

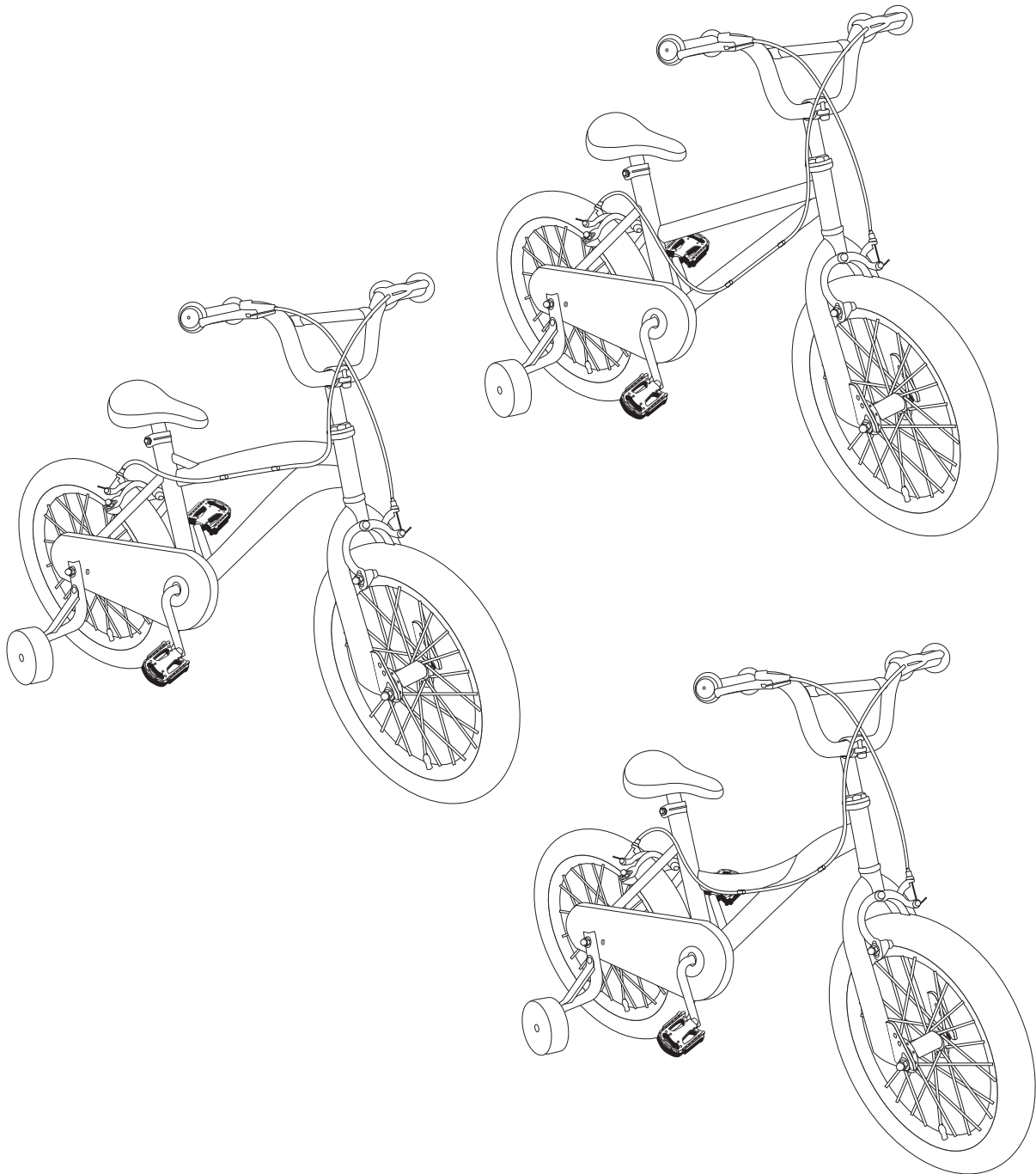
CLiCK&GO!

Maintenance Manual

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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 assembly, use and maintenance.

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NEED ANY HELP?

CUSTOMER
CARE HELPLINE

01702 208187

support@bspokeleisure.co.uk

WE CAN GIVE YOU GUIDANCE ON
ASSEMBLY,PARTS & TECHNICAL ADVICE



Safety Information

Important - Please read these instructions fully



WARNING! This Bike has been designed, assembled and tested in accordance with the BS EN ISO 8098 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 EN 1078.

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 cycle 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 or less than (1) 30kgs (66 lb) for 12in bike, (2) 40kgs (88 lb) for 14in bikes and (3) 50kgs (110 lb) for 16in bikes.

WARNING! The front and the rear tyres must 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! The bicycle is not suitable for the fitting of a luggage carrier and a child seat. The bicycle is not designed for public roads use.

WARNING! If any section of the wheel rim wear groove is no longer visible, the wheel rim should be replaced immediately. Do not attempt to ride the bike until the rim is replaced as the braking performance could be affected.

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.

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 this 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 personal injury or damage to the bike. Inspect and, if required, repair the bike before reusing.

CAUTION! Do not clean your bike with pressure washers. These high pressure cleaning devices may remove lubricant and/ or grease from bearing 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! It is the responsibility of parents or guardians to ensure the safety of this bicycle including when used. Please explain to your child clearly and in detail all operations necessary to ensure safe use of this bicycle, ensure your child understands and can operate the hand brakes, especially a back-pedal brake.



Safety Information

Important - Please read these instructions fully

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.

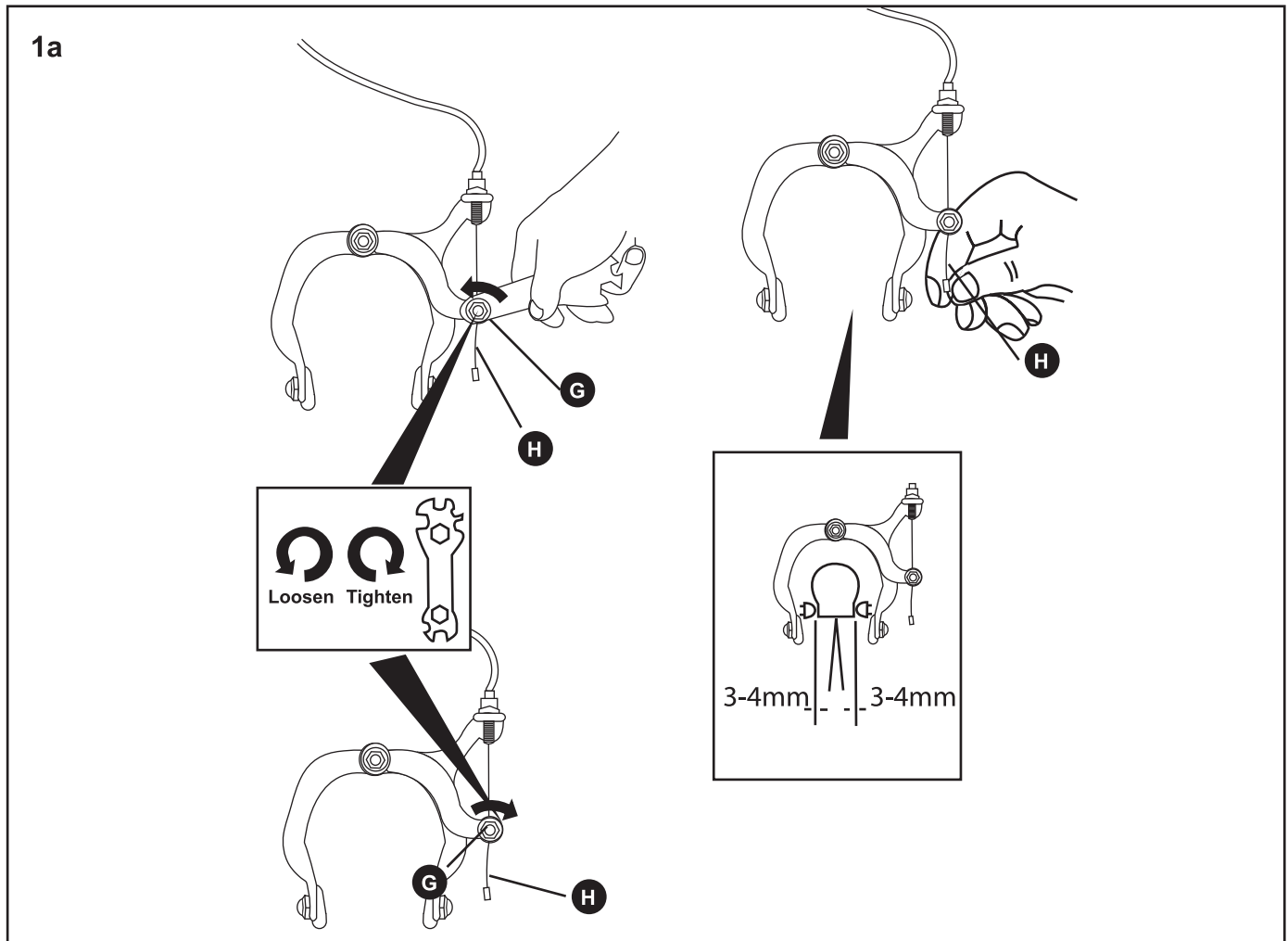
Part	Torque(Nm)
Saddle clamp nuts	16-18 Nm
Pedals	40 Nm
Front wheel nuts	22-25 Nm
Rear wheel nuts	25-29 Nm
Cable pinch bolt	6-8 Nm

Maintenance Instructions

Adjusting Calliper Brakes

Throughout the life of your bike, the front and rear calliper brakes may need adjusting if the brake cable has stretched or the brake arms have been knocked during use.

Adjusting the Caliper Cable Tension



1a. Adjust the Brake Cable

The brake cable must be adjusted to ensure that the brakes are close as possible to the wheel rim when no pressure is applied to the brake lever but still allowing freedom of wheel to rotate.

Using a suitable spanner or socket, loosen the cable anchor nut **G** until the brake inner wire / or cable **H** is free to move.

Pull the brake cable **H** until the brake pads are approximately 3 to 4 mm from the wheel rim.

Retighten the cable anchor nut **G** while holding the brake cable position.

Replaced worn brake blocks or brake pads immediately!

Maintenance Instructions

ADJUSTING CHAIN TENSION

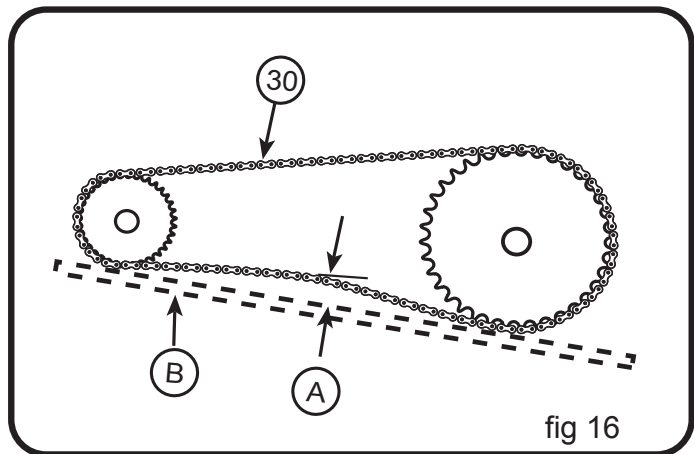
Most children's bikes have one gear and as a result the chain tension is very important.

The chain should be able to move approximately 12mm(6mm up and 6mm down)at the mid-point between the front and rear gear sprockets.

Chain Adjustment

! WARNING: The chain must remain on the sprockets. If the chain comes off the sprockets, the coaster brake will not operate.

! WARNING: Do not attempt chain repairs. If there is a problem with the chain, have a bicycle service shop make any repairs.



Adjustment (fig 16) :

The chain must be at the correct tightness. If too tight, the bicycle will be difficult to pedal. If too loose, the chain can come off the sprockets.

when the chain (30) is at the correct tightness, you can rotate the crank freely and you can pull it no more than one-half inch(A) away from a straightedge (B) as shown.

Adjust the tightness of the chain as follows:

- Loosen the axle nuts of the rear wheel.
- Move the rear wheel forward or backward as necessary.

NOTE: Make sure the rear wheel is in the center of the bicycle frame.

- Hold the wheel in this position and tighten the axle nuts to 21 ft.-lbs.

Maintenance Instructions

Inspecting and Maintaining the Wheels

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

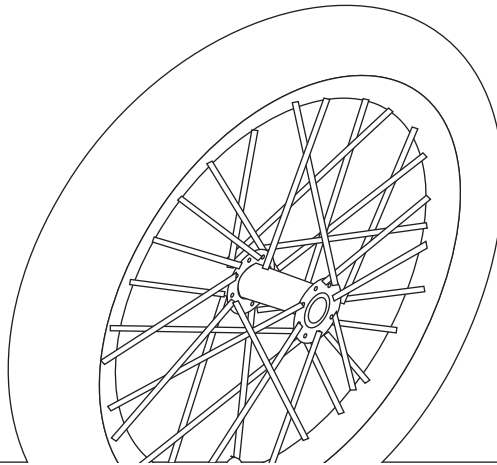
1a. Inspect the Trueness of the Wheels

Over the life of the bike, the wheels may begin to run out of true, i.e. they may become wobbled. This is when the wheel rim moves from side to side.

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 repairing.

Repairing wheels requires specialist tools, it is recommended that all wheels are trued by qualified bike repair technicians. Contact your local retailer for more information on wheel repairs.

1b



1b. Inspect the Rim Wheels



WARNING! If any section of the wheel rim wear groove is no longer visible, the wheel rim should be replaced immediately. Do not attempt to ride the bike until the rim is replaced as the braking performance could be affected.

1c. Inspect the Wheel Bearings

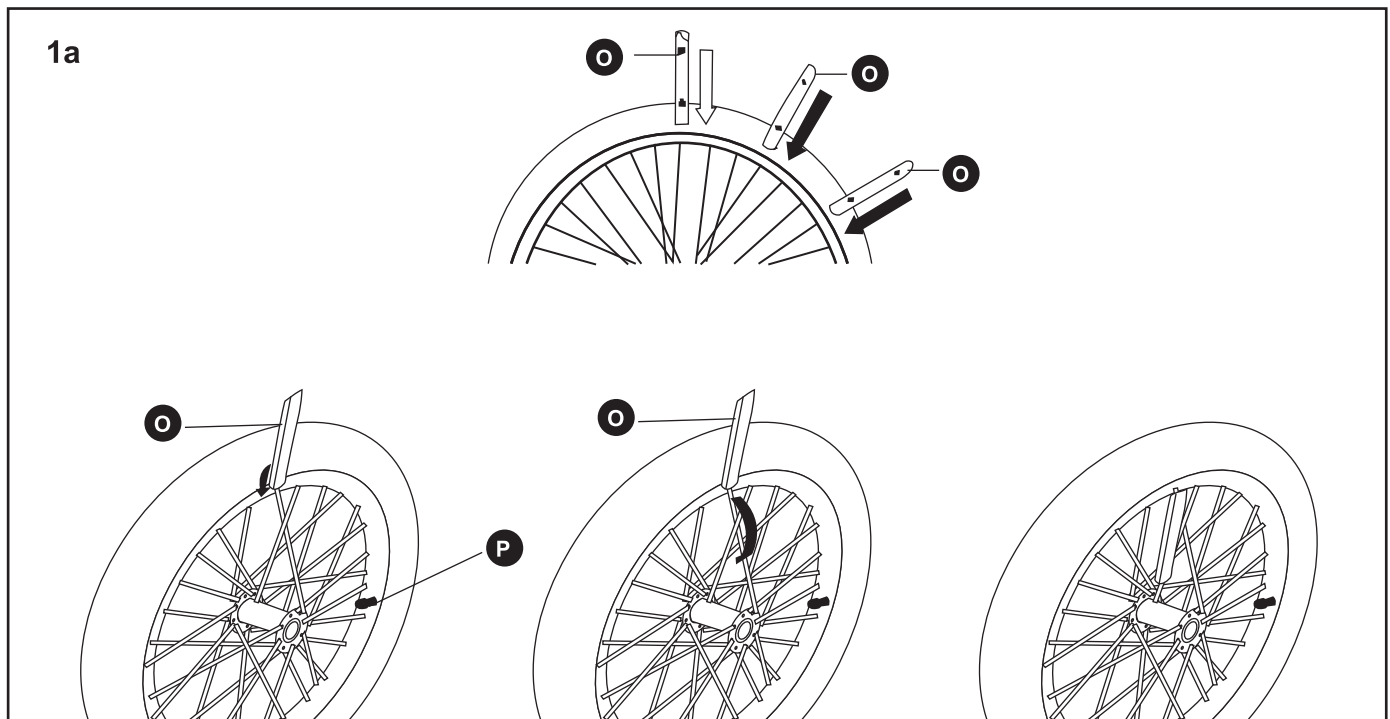
Over the life of the bike, the wheel bearings may become loose and/or worn and will therefore need servicing.

To check the condition of the wheel bearing, grab the tyre either the front or rear wheel while holding the bike securely. Vigorously move the tyre from side to side. If the wheel moves at the wheel hub (the centre of the wheel), the bearings may be worn.

Repairing bearings requires specialist tools. It is recommended that all bearings are repaired by qualified bike repair technicians. Contact your local retailer for more information on bearing repairs.

Maintenance Instructions

Changing an Inner Tube



If you have a puncture, you will need to remove and repair the inner tube.



NOTE! To remove the inner tube you will need a set of tyre levers.

1a. Removing the Tyre from the Wheel Rim

Unscrew the valve nut **P** from the inner tube valve. If required, deflate the tyre fully.

Using the thumb of one hand, depress the tyre opposite to the inner tube valve.



CAUTION! Be careful not to trap the inner tube between the tyre levers and wheel.

Insert a tyre lever **O** between the wheel rim and tyre wall.

Pull downwards on the tyre lever **O** and hook onto the nearest spoke.

Insert and secure the remaining two tyre levers at suitable points around the wheel rim.



NOTE! Do not leave much space between tyre levers as the tyre may prove difficult to remove.

If it is not possible to fully remove the tyre from one side of the wheel rim, use the tyre levers as described above on another section of the wheel.

Maintenance Instructions

Changing an Inner Tube (continued)

1b. Remove the inner Tube from the Tyre

Once the tyre is removed from one side of the wheel rim, carefully remove the inner tube opposite to the valve first then remove the valve.

1c. Replace the Inner Tube into the Tyre

Check the inner surfaces of the tyre for any signs of damage or foreign matter i.e. thorns or small stones.

Partially inflate the inner tube using a bicycle pump.

Carefully feed the inner tube into the tyre, starting with the valve. The valve must be repositioned through the appropriate hole in the wheel rim.

1d. Refit the Tyre to the Wheel Rim

Using the thumb of one hand, refit the tyre to the wheel rim a small section at a time. When the tyre is too tight to fit by the hand, use the tyre levers to refit the last section.



NOTE! Should make sure inner tube is not caught in-between tire and rim when refitting last section of tire to rim/ as can damage inner tube.

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 safe to use.


Tire inflations should check before each ride / during sitting non use / tires tend to loose full air pressure

Check	Before and after each ride	Every month	Every six months
Is the saddle secure?	√		
Are the front and rear tyres installed correctly?	√		
Are the pedals tight?	√		
Do the brakes work?	√		
Is the handlebar/stem loose?	√		
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 good condition.		√	
Check that the wheels spokes are tight.		√	
Check the frame and forks for signs 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.			√

Lubrication Information

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

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

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

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 clamps bolts.

2. Are the Front and Rear Tyres Inflated Correctly?

Squeeze the sides of the front and rear tyres. If they are soft, they will need inflating. Re-inflate, to the pressure indicated on the sides of the tyres, using an approved bicycle pump.

3. Are the Pedals Tight?

Using the supplied multi-tool, ensure both left and right pedals are fully tighten. Remember that the threaded shafts of the left and right pedals tighten in different directions. Right pedal tighten clockwise and left pedal tighten anti-clockwise.

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 pages 10-12.

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.

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 gears, front derailleur and rear derailleur are adequately lubricated

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 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.

Repairing bearings requires specialist tools. It is recommended that all bearings are repaired by qualified bike repair technicians. Contact your local retailer for more information on bearing repairs.

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 tyre shows any signs of damage, it must be replaced immediately. Do not attempt to ride the bike with damaged tyres.

4. Check that the Wheel Spokes are Tight.

On each wheel check the tightness of the spokes. This can be done by gently squeezing two together at a time. If you notice any movement, the spokes may need tightening.

Repairing wheels and tightening spokes requires specialist tools. It is recommended that all wheel spokes are tightened by qualified bike repair technicians. Contact your local retailer for more information on wheel repairs.

Every Six Months

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

Thoroughly check all the external surfaces of the frame and suspension forks for signs of damage. This may include cracks, dents or bent mounting points.

If the frame or forks are damaged, do not attempt to ride the bike until it has been inspected by a qualified technician.

2. Check that the Wheels are Running True.

Check the trueness of both the front and rear wheels as described on page 6?

3. Check the Condition of the Brake Pads.

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

4. Check the Front and Rear Gears for Signs of Damage.

Check the front and rear gears for signs of damage and/or excessive wear. If any of the teeth on a gear are chipped or missing, the chain may be prone to slipping. Replace the gear as soon as possible.

Every Twelve Months

It is recommended that the bike is serviced by a suitably qualified technician every 12 months.