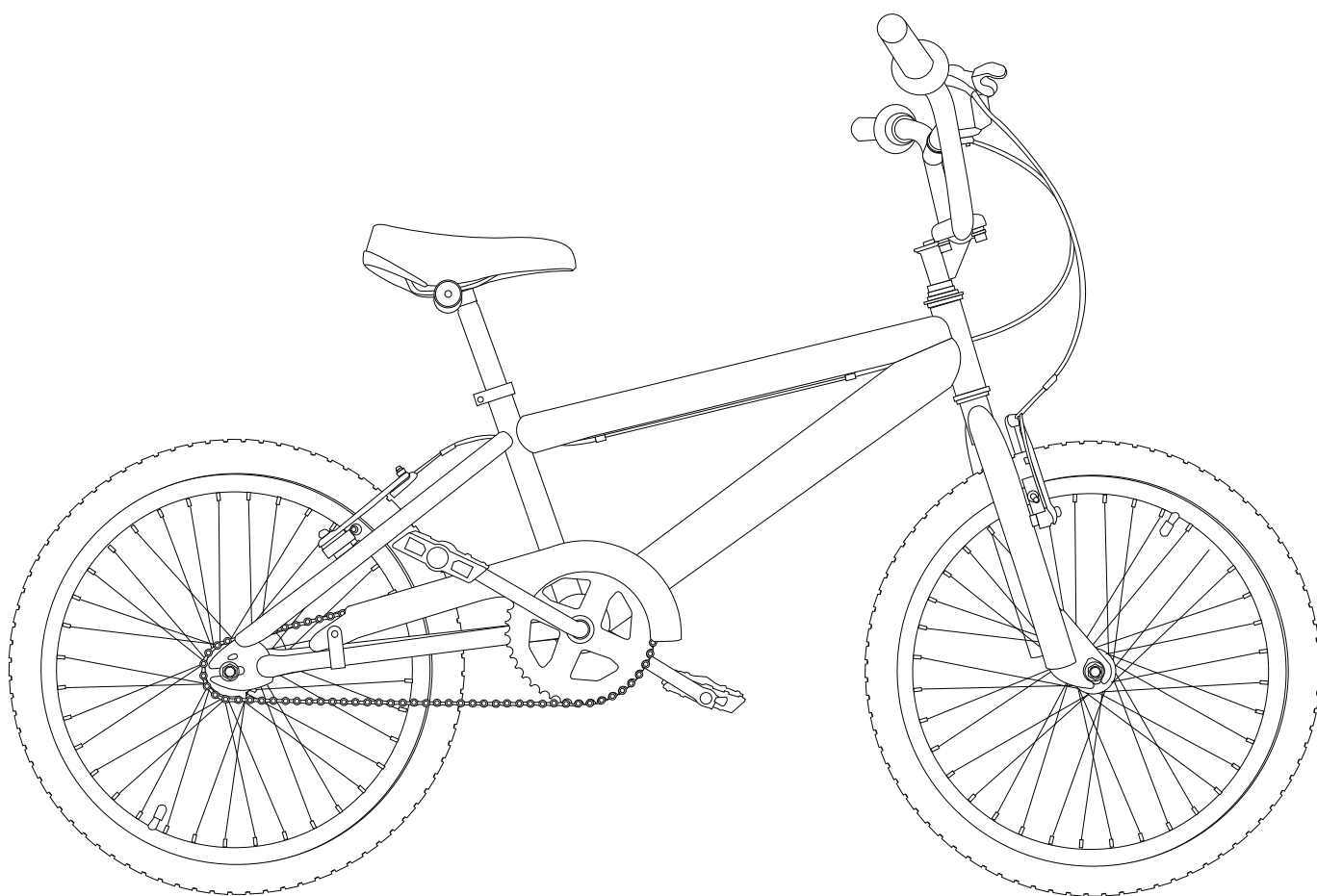


**vibe**

FREESTYLE / BMX BIKE

Maintenance Manual**402/9764****391/5116****411/4057****391/2061**

**Important – Please read these instructions fully before
performing any maintenance activities on the bike**

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 : 0345 640 0800.

Important – Please read these instructions fully



WARNING! This Bike has been designed, assembled and tested in accordance with the BS EN 16054:2012 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 when riding the bike. The helmet should be the correct size for your head and must conform to the European Standard

WARNING! 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.

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 riders (including any panniers and/or luggage) with a weight of less than 115 kg (254 lb).

WARNING! The front and rear tyres must be fully inflated before attempting to ride the bike. Under no circumstances should the tyres be inflated above the maximum pressure stated on the side of the tyres.



WARNING! Only inflate the front and rear tyres of the bike using a bicycle pump. Do not attempt to use another type of pump to inflate the tyres.

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 indicate that the life of the component has been reached and it should be replaced.

WARNING! Ensure only genuine replacement parts are used, especially for safety critical parts.

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

Important – Please read these instructions fully

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! If the gears make a grinding sound while riding the bike. STOP immediately. The bike may be unsafe and prolonged use may lead to personally injury or damage to the bike. Inspect and, if required, repair the bike before using.

CAUTION! Do not clean your bike with pressure washers. These high pressure cleaning devices may remove lubricant and/or grease from bearings and internal bike parts. This may lead to poor performance.

CAUTION! When lubricating the moving parts of the bike, take care not to get any lubricant on the rims of the wheels or the brake pads.

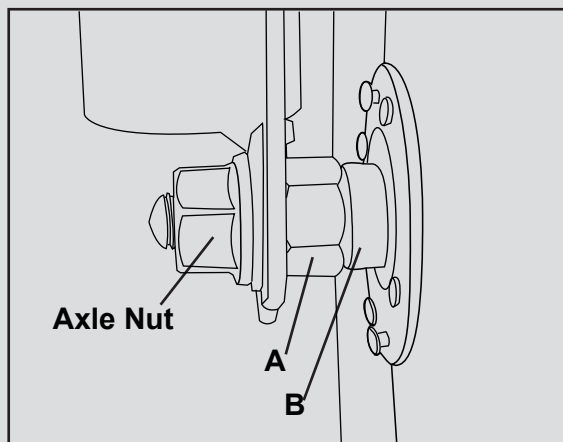
Important – Please read these instructions fully

NOTE: It is recommended that your bicycle has a regular maintenance check every six months carried out by a competent cycle mechanic to ensure that it is operating in perfect running order.

Frequent inspections should be carried out to ensure that all nuts, bolts and hardware are secure and that no parts are worn or damaged.

Bearing Adjustment: The cones of all bearings should be periodically checked to ensure they are smooth and free from excessive play. If excessive side play occurs at the wheel rim, loosen the axle nuts, loosen the cone lock nut “A” and adjust cone “B” with the multi-sized spanner.

Tighten lock nut “A” and tighten the axle nut.



Brake: Ensure that the brakes operate smoothly without locking or grabbing when applied. Make periodic checks for wear and tear. Worn brake blocks and damaged brake cables **MUST** be replaced immediately. For the best results use genuine replacement parts.

If on inspecting the brake blocks there is less than 3mm (1/8") of rubber protruding from the metal brake block holder then the brake block must be replaced.

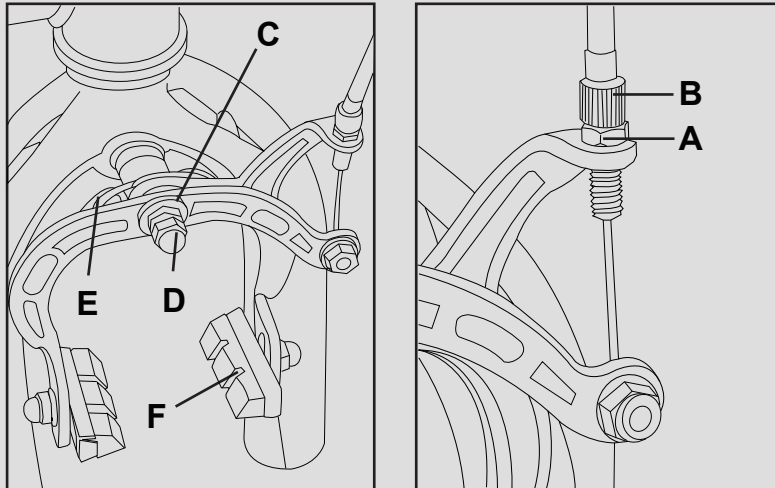
Calliper Brake: Brake callipers should function freely and release fully. If callipers bind we recommend the following sequence of checks:

1. Make sure the brake lever and lever pivot operate smoothly. They should be clean and lightly lubricated.
2. The inner brake cable must move freely within the outer brake cable. Inner brake cables must be oiled or greased periodically.
3. Brake callipers should function freely. If the callipers are tight, adjustment of the brake centre pivot bolt may be required. Using 2 suitable 10mm spanners, hold the inner pivot nut (C) steady with one, and loosen the outer pivot nut (D) with the other. Carefully turn the inner pivot nut anticlockwise (loosen) until the callipers do not bind **BUT ARE NOT LOOSE**. Hold the inner nut (C) in this position and tighten the outer nut (D) so that both nuts are locked together.

If the brake lever travel becomes excessive, loosen nut (A) and unscrew adjuster (B). This will bring the brake blocks closer to the wheel rim. When adjusted, lock nut (A) against the brake arm.

Important – Please read these instructions fully

NOTE: Should one brake block (F) make contact with the wheel rim before the other, the brake can be centralised. Using a hammer and a suitable punch, tap the return spring (E) on the opposite side to the calliper/brake block that touches the rim first.



V Type Brakes

WARNING: V type brakes are powerful and sensitive. Until you are completely familiar with their performance, use them with caution. Improper use may result in loss of control.

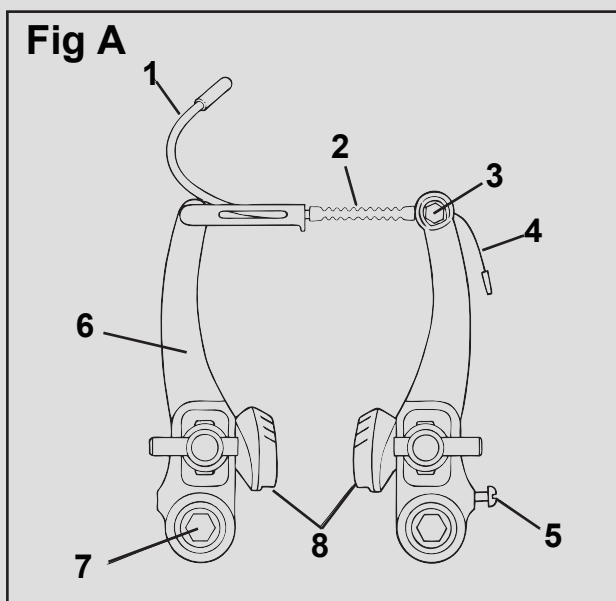


Fig A

1. Guide Pipe (Noodle).
2. Rubber Boot
3. Pinch Bolt
4. Inner Cable
5. Adjusting Screw
6. Brake Arm
7. Brake Boss Bolt
8. Brake Blocks

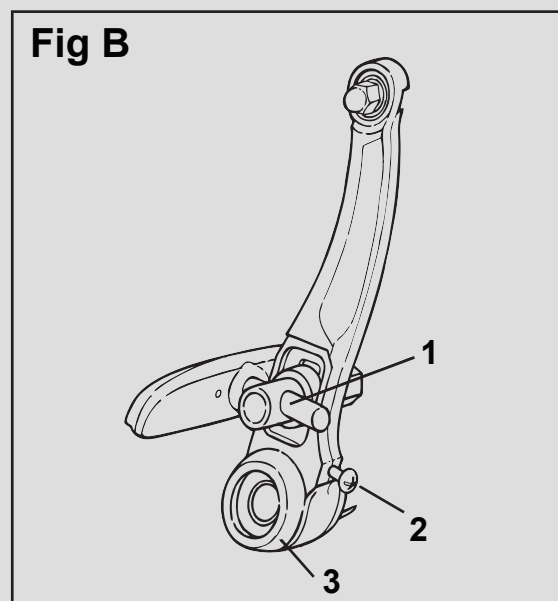


Fig B

1. Brake Block Holder/Adjuster
2. Adjusting Screw
3. Spring

Important – Please read these instructions fully

This type of brake offers powerful all round braking performance. They are not difficult to set up and it is relatively easy to release the brake cable tension in order to remove or install a wheel without deflating the tyre. To carry out this task, squeeze both brake arms together until the brake blocks are firmly in contact with the wheel rim. This can be accomplished with the thumb and fore finger/index finger of one hand. Hold the guide pipe in the other hand and carefully pull it until the conical end disengages from the pivoted cage. Raise the guide pipe and cable until the brake inner cable clears the cage. Release both brake arms. To connect the brake, reverse this procedure.

The height and angle of each brake block can be adjusted by loosening the brake block holder nut with a 10mm spanner. To obtain good braking performance, the length of the inner brake cable between the pivoted cage and brake arm i.e. the part of the cable covered by the rubber boot, should be approximately 40mm. Carefully loosen one brake block and hold it against the wheel rim. Using a 5mm hexagonal / Allen key inserted in the front of the brake block holder to maintain this position, securely tighten the 10mm retaining nut at the rear of the brake.

Repeat this procedure with the opposite brake block making sure that each brake block is the same distance from the holder, each block is the same height and each block is parallel to the wheel rim.

On squeezing the brake lever, both brake arms should operate simultaneously and the brake blocks should make good contact with the wheel rim. The clearance between each brake block and rim should be between 1mm-2mm. When viewed from the front, the left hand brake arm and brake block assembly should be a mirror image of the right hand side.

Either one or both arms may be fitted with a small adjusting screw near their pivoted end. This screw adjusts the return spring tension and by turning it clockwise (more tension) or anticlockwise (less tension) it should be possible to balance each brake arm so they operate together.

IMPORTANT: For your own safety, make sure both brakes work efficiently before each ride.

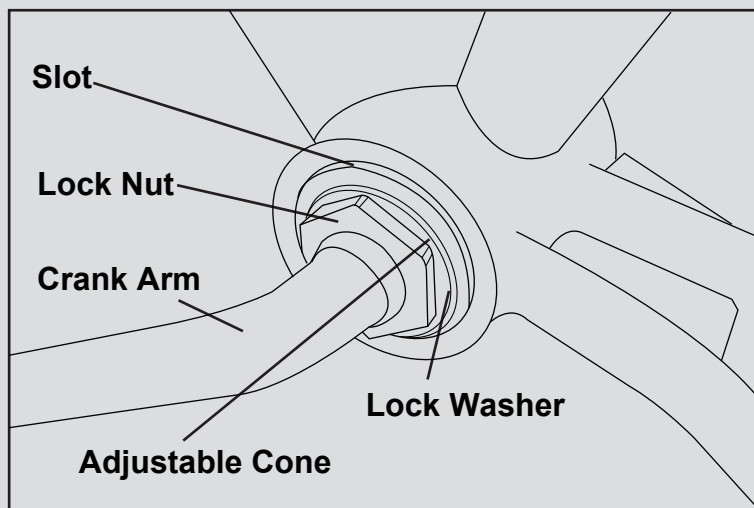
Check the security of all nuts, bolts and fixings and replace worn or damaged brake blocks and cables.

Chain: The chain should have approximately 10mm (3/8") 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.

Important – Please read these instructions fully

Bottom Bracket Adjustment (1 piece)

A correctly adjusted one piece crank should rotate freely and have no side play. To check for play, hold both the left and right crank arms and try to move them in a rocking motion (pull/push). If excessive play is felt then the crank must be adjusted.



Tools: The tools required to adjust a one piece crank are: an adjustable spanner with a jaw width of up to 32mm, a small hammer/mallet and an old flat headed screwdriver.

Adjustment:

Note – the lock nut and adjustable cone BOTH have a left hand thread i.e. They undo in a clockwise direction.

Using the adjustable spanner, loosen the lock nut and rotate this by 1 or 2 turns. Prise the slotted lock washer away from the adjustable cone to ensure good access to the adjustment slots.

Locate the head of the screwdriver into the slot and carefully tap the end with a mallet/hammer to rotate the cone.

Excessive play? Cone must be tightened. Turn anti-clockwise.

Cranks too tight? Cone must be loosened. Turn clockwise.

Whilst carrying out this adjustment, frequently check the bearings for play/free rotation and when correct, move the lock washer against the cone and tighten the lock nut. Turn anti-clockwise.

Ensure the lock nut is firmly secured. If you have any doubt about the adjustment of the bottom bracket bearings, ask a competent cycle mechanic to make the adjustment.

Cleaning: Your bicycle should be cleaned with warm soapy water (except the chain). Rinse with clean water and dry with a soft clean cloth, afterwards oil the bicycle in the appropriate areas.

On paintwork use a good wax polish.

Handlebars: Adjust for comfort and a proper fit. Make sure that the handlebar stem is inserted to at least its Minimum Insertion mark. Securely fasten the handlebar bolt and nut/expander bolt. Replace any worn grips.

Lubrication: To ensure that the bicycle remains in good working order, moving parts should be lubricated regularly.

Important – Please read these instructions fully

The front hub, rear hub and headset are greased prior to leaving the factory. Correct further lubrication requires disassembly, cleaning and re-packing and should be done by a qualified bicycle mechanic.

Using a light machine type oil periodically lubricate the chain, rear wheel sprocket, brake lever pivots, brake inner cables and the calliper brake centre bolt or V brake pivot points (depending on the type of brakes fitted).

To avoid over lubricating, do not oil where lubricant is still evident from the previous maintenance. Should you accidentally over lubricate, wipe clean any excess.

WARNING: Should any oil come into contact with the wheel rim or brake blocks, this should be wiped off and the components cleaned with a de-greasing agent.

NOTE: When storing your bicycle for prolonged periods, smear any chrome plating with light grease.

Punctures: Inner tube punctures can be caused by riding over sharp stones, holes in the road or by hitting curb stones.

In the event of a puncture the tyre should be completely removed. With the inner tube deflated, push the tyre to the centre of the rim. Carefully hook a tyre lever (not supplied with the bicycle) under the edge of the tyre and gently lever the tyre bead over the edge of the rim. Repeat this procedure with a second tyre lever positioned a few inches away from the first one. It should now be possible to pull the complete side of the tyre off. Push the valve back through the rim and remove the inner tube. Finally, remove the tyre.

Carefully check the inside of the tyre for sharp objects that may have caused the puncture i.e. nails/ pins/ thorns etc. These must be removed.

Repair the inner tube using a puncture repair kit – follow the instructions supplied.

To replace the tyre, fit one side of the tyre back onto the rim. Push the valve through the rim valve hole and feed the inner tube into the tyre. Make sure the inner tube is slightly inflated and then ‘work’ the tyre back on to the rim using both thumbs.

Slowly inflate the tyre making sure it is sitting squarely and is sealed correctly on the rim. When fully inflated replace the valve cap.

Saddle: Adjust for comfort and proper fit. Never allow the ‘minimum insertion’ mark to show above the top of the seat tube.

Steering: The steering of your bicycle should be smooth and easy.

Tyres: To obtain the maximum life and full benefit from pneumatic tyres, ensure they are inflated according to the pressure indicated on the tyre sidewall. Your tyres should be inflated slowly, using a manual foot or hand pump fitted with a “Schrader” valve connector and pressure gauge.

Important – Please read these instructions fully

Pressurised pumps should not be used.

Ensure the tyre is properly positioned onto the wheel rim as incorrect alignment can cause chafing of the tyre against the frame or fork tubes. Make sure that when purchasing replacement tyres you obtain the correct size. The tyre size is found on the tyre sidewall.

Torque Settings: Recommended Torque settings for cycle components:

	Torque	Torque
Description	Nm	lbf.in
Front Wheel Nut	22-25	195-220
Rear Wheel Nut	25-29	220-225
Handlebar Expander Bolt	15-17	130-150
Handlebar Clamp Bolt	16-18	140-160
Saddle Clamp	16-18	140-160
Seat Post Bolt	16-18	140-160

Replacement Parts / Spares

Moving parts on your bicycle are subject to wear and tear. Brake blocks, tyres, stabilisers and bearings may need replacing due to prolonged use and other components such as inner tubes and handlebar grips sometimes get damaged in service.

If any part of the bicycle has to be replaced make sure the replacement is of the correct type and size – if you are in any doubt, ask a competent cycle mechanic.