

MINI BMX BIKE

OWNERS MANUAL & ASSEMBLY INSTRUCTIONS



SAFETY INFORMATION



CAUTION

THIS MANUAL CONTAINS IMPORTANT SAFETY, ASSEMBLY AND MAINTENANCE INFORMATION. ASSEMBLY MUST BE COMPLETED BY AN ADULT. Obtain the required tools and then follow the assembly instructions in this manual.

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY CAUSE SERIOUS INJURY. KEEP THIS MANUAL FOR FUTURE REFERENCE AS IT CONTAINS IMPORTANT INFORMATION.



WARNING

IN THE INTERESTS OF SAFETY, IT IS RECOMMENDED THAT YOU HAVE THIS BICYCLE ASSEMBLED BY A SKILLED BICYCLE MECHANIC.

Thank you for your purchase. If you have any queries or parts are missing or damaged, please contact us below:

Email: info@invertsport.com

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INTRODUCTION

Congratulations on your purchase of a Invert Supreme Mini BMX bike.

To ensure enjoyable, safe and trouble-free use of your bicycle, you must follow the below steps read all the information contained within the Owners Manual.

Please read this manual before you begin assembly and before your first ride. It will also assist to keep your bike in top condition and minimise risk. Please keep it for future reference.

The steps have been specifically summarised to guide you through the correct assembly of your new Mini BMX bike.

SAFETY INFORMATION

The following manual provides assembly and maintenance instructions, as well as a guide to safe usage of your new bicycle.



WARNING

- Read the Owner's Manual completely before starting the assembly of this bicycle.
- Assembly of this product should be carried out by an adult
- Rider of this bicycle must wear a helmet and protective gear at all times.

Owners Responsibilities

In this manual you will read many WARNINGS, CAUTIONS or NOTES, please pay special attention to these throughout.



WARNING: This is shown with personal safety instructions, failure to follow these may result mechanical failure or damage.

CAUTION: This is shown with mechanical instructions; failure to follow these may result in injury to the rider or others.

NOTE: This is shown to highlight a specific point of interest, which will help in the assembly or maintenance of this bicycle.

The Owner's Responsibility

- If the bicycle was purchased unassembled, it is the responsibility of the owner to follow all the assembly and adjustment instructions exactly as written in this manual.
- If your bicycle was purchased assembled, it is the owner's responsibility to read and make sure bicycle was assembled as shown in this manual.
- Know how to use all standard and accessory equipment on the bicycle.



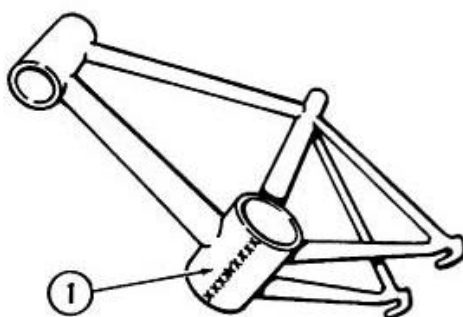
WARNING: This bicycle is made to be ridden by one rider at a time for general transportation and recreational use. It is not made to withstand the abuse associated with stunting and jumping.

Advice on the selection of a bicycle for children or people of short stature, that the seat position must be adjustable so that the feet of seated rider can reach the ground

It is recommended that significant mechanical repairs should be carried out by a skilled bicycle mechanic.

BICYCLE IDENTIFICATION RECORD

Each bicycle has a Model / Serial Number stamped into the bottom of the frame. Write this number below to keep it for future reference. If the bicycle is stolen, give this number and description of the bicycle to the police.



You will also need this number if you order parts or request service information.

Model / Serial Number: _____

Purchase Date: _____

Purchase Location: _____

Model Name: _____

FITTING THE RIDER TO THE BICYCLE



To determine the correct size of bicycle for the rider:

- Straddle the assembled bicycle with feet shoulder width apart and flat on the ground
- There must be at least 25.4mm of clearance between the top of the tube and the crotch of the rider.

RULES OF THE ROAD



WARNING: Failure of the rider to obey the following “Rules of the Road” can result in injury to the rider or to others.

- Always wear a bicycle helmet that meets the local safety standards.
- Wear protective gear such as wrist guards, knee and elbow pads.
- Always obey road rules such as traffic signals and signs and give way to pedestrians
- Always ride in the same direction as the traffic. Never ride against traffic.
- Avoid the following hazards: drain grates, soft road edges, gravel or sand, potholes or ruts, wet leaves, or uneven paving.
- This bicycle is not recommended for off road riding.
- When crossing railroad tracks, do so carefully at a 90-degree angle to prevent loss of control.
- Do not carry packages or objects that obstruct your vision or control.
- Do not carry any passengers.
- Do not ride with both hands off the handlebars.
- Use hand signals. Indicate intended actions, such as turning or stopping, by using appropriate hand signals.
- Apply the rear brake first, then apply the front brake. The front brake is more potent and if not used properly you may lose control and fall.
- Do not use items that may impede your hearing. E.g. headphones
- Ride predictably and in a straight line.

Night Riding

- Avoid riding at night if possible, if you choose to ride at night:
 - Purchase, install, and use a front and rear bicycle light.
 - Make sure the reflectors of your bicycle are correctly positioned.
 - Use a flashing rear light to improve visibility.
 - Wear light-coloured reflective clothing, such as a reflective vest and reflective bands for your arms and legs.

Wet Weather

- Use extra caution in wet weather.
- Avoid sudden braking.
- Apply brakes sooner in wet conditions, as stopping distance increases in wet weather.
- Slow overall riding pace and approach corners more carefully.
- Be sensitive to the environment, conscientious of the property on which you ride, and considerate of others you may meet on the trail.

HOW TO USE THIS MANUAL

The illustrations in this manual are used to provide examples. They may not look exactly like the parts the actual bicycle; however, the instructions are correct.

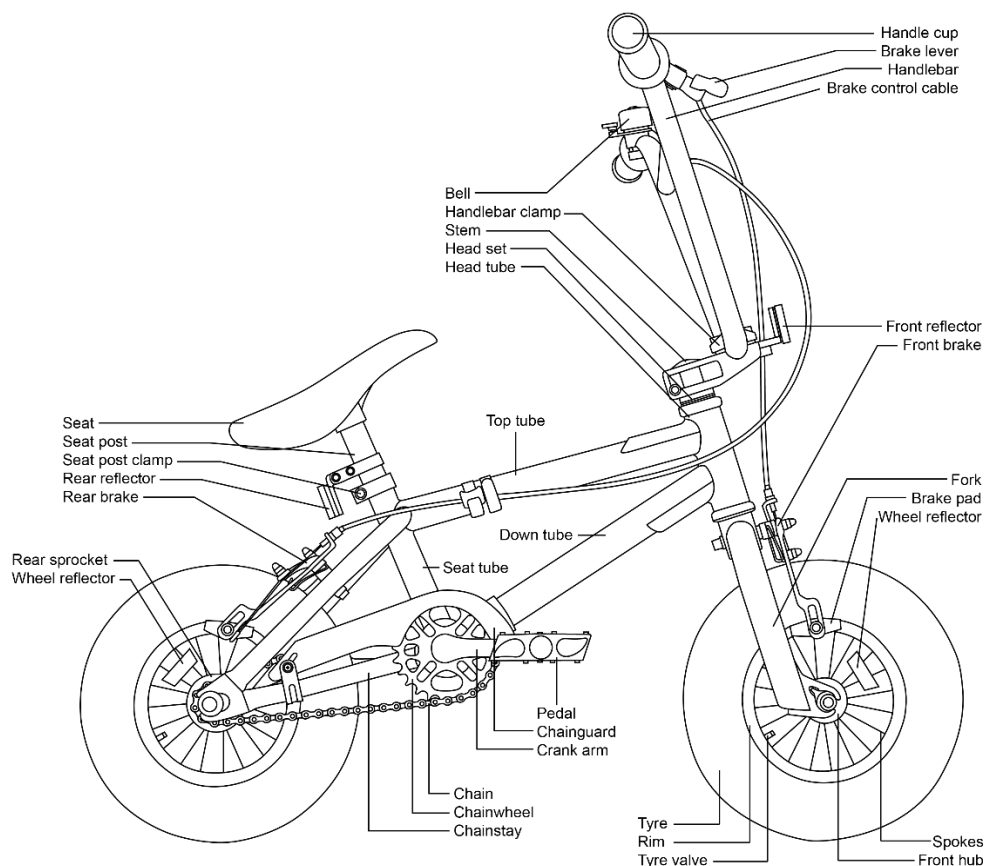
UNPACKING

Remove the bicycle and all components parts from the carton.

Do not dispose of the carton and packaging until you complete the assembly of the bicycle. This can prevent discarding parts of the bicycle accidentally.

NOTE: All the directions (right, left, front, rear, etc) in this manual are as seen by the rider while seated on the bicycle.

EXPLODED DIAGRAM



TOOLS REQUIRED FOR ASSEMBLY



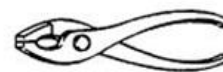
15cm Adjustable Wrench



25cm Adjustable Wrench



Torque Wrench
(Recommended)



Slip Joint Pliers



Flatblade Screwdriver



Phillips Head Screwdriver



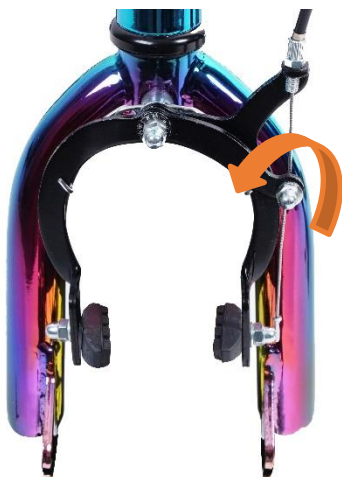
Metric Allen Keys

ASSEMBLY INSTRUCTIONS

Step 1 – Front Wheel Assembly

(Recommended Torque 25-32 N.m.)

1. Loosen the side pull calliper brake assembly on the front fork to make clearance space for the front wheel. Loosen the anchor nut on the brake and allow the brake arms to open up.



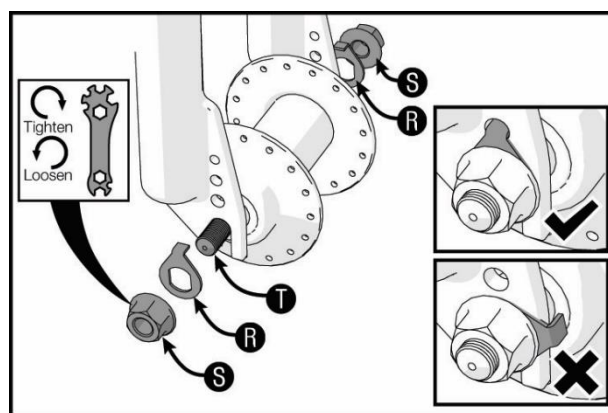
2. Remove plastic axle protectors off the wheel axle and dispose of them, they are for shipping purposes only.

3. Remove the axle nuts (S) and wheel retainers (R) from both sides of the axle.

3. Slide wheel axle (T) into the open ends of the front fork.

4. Slide a wheel retainer (R) onto each end of the axle. Ensure the tab of each retainer sits in the hole in the drop out.

5. Install an axle nut (S) loosely onto both sides of the axle.



6. Centre the wheel in the fork and tighten both nuts securely to the recommended torque, alternating from one to the other.

Step 2 – Stem and Handlebar Assembly

(M8 - Recommended torque 18-20 N.m., M6 – Recommended torque 21-25 N.m.)

Stem Assembly

The stem comes preassembled on the bicycle; however, you may need to adjust the height according to your preference. You will also need to rotate so that the stem is facing the correct direction.

1. Loosen the M6 Allen bolt on the top of the stem (A) and the two M8 Allen bolts on the neck of the stem (B) with an Allen key.



2. Once loosened, rotate the stem so it is facing in the same direction as the fork.

3. Retighten the Allen bolts on the top and neck so the stem is secure.

NOTE: Ensure the alignment with the fork is correct. The head of the stem should be centred in between the two forks.

Handlebar Assembly

The Mini BMX comes with a top mount clamp.

1. Completely unscrew the 4x preassembled M8 Allen bolts on the handlebar clamp. Remove the clamp.

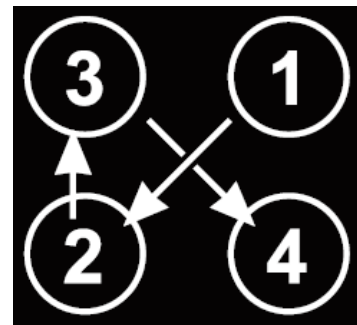


2. Place the handlebar into the stem and adjust the handlebar angle according to your preference.
NOTE: Make sure the brake levers are pointing away from the bike.



3. Replace the clamp and secure in place by replacing the Allen bolts and tightening.
NOTE: Ensure the handlebar is centred on the clamp by ensuring the knurling sits completely inside the clamp before tightening

CAUTION: Make sure that the bolts are tightened evenly to ensure the handlebar sits inside the clamp level with the curvature of the clamp. It is recommended that you tighten the stem bolts gradually and evenly as shown.



Testing the tightness of the Stem Bolt and Handlebar Clamp

Brace the front wheel between your knees and try to move the handlebars up and down and from side to side. If there is no movement detected on the stem or handlebar, these components are secure. If there is movement, please realign and tighten further.



WARNING: If the handlebar clamp is not tight enough, the handlebar can slip in the stem. This can cause damage to the handlebar or stem and can cause loss of control.



WARNING: Do not over tighten the stem bolt. Over tightening the stem bolt can damage the steering system and cause loss of control.



WARNING: Handlebar grips and tube end plugs should be replaced if damaged, as bare ends have been known to cause injury. Please check condition of grips and bar ends before every ride.

Bell Assembly

Install the safety bell on the left side of the handlebar. Secure in place with the screw provided.

Step 3 – Seat Assembly

(Recommended torque 15-19 N.m.)

The seat clamp comes fixed on the frame.

1. Loosen the Allen bolt on the seat clamp
2. Point the seat forward and insert the seat post into the seat tube.
3. Put the seat at a comfortable height for the rider.
4. Secure the seat in place by tightening the Allen bolt.



NOTE: Try turning the seat side-to-side and up and down. If the seat moves, loosen the Allen bolt, realign the seat and retighten the Allen bolt.



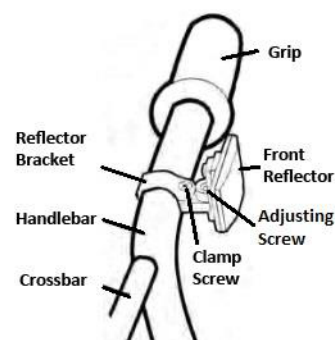
WARNING: Make sure you cannot see the “MIN-IN” minimum insertion mark of the seat post above the seat tube. Never ride a bicycle with the minimum insertion mark visible on the seat post. Doing this may damage the seat post, the frame or cause injury to the rider.

Step 4 – Reflector Installation

Depending on the country of purchase, your bicycle may or may not come with reflectors. If you have reflectors included with your bike, follow the following steps to install.

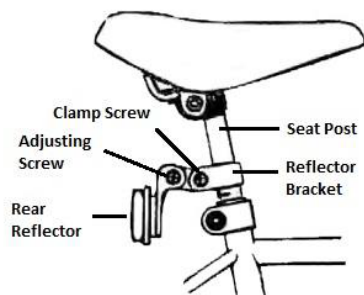
Front Reflector (White)

1. Remove the clamp screw from the reflector bracket.
2. Push open the reflector bracket and slide it around the handlebar either next to the crossbar or down near the clamp.
3. Position the reflector so that it faces the front of the bike and does not interfere with the operation of the bike in any way. You may need to loosen the adjusting screw to adjust the positioning of the reflector.
4. Tighten clamp screw to secure the reflector in place.



Rear Reflector (Red)

For your convenience, the rear reflector should already be attached onto the seat post.



If it is not assembled, please follow the steps below:

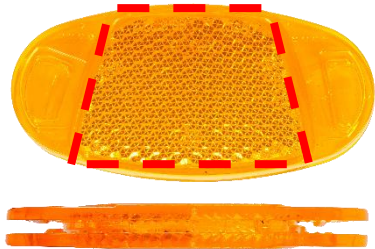
1. Remove the clamp screw from the rear reflector bracket.
2. Push open the bracket ‘loop’ and slide it around the seat post.
3. Position the reflector so that the rear reflector is vertical to the ground and points straight back. You may need to loosen the adjusting screw to adjust the positioning of the reflector.
4. Make sure there are at least 3 inches (7.62cm) of clearance between the top of the seat and the top of the rear reflector.

Wheel Reflectors

The wheel reflectors should be pre-assembled onto the wheel spokes.

If it is not assembled, follow the steps below to install:

1. The main reflector body is designed in the shape of a trapezoid. The short side of the trapezoid should face towards the hub. Place the reflectors in between two spoke, making sure that the spoke sits inside the gaps on both ends of the reflector. As the space between the spokes may be narrow, you may need to fit them on an angle.



2. Push the reflector towards the hub until you hear it 'click' into place



Operation and Maintenance

For your own safety, do not ride the bicycle if the reflectors are incorrectly installed, damaged or missing. Make sure the front and rear reflectors are vertical. Do not allow the visibility of the reflectors to be blocked by clothing or other articles. Dirty reflectors do not work well. Clean the reflectors, as necessary, with soap and a damp cloth.



WARNING: Please follow the national legal requirements when the bicycle is ridden on public roads (e.g. lighting and reflectors).

NOTE: It is important to check and adjust the position of the reflectors as you assemble your bike. Please make sure that the adjustment is correct as a final step in the assembly of your bike

Step 5 – Pedal Attachment

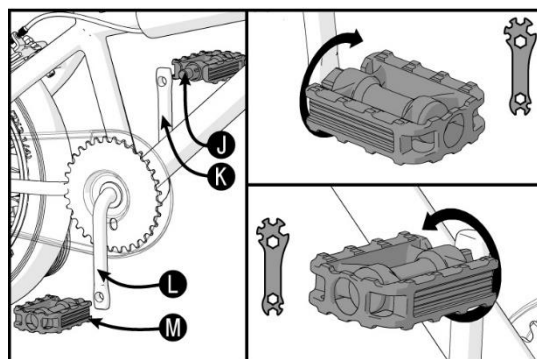
(Recommended torque 24-30 N.m.)

There is a right pedal marked “R” and a left pedal marked “L”. Please ensure you assemble them on the correct side.

The pedal marked “R” has right-hand threads. Tighten it in a clockwise direction.

The pedal marked “L” has left hand threads. Tighten it in a counter clockwise direction.

1. Turn the right pedal marked “R” (1) into the right side of the crank and the left pedal marked “L” (2) into the left side of the crank.



2. Tighten the pedals:

- Make sure the threads of each pedal are fully into the crank
- Tighten both pedals to the recommended torque

CAUTION: Make sure the pedals are level with the hole in the crank while tightening to avoid stripping the thread.



WARNING: BMX pedals are designed to provide greater grip capability on the pedal tread surface than that provided by an ordinary bicycle pedal. This can result in the pedal tread surface being very tough and contain sharp edges. Riders should therefore wear adequate safety protection.

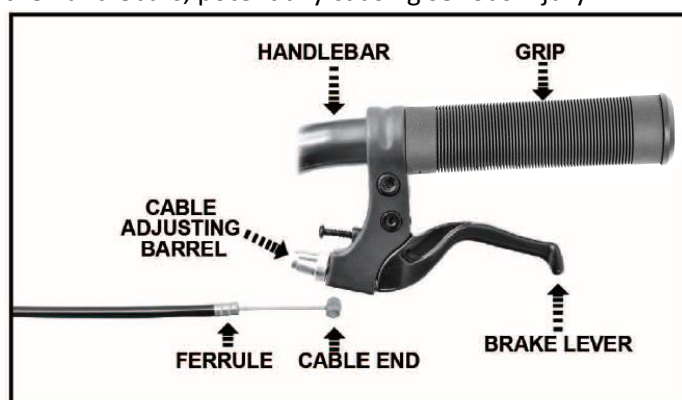
Step 6 – Attaching the Brakes

For safe riding it is crucial that your bicycle’s brakes functions correctly. With use, the bicycle’s brake pads will wear, and the control cables will stretch. Consequently, prior to every ride, the brakes should be inspected and adjusted as necessary to ensure proper operation.



WARNING: A bicycle should never be ridden unless the brakes are working correctly.

Take care when using the front brake. Applying it abruptly or excessively may throw the rider over the handlebars, potentially causing serious injury.



Operation

The hand brake levers for the front and rear brakes shall be positioned according to the legislation or customs and practice of the country in which the bike is sold.

The front and rear brakes operate by the rider squeezing the brake levers attached to the handlebar.

The brake lever pulls on a cable that is attached to the side pull calliper brakes on the fork. The brake squeezes two brake shoes onto the rim.

Front Brake Cable Assembly

The brake cable should already be pre-assembled onto the calliper brake and the right hand brake.

1. If the cable is not installed in the hand brake, pull the line out from the loose end of the brake cable so there is enough slack to fix the line into the brake lever.



2. Insert the cable end in the hole on the bottom of the brake lever and thread the cable through the slit on the housing and adjusting barrel.

3. Turn the adjusting barrel so that the cable is locked into the hand brake.



4. Squeeze the two brake arms on the front brakes together so both brake pads are about 2mm on either side of the rims.



5. Pull the brake cable down through the anchor nut and then tighten the nut to secure the cable in place.

NOTE: You may need to adjust the height of the brake pad by untightening the nut connected to the brake shoes and adjust its position so that the brake shoes sit flat against the rim.

CAUTION: Make sure the ferrule is sitting inside the adjusting barrel on the hand brake.

CAUTION: Test the brakes by pressing on the brake lever. Adjust as necessary by repeating the last step.

Rear Brake Cable Assembly

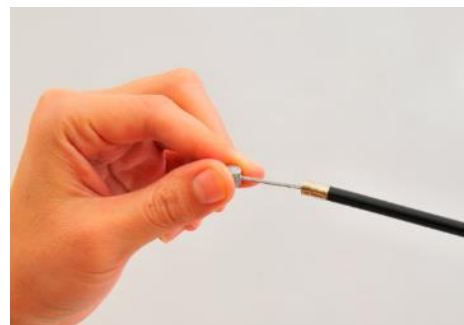
Similar to the front brakes, the rear brake should already be pre-assembled onto the side pull calliper brake and the left hand brake.

If the cable is not installed in the hand brake:

1. Loosen the anchor nut on the rear calliper brake to open the brakes.



2. Pull the line out from the loose end of the brake cable so there is enough slack to fix the line into the brake lever.



3. Insert the cable stopper in the hole on the bottom of the brake lever and thread the cable through the slit on the housing and adjusting barrel.



4. Turn the adjusting barrel so that the cable is locked into the hand brake.

5. Squeeze the two brake arms together so both brake pads are about 2mm on either side of the rims.



6. Pull the brake cable and then tighten the anchor nut to secure the cable in place.

NOTE: You may need to adjust the height of the brake pad by untightening the nut connected to the brake shoes and adjust its position so that the brake shoes sit flat against the rim.

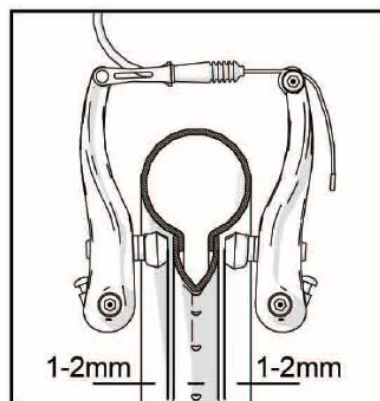
CAUTION: Make sure the ferrule is sitting inside the adjusting barrel on the hand brake.

CAUTION: Test the brakes by pressing on the brake lever. Adjust as necessary by repeating the last step.

Brake Inspection

The brake levers and the brake pads are the two main components that need to be checked to ensure they function correctly.

Prior to every ride, inspection of the brake pads is recommended. The brake pads must be centred, with approximately 1mm-2mm clearance between each pad and the rim when the brakes are not in use. Test that when the brakes are applied that the brake pads squeeze the rims sufficiently to stop the bike. Replace the brake pads if the grooves or pattern has worn away from the surface. Ensure the brake pads are firmly secured before every ride and at least every three months check the tightness of the numerous bolts and nuts supporting the brake pads.



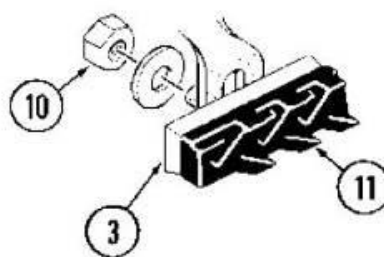
Adjustments before Riding



WARNING: Make sure the front and rear brakes are operating effectively before riding.

1. Positioning your brake pads:

- Loosen the nut (10) of the brake pad
- Adjust each brake pad so it is flat against the rim and aligned with the curve of the rim
- Make sure each brake pad does not rub the tyre
- If the surface of the brake shoe has arrows, make sure the arrows points toward the rear of the bicycle
- Hold brake pad in position and tighten the nut
- Repeat for other brake pads



2. Test the tightness of each brake shoe:

- Try to move each brake pad out of position
- If a brake pad moves, do Step 1 again, but tighten the nut tighter
- Test again, until the brake pad is secure and does not move.

3. Test the hand brake lever:

- Squeeze each brake lever firmly 20 times
- Make sure the brake pad engages against the rim
- If not, hold both brake arms against the rim and loosen the cable clamp
- Release the brake arms gently to allow for about 1-2mm gap between the brake pad and rim
- Pull the cable tight and tighten the cable clamp



WARNING: Do not over tighten the cable clamp. Over tightening the cable clamp may cut the cable and cause injury to the rider or to others.

Lubrication (Calliper brakes)

Lubricate the brake lever and the calliper pivot at least every three months with 2-3 drops of light oil. This will help to limit the wear and tear and ensure smooth operation. At least every six months remove the cables from their casings and grease along the entire length. Prior to fitting any new cable, always apply grease.

Adjustments – Side pull callipers

To make minor brake adjustments, use the barrel cable bolt, usually found at the upper cable arm. Use the following outline as a guide.

1. Squeeze the brake pads against the rim and loosen the lock nut.

2. Rotate the cable adjustment bolt until the clearance between the brake pad and rim is about 1.5mm-2mm clearance between the brake pedal and the rim.

If the clearance between the brake pad and the rim cannot be set to 20mm or less using this method, the cable length may need to be adjusted by following the front or rear brake cable assembly instructions.



Reducing Calliper Brake Noise

NOTE: The leading edge of the brake pads should make first contact with the rim when the adjustment is complete.

It is common for calliper brakes to make noise or “squeak” when in use. The noise may be reduced by following the instructions below:

- Make sure the calliper brakes are adjusted correctly
- Using a small adjustable wrench, bend each calliper arm so the front edge of each brake shoe is the first part to touch the rim

Centering the Calliper Brakes

It is common to find that the left brake pad is positioned closer to the rim than the right brake pad on a side pull calliper brake. To centre the arms, place a wrench on the back brake nut, and another wrench on the double nut on the front of the brake. Slowly lift both wrenches up slightly so that the rim is centred in between the brake pads. Test the brakes by squeezing and releasing the brake level on the handlebar.



Brake pad replacement

Check your brake pads monthly for any indication of wear. If the pads are worn past the “wear line” indication the brake shoes need to be replaced. Always replace in pairs, never one side only.

Disconnect the holding mechanism specific to your brake type. Remove the worn brake pad shoes paying careful attention to the order and position in which the various curved washers and spacers attached. Fit the new brake pads and tune the angle and the clearance to the rims as required. Normally before the rim clearance can be adjusted, the control cable anchor bolt needs to be loosened, the cable adjusters fastened, and the cable tensioned. (Refer to previous steps).

Once adjustments are complete, securely fasten the brake pads in place and test that the brakes are functionally correctly.



WARNING: Don't ride bicycle until the brakes are working effectively.

Chain

Inspection and Lubrication

Regular inspection and maintenance of your chain is vital to guard against premature wear. At least monthly, or after riding in wet, muddy or dusty conditions, the chain should be cleaned and lightly oiled. Any excess oil should be removed, and care taken to ensure lubricant does not come in contact with tyres or rim braking surfaces. Check that all links on the chain move freely. Replace the chain if it appears stretched or broken.

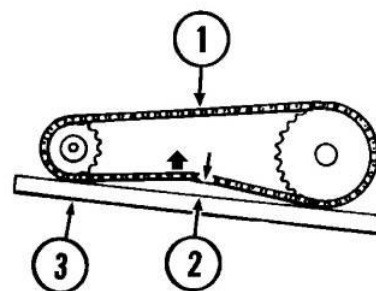
Adjustment

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.



WARNING: The chain must remain on the sprockets. If the chain comes off the sprockets, the pedal drive will not work and may cause loss of control.

When the chain (1) is at the correct tightness, you can pull it one-half inch (2) away from a straight edge (3) as shown.



Adjust the tightness of the chain as follows:

1. Loosen the axle nuts (4) on both sides of the rear wheel
2. Move the rear wheel forward or backward as necessary, until you can pull the chain one-half inch away from a straight edge
3. Hold the wheel in this position and tighten the axle nuts to the recommended torque of 24-29Nm.

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



Tyres

Frequently check the tyre inflation pressures because all tyres lose air slowly over time. For extended storage, keep the weight of the bicycle off the tyres.

Inflation: Maintain tyre pressure at the level recommended on the tyre sidewalls.

Conversion from PSI to kilopascals is listed below.

PSI	Kilopascals
1	6.895
20	140
30	210
40	275
50	345
60	415

Maintenance

Frequently check the tyre inflation pressure because all tyres lose air slowly over time. For extended storage, keep the weight of the bicycle off the tyres.



WARNING: Do not ride or sit on the bicycle if either inner tube is under inflated. This can damage the tyre and inner tube. Do not use unregulated air hoses to inflate the inner tubes. An unregulated hose can suddenly over inflate bicycle tyres and cause them to burst.

Use a hand or a foot pump to inflate the inner tubes. Service station meter-regulated air hoses are also acceptable. The correct inflation pressure is shown on the tyre sidewall. If two inflation pressures are on the tyre sidewall, use the higher pressure for on-road riding and the lower pressure for off-road riding. The lower pressure will provide better tyre traction and a more comfortable ride.

Before adding air to any tyre, make sure the edge of the tyre (the bead) is the same distance from the rim, all around the rim, on both sides of the tyre. If the tyre does not appear to be seated correctly, release air from the inner tube until you can push the bead of the tyre into the rim where necessary. Add air slowly and stop frequently to check the tyre seating and the pressure, until you reach the correct inflation pressure.

Replace worn or defective tyres and inner tubes.

Fixing a Flat Tyre

1. Remove the wheel from the bicycle.
2. Deflate the tyre completely via the valve.
3. Loosen the tyre bead by pushing it inward all the way around.
4. Press one side of the tyre bead up over the edge of the rim.
 - Use tyre levers, not a screwdriver, otherwise you may damage the rim.
5. Remove the tube, leaving the tyre on the rim.
6. Locate the leak(s) and patch using a tube repair kit, carefully following the instructions, or replace the tube entirely.

Note: Ensure that the replacement tube matches the size stated on the tyre sidewall and that the valve is the correct type for your bicycle.

7. Match the position of the leak in the tube with the tyre to locate the possible cause and mark the location on the tyre.

8. Remove the tyre completely and inspect for nails, glass, etc. and remove if located. Also inspect the inside of the rim to ensure there are no protruding spokes, rust or other potential causes.
9. Replace the rim tape which covers the spoke ends, if damaged.
10. Remount one side of the tyre onto the rim.
11. Using a hand pump, inflate the tube just enough to give it some shape.
12. Place the valve stem through the hole in the rim and work the tube into the tyre. Note: Do not let it twist.
13. 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 the rim.
14. Before the tyre is completely mounted, push the valve up into the rim to make sure the tyre can sit squarely in position.
15. Fit the rest of the tyre, rolling the last, most difficult part on using your thumbs. Note: Avoid using tyre levers as these can easily puncture the tube or damage the tyre.
16. Check that the tube is not caught between the rim and the tyre bead at any point.
17. Using a hand pump, inflate the tube until the tyre begins to take shape, and check that the tyre bead is evenly seated all the way around the rim. When properly seated, fully inflate the tyre to the pressure marked on the sidewall.
18. Replace the wheel into the frame.

Rim Wear

The rims are marked with a small hole on the wall and fixed with the below warning.



DO NOT USE IF THE RIM WEAR MARKING IS NOT VISIBLE.

As the rim forms part of the braking system, there is the potential for the brakes to fail due to the wear and tear. Do not ride the bicycle if the hole is no longer visible and replace the rim before using the bicycle again.

Bicycle Care and Maintenance

Routine bicycle maintenance is an essential component of riding. The condition of your bicycle changes every time it is used, meaning more frequent maintenance is necessary the more you ride your bicycle. The tables listed below outline the recommendations for servicing your bicycle. By referring to these and the information in other sections of this manual, you should be able to complete most of your bicycle maintenance yourself.

Contact your specialist bicycle dealer if you require further assistance.

Lubrication

What	When	How
Brake Levers	Every month	Put one drop of oil on the pivot point
Chain	Every month	Put one drop of oil on each roller
Calliper Brakes	Every month	Put two drops of oil on the pivot point
Cantilever	Every 6 months	Put two drops of oil on the pivot point Brakes
Brake and Shift Cable	Every 6 months	Put four drops of oil into both ends. Allow oil to soak back along the cable wire
Pedals	Every 6 months	Put four drops of oil where the axles go into the pedals
Wheel bearings	Yearly	Lithium based grease
Headset	Yearly	Lithium based grease
Seat pillar	Yearly	Lithium based grease

Use a light machine oil to lubricate your bicycle.

NOTE:

- Increase the regularity of maintenance the more you ride and use in wet or dusty conditions.
- Take care not to over lubricate – excess lubricant should be removed to prohibit dirt build up.
- The chain can throw excess oil onto the wheel rims. Wipe excess oil off chain.
- Outer wall of the tyre is worn through and the wheel dangerously weakened. Please do not use the rim if the rim wear marking is not visible.



WARNING:

As with all mechanical components, the bicycle is subjected to wear and high stress. Different materials and components may react to wear or stress fatigue in different ways. If the design life of a component has exceeded, it may suddenly fail and possibly cause 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 should be replaced.



WARNING:

Always seek expert advice for any maintenance requirements you feel unable to complete. You run the risk of potentially damaging your bicycle or yourself from falling if your bike is not correctly serviced or adjusted.

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	Lubrication as per schedule 1 Check derailleur adjustment Check brake & gear cable adjustment Check tyre wear and pressure Check wheel 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



WARNING:

All components of the bicycle are subjected to wear and stress through use. Watch closely for any scratches, cracks, or discolouration on your bicycle components. These are signs of a stress-caused fatigue and indicate that a part needs to be replaced. Failure to replace can cause the component to suddenly fail when riding, which may result in serious injury or even death.

Recommended Torque

Nuts and bolts should be adjusted using a torque wrench. This helps to prevent over tightening and damage to the threads. Different torque measurements are recommended when tightening different components. Use the following table as a guide.

Component	Torque (N.m.)
Front axle nuts	25-32
Rear axle nuts	24-29
Stem Bolt expander bolt	17-19
Handlebar clamp (single Bolt type)	21-25
Handlebar clamp (four bolt type-M6 bolt)	9-13
Handlebar clamp (four bolt type-M8 bolt)	20-25
Stem adjustment cap (M6 bolt)	16-17
Seat Post clamp	15-19
Saddle clamp	12-17
Pedals	24-30
Brake cable fixing nut	7-11
Brake calliper centre bolt/nut	6-8
Brake shoes	5-10
Cotterless crank nut	28-30

Inspection of the Bearings

Maintenance

Frequently check the bearings of the bicycle. Have a bicycle service shop lubricate the bearings once a year or any time they do not pass the following tests:

Head Tube Bearings

The fork should turn freely and smoothly at all times. With the front wheel off the ground, you should not be able to move the fork up, down, or side-to-side in the head tube.

Crank Bearings

The crank should turn freely and smoothly at all times and the front sprockets should not be loose on the crank. You should not be able to move the pedal end of the crank from side-to-side.

Wheel Bearings

Lift each end of the bicycle off the ground and slowly spin the raised wheel by hand. The bearings are correctly adjusted if:

1. The wheel spins freely and easily
2. The weight of the spoke reflector, when you put it toward the front or rear of the bicycle, causes the wheel to spin back and forth several times
3. There is no side-to-side movement at the wheel rim when you push it to the side with light force.

REPLACEMENT PART ORDERING

To order warranty replacement parts, please contact us below:

Email: info@sullivansport.com

Visit: www.sullivansport.com

To order the correct part, refer to the model number stamped on the inside cover of this manual. We will make every attempt to provide exact replacement parts for newly purchased bicycles, however, we cannot guarantee exact replacement parts or every part for older models.

WARRANTY

Momentum Mobility Ltd warrant this product to be free from defects in material and workmanship under normal use and service conditions for ninety (90) days after the date of purchase.

All warranty coverage extends only to the original purchaser of the product and is not assignable or transferable. The original store or online purchase receipt must be kept as proof of purchase for the warranty to be valid. These documents must be presented when making a warranty claim.

Please retain your proof of purchase for warranty purposes.

During the warranty period, we will provide repair or replacement of defective equipment or parts thereof covered by the warranty. Any handling, transportation, delivery and other incidental charges in respect of the servicing of the equipment shall be borne by the Purchaser. If the product includes accessories, only the defective part or accessory will be replaced.

The warranty will become void if any defects or damages are associated with the use of unauthorised replacement parts. All replacement parts must be obtained from our authorised agents.

All decisions made by the manufacturer in respect of the servicing of the equipment (including repairs, replacements or issues relating to defects of workmanship or materials) shall be conclusive and the Purchaser agrees to be bound by such decisions. Any defective equipment or part replaced shall become the property of the manufacturer.

In the event of a product or accessory being replaced during the warranty period, the warranty on the replacement will expire at the original date i.e. 90 days from the original purchase date.

This warranty excludes defects caused by the product not being used in accordance with instructions, accidental damage, misuse or being tampered with by unauthorised persons.

This Limited Warranty does not cover:

- a) Product purchased from an unauthorised dealer
- b) Products used for commercial or rental purposes
- c) Loss or damage to product due to:
 - i. Abuse, repairs and/or tampering by any person other than our authorised personnel
 - ii. Negligence and/or misuse (including foreign objects, accidents, improper storage, exposure to sun/moisture, excessive temperature, sand, dust, dirt, other pollution or other environmental conditions and failure to follow precautions or proper operating instructions stated in User Manual such as improper installations
 - iii. Fire, flood, lightning strike, wind, storm or other acts of God
 - iv. Improper usage, including use by underage or overweight users
 - v. Minor imperfections that meet design specifications or do not materially alter functionality
- d) Defects, damages or accidents due to the malfunction, connection to or use of unauthorised parts

In such event, we reserve the right to cancel the Limited Warranty coverage immediately.

To the extent allowed by the applicable local law, the remedies in the Limited Warranty are the Purchasers sole and exclusive remedies.

If you need replacement parts or have a question regarding this product, please contact us on the following

Email: info@sullivansport.com

Visit: www.sullivansport.com

Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

For New Zealand customers, this warranty is in addition to statutory rights observed under New Zealand legislation