



Pavement Cycle Owner Manual

IMPORTANT INFORMATION FOR PARENTS.

Congratulations on your purchase of this MooreLarge child's bicycle.

Cycling is an excellent way for children to get some of the daily exercise they need to keep healthy. It is also a fun way of teaching young children valuable skills such as mobility, independence, balance, judgment and self-confidence.

Once learned, these are skills that will last a lifetime

The most important part of fun cycling is to learn to do it safely.

This manual has been written to help you maximise your child's safety, comfort and enjoyment whilst cycling. It is important that you and your child understand the bike's operations, limits and features to ensure that your child enjoys safe cycling from the very first ride.

Please ensure you have read and fully understood the entirety of this manual before assembling your child's bicycle and allowing them to use it.



This is the WARNING symbol. It is used throughout this manual to precede safety instructions. Make sure you and your child understand these instructions. Failure to do so may result in your child losing control and falling. As any fall has the potential to result in serious injury or death please pay particular attention to these warnings. If you are unsure of any aspect of these warnings you should consult a qualified bicycle technician before using this product.

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.

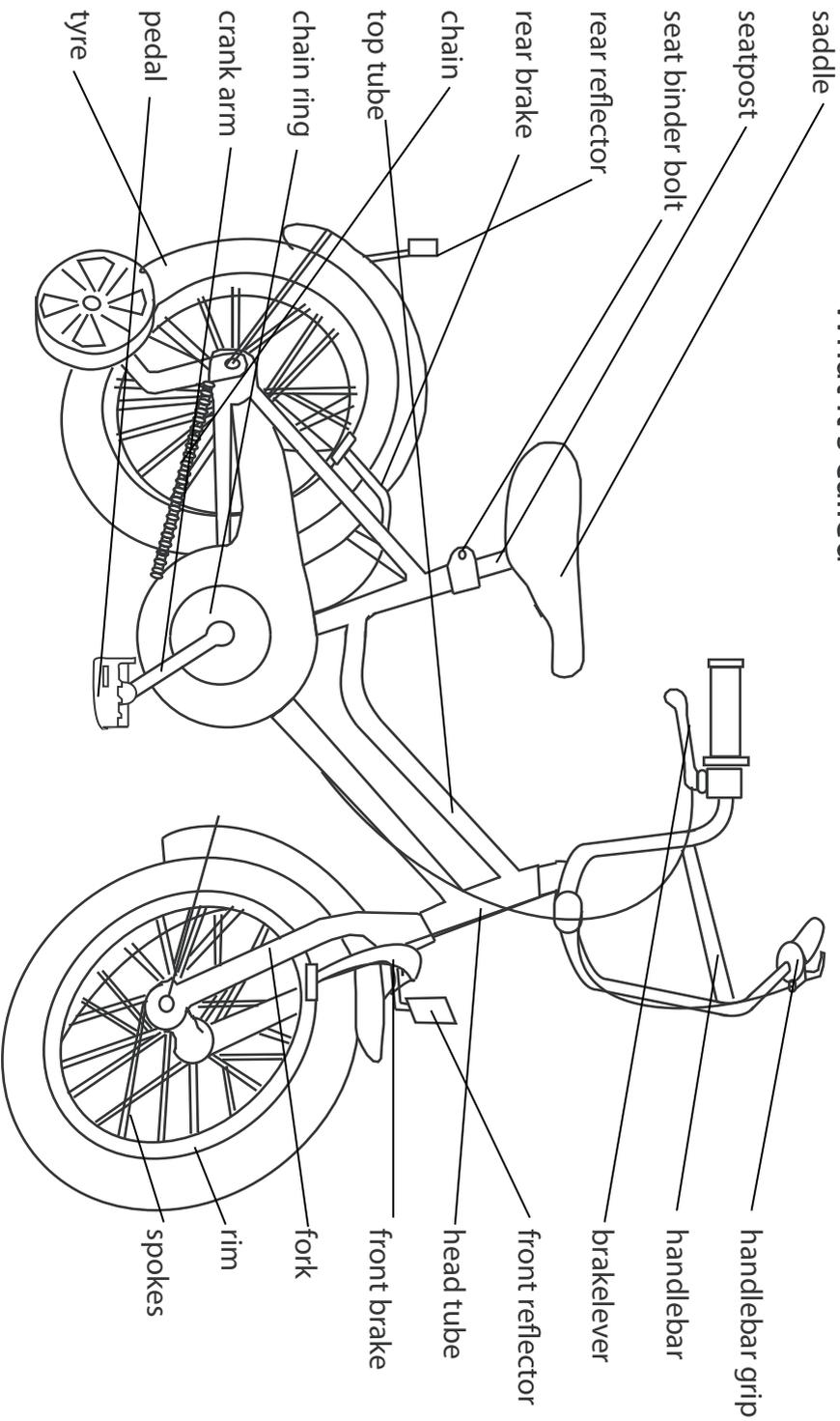
1. Always wear a properly fitted helmet.
2. Do not play in driveways or the road.
3. Do not ride on busy streets.
4. Do not ride at night.
5. Be aware of other road vehicles behind and nearby.
6. Before entering a street: Stop, look right, left, and right again for traffic. If there's no traffic, proceed into the roadway.
7. If riding downhill, be extra careful. Slow down using the brakes and maintain control of the steering.
8. Never take your hands off the handlebars, or your feet off the pedals when riding downhill.

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.**

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What it's called



Before you start



This bicycle is a child's play cycle. It is designed for use by children aged 3 and over up to a maximum weight of 18kg. The maximum permissible weight (cycle+ child) is 30kg. It is not designed to carry luggage or any other loads. It is designed to be used by one child at a time and is for light recreational use only. It has not been made to withstand the rigours of stunting, jumping or competitive cycling.

It is not designed for use on roads and highways.

It is intended for supervised use by your child on safe pavements, parks and paths.

Safety and fit

Whatever style of bicycle they ride, children should sit more upright than adults. This helps develop spatial awareness and encourages children to look in the direction they are travelling.



Make sure the bicycle fits your child. A bicycle that is too big or too small for the rider will be uncomfortable to ride and hard to control. If the bicycle does not fit properly, your child may lose control and fall.

The first check for correct size is the standover height. This is the distance between the top of the top tube (at a point half way between the saddle and the handlebar stem) and the ground. Your child's inside leg measurement, when wearing shoes, should be at least 5cm greater than this distance.

If it is not, the cycle is too big for your child and should not be ridden.



CORRECT FITTING - MAKE SURE YOUR HELMET COVERS YOUR FOREHEAD.



INCORRECT FITTING. FOREHEAD IS EXPOSED AND VULNERABLE TO SERIOUS INJURY.

Whilst it may not be a legal requirement, we strongly recommend all riders (especially young children) wear a bicycle helmet whilst cycling. Any bicycle helmet should be CE approved and meet the requirements of EN1078.

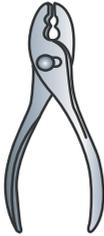
Most serious bicycle injuries involve head injuries that may have been less severe if the rider had worn a helmet. A helmet must fit correctly, be worn correctly and be properly secured to fulfill its purpose. Please refer to the owner's manual provided with your helmet for further instruction.



Assembly

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

Tools required



Adjustable spanner

Allen keys (provided)

Pliers with cable cutting ability

Philips head screwdriver

Square-bladed screwdriver

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.

Handlebars

Remove the protective cap from the stem wedge and loosen the stem bolt using the Allen key. Some models may use a hexagonal bolt instead of an Allen key bolt.

Place the handlebar stem into the head tube, observing the minimum insertion mark on the handlebar stem and ensuring that all cables are free of tangles.

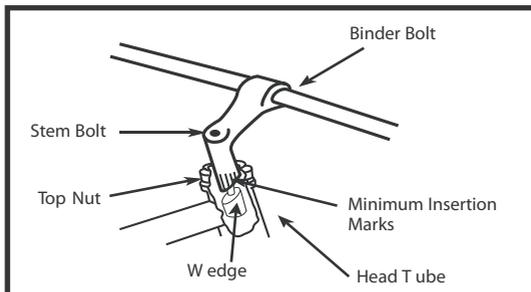
Check that the fork and the handlebar are facing forward, and that they are properly aligned with the front wheel.

Tighten the stem bolt 2 turns. Rotate the handlebar to the desired position in relation to the front wheel.

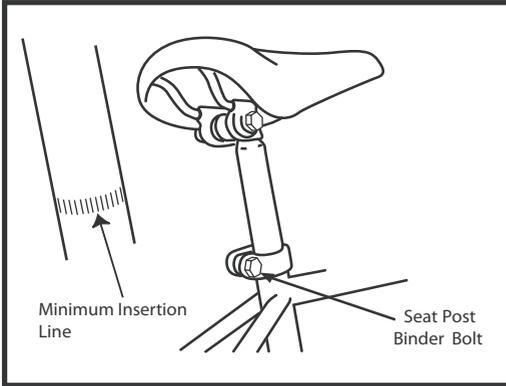
Tighten stem bolt until the bar is fully secured. Check that the stem binder bolt is tight and secure.



The handlebar must be inserted so that the minimum insertion mark cannot be seen. Over tightening the stem bolt or headset assembly may cause damage to the bicycle and/or injury to the rider.



Saddle and seat post



Loosen nut on the seat post binder bolt and add 3 or 4 drops of oil onto the threads of the bolt. Thread the nut on the seat post binder bolt loosely. Insert the seat post into the seat tube of the bicycle frame observing the minimum insertion mark on the seat post.

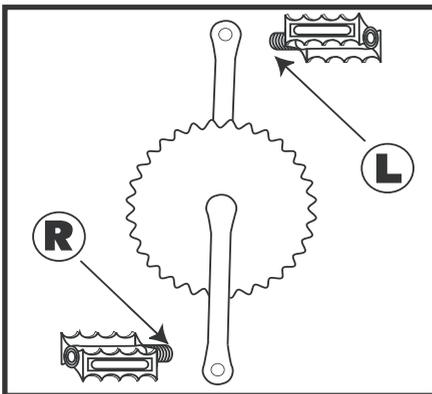
Position the top surface of the seat parallel with the ground.

Securely tighten the bolts on the seat post binder bolt.



To avoid damage to either the seat post, the frame or possibly the rider, the minimum insertion mark must be inside the frame to such an extent it cannot be seen.

Pedals



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. Tighten with a spanner. 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. It is very important that you check the crank set for correct adjustment and tightness before riding your bicycle. Once the pedals have been attached, check that the crank arm rotates smoothly and that there is no lateral movement.



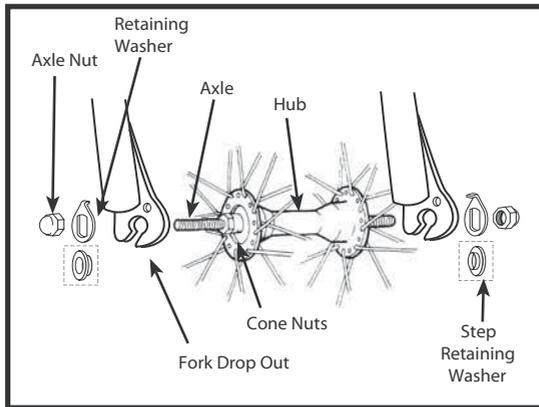
Attachment of an incorrect pedal into a crank arm will cause irreparable damage.

Front wheel

1. Make sure the brakes are loose enough to allow the wheel to pass through the brake pads easily.
2. Place wheel into fork drop outs.
3. Install retaining washers with raised lip pointed towards the fork and insert into the small hole of the fork blade. NOTE: Some bikes may have step retaining washers in place of the retaining washer (shown in dotted box). If so, install the step retaining washer, raised portion sliding in to the fork dropouts.
4. Install axle nut and tighten. Make sure the wheel is centered between the fork blades.
5. Spin the wheel to make sure that it is centered and clears the brake shoes. Tighten the brakes if necessary.

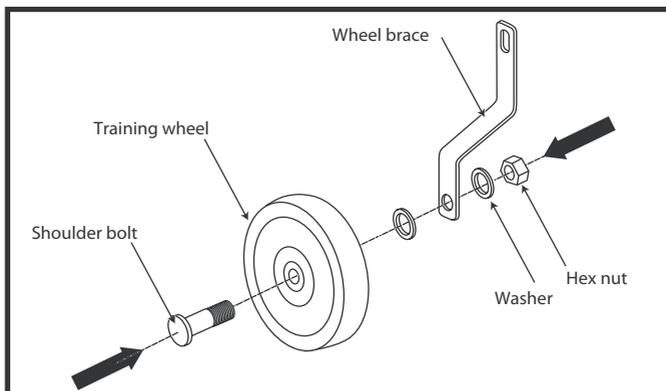


It is very important to check the front wheel connection to the bicycle. Failure to properly tighten may cause the front wheel to dislodge.



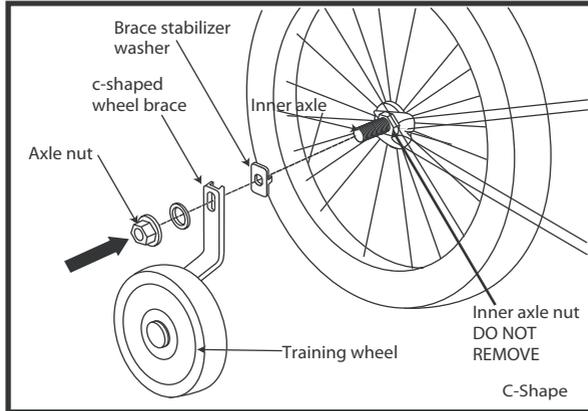
Training wheels

First attach the training wheels to the wheel brace. Insert the shoulder bolt through the wheel. Follow with a flat washer. Insert the shoulder bolt through the wheel brace and set the washer on the shoulder bolt. Lock the training wheel into place by screwing another hex nut onto the shoulder bolt. Repeat for both training wheels.



Attaching training wheel brace to bicycle

Remove the axle nut and washer from the rear wheel axle. Place the brace stabilizer washer onto the axle and align the washer so that the notch on the washer fits into the rear frame drop out. Next, place the C-shaped wheel brace onto the axle and replace the washer and axle nut. Tighten the axle nut securely, making sure that the wheel brace stays in the proper vertical position. The elongated hole on the wheel brace allows the training wheel height to be adjusted for proper fit.



It is very important to check the training wheel connection to the bicycle. Failure to properly tighten may cause the training wheel to dislodge and cause the child to lose control and fall.



Training wheels should be checked before every use to ensure they are securely affixed to the bicycle and are not over-worn, cracked or otherwise damaged. Damaged training wheels should be replaced before any future use.



It is important that any child using stabilisers is fully supervised. As they provide extra width, more contact surfaces with the ground and are behind the child, they can increase the risk of a collision, especially on uneven ground. Any collision can render the bicycle unsafe and can lead to the child losing control and falling.

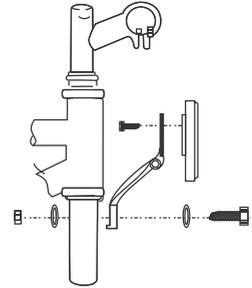
Reflectors

This bicycle is supplied with one front (white), one rear (red) two wheel (white) and four pedal (orange) reflectors. These are important safety devices and should remain securely fitted and be in good, clean condition at all times. Periodically inspect all reflectors, brackets and mountings for signs of wear or damage. If damage is found, replace immediately.

Please refer to the following sections for guidelines on how to fit your reflectors.

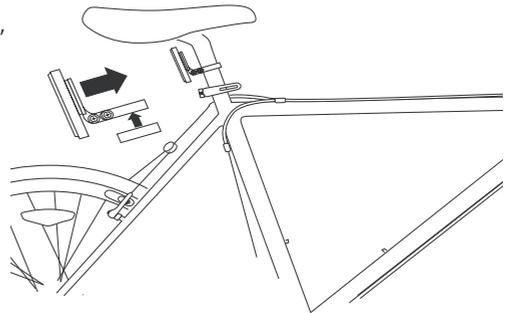
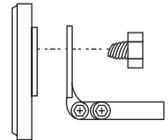
Fork mount reflector bracket assembly

First insert one washer onto the hex bolt and insert hex bolt through the reflector bracket and then through the fork. Next, insert a second washer onto the bolt and thread a hex nut onto the bolt behind the fork. Tighten bolts until snug, making sure the reflector is in an upright position. See diagram to the right.



Seat and handlebar mounting reflectors

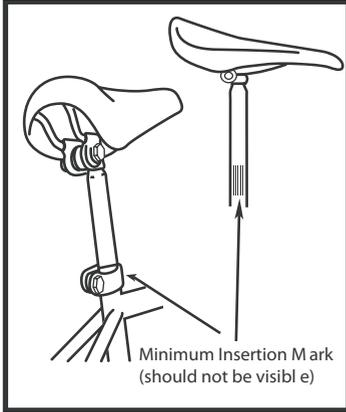
First attach the reflector to the reflector bracket with the reflector screw, see the top diagram. Next, remove the clamp screw and open the clamping reflector bracket. Place clamping reflector bracket around the handlebar or seatpost. If the clamp is too loose, insert the shim inside of the clamp. Tighten the clamp screw to hold reflector assembly in place, see the diagram below. Finally, adjust the reflector assembly in place and ensure that it is upright and facing away from the bike.





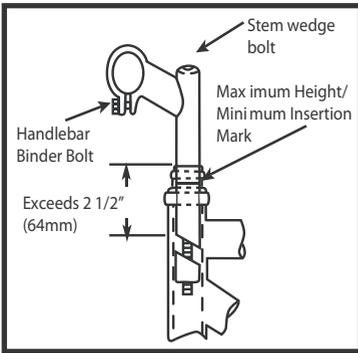
Riding position

Saddle height



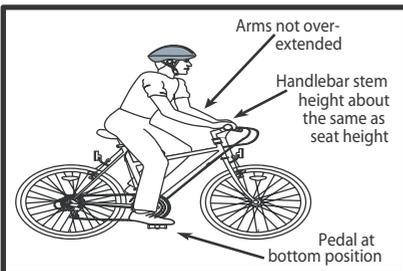
In order to obtain the most comfortable riding position and offer the best possible pedaling efficiency, the seat height should be set correctly in relation to the rider's leg length. The correct saddle height should not allow leg strain from over-extension and the hips should not rock from side to side when pedalling. While sitting on the bicycle with one pedal at its lowest point, place the ball of the 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 project from the frame beyond its "Minimum Insertion" mark. If your seat post projects from the frame beyond these markings, the seatpost or frame may break which could cause the rider to lose control and fall. Prior to each ride ensure the saddle tightening mechanism are properly adjusted. A loose saddle clamp or seat post binder can cause damage to the cycle and can cause the rider to lose control and fall.

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. 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 steerer 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 the 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 and extensions in relation to the handlebar, you must tighten the appropriate bolts accordingly.



Reach

To obtain maximum comfort, the rider should not overextend his or her reach when riding.



SAFETY CHECKLIST

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

1. Brakes

- Ensure front and rear brakes work properly.
- Ensure brake shoe pads are not over 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.

2. Wheels and tyres

- Ensure inner tubes are inflated to within the recommended limit as displayed on the tyre sidewall.
- Ensure tyres 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.

3. 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.

4. Chain

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

5. Bearings

- Ensure all bearings are lubricated, run freely and display no excess movement, grinding or rattling.

6. Cranks and pedals

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

7. Frame and Fork

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

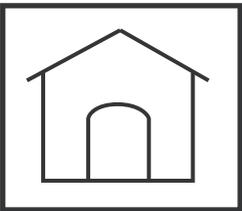
8. Accessories

- Ensure all other fittings on the bike are properly and securely fastened, and functioning.
- Ensure the rider is wearing a helmet.

Bicycle care

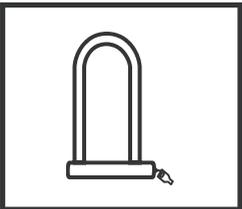
Basic maintenance

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 tyres. 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. 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. The use of BED, SATIN and TITANIUM surface treatments minimizes the number of places where rust can surface. Over a period of time, components will wear out and need replacing. This is quite normal and is not covered by any guarantee or warranty. When replacing components, it is of paramount importance that only good quality, genuine bicycle components are fitted. The use of any other substitute presents a great risk to the safety of your child and will shorten the life of the bicycle.



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 tyres 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.



Security

It is advisable that the following steps be taken to prepare for and help prevent possible theft.

1. Maintain a record of the bicycle's serial number, generally located on the frame underneath the bottom bracket.
2. Register the bicycle with the local police.
3. Invest in a high quality bicycle lock that will resist hack saws and bolt cutters. Always lock your bicycle to an immovable object if it is left unattended.

Brakes

This bicycle is fitted with powerful front and rear wheel rim brakes. The left hand lever operates the rear brake and the right hand lever operates the front brake.

The correct adjustment and operation of these brakes is extremely important for safe operation and control of the bicycle. The rider should fully understand their brakes and be capable of operating them in a safe and timely manner. Brakes should be checked for effective operation before every ride.

Frequent checking and adjustment is necessary as the control cables will stretch and the brake pads will become worn with use.

Never ride a bicycle unless the brakes are functioning properly.



Teach your child to brake properly so that he/she is ready to stop quickly in an emergency. The front brake can provide much greater stopping power than the rear brake, but jamming on the front brake too hard in an emergency can lift the rear wheel and throw the child over the handlebars.

Have him/her practice applying the front brake hard, but not so hard that the rear wheel starts to lift or skid.

Braking on slippery surfaces, curves, and steep downgrades requires additional skill and care.

Wet Weather

IT IS RECOMMENDED TO NOT RIDE IN 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.

Pot holes and slippery surfaces such as line markings and train tracks all become more hazardous when wet.

Moisture or dirt on the brake shoes reduces their ability to grip.

The way to maintain control on loose or wet surfaces is to go more slowly to begin with.

Inspection

Brake levers should be checked for tightness at least every three months. They should be set in a comfortable position within easy reach of the rider's hands, and must not be able to move on the handlebar. Some brake levers make use of a reach adjustment screw, which can be altered to the distance between the handlebar grip and the lever, as required.

The brake pads should be checked for correct positioning and tightness before every ride and the various bolts and nuts at least every three months.

Squeeze each brake lever to make sure they operate freely and that the brake pads press hard enough on the rims to stop the bike.

There should be about 1mm - 2mm clearance between each pad and the rim when the brakes are not applied. The brake pads must be properly centered for maximum contact with the rim. Replace the brake pads if they are over worn so that the grooves or pattern cannot be seen.

The brake cable wires should be checked for kinks, rust, broken strands or frayed ends.

The outer casing should also be checked for kinks, stretched coils and other damage. If the cables are damaged, they should be replaced.

Brake adjustment

Loosen the cable anchor nut and thread the brake cable through it.

Tighten the nut by hand until it holds the cable in place.

Squeeze the brake arms together against the rim of the wheel.

Loosen the nuts on the brake shoes and turn until they match the angle of the rim.

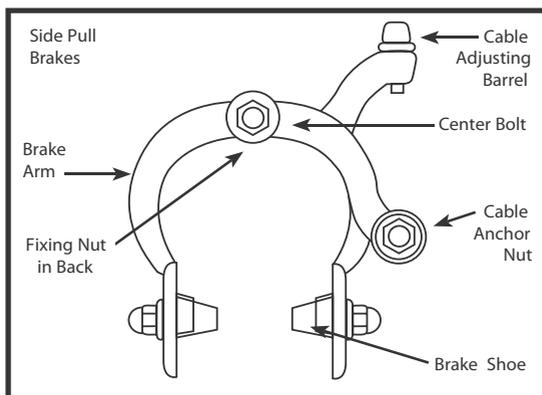
Tighten the nuts securely.

Pull down on the end of the brake cable with pliers, hold taut and securely tighten the cable anchor nut.

Spin the wheel, the brake shoes should not contact the rim at any point and should be an equal distance from the rim on both sides.

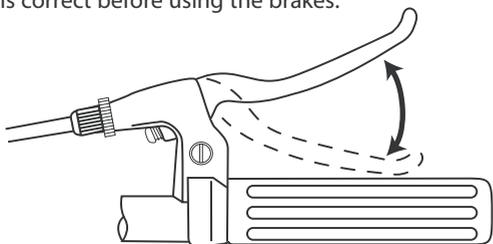
Make sure all nuts and bolts are securely tightened.

Be sure to tightly secure the brake fixing nut behind the fork.



When assembling or adjusting the brakes, make sure the cable anchor is tight. Failure to securely tighten the nut could result in brake failure and personal injury.

Depress the brake lever about 10 times as far as the grip and check that everything is operating correctly and that the shoe clearance is correct before using the brakes.

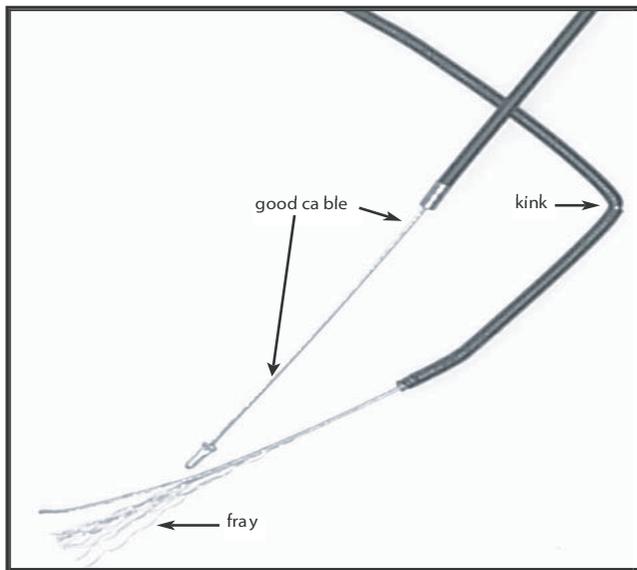


Cables and cable housing

Cables and housing are one of the most over-looked parts on the bicycle.

The first indication that your cables and housing need to be replaced is an increased amount of pressure needed to operate the brakes. Before every ride, check that there are no kinks or frays in the cables and housing. Also check that the housing is seated properly into each cable stop of the bicycle.

Do not ride a bicycle that is not operating properly.



Forks

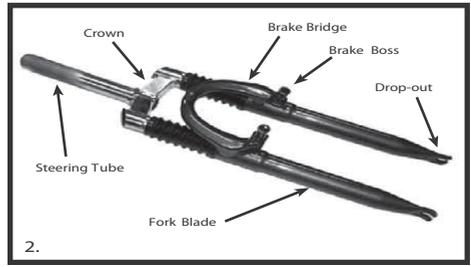
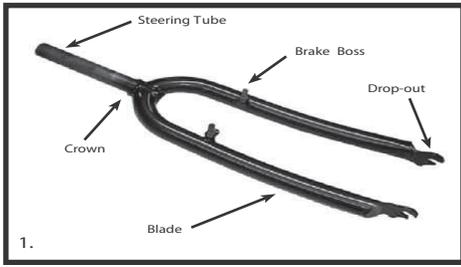
There are two different types of forks that vary in styles and dimensions. One type is a rigid fork (Figure 1) consisting of stationary tubing with curved blades.

The other type is a suspension fork (Figure 2) consisting of stanchion tubes riding on elastomers or springs inside of a straight fork leg. This mechanism acts as a shock absorber with a specified amount of travel that varies between models. Any suspension forks that may be fitted to your bicycle are non-adjustable.

Do not attempt to disassemble a suspension fork yourself. Consult a professional bicycle technician should you have any problems.

Check the tightness of the headset and the fork. Rotate the fork checking for smoothness.

If it feels like the fork is binding, then an adjustment will need to be made to the headset. Move the fork in a push/pull manner checking for tightness. If any play is detected, loosen the top nut, adjust the bearing cup, and retighten the top nut. Recheck the rotation and tightness. If necessary, readjust until a smooth rotation is achieved without backward or forward movement. If your bike is equipped with a suspension fork, check that the fork compresses and rebounds smoothly. To do this, place the fork dropouts against the ground, push and release the handlebar. The fork will generally compress 2-5cm and rebound quickly. Most elastomer type forks will gradually soften with use.



Headset

Inspection

The headset bearing adjustment should be checked every month.

This is important as it is the headset which locks the fork into the frame, and if loose, can cause damage or result in an accident.

While standing over the frame top tube with both feet on the ground, apply the front brake firmly and rock the bicycle back and forth; if you detect any looseness in the headset, it will need adjustment. Check that the headset is not over tight by slowly rotating the fork to the right and left. If the fork tends to stick or bind at any point, the bearings are too tight.

Adjustment

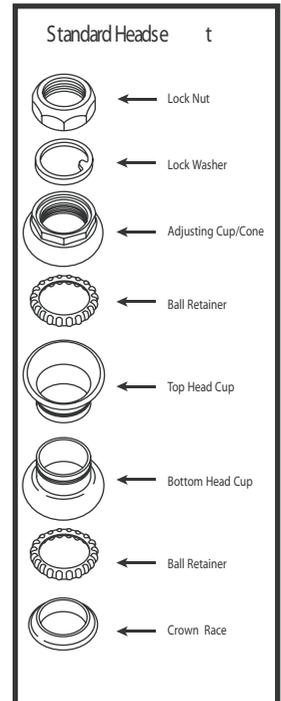
Loosen the headset top locknut or remove it completely along with the reflector bracket, if fitted. Turn the adjusting cup clockwise until finger tight. Replace the lock washer or reflector bracket and re-tighten the lock nut using a suitable wrench.

Note: Do not over tighten or bearing damage will occur.



Always make sure that the headset is properly adjusted and that the headset locknut is fully tightened before riding.

Over tightening the stem bolt or headset assembly may cause damage to the bicycle and/or injury to the rider.



Chain

Inspection

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 or breaks. Make sure that there are no stiff links, the chain must be allowed to run freely.

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 tyres or rim braking surfaces.

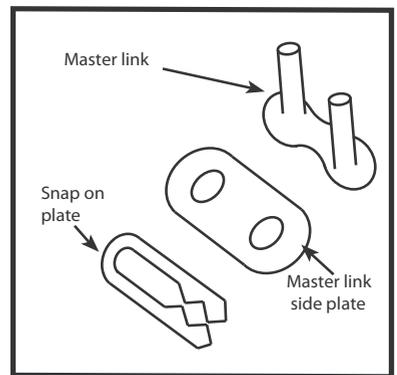
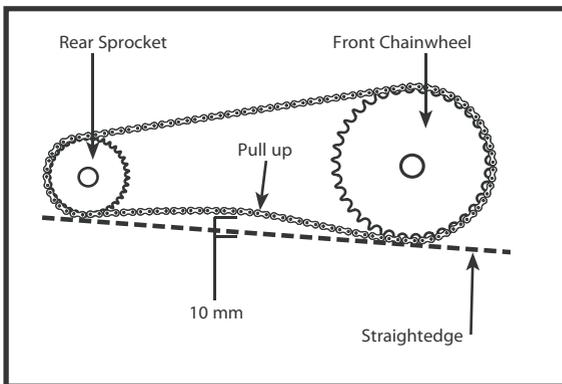
Adjustment and replacement

To adjust the chain:

1. Loosen the rear axle nuts and move the wheel forward to loosen, or backward to tighten.
2. When correctly adjusted, the chain should have approximately 10mm of vertical movement when checked in the centre between the chainwheel and rear sprocket.

Centre the wheel in the frame and re-tighten the axle nuts after any adjustment.

Bicycles which have a single speed freewheel, generally use a wider chain than derailleur geared bicycles. These chains can generally be disconnected by way of a special U-shape joining link, that can be pried off the master link with a screwdriver. To replace, feed the chain around the chainwheel and rear sprocket, fit the master link into the rollers into each end of the chain, position the master link side plate, and slip on the U-shaped snap-on plate. Make sure the open end of the U-shaped plate is trailing as the link approaches the chainwheel when pedaling forward.





Saddle and seat post

Inspection

The seat fixing bolt and the seat post binder bolt should be checked for tightness and adjustment every month. On removing the seat post from the frame, you will notice a mark about 65mm up from the bottom with the words or “minimum insertion”. To avoid damage to either the seat post, the frame or possibly the rider, the minimum insertion mark must be inside the frame.

Lubrication

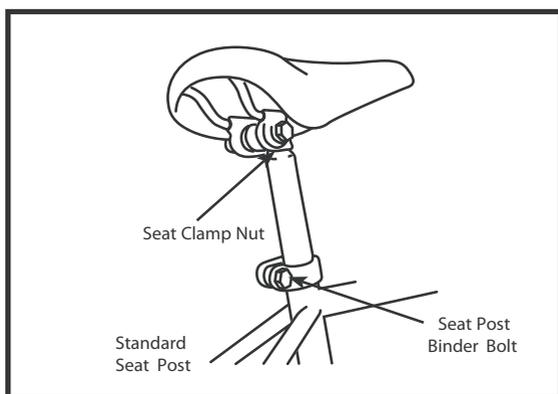
Remove the seat post from the frame and wipe off any grease, rust or dirt. Then apply a thin film of new grease to the part that will be inserted into the frame. Re-insert, adjust and tighten the seat post in the frame.

Adjustment

The seat can be adjusted in height, angle and distance from the handlebars to suit the individual rider. Saddle angle is a matter of personal preference but the most comfortable position will usually be found when the top of the seat is almost parallel to the ground, or slightly raised at the front.

The saddle can also be adjusted by sliding it forward or back along the mounting rails to obtain the most comfortable reach to the handlebars. When fitting, position the seat post into the clamp under the seat and place it in the frame without tightening. Adjust it to the desired angle and position, and tighten the clamping mechanism. After fixing the seat to the desired position on the post, adjust the height to the required level and tighten the binder bolt. Test the security by grasping the seat and trying to turn it sideways. If it moves, you will need to further tighten the binder bolt.

Remember that the minimum insertion mark must remain inside the frame assembly.



Tyres

Tyre Inspection

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

Inflation: Ensure tyres are inflated to the pressure indicated on the tyre sidewalls. It is best to use a tyre gauge and a hand pump rather than a service station pump. **Caution:** Using a service station airline to inflate bicycle tyres can cause a tyre to 'blow out' so is extremely dangerous and is not recommended.

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 tyres 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 tyre, and possibly a dangerous situation.

How to fix a flat tyre

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

1. Remove the wheel from the bicycle.
2. Deflate the tyre completely via the valve.
Loosen the tyre bead by pushing it inward all the way around.
3. Press one side of the tyre bead up over the edge of the rim.
Note: Use tyre levers, not a screwdriver, otherwise you may damage the rim.
4. Remove the tube, leaving the tyre on the rim.
5. Locate the leaks and patch using a puncture repair kit following the instructions carefully, or alternatively, replace the tube. **Note:** Ensure that the replacement tube size matches the size stated on the tyre sidewall and that the valve is the correct type for your bicycle.
6. Match the position of the leak in the tube with the tyre to locate the possible cause and mark the location on the tyre.
7. Remove the tyre completely and inspect for a nail, glass, etc. Removing any you find. Inspect the inside of the rim to ensure there are no protruding spokes, rust or other potential causes.
8. Remount one side of the tyre onto the rim.
9. Using a hand pump, inflate the tube just enough to give it some shape.
10. Place the valve stem through the hole in the rim and work the tube into the tyre.
11. Using your hands only, remount the other side of the tyre by pushing the edge toward the centre of the rim. Start on either side of the valve and work around.
12. Before the tyre is completely mounted, push the valve up into the rim to make sure the tyre can sit squarely in position.
13. Fit the rest of the tyre, rolling the last, most difficult part on using your thumbs.
14. Check that the tube is not caught between the rim and the tyre bead at any point.
15. Using a hand pump, inflate the tube until the tyre begins to take shape, and check that the bead is evenly seated all the way around the rim. When properly seated, fully inflate.
16. Replace the wheel into the frame.

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. If you require assistance, we recommend you see a bicycle specialist.

Schedule 1 - Lubrication

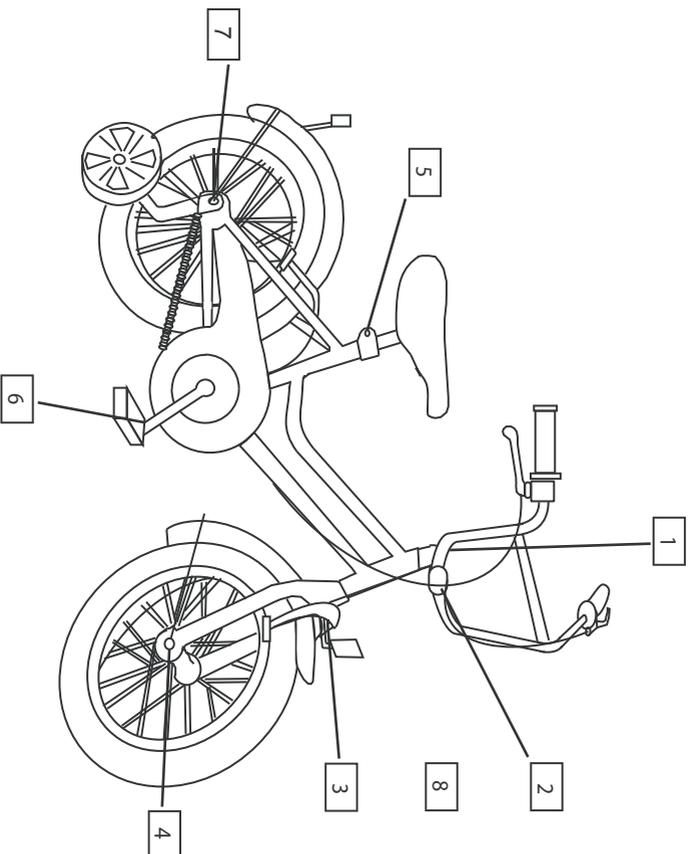
Frequency	Component	Lubricant	How to Lubricate
Weekly	chain	chain lube or light oil	brush on or squirt
	brake calipers	oil	3 drops from oil can
	brake levers	oil	2 drops from oil can
Every Six Months	freewheel	oil	2 squirts from oil can
	brake cables	lithium based grease	disassemble
Yearly	bottom bracket	lithium based grease	disassemble
	pedals	lithium based grease	disassemble
	wheel bearings	lithium based grease	disassemble
	headset	lithium based grease	disassemble
	seat pillar	lithium based grease	disassemble

Note: The frequency of maintenance should increase with use in wet or dusty conditions. Do not overlubricate - remove excess lubricant to prevent dirt build up. Never use a degreaser to lubricate your chain.

Schedule 2 - Service Checklist

Frequency	Task
Before every ride	Check tyre pressure
	Check brake operation
	Check wheels for loose spokes
	Make sure nothing is loose
After every ride	Quick wipe down with damp cloth
Monthly	Check brake adjustment. Check brake cable adjustment
	Check tyre wear and pressure
	Check wheels are true and spokes tight
	Check hub, head set and crank bearings for looseness
	Check pedals are tight
	Check handlebars are tight
	Check seat and seat post are tight and comfortably adjusted
	Check frame and fork for trueness
Check all nuts and bolts are tight	
Every Six Months	Lubrication as per schedule 1
	Check and replace brake pads, if required
	Check chain for excess play or wear
Yearly	Lubrication as per schedule 1

TABLE OF RECOMMENDED TORQUE VALUES



DESCRIPTION	TORQUE
1 Stem Expander Bolt	20Nm 15lb-ft
2 Stem Binder Bolt	10Nm 8lb-ft
3 Brake Fixing Bolt Applies to both front and rear brake	5Nm 4lb-ft
4 Front Axle Nut	30Nm 22lb-ft
5 Saddle Clamp Bolt	15Nm 11lb-ft
6 Pedal	40Nm 30lb-ft
7 Rear Axle Nut	30Nm 22lb-ft
8 Front and Rear Reflector Mounting Nut	3Nm 2.5lb-ft

LIMITED WARRANTY

AND POLICY ON REPLACEMENT PROCEDURES AND RESPONSIBILITIES

Your purchase includes the following warranty which is in lieu of all other warranties. This warranty is extended only to the initial consumer purchaser. No warranty registration is required.

FRAMES

Steel, aluminum and dual suspension frames are guaranteed against faulty materials and workmanship for a period of 12 months, subject to the Terms and Conditions of this Limited Warranty. 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 Moore Large 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.

A 12 month warranty on your frame is no guarantee that your frame will last for 12 months. The useful life of your bicycle is dependant on riding conditions and the amount of care your cycle 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 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 12 months, subject to the Terms and Conditions of this Limited Warranty. 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, tyres, 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, tyres, cables, brake shoes and saddle covering) and missing parts must be made within thirty (30) 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

1. 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.
2. This warranty does not cover ordinary wear and tear or anything you break accidentally or deliberately.
3. 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 or failure to properly maintain or adjust the bicycle.

