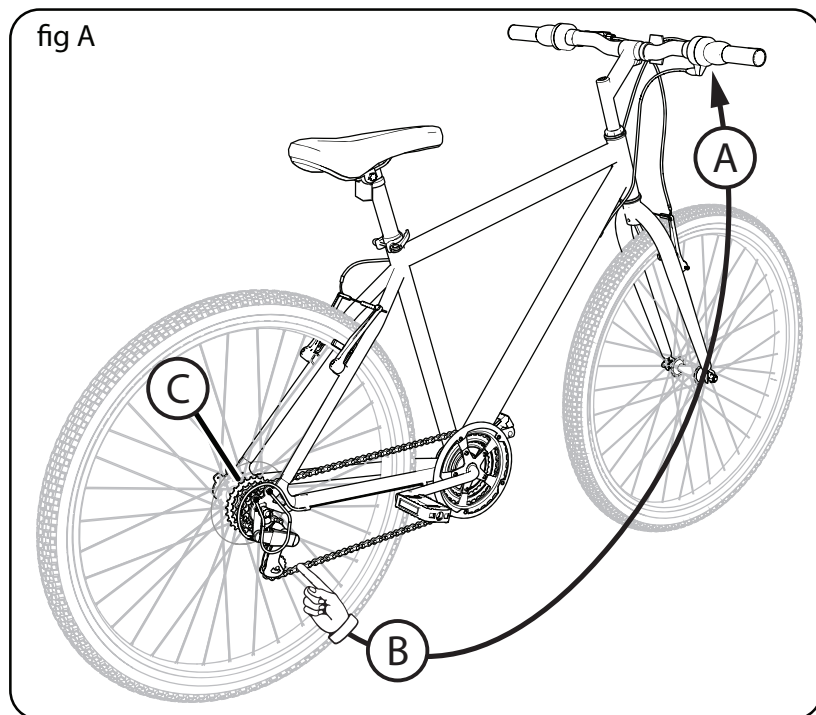




## Shift System

### Parts of the Shift System:

- Right-hand Shift Lever (A) operates the Rear Derailleur (B).
- Rear Sprocket Set (C).



### Operation:

#### Operate the shift system as follows:

1. The rider turns the rear shift control around the handlebar (for twist shift models) or moves the shift lever (thumb shift models) to an index position
2. When the rear shift control moves into each position with a "click" sound, the shift is complete
3. The shift control pulls a cable wire that is attached to the rear derailleur.
4. The derailleur moves and guides the chain from one sprocket to another.
5. If there is some chain noise after the shift, turn the rear shift control a small amount to "trim" the rear derailleur.

continued >>

## Handlebar and Stem Installation - Threadless Stem:

### CAUTION:

- Threadless Stem (B) should be installed with bike sitting on the ground and both wheels installed.
- Make sure Fork is fully inserted from the bottom and Front Brake is pointing FORWARDS.
- Disc Brake models: Disc Brake will generally be on the LEFT side of the Fork.

### STEP 1:

1. Add Spacers (A) as needed for proper Gap (E).
2. Insert the Stem (B) fully onto the Fork Tube (C).
3. Point the Stem towards the front of the bike and in line with the fork and wheel.
4. With downward pressure on Stem, move bicycle fork/wheel back and forth so there is no looseness in Headset Bearings (D).

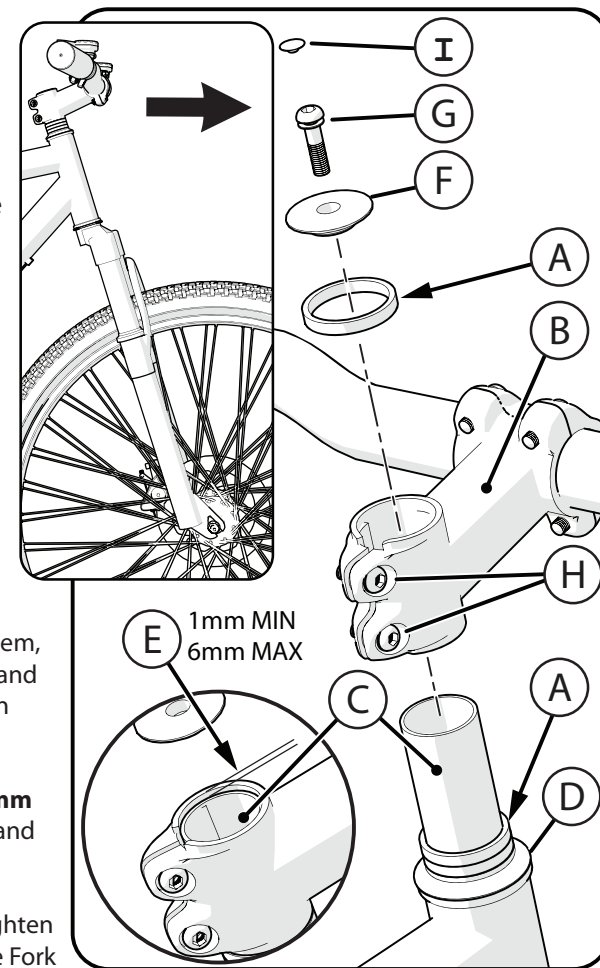
**NOTE:** Ensure there is BETWEEN 1mm and 6mm gap between Fork Tube and top of Stem (E).

5. Place Cap (F) into stem and tighten screw securely (G). Try to move Fork back and forth. There should be no movement in Headset Bearings (D). If needed, redo above steps.
6. If supplied, insert Rubber Cap (I) securely.

### STEP 2:

7. Tighten the stem bolts (H) securely.

**WARNING:** Ensure handlebar and fork turn left to right smoothly and without friction.



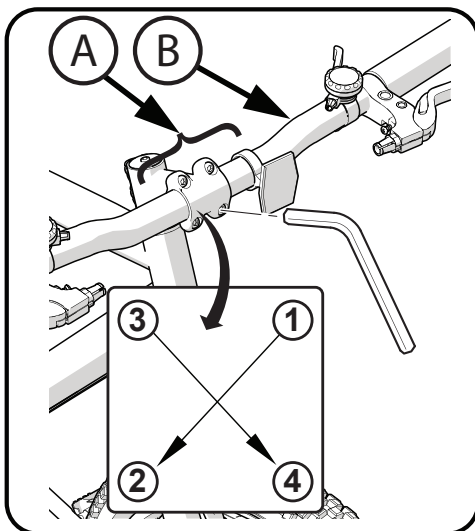
## Handlebar Installation:

### FOUR BOLT STEM:

1. If necessary, loosen the Handlebar Clamp Bolt(s) (A) and rotate Handlebar (B) into a comfortable riding position.
2. Tighten Handlebar Clamp Bolt(s) (A) securely.

**NOTE:** On four bolt stems, tighten Bolts (A) evenly in a cross-pattern as shown. Do not over tighten.

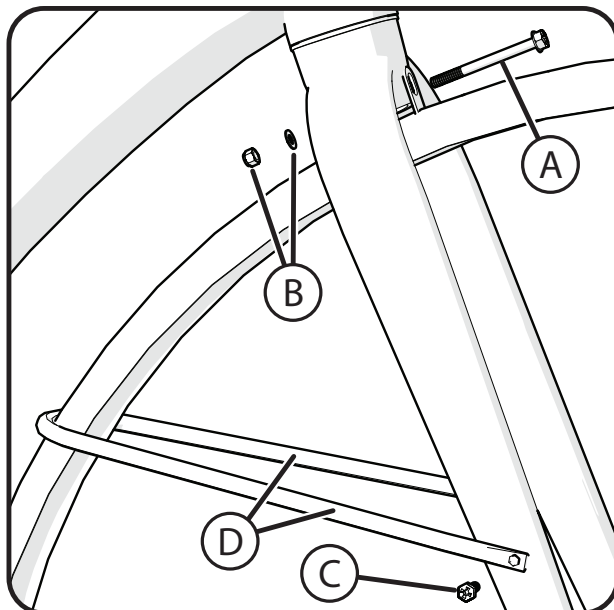
**WARNING:** If the handlebar clamp is not tight enough, the handlebar can slip in the stem. This can cause damage to the handlebar or stem, and can cause loss of control.



## Front Fender Installation:

### ATTACH FENDER:

1. If pre-installed, remove Bolt (A), Washer and Locknut (B).
2. Place Fender with notch on FORWARD side of Fork.
3. Insert Bolt through Fender Tab and Fork Mounting Hole as shown.
4. With Fender centered in Fork, install Washer and Locknut securely.



### ATTACH LOWER FENDER BRACES:

5. If pre-installed, remove Bolts (C) from fork.
6. Line up the lower Fender Braces (D) with the Fork Mounting Holes.
7. Insert each Mounting Bolt into the Fork Mounting Holes and tighten securely.

## Disc Brake System - continued

Adjusting Barrel (C) on the Caliper. Turn the Adjusting Barrel OUT to tighten the brakes or IN to loosen the brakes.

**NOTE:** Make sure the Adjusting Barrel threads are fully engaged. Check adjustment again.

8. If you cannot reduce the gap by turning the Adjusting Barrel, the brake pads might be worn out and need to be replaced.

### PAD REPLACEMENT:

1. Remove the Caliper Mounting Bolts (F).
2. Remove the Caliper assembly (E).
3. Remove the Brake Pads from the Caliper.
4. Install the new Pads using same type and size.
5. Install the Caliper assembly (E) to the mounts on the fork (front), or frame (rear) (front shown).
6. Tighten the caliper Mounting Bolts (F) securely.
7. Route the Cable (D) through the lower Adjusting Barrel (C) and Cable Clamp (A).
  - Ensure Cable Housing (G) is fully inside Adjusting Barrel (C).
8. Pull the Cable through the Cable Clamp, and tighten the Clamp (A) Bolt.

**NOTE:** Brake adjustment involves loosening the Cable Clamp Bolt. During installation, it only needs to be tightened enough to make sure the Cable End doesn't pull back through the Camp.

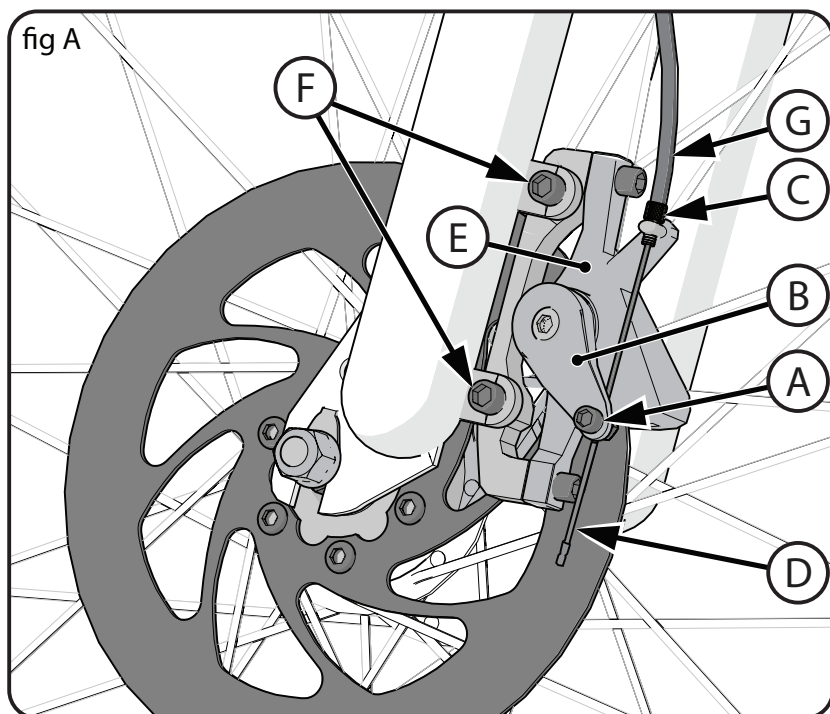
9. Adjust the Brake (as described above).

### BRAKE SYSTEM MAINTENANCE:

- Check brake operation and adjustment before each ride.
- Keep the brake system free of dirt, mud, oil, and other foreign substances that will inhibit proper operation.
- Frequently check:
  - All components for damage.
  - The pads - for wear.
  - The lever - for smooth operation.
  - The cable - ensure there are no frayed ends, cuts, or kinks that inhibit operation. Add cable lube if the cable is dry.
  - All bolts and fasteners - ensure the bolts are tightened, replace any that are damaged.

## Disc Brake System Adjustment: (various models)

**NOTE:** For Hydraulic Brakes, see Manufacturer's instructions included with this product.



### BRAKE ADJUSTMENT (see fig-A):

1. Loosen the Cable Clamp Bolt (A).
2. Push the Brake Arm (B) toward the Adjusting Barrel (C) (this applies the brake).
3. While holding the Brake Arm, pull the slack out of the Cable End (D) (through the Cable Clamp) and tighten the Cable Clamp Bolt (A).

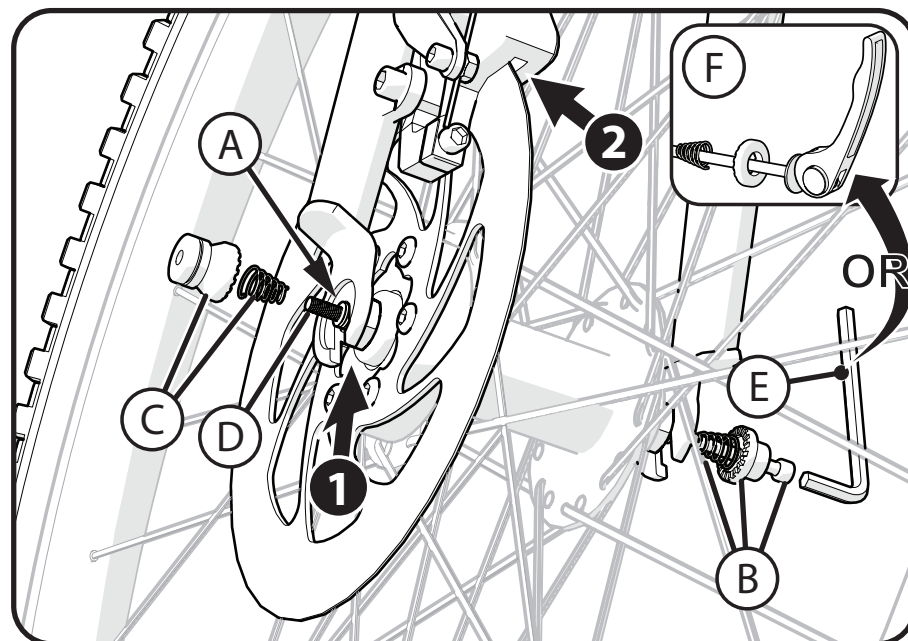
**! WARNING:** Do not over tighten the Cable Clamp. Over tightening the Cable Clamp may cut the Cable and cause injury to the rider or to others.

4. Pull and release the brake lever several times to set the Brake Cable.
5. Spin the wheel. It should spin freely. If the Disc cannot spin freely in the Caliper, the Cable might be too tight. Loosen the Cable Clamp Bolt and allow the brake arm to move away from the adjusting barrel – repeat steps 1 through 4 until the wheel spins freely.

**NOTE:** An initial gap of 0.3mm (0.01 inch) is recommended.

6. A properly adjusted Caliper is set such that, the pads contact the Disc at approximately 1/3 lever travel and stops the disc at approximately 2/3 lever travel.
7. Minor adjustment can be made by turning the Adjusting Barrel on the brake lever or the

## Installing the Front Wheel (Bolt or QR Lever)

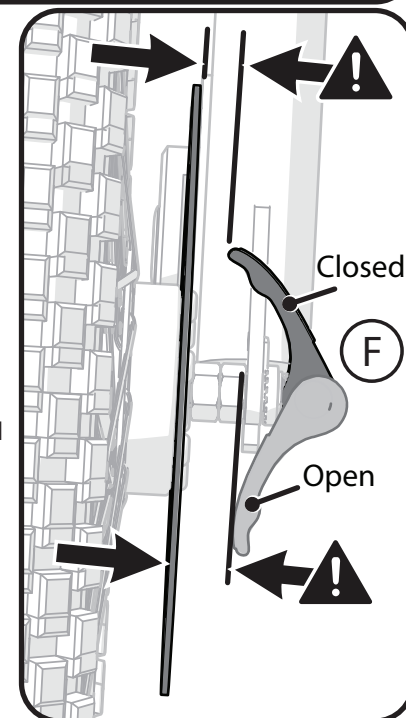


### INSTALL THE FRONT WHEEL:

1. Set the Front Wheel into the front fork dropouts (1) so that Wheel Axle (A) is fully centered in opening as shown.
2. Ensure Disc Brake is centered in Brake Housing (2).
3. Insert Axle Bolt, Cap and Spring (B) through axle from RIGHT side as shown.
4. From Disc Brake side, install Spring and Cap Nut (C) onto threaded Axle End (D).
5. Tighten securely using Allen Wrench (E).
6. Make sure Wheel is centered in fork and Disc Brake is centered in Brake Housing - and wheel spins freely.

### QUICK RELEASE LEVER (F) (QR) (if equipped)

- Move the QR Lever to the OPEN position and loosen QR Nut (turn counter-clock-wise) enough so the wheel axle fits into the Fork Dropouts.
- Ensure the serrated Washers sit inside Fork Recess on both sides.



continued on next page >>

## Installing the Front Wheel (Bolt or QR Lever) - continued

- Pushing down on fork to ensure wheel axle is fully seated in Fork Dropouts, tighten QR Nut (turn clock-wise) hand tight.
- Position QR Lever pointing UP or BACK and partially close.
- Adjust QR Nut and push QR Lever closed with palm of hand - some force will be needed.

### ⚠️ WARNINGS:

- Failure to obey these steps can allow the front wheel to loosen while riding. This can cause injury to the rider or to others.
- Ensure the Quick-Release Lever is properly tightened before each ride.
- Ensure QR Lever does not come in contact with Disc Brake or Spokes before each ride.
- DO NOT RIDE WITH THE QR IN THE OPEN POSITION.

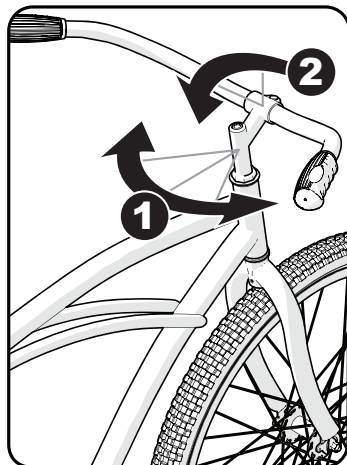
### ⚠️ WARNING:

**Check Front Brake Adjustment Before Riding!**

## Testing Stem and Handlebar Tightness

### TO TEST THE TIGHTNESS OF THE STEM:

- Straddle the front wheel between your legs.
- Try to turn the front wheel by turning the handlebar ①.
- If the handlebar and stem turn without turning the front wheel, realign the stem with the wheel and tighten the stem bolt(s) tighter than before (about 1/2 revolution only at a time) until the handlebar and stem do not turn without turning the front wheel.



### TO TEST THE TIGHTNESS OF THE HANDLEBAR CLAMP:

- Hold the bicycle stationary and try to move the ends of the handlebar up and down ②.

**⚠️ CAUTION:** Do not exceed 100 lbs (45 kg) downward force.

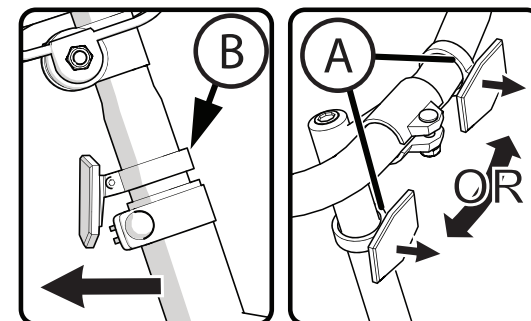
- If the handlebar moves, loosen the bolt(s) of the handlebar clamp.
- Put the handlebar in the correct position and tighten the bolt(s) of the handlebar clamp tighter than before.
- If the handlebar clamp has more than one bolt, tighten the bolts equally.
- Do this test again, until the handlebar does not move in the handlebar clamp.

## Reflector Installation (as equipped)

### Reflector Installation:

1. Position FRONT Reflector ① so it points straight forward.
2. Tighten Clamp Screw.
3. Position Seat Post Reflector (if equipped) ② so it points straight backwards.
4. Tighten Clamp Screw.

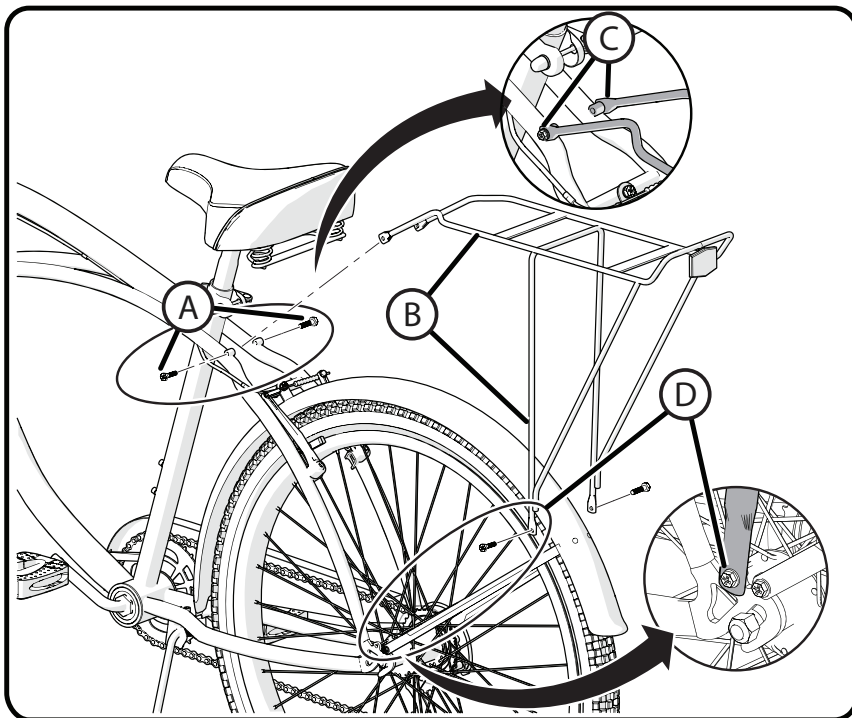
**NOTE:** Do not over-tighten. This will damage the Clamp.





## Wire Luggage Rack Install - Frame Mount (if equipped)

**NOTE:** Rack styles may vary slightly, but will mount in a similar way.



**NOTE:** Some Racks may not mount with Washers.

1. Remove factory installed Socket Head Screws and Washers from Frame Stays (A).
2. Hold Rack (B) into position and insert Screws and Washers through front legs of Rack and into Frame Stays (C).
3. Remove factory installed lower frame mounting Hardware (D).
4. Install both lower legs of Rack onto Frame Tabs (D) with the mounting Hardware from **Step 3**. Tighten securely.
5. Tighten Frame Stay Screws (C) securely.

## Seat Installation

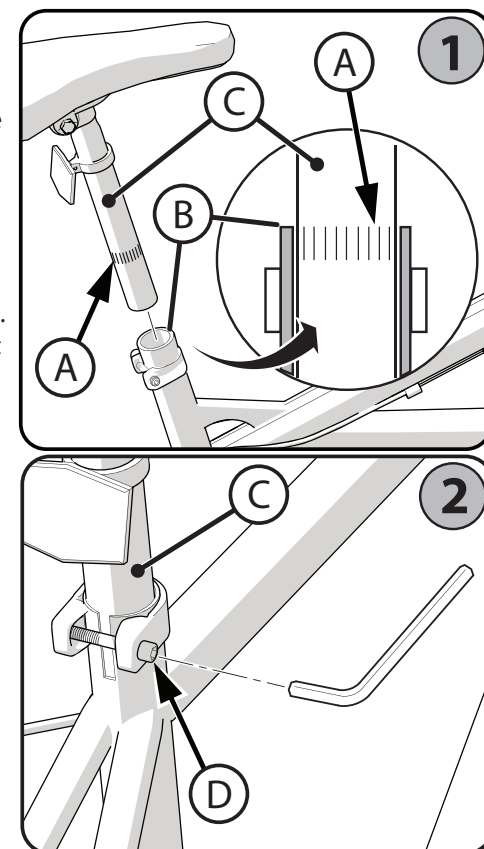
**! WARNING:** To prevent the Seat coming loose and possible loss of control, the "MIN-IN" (minimum insertion) mark (A) on the Seat Post must be **BELOW** the top of the Seat Tube (B).

### STEP 1 - INSERT SEAT POST INTO SEAT TUBE:

- If needed, loosen Seat Post Clamp Screw (D).
- Point the Seat forward and put the Seat Post (C) into the Seat Tube (B) with the "MIN-IN" marks **BELOW** the top of the Seat Tube as shown.

### STEP 2 - BOLT SEAT CLAMP:

- With Seat Post (C) inserted according to **STEP 1** - Tighten Screw (D) securely so Seat supports the rider without moving.

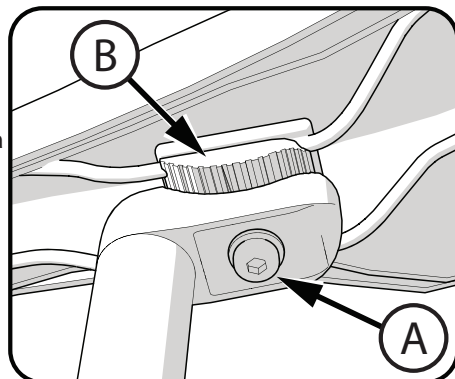




## Seat Bolt Saddle Adjustment

### SINGLE BOLT CLAMP:

1. Loosen the Clamp Bolt (A) sufficiently to allow any Serrations (B) on the mechanism to disengage before changing the saddle's angle.
2. With serrations fully re-engaged and saddle in a comfortable riding position, tighten the Clamp Bolt (A) securely to ensure the saddle will not come loose.



**WARNING:** Serrations on the mating surfaces of the Clamp can wear with use and adjustment. Check that the Clamp is tight and secure before each ride.

## Testing Seat Clamp and Post Clamp Tightness

### To test the tightness of the seat clamp and the post clamp:

- Try to turn the seat side-to-side and to move the front of the seat up and down.
- **If the seat moves in the Seat Clamp:**
  - Loosen the Seat Clamp Nut.
  - Put the seat in the correct position and tighten the Seat Clamp tighter than before.
  - Do this test again, until the seat does not move in the Seat Clamp.
- **If the Seat Post moves in the Seat Tube Clamp:**
  - Put the Seat Post in the correct position and tighten the Seat Clamp Nut tighter than before.

## Pedal Installation

**CAUTION:** There is a RIGHT pedal marked **R** and a LEFT pedal marked **L**.

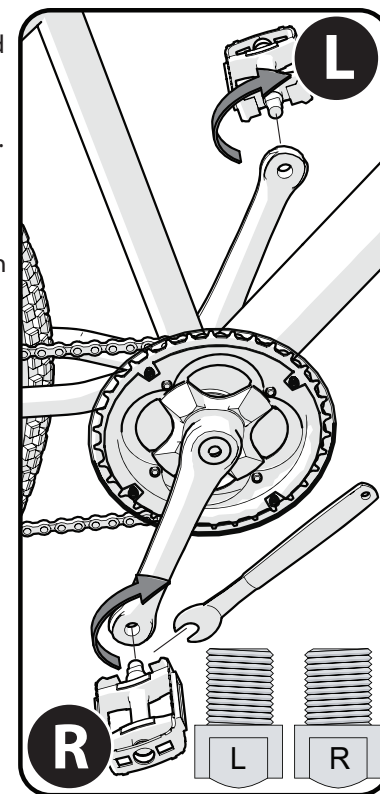
**NOTE:** A Pedal Wrench is preferred for attaching Pedals. A thin open-end wrench can also be used.

- The pedal marked **R** has right-hand threads. Tighten it in a **clockwise direction**.
- The pedal marked **L** has left-hand threads. Tighten it in a **counterclockwise direction (anti-clockwise)**.
- Turn the right pedal marked **R** into the right side of the crank arm, and the left pedal marked **L** into the left side of the crank arm.

### Tighten the pedals:

- Make sure the threads of each pedal are fully into the crank arm.

**WARNING:** Ensure pedals are secure in crank arms so they will not loosen. Periodically check tightness.



## Three-Piece Cranks (various models)

**Maintenance:** Both Crank Arms (A) were tightened to the spindle (B) at the factory. After riding the bicycle the first few times, make sure the crank arms have not loosened. If either crank arm has loosened during this "break-in" period, re-tighten or have it tightened by a bicycle service shop.

Frequently check the tightness of the crank arms. If loose, tighten or have them tightened by a bicycle service shop.

**WARNING:** If you ride the bicycle with a loose crank arm, the crank arm may fall off. The spindle may also damage the crank arm.

