

## ASSEMBLY INSTRUCTIONS

Congratulations on purchasing our bike. Please read all your owner's manual carefully and completely prior to assembling and operating your bicycle. Make sure all nuts and bolts are securely tightened before going on your first ride.

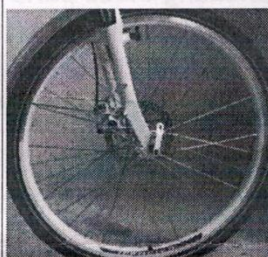
**TOOLS PREPARATION (NOT SUPPLIED)** – 1. Tool 1 – Multi wrench. 2. Tool 2 – Allen wrench. It is also recommended you use a torque wrench.

1. Take the bicycle out of the packaging, together with the front wheel, handlebar assembly, saddle pillar, pedals, the reflectors and fittings.

2. Fender assembly – The front fender will be the shorter of the two. It is easiest to mount the fender before putting on the front wheel. Attach the front fender to the fork crown using the nut and bolt already on the fork. Put the fender braces over the wheel axle and slide the axle and wheel into the forks keeping the fender braces on the inside. Tighten the axle bolts firmly. The rear fender will come pre-mounted. It is important to make any additional adjustments making sure the tyres do not rub.



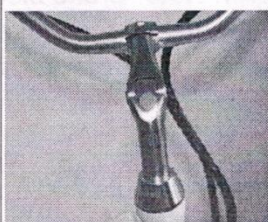
3. The next step is to put the front wheel on your cruiser. Release the front brake by opening and releasing the cable end from it's locked position. Loosen the bolts on the side of the wheel (enough to allow the fork to slide through). Now turn your cruiser upside down and place the wheel in the forks with the nuts on the outside. Make sure the wheel is firmly in place. Tighten both nuts in a clockwise direction using TOOL 1. After the front wheel is tightened on, put the kickstand down and stand your cruiser upright.



4. Next – Loosen the brake pad bolts on the sides of the brake calipers. Change the angle of the brake pads so that the brake pads are in line (parallel) with the rim of the front wheel. Do this by pushing the brake pad onto the rim and checking the angle and alignment. Once you are happy with the brake pad positions tighten the bolts with tool 2. Repeat this process on the other side. Finally re-attach the brake cable to the other side so the brake is functioning again. Check brakes function by squeezing the brake lever and testing that the brake is working correctly. As brake pads wear, loosen the cable bolt and shorten the cable to bring the brake pads in closer to the rim. Brake pads should be 2-3mm from the wheel rim. Minor adjustments of the brake setting can be done by tightening the small gold phillips head screws on either side of the brake caliper.





5. Next is to install the handlebars. Unloosen the handlebar centre bolt using TOOL2. Insert the handlebar stem into the head tube of the bike and find your desired height (please read below on how to adjust your handlebar height). After deciding on the height tighten the head stem using TOOL 2, keeping within the MAXIMUM HEIGHT mark. Ensure that both handlebars and forks are facing the front. After securing the height of the handlebars you will next need to adjust the angle of the handlebars. To adjust the handlebars loosen the clamp bolt. After you have found an angle you are happy with tighten the bolt to lock in the angle.



6. The pedals are marked with an "R" for right and a "L" for left. The left pedal will screw on in a counter clockwise motion and the right will screw on in a clockwise motion. Please ensure that the right hand pedal is attached to the chain crank side. Use TOOL 1 to provide final tightening.





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| <p>7. Next is to attach the seatpost to your seat and then seat to your cruiser. Start by inserting the smaller end of the seatpost into the seatpost hole located on the bottom of the saddle, and tighten. Then insert the seat post into the seat tube, paying attention to the insertion mark on the seatpost – making sure it is under the safety line. Tighten the seat tube bolt using TOOL 1. The seat angle can be adjusted by loosening the bolt and tilting the seat up or down. Make sure the bolt is tightened to ensure your seat will not move during riding.</p> |  |
| <p>8. The final steps are to attach the bell and reflectors. Attach the bell to the left hand side of the handlebar and then connect the rear and front reflector accordingly. Adjust reflectors to a 90 degree angle in a vertical position.</p>  |  |
| <p>Important: Before you take your cruiser out for a ride make sure that all nuts, bolts and fittings have been securely tightened and the tyres inflated to the recommended tyre pressure listed below. Once this is done your Aussie Cruiser is fully assembled. All you need to do now is read the remaining manual and you are ready to ride.</p>  |   |
| <p><b>Warning -</b><br/>Wear a safety approved helmet and if you <b>MUST</b> ride at night, be sure to use proper lighting equipment – reflectors alone are not enough. Check all parts are working properly, inspect and test your brakes and make sure the chain is oiled before you ride.</p>   |   |

## TORQUE REQUIREMENTS

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| <p>Torque is a measure of how much a force acting on an object causes that object to rotate. The importance of torque can not be overemphasized. Under-torque can result in unnecessary wear of nuts and bolts as well as the parts they are securing together. Over-torque can be equally as damaging because failure of a nut or bolt from overstressing the fastener and secured areas.</p> |
| <p>1. Front axle nuts – 28.6 Nm</p>  |
| <p>2. Back axle nuts – 28.6 Nm</p>   |
| <p>3. Handlebar clamp nut/bolt – 19.14 Nm</p>  |
| <p>4. Stem expander bolt – 19.8 Nm</p>   |
| <p>5. Seat pillar clamp nut/bolt – 4.4 Nm</p>  |
| <p>6. Brake cable anchor bolt – 7.15 Nm</p>  |
| <p>7. Brake centre bolt – 6.05 Nm</p>  |
| <p>8. Seat clamp nuts – 22 Nm</p>  |
| <p>9. Cotter pin nuts – 6.6 Nm</p>   |
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## RIDING PREPARATION

1. Adjusting bike seat height - Aim to position your saddle high enough so that as you sit on your bike, your leg is almost, (but not fully) extended at the base of the pedal stroke (the lowest part of the rotation of the pedal), keeping the knee joint soft. As you adjust your saddle here's how to check for this correct leg positioning. To check your leg sits in the correct position, take your left pedal and bring it up in-line with the seat tube of your cycle frame. In doing this, you will bring the lower right pedal to the 5 o'clock position. Next, sitting on your saddle with the balls of your feet on the ground, you should aim to have your ankle align with this lower right pedal. Adjust the height of the seat post up or down until your ankle is practically level with the lower right pedal whilst keeping the balls of your feet grounded. On the seat post, there is a minimum insertion mark etched on, so be careful not to go past this position. For a proper fit the rider must be able to straddle the bicycle with atleast 1" clearance above the horizontal bar when standing. Keep in mind to adjust your seat height for comfort, but remember to keep within the MAXIMUM HEIGHT mark.

2. Adjusting handlebar height - The first bar-height check is comfort. Inspect bar height by standing next to your bike on a level surface and viewing it from the side comparing the height of the seat to the height of the bars. A difference of 0 to 4 inches is suggested. When the bars are the right height, it should feel natural to look ahead (no neck craning). Keep in mind that these are guidelines that work for most people. Sometimes it takes a little experimentation to find the most comfortable position. It's important to realise that there's a limit to how much you can raise the handlebars, there is an MAXIMUM HEIGHT mark on the headstem, so be careful not to go past this point.

3. Recommended tyre pressure – Always keep tyres inflated to the pressure indicated on the tyre wall. Recommended tyre pressure for your Aussie Cruisers tyres are 280 kp (kilopascals). 2. Keep to the right, ride with the traffic – not against it, ride single file in a straight line and ride close to the curb being careful your pedal doesn't strike the curb. 3. Watch for car doors opening or for cars pulling into traffic. Ride defensively. Always be prepared to stop quickly if necessary. 4. Use hand signals for turn stops. Advise motorists what you plan to do by giving proper signals atleast 100 feet before turning or stopping and while waiting to turn unless your hand is needed for control of the bicycle. 5. Be extremely careful at intersections. If traffic is heavy walk your bicycle with pedestrian traffic and look both ways when crossing streets. 6. Avoid drain grates, soft road edges, gravel, sand or leaves (especially when wet). Avoid these hazards to prevent loss of control or damage to your wheels. Cross railroad tracks at right angles to prevent loss of control. 7. Use extreme caution at dusk and night, be thoroughly familiar with the controls on your bicycle and ride only when necessary and avoid heavy traffic. Vision is quite limited at dusk and at night so be very careful to avoid any road hazards. Make sure your bicycle is equipped with proper positioned reflectors. The purchase and installation of an adequate head light and tail light is strongly recommended and is required by law in some areas. Wear light coloured or reflective clothing, slow down and ride only on streets you are familiar with, and check local laws regarding bicycle riding at night. Do not let a coat or other clothing hang down and cover the rear reflector. 8. Always be courteous to pedestrians, give pedestrians the right of way and use your bell to alert any pedestrians that you want to pass. Don't ride too close to pedestrians and don't park your bicycle where it will get in someone's way. 9. Don't carry passengers, items or attach anything to your bicycle that might hinder your vision or control. Don't hold onto or attach your bicycle to any car, truck or other vehicle in order for it to pull you along. Don't carry extra clothing where it can hang down and jam in a wheel and don't ride with both hands off the handlebar. 10. Ride your bicycle safely and wear proper clothing. Make sure your bicycle fits you and that the brakes are adjusted and working properly. Make sure loose fitting clothing does not catch in moving bicycle parts. 11. Watch out for other riders and cars and be prepared to take any defensive action. Don't follow a car or another bicycle too closely. And be especially aware of traffic approaching from behind in case you must swerve to avoid something.



## INSTRUCTIONS ON USE

1. How to use your brakes – Your brakes could be used for redirecting your cruiser, stopping, approaching a corner, and controlling balance. A mix of both front and rear brakes is always the best way to stop. Locking the front brakes should be achieved by two fingers at the most, since the other three should be used in maintaining grip and control of the bike while braking. Front brakes offer stronger braking capacity but beware not to slam on the front brakes. This will cause the front wheel to lock up thus setting you off flying over the handlebar. A good way to use your front brake is to shift your weight backwards as you brake to avoid being thrown over the handlebars. Back brake pedals are operated simply by pedalling backwards with your legs.

2. Increased breaking distance in wet weather – During rainy conditions, and afterwards when there is water on the road, the bike will have less grip on the road surface. Braking power is reduced in these conditions and special care must be taken to stop safely. Proper brake adjustment and cable lubrication will help, but the major responsibility lies within the rider. Since increased lever force is required, ride slower and apply brakes sooner than would be necessary on dry roads. Whilst the weather itself is a factor out of a riders control, use a safe speed and increase your braking distance in order to make riding in the wet safer for yourself.

3. Safe Operation on the road – Below are 12 basic rules of cycling. You should contact the Australian Government for any additions to these rules. **WARNING:** Failure to obey these rules could result in injury to the rider or to others.

1. Obey all traffic regulations, signs and signals. Check with your local police on bicycle licensing, inspection and riding on sidewalks.

## MAINTENANCE

1. Lubricate your bike – Your cruiser has many moving parts that are constantly exposed to the elements. Cleaning and lubricating these parts will keep them running smoother and for longer. The following parts will need regular oiling: chain, pedals, brake control cables and brake pivot points. You should lubricate your bike every 2-4 weeks to keep in running smoothly. Recommended lubricants are bicycle grease and bicycle oil. Bicycle grease should be used on the threads of pedal spindles. Bicycle oil should be used on the chain and more actively moving parts, such as your brakes. When oiling the chain take care to oil each link.

2. Chain tension and adjustment – The correct chain tension should be a small amount of movement in the chain. To adjust chain tension pull the rear wheel backwards. Make sure the wheel is straight and tighten the nuts and bolts on the rear wheel in small sections, changing from left to right until completely tight.

3. Adjusting your brakes – To adjust your brakes take an allen key and loosen the brake cable. If your bike has cable length adjusters, reset them back so that you can take up more slack later. Squeeze your brake pads against the rim, but place a nickel/coin in between the rim and the brake pad. Hold the brakes like this with one hand. With your other hand, take an allen key and tighten the clamp that holds the brake cable. Do not overtighten the clamp, as it may fray or break the wire cable. Release your brakes, and they should set to be exactly a nickels/coin width from the rim. You must also occasionally inspect your brakes for wear, replacing them when necessary.

4. Replacing brake blocks – If your brake pads have worn down then you will need to adjust or replace them. Never let your brake pads wear down so that the metal scrapes the rims! If replacing the brake pads, pay attention to how they fit and the order of any spacers or washers for fitting the new set. You can change a brake block easily, and as long as you have purchased the right brake block for your brakes. To change your brake blocks park your bike on a level surface and put down the kickstand. Using an Allen wrench, loosen the Allen screw that locks the brake block into the brake caliper by turning it counterclockwise. When the screw is loose enough, remove the brake block from the caliper. Note: Brake blocks come glued into their metal housing, so you will be removing the entire housing and not just the pad of the brake block.

Replace the brake block, make sure that the block is positioned, so when the caliper of the brake is closed, all of the block is making contact with the tyre. Tighten the Allen screw, and repeat this procedure to replace the remainder of your brake blocks.

5. General – All nuts and bolts should be retightened every 1-2 weeks. Check frequently for damaged parts, fork alignment and positioning of the components.

**WARNING** – Handlebar grips and tube ends should be replaced if damaged, as bare tube ends have been known to cause injury. It is particularly important if children are using this bike that they be checked regularly to ensure adequate protection.