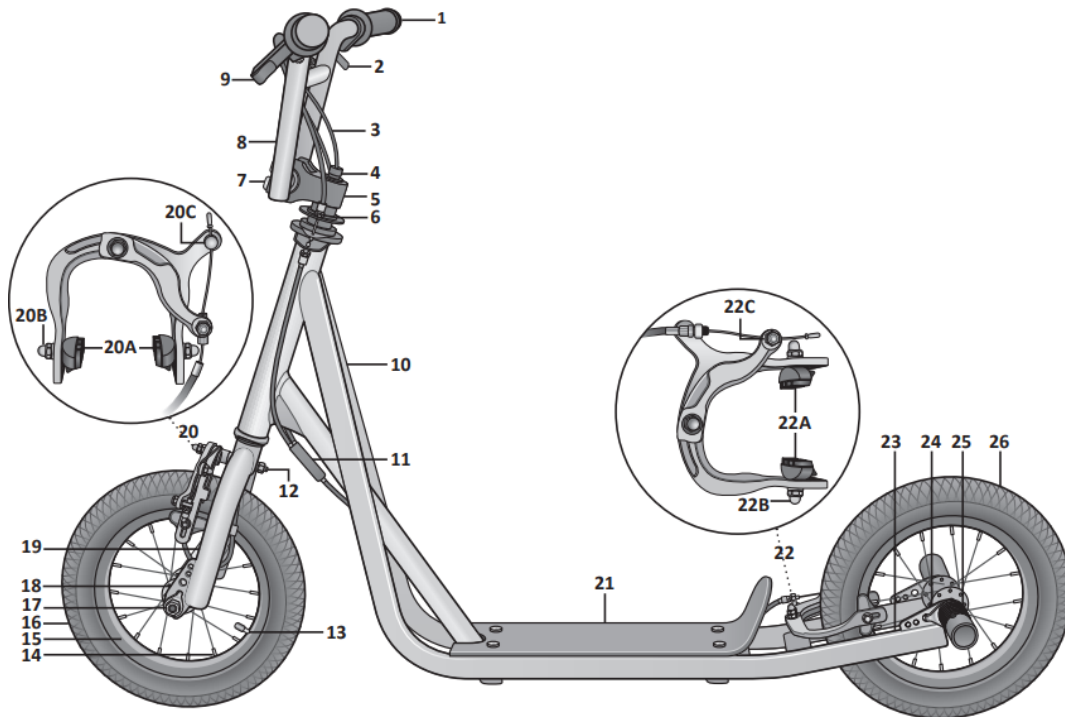


Parts Identification



1. Handlebar grip
2. Rear brake lever
3. Brake cables
4. Stem binder bolt
5. Stem
6. Headset
7. Handlebar binder bolt(s)
8. Handlebar
9. Front brake lever
10. Frame
11. Cable splitter
 1. Front brake attaching nut
12. Valve stem
13. Spoke
14. Rim
15. Tire



- 16. Wheel axle nut (front and rear)
- 17. Front fork dropout
- 18. Front fork
- 19. Front caliper brake assembly
- 20A. Front brake pads
- 20B. Front brake pads hardware
- 20C. Brake cable pinch bolt
- 21. Foot board
- 22. Rear caliper brake assembly
- 22A. Rear brake pads
- 22B. Rear brake pads hardware
- 22C. Brake cable pinch bolt
- 23. Rear fork
- 24. Rear fork dropout
- 25. Pegs
- 26. Rear tire

Adjustments

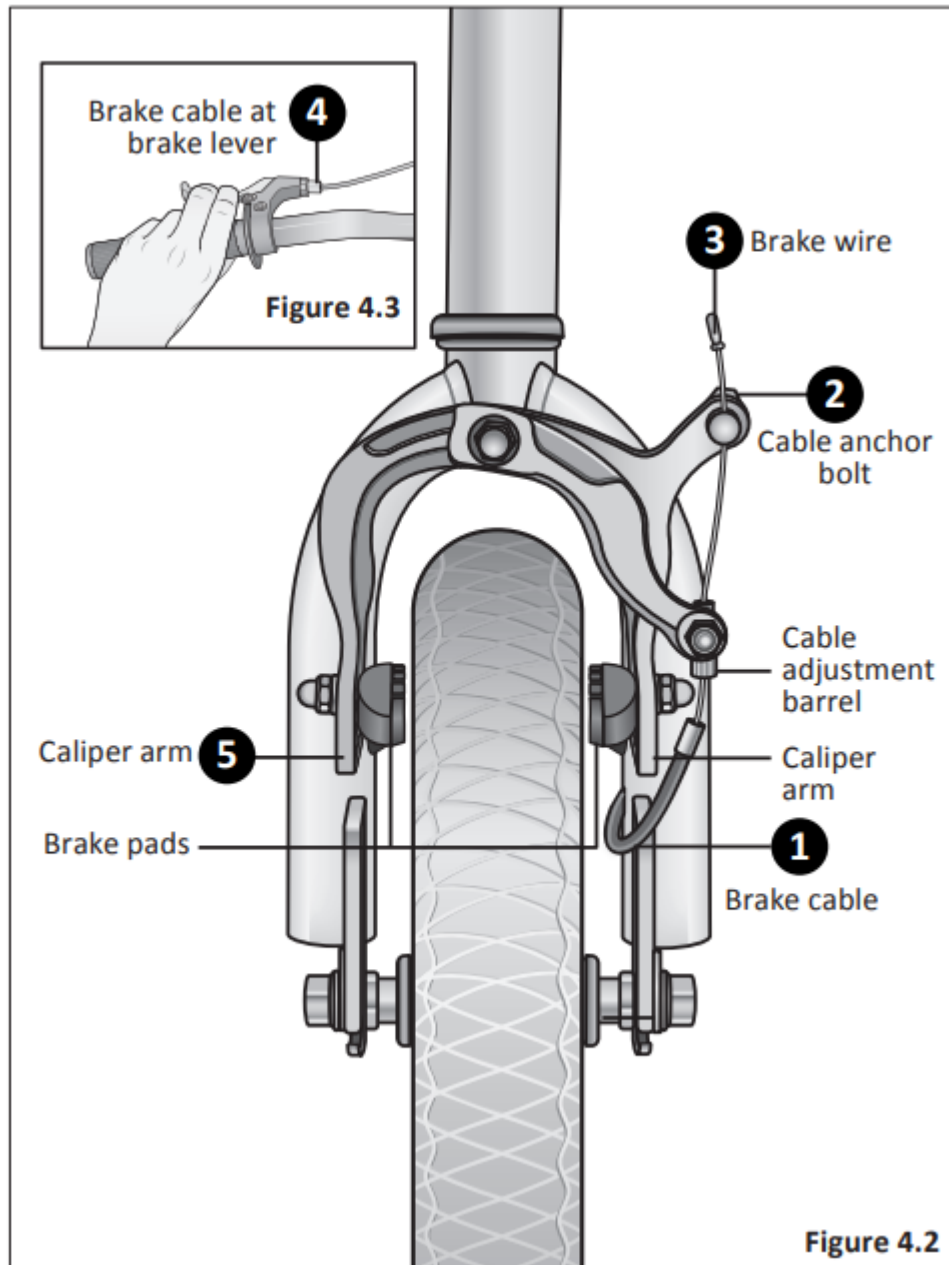
ADJUSTING THE BRAKES

Adjusting the Side-pull Caliper Brakes

1. If the brake cable is disconnected at the caliper, thread the brake wire through the adjustment barrel. Figure 4.2
2. Using a 10 mm open end wrench, loosen the cable anchor bolt until you can see a gap large enough for the cable wire.
3. Thread the cable wire through the gap. By hand, screw the cable anchor bolt snug enough to hold the cable wire.
4. Check the cable end is seated in the brake lever. Figure 4.3
5. With one hand squeeze the caliper arms until both brake pads contact the rim. Loosen the cable anchor bolt just enough to allow the brake wire to move freely. Figure 4.2
6. While holding the brake closed, use your other hand to pull the brake wire tight (through the cable anchor bolt). Check that the cable end is seated in the brake lever and the barrel adjuster of the brake.

7. Tighten the cable anchor bolt as much as you can by hand and then while still squeezing the brake, tighten the cable anchor bolt fully.

Note: Use the adjustment barrel to fine-tune the brake cable tension. Turning the barrel clockwise will loosen the brake cable tension, counter-clockwise will tighten the brake cable tension.

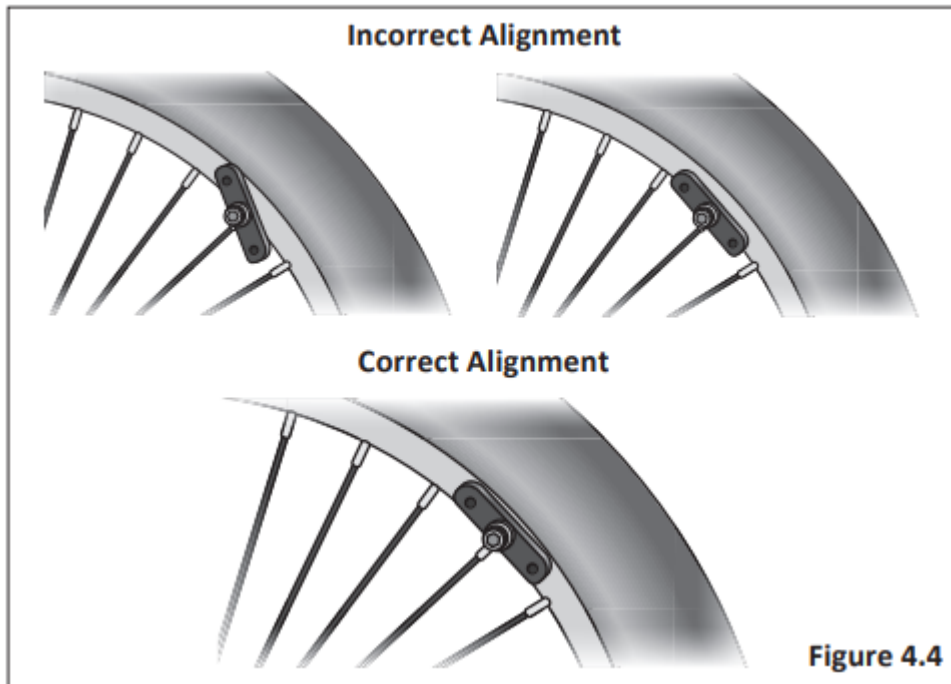


Adjusting the Brake Pads

Important! Before riding the scooter it is important to check the brakes. If you squeeze the brake lever and one brake arm moves more than the other, (or not at all), the brake is not centered. You

will need to fine tune the brake pads. Multiple adjustments may be necessary to center the brake pads, correctly set the brake pressure, and set the gap between the brake pad and rim.

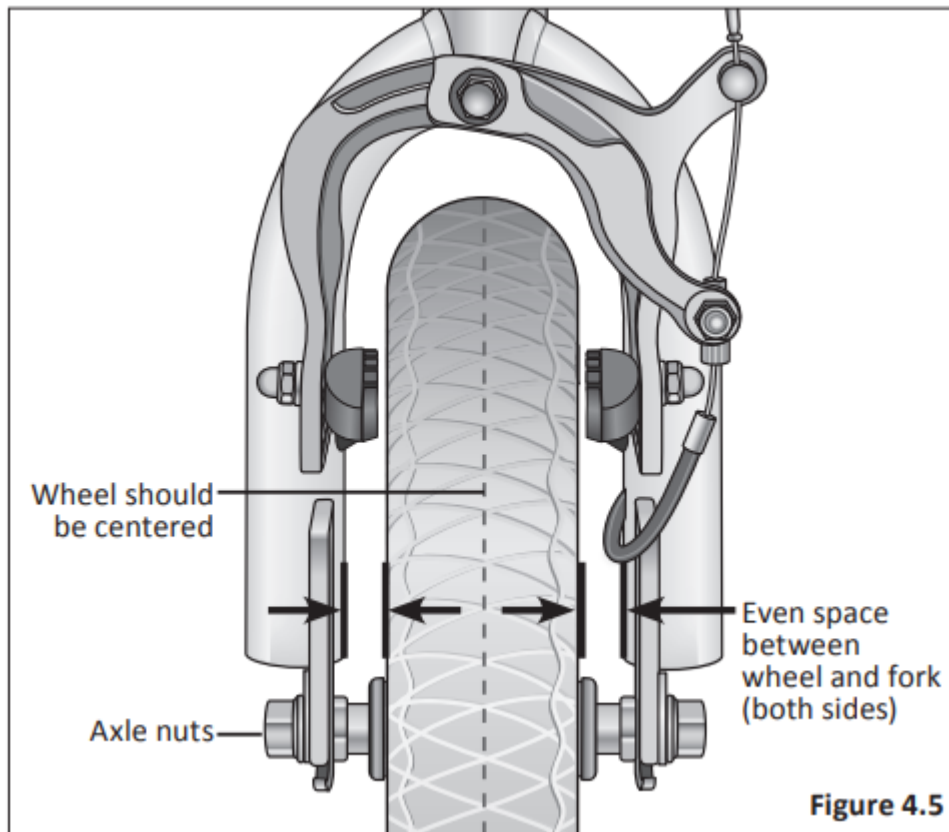
1. Check that all brake pads are aligned correctly. If not, use a 5 mm allen wench and loosen the bolt enough so you can reposition the pad. Position the pad so it is evenly centered on the rim. Retighten the bolt after positioning the pad correctly. Figure 4.4



Center the Brake Pads

Rotate the wheel and look straight down at the gap between the rim, brake pads, and fork. If you find the gap between these are uneven it indicates the wheel, the brake pads, or both are not centered.

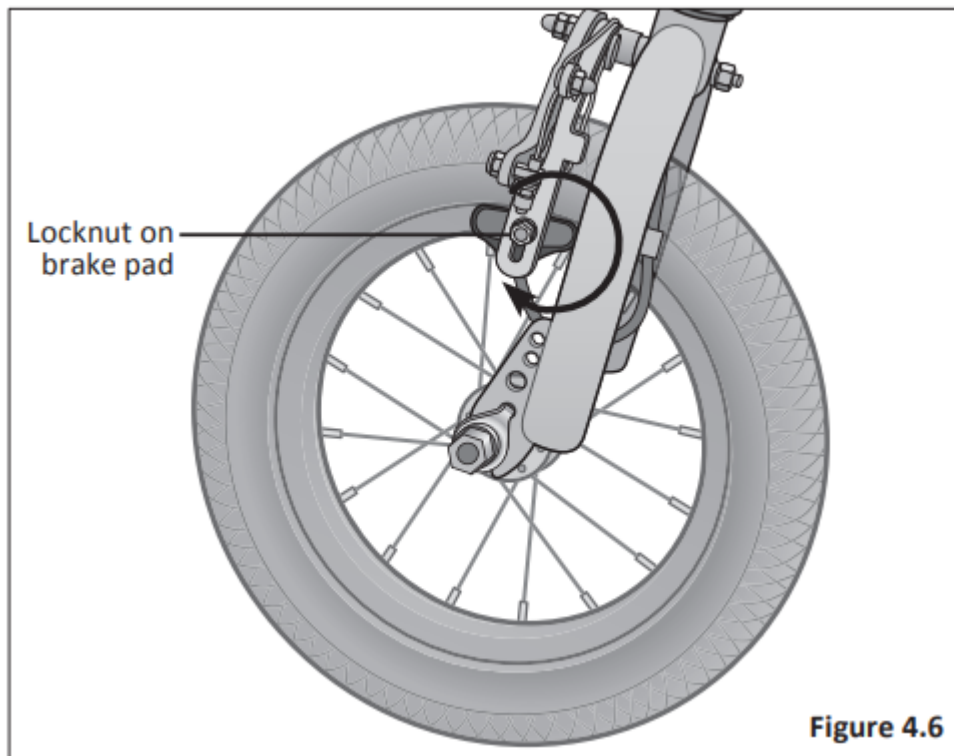
1. If you see the gap between the fork and wheel is uneven loosen the axle nuts and adjust the wheel until centered. Figure 4.5



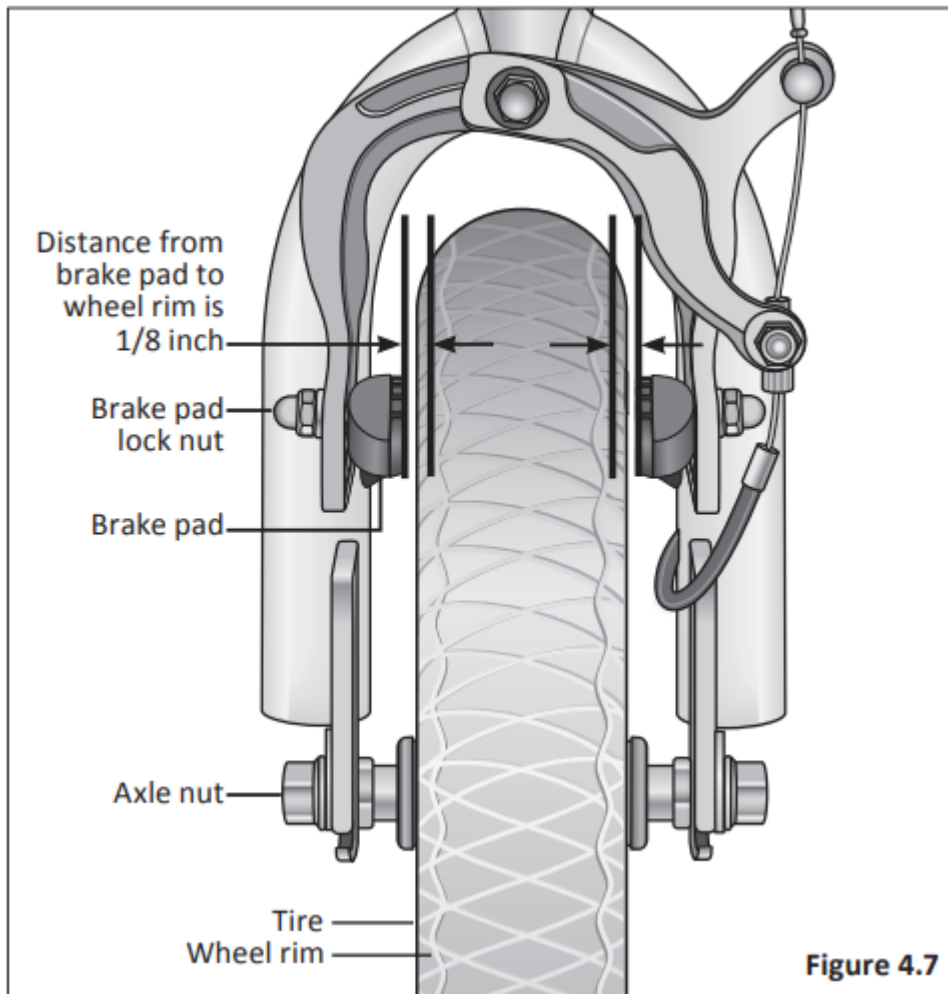
2. If the gap between the brake pad and wheel is uneven, adjust the position of the brake pad. Figure 4.6

- Loosen the nut on the back of the brake.
- Squeeze the brake and hold the brake lever closed, while re-tightening the lock nut on the back of the brake.

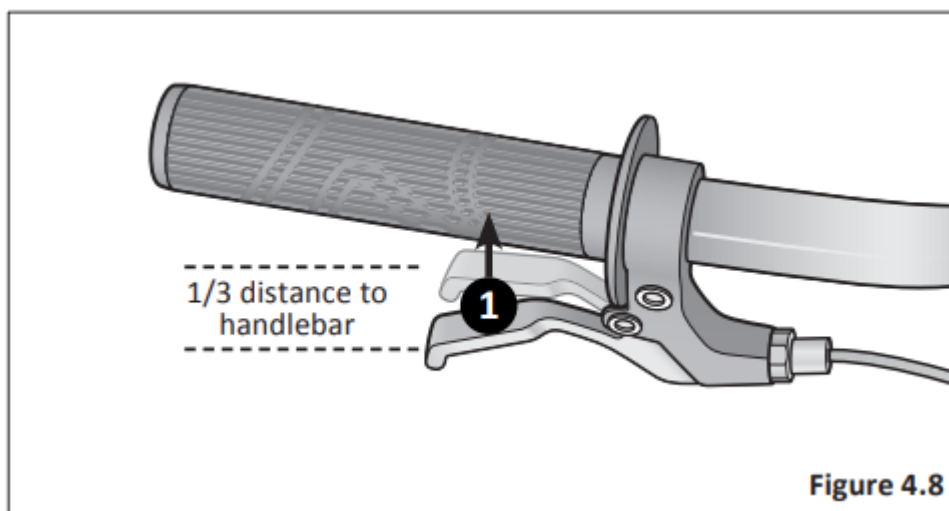
Note: Watch the brake, if it begins to shift or rotate, then release the brake lever, and use your hand to rotate the brake caliper back until both sides of the brake move equally. Sometimes it is necessary to over-rotate the brake slightly, so that as you tighten the locknut, the brake will end up centered.



3. Pull and release the brake lever a few times and check if the pads are centered.
4. If necessary, repeat steps one and two until the brake pads are centered and the gap between the pads and rim is close to 1/8 inch. Figure 4.7



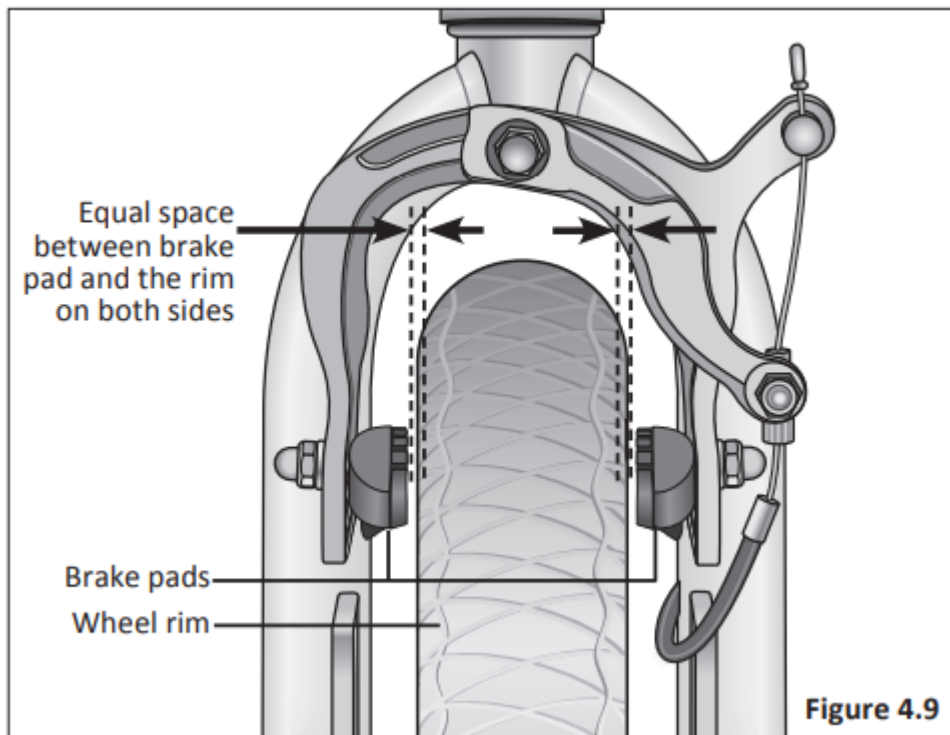
Check the Brakes



1. After adjusting the brake, squeeze the brake lever as hard as you can several times and re-inspect the brake pads, centering and brake lever travel. If the brake pads are no longer square to the rim, repeat brake pad adjustments. Figure 4.8

2. Be sure that brake pads return to a centered position by spinning the wheel and listening for the brake pad rubbing the rim on either side.

Re-adjust as needed.



- Check that the brake cable tension allows the brake lever about 1/3 of the travel before the brake pads contact the rim. If the cable has stretched or slipped, re-adjust the brake cable tension by loosening cable anchor bolt and pulling more cable through the anchor or use brake adjustment barrels for fine tuning brake cable tension. Brake is correctly adjusted when:
 - The brake pads do not drag on the rim when the brake is open. Figure 4.9
 - Both brake pads move away from the rim equally when the brake is released.
 - When the brake is applied, the brake pads contact the rim before the brake lever reaches about 1/3 of the way to the handlebar.

ADJUSTING THE HANDLEBAR

Adjusting the Handlebar Height

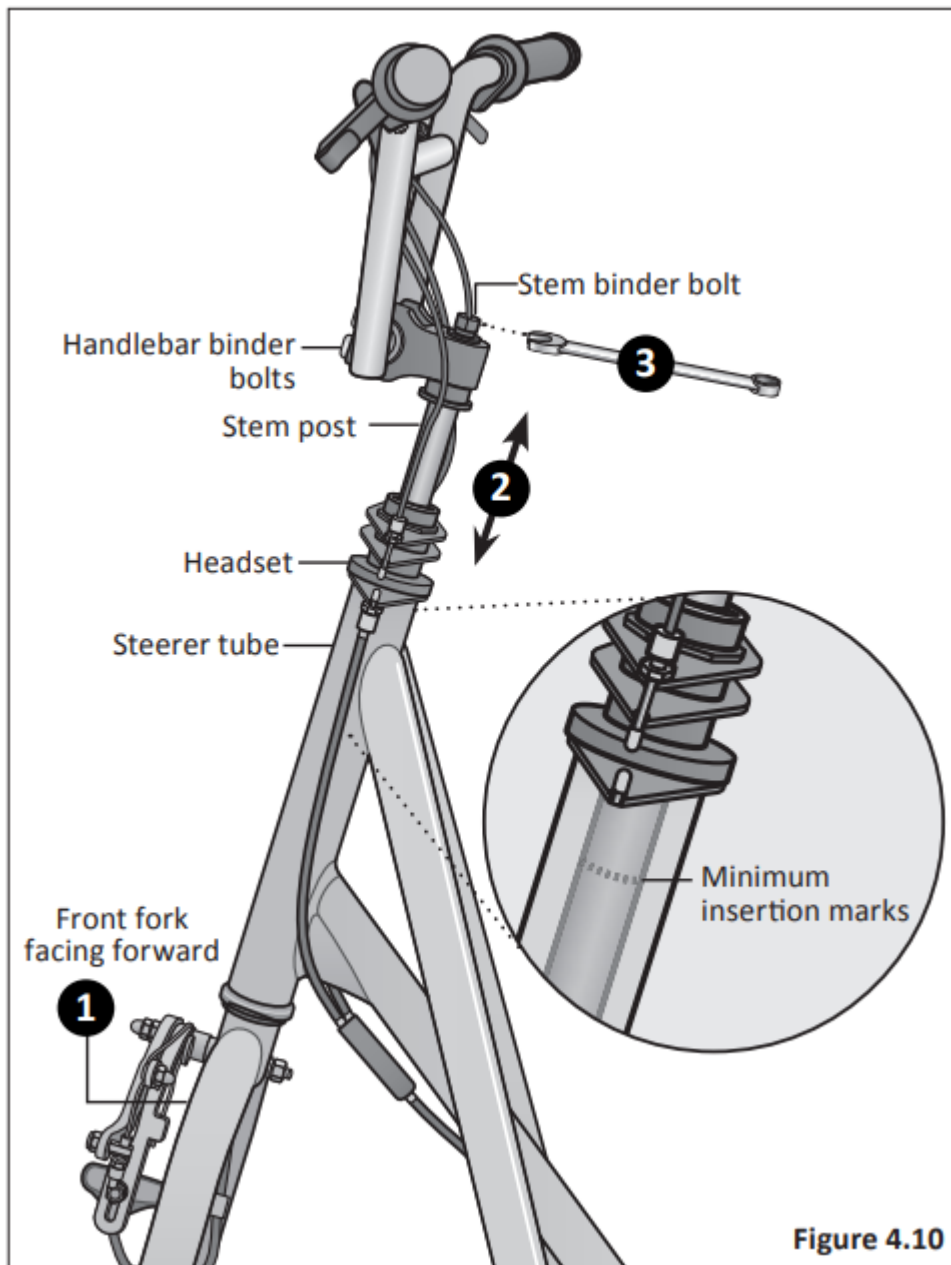
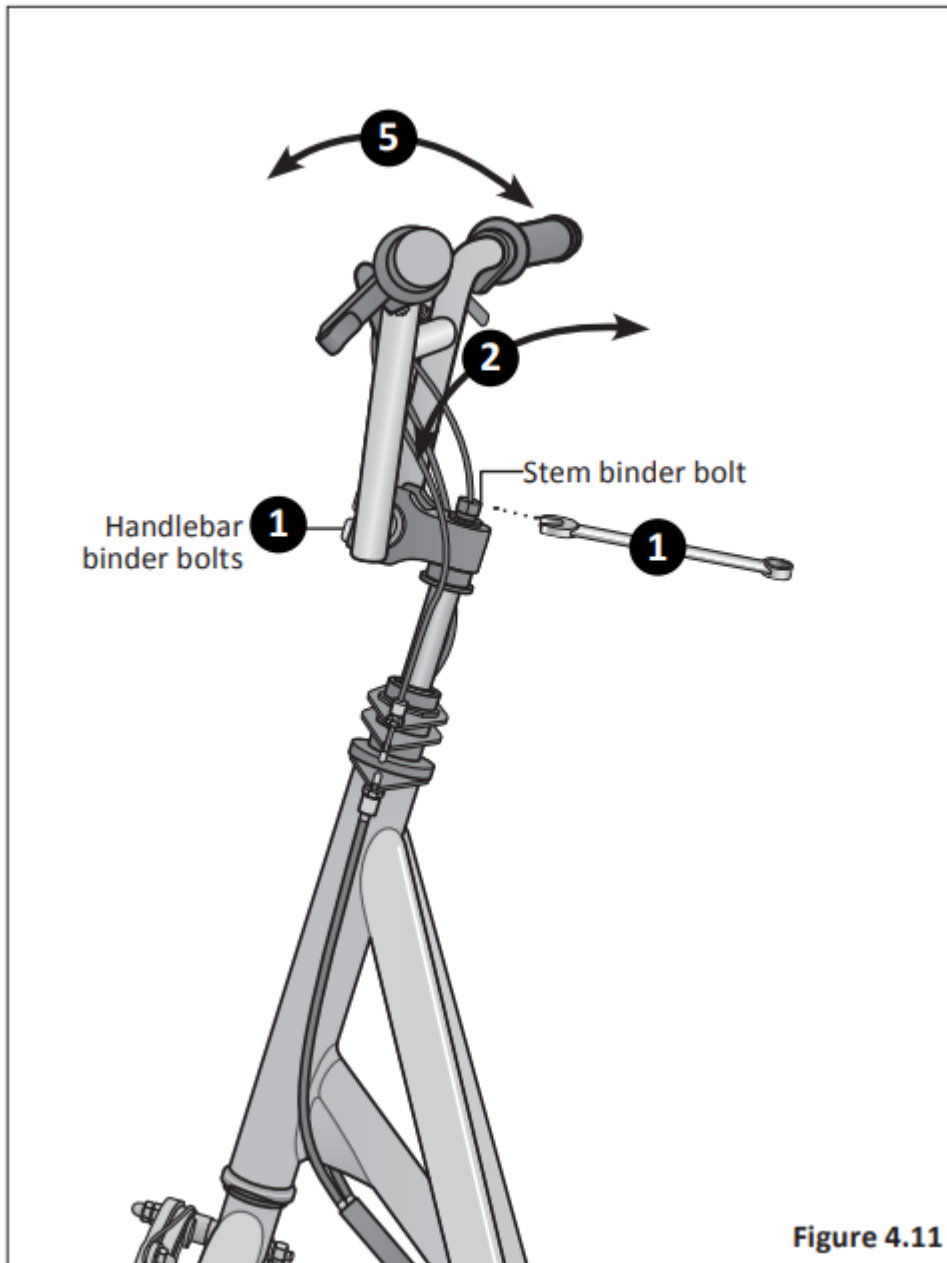


Figure 4.10

1. Turn the front fork to face forward. Figure 4.10
2. Using a 14 mm open-end wrench loosen the stem binder bolt.
3. Adjust the handlebar height until the rider feels they have control of the scooter and are comfortable. Important! Be sure the minimum insertion marks do not go above the top of the headset and are not visible.
4. Tighten the stem binder bolt. Check the handlebar binder bolts to be sure they are properly tightened and the handlebar is clamped in place.

Adjusting the Handlebar Alignment



1. Using a 14 mm open-end wrench loosen the stem binder bolt. Figure 4.11
2. Move the handlebar left or right until it is aligned with the front wheel.
3. Tighten the stem binder bolt. Check the handlebar binder bolts to be sure they are properly tightened and the handlebar is clamped in place.

Adjusting the Handlebar Angle

4. Loosen all of the handlebar binder bolts to allow the handlebar to move.
5. Rotate the handlebar to the desired angle. Be sure that the handlebar stays centered in the handlebar bracket.
6. Using a hex wrench, tighten the handlebar binder bolts a little at a time. Ensure the gap between the stem cap and stem stays even.

7. Repeat tightening each handlebar binder bolt a little bit until handlebar is secure.

Use

HAND OPERATED BRAKES

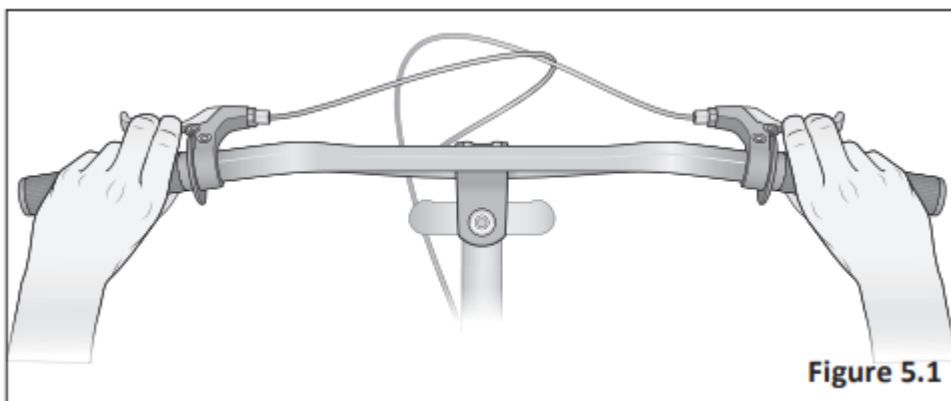
Hand operated brakes have a separate hand lever to operate front and rear brakes. Front hand brake levers are located on the left side of the handlebar, and rear hand brake levers are located on the right side of the handlebar. Figure 5.1

It is OK to operate one brake at a time, or all together, depending on your style, comfort, and riding conditions, however, be careful to pay close attention to front brakes locking up.

To best avoid this:

- Apply the front and rear brakes simultaneously, while shifting your body weight back slightly to compensate for braking force.
- As terrain changes, the rider must practice and learn how the scooter will respond in a new terrain or weather change. The same scooter will react differently if it is wet, or if there is gravel on the road etc.
- Always test the brakes and be sure you feel comfortable with the reaction. If the riding conditions are too steep (off road for example) and you are unsure, dismount the scooter and walk past the questionable terrain before riding again.
- Remember that as you apply the brakes your weight will want to shift forward, and the wheels will want to stop.

Note: See Section 4: Adjusting the Brakes for information on brake adjustment.

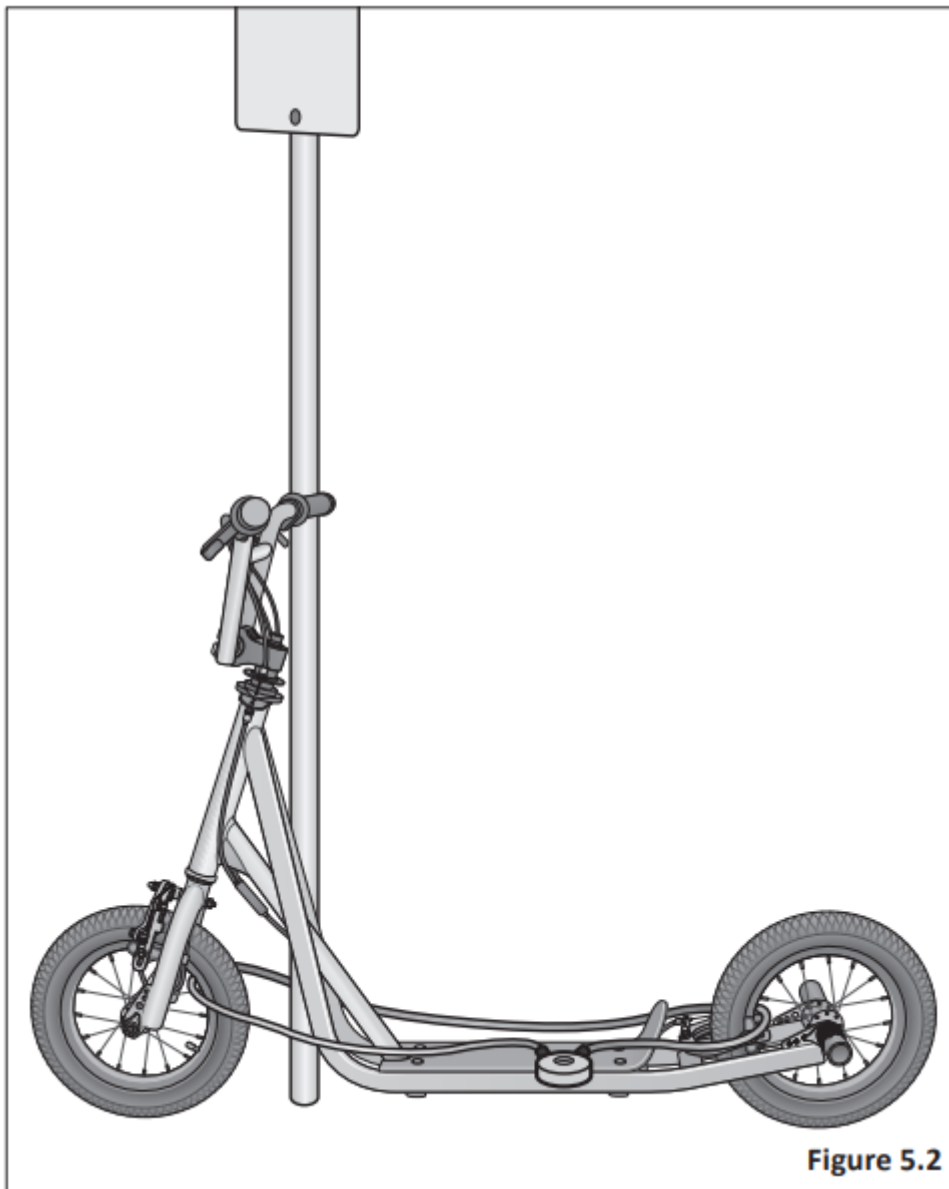


SECURITY

You just bought a new scooter! Don't lose it. It is advisable that the following steps be taken to prepare for and help prevent possible theft:

- Invest in a bicycle lock that will resist hacksaws and bolt cutters.

- Always lock your scooter to an immovable object if it is left unattended. Figure 5.2



Maintenance

Correct routine maintenance of your new scooter will ensure:

- Smooth running
- Longer lasting components
- Safer riding
- Lower running costs

BASIC MAINTENANCE

The following procedures will help you maintain your scooter 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 tires. Chrome plated bikes should be wiped over with a rust preventative fluid.
- Store your scooter under shelter. Avoid leaving it in the rain or exposed to corrosive materials.
- Riding on the beach or in coastal areas exposes your scooter to salt which is very corrosive. Wash your scooter 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 scooter and apply anti-rust treatment. If the hub bearings of your scooter have been submerged in water, they should be taken out and re-greased. 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.

LUBRICATION SCHEDULE

Component	Lubricant	Method
Weekly		
Brake calipers	Oil	Three drops from oil can
Brake levers	Oil	Two drops from oil can
Brake cables	Lithium based grease	Remove cable from casing. Grease entire length. Wipe off excess lubrication from other surfaces.
Brake lever and caliper pivot points	Light oil	Two to three drops from oil can
Yearly		
Wheel bearings	Lithium based grease	Disassemble
Headset	Lithium based grease	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.

PARTS MAINTENANCE

Brakes

Frequency: Inspect and maintain before each use

Inspect	Action	Maintenance
Lever	Check the levers are securely fastened to the handlebar.	Position the levers to fit the rider's grip and screw tight to handlebar.
Pads	Check pad position, gap and pressure.	See Section 4: Adjusting the Brakes
Cables	Check the outer casing for kinks, stretched coils and damage. Check cables for kinks, rust, broken strands or frayed ends. Check the outer casing for kinks, stretched coils and damage.	Replace cable.
	Check the housing is seated properly into each cable stop of the scooter.	It is recommended that the cables and housing be replaced every riding season.

Wheels

Frequency: Inspect and maintain before each use

Inspect	Action	Maintenance
Rims	Inspect for dirt and grease.	Use a clean rag or wash with soapy water, rinse, and air dry.
Wheels	Check the wheels are securely fastened to the scooter and axle nuts are tight.	Adjust if necessary and tighten axle nuts.
	Spin wheel and check rotation / alignment is true	See bicycle mechanic for repair.
Spokes	Check for broken or loose spokes.	See bicycle mechanic for repair.
Hub Bearings	Lift each wheel and see if there is movement side to side.	See bicycle mechanic for repair.

Tires

Frequency: Inspect and maintain at least each use.

Inspect	Action	Maintenance
Tire Inflation	Check tire pressure.	Inflate tire to the pressure indicated on the tire sidewall. See “Inflating a Tire Tube” for more detail. If the tire is flat see “Fixing a Flat Tire” for more detail.
	Check the bead is properly seated while inflating or refitting the tire.	Reduce air pressure in the tube and re-seat the bead.
	Spin wheel and check rotation / alignment is smooth and even.	Loosen axle nut(s) and adjust until properly seated. If the hub bearings need repair see a scooter mechanic for repair.
Bead Seating	Check for broken or loose spokes.	See bicycle mechanic for repair.
Tread	Inspect for signs of excessive wear, flat spots or cuts and damage.	Replace tire.
Valves	Check that valve caps are fitted and free of dirt.	Clean dirt from the valve.

HUB BEARINGS

Hub bearings require special thin wrenches called **cone wrenches**. If you do not own these tools, do not attempt hub bearing adjustments. Have a qualified bicycle mechanic perform the adjustment if you have any doubts.

1. Check to make sure neither locknut is loose.
2. To adjust, remove wheel from scooter and loosen the locknut on one side of the hub while holding the bearing cone on the same side with a cone wrench.
3. Rotate the adjusting cone as needed to eliminate free play.
4. Re-tighten the locknut while holding the adjusting cone in position.
5. Re-check that the wheel can turn freely without excessive side play

INFLATING THE TIRE TUBE

WARNING! An unseated tire can rupture unexpectedly and cause serious injury or death. Be sure the tire is properly seated when inflating the tube. Over inflation or inflating the tube too quickly may result in the tire blowing off the rim and damaging the scooter or causing injury to the rider.

Always use a hand pump to inflate the tube. **Do not** use a gas station service pump to inflate the tube.

Follow these steps to inflate a tire:

1. Remove the valve cap and add air.
2. Be sure the tire is evenly seated on the rim, both sides.
3. Spin the wheel and check for high and low areas.
4. Complete inflation to the recommended psi found on the sidewall of the tire.
5. Be sure the tire is evenly seated on the rim, both sides. If not, release some air and repeat steps three through six.
6. Check for dirt in the valve cap or stem. Clean dirt from cap or stem.
7. Securely replace the valve cap on the stem.

REPAIRING A FLAT TIRE

WARNING! An unseated tire can rupture unexpectedly and cause serious injury or death. Be sure the tire is properly seated when inflating the tube.

Follow these steps to fix a flat tire:

1. Match tube size and tire size (see tire sidewall for size).
2. Remove the wheel from the scooter. Deflate tire completely.
3. Squeeze the tire beads into the center of the rim.
4. Opposite the valve, use a scooter tire lever to pry the tire bead up and out of the rim. Repeat around the wheel until one bead is off the rim.
5. Remove tube. Release second tire bead.
6. Remove tire.
7. Carefully inspect inside of the rim and tire for the cause of the flat.
8. Inflate the tube $\frac{1}{4}$ full and place inside tire.
9. Insert the valve stem through valve stem hole in rim.
10. Start at the valve stem and install the first bead onto the rim. Repeat for the second bead.
11. Slowly inflate the tire, checking the tire is seated properly and not pinched as the tire is inflated.
12. Inflate to recommended pressure (see tire sidewall).

Troubleshooting Guide



Problem	Possible Cause	Remedy
Brakes not working effectively	<ul style="list-style-type: none"> • Brake pads worn down • Brake pads/rim greasy, wet or dirty • Brake cables are binding/stretched/damaged • Brake levers are binding • Brakes out of adjustment 	<ul style="list-style-type: none"> • Replace brake pads • Clean pads and rim • Clean/adjust/replace cables • Adjust brake levers • Center brakes
When applying the brakes they squeal/ squeak	<ul style="list-style-type: none"> • Brake pads worn down • Brake pads toe-in incorrect • Brake pads/rim dirty or wet • Brake arms loose 	<ul style="list-style-type: none"> • Replace pads • Correct pads toe-in • Clean pads and rim • Tighten mounting bolts
Knocking or shuddering when applying brakes	<ul style="list-style-type: none"> • Bulge in the rim or rim out of true • Brake mounting bolts loose • Brakes out of adjustment • Fork loose in head tube 	<ul style="list-style-type: none"> • True wheel or take to a bike shop for repair • Tighten bolts • Center brakes and/or adjust brake pads toe-in • Tighten headset



Steering not accurate	<ul style="list-style-type: none"> • Wheels not aligned in frame • Headset loose or binding • Front forks or frame bent 	<ul style="list-style-type: none"> • Align wheels correctly • Adjust/tighten headset • Take bike to a bike shop for possible frame realignment
Frequent punctures	<ul style="list-style-type: none"> • Inner tube old or faulty • Tire tread/casing worn • Tire unsuited to rim • Tire not checked after previous puncture • Tire pressure too low • Spoke protruding into rim 	<ul style="list-style-type: none"> • Replace inner tube • Replace tire • Replace with correct tire • Remove sharp object embedded in tire • Correct tire pressure • File down spoke

Warning

This content is compiled from multiple sources and is provided for reference purposes only. It may not be complete or fully applicable to all situations. If you are unable to resolve your issue, please contact the product manufacturer or an authorized service provider for official support.

