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SOUTH COAST CRUZERS

Premium Beach Cruzers Designed in Texas by

INTERNATIONAL SURREY COMPANY LTD.

ALWAYS WEAR A HELMET!

Helmets save lives.

Check helmet manufacturer instructions for proper helmet size and fit.



Congratulations on your new purchase!

If you have any questions, please contact us directly by calling toll free

1-800-765-7370

9:00am - 5:00pm Central Time

Monday thru Friday or by email

CustomerService@SouthCoastCruzers.com

The following manual is only a guide to assist you and is not a complete or comprehensive manual of all aspects of maintaining and repairing your bicycle. The bicycle you have purchased is a complex object. We recommend that you consult a bicycle specialist if you have doubts or concerns as to your experience or ability to properly assemble, repair, or maintain your bicycle. You will save time and the inconvenience of having to go back to the store if you choose to write or call us concerning missing parts, service questions, operating advice, and/or assembly questions.

ABOUT THIS MANUAL

It is important for you to understand your new bicycle. By reading this manual before you go out on your first ride, you'll know how to get better performance, comfort, and enjoyment from your new bicycle. It is also important that your first ride on your new bicycle is taken in a controlled environment, away from cars, obstacles, and other cyclists.

GENERAL WARNING

Bicycling can be a hazardous activity even under the best of circumstances. Proper maintenance of your bicycle is your responsibility as it helps reduce the risk of injury. This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle. Many of the warnings and cautions say "you may lose control and fall." Because any fall can result in serious injury or even death, we do not repeat the warning of possible injury or death whenever the risk of falling is mentioned.

A SPECIAL NOTE FOR PARENTS

It is a tragic fact that most bicycle accidents involve children. As a parent or guardian, you bear the responsibility for the activities and safety of your minor child. Among these responsibilities are to make sure that the bicycle which your child is riding is properly fitted to the child; that it is in good repair and safe operating condition; that you and your child have learned, understand and obey not only the applicable local motor vehicle, bicycle, and traffic laws, but also the common sense rules of safe and responsible bicycling. As a parent, you should read this manual before letting your child ride the bicycle. Please make sure that your child always wears an approved bicycle helmet when riding.



WARNING! This bicycle is intended for use as a pedal power bicycle only. It is not designed, intended, or suitable for use with the installation of an internal combustion engine.

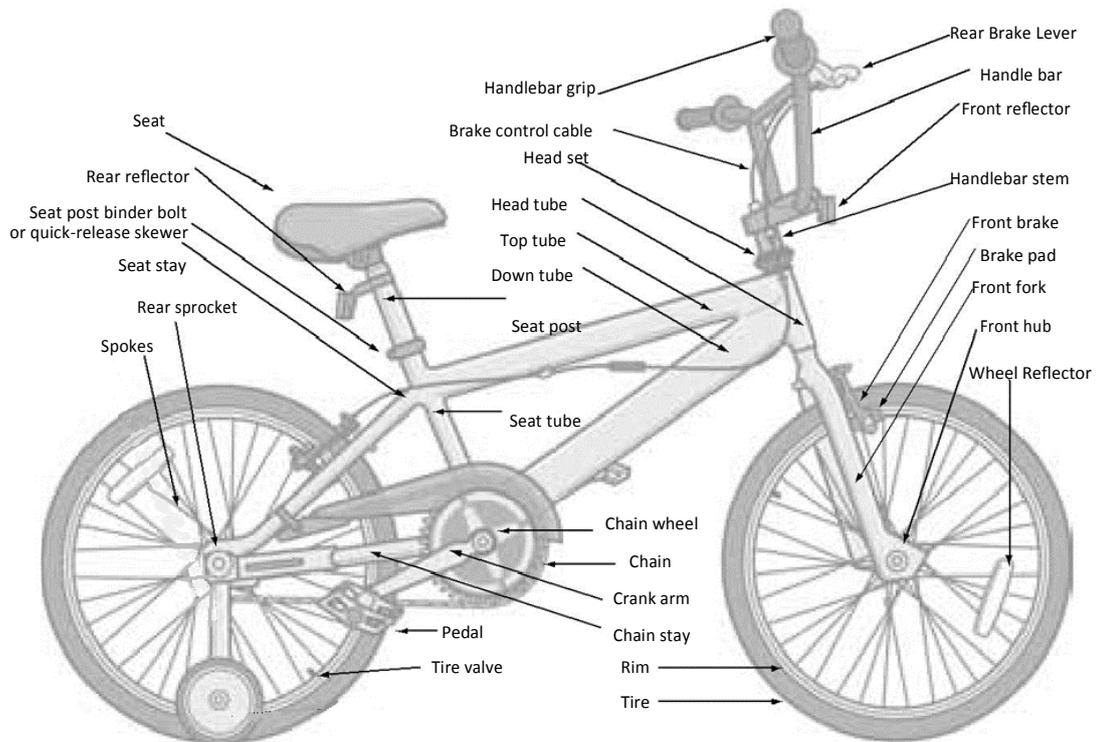
1 PARTS IDENTIFICATION	6
Single Speed Bicycle	
2 BEFORE YOU RIDE	7-21
Warning, Note to parents • Fit • Helmets, Protective Gear & Clothing • Safety Checklist • Riding Safety • Operation • Security • Maintenance • Storage	
3 ASSEMBLY	22-28
Tools • Handlebar • Front Wheel • Saddle • Pedals • Adjustments • Final Check	
4 MAINTENANCE	29-39
Scheduled • Inspection • How to fix a flat tire • Troubleshooting	
5 WARRANTY	40-41

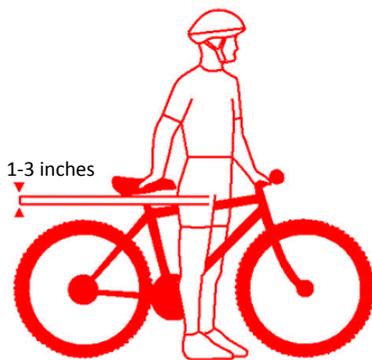


Always take careful note of this symbol in the manual and carefully read the information that follows.

SINGLE SPEED BICYCLE

Get to know the parts of your bicycle. This will help with assembly, maintenance, and troubleshooting. Single speed bicycles vary greatly. Your model may have additional accessories such as fenders, bags, carriers, etc.





Bike Wheel Size	Your Approx. Height
12 inch wheel	28 - 38 inches tall
16 inch wheel	38 - 48 inches tall
18 inch wheel	42 - 52 inches tall
20 inch wheel	48 - 60 inches tall
24 inch wheel	56 - 66 inches tall
26 inch wheel	64 - 74 inches tall
700c	64 - 74 inches tall

SIZING GUIDE & CHART

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When choosing the correct size bicycle, there are some guidelines that will help you determine the correct fit. It is important that you are able to safely mount and dismount the bicycle, and that while riding you are comfortable and can operate the brakes, steering and pedal without any added difficulty.



The first rule is when standing over the bicycle, in front of the seat, straddling the top tube of the bicycle, you should have a minimum of 1-3 inches of clearance.

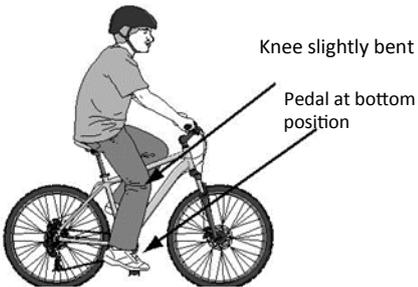
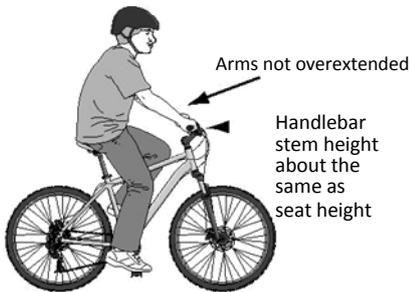
For ladies frames, pretend there is a top tube, because although you may be able to straddle the frame, you must also be able to reach the handlebars. Bicycles get longer as well as taller as you go up in size.

Wheel size is a good starting point, but bicycles vary, so only use wheel size to get started, after that, check that the rider can safely reach the handlebars while still bending the elbows at least 10 degrees. The saddle height is adjustable, so there is a range of riders that will fit each bicycle. Note that the correct height for the saddle is not determined by foot – to – floor, but by foot – to pedal. The leg should be almost completely straight when the pedal is in the down most position. Just a slight bend in the knee. This may put the rider in a position where their feet cannot touch the ground easily. The rider can simply move forward of the saddle while mounting and dismounting the bicycle. The saddle can be adjusted lower if the rider is uncomfortable this high, but note that riding is more difficult with the saddle too low, as the legs are in an unnatural position. It is common for younger riders who want to feel secure to be able to touch the ground easily, or any rider who is not comfortable with not being able to touch the ground. In this case start off with the saddle lower, and raise the seat as confidence in riding is gained. Do not raise the seat so much that the knees lock straight when pedaling or you have to move forward of the saddle to pedal. This is unsafe and the bicycle cannot be controlled in this condition.

Make sure that while riding you can see ahead of you clearly, steer and brake with no difficulty reaching the brake levers or operating foot brakes. Also be sure you can mount and dismount the bicycle quickly if the need arises.

Please refer to the separate adjustment areas of this manual for seat and handlebar adjustments.

*Note that some bicycles such as folding bicycles may have smaller wheels but still fit adults.



RIDING POSITION

Saddle Height

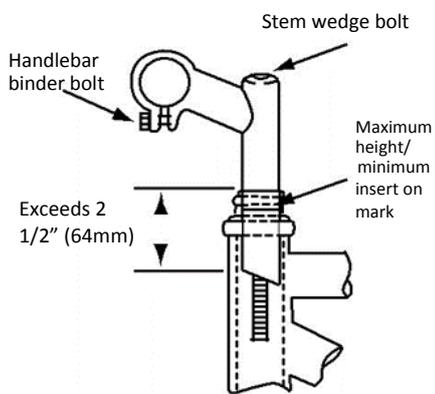
In order to obtain the most comfortable riding position and offer the best possible pedaling efficiency, the seat height should be set correctly in relation to the rider's leg length. The correct saddle height should not cause leg strain from over-extension, and the hips should not rock from side to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

Under no circumstances should the seat post extend from the frame beyond its "Minimum Insertion" or "Maximum Extension" mark. If your seat post extends from the frame beyond these markings, the seat post or frame may break, which could cause you to lose control and fall. Prior to your first ride, be sure to tighten the saddle adjusting mechanism properly. A loose saddle clamp or seat post binder can cause damage to the bicycle or can cause you to lose control and fall. Periodically check to make sure that the saddle adjusting mechanism is properly tightened.



Reach

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



Handlebar Height

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



Threadless headsets and clamp-on stems are not adjustable. Please refer to assembly-adjustments for instructions on installation.

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

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

HELMETS, PROTECTIVE GEAR & CLOTHING

A WORD TO PARENTS REGARDING CHILDREN AND HELMETS:



Many states have passed helmet laws regarding children. Make sure you know your states helmet laws. It is your job to enforce these rules with your children. Even if your state does not have a children's helmet law, it is recommended that everyone wear a helmet when cycling. When riding with a child carrier seat or trailer, children must wear a helmet.

We strongly advise that a properly fitting ASTM or SNELL approved, bicycle safety helmet be worn at all times when riding your bicycle. In addition, if you are carrying a passenger in a child safety seat, they must also be wearing a helmet. The correct helmet should be fitted and worn in the manner described by the helmet manufacturer.

Many states require specific safety devices in addition to a helmet. It is your responsibility to familiarize yourself with the laws of the state where you are operating and riding and comply with all such laws, including properly equipping yourself and your cycle as the law and common sense requires. Reflectors are important safety devices that are designed as an integral part of your bicycle. Federal law requires all bicycles in excess of 16 inches to be equipped with front and rear wheel and pedal reflectors. Such reflectors are designed to pick up and reflect street and car lights in a way to help you be seen and identified as a moving bicyclist. Check reflectors and their brackets routinely to make sure they are straight, clean and unbroken so that they function properly.

We recommend that you not ride your bicycle at night. If you choose to ride at night, we strongly suggest you equipment your bicycle with industry standard bicycle safety lights on the front and rear of your bicycle. Also wear bright reflective clothing so that you are easily seen in dark conditions.

Choosing Riding Clothing and Protective Gear

When choosing to ride a bicycle, the riders should always consider the clothing they will wear. Any loose clothing parts or strings can get caught in a bicycle's moving parts and cause an accident. Be sure there are no loose cords, strings, oversized cuffs or pant legs. Loose pants should be tied or tucked into a sock. A leg band is often used to keep pants from getting caught in the chain of the bicycle. Be sure shoelaces are tied tightly, and do not hang out.

Dress for the weather keeping in mind that when cycling, the wind can be colder than just walking or standing. Reflective clothing is always recommended for cycling. Avoid wearing all black, or dark clothes. A brightly colored jacket or shirt is a great way to help motorists and others see you.

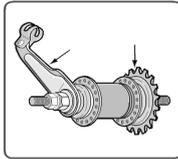
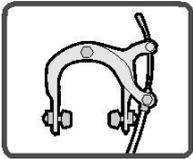
Choosing to wear protective gear is the rider's or parent's responsibility and is highly recommended. Protective gear is available to cover knees and elbows, backs and shoulders and more.

Use of protective gear can greatly reduce injuries while riding. If protective gear is worn, be sure that it does not interfere with steering, braking and pedaling. Know your own abilities, and do not ride beyond them.



SAFETY CHECKLIST

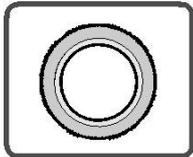
Before every ride, it is important to carry out the following safety checks:



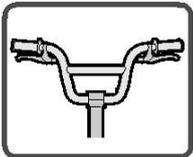
Brakes

- Ensure front and rear brakes work properly. Foot operated coaster brakes should be tightened to rear stay.
- Ensure brake shoe pads are not overly worn and are correctly positioned in relation to the rims.
- Ensure brake control cables are lubricated, correctly adjusted and display no obvious wear.
- Ensure brake control levers are lubricated and tightly secured to the handlebar.

Wheels and Tires

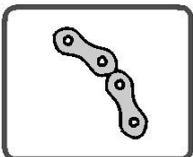


- Ensure tires are inflated to within the recommended pressure as displayed on the tire sidewall.
- Ensure tires have tread and have no bulges or excessive wear.
- Ensure rims run true and have no obvious wobbles or kinks.
- Ensure all wheel spokes are tight and not broken.
- Check that axle nuts are tight. If your bicycle is fitted with quick release axles,
- make sure locking levers are correctly tensioned and in the fully closed position.



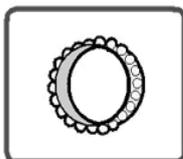
Steering

- Ensure handlebar and stem are correctly adjusted and tightened, and allow proper steering.
- Ensure that the handlebars are set correctly in relation to the forks and the direction of travel.
- Check that the headset locking mechanism is properly adjusted and tightened.
- If the bicycle is fitted with handlebar end extensions, ensure they are properly positioned and tightened.



Chain

- Ensure chain is oiled, clean and runs smoothly.
- Extra maintenance is required in wet or dusty conditions.



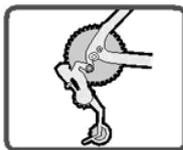
Bearings

Ensure all bearings are lubricated, run freely and display no excess movement, grinding or rattling. Check headset, wheel bearings, pedal bearings and bottom bracket bearings.



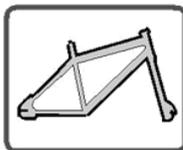
Cranks and Pedals

Ensure pedals are securely tightened to the cranks.
Ensure cranks are securely tightened to the axle and are not bent.



Derailleurs (if equipped)

Check that front and rear derailleurs are adjusted and function properly.
Ensure shift levers are securely attached.
Ensure derailleurs, shift levers and control cables are properly lubricated.



Frame and Fork

Check that the frame and fork are not bent or broken.
If either are bent or broken, they should be replaced.



Accessories

Ensure that all reflectors are properly fitted and not obscured.
Ensure all other fittings on the bike are properly and securely fastened, and functioning.
Ensure the rider is wearing a properly fitted helmet.

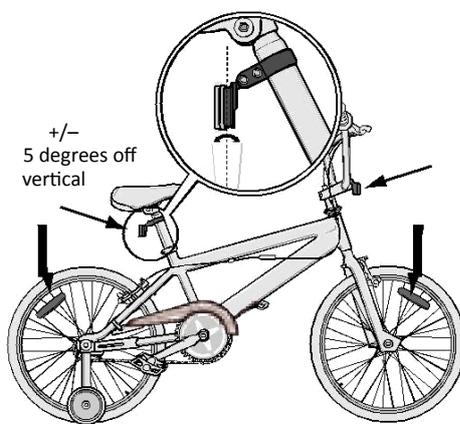


RIDING SAFETY

General Rules

- When riding obey the same road laws as all other road vehicles, including giving way to pedestrians, and stopping at red lights and stop signs. For further information, contact the Road Traffic Authority in your State.
- Ride predictably and in a straight line. Never ride against traffic.
- Use correct hand signals to indicate turning or stopping.
- Ride defensively. To other road users, you may be hard to see.
- Concentrate on the path ahead. Avoid pot holes, gravel, wet road markings, oil, curbs, speed bumps, drain grates and other obstacles.
- Cross train tracks at a 90 degree angle or walk your bicycle across.
- Expect the unexpected such as opening car doors or cars backing out of concealed driveways.
- Be extra careful at intersections and when preparing to pass other vehicles.
- Familiarize yourself with all the bicycle's features. Practice gear shifts, braking, and the use of toe clips and straps, if installed.
- If you are wearing loose pants, use leg clips or elastic bands to prevent them from being caught in the chain.
- Wear proper riding attire and avoid open toe shoes.
- Don't carry packages or passengers that will interfere with your visibility or control of the bicycle.
- Don't use items that may restrict your hearing.
- Do not lock up the brakes. When braking, always apply the rear brake first, then the front. The front brake is more powerful and if it is not correctly applied, you may lose control and fall.
- Maintain a comfortable stopping distance from all other riders, vehicles and objects.
- Safe braking distances and forces are subject to the prevailing weather conditions.





Reflectors

16" and under bicycles are considered "sidewalk bicycles", and may not be fitted with reflectors. These bicycles should not be ridden on streets, at night or unattended by an adult. All other bicycles are supplied with one front (white), one rear (red), two wheel (white), and four pedal (orange) reflectors. These are an important safety and legal requirement, and should remain securely fitted and in good, clean condition at all times. Periodically, inspect all reflectors, brackets and mounting hardware for signs of wear or damage. Replace immediately if damage is found. Front & rear reflectors should be mounted so that they are within 5 degrees of vertical (when looking at them from the side of the bike, while the bike is on level ground). The front reflector should aim forward (when viewed from above), and the rear reflector should aim straight back (when viewed from above). Wheel reflectors should be checked to be sure they are tight, and should be kept clean.



Wet Weather

- In wet weather you need to take extra care.
- Brake earlier, you will take a longer distance to stop.
- Decrease your riding speed, avoid sudden braking and take corners with additional caution.
- Be more visible on the road.
- Wear reflective clothing and use safety lights.
- Pot holes and slippery surfaces such as line markings and train tracks all become more hazardous when wet.

Night Riding



IT IS RECOMMENDED TO NOT RIDE AT NIGHT

Check your local laws regarding night riding; Many areas require the use of lights for night riding in addition to a full set of CPSC compatible reflectors.

- Ensure bicycle is equipped with a full set of correctly positioned and clean reflectors.
- Use a properly functioning lighting set comprising of a white front lamp and a red rear lamp.
- If using battery powered lights, make sure batteries are well charged.
- Some rear lights available have a flashing mechanism which enhances visibility.
- Wear reflective and light colored clothing.
- Ride at night only if necessary. Slow down and use familiar roads with street lighting, if possible.



RULES FOR CHILDREN

To avoid accidents, teach children good riding skills with an emphasis on safety from an early age. Children should be supervised by an adult.

- Many states require that children wear a helmet while cycling. Always wear a properly fitted helmet.
- Do not play in driveways or the road.
- Do not ride on busy streets.
- Do not ride at night.
- Obey all the traffic laws, especially stop signs and red lights.
- Be aware of other road vehicles behind and nearby.
- Before entering a street: Stop, look left, right, and left again for traffic. If there's no traffic, proceed into the roadway.
- If riding downhill, be extra careful. Slow down using the brakes and maintain control of the steering.
- Never take your hands off the handlebars, or your feet off the pedals when riding downhill.
- The Consumer Protection Safety Commission advises that the riding of small wheel diameter bicycles at excessive speeds can lead to instability and is not recommended.
- Children should be made aware of all possible riding hazards and correct riding behavior before they take to the streets.
- Do not leave it up to trial and error.

BRAKE OPERATION

There are 2 types of braking systems for bicycles; Foot operated and hand operated.

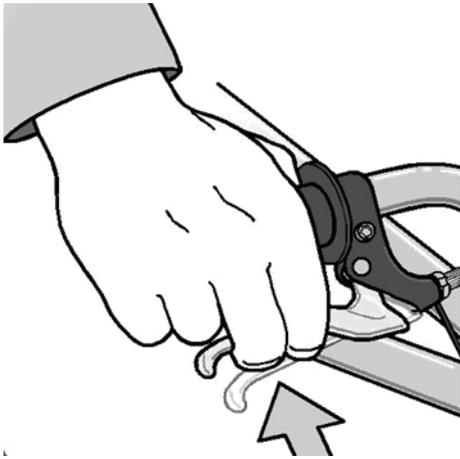


Foot Operated Brakes

Foot operated brakes allow the rider to pedal forward to accelerate the bicycle, and pedal backwards to brake. The harder you push back on the pedals, the more braking force is applied to the rear wheel. In most cases a foot operated brake is strong enough to “lock up” (stop the wheel from turning) the rear wheel and cause the tire to skid.

While this will decelerate the bicycle quickly, it will also cause unnecessary wear on the tire, and terrain, and can cause a loss of steering control. It is recommended to practice braking so that you have control over how quickly the bicycle comes to a stop. It is also important to know the environment that you are riding on. For example, a dry paved road is very predictable when stopping. But if you add rain, gravel, snow or anything else, the rider needs to be extra careful, and allow extra stopping distance, and slow down before turning. The rider should also be careful as terrain changes to keep the bicycle at a controllable speed.

Some models may have a combination of foot and hand operated brakes. It is OK to operate them at the same time or independently. However, if the bicycle is equipped with a front wheel hand brake, be careful to use front and rear brake simultaneously, and avoid locking up the front wheel, as this can cause a loss of steering control, and cause a crash. See hand operated brakes for more detail.



Hand Operated Brakes

Hand operated brakes have a separate hand lever to operate front and rear brakes. Front hand brake levers are located on the left side of the handlebar, and rear hand brake levers are located on the right side of the handlebar. Hand operated brakes may be used alone or on some models in conjunction with foot operated brakes. It is OK to operate one brake at a time, or all together, depending on your style, comfort, and riding conditions, however, be careful to pay close attention to front brakes locking up;



If the front brake is applied too quickly or too hard, the front wheel can stop turning resulting in a front pitch over or cause the bicycle to lose steering function leading to a crash.

To best avoid this, apply the front and rear brakes simultaneously, while shifting your body weight back slightly to compensate for braking force. As terrain changes, the rider must practice and learn how each bicycle will respond in a new terrain or weather change. The same bicycle will react differently if it is wet, or if there is gravel on the road etc. Always test the brakes and be sure you feel comfortable with the reaction. If the riding conditions are too steep (off road for example) and you are unsure, dismount the bicycle and walk past the questionable terrain before riding again. Remember that as you apply the brakes your weight will want to shift forward, and the wheels will want to stop. See Assembly and Maintenance for further information on brake adjustment.



SECURITY

You just bought a new bicycle! Don't lose it. It is advisable that the following steps be taken to prepare for and help prevent possible theft:

- Maintain a record of the bicycle's serial number, generally located on the frame underneath the bottom bracket, on the rearstay or headtube.
- Register the bicycle with the local police and/or bicycle registry.
- Invest in a high quality bicycle lock that will resist hacksaws and bolt cutters. Always lock your bicycle to an immovable object if it is left unattended. Keep in mind that individual parts of a bicycle may be stolen. Most commonly, if you lock just a wheel or just the frame, other parts may be removed from the bicycle. Although it is impossible to lock all the parts, it is suggested to lock the major components if possible. Use a lock that is long enough to lock the frame and both wheels if possible. Some models with quick release front wheels allow the front wheel to be placed beside the frame so a smaller lock can be used to lock all 3 components. Be aware that a quick release seatpost can be stolen. It is recommended to remove the seatpost and saddle and carry it with you if you believe that this is a risk.

BASIC MAINTENANCE

The following procedures will help you maintain your bicycle for years of enjoyable riding.

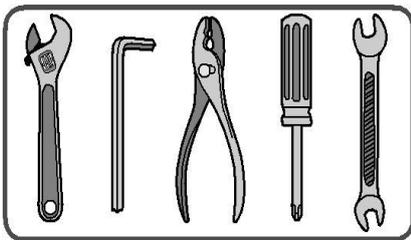
- For painted frames, dust the surface and remove any loose dirt with a dry cloth. To clean, wipe with a damp cloth soaked in a mild detergent mixture. Dry with a cloth and polish with car or furniture wax. Use soap and water to clean plastic parts and rubber tires. Chrome plated bikes should be wiped over with a rust preventative fluid.
- Store your bicycle under shelter. Avoid leaving it in the rain or exposed to corrosive materials.
- Riding on the beach or in coastal areas exposes your bicycle to salt which is very corrosive. Wash your bicycle frequently and wipe or spray all unpainted parts with an anti-rust treatment. Make sure wheel rims are dry so braking performance is not affected. After rain, dry your bicycle and apply anti-rust treatment. If the hub and bottom bracket bearings of your bicycle have been submerged in water, they should be taken out and re-greased. This will prevent accelerated bearing deterioration.
- If paint has become scratched or chipped to the metal, use touch up paint to prevent rust. Clear nail polish can also be used as a preventative measure.
- Regularly clean and lubricate all moving parts, tighten components and make adjustments as required.

STORAGE

- Keep your bicycle in a dry location away from the weather and the sun. Ultraviolet rays may cause paint to fade or rubber and plastic parts to crack.
- Before storing your bicycle for a long period of time, clean and lubricate all components and wax the frame.
- Deflate the tires to half pressure and hang the bicycle off the ground.
- Don't store near electric motors as ozone emissions may effect the rubber and paint.
- Don't cover with plastic as "sweating" will result which may cause rusting.
- Please notice that your bicycle warranty does not cover paint damage, rust, corrosion, dry rot or theft.

TOOLS FOR ASSEMBLY

Your new bicycle was assembled and tuned in the factory and then partially disassembled for shipping. You may have purchased the bicycle already fully assembled and ready to ride OR in the shipping carton in the partially disassembled form. The following instructions will enable you to prepare your bicycle for years of enjoyable cycling. For more details on inspection, lubrication, maintenance and adjustment of any area please refer to the relevant sections in this manual. If you have questions about your ability to properly assemble this unit, please consult a qualified specialist before riding.



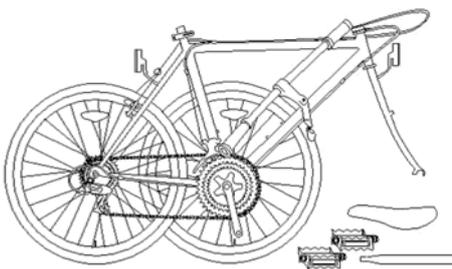
Tools Required:

- Phillips head screw driver
- 4mm, 5mm, 6mm and 8mm Allen keys
- Adjustable wrench or a 9mm, 10mm, 14mm and 15mm open and box end wrenches
- A pair of pliers with cable cutting ability



To avoid injury, this product must be properly assembled before use. If your bicycle was obtained assembled, we strongly recommend that you review the complete assembly instructions and perform checks specified in this manual before riding.

We recommend that you consult a bicycle specialist if you have doubts or concerns as to your experience or ability to properly assemble, repair, or maintain your bicycle.



GETTING STARTED

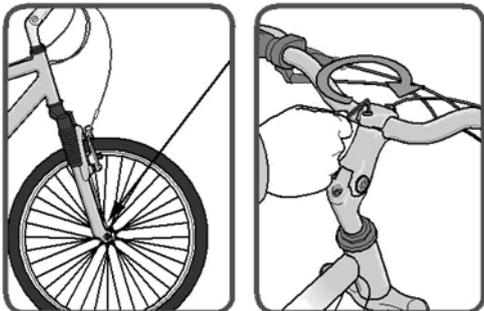
Open the carton from the top and remove the bicycle. Remove the straps and protective wrapping from the bicycle. Inspect the bicycle and all accessories and parts for possible shortages. It is recommended that the threads and all moving parts in the parts package be lubricated prior to installation. Do not discard packing materials until assembly is complete to ensure that no required parts are accidentally discarded. Assemble your bicycle following the steps that pertain to your model.

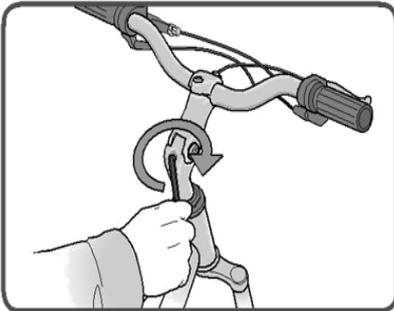
NOTE: Your bicycle may be equipped with different style components than the ones illustrated.

HANDLEBAR ASSEMBLY

Remove all protective packaging from the handlebar assembly if not already done. Turn the fork of the bicycle to face forward. Note that “forward” means that the wheel mounting slots are in the furthest forward position. So the wheel axle will be in front of the fork when assembled.

Check handlebar stem clamp bolts to be sure they are properly tightened, and handlebar cannot move. The angle of the handlebar can be adjusted. To adjust; loosen all of the handlebar stem clamping bolts, and rotate the handlebar to the desired angle. Be sure that the handlebar stays centered in the stem. Retighten the bolts a LITTLE at a time being sure that the gap between the stem cap and stem stays even. Repeat tightening each bolt a little bit until handlebar is secure.

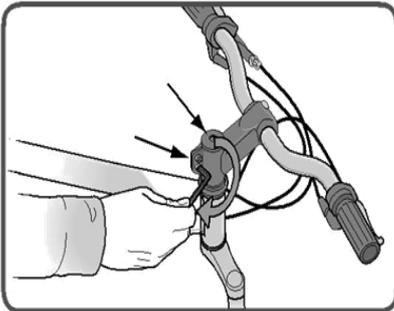




There are 2 basic types of handlebar mounting; Quill and Threadless.

Quill Stems

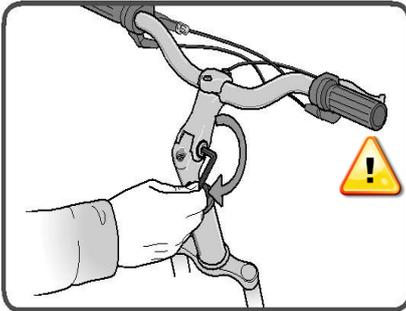
This is a handlebar assembly that has a wedge shaped part at the bottom of the stem that is inserted into the fork steer tube. Loosen the center bolt enough so that the wedge and stem can slide into the fork steer tube. Lower the stem until the mark that says “minimum insertion” is not visible. Tighten the stem center bolt so that the handlebar assembly is in line with the fork. If needed, you can re-check this after the front wheel is installed, and re-adjust.



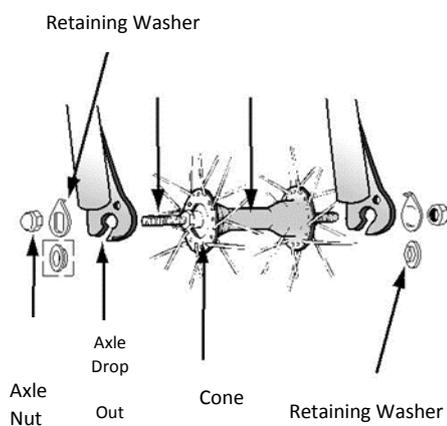
Threadless Stems

This handlebar assembly has an open ended stem with 1 or more pinch bolts that goes outside of the fork steer tube. For this system it is important not to disassemble the headset and lose any parts. Be sure that the end of the fork is on the ground or being held with your free hand because once you loosen the top cap, the fork assembly may fall out of the frame. Loosen the top cap of the fork steer and remove any cardboard packing, the top cap, and bolt. Set these aside so you can easily retrieve them. While holding the fork in place, slide the handlebar onto the fork tube. Replace the top cap and bolt. Tighten the top cap bolt only until the handlebar assembly and fork have no free play, but so that the handlebar assembly and fork can still freely turn left and right. Then tighten the pinch bolt(s) evenly with the handlebar assembly facing forward. If needed, you can re-check this after the front wheel is installed and re-adjust at that time.

NOTE: Comfort Series bicycles may be equipped with a stem that has an adjustable angle. In addition to the normal assembly, these stems will require angling the stem to the desired position, and securely tightening the angle bolt located in front of the stem bolt. Failure to do this may cause loss of steering control.



If the stem is not inserted at least to the “Minimum Insertion” mark, it is possible to over-tighten the stem bolt and damage the fork steerer tube. If these instructions are not followed, it could cause an unsafe condition and risk injury to the rider. Check steering tightness prior to riding by straddling the front wheel. Try turning the handlebar. If you can turn it without turning the wheel, the stem is too loose. Re-align the handlebar with the front wheel and re-tighten the stem bolt.



FRONT WHEEL

There are two types of front wheel hubs; Nutted and quick release.

Nutted Front Wheels

Loosen the axle nuts on the front wheel. If there is a washer inside of the axle nut, it belongs outside of the fork dropouts. If the washer has a hook or a step, be sure that it engages the fork before tightening the axle nuts. Slide the front wheel between the fork dropouts. If the wheel has a hook shaped washer, be sure that the hook is hooked into the hole above the wheel slot. If there is a step washer, be sure the step fits into the key hole at the top of the wheel slot. Tighten the two outer axle nuts evenly; Tighten one side part way, then tighten the other side and repeat until both sides are tightened securely. Be sure that the wheel is centered between the fork legs. If it is off center, loosen the axle nut on the side that has a smaller gap between the tire and the fork leg, and use your hand to push the wheel to a centered position; hold the wheel with one hand and tighten the axle nut and check again. Repeat if needed to be sure the wheel is centered securely and tightened.



SADDLE ASSEMBLY



The seat post must be inserted so that the minimum insertion mark cannot be seen. The quick release mechanism must be tightened securely to prevent a sudden shift of the seat when riding. Failure to do this may cause loss of bicycle control.

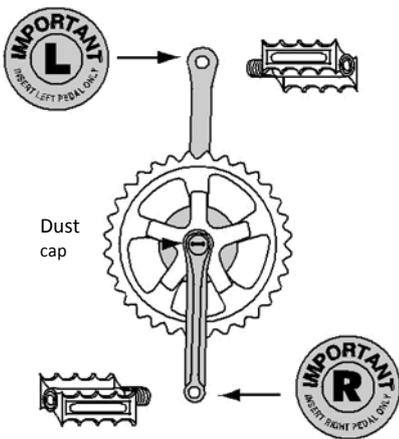
The saddle assembly should be adjusted with the saddle centered on the rails and level. Locate the saddle assembly and insert into the frame. It is recommended to add some grease to all threads and binders on a bicycle, especially on the outside of the seat post. Otherwise it may corrode over time, and not be able to be adjusted again.

Bolted Seat Clamp

If your bicycle has a seat clamp with a bolt, adjust seat to desired height, and tighten the clamp so that the saddle may not turn left or right, or move up or down. Be sure that the seat post is inserted far enough into the frame to hide the "Minimum insertion" mark on the seat post. Riding a bicycle with the seat post above this line is dangerous and can cause injury to the rider or damage to the bicycle or create an unstable riding position causing an accident.

Quick Release Seat Clamp

If your bicycle has a seat clamp with a quick release, adjust seat to desired height, and tighten the quick release clamp so that the saddle may not turn left or right, or move up or down. If the saddle moves after locking the quick release lever, open the lever, and tighten the adjusting nut further, then close the quick release lever again. Be sure that the seat post is inserted far enough into the frame to hide the "Minimum insertion" mark on the seat post. Riding a bicycle with the seat post above this line is dangerous and can cause injury to the rider or damage to the bicycle or create an unstable riding position causing an accident.



PEDALS AND CRANKS



Attachment of an incorrect pedal into a crank arm can strip pedal threads and cause irreparable damage. Before your first ride, please check to ensure your pedals are attached correctly.

Look for the letters “R” for right, and “L” for left, stamped on each pedal spindle. Start each pedal spindle by hand to avoid stripping the threads. (Note that the right hand pedal attaches to the chainwheel side crank arm with a right-hand (clockwise) thread. The left pedal attaches to the other crank arm and has a left-hand (counter-clockwise thread). Tighten with a 15mm narrow open ended wrench. It is very important that you check the crank set for correct adjustment and tightness before riding your bicycle.

FINAL CHECK



Never inflate a tire beyond the maximum pressure marked on the tire's sidewall. Exceeding the recommended pressure may blow the tire off the rim, which could cause damage to the bicycle and injury to the rider and bystanders.

Tighten both front/rear wheel axle nuts or the quick release mechanism securely. Failure to do this may cause the front/rear wheel to dislodge from the frame dropouts resulting in serious damage or injury.

- After all adjustments have been made, shift through every gear several times at varying speeds. This will ensure all your adjustments are correct and will allow you to pinpoint any trouble areas. If you encounter any problems, refer to the appropriate section and make any necessary adjustments.
- Check the tire pressure and inflate each tube to the recommended psi as stated on the sidewall of the tire.
- Check that the kickstand operates smoothly and the kickstand bolt is secured tightly.
- Finally, examine the bicycle. Make sure all accessories are attached and all quick releases, nuts and bolts have been tightened securely.
- Correct maintenance of your bicycle will ensure many years of happy riding. Service your bicycle regularly by referring to the relevant sections of this manual, OR take it to a professional bicycle shop. Remember: Always wear a helmet and obey all traffic laws.

Correct routine maintenance of your new bike will ensure:

Smooth running - Longer lasting components - Safer riding - Lower running costs

Every time you ride your bicycle, its condition changes. The more you ride, the more frequently maintenance will be required. We recommend you spend a little time on regular maintenance tasks. The following schedules are a useful guide and by referring to Part 5 of this manual, you should be able to accomplish most tasks. If you require assistance, we recommend you see a bicycle specialist.



WARNING: Do not over lubricate. If lubricant gets on rims, tires or brake shoes, it will reduce control and braking performance and may require a longer stopping distance. Injury to the rider can occur. Avoid getting any excess lubrication on these areas by wiping off excess lubricant, and keeping these areas clean and dry.

NOTE: The frequency of maintenance should increase with use in wet or dusty conditions. Do not over lubricate - remove excess lubricant to prevent dirt build up. Never use a degreaser to lubricate your chain (WD-40™).

LUBRICATION

Frequency	Component	Lubricant	How to Lubricate
Weekly	Chain	Chain lube or light oil	Brush on or squirt
	Derailleur wheels	Chain lube or light oil	Brush on or squirt
	Derailleurs	Oil	Oil can
	Brake calipers	Oil	3 drops from oil can
	Brake levers	Oil	2 drops from oil can
Monthly	Shift levers	Lithium based grease	Disassemble
Every Six Months	Freewheel	Oil	2 squirts from oil can
	Brake cables	Lithium based grease	Disassemble
Yearly	Bottom bracket	Lithium based grease	Disassemble
	Pedals	Lithium based grease	Disassemble
	Derailleur cables	Lithium based grease	Disassemble
	Wheel bearings	Lithium based grease	Disassemble

WHEELS



Quick release: Check that these are set to the closed position and are properly tensioned before each ride.

CAUTION: Maintain the closed position and the correct adjustment. Failure to do so may result in serious injury.

Axle nuts: Check that these are tight before each ride.

It is most important that wheels are kept in top condition. Properly maintaining your bicycle's wheels will help braking performance and stability when riding. Be aware of the following potential problems:

- **Dirty or greasy rims. CAUTION:** These can render your brakes ineffective. Do not clean rims with oily or greasy materials. When cleaning, use a clean rag or wash with soapy water, rinse and air dry. Don't ride while they're wet. When lubricating your bicycle, don't get oil on the rim braking surfaces.
- **Wheels not straight:** Lift each wheel off the ground and spin them to see if they are crooked or out of true. If wheels are not straight, they will need to be adjusted. This is quite difficult and is best left to a bicycle specialist.
- **Broken or loose spokes:** Check that all spokes are tight and that none are missing or damaged. **CAUTION:** Such damage can result in severe instability and possibly an accident if not corrected. Again, spoke repairs are best handled by a specialist.
- **Loose hub bearings:** Lift each wheel off the ground and try to move the wheel from side to side. **CAUTION:** If there is movement between the axle and the hub, do not ride the bicycle. Adjustment is required.

TIRES



Tires must be maintained properly to ensure road holding and stability. Check the following areas:

Inflation: Ensure tires are inflated to the pressure indicated on the tire sidewalls. Use a pump that is designed for bicycle tires.

It is not recommended to use a gas station service pump to inflate bicycle tires. These pumps put out a high volume of air very quickly. Inflating a bicycle tire too quickly can cause the tire to blow off the rim damaging the bicycle, and possibly injuring the rider. Add a little bit of air at a time, and check that the tire is seated evenly on the rim on both sides. To check, pump the tire up to 20 psi, then remove the pump. Spin the wheel and watch the tire to see if it has any high or low areas. Use hands to pull tire into place. Spin the wheel again to be sure tire is correctly seated, and complete inflation. Check again when done. If the tire is not seated, release some or all of the air pressure and start over. An unseated tire can rupture unexpectedly causing a loss of control of the bicycle and result in injury or death.

Bead seating: When inflating or refitting tire, make sure that the bead is properly seated in the rim.

Tread: Check that the tread shows no signs of excessive wear or flat spots, and that there are no cuts or other damage.

CAUTION: Excessively worn or damaged tires should be replaced.

Valves: Make sure valve caps are fitted and that valves are free from dirt. A slow leak caused by the entry of the dirt can lead to a flat tire, and possibly a dangerous situation.

DETAILED MAINTENANCE



How to fix a flat tire

If you need to repair a tire, follow these steps:

Remove the wheel from the bicycle.

Deflate the tire completely via the valve. Loosen the tire bead by pushing it inward all the way around.

Press one side of the tire bead up over the edge of the rim. **NOTE:** Use tire levers, not a screwdriver, otherwise you may damage the rim. (A good substitute for tire levers are the handles of metal kitchen spoons, there are no sharp edges that may damage the tire or tube.)

Remove the tube, leaving one tire bead on the rim.

Locate the leaks and patch using a tube repair kit, carefully following the repair kit instructions, or replace the tube. **NOTE:** Ensure that the replacement tube size matches the size stated on the tire sidewall and that the valve is the correct type for your bicycle.

Match the position of the leak in the tube with the tire to locate the possible cause and mark the location on the tire.

Remove the tire completely and inspect for a nail, glass, etc. and remove if located. Also inspect the inside of the rim to ensure there are no protruding spokes, rust or other potential causes. Replace the rim tape which covers the spoke ends, if damaged.

Remount one side of the tire onto the rim.

Using a hand pump, inflate the tube just enough to give it some shape.

Place the valve stem through the hole in the rim and work the tube into the tire. **NOTE:** Do not let it twist.

Using your hands only, remount the other side of the tire by pushing the edge toward the center of the rim. Start on either side of the valve and work around the rim.

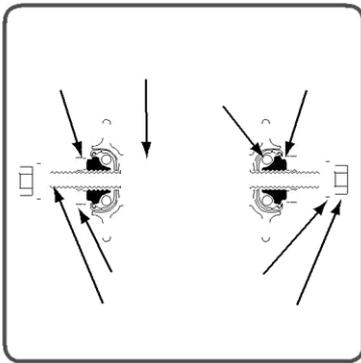
Before the tire is completely mounted, push the valve up into the rim to make sure the tire can sit squarely in position.

Fit the rest of the tire, rolling the last, most difficult part on using your thumbs. **NOTE:** Avoid using tire levers as these can easily puncture the tube or damage the tire.

Check that the tube is not caught between the rim and the tire bead at any point.

Using a hand pump, inflate the tube until the tire begins to take shape, and check that the tire bead is evenly seated all the way around the rim. When properly seated, fully inflate the tire to the pressure marked on the sidewall. Use a tire air pressure gauge to check.

Replace the wheel into the frame checking that all gears, brakes, axle nuts or quick release levers are properly tightened.



Hub Bearings

Hub bearings require special thin wrenches called “cone wrenches”. If you do not own these tools, do not attempt hub bearing adjustments. Have a qualified bicycle mechanic perform the adjustment if you have any doubts.

Check to make sure neither locknut is loose.

- To adjust, remove wheel from bicycle and loosen the locknut on one side
- of the hub while holding the bearing cone on the same side with a cone wrench.
- Rotate the adjusting cone as needed to eliminate free play.
- Re-tighten the locknut while holding the adjusting cone in position.
- Re-check that the wheel can turn freely without excessive side play.

Drivetrain

The drivetrain of a bicycle refers to all parts that transmit power to the rear wheel including the pedals, chain, chainwheel, crank set, and freewheel.

Pedals inspection

Pedals should be inspected every month, taking note of the following areas:

Check correct tightness into the crank arms. If pedals are allowed to become loose, they will not only be dangerous but will also cause irreparable damage to the cranks.

Check that pedal bearings are properly adjusted. Move the pedals up and down, and right to left, and also rotate them by hand. If you detect any looseness or roughness in the pedal bearings then adjustment, lubrication or replacement is required.

Ensure that the front and rear pedal reflectors are clean and securely fitted.

Lubrication and adjustment

Many pedals cannot be disassembled to allow access to the internal bearings and axle. However, it is usually possible to inject a little oil onto the inside bearings, and this should be done every six months. If the pedal is the type that can be fully disassembled, then the bearings should be removed, cleaned and greased every six to twelve months. Because of the wide variety of pedal types and their internal complexity, disassembly procedures are beyond the scope of this manual and further assistance should be sought from a specialist.



Note: The right and left pedals of a bicycle each have a different thread and are not interchangeable.

Never force a pedal into the incorrect crank arm. The right pedal, which attaches to the chainwheel side, is marked 'R' on the end of the axle, and screws in with a clockwise thread. The left pedal, which attaches to the other crank arm, is marked 'L' on the axle, and screws in with a counter-clockwise thread.

Insert the correct pedal into the crank arm and begin to turn the thread with your fingers only. When the axle is screwed all the way in, securely tighten using a 15mm wrench. **NOTE:** Never try and force a pedal with the wrong thread size into a bicycle crank.

Crank Set

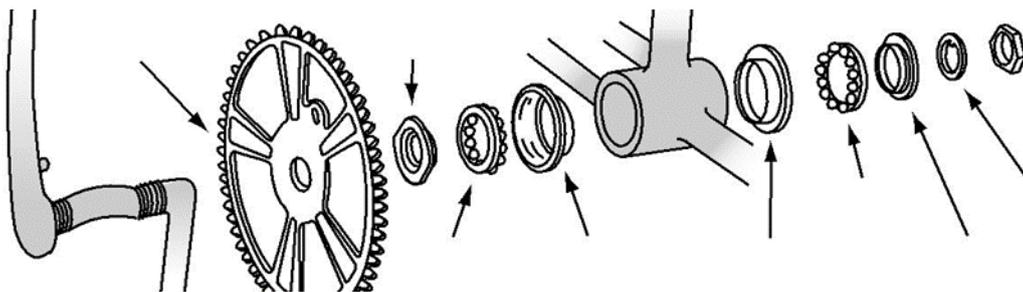
The crank set refers to the bottom bracket axle and bearings, the crank arms, and chainrings. Your bike may be fitted with either a one piece crank, where the crank arms are connected as a single piece, or 3 piece cranks, where the crank arms bolt onto the bottom bracket axle. Never ride your bike if the cranks are loose. This may be dangerous and will damage the crank arms beyond repair.

Inspection

The crank set should be checked for correct adjustment and tightness every month. Bottom bracket bearings must be properly adjusted, and pedals should be tight. Remove the chain and try to move the cranks from side to side with your hands. The cranks should not move on the axle, and there should be only very slight movement in the bottom bracket. Next, spin the cranks. If they don't spin freely without grinding noise, then adjustment or lubrication will be needed. Also check that there are no broken teeth on the chainrings, and wipe off excess dirt and grease that may have built up on them.

Lubrication and adjustment - One Piece Cranks

To adjust the free play in a one piece type bottom bracket, loosen the locknut on the left side by turning it clockwise and tighten the adjusting cone counter-clockwise using a screwdriver in the slot. When correctly adjusted, re-tighten the locknut counterclockwise.





Lubrication and Adjustment - 3 piece cranks

3 piece crank designs can vary. Please see a qualified bicycle mechanic for any 3 piece crank adjustments or repairs. Or refer to a detailed bicycle repair manual for further information. Several specialized tools are needed for disassembly and maintenance of 3 piece cranks. Do not attempt service without access to the proper tools.



Chain

Do not ride with a damaged chain.

The chain must be kept clean, rust free and frequently lubricated in order to extend its life as long as possible. It will require replacement if it stretches, breaks, or causes inefficient gear shifting. Make sure that there are no stiff links, they must all move freely.

Rear Sprocket Front Chainwheel

For single speed bicycles, ensure that chain tension is correct. Follow the test in. If the chain can be moved more than 10mm, the rear wheel should be moved back until proper chain tension is achieved.

- Pull up
- 10 mm
- Straightedge

Lubrication

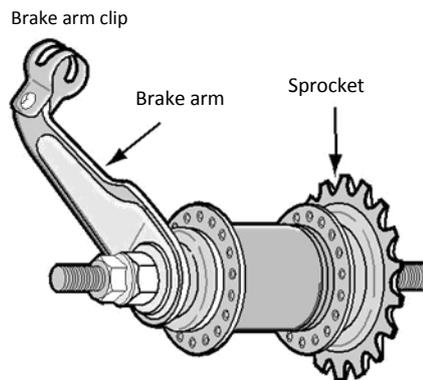
The chain should be lubricated with light oil at least every month, or after use in wet, muddy, or dusty conditions. Take care to wipe off excess oil, and not to get oil on the tires or rim braking surfaces.

Coaster Brake Hub

Many beach cruisers, BMX and children's bikes are fitted with a coaster hub brake in the rear wheel. This type of brake offers the advantages of reliability and easy operation. The brake is operated by applying back pedal pressure and allows the rider to 'coast' without pedaling, if desired. There are several models of coaster hubs available, and the internal mechanisms are very complex. They require infrequent attention as far as lubrication, adjustment or replacement of internal parts; if needed, this should be left to a specialist.

Keep the coaster hub sprocket clean and oil it along with the chain.

Make sure the brake arm is correctly attached to the chainstay with the brake arm clip. The brake will not operate otherwise.



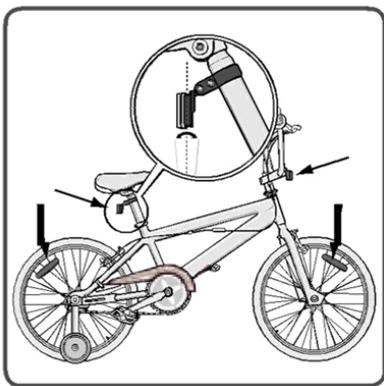
Quick Release Levers

It is important to check the quick release levers before every ride to ensure all connections are made properly and securely. Periodically, disassemble the mechanism from the bicycle and inspect for any wear or damage and replace if necessary. When reinstalling, it is very important to ensure the connections are made properly.

Reflectors (bicycles over 16")

Your bicycle is supplied with one front (white), one rear (red), two wheel (white), and four pedal (orange) reflectors. These are an important safety and legal requirement, and should remain securely fitted and in good, clean conditions at all times. Periodically, inspect all reflectors, brackets and mounting hardware for signs of wear or damage.

Replace immediately if damage is found. Front and rear reflectors should be adjusted to within 5 degrees of vertical. This is measured by looking at the bicycle from the side while it is on flat ground. If the reflectors are out of line, adjust as necessary and be sure all fasteners are tight.



Problem	Possible Cause	Remedy
Gear shifts not working properly	<ul style="list-style-type: none"> • Derailleur cables sticking/ stretched/damaged • Front or rear derailleur not adjusted properly • Indexed shifting not adjusted properly 	<ul style="list-style-type: none"> • Lubricate/tighten/replace cables • Adjust derailleurs • Adjust indexing
Slipping chain	<ul style="list-style-type: none"> • Excessively worn/chipped chainring or freewheel sprocket teeth • Chain worn/stretched • Stiff link in chain • Non compatible chain/ chainring/freewheel 	<ul style="list-style-type: none"> • Replace chainring, sprockets and chain • Replace chain • Lubricate or replace link • Seek advise at a bicycle shop
Chain jumping off freewheel sprocket or chainring	<ul style="list-style-type: none"> • Chainring out of true • Chainring loose • Chainring teeth bent or broken • Rear or front derailleur side-to-side travel out adjustment • Cross chaining and shifting under load 	<ul style="list-style-type: none"> • Re-true if possible, or replace • Tighten mounting bolts • Repair or replace chainring/set • Adjust derailleur travel
Constant clicking noises when pedaling	<ul style="list-style-type: none"> • Stiff chain link • Loose pedal axle/bearing • Loose bottom bracket axle/bearings • Bent bottom bracket or pedal axle • Loose crankset 	<ul style="list-style-type: none"> • Lubricate chain/adjust chain link • Adjust bearings/axle nut • Adjust bottom bracket • Replace bottom bracket axle or pedals • Tighten crank bolts

Problem	Possible Cause	Remedy
Grinding noise when pedaling	<ul style="list-style-type: none"> • Pedal bearings too tight • Bottom bracket bearings too tight • Chain fouling derailleurs • Derailleur jockey wheels dirty/binding 	<ul style="list-style-type: none"> • Adjust bearings • Adjust bearings • Adjust chain line • Clean and lubricate jockey wheels
Freewheel does not rotate	<ul style="list-style-type: none"> • Freewheel internal pawl pins are jammed 	<ul style="list-style-type: none"> • Lubricate. If problem persists, replace freewheel
Brakes not working effectively	<ul style="list-style-type: none"> • Brake pads worn down • Brake pads/rim greasy, wet or dirty • Brake cables are binding/ stretched/damaged • Brake levers are binding • Brakes out of adjustment 	<ul style="list-style-type: none"> • Replace brake pads • Clean pads and rim • Clean/adjust/replace cables • Adjust brake levers • Center brakes
When applying the brakes they squeal/squeak	<ul style="list-style-type: none"> • Brake pads worn down • Brake pads toe-in incorrect • Brake pads/rim dirty or wet • Brake arms loose 	<ul style="list-style-type: none"> • Replace pads • Correct pads toe-in • Clean pads and rim • Tighten mounting bolts
Knocking or shuddering when applying brakes	<ul style="list-style-type: none"> • Bulge in the rim or rim out of true • Brake mounting bolts loose • Brakes out of adjustment • Fork loose in head tube 	<ul style="list-style-type: none"> • True wheel or take to a bike shop for repair • Tighten bolts • Center brakes and/or adjust brake pads toe-in • Tighten headset

Problem

Grinding noise when pedaling

Freewheel does not rotate

Brakes not working effectively

When applying the brakes
they squeal/squeakKnocking or shuddering
when applying brakes**Possible Cause**

- Pedal bearings too tight
- Bottom bracket bearings too tight
- Chain fouling derailleurs
- Derailleur jockey wheels dirty/binding
- Freewheel internal pawl pins are jammed
- Brake pads worn down
- Brake pads/rim greasy, wet or dirty
- Brake cables are binding/
stretched/damaged
- Brake levers are binding
- Brakes out of adjustment
- Brake pads worn down
- Brake pads toe-in incorrect
- Brake pads/rim dirty or wet
- Brake arms loose
- Bulge in the rim or rim out of true
- Brake mounting bolts loose
- Brakes out of adjustment
- Fork loose in head tube

Remedy

- Adjust bearings
- Adjust bearings
- Adjust chain line
- Clean and lubricate jockey wheels
- Lubricate. If problem persists,
replace freewheel
- Replace brake pads
- Clean pads and rim
- Clean/adjust/replace cables
- Adjust brake levers
- Center brakes
- Replace pads
- Correct pads toe-in
- Clean pads and rim
- Tighten mounting bolts
- True wheel or take to a bike shop for repair
- Tighten bolts
- Center brakes and/or
adjust brake pads toe-in
- Tighten headset

PURCHASE RECORD

Fill in immediately and retain as a record of your purchase.

***Please retain your sales receipt for any possible warranty claims.**

NAME: _____

ADDRESS: _____

DATE PURCHASED: _____

PLACE OF PURCHASE: _____

MODEL & BRAND: _____

WHEEL SIZE: _____

COLOR: _____

SERIAL NUMBER: _____

LIMITED WARRANTY AND POLICY ON REPLACEMENT PROCEDURES & RESPONSIBILITIES

Your purchase includes the following warranty which is in lieu of all other express warranties. This warranty is extended only to the initial consumer purchaser. No warranty registration is required. This warranty gives you specific legal rights and you may have other rights which vary from state to state.

FRAME

All frames are guaranteed against faulty materials and workmanship for a period of five (5) years, subject to the condition of the warranty listed below. If frame failure should occur due to faulty materials or workmanship during the guarantee period, the frame will be replaced. For frame replacement under this Limited Warranty, contact us, stating the nature of the failure, model number, date received and the name of the store from which the bike was received, at the address given on this page. Frame must be returned for inspection at customer's expense. **Please note:** the fork is not part of the frame. The length of the useful life cycle will vary depending on the type of bike, riding conditions and care the bicycle receives. Competition, jumping, downhill racing, trick riding, trial riding, riding in severe conditions or climates, riding with heavy loads or any other non-standard use can substantially shorten the useful product life cycle. Any one or a combination of these conditions may result in an unpredictable failure that is not covered by this warranty. All bicycles and frame sets should be periodically checked by an authorized dealer for indications of potential problems, inappropriate use or abuse. These are important safety checks and are very important to help prevent accidents, bodily injury to the rider and shortened useful product life cycle.

PARTS

All other parts of the unit except Normal Wear Parts are warranted against defective materials and workmanship for a period of 180 days from the date of purchase by the initial consumer purchaser, subject to the Conditions of the Warranty listed below. If failure of any part should occur due to faulty materials or workmanship during the warranty period, the part will be replaced. All warranty claims must be submitted to the address below and must be shipped prepaid and accompanied by proof of purchase. Any other warranty claims not included in this statement are void. This especially includes installation, assembly, and disassembly costs. This warranty does not cover paint damage, rust, or any modifications made to the bicycle. Normal Wear Parts are defined as grips, tires, tubes, cables, brake shoes and saddle covering. These parts are warranted to be free from defects in material and workmanship as delivered with the product. Any claim for repair or replacement of Normal Wear Parts (grips, tubes, tires, cables, brake shoes and saddle covering) and missing parts must be made within fifteen (15) days of the date of purchase. The warranty does not cover normal wear and tear, improper assembly or maintenance, or installation of parts or accessories not originally intended or compatible with the bicycle as sold. The warranty does not apply to damage or failure due to accident, abuse, misuse, neglect, or theft. Claims involving these issues will not be honored.

CONDITIONS OF WARRANTY

Your bicycle has been designed for general transportation and recreational use, but has not been designed to withstand abuse associated with stunting and jumping. This warranty ceases when you rent, sell, or give away the bicycle, ride with more than one person, or use the bicycle for stunting or jumping. This warranty does not cover ordinary wear and tear or anything you break accidentally or deliberately.

It is the responsibility of the individual consumer purchaser to assure that all parts included in the factory-sealed carton are properly installed, all functional parts are initially adjusted properly, and subsequent normal maintenance services and adjustments necessary to keep the bicycle in good operating condition are properly made. This warranty does not apply to damage due to improper installation of parts, installation of any kind of power plant or internal combustion engine, modification or alteration of the brakes, drive train, or frame in any way, or failure to properly maintain or adjust the bicycle.

NOTICE: Bicycle specifications subject to change without notice.

SOUTH COAST CRUZERS — 310 Delaney Road — La Marque, TX 77568 — Toll Free 1.800.765.7370