OWNER'S PACK

SCAN TO REGISTER
YOUR REID

reidbikes #reidbikes

www.reidbikes.com

THANK YOU

for purchasing me (your new bike) and planting a tree in the process – helping to sustain the environments we'll be riding in!

In this Owner's Pack, you'll find everything you need to build me, ride me, learn about my environmental pledge and join the rest of the wider Reid community.

So reid on (pun intended) for everything you need to get me out of this box and into the world beyond.

BUILD ME

BICYCLE COMPONENTS KEY

1. Top Tube
2. Stem
3. Handlebar
4. Brake & Gear Lever
5. Head Tube
6. Front Brake
7. Fork
8. Hub
9. Quick Release
10. Front Derailleur
11. Pedal
12. Crank Arm
13. Crank
14. Rear Derailleur
15. Free Wheel/Cassette
16. Spoke
17. Rim
18. Tyre
19. Rear Brake
20. Seat Post
21. Saddle
22. Seat Tube
23. Down Tube

SERIAL NUMBER:

PLEASE RECORD YOUR SERIAL NUMBER HERE

OUR SERIAL NUMBER IS LOCATED BENEATH YOUR BOTTOM BRACKET WHERE THE PEDALS ATTACH. AUTHORITIES WILL REQUIRE YOUR SERIAL NUMBER TO IDENTIFY YOUR BICYCLE SHOULD IT BE LOST OR STOLEN.

INVOICE NUMBER:

PLEASE RECORD YOUR INVOICE NUMBER HERE

INTRODUCTION

CONGRATULATIONS ON PURCHASING YOUR BRAND NEW REID BIKE!

YOUR BICYCLE COMES TO YOU REQUIRING SOME ASSEMBLY. THIS GUIDE HAS BEEN WRITTEN TO HELP YOU THROUGH THE STEPS NECESSARY TO COMPLETE THE ASSEMBLY OF YOUR BIKE.

THESE INSTRUCTIONS WILL GUIDE YOU THROUGH:

- TOOLS REQUIRED
- INSPECTING THE BIKE
- INSTALLING THE HADNLEBARS
- INSTALLING YOUR PEDALS
- ADJUSTING THE BRAKES
- ATTACHING THE REFLECTORS AND BELL
- UNPACKING THE BIKE
- INSTALLING THE FRONT WHEEL
- INSTALLING THE SADDLE AND SEAT POST
- TIGHTENING THE CRANK
- TUNING THE GEARS
- INFLATING THE TYRES

IN THE INTEREST OF SAFETY IT IS RECOMMENDED THAT YOU HAVE THIS BICYCLE ASSEMBLED BY A SKILLED BICYCLE MECHANIC.

THESE INSTRUCTIONS ARE TO BE USED AS A GUIDE ONLY:

THE IMAGES USED THROUGHOUT ARE FOR DEMONSTRATION PURPOSES ONLY AND MAY NOT BE IMAGES OF YOUR SPECIFIC BIKE.

THESE INSTRUCTIONS ARE TO BE USED AS A GUIDE ONLY. IMPROPERLY INSTALLED PARTS MAY LEAD TO SEVERE INJURY OR HARM. WE STRONGLY RECOMMEND THAT A PROPERLY TRAINED BIKE MECHANIC PERFORM ALL INSTALLATIONS, ADJUSTMENTS AND REPAIRS ON YOUR BIKE.

BEFORE YOU START

TOOLS REQUIRED

Your bicycle box has a list of required tools listed on its side.

UNPACKING THE BIKE

Open the box and REMOVE ALL OF THE STAPLES in the box flaps so you do not scratch or cut yourself, rip clothes or even scratch the bike.

Remove the bike and the small accessory box.

Cut the cable ties that are holding the handlebars and the front wheel in place.

Remove all of the cardboard that is wrapped around the tubes of the frame and fork.

INSPECTING THE BICYCLE

Inspect the bicycle and all of the included parts to make sure there is no damage or parts missing. You must contact us within one week of receiving the bicycle to report any issues.

INSTALLING THE HANDLEBARS

FACE PLATE STEM

Depending on your bicycle's design, this process may differ.

STEP 1

Remove the face plate from the stem and insert the handlebar. Place the face plate over the handlebar and start threading the bolts back into the stem body. Use an Allen key to tighten.

STEP 2

Before you fully tighten, use the knurled area (the rough area) to help you centre and align your handlebar.

STEP 3

As you are tightening the bolts, the gap between the face plate and stem body needs to be equal all the way around. Making sure that you have equal tension is just as important as making sure that the handlebar is tight.

INSTALLING THE HANDLEBARS

FACE PLATE STEM CONTINUED

STEP 4

The top cap on top of the steering tube will already be in place. Check that it is tight using an Allen key. This bolt holds the front forks into the frame of the bicycle. If you are in any doubt that this is secure, you must seek the help of an experienced mechanic.

STEP 5

Make sure that the handlebar is square with the front wheel. Using an Allen key tighten the pinch bolts on the left and right of the stem, until the handlebar no longer rotates freely from the front wheel.

PLEASE NOTE:
OVER TIGHTENING CAN CAUSE BEARING DAMAGE

THE HANDLEBAR AND THE WHEEL MUST BE SECURE. USING SOME FORCE, MAKE SURE THAT THE HANDLEBAR CANNOT BE MOVED OUT OF ALIGNMENT WITH THE WHEEL. IF IN DOUBT YOU MUST SEEK THE HELP OF AN EXPERIENCED MECHANIC.

These instructions are to be used as a guide only. Improperly installed parts may lead to severe injury or harm.
We strongly recommend that a properly trained bike mechanic perform all installations, adjustments and repairs on your bike.

TOP BOLT STEM

Your bike may have the stem already attached to the handlebar.

STEP 1

Insert the stem into the steering tube and use an Allen key to tighten the bolt on top of the stem. Make sure that the handlebar is square with the front wheel.

THE HANDLEBAR AND THE WHEEL MUST BE SECURE. USING SOME FORCE, MAKE SURE THAT THE HANDLEBAR CANNOT BE MOVED OUT OF ALIGNMENT WITH THE WHEEL. IF IN DOUBT YOU MUST SEEK THE HELP OF AN EXPERIENCED MECHANIC.

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INSTALLING THE FRONT WHEEL

NUTTED FRONT WHEELS

Your bicycle comes with either a NUTTED FRONT WHEEL or a QUICK RELEASE MECHANISM.

STEP 1

Place the front wheel in the front fork drop out slots and ensure the wheel fits correctly.

BASKET STAY FOR BASKET KIT TO BE IN PLACE BEFORE STEP 2
- SEE BASKET ASSEMBLY INSTRUCTIONS.

STEP 2

If your bicycle has tabbed look washers, ensure that the locking tabs are correctly mounted into the holes in the forks.

STEP 3

Fully tighten both nuts and ensure the wheel sits straight in the forks.

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STEP 1

Unscrew the lock nut from the quick release skewer, remove the outer spring and slide the skewer through the axle so the quick release handle is on the left hand side of the bike.

STEP 2

Re-install the spring and lock nut back on to the skewer and place the wheel into the fork slots ensuring the wheel is centered.

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INSTALLING THE FRONT WHEEL

QUICK RELEASE FRONT WHEELS - CONTINUED..

STEP 3

Always adjust the Quick release clamp with the lever in the open position, and by turning the nut (not the lever).

STEP 4

Using your palm, close the lever so that wheel is secure. When closing the lever you want to feel resistance at 45 degrees. From there, squeeze hard until fully closed.

STEP 5

Fully closed, the wheel should be free of any wobble. If this is not the case, release the lever, tighten the nut and repeat the process. Ensure the wheel sits straight in the forks.

INSTALLING THE SADDLE AND SEAT POST

ATTACHING THE SEATPOST

Depending on your bicycle's design, this process may differ.

MAKE SURE THE MINIMUM INSERTION LINE ON THE POST IS BELOW THE TOP OF THE SEAT TUBE, SO THAT IT IS NOT VISIBLE. FAILURE TO DO SO WILL DAMAGE THE SEAT TUBE AND VOID THE WARRANTY.

STEP 1

Attach the seat post to the rails of the saddle. Depending on your bicycle's design this will require an Allen key or a spanner.

STEP 2

Insert the seat post into the frame. There is a minimum insertion marked on the seat post. This must be situated below the seat post clamp when riding to avoid accidents and damage.
Slide the seat post down until it is to the desired height for riding.

INSTALLING THE FRONT WHEEL

ATTACHING A VINTAGE SADDLE

STEP 1

The seat post clamp is already attached to the rails beneath the saddle

STEP 2

Insert the seat post into the seat post clamp and tighten using a spanner. Ensure that the both sides of the seat post clamp are tightened equally.

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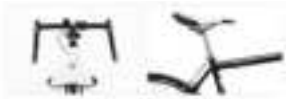
We strongly recommend that a properly trained bike mechanic perform all installations, adjustments and repairs on your bike.

INSTALLING THE SADDLE AND SEAT POST

ALIGNING THE SEATPOST



STEP 1

While standing over the bike, look down. Align the notes of the saddle to run parallel with the top tube of the frame, so that it is pointing directly at the head stem.

STEP 2

You may want to re-adjust the saddle's tilt (so that the nose of the saddle is in line with the rear of the saddle and not pointing down). To do this, loosen the bolt(s) that clamp the saddle's rails. Adjust the tilt and then re-tighten the bolt(s).

TIGHTENING THE SEATPOST CLAMP

Your seat post clamp may require an Allen key or a spanner to tighten. Other kinds have quick release similar to those used in the wheel assembly guide

STEP 1

Grab the seat and try to turn it. if it turns, re-align it and continue tightening the seat post clamp until it does not turn anymore.

These instructions are to be used as a guide only. Improperly installed parts may lead to severe injury or harm.
We strongly recommend that a properly trained bike mechanic perform all installations, adjustments and repairs on your bike.

ADJUSTING YOUR BRAKES

TYPE OF BRAKES

Your bike will come with one of two types of brakes: V BRAKES or CALLIPER BRAKES. Follow the appropriate instructions below to install and adjust your brakes.

V BRAKES

STEP 1

Loosen the clamp that holds the brake cable with an Allen key. Hold each arm in towards the rim of the wheel and pull the loose brake cable through the clamp.

STEP 2

Once you have pulled the cable tight, use an Allen key to tighten the clamp. This will hold the cable in place. Make sure that the bolt is tightly holding the brake cable before you ride.

CALLIPER BRAKES

Similar to V Brakes.

STEP 1

Squeeze the brake arms into the wheel rim so that the brake pads are touching the rim. Pull the brake cable through the loosened clamp until tight. Use an Allen key to tighten the clamp. Make sure that the clamp is holding the cable tight before you ride!

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ADJUSTING YOUR BRAKES

BRAKE PADS

Use the below method for both CALLIPER BRAKES and V BRAKES

STEP 2

Loosen the nut on the brake pad and then align the brake pad so it runs parallel to the machine brake surface area (Silver). Allow for a 1mm gap so that the brake does not rub against the tyre.

DISC BRAKES

STEP 1

Loosen the calliper bolts. With no tension on the cable position the caliper so the moving pad (outside), is as close to the caliper as possible, without rubbing. Re-tighten & spin the wheel to make sure there is no rubbing on the rotor

STEP 2

Adjust pad by turning adjuster clockwise to move toward the rotor, counter-clockwise away from the rotor. Test the brake. The brake should fully engage before the lever is pulled back to the handlebar. If the feel is soft, move the stationary pad closer to the rotor.

NOTE

As you ride, brake pads do wear and become thinner. When braking power decreases, adjust the pads closer to the rotor. Be sure to keep on eye on them and replace when necessary. If your bike is equipped with hydraulic brakes we reccomend servicing and adjustment is carried out by a trained mechanic.

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TUNING THE GEARS - REAR DERAILLEUR

VERY IMPORTANT

WARNING

WARNING: YOUR GEARS ARE NOT TUNED.
Tuning the gears correctly is very important. Failure to do so will void your warranty and may cause injury while riding! If your bicycle has gears and you are unsure how to tune and adjust them, you must seek an experienced bicycle mechanic.

ADJUST THE CABLE

STEP 1

Make sure the chain is on the smallest rear sprocket and that the gear shifter is in the highest position (highest gear).

STEP 2

Loosen the clamp on the under section of the derailleur where the cable is gripped.
Pull any cable slack through the clamp and re-tighten.

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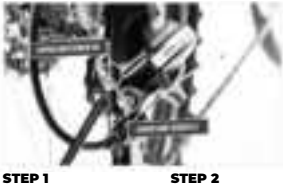
We strongly recommend that a properly trained bike mechanic perform all installations, adjustments and repairs on your bike.

TUNING THE GEARS - REAR DERAILLEUR

LIMIT SCREWS



STEP 1

ADJUST UPPER LIMIT
To limit the movement of the rear derailleur so that it doesn't shift into the chain stay, you'll need to use the UPPER LIMIT SCREW (H) located on the back of the derailleur body.

Turning this screw clockwise moves the top jockey wheel to the left, and turning it anti-clockwise moves it to the right.

Shift the rear derailleur into the smallest sprocket and adjust it until the centre line of the top jockey wheel is in line with the smallest sprocket.

STEP 2

ADJUST LOWER LIMIT
The low adjustment will stop the chain from over-shifting beyond the largest sprocket and causing the chain to jump into the spokes of the rear wheel.

Turning the LOWER LIMIT SCREW (L) clockwise will move the top jockey wheel to the right and anticlockwise will move it to the left.

Shift the rear derailleur into the largest sprocket and adjust the screw until the centre line of the top jockey wheel is directly in line with the largest sprocket.

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TUNING THE GEARS - REAR DERAILLEUR

BARREL ADJUSTER

To adjust the derailleur cable tension, shift the chain onto the smallest sprocket and try to shift on to the second sprocket by changing the gear on the handlebar.

If it doesn't quite make it, rotate the barrel adjuster on the dérailleur ANTI-CLOCKWISETO INCREASE THE CABLE TENSION.

If it over-shifts and tries to get onto the third sprocket, turn the adjuster CLOCKWISE TO DECREASE THE CABLE TENSION.

When it works between one and two, check the shifting across the rest of the gears and tweak the barrel adjuster if necessary.

NEW CABLES CAN STRETCH AND LOSE TENSION AFTER ITS FIRST PERIOD OF USE.

You'll notice that the gears move slightly out of adjustment and will begin to hesitate or over-shift.

TO FIX THIS: you will need to remove the slack from the cable using the barrel adjustment. If there is lots of slack in the cable and cannot be taken up using the barrel adjuster, you will need to pull the excess cable through the clamp. like in the first step.

These instructions are to be used as a guide only. Improperly installed parts may lead to severe injury or harm.
We strongly recommend that a properly trained bike mechanic perform all installations, adjustments and repairs on your bike.

TUNING THE GEARS - FRONT DERAILLEUR

LIMIT SCREWS

Limit screws stop the inward and outward travel of the front derailleur. Limit screws are marked "L" & "H".

The L-screw will stop the motion of the derailleur toward the smallest sprocket. The H-screw will stop the motion of the derailleur toward the largest chain ring.

STEP 1

ADJUST UPPER LIMIT
Shift the dérailleurs to the largest chain ring on the rear gears, and the smallest sprocket on the front gears.

Turn the low gear limit on the top of the dérailleur with the Phillips head screwdriver to adjust the dérailleur so that it prevents the chain from coming off the smallest sprocket. You are looking for a very small gap.

STEP 2

ADJUST LOWER LIMIT
Shift the derailleurs to the smallest rear sprocket and the largest front chain ring.

Turn the high gear limit on the top of the dérailleur to adjust the dérailleur cage so that it just clears the chain on the largest sprocket.

These instructions are to be used as a guide only. Improperly installed parts may lead to severe injury or harm.
We strongly recommend that a properly trained bike mechanic perform all installations, adjustments and repairs on your bike.

TUNING THE GEARS - FRONT DERAILLEUR

VERY IMPORTANT

WARNING

WARNING: YOUR GEARS ARE NOT TUNED.
Tuning the gears correctly is very important. Failure to do so will void your warranty and may cause injury while riding! If your bicycle has gears and you are unsure how to tune and adjust them, you must seek an experienced bicycle mechanic.

ADJUST THE CABLE

STEP 1

Make sure the chain is on the smallest chain ring, and that the gear shifter is in its lowest position (lowest gear).

STEP 2

Loosen the clamp where the cable is gripped to the derailleur. Pull through any cable slack and tighten.

These instructions are to be used as a guide only. Improperly installed parts may lead to severe injury or harm.
We strongly recommend that a properly trained bike mechanic perform all installations, adjustments and repairs on your bike.

ATTACHING THE REFLECTORS & BELL

VERY IMPORTANT

WARNING

WARNING: REFLECTORS ARE NOT A SUBSTITUTE FOR REQUIRED LIGHTS.
Riding at dawn, dusk, night, or at other times of poor visibility without an adequate bicycle lighting system is dangerous and may result in serious injury or death.

FRONT REFLECTOR & BELL

The front reflector must be positioned and clamped into place. Using a screwdriver, loosen the mounting clamp. Position the reflector ensuring it is facing outwards and retighten the clamp.

The white reflector is for the front of the bicycle.

Place the bell into position so that it can be easily used and then tighten the clamp.

REAR REFLECTOR

The rear reflector must be positioned and clamped into place. Using a screwdriver, loosen the mounting clamp. Position the reflector ensuring it is facing outwards and retighten the clamp.

Position and mount the red reflector on the seat post at the rear of the bicycle.

These instructions are to be used as a guide only. Improperly installed parts may lead to severe injury or harm.
We strongly recommend that a properly trained bike mechanic perform all installations, adjustments and repairs on your bike.

INFLATING THE TYRES

PRESTA VALVE (PV)

(Sometimes referred to as a French Valve (FV).

A Presta Valve is commonly found on road bikes and some mountain bikes.

A small screw and nut on the top of the valve body permits the valve to be screwed shut to prevent air escaping from the tube.

The nut must be unscrewed to permit airflow in either direction.

VALVE TYPE

Unscrew the nut all the way and attach the pump.
Pump to the required pressure, remove the pump and screw the nut back down to secure the pressure.

PRESSURE

The required pressure is printed on the side wall of the bicycles tyres.

PRESSURE SETTING

MIN. 50/MAX. 85 PSI (pressure per square inch)
This means that the pressure required in your tyre is no less than 50 PSI and no more than 85 PSI. To accurately see this pressure, you will require a pump with a pressure gauge.

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INFLATING THE TYRES

SCHRADER VALVE (SV)

(Sometimes referred to as an American Valve (FV).

A Schrader Valve is commonly found on mountain bikes and hybrids. It is also used on cars.

The valve stem is surrounded by a threaded valve cylinder; to press down on the stem, you need to use a tool like a pen cap or your thumbnail.

Schrader valves are typically wider in diameter and shorter than Presta.

VALVE TYPE

To open a Schrader valve, simply unscrew the cap at the top.
Place the pump on the valve, pump to the required pressure and remove the pump.

PRESSURE

The required pressure is printed on the side wall of the bicycles tyres.

MIN. 50/MAX. 85 PSI (pressure per square inch)
This means that the pressure required in your tyre is no less than 50 PSI and no more than 85 PSI. To accurately see this pressure, you will require a pump with a pressure gauge.

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PEDAL INSTALLATION

TOOLS REQUIRED

15mm pedal spanner (available in store) **Bike grease (also available in store)**

1.) IDENTIFY LEFT VS. RIGHT PEDAL

There is a "L" or "R" stamped into the axle (threaded part that looks like a screw)

NOTE: THEY ARE NOT THE SAME!

APPLY A SMALL AMOUNT OF GREASE.

2.) INSTALL THE LEFT HAND PEDAL FIRST

You will have to screw it in COUNTER-CLOCKWISE because the threading is the reverse of a normal screw.

Do this by slowly pedalling the cranks backwards. If the pedal feels stiff, STOP and then re-try, it should feel like a smooth motion.

DO NOT USE THE WRENCH until you are ready to tighten it for the final few turns.

Tighten it down until you can't anymore.

3.) INSTALL THE RIGHT HAND PEDAL

This one threads in CLOCKWISE, like a normal screw.

Follow the same principals as discussed in STEP 2 for the left pedal.

4.) WIPE OFF ANY EXCESS GREASE FROM AROUND THE CRANK

RIDE ME

YOU SHOULD READ THIS MANUAL

Your bicycle is legally a vehicle. It can be ridden on roads mixing with other traffic. You need to know about certain legal and common sense requirements for the enjoyable, safe, and trouble free use of your bicycle.

OWNER'S INFORMATION AND RESPONSIBILITY

To reduce the risk of serious personal injury, you should read the instructions in this manual carefully.

There are warnings throughout this manual. Follow all warning instructions. Don't risk injury, mechanical failure or damage.

Your bicycle has been supplied fully assembled and adjusted ready for use. This manual is not an 'assembly instruction', If your bicycle has been supplied in a form not ready for use you must obtain "assembly instructions" from your supplier.

Return your bicycle for an initial service by your bicycle retailer to ensure correct functions of components. The owner or main rider is then responsible for normal maintenance of the bicycle to keep it in good operating condition.

Know how to operate all standard and accessory equipment on the bicycle.

Ensure that anyone who uses the bicycle has been fully instructed in the operation of bicycle functions.

Your bicycle conforms to relevant Australian Standards. Other local regulations may apply.
Check with your bicycle retailer.

Many bicycle product manufacturers and suppliers provide additional information on Web sites.
The Bicycle Industry in Australia Web site includes many useful links and other information at:
www.bikeoz.com.au

The Cycling Promotion Fund offers helpful hints and links at: www.rideabike.com.au

Acknowledgments

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Bicycle Industries Australia Ltd. ABN 84 094 666 538
Bicycle Industry of Australia on the Web: www.bikeoz.com.au

WHAT KIND OF BICYCLE IS IT?

Bicycles can be broadly categorised into four types:

- Road or Touring
- Mountain or Off Road
- Cross, Hybrid, City or Comfort
- BMX
- Freestyle

Bicycles for younger riders use are generally scaled down versions of adult bicycles including the step through design. Other bicycles include tandems, recumbents and folding bicycles. Which type is your new bicycle?

ROAD OR TOURING

Typically has narrow tyres and drop handlebar.
Variations include bicycles suited for touring, commuting, sports, and recreational riding.

MOUNTAIN OR OFF ROAD

The Mountain Bicycle is designed to give the rider maximum control and durability on a wide variety of harsh terrain. Everything about the Mountain Bicycle is more rugged. Its frame geometry provides maximum ground clearance and allows you to quickly and easily shift your weight to change the balance of the bicycle as terrain conditions demand.

WARNING:

Not all Mountain type bicycles are intended for off road or competition use.
Check specifications and technical advice from your bicycle retailer before use.

CROSS, HYBRID, CIRY, OR COMFORT

Usually something of a mixture of characteristics of the Road & Mountain types, but may include evolving frame shapes and components. Suited for general purpose riding.

BMX

BMX, are general purpose bicycles for younger riders.
The BMX type Bicycle is a versatile machine usually of 20" (510mm) or less sized wheels with wide section tyres, ideal for general purpose use by younger riders.

WARNING:
General purpose Freestyle and BMX bicycles are not designed for stunting, racing or competition use.

FREESTYLE

Modelled on a trick riding style machine, featuring 360 degree revolving handlebar/fork assembly, axle pegs and wide profile tyres. Using a freestyle type bicycle for trick or competition riding may void warranty.

POWER ASSISTED BICYCLES

Have characteristics and equipment which may require special instruction, adjustment, care and maintenance.
Read carefully all instruction manuals. Ask your bicycle retailer for advice on maintenance, adjustments and repair.

Unauthorised work may limit or void the warranty.

FOLDING BICYCLES

Designed for easy storage. May require special instruction before use. Ensure that all locking devices are correctly secured before riding a Folding bicycle.

WHAT IS IT CALLED?

Although bicycle components vary in design, weight and method of use, basically all bicycles are the same.
A bicycle is made up of a frame, wheels, drive train, brakes, stem, handle bars and saddle. Frames must show a makers ID label.

Familiarise yourself with the bicycle's terminology; it will make basic maintenance instructions much easier to follow.

TYPICAL PARTS OF A BICYCLE

NOTE: Not all components nor all bicycle types are shown.

WARNING:
Handlebar handgrips or tube-end plugs should be replaced if damaged. Unprotected tube-ends can cause injury. Bicycles used by children should especially be checked to ensure bar end handgrips are in good condition.

FOR ALL TYPES

Where a suspension unit, disk and / or hydraulic brake units, multi-gear hub, electric gear changing system, etc, are fitted, consult manufacturers specification and warranty documents. For correct selection and repair advice, ask your bicycle retailer. Unauthorised work may limit or void a product warranty.

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1. SAFETY PRECAUTIONS

1.1 FITTING YOUR BICYCLE FOR A SAFE RIDE

To ride safely and comfortably a bicycle and its equipment must be matched properly to the size and skills of the rider.

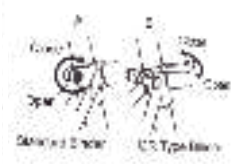
FITTING FOR LEG LENGTH

FRAME SIZE	INSIDE LEG LENGTH
14.5"	25 - 26"
15"	26 - 27"
16"	27 - 28"
17"	28 - 30"
18"	29 - 31"
19"	30 - 32"
20"	31 - 33"
21"	32 - 34"
22"	33 - 35"
23"	34 - 36"
24"	35 - 37"
25"	36 - 38"

MAKE SURE THE BICYCLE FITS

A bicycle that is too big or too small for the rider is hard to control and can be uncomfortable. If your bicycle does not fit properly, you may lose control and fall.

SADDLE HEIGHT

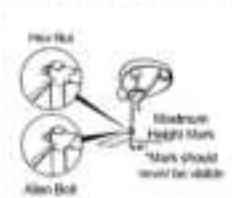


To ride comfortably and pedal efficiently, it's very important to have the saddle at the correct height. Your leg length determines the correct saddle height. The saddle is at the correct height for you when, while seated on the saddle, your knee is slightly bent when the crank is at the maximum down stroke (pedal is closest to the ground).

To adjust the saddle height, loosen the seat binder bolt
(A) or the quick release (B) and move the seat post up or down as required. Make sure that the saddle is parallel to the top tube of the bicycle. Retighten the seat post tight enough so that you cannot twist the saddle out of alignment.
A loose seat post will allow the saddle to turn or slip and may cause you to lose control and fall.
Therefore:

1. Ask your bicycle retailer to help you make sure you know how to correctly clamp your seat post.
2. Before you ride the bicycle, first check that the seat post is securely clamped.

Under no circumstances should the seat post project from the frame beyond its "Minimum Insertion' or 'Maximum Extension' mark.



WARNING:

DO NOT replace the seat post with a post which is: A) not of the same diameter or B) longer than the original. Either will void the warranty and could lead to seat post failure, loss of rider control and injury.

HANDLEBAR HEIGHT AND ANGLE

After you have set the saddle height and tilt, adjust the handlebar for a safe and comfortable ride.

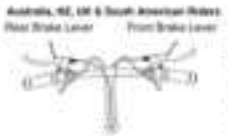
Ask your bicycle retailer for advice.

WARNING:

Under no circumstances should the head stem be retightened with its 'Minimum Insertion' or 'Maximum Extension' mark visible.

'Threadless' headset. DO NOT over tighten the two securing bolts. If unsure, consult your bicycle retailers.

If the front brake cable is attached to the handlebar stem moving the stem up or down will require a readjustment of the brake. If in doubt, ask your bicycle retailer to make the adjustment.



CONTROLS POSITION ADJUSTMENT

The brake and shifting controls on your bicycle are positioned where they work best for most riders. The angle of the controls and the position on the handlebars can be changed. Ask your bicycle retailer to make the adjustments for you.

WARNING:

Australia, NZ, UK and South America - front wheel brake lever must be mounted on the right hand side; rear brake lever on the left hand side. USA and EU (excluding UK and South America) - front wheel brake lever must be mounted on the left hand side; rear brake lever on the right hand side.

HAND BRAKE LEVER 'REACH'

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

1.2 SAFETY CHECK BEFORE RIDING YOUR BICYCLE

Check and tighten any loose nuts, bolts and straps. If you're not sure, ask your bicycle retailer to check.

Tyres correctly inflated? Check by pushing down with your thumb on the top of the tyre. The tyre should depress slightly. Compare to how it feels when you know the tyres are correctly inflated.
Replace damaged tyres before they puncture.

Spin each wheel and check for brake clearance and side-to-side wobble. If a wheel wobbles or hits the brake pads, take the bicycle to your bicycle retailer.

Brakes: Check that the brakes operate effectively.

QUICK RELEASES

Are the front wheel, rear wheel and seat post quick releases properly adjusted and in the locked position? Check all quick release mechanisms are correctly and securely closed.

CHECK LIGHTS AND REFLECTORS

Are working correctly & aligned.

HANDLEBAR AND SADDLE

Are the handlebar and saddle system horizontal? Are they tight enough so they won't twist? Are the handlebars in good condition? Are the handlebar ends plugged?

Is a bell fitted and working?

Any broken or worn parts should be replaced before the bicycle is used.

Certain activities may damage your bicycle and result in serious personal injury.

Take these precautions:

- avoid jumping kerbs
- avoid potholes and gratings
- avoid stunt riding and jumping

WARNING:

Do not remove protective safety equipment fitted to your, bicycle, including handlebar end covers or plugs: reflectors fitted to frame, wheels and pedals; reflector mount brackets where cantilever brakes are fitted): front chain ring guard; rear wheel spoke protector (right hand side); chain guard where fitted; warning stickers affixed to frame.

NOTE:

A replacement fork must be the same length and maintain the same rake and trail characteristics as the original. Ask your bicycle retailer for advice.

1.3 SAFETY EQUIPMENT AND SENSIBLE RIDING

As a road user you have responsibility for your own safety and the safety of others.

You need to know:
- the road rules
- how to ride safely

YOUR BICYCLE

- Check your bicycle before you use it. (Use the safety check 1.2 including the adjustments).
- Know how to work all bicycle controls.
- For riding in low light and night conditions, fit your bicycle with appropriate front and rear lamps.

WARNING:

Check reflectors and mounting brackets regularly to make sure that they are clean, straight, unbroken and securely mounted. Equip your bicycle with lights: white front and red rear. Riding in low light or at night time without reflectors and lights is extremely dangerous.

The mounting position for reflectors shall be above the level of the back axle, and shall be such that the reflectors) are not obscured from view eg. By the riders clothing or by the wheel.

YOUR CLOTHING

- Wear a correctly fitted and fastened Approved helmet.
- Be seen:
  - Wear brightly coloured clothes - yellow, green and orange are best for day, reflective tape improves the conspicuity of riders at night.
- Wear shoes, not flipflops or ride with bare feet.

WARNING:
Always wear a correctly fitted and fastened helmet when riding your bicycle.

BE ALERT

- Obey all road rules.
- Watch out for other road and pathway users.
- Adapt your riding to suit the conditions.

CARRYING LOADS

- Use correctly fitted carriers, racks, panniers or a back pack for parcels.

RIDING IN THE WET

Wet weather affects visibility for all road users.

It is harder for you, and other vehicles, to stop in the wet. Allow more distance to brake.

RIDING IN LOW LIGHT

Riding when light levels are low: - use lamps and reflectors - wear bright reflective clothing.

BE RESPONSIBLE

Follow the road rules. Use common sense. If riding in remote areas:

- Go with a friend.
- Leave details of route and return time with a responsible person.
- Tell them when you get back!

PARENTS

Most cycling incidents involve small children and teenagers.

Make sure:
- The bicycle is in good working order.
- The rider knows:
  - How to use the controls
  - The road rules
- Clothing, helmet, lighting are appropriate for the bicycle trips undertaken.

QUICK SAFETY SUMMARY

- Obey all traffic laws
- Be predictable
- Be alert
- Use reliable safety equipment
- Use the bicycle for the manufacturer's recommended purpose
- Adjust riding to traffic and weather conditions
- Wear appropriate clothing
- Follow the manufacturer's instructions for any adjustments

2. HOW THINGS WORK

It's important for your enjoyment and safety to know how things work on your bicycle.

QUICK RELEASE (QR) MECHANISM

The bicycle quick release allows wheel removal without the need for tools.

WARNING:

Riding with an improperly adjusted wheel quick release can allow the wheel to wobble or disengage from the bicycle, causing damage to the bicycle and risk of a crash.

It is essential that you:

- Ask your bicycle retailer to show you how to install and remove your wheels safely.
- Use the correct technique for clamping your wheel in place with a quick release.
- Before you ride the bicycle, check that each wheel is securely clamped.

The Wheel Quick Release is a long bolt called a skewer, with a lever on one end and a nut on the other, the wheel quick release uses a cam action to clamp a bicycle wheel in place.

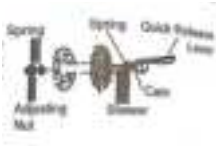
ADJUSTING THE QUICK RELEASE MECHANISM

The wheel hub is clamped in place by the force of the Quick Release lever cam pushing against one dropout and pulling the adjusting nut using the skewer against the other dropout.

Turning the adjusting nut CLOCKWISE will INCREASE the clamping strength of the lever.

Turning the adjusting nut ANTI-CLOCKWISE will DECREASE the clamping strength of the lever.

The full force of the cam action is needed to clamp the wheel securely. You cannot secure the quick release mechanism by twisting the adjusting nut. Never use the QR lever to wind up the mechanism. Tighten or loosen using the adjusting nut with the QR lever in the open position.



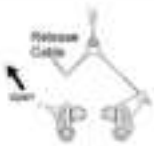
FRONT WHEEL SECONDARY RETENTION DEVICES

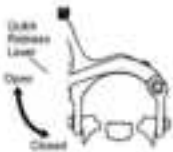
Some bicycles have front forks which use a secondary wheel retention device to keep the wheel from disengaging if the axle nuts loosen.

Some bicycle front forks have a shaped lug which acts to keep the wheel from disengaging if the axle nuts are loosened. To remove the wheel the axles nuts (or quick release mechanism) must be backed off far enough for the wheel to be removed.

WARNING:

Removing or disabling the secondary retention device is extremely dangerous, may void the warranty, and can lead to serious injury.





REMOVING THE FRONT WHEEL

Cantilever and Linear brakes

Release the Brake Quick Release. (This will allow the brakes to be opened to let the tyre pass between the brake blocks).

Side pull brakes

Release the Brake Quick Release. (This will allow the brakes to be opened to let the tyre pass between the brake blocks).

Move the Wheel Quick Release Lever to the open position.

If your bicycle is fitted with secondary retention devices unwind the Quick Release Lever enough to allow the wheel to be removed.

If your front wheel is fitted with axle nuts instead of a Quick Release mechanism, use a spanner of the correct size to fit the axle nuts.

- Unwind the axle nut sufficiently to allow the secondary retention devices to release.
- Hold the front of the bicycle 30mm to 50mm off the ground to allow the wheel to be removed.

INSTALLATION OF THE FRONT WHEEL

The installation is the reverse procedure to Removing the Front Wheel, except:

- Make sure the wheel axle is correctly positioned in the fork (see diagram).
- Position the Quick Release parallel to the front fork when it is in the CLOSE position. This will prevent the lever being knocked open whilst riding.
- The Quick Release Lever is positioned on the left hand side.

ADJUSTMENT NOTES

If the Quick Release Lever can be easily pushed to the CLOSE position, the clamping strength is insufficient.

- Return the lever to a position at right angles to the fork.
- Turn the Adjusting Nut clockwise to increase the clamping strength.
- Push the lever back to the CLOSE position to check the clamping strength.
- You will need a reasonable amount of force to CLOSE the lever to ensure the adjustment is correct.

NOTE:
If you are not sure of any of these steps or how the quick release mechanism operates ask your bicycle retailer.

REMOVING THE REAR WHEEL

- Set the rear gear lever so that the chain can be moved to the smallest cog.
- Release the Brake Quick Release (see Removing the Front Wheel)
- If fitted with axle nuts, use the correct spanner to loosen the axle nuts enough to allow the wheel to be removed.
- If fitted with a Quick Release Lever, move the lever into the OPEN position. This allows the wheel to be removed.
- Lift the bike off the ground 30-50mm, push the wheel forward and down until it comes out of the dropouts.

INSTALLING THE REAR WHEEL

Installation is the reverse procedure of removing the rear wheel. NOTE: Make sure that the chain is on the small cog as you position the rear wheel in the dropouts.

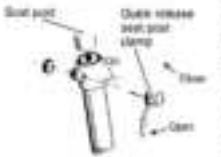
Check that you have the correct clamping pressure (Quick Release Lever).

If you have axle nuts make sure they are tightened correctly.

Ensure that the Quick Release Lever is positioned as shown to prevent the lever from releasing whilst riding.

When repositioning the wheel in the frame make sure that it is centrally located to prevent rubbing' of the wheel on the frame.

WARNING:
Failure to properly reinstall a wheel may result in a crash.



SEAT POST QUICK RELEASE

Many bicycles are equipped with quick release seat post clamps. The seat post quick release clamps work exactly like the Wheel Quick Release.

See Adjusting the Quick Release Mechanism.

Follow the steps described to adjust the height of your seat post.

WARNING: The full force of the cam action is needed to clamp the seat post securely.

WARNING:
The full force of the cam action is needed to clamp the seat post securely.

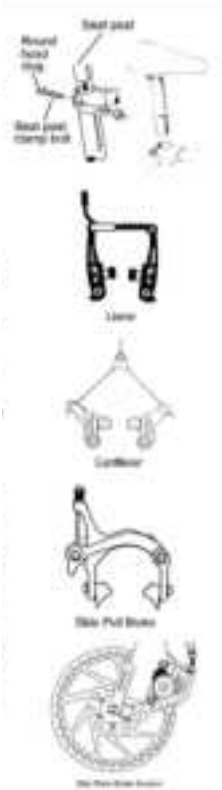
OTHER SEAT POST FIXINGS

An Allen Key Bolt or a nut is used. You must use the correct type of tool to make adjustments.
The Seat Post must be inserted in the seat tube to at least the minimum insertion point.
Ensure indexing lug on the seat post clamp bolt is correctly engaged in the seat tube clamp.

BRAKES

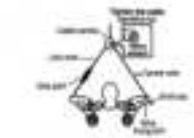
The braking action of a bicycle is a function of friction between brake surfaces, usually the brake blocks and the wheel rims.

- Keep your wheel rims and brake blocks clean and free of lubricants, waxes or polishes.
- Make sure that your hands can reach and squeeze the brake levers comfortably.
- Most bicycles are fitted with front and rear hand brake levers and these are attached to either CANTILEVER CALIPERS, SIDE PULL CALIPERS, DISK or LINEAR BRAKES.
- When replacing both brake cables check that the left hand cable is fitted to the rear brake when looking from the riding position.
- To adjust chain tension on a bicycle fitted with a back pedal brake or internally geared hub with a single freewheel cog, the back wheel must be moved forward or backward in the dropouts. Loosen the axle nuts and brake arm clip. Allow 10- 12mm of up/down chain movement halfway between chainring (front) and cog (rear). Re-tighten nuts and brake arm clip.
- For back pedal brakes: check that the brake arm clip is securely attached to the chain stay.



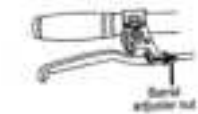
WARNING:
Careless use of the front brake first can cause a crash.

Note: Most brakes have some form of quick release mechanism to allow the brake shoes to clear the tyre when a wheel is removed or reinstalled. When the brake quick release is in the open position, the brake will not operate. Ask your bicycle retailer for help. Make sure you understand the way the brake quick release works on your bicycle.



BRAKE ADJUSTMENT

CANTILEVER TYPE BRAKES



- You should have approximately 2mm clearance between the brake blocks and the wheel rim.
- To adjust the brakes, on the brake lever turn the barrel adjuster CLOCKWISE to loosen the brake. Move the adjuster ANTI-CLOCKWISE to tighten the brake. Turn the lock ring located below the barrel until it stops to set your adjustments.
- If your brakes shudder/squeal you need to check the toe in/out alignment of the brake blocks. The leading edge of the block should be 0.5-1mm, closer to the wheel rim than the trailing edge.
- To centre the brake arms, loosen the cable carrier nut, slide the cable carrier up or down until it centres the brake blocks (so there is an even gap on either side of the rim).
- Retighten the cable carrier nut.
- Spin the wheel to ensure the brake blocks, do not rub on the wheel rim.

- Use the springforce adjustment screw to change toe in/out position.
- Using an Allen key turn CLOCKWISE to move the brake pad trailing edge out. Turn the Allen key ANTI- CLOCKWISE to move the brake pad trailing edge in.

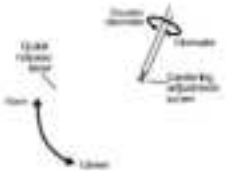
LINEAR TYPE BRAKES

- A Linear brake arm might have a post type brake block (as for a Cantilever brake) or a block which can only be adjusted for toe-in and block-to-rim alignment, in which case brake block-to-rim clearance is adjusted by changing the brake cable length at the brake arm or at the brake lever cable adjuster. Ask your bicycle retailer how to make the correct adjustment.
- To release a Linear brake press the brake arms together and unclip the cable lead unit (curved metal tube) from the pivotted metal stirrup. The brake cable remains attached to the opposite brake arm. If the cable lead unit and cone shaped ferrule cannot be unclipped either slacken the cable at the brake lever (using the cable adjuster) or release the cable end which is attached to the brake arm.
- NOTE: Allow sufficient 'travel' in the brake lever and cable to enable the curved cable lead tube to be unclipped from the stirrup.
- To reset the cable lead tube press the brake arms together and re-clip into the pivotted metal stirrup.

IMPORTANT: Ensure the cone shaped ferrule is fully seated in the stirrup. Ensure the protective flexible bellows or accordion-like cable protector between the brake arm and the stirrup is correctly located.

LINEAR BRAKE (CONT)

- Brake lever 'travel' can be adjusted for ease of use by a child or anyone with small hands by means of the adjuster screw usually located on the body of the brake lever.
- NOTE: a brake lever with too little travel before hitting the handlebar may cause a linear brake to 'lock up' if the lever is pulled on hard. Longer lever 'travel' allows more progressive and better controlled braking. Adjust to suit your riding style, or ask your bicycle retailer to assist you make the correct adjustment.
- NOTE: all components of a linear brake must be compatible. Do not mix brake types.
- The brake lever for a linear brake is not designed to work with other types.



SIDE PULL TYPE BRAKES (ROAD BICYCLES)

When your side pull brake caliper is properly adjusted, you should have between 1-2mm gap between the brake block and the wheel rim.

- To centre the brake caliper use the centering adjustment screw to centre the brakes.
- Turn the screw CLOCKWISE to move the caliper to the right.
- Turn the screw ANTI-CLOCKWISE to move the caliper to the left.
- To set the gap between the blocks and the wheel rim use the Cable Adjustment Bolt.
- Turn the Adjustment Bolt CLOCKWISE to move the brake block away from the rim.
- Turn the Adjustment Bolt ANTI-CLOCKWISE to move the brake block towards the rim.
- Tighten the Cable Adjustment Bolt Lock Nut in a CLOCKWISE direction to set your adjustment.

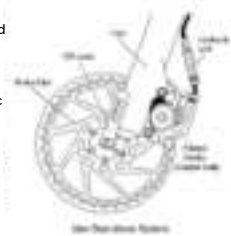
- If your brakes shudder/squeal you need to adjust the in/out.
- As you need to realign the caliper arms to overcome this problem, your dealer should make this adjustment to your bike.

DISC STYLE BRAKES

The distinctive feature of disc brakes is the actual braking disk that is fixed to the wheel and the caliper unit attached to the front fork or rear wheel frame.

The brake is activated either by a cable or hydraulic system. Disk brake systems require special care of the disc itself, which can even be damaged by some bicycle parking racks.

Hydraulic systems may require special tools and adjustments. If in doubt about any adjustments or maintenance consult your bicycle retailer or the manufacturer's manual or specifications data. Some brands provide technical data on their websites.



WARNING:
Failure to properly maintain your brake system may result in a crash.

The brake Quick Release mechanisms are used to open the brake arm to assist in the removal/installation of wheels. The brakes will not function if the Quick Release is left open.

WARNING:
Failure to firmly secure the Brake Quick Release Mechanism may cause a crash.

THE DERAILLEUR GEAR SYSTEM

The gear system on your bicycle consists of:

- A rear cluster (freewheel) which is attached to the rear wheel.
- A rear derailleur which moves the chain across the cluster to change the gear ratio.
- A front derailleur which moves the chain between the front chain rings to change the gear ratio. Gear levers which, when moved, change the gears.
- Control cables which attach the gear levers to both the front and rear derailleurs.
- A chain.

INTERNAL GEARED HUB

If your bicycle is fitted with a multi speed internal geared rear hub it may require special instruction for correct use, adjustment, care and maintenance. Read carefully the instruction manual supplied with your bicycle.

Ask your bicycle retailer for advice on use and maintenance of an internal geared hub.

NOTE: Unauthorised work may limit or void the warranty.

The purpose of derailleurs is to move from one sprocket to another to allow for a variety of gear ratios.

These ratios allow the rider to maintain a constant pedal revolution in a variety of road and speed conditions.

Ask your bicycle retailer for advice.

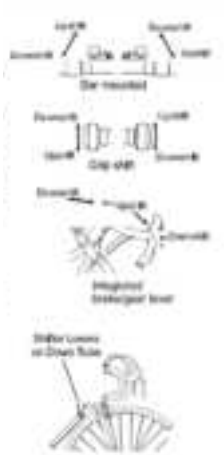
SHIFTING GEARS

Identify your gear levers from the diagrams.

Mountain / Cross bicycles have handlebar mounted shifters.

Road bikes use various types of shifters, these can include Integrated Brake and Gear Levers, rotating handlebar 'grip shift systems or other variants. Ask your bicycle retailer to explain the gear changing procedure. Practice changing gears to gain confidence. For smooth operation of all types of levers you must be pedalling forwards when changing gears.

NOTE: Some bicycles have gear levers mounted on the down tube (see diagram) of the frame. Using this type of mounting requires practice.



WARNING:
Pedalling backwards whilst changing gears can jam the chain causing damage to your bicycle and/or a crash.

FRICTION GEAR SHIFT LEVERS

Friction levers are 'stopless' and hold the derailleur in place with simple force (tension). The amount of friction can be adjusted by means of the screw on top of the lever assembly.

If derailleur gears on your bicycle are indexed, each time you move the gear lever one click the derailleur travels a set distance to engage the next gear. This enables you easier and more accurate gear changing.

The gear shift principle:
The RIGHT HAND lever operates the rear gears. The LEFT HAND lever operates the FRONT CHAIN RING SHIFTER.

When shifting through a wide range of gears, you may notice a noise as a result of the chain rubbing on the inside of the front derailleur cage.

This noise can be eliminated by moving the gear lever (friction systems) or adjusting the gear cable (indexing systems.)

WARNING:
Avoid riding with the chain on both the largest front chain ring and the largest rear cog, smallest rear cog and small chain ring. This puts excessive strain on the chain and can damage derailleur parts.

Practice changing to a lower gear before stopping. This will assist easier starting at take-off.

As you gain more experience with your gear ratios you will be able to select the most suitable gear for the terrain and weather conditions.

NOTE: Your bicycle retailer will be able to assist you if you are uncertain about the steps in shifting gears.

DERAILLEUR ADJUSTMENT

From time to time your rear derailleur needs adjustment. You may need to tighten the derailleur cable to remove excessive cable slack. Excessive slack in the cable will cause the derailleur to miss shift.

Locate the Adjusting Barrel on the back of the derailleur.

Turn the barrel ANTI-CLOCKWISE half a turn and test the derailleur by changing gear.

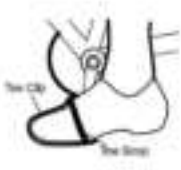
Continue to turn the barrel until the chain is pitching correctly onto each gear.

NOTE: If you are not sure of these steps consult your bicycle retailer.

After the initial settling in period, if you have any adjustments that need attention, return to your bicycle retailer for advice.

TOE CLIPS AND TOE STRAPS

Toe clips and straps are used to assist with the correct positioning of your feet on the pedals and to help your riding technique. The toe clip positions the ball of the foot over the pedal spindle, which gives maximum pedalling power. The toe strap, when tightened, keeps the foot engaged throughout the rotation cycle of the pedal.



Getting into and out of pedals with toe clips and straps requires skill which can only be acquired with practice. Do not ride in traffic or around other hazards until you can use toe clips and straps as a reflex action. Never ride in traffic with your toe straps tight.

CLIPLESS PEDALS

Clipless pedals are usually adjustable. Your bicycle retailer can show you how to make this adjustment.

WARNING:
Clipless pedals are intended for use with shoes specifically made to fit them and are designed to firmly keep the foot engaged with the pedal. Practice is required to learn to engage and disengage the foot safely.

TYRES AND TUBES

Bicycle tyres are available in many designs and specifications, ranging from general purpose designs to tyres designed to perform best under very specific weather or terrain conditions. Your bicycle retailer can help you select the most appropriate tyre and tube.

The size and pressure rating of a tyre is marked on the sidewall of the tyre. The part of this information which is most important to you is Tyre Pressure.

The best way to inflate a bicycle tyre to the correct pressure is with a bicycle pump. Your bicycle retailer can help you select an appropriate pump.

TAKE CARE:
When using compressed air, over inflation can burst the tube and tyre. Never inflate a tyre beyond the maximum pressure marked on the sidewall of the tyre.

If the tyre pressure on your tyres is not in kilopascals please refer to the conversion table on Page 43.

Tyre pressure is given either as maximum pressure or as a pressure range. How a tyre performs under different terrain or weather conditions depends largely on tyre pressure.

Inflating the tyre 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 loose or muddy surfaces.

Riding with your tyres underinflated can cause a puncture, the tyre deforms and pinches the inner tube between the rim and the riding surface. Cornering with underinflated tyres can cause the tyre to roll off the rim resulting in a fall.

Ask your bicycle retailer to recommend the best tyre pressure for your kind of riding.

TYRE VALVES

There are two kinds of bicycle tube valves in common use 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 is like the valve on a car tyre. To inflate a Schraeder valve tube with compressed air or with a bicycle pump, remove the valve cap and push the air hose or pump fitting on to 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 tyres. To inflate a Presta valve tube using a Presta headed bicycle pump:

- remove the valve cap
- unscrew (anti-clockwise) the valve stem lock nut
- push down on the valve stem to free it up
- push the pump head on to the valve head, and inflate.

BICYCLE SUSPENSIONS

Some bicycles come equipped with suspension systems. There are many different types of suspension systems.

If your bicycle has a suspension system ask your bicycle retailer to explain care and use. Return your bicycle for regular maintenance and adjustment of the suspension system.

NOTE: Changing suspension adjustment can the handling and braking characteristics of your bicycle. Read and follow manufacturer's instructions
Not all bicycles can be safely retrofitted with suspension systems. Check with your bicycle retailer.

3.1 MAINTAINING YOUR BICYCLE

SERVICE AND BASIC MAINTENANCE

Bicycles perform best when they are kept clean, lubricated and serviced regularly.

How much of your bicycle's service and maintenance you can do yourself depends on your level of skill and experience, and whether or not you have the special tools required.

WARNING: Some bicycle service and repair tasks require special knowledge and tools. Do not begin any adjustments or service on your bicycle if you have doubt about your ability. Unauthorised or incorrect service and repairs may void product warranty.

CLEANING

Mud and dust can be highly abrasive. Regular cleaning will help maintain your bicycle in good condition.

Always dry and lubricate your bicycle after washing to prevent rust.

LUBRICATION
Keep your bicycle regularly lubricated for good performance and durability. Lubrication reduces friction and helps protect against rust.

All bearings and other moving parts require regular appropriate lubrication:
- Grease type lubrication:- bearings in head stem, wheels, bottom bracket and pedals (requires disassembly refer to your bicycle retailer).
- Oil type lubrication:- Brake and derailleur pivot points and jockey wheels, chain, free wheel.

For advice on appropriate special lubricants, ask your bicycle retailer.

3.2 MONTHLY SERVICE CHART
Monthly servicing of your bicycle is recommended. This consists of lubrication and adjustment of components.
Use the correct type of lubricants and tools, service the bicycle's components in logical groups and clean before you start.

TYRES AND TUBES
- Clean the tyres and inspect treads for wear.
- Remove any debris from tread or walls.
- Check tyre pressure is correct.
- Replace faulty tubes.

WHEELS
- Clean rims and check they are not dented or dimpled.
- Check rims for trueness and spokes for evenness of tension.
- Replace any bent or broken spokes.

CHAIN
- Check chain for excessive wear or stretching.
- Check for any stiff links.
- Use recommended lubricant.

BRAKES
- Check brake block and brake lever mounting bolts.
- Check brake blocks for wear. Replace if necessary.
- Check block toe-in is correct.
- Lubricate brake pivot bolts and adjust where necessary.

GEAR AND BRAKE CABLES
- Inspect all cable housing for damage. Replace if necessary.
- Clean and examine all cable wires for kinks and frayed ends. Replace if necessary.
- Adjust barrel adjusters and/or cable anchor bolts to compensate for cable stretch.

HUBS
- Check front and rear hub bearings for excess play or binding. Have adjustable cup-and-cone bearings, tightened or loosened if necessary.
- Check hubs are correctly lubricated.
- Tighten hub axle nuts and check quick release levers.

FRONT AND REAR DERAILLEURS
- Clean derailleur cages bushings.
- Check the accuracy of the indexing and adjust cable tension at barrel adjusters and/or cable anchor bolts as required.

CRANK/CHAINRINGS AND FREEWHEELS

- Clean chainrings; check they are true and have no excessively worn, or broken teeth.
- Check crank arms are tight on bottom bracket spindle.
- Clean and lubricate freewheel and check for wear.
- Check freewheel sprockets for worn or broken teeth.

BOTTOM BRACKET/AXLE

- Test bottom bracket bearings for excess play or binding.
- Check that the locknut is tight.
- Check bottom bracket is correctly lubricated.

HEADSET

- Check headset for excess play or binding.
- Check the locknut is tight.

PEDALS

- Check pedal bodies are not cracked.
- If pedals are loose, tighten the mounting bolts firmly.
- Inspect toe clips/toe straps for damage.

GENERAL

- Check frame alignment and all the tubes for dents or damage.
- Check all bolts and nuts are secure. Tighten bolts with the correct tools.

CAUTION: Alloy bicycle parts can be damaged by overtightening.

STORAGE

The best protection for your bicycle is to store it under cover in a dry environment and away from corrosive materials such as battery acid and swimming pool chemicals. Thoroughly dry off your bicycle after use in wet conditions. Wax or lubricate as required.

Failure to follow this procedure may lead to rust and corrosion of metal work.

4. ADDITIONAL INFORMATION HELPFUL HINTS, SPECIAL INSTRUCTIONS AND WARRANTY

4.1 ABOUT YOUR BICYCLE RETAILER

Your bicycle retailer will help you to select bicycle accessories for the kind of riding you wish to do. Bicycle shop staff have the knowledge, tools and experience to give you reliable advice and provide maintenance services. If you have a problem with your bicycle or your riding, talk to your bicycle retailer.

4.2 SPECIAL INSTRUCTIONS FOR CARE OF CARBON FIBRE BICYCLES

A carbon fibre frame requires special care due to the nature of its construction.

- Never clamp the bicycle using any of the carbon fibre frame tubes. Use the seat post to hold the frame during assembly.
- Do not use any solvents on the frame. Clean only with a mild detergent and water.
- Do not paint the frame.

- Avoid scratches and direct impacts to the frame. If you are involved in a mishap, or your bicycle is scratched during use, immediately see your bicycle retailer for inspection of the damage.
- Use a chain protector to lessen the chance of chipping the carbon fibre tubing.
- Use the manufacturer's recommended size seatpost and headset. Do not attempt to alter the original sizes of these parts.
- Avoid overtightening of the seatpost.

Any other questions? Please contact your bicycle retailer.

4.3. TOOLS AND BICYCLE ASSEMBLY

Should you intend to undertake maintenance the following tools are considered to be the basic requirement:

- Adjustable wrench 5-10cm
- Adjustable wrench 32cm
- Flat screw driver 15mm
- Phillips head screw driver 15mm.
- Allen Key set 2mm-6mm
- Set of open end spanners 7-17mm
- Set of tyre levers
- Chain link remover
- Wire cutters
- Torque wrench

All nuts and bolts should be checked on a regular basis for tightness. To assist in achieving the correct tension when tightening nuts and bolts the use of a torque wrench is recommended. Apply the following torque for the nominated parts of your bicycle:

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

The following checklist presumes a bicycle which is assembled except for the handlebar & stem, brake and gear levers, saddle and seat stem, pedals, frame reflectors and wheels.

- Fit wheels to frame and align. Secure axle nuts or Quick Release (QR) mechanism.
- Lubricate handlebar stem, slacken wedge bolt and wedge, slide into head set to below minimum insert mark, align square to front wheel, tighten wedge bolt. Tighten wedge bolt. Check head stem lock nut is tight and that the handlebar will not rotate.
- If your bicycle is equipped with a 'threadless' headset, check fitting adjustments with your bicycle retailer. DO NOT OVER TIGHTEN the two securing bolts.
- Slide brake and gear lever assemblies onto handlebar in correct configuration. Tighten locking bolts. Adjust brake assembly cables and align brake blocks for prescribed clearance.

- Fit handlebar tape or handgrips, stop ends to bar if bar is taped, and bell.
- Assemble saddle onto seat stem. Tighten fixing nuts. Lubricate seat stem and insert in seat tube to below minimum insert mark. Tighten seat binder bolt or Quick Release mechanism.
- Fit pedals to crank in correct order; pedal marked R on the right hand side; L on the left.
- Fit frame mounted reflector brackets and reflectors. Align reflectors to vertical. Tighten all bolts. Confirm that wheel reflectors are fitted.
- Recheck that all components are correctly assembled, all bolts, nuts and QR correctly secure. Check that handlebar and saddle cannot be swivelled sideways.
- Check derailleur gears/hub gears for correct operation; adjust to manufacturer's specification. Check both brakes for correct operation.

WARNING: If you are unsure about correct assembly and/or adjustment, seek advice from a qualified bicycle mechanic.

'Threadless' head sets: some bicycles, especially those equipped with a front fork suspension system, are fitted with a 'threadless' head set. Special tools and/or procedures may be required to correctly secure such devices.

4.4 LOCK YOUR BICYCLE

If you lock up your bicycle, it is much less likely to be stolen. Nearly all bicycles stolen were not locked at the time.

Lock your bicycle to something solid e.g. a tree, a parking meter or a post. Make sure the bicycle cannot be lifted from the post or the post lifted out of the ground or pavement. Use a good quality U-Lock.

A good quality, hardened steel U-lock is your bicycle's best protection from theft. U-locks are more secure than cables or chains with padlocks. Combination locks provide least security.

Make sure the lock or cable is not in a position which makes it easy to be removed or cut.

- A front wheel with Quick Release can be removed and locked to the frame.
- A good quality U-Lock may be the most secure device for locking your bicycle.
- Refer to Guide to Traffic Engineering Practice Part 14 - Bicycles (AUSTROADS 1999).
- www.bikeoz.com.au - provides additional information.
- www.cyclingpromotion.com.au - helping you get more out of your riding.

4.5 KEEP A RECORD OF YOUR BICYCLE

Take a colour photograph of your bicycle, write the frame number on the back of the photograph and keep it in a safe place. Less than one in ten stolen bicycles is returned, partly because the owner cannot describe the bicycle. Engraving a registration number on the bicycle will also help. The police, Neighbourhood Watch and service clubs run bicycle registration programs.

If you keep a record of the details of your bicycle it will greatly increase the possibility of getting it back should it be lost or stolen.

Remember the advice about LOCKING YOUR BICYCLE. A good quality lock is cheap insurance.

See the record chart at end of this manual.

TROUBLESHOOTING CHART

PROBLEM	POSSIBLE CAUSE	REMEDY
Frequent punctures	Inner tube old or faulty	Replace inner tube
	Tyre tread / casing worn	Replace tyre
	Tyre unsuited to rim	Replace with correct tyre
	Tyre not checked after previous puncture	Remove sharp object embedded in tyre
	Tyre pressure too low	Correct tyre pressure
	Spoke protruding into rim	File down spoke
When applying the brakes, they squeal / squeak	Brake blocks worn down	Replace blocks
	Brake block toe-in incorrect	Correct block toe-in
	Brake blocks / rim dirty or wet	Clean blocks and rim
	Brake arms loose	Tighten mounting bolts
Brakes not working effectively	Brake blocks worn down	Replace brake blocks
	Brake blocks or rims greasy, wet or dirty	Clean blocks and rim
	Brake cables are binding / stretched / damaged	Clean / adjust / replace cables
	Brake levers are binding	Adjust brake levers
	Brakes out of adjustment	Centre brakes
Steering not accurate	Wheels not aligned	Align wheels correctly
	Headset loose or binding	Adjust / tighten headset
	Front forks or frame bent	Seek advice at a bicycle shop

TROUBLESHOOTING CHART (CONTINUED)

PROBLEM	POSSIBLE CAUSE	REMEDY
Knocking or shuddering when applying the brakes	Bulge in the rim or rim out of true	True wheel or take rim to a bicycle shop for repair *
	Brake mounting bolts loose	Tighten bolts
	Brakes out of adjustment	Centre brakes and / or adjust brake block toe-in
	Disc brakes: disc may be bent or blocks not free	Seek advice at a bicycle shop
	Forks loose in head tube	Tighten headset
Wobbling wheel	Axle broken	Replace axle
	Wheel out of true	True wheel
	Hub cones loose	Adjust hub bearings
	Headset binding	Adjust headset
Gear shifts faulty	Derailleur cables sticking stretched / damaged	Lubricate / tighten / replace cables
	Front or rear derailleur not adjusted properly	Adjust derailleurs
	Indexed shifting not adjusted properly	Adjust indexing
Slipping chain	Excessively worn / chipped chainring or freewheel	Replace chainring, sprockets and chain
	Chain worn / stretched	Replace chain
	Stiff link in chain	Lubricate or replace link
	Non compatible chain / chainring / freewheel	Seek advice at a bicycle shop

* Repair of damaged front wheel rim not recommended. Replace wheel rim.

TROUBLESHOOTING CHART (CONTINUED)

PROBLEM	POSSIBLE CAUSE	REMEDY
Chain jumping off	Chainring bent	Replace Chainring
	Chainring loose	Tighten mounting bolts
	Chainring teeth bent or broken	Replace Chainring
	Rear or front derailleur side-to-side travel out of adjustment	Adjust derailleur travel
Constant clicking noises when pedalling	Stiff chain link	Lubricate or replace link
	Loose pedal spindle / bearings	Adjust bearings / spindle nut
	Loose bottom bracket spindle / bearings	Adjust bottom bracket
	Bent bottom bracket / pedal spindle	Replace bottom bracket / spindle
	Loose crank	Tighten crank bolt
Grinding noise when pedalling	Pedal bearings too tight	Adjust bearings
	Bottom bracket bearings too tight	Adjust bearings
	Chain fouling derailleurs	Adjust chain line
	Derailleur jockey wheels dirty / binding	Clean and lubricate jockey wheels
Freewheel does not freewheel	Freewheel internal pawl pins are jammed	Lubricate. If problem persists, replace freewheel.

Regular maintenance by your bicycle retailer is recommended

KEEP A RECORD OF YOUR NEW BICYCLE

OWNER _____

ADDRESS _____

_____ **POSTCODE** _____ **TEL** _____

BRAND & SERIAL NUMBER _____

MODEL _____

FRAME STYLE _____

FRAME SIZE _____

FRAME COLOUR (S) _____

WHEEL SIZE _____

TYRE SIZE & TYPE _____

BRAKE TYPE & BRAND _____

TRANSMISSION BRAND _____

SADDLE BRAND _____

OTHER ACCESSORIES LIST & BRAND NAMES

_____

_____

_____

_____

PURHCASED FROM (SHOP NAME)

_____

SHOP ADDRESS _____

_____

TEL _____ **DATE OF PURCHASE** _____

PRICE PAID _____

KILOPASCAL FROM PSI CONVERSION TABLE

PSI	BAR	KPA
35	2.4	241
40	2.8	276
45	3.1	310
50	3.5	345
55	3.8	379
60	4.1	414
65	4.5	448
70	4.8	483
75	5.2	517
80	5.5	552
85	5.8	586
90	6.2	621
95	6.6	655

PSI	BAR	KPA
100	6.9	689
105	7.2	724
110	7.6	758
115	7.9	793
120	8.3	827
125	8.6	862
130	9.0	896
135	9.3	931
140	9.7	965
145	10.0	1000
150	10.3	1034
155	10.7	1069
160	11.0	1103

NOTES

BEFORE YOU START

Tyres: Check my tyres before heading out on your adventure! As a rough pressure guide, road bikes need to be around 100 psi, hybrids around 70 psi and mountain bikes around 50 psi.

Bolts: Check that all nuts / bolts are completely tightened. Putting an allen key into each nut / bolt is a good way to check they are all tightened properly!

RIDING FOR LONGER

Clean: Like cars, bikes love a good clean from time-to-time. The best way to do this is by using a soft foam pad, bucket and hose. However, be careful not to spray the hose at important places such as the chain, as it can cause damage.

Brakes: Brakes are super important and even though they last a long time, it's always good to check them once in a while by checking that there are no signs of wear.

BATTERY CARE

If you have an electric Reid product, here are some tips for looking after the battery:

Never leave batteries charging in a building that is unattended or overnight when you are sleeping in the property

Unplug or disconnect from the battery once charging is complete

Do not allow the battery to overheat and ensure it is charged on a hard surface where heat can disperse

Monitor and assess for damage to the battery and the charger, following the manufacturer's guidance for replacement or repairs

Ensure smoke alarms – preferably interlinked detectors around the property - are fitted where charging is taking place and, if possible, store and charge away from main living

REGISTER YOUR REID

In the unlikely event of something going wrong with me, Reid want to make it right again for you as quickly as possible. By completing the 'Register My Reid' form on our website, we can quickly and easily verify your purchase.

Should a component ever need replacing, we will know exactly which model I am and which year I was made to help you out as much as possible.

If you find yourself in a position where I've been stolen, you can also get in touch with us to help retrieve the serial number which is often wanted by the authorities.

Let us take care of the details, so if something does happen you know we have you covered.

SCAN TO REGISTER

ENVIRONMENTAL PLEDGE

RECYCLE

Almost everything I'm packed in is recyclable, except a few plastic pieces needed to protect me on my journey to you. However none of this matters unless you take the necessary actions to recycle these, which helps to sustain the environments we love to ride in! Please recycle all you can from our carton.

REUSE

If you can't recycle then you can always reuse! 95% of the packaging we use is recyclable - but if you don't have recycling facilities near you, then you can always repurpose. Our bike carton makes a nice bed for a cat or spaceship for a child!

DID YOU KNOW THAT WE PLANT A TREE FOR EVERY BIKE AND SCOOTER WE SELL?

When you purchase this Montis, we'll plant a tree on your behalf, helping to make our world - and the places we ride - greener and more sustainable. Deforestation is a global issue driven by factors like slash-and-burn farming, unsustainable agriculture, and everyday forest destruction. That's why we're deeply committed to this pledge: to ensure that future generations can continue to enjoy the beauty and wonders of the natural world.

FSC A000504

SCAN HERE FOR MORE INFORMATION

ENVIRONMENTAL PLEDGE

JOIN THE COMMUNITY

INSTAGRAM

Follow us on Instagram @reidbikes to experience the best of life on two wheels and more. We post everyday with new products, epic adventures and the occasional puppy in a bike basket! We love sharing from our community of Reid Riders so use #reidbikes and #freidom for your chance to be featured.

FOLLOW US ON INSTAGRAM

FACEBOOK

We have dedicated Facebook pages for many of the countries we're found in. These pages will give you more Reid information specific to your country, so follow us to keep with the all the latest happenings.

FOLLOW US ON FACEBOOK

YOUTUBE

Subscribe to our Youtube channel for in-depth maintenance and repair guides, as well as the most inspiring ride videos from around the world to help you plan your next adventure.

SUBSCRIBE TO OUR YOUTUBE CHANNEL

TIKTOK

Follow us on TikTok @reidbikes for awesome bike videos and more! We post regularly with new content, awesome stunt videos and the latest TikTok trends.

FOLLOW US ON TIKTOK

BLOG

From tips and tricks, advice on maintaining your bike and product guides to improve your experience, our blog is all you need to get the most from your Reid.

We regularly add new content so scan the QR code below to get started.

LEARN MORE ON OUR BLOG

REID

OWNER'S PACK

(For best results start from the other side)