



# my first bike

user guide

142663/142664 1115  
Early Learning Centre®  
Watford WD24 6SH England.  
**Customer Service Department**  
**0371 231 3513**  
**Spare Parts**  
**01582 670100**

## important - please take time to read the instructions carefully

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

If you need help or have damaged or missing parts, call the Customer Helpline on 01582 670100

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# safety information

**important – please read these instructions fully before starting assembly**



**WARNING!** This bike has been designed, assembled and tested in accordance with the EN ISO 8098:2014 standard to ensure your safety. To make sure the bike remains safe, it should only be used for recreational use. Under no circumstances should it be used for competitive cycling, stunting, jumping or acrobatic manoeuvres. These types of cycling may result in serious personal injury and damage to the bike.

**WARNING!** Always wear a cycle helmet (not supplied) when riding the bike. The helmet should be the correct size for your head and must conform to the European Standard EN1078:2012+A1:2012.

**WARNING!** This bike is not suitable for public road use. When riding in the dark, always make sure that the bike is fitted with suitable reflectors and use a white front light and a red rear light (not supplied).

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

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

**WARNING!** This bike is only suitable for use by rider with total weight including the bike of 50kg or less.

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

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

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

**WARNING!** As with all mechanical components, the bike is subjected to wear and high stresses. Different materials and components may react to wear, stress or fatigue in different ways. If the design life of a component has been exceeded, it may suddenly fail, possibly causing injuries to the rider. Any form of crack, scratches or change of colouring in highly stressed areas indicates that the life of the component has been reached and it should be replaced. \*For replacement parts contact Hy-Pro (Tel: +44 (0)1582 670100 or Email: info@hy-pro.co.uk)

**WARNING!** Not suitable for fitting of a luggage carrier/panniers and/or a child seat.

**WARNING!** It is recommended that your friction components are replaced at the first sign of fatigue as this may affect the brakes effectiveness in stopping.



# safety information

**important – please read these instructions fully before starting assembly**



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

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

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

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



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

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



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

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

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

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

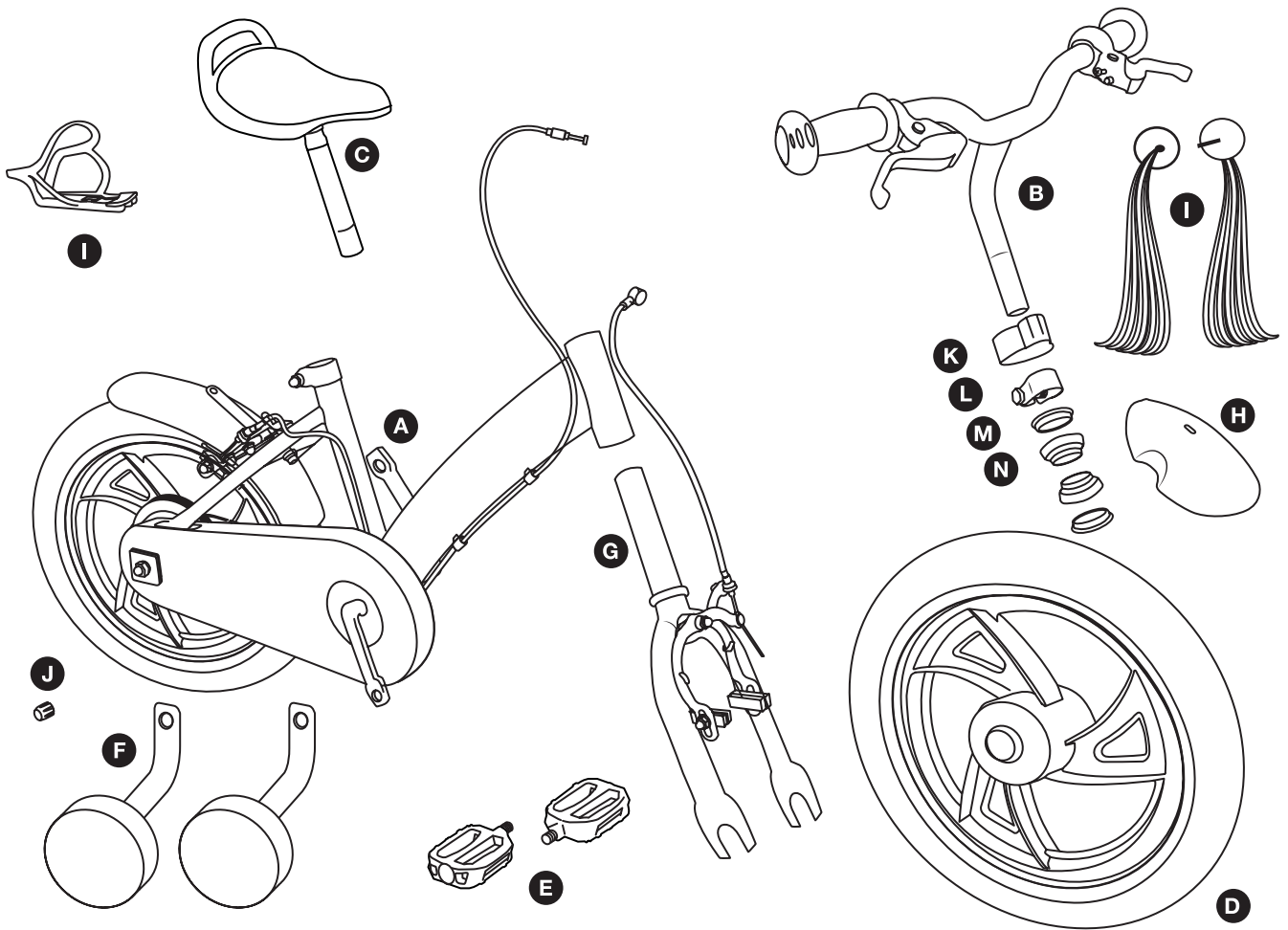
## recommended tightening information

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

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

**in the box**

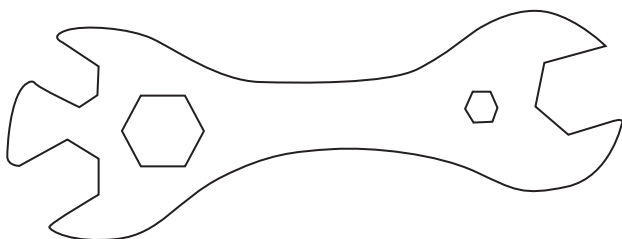
**parts**



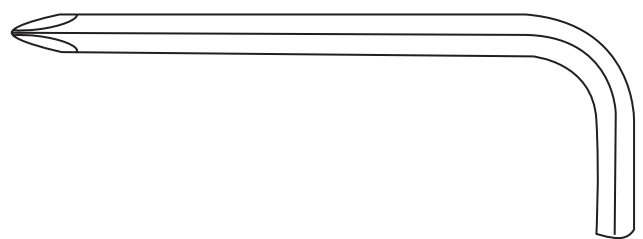
- A** bike (supplied with rear wheel & brake & mud guard assembled)
- B** handlebars
- C** seat post and saddle
- D** front wheel
- E** pedals (supplied in separate box)
- F** removable stabilisers
- G** front forks & brake
- H** front mud guard
- I** bottle holder / tassels (model dependant, supplied in pedal box)
- J** nut cover (4 pieces, supplied in pedal box)
- K L M N** fittings (seperate polybag, supplied in pedal box)

**tool**

Pliers & Spanner required for assembly (not supplied)



Multitool (supplied in separate box)



Hexagonal key (supplied in separate box)

## assembly

### step 1



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

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

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



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

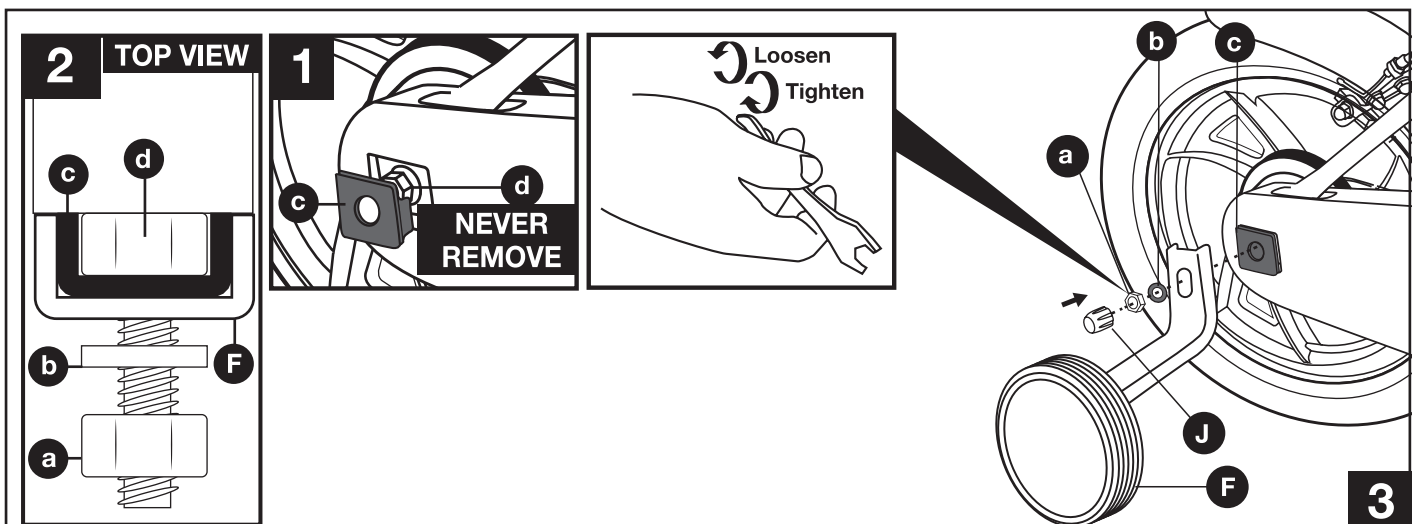
## assembling the stabilisers

Remove the nut **a** and rear washer **b** from the spindle (see diagram 2).

The nut **d** (see diagram 1) sits behind and is protected by the silver plate **c**, it must never be adjusted or removed.

Place the stabiliser **F** over the silver plate **c** ensuring the top edges of both are aligned (see diagram 3). Replace the washer and nut in the same order as removed ensuring they are securely tightened.

Locate nut cover **J** (supplied in pedal box) and push over the nut until it is fully covered. Repeat process for the opposite stabiliser.

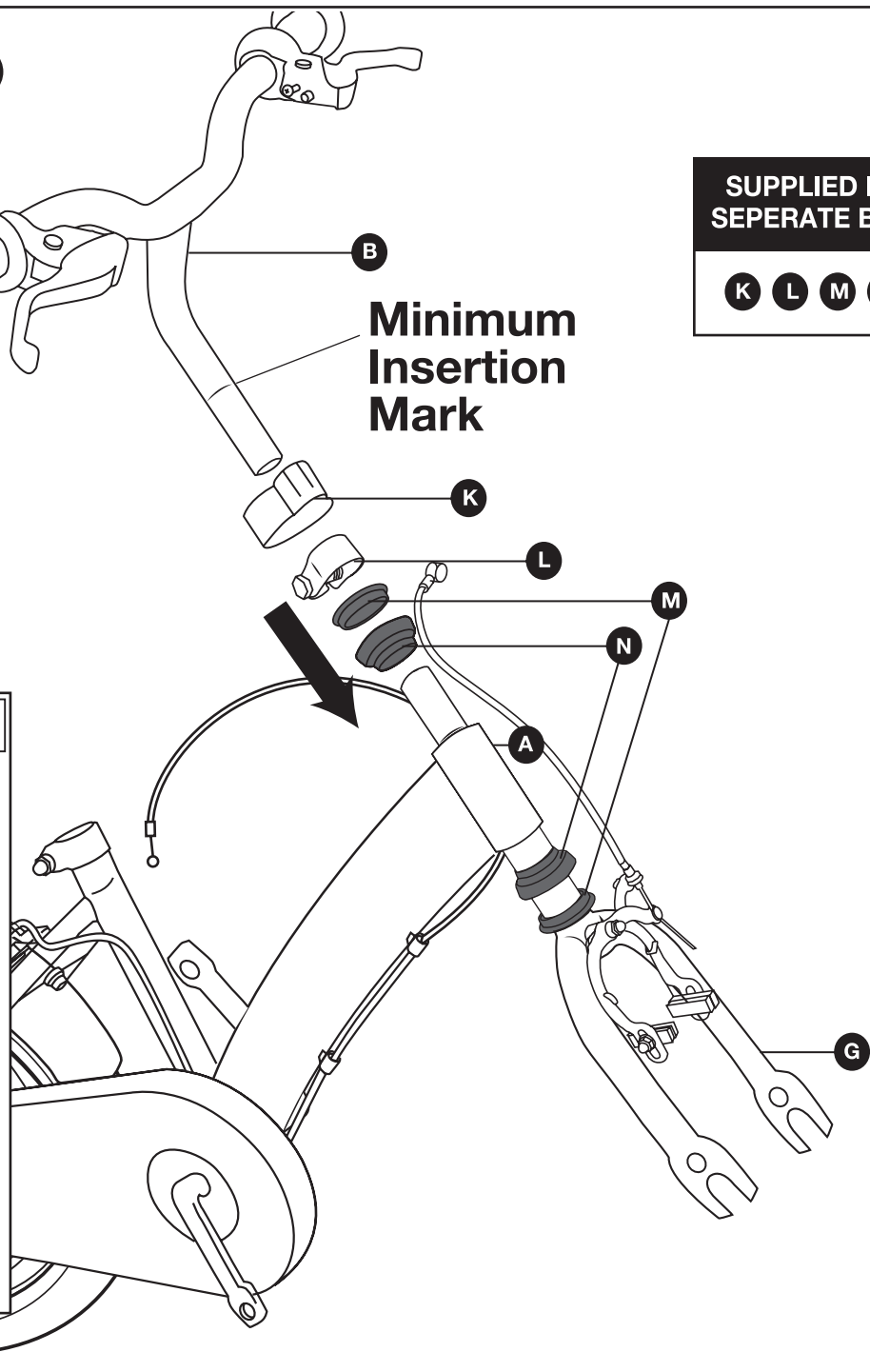
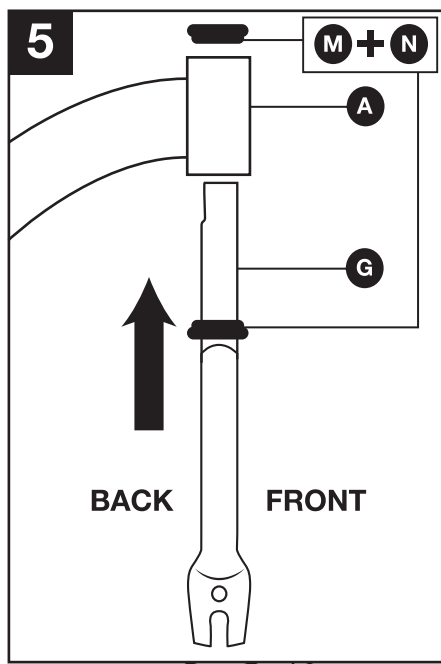


assembling front forks

SUPPLIED IN SEPERATE BOX

K L M N

Minimum Insertion Mark



4

**WARNING!** When assembling the handlebars and stem to the bike frame, make sure the forks are facing in the correct direction.

Parts **M** and **N** must be pushed into one another (see diagram 4 for orientation) to form the two connection covers; these cover the connections above and below the frame **A**.

Begin by placing one of the connection covers over the forks **G**, insert the forks into the frame **A** (see diagram 5), then pass the forks through the second connection cover.

Ensure the forks are fully inserted into the frame and that the connection covers are securely fitted inside the head tube **A**.

**2b Insert and align the Stem**

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

To build the clamp (see diagram 7) slide the screw **a** through the washer **b** and then the casing **c**, once the screw has passed through lightly thread the nut **d** on the screw ready to be tightened.

Slide the clamp **L** and clamp cover **K** over the handlebars **B** beyond the minimum insertion mark, do not secure until the handlebars are inserted into the forks.

Push the handlebars inside the opening at the top of the forks (see diagram 4 on opposite page) ensuring the Minimum insertion mark is sitting below the top of the forks.

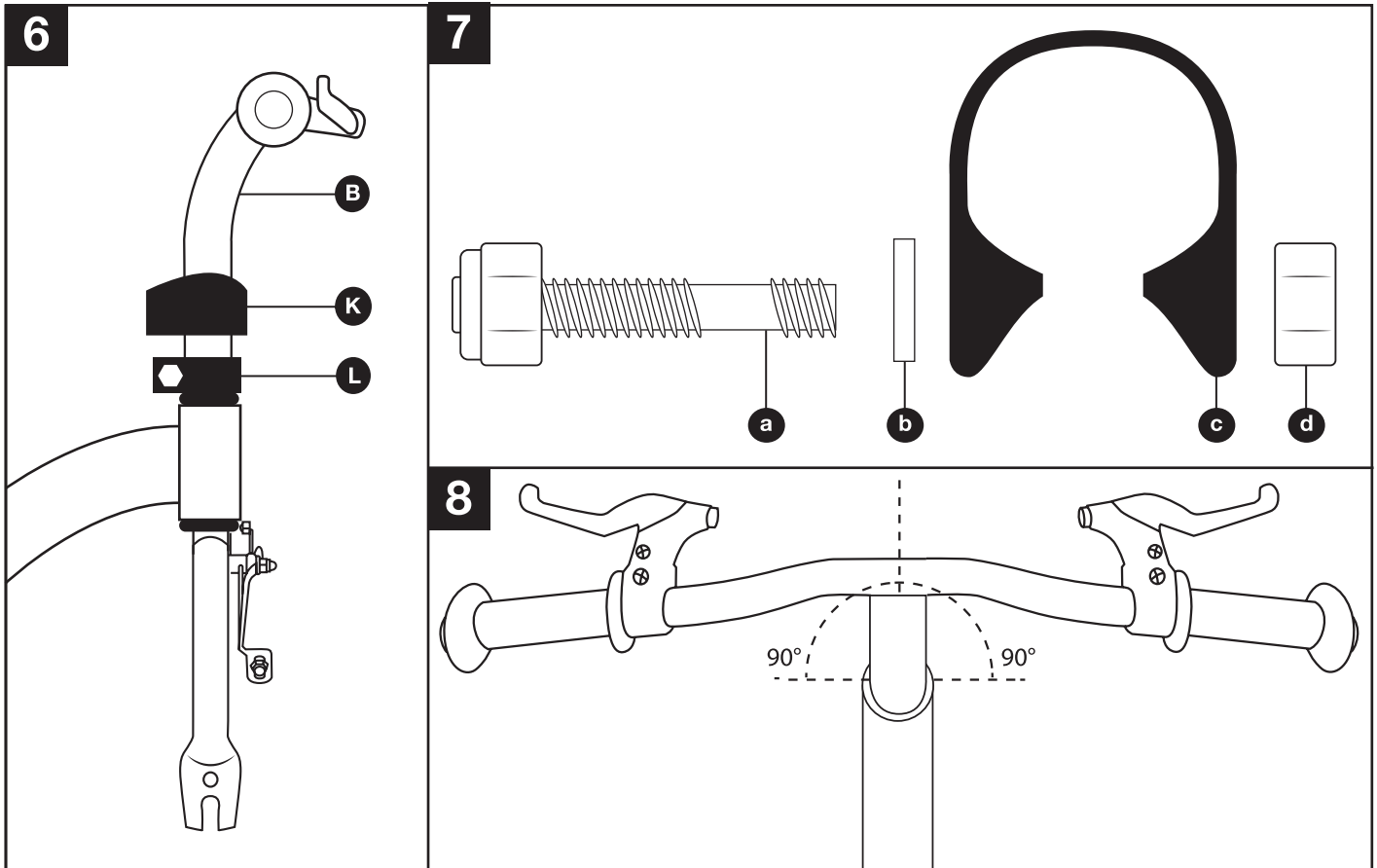
**2c Secure the Stem**

Slide the clamp **L** down to where the forks and handlebars meet (see diagram 6).

Before tightening the clamp ensure the handlebars are correctly aligned (see diagram 8), they should be 90 degrees from the frame on each side.

Once the handlebars are correctly positioned use the supplied multitool to loosely tighten the clamp bolt. The clamp will be fully tightened after adjustment in step 10.

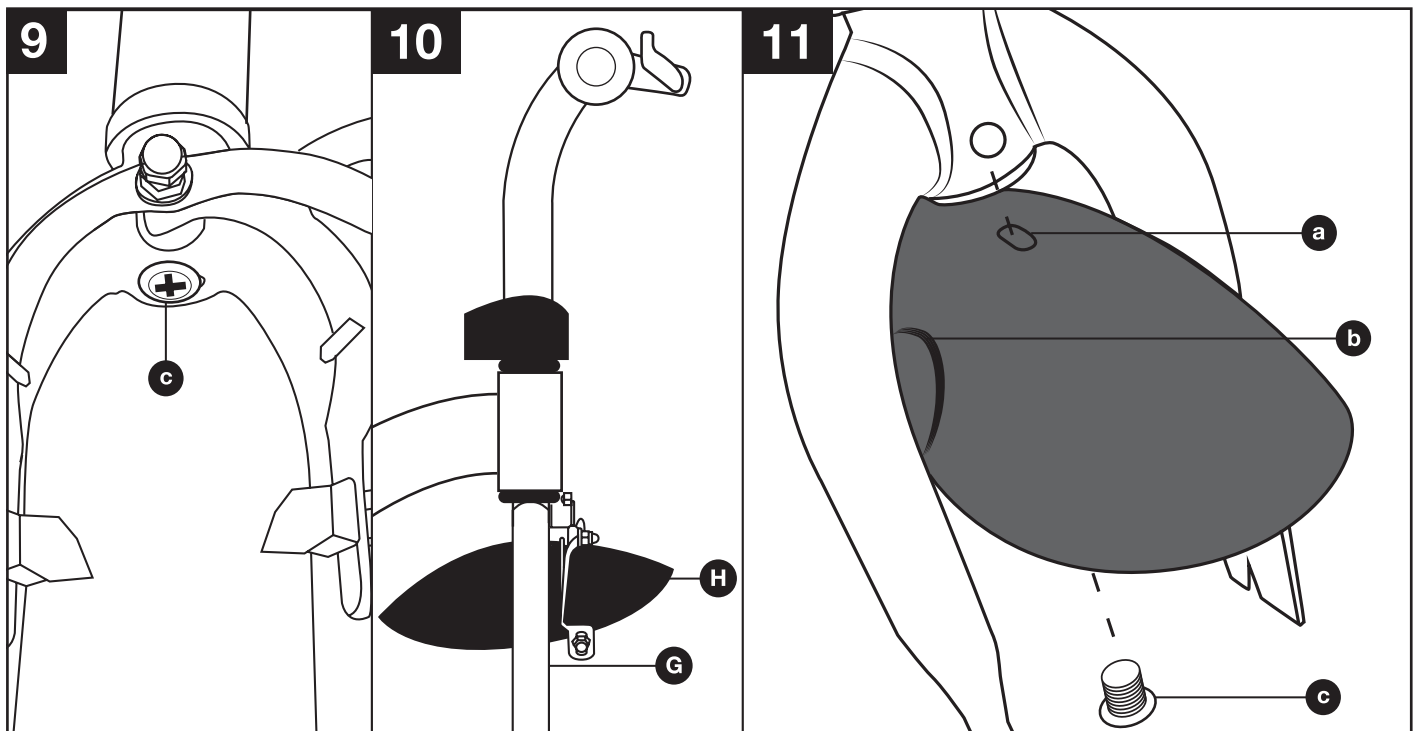
Place the clamp cover loosely over the clamp.



## front mudguard assembly

## 3a Align front mud guard

Undo the screw at the underside of the forks **c** (see diagram 9) using the supplied allen key, place the mud guard **H** in position inside the forks **G** in the correct orientation (see diagram 10). The mud guard has two grooves **b** which are designed to sit around the forks, ensure these grooves are aligned with the forks (see diagram 11).



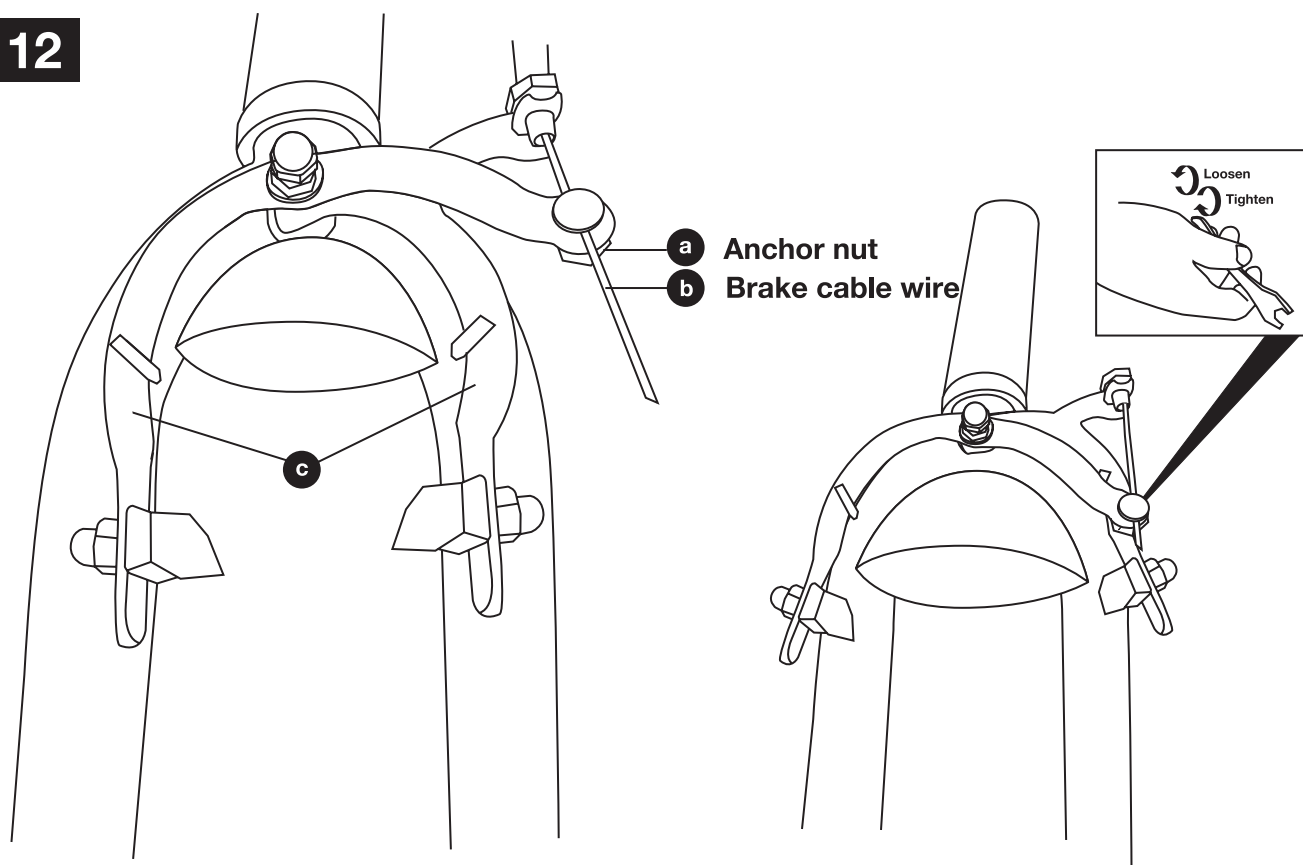
## 3b Fit front mud guard

With the mud guard in position, use a screw driver to replace the screw **c** ensuring the screw passes through the hole in the mud guard **a** the screw must be tightened into its original hole in the forks.



## front wheel assembly

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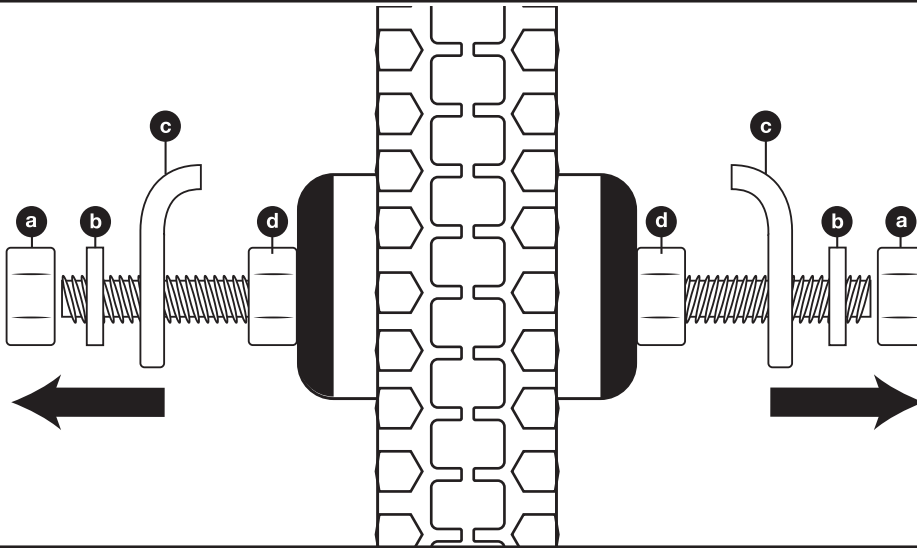
**4a Disconnect front brake**

On the front brake arm, loosen the anchor nut **a** using the multitool supplied (see diagram 12).

Once the anchor nut is loosened, the brake cable wire **b** will travel through **a** allowing the brake shoes **c** to separate.

Now that the cable shoes can separate, the front wheel can be placed in position.

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#### 4b Insert the Wheel

Before the wheel can be inserted into the forks, the nuts **a**, washer **b** and hook **c** must be removed from either side of the wheel (see diagram 13). The nut **d** must not be removed.

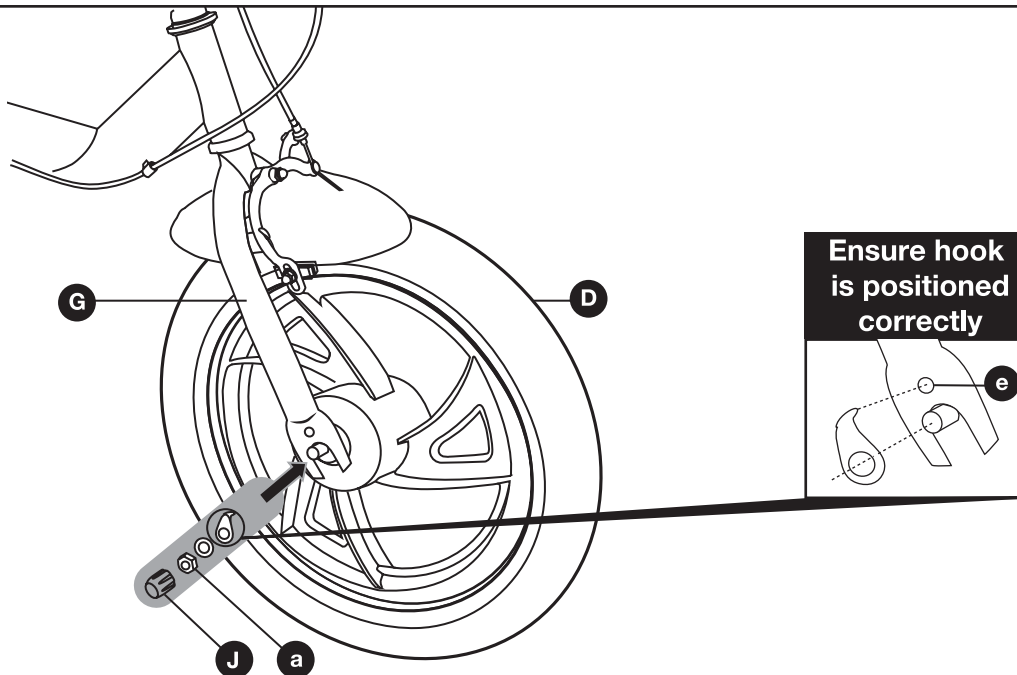
Once removed, insert the axle of the front wheel **D** into the slots at the bottom of the forks **G** (see diagram 14).

While ensuring the wheel is centralised in the forks **G**, replace the nuts, washer and hook in the same order as they taken away.

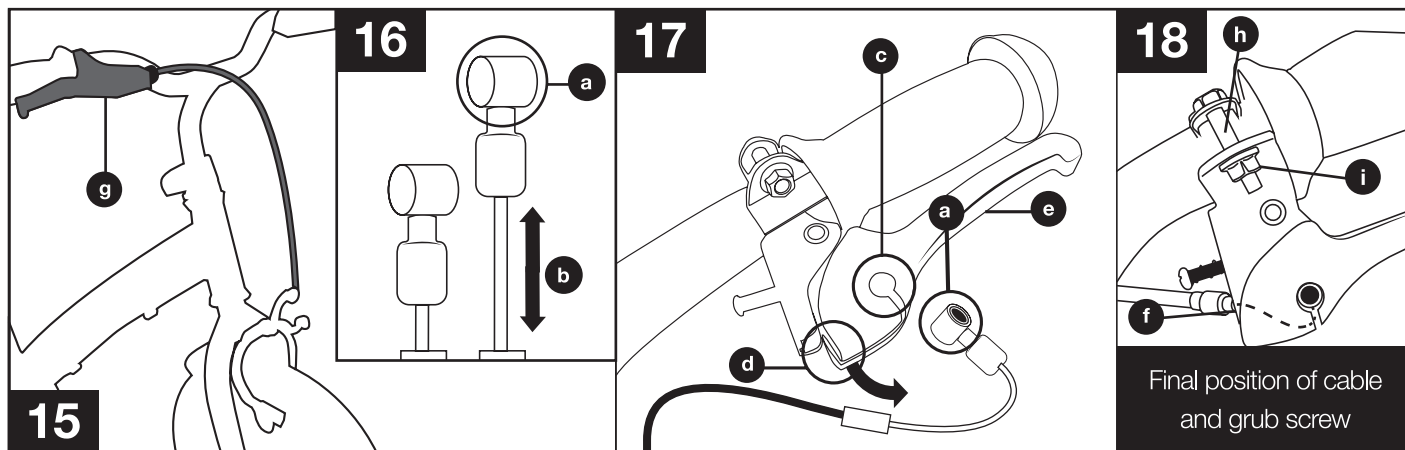
The hook **c** must be positioned inside the hole on the forks **e** (see illustration below in diagram 14), once all parts are re-applied tighten **a** using the supplied multitool. Repeat process on opposite side.

Once the wheel nuts are tightened place the nut cover **J** over the nut.

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## attaching and adjusting the brake cables

**5a Align the brake handles**

The brake handles are held in position via the screw **h** (see diagram 18), in order to reposition the brake use the multitool to loosen the nut **i** so that the brake handles are free to move, they can then be positioned at an angle suitable to the rider. Once the brake handles are in the desired position use the multitool to re-tighten. Repeat process for opposite brake handle.

**5b Attach Front Brake Cable to the RIGHT Brake Mechanism**

With the front brake still disconnected, take the end of the brake cable with the metal nub **a** and ensure enough wire **b** is exposed (see diagram 16).

The brake mechanism **g** is located on the RIGHT handlebar (see diagram 15).

The wire and nub must be connected to the brake mechanism by the openings on the underside (see illustration 17).

Pull back the brake handle **e** to reveal the opening in which the cable must be passed through.

Once the brake handle is pulled back the channel **d** will be revealed.

Place the grub screw **a** into the opening **c** and run the wire along the channel fully so that the wire is hidden inside. Once the wire is hidden push the sleeve cap **f** up to the brake handle (see diagram 18).

**5c Release brake cable tension of back brake**

In order to attach the rear brake cable to the LEFT brake mechanism the brake cable tension must be released.

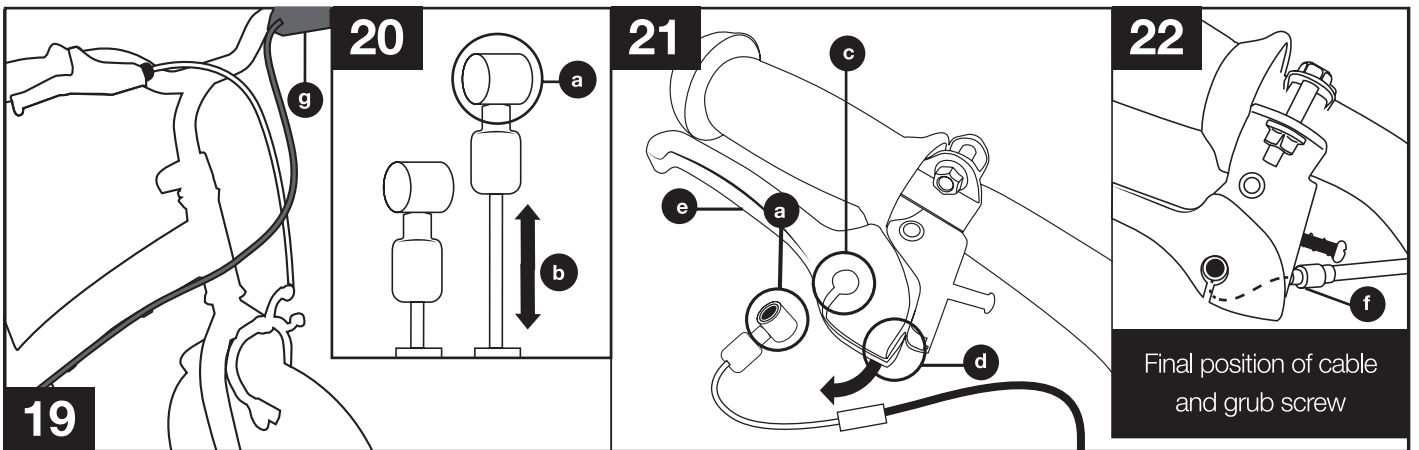
(see diagram 12 for illustration)

On the rear brake arm, loosen the anchor nut **a** using the multitool supplied.

Once the anchor nut is loosened, the brake cable wire **b** will travel through **a**.

## assembly

### step 5 (continued)



#### 5d Attach Rear Brake Cable to the LEFT Brake Mechanism

With the rear brake still disconnected, take the end of the cable with the metal grub screw **a** and ensure enough wire **b** is exposed (see diagram 20).

The brake mechanism **g** is located on the handlebar (see diagram 19).

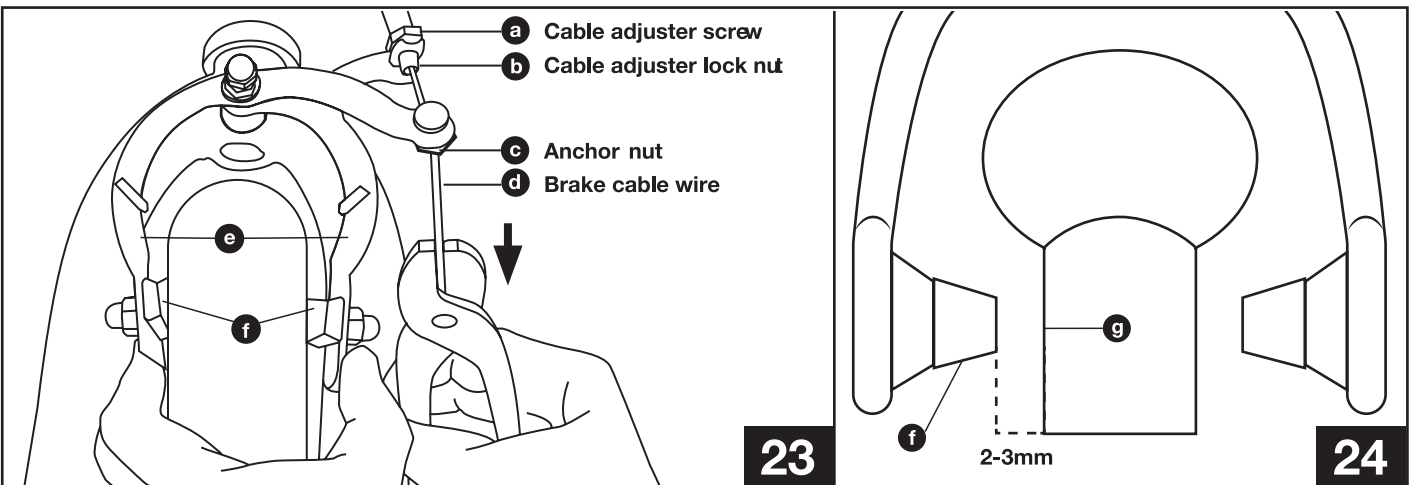
The wire and grub screw must be connected to the brake mechanism by the openings on the underside (see diagram 21).

Pull back the brake handle **e** to reveal the opening in which the cable must be passed through.

Once the brake handle is pulled back the channel **d** will be revealed. Place the grub screw **a** into the opening **c** and run the wire along the channel fully so that the wire is hidden inside. Once the wire is hidden push the sleeve cap **f** up to the brake handle (see diagram 22).

### step 6

#### attaching the brakes



#### 6a Re-attach the brake shoes and brake cable



**NOTE!** A pair of pliers are required to complete this step.

With the brake cables secured within the LEFT and RIGHT brake mechanisms the cable tension must be tightened to allow the brakes to function properly.

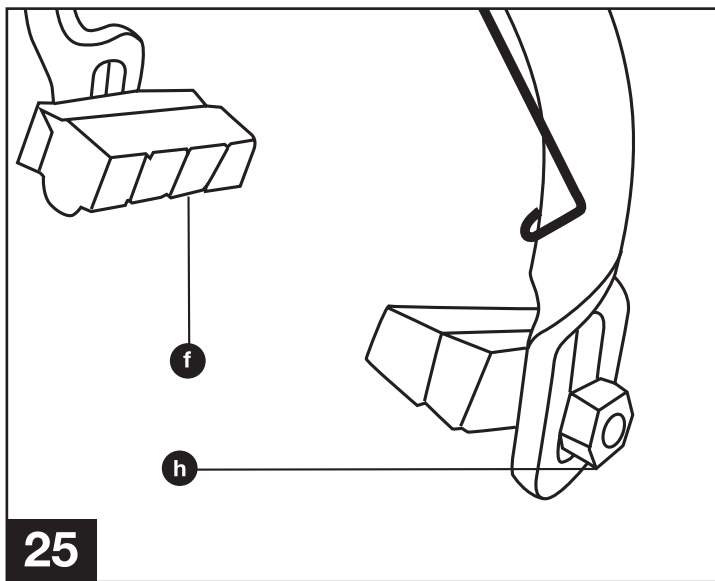
## assembly

### step 6 (continued)

Starting with the front brake use one hand to position the brake shoes **e** (see diagram 23) allowing a 2-3mm gap between the brake pads **f** and the wheel rim **g** (see diagram 24).

With your other hand use the pliers to maintain the correct cable tension of 2-3mm between the brake pads and wheel rim.

With tension of the brake wire **d** maintained by the pliers, use the multitool to tighten the anchor nut **c**. Ensure there is a 10mm gap between the cable adjuster screw **a**, cable adjuster lock nut **b** and the anchor nut **c**. Check that the front wheel rotates freely. If it does not, the front wheel may not be located centrally within the forks. Alternatively the front brakes may need fine adjustment, please refer to the maintenance guide (Page 20)



#### 6b Align the brake pads to the rim

The brake pads **f** must be properly aligned to the wheel rim **g** in order to function effectively. They must be square to the wheel rim with equal space above and below (see diagram 24)

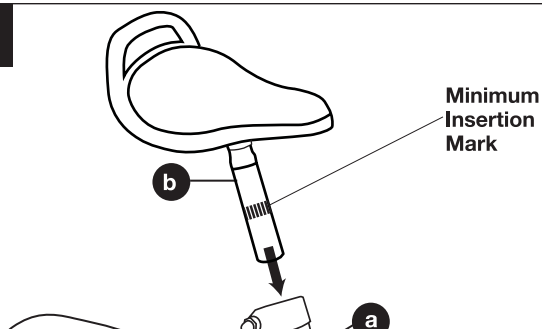
If the brake pads are not correctly positioned against the wheel rim they can be adjusted by using the multitool to loosen the nut **h** (see diagram 25). Once the nut is loose the pads can be rotated, raised or lowered within the channel. Once in position re-tighten using the multitool.

Repeat step 6 for the rear brake.

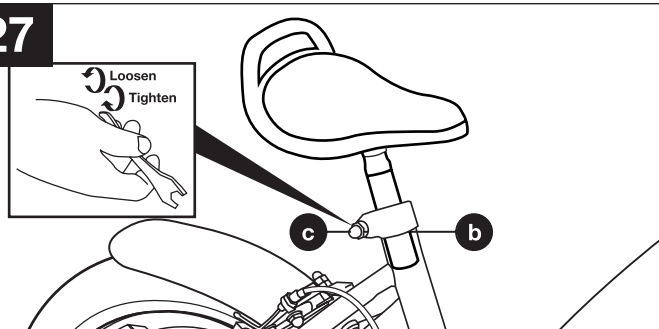
### step 7

#### seat assembly

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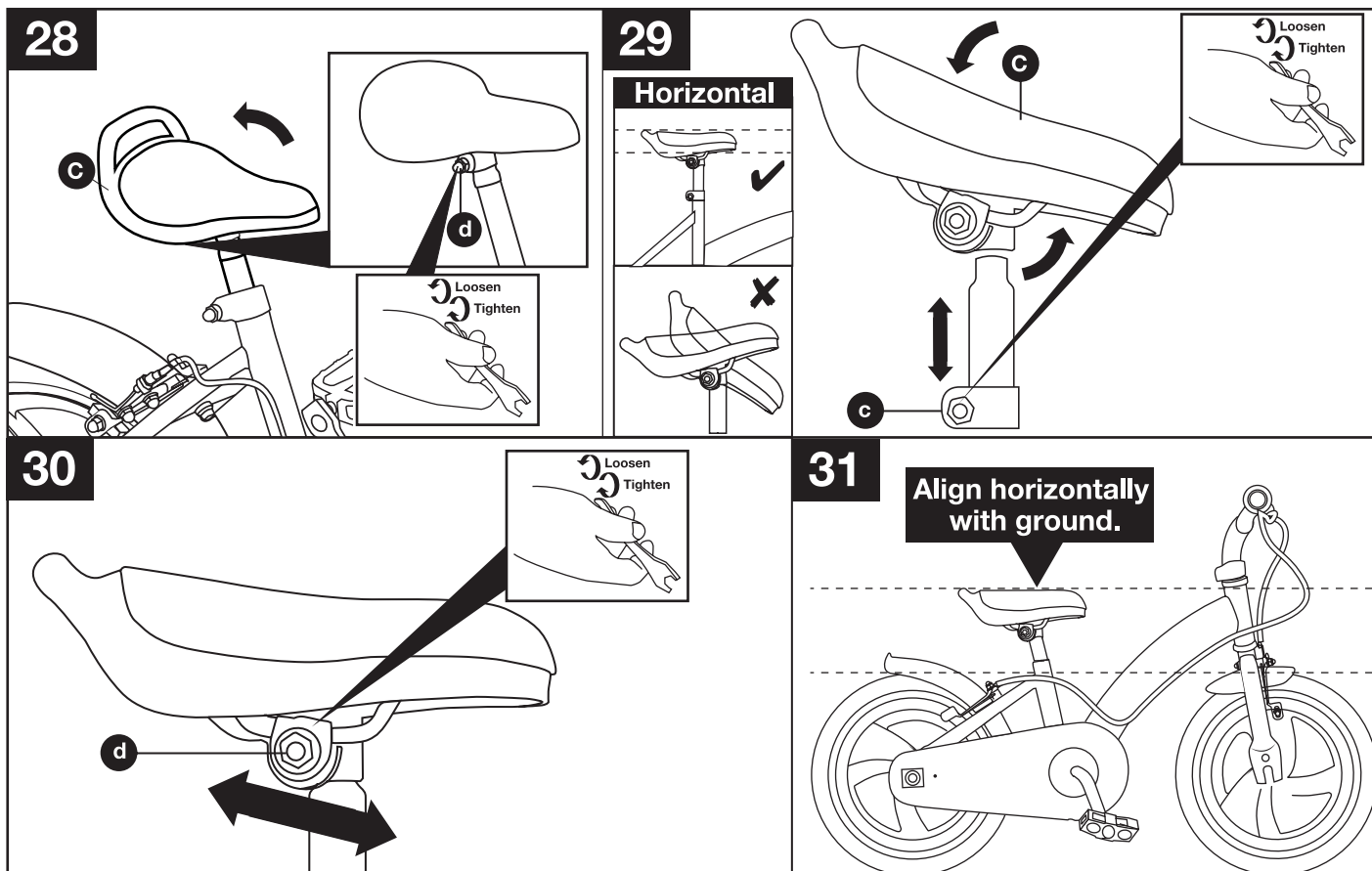
27



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

#### 7a Secure the Seat Post

Insert the lower end of the seat post and saddle **b** into the seat tube of the bike **a** (see diagram 26). Using the supplied multitool, tighten the seat post bolt **c** firmly (see diagram 27). To ensure the bolt does not spin when tightening; use a spanner to hold the bolt on the opposite side in position.



### 7b Adjust the Angle of the Saddle

The angle of the saddle **(c)** should be adjusted so that it is horizontal to the floor (see diagram 31). To adjust the tilt of the saddle, loosen the saddle clamp nuts **(d)** a quarter of a turn at a time using the multitool supplied until the saddle can be moved (see diagram 28).

Once the saddle **(c)** is positioned correctly, retighten the saddle clamp nuts **(d)**.

### 7c Adjust the Height of the Saddle

The height of the saddle **(c)** should be adjusted so that the rider can comfortably touch the ground with both feet on tip toes. To adjust the height of the saddle **(c)**, loosen the seat post bolt **(c)** with the multitool until the seat post can move freely (see diagram 29).

Once the saddle **(c)** is positioned correctly, retighten the seat post bolt **(c)**.

### 7d Adjust the depth of the Saddle

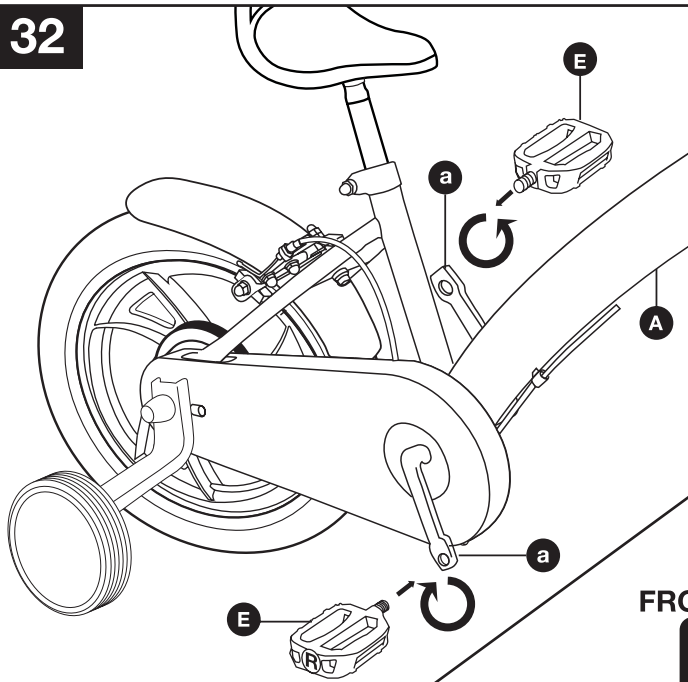
The distance between the saddle and the handlebars can be adjusted by the mechanism on the saddle. Loosen the saddle clamp nuts **(d)** a quarter of a turn at a time using the multitool supplied until the saddle can be moved, then slide the saddle into the appropriate position and re-tighten the saddle clamp nuts (see diagram 30).



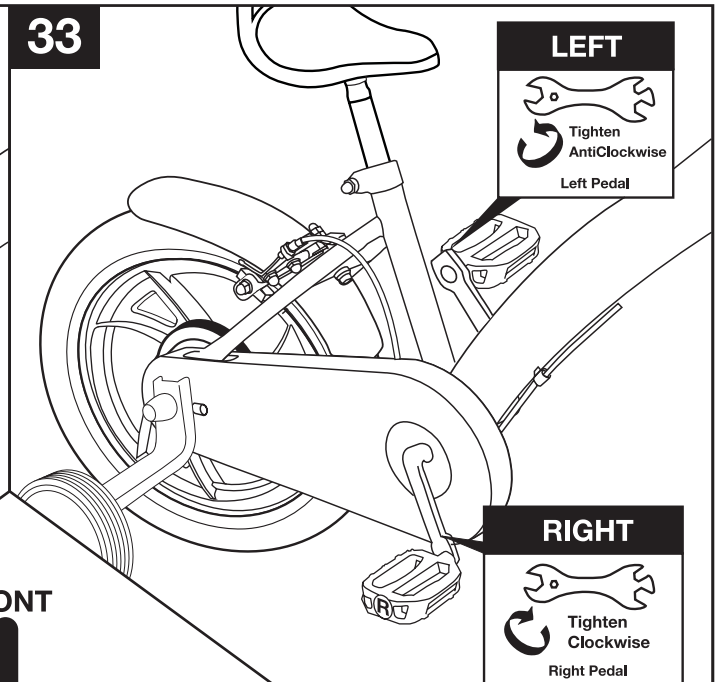
**WARNING!** When assembling the seat post, make sure it is inserted beyond the minimum insert mark. Failure to observe this warning may lead to a potentially unstable seat post and may result in serious personal injury.

## pedal assembly

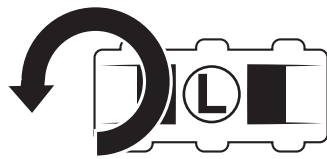
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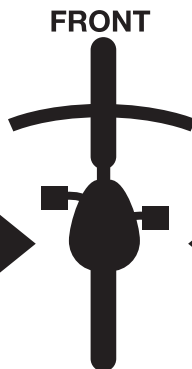
33



TURN ANTI-CLOCKWISE

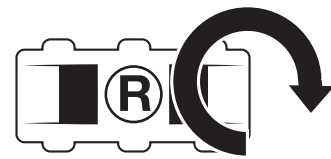


LEFT



FRONT

TURN CLOCKWISE



RIGHT



**NOTE!** The pedals **E** have “L” and “R” engraved to indicate which pedal **E** matches which crank arm **a**.

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

### 7a Fit the Right Hand Pedal (Clockwise)

Locate the right hand pedal **E** (see diagram 32).

Locate the right hand crank arm **a** on the bike **A**.

Insert the threaded shaft of the right hand pedal **E** into the threaded hole of the right hand crank arm **a**. Initially tighten the pedal using only your fingers in a clockwise direction.

Fully tighten using the multitool supplied.

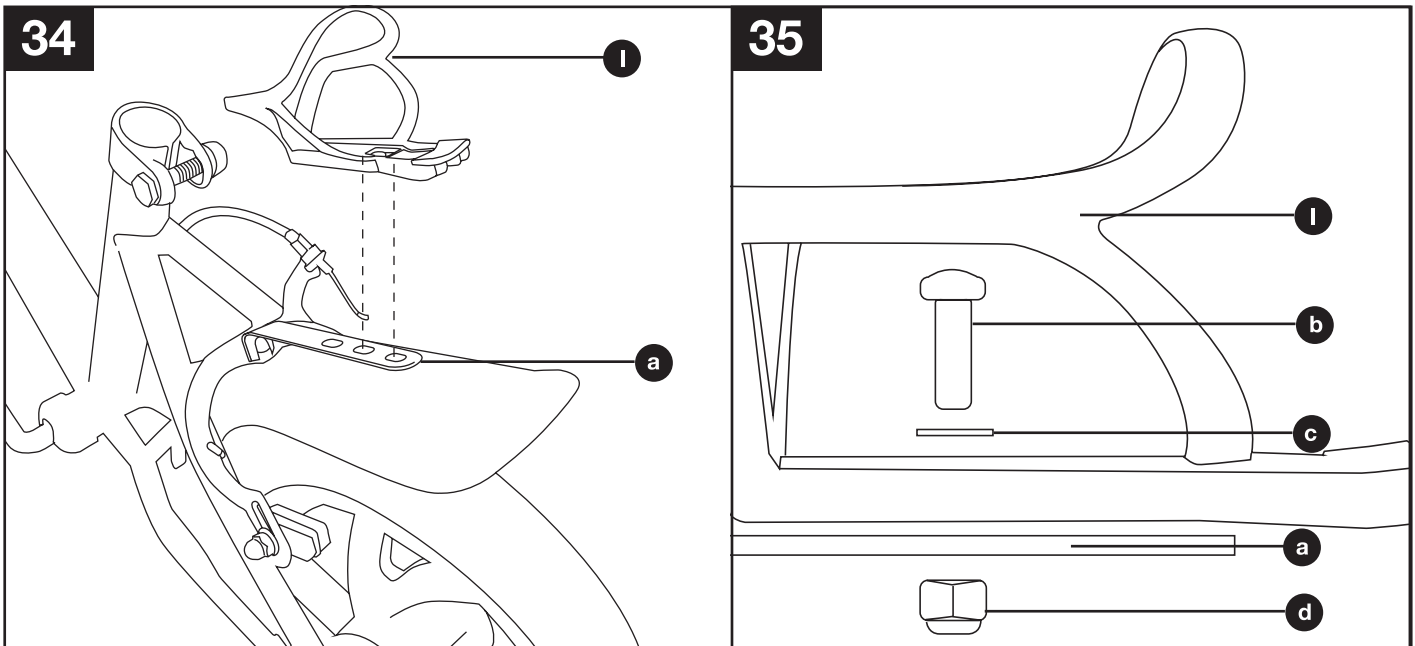
### 7b Fit the Left Hand Pedal (Anti-Clockwise)

Locate the left hand pedal **E** (see diagram 33).

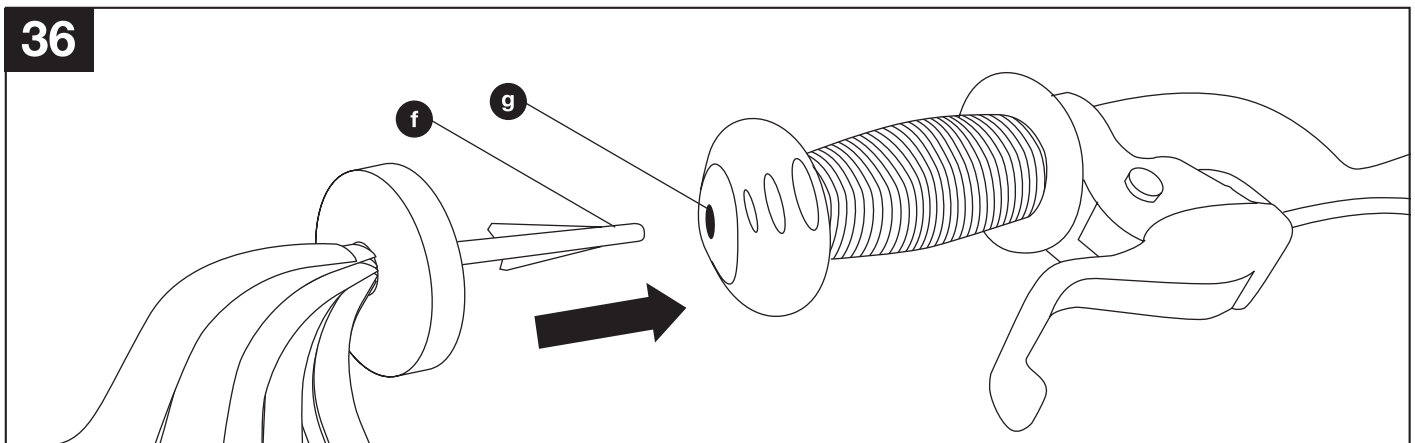
Locate the left hand crank arm **a** on the bike **A**.

Insert the threaded shaft of the left hand pedal **E** into the threaded hole of the left hand crank arm **a**. Initially tighten the pedal using only your fingers in an anti-clockwise direction. Fully tighten using the multitool supplied.

## fitting the waterbottle holder or tassels

**8a Fit the Waterbottle Holder (model dependant)**

To secure the water bottle holder you must first align the screw holes of the plastic section of the holder **l** to the metal bar **a** sitting above the mud guard (see diagram 34). Once the screw holes are aligned insert the screw **b** through the washer **c** and clamp together until the screw head is showing on the opposite side (see diagram 35). With the screw head visible attach the nut **d** and tighten using the multitool.

**8b Fit the Tassels (model dependant)**

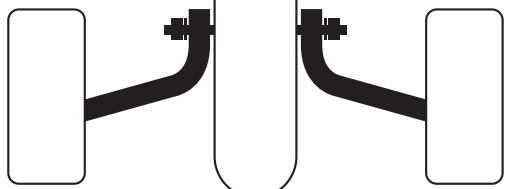
The Tassels are secured using a barbed pin which connects to the bike handle. To attach the tassels align the barbed pin **f** with the hole **g** which can be found at the outside edge of the bike handle (see diagram 36).

With the pin aligned fully insert it ensuring no part of the pin is visible.

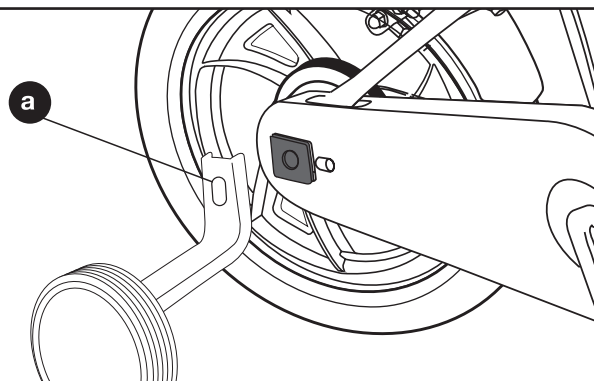


## final adjustments

37



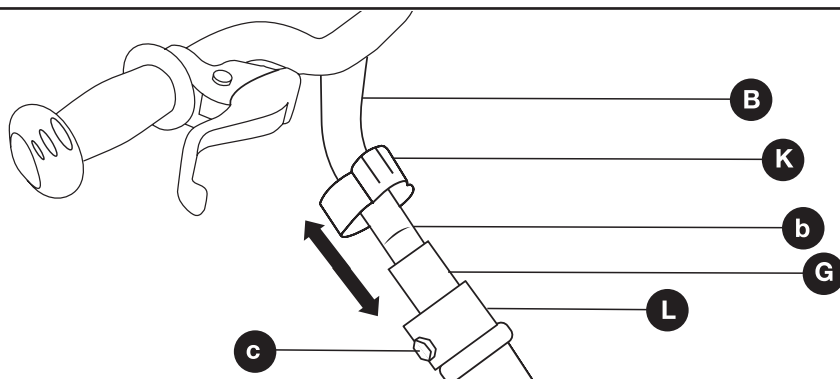
38

**10a Adjust the stabiliser height**

The stabilisers should not touch the ground during routine use, they are only present to prevent the bike from tipping over. Therefore, please raise or lower each stabiliser so that it is off the ground (see diagram 37).

Refer to Step 1 for instructions to release and re-apply screws and nuts.

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**10b Adjust the handlebar height**

The handlebars height can be adjusted to suit the rider. To begin adjustment lift the clamp cover **K** to reveal the clamp **L**. Loosen the bolt **c**, this will allow the handlebars to slide up and down within the forks **G** (see diagram 39). Once the handlebars are in the preferred position the clamp must be tightened using the multitool, use a spanner to hold the bolt on the opposite side in position.

Once the clamp is fully tightened replace the clamp cover.



**WARNING!** The minimum insertion mark **b** must be positioned below the top of the forks for the bike to be safe to use.

**10c Adjust the saddle height**

Please refer to step 7c (page 14) for instructions on how to adjust the saddle height.

# riding advice

## before riding

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

### 1. Is the Saddle Secure?

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

### 2. Are the Pedals Tight?

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

### 3. Do the Brakes Work?

Stand next to the bike facing forward and apply the front brake (right side handle) and push forwards. If the wheels move, the front brake may not be working correctly. If required, adjust the front brake as described in the Maintenance Guide (see page 20).

Repeat the above check for the rear brake (left side handle).

### 4. Do the Handlebars Move?

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

### 5. Is the Bike Clean?

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

## riding in bad weather



**WARNING!** Always take extra care when riding in wet, foggy, windy or icy conditions. The brakes may not be as effective and the braking distances may be increased. When riding in bad weather i.e. wet, foggy, windy or icy, always wear bright, reflective clothing which is warm and waterproof.

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

## riding in the dark



**WARNING!** When riding in the dark, always make sure that the bike is fitted with suitable reflectors and a white front light and a red rear light. (Not Supplied)

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

## riding using personal music players

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

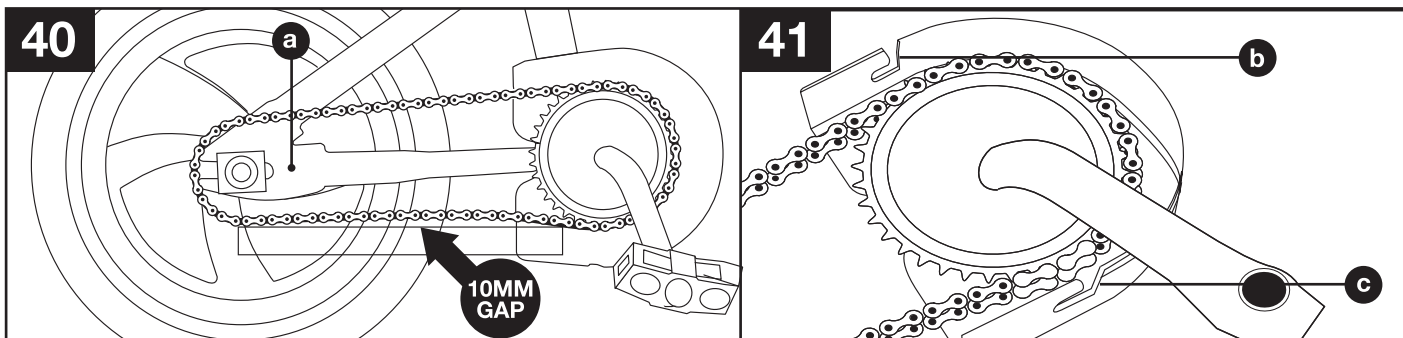
## maintenance guide

### important – please read these tips fully

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

If you need help or have damaged or missing parts, call the Customer Helpline on 01582 670100

## chain maintenance



**NOTE** **NOTE!** The stabilisers must be removed before the chain guard cover can be removed. Please refer to Step 1 (page 5) for stabiliser assembly info.

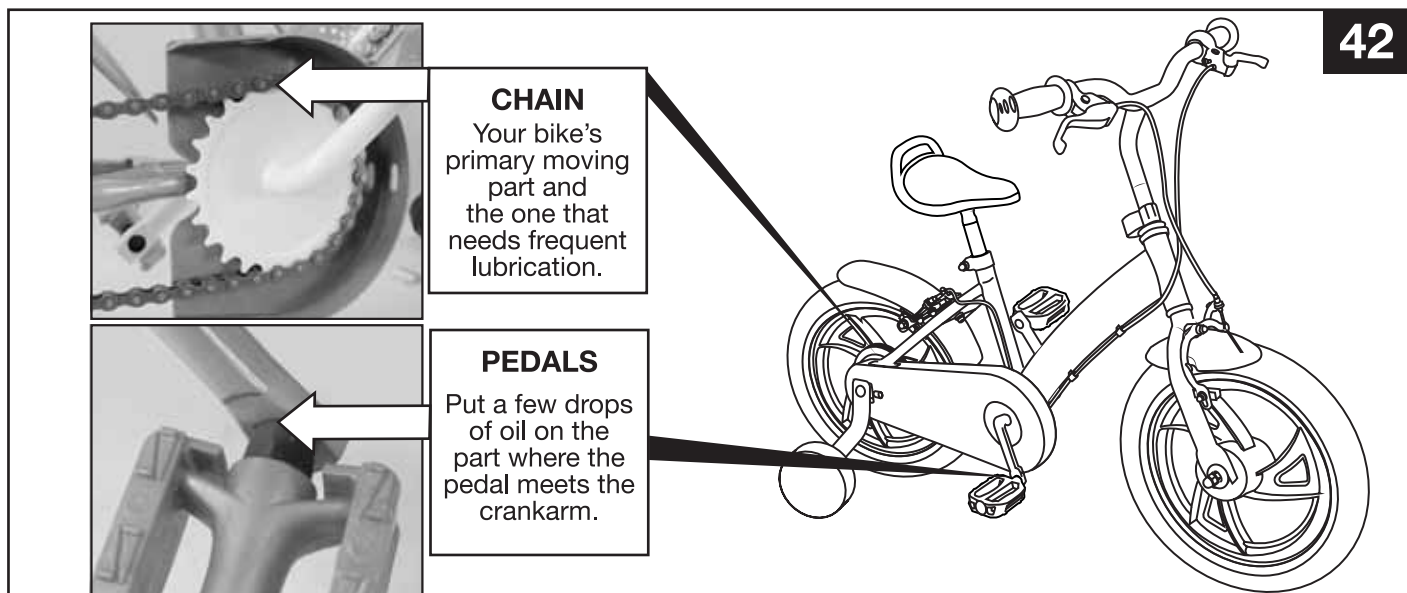
**REMOVE THE CHAIN GUARD:** The chain guard is held in position through its friction fit and the screw in position **a** which must be undone before the guard can be released (see diagram 40). With the bolt removed, the chain guard must be lifted around all edges and slid to the right to be freed from its two grooves at position **b** & **c** (see diagram 41).

The chain should have approximately 10mm of vertical movement when checked in the centre between the front and rear sprockets. To adjust the chain tension, slightly loosen the rear axle nuts and either pull the rear wheel backwards if the chain is too loose, or push it forwards if the chain is too tight. Before securely re-tightening the rear axle nuts make sure that the chain is correctly tensioned and the rear wheel runs centrally. Oil your chain sparingly once a month by revolving the pedal cranks and apply to each link. Wipe away excess oil with a dry cloth (see diagram 42).



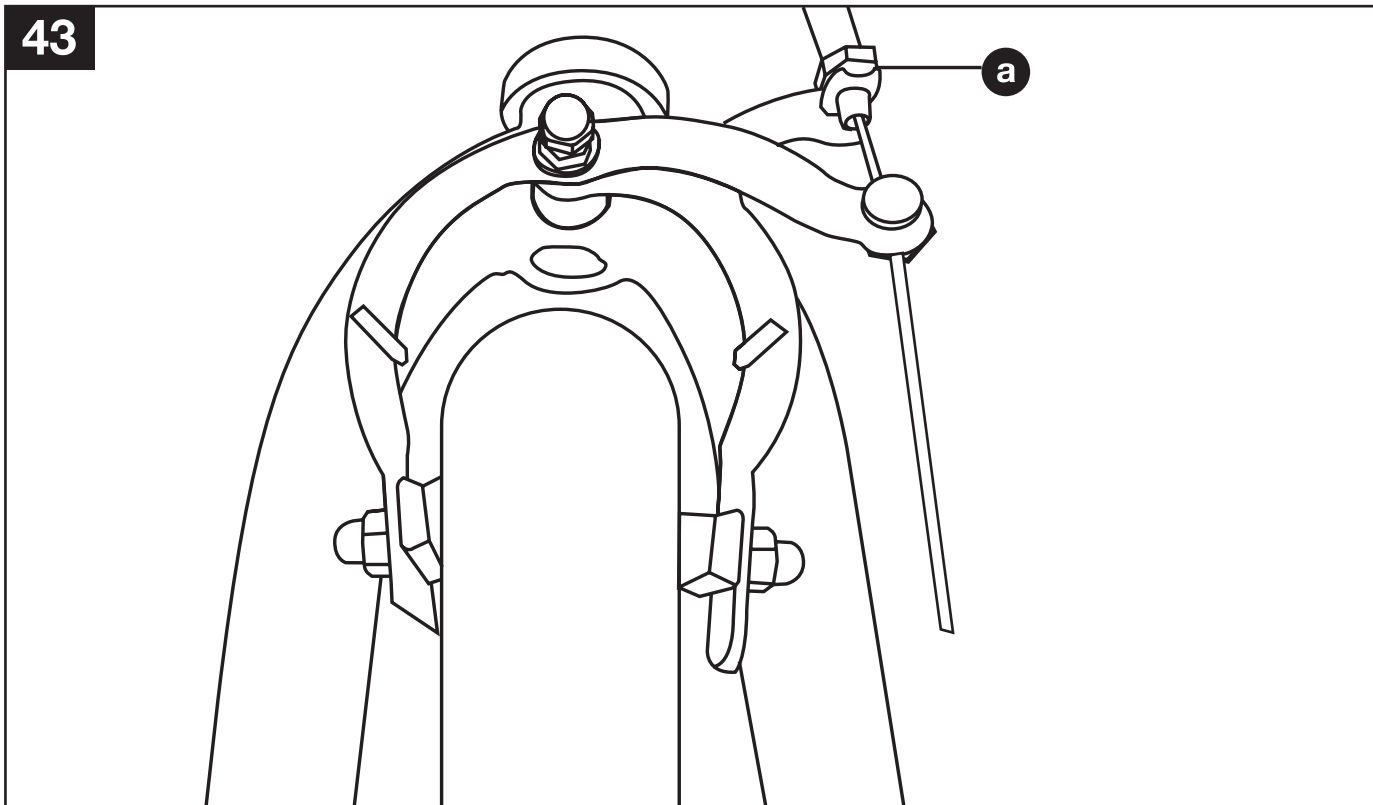
### Important:

ONLY use bike-specific lubricants for your bike. There are available from all bike shops. Do NOT use multi-purpose oils or very light spray lubricants, as these will attract dirt and cause premature wear to components.



## fine tuning the brakes

43



### Adjusting the Cable Tension

The cable tension from the brake lever to the brakes adjusts how responsive the brakes feel. Increase the tension and both brake pads will engage sooner and the braking action will be harder. Loosen the tension and braking will feel spongy and you may not get enough power to stop effectively.

Its common that the tension must be increased, removing tension is only done when you put on fresh pads or if you set the tension too tight. Adding tension periodically is important since your pads wear down over time and the cable stretches a bit too.

The easiest way to adjust the tension is to use a barrel adjuster **a** (see diagram 43).

Increase tension by turning the adjuster anti-clockwise.

Decrease tension by turning the adjuster clockwise.

**NOTE**

**NOTE!** When tension is adjusted, the balance must be adjusted accordingly.

Balance controls how far each pad is from the rim. Adding tension will pull both pads closer to the rim, but usually one will move more than the other. For information on how to adjust the position of the brake pads, refer to diagram 23, step 6a, page 12.

You want to balance the pads so that they have an equal 2-3mm distance from the rim and engage at about the same time. If it's skewed (like your brakes) then you won't get as much braking power.

# maintenance guide

## inspecting the wheels

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

Over the life of the bike, the wheels may begin to run out of true, i.e. they may become buckled. This is when the wheel rim moves extremely from side to side, approximately 5mm movement.

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

To check the trueness of the wheels a truing stand with guage is recommended.

\*For replacement parts contact Hy-Pro (Tel: +44 (0)1582 670100 or Email: info@hy-pro.co.uk)

## replacing brake pads & cables

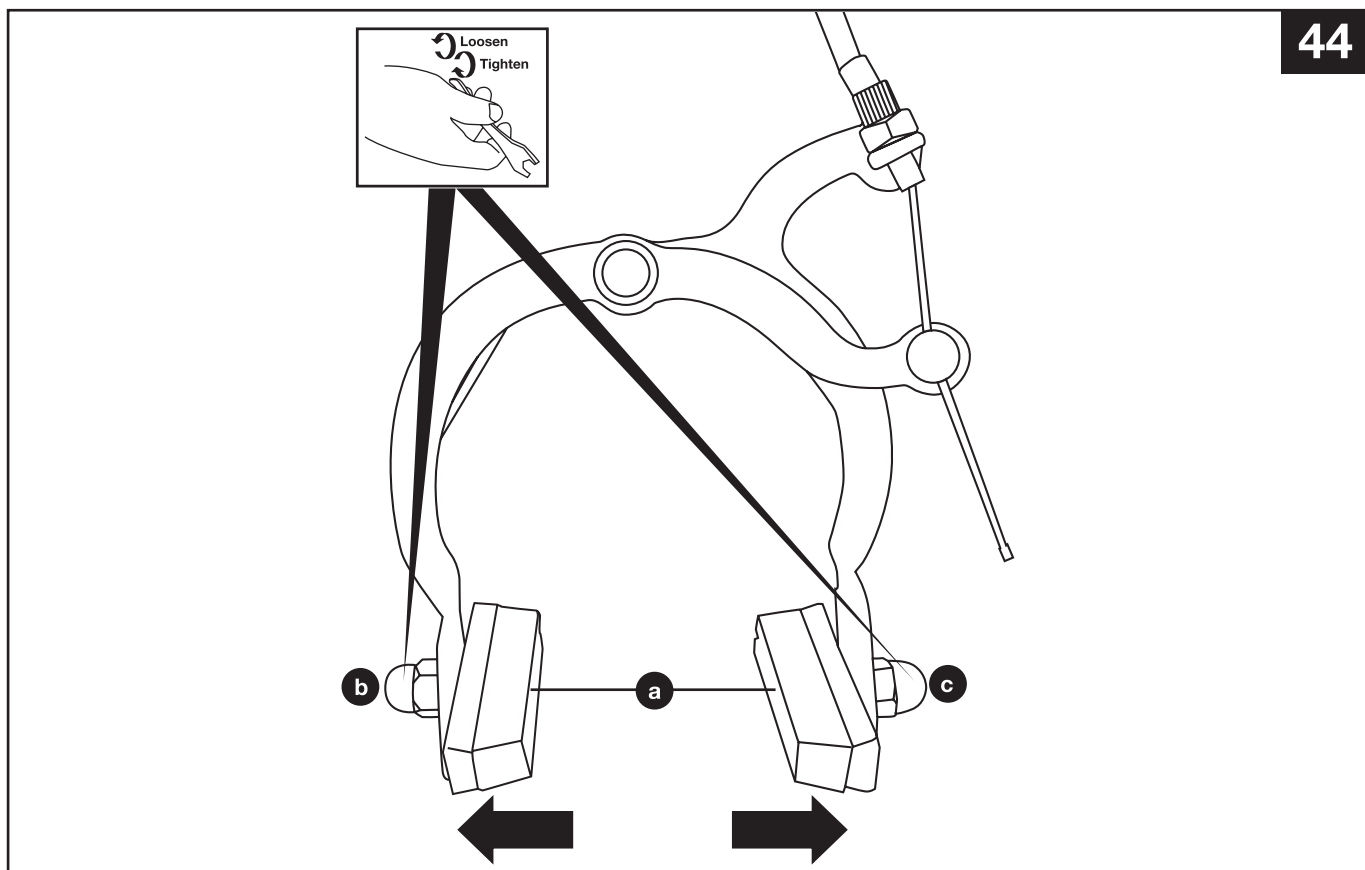
It is essential that you regularly inspect and maintain your brake cables and brake pads, if they are showing signs of wear they must be replaced.

\*For replacement parts contact Hy-Pro (Tel: +44 (0)1582 670100 or Email: info@hy-pro.co.uk)

To replace the brake pads you must first release the cable tension then unscrew and remove the bolts at position **b** & **c** (see diagram 44).

Once the screws have been removed the pads **a** will be loose enough to remove and replace. Place the new pads in the same position as before and retighten the screws **b** & **c** until safe and secure.

Brakes will need to be re-adjusted, please refer to step 6, page 12 and fine tuning the brakes in the maintenance guide, page 20.



## routine maintenance

### routine maintenance schedule

Performing routine maintenance correctly on your bike will ensure you get years of trouble free use. Please keep this manual safe for future reference.

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

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

## routine maintenance

### before and after each ride

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

#### 1. Is the Saddle Secure?

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

#### 3. Are the Pedals Tight?

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

#### 4. Do the Brakes Work?

Stand next to the bike and apply the front brake and push forwards. If the wheels move, the front brake may not be working correctly. If required, adjust the front brake as described on page 18.

Repeat the above check for the rear brake.

#### 5. Do the Handlebars Move?

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

#### 6. Is the Bike Clean?

The bike should be cleaned and re-oiled regularly to ensure it operates correctly, see page 17 for instructions on where to clean.

### every month

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

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

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

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

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

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

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

## routine maintenance

### every month (continued)

#### **3. Check that the Tyres are in Good Condition.**

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

If your tyres show any signs of damage, they must be replaced immediately. Do not attempt to ride the bike with damaged tyres.

\*For replacement parts contact Hy-Pro (Tel: +44 (0)1582 670100 or Email: info@hy-pro.co.uk)

### every six months

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

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

This may include cracks, dents or bent mounting points.

If the frame is damaged, it will need to be replaced;

\*For replacement parts contact Hy-Pro (Tel: +44 (0)1582 670100 or Email: info@hy-pro.co.uk)

#### **2. Check that the Wheels are Running True.**

Check the trueness of both the front and rear wheels, mag wheels have a 2-3mm tolerance.

#### **3. Check the Condition of the Brake Pads.**

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

\*For replacement parts contact Hy-Pro (Tel: +44 (0)1582 670100 or Email: info@hy-pro.co.uk)

#### **4. Check the condition of the brake cables.**

Check all brake cables for fraying. Replace badly worn brake cables immediately.