BICYCLE USER'S MANUAL

CONTENTS

PREFACE

Congratulations!

Enjoy your new bicycle to the fullest! The correct assembly and operation of your bicycle are essential for your riding pleasure. The Bisan customer service department is here to serve your satisfaction with the Bisan difference. If you have any questions or need assistance with assembly, parts, performance, or warranty processes, please contact our authorized service centers.

Happy riding!

Phone: 0 (232) 877 00 28
Customer Service: Monday - Friday 07:30-17:30 (Business Hours)
Other contact channels:

Website: www.bisan.com.tr

Email: info@bisan.com.tr

Address: Bisan Motorcycle and Bicycle Industry and Trade Inc.
Kemalpaşa OSB. Mah. İzmir-Ankara Asfaltı No: 83 Kemalpaşa/İZMİR

Please do not return this product to the dealer. When you need assistance, contact the nearest authorized service or Bisan customer service. You will need the serial number located under the bottom bracket and your invoice.

For the location of the serial number on your bicycle, refer to Figure 4.1.

This manual is important for:

Understanding your new bicycle. By reading this guide before your first ride, you can achieve higher performance and an enjoyable riding experience. Your first ride is crucial. Ride your new bicycle in a safe environment, away from cars, other cyclists, and obstacles.

This guide contains vital safety information. It aims to be a comprehensive guide covering everything, including the assembly, usage, and maintenance of the bicycle.

The images used in the guide are representative images. Your bicycle may not have the same features.

A SPECIAL NOTE FOR PARENTS

As a parent or guardian, your child's safety is your responsibility. Are the dimensions of the bicycle your child is using appropriate? Understand motor vehicle, bicycle, and traffic laws, and safe riding techniques, and communicate them to your child while keeping them under control. As a parent, you must read this guide before allowing your child to ride a bicycle. Please ensure that your child always wears an approved bicycle helmet when riding a bicycle.

1 - SAFETY

SAFETY WARNINGS

The following safety instructions and symbols will alert you to potential hazards. Ignoring these warnings can lead to damage to your bicycle, personal injury, or even death. This guide contains numerous warnings and alerts that must be followed.

Proper maintenance of the bicycle and ensuring that it operates correctly, especially the safe use of the braking systems, are the responsibility of an adult user or a parent who ensures that their children are properly educated.

The installation, adjustment, and removal of training wheels on children's bicycles should be performed by authorized service centers.

WARNING!

Indicates a danger or an unsafe practice that could result in serious injury or death. Failure to read, understand, and follow the safety information in this guide can lead to serious injury or death.

CAUTION!

Indicates a potential hazard or unsafe practice. Signifies minor injuries.

USER RESPONSIBILITY

WARNING!

Do not attach any type of electric motor or internal combustion engine to the bicycle. Modifying a bicycle in this way poses an extreme safety risk for the rider and can lead to a loss of control.

All individuals involved in assembling, using, and maintaining the bicycle must read and understand the safety warnings and usage instructions in this guide before riding the bicycle.

Proper maintenance of the bicycle and ensuring that it operates correctly are the responsibility of an adult user or a parent for a child. Doing so will reduce the risk of injury.

Always perform regular maintenance and checks on your bicycle. Prioritize the points to be considered in the Safety Check List at the end of this section before each use.

CAUTION!

A responsible adult should always supervise the bicycle's use by a child. You should ensure that:

The child is wearing appropriate protective clothing and using a bicycle helmet with a CE certification.

The child is sitting safely, and the bicycle's size is suitable for the child.

INSTALLATION

WARNING!
Not being able to reach the handlebars securely can lead to a loss of control of the bicycle. Ensure there is a gap of 3 to 8 cm between the rider and the top tube due to the bicycle's frame size. Incorrect behavior during the assembly or maintenance of the bicycle can result in a loss of control and lead to serious injuries or death.

CORRECT SELECTION OF BICYCLE DIMENSIONS

A rider using a bicycle that is not the correct size may not be able to reach the handlebars properly for steering and may experience a loss of control while pedaling. You should be able to touch the ground with your feet and balance the bicycle. You can use the table to the side to select the appropriate bicycle based on wheel size and the rider's height. If there is a top tube on the bicycle frame, check if there is a gap of 3 to 8 cm between the rider and the top tube.

See Figure 1.1.

YOUTH AND ADULT MODELS	BICYCLE WEIGHT + RIDER WEIGHT + CARGO LOAD = 120 Kg (MAXIMUM)
CHILD MODELS	BICYCLE WEIGHT + RIDER WEIGHT + CARGO LOAD = 50 Kg (MAXIMUM)

RIM	Rider Average Height
12''	70 - 90 cm
16''	90 - 115 cm
18''	105 - 130 cm
20''	120 - 150 cm
24''	140 - 165 cm
26'', 27.5'', 29''	160 - 185 cm & taller

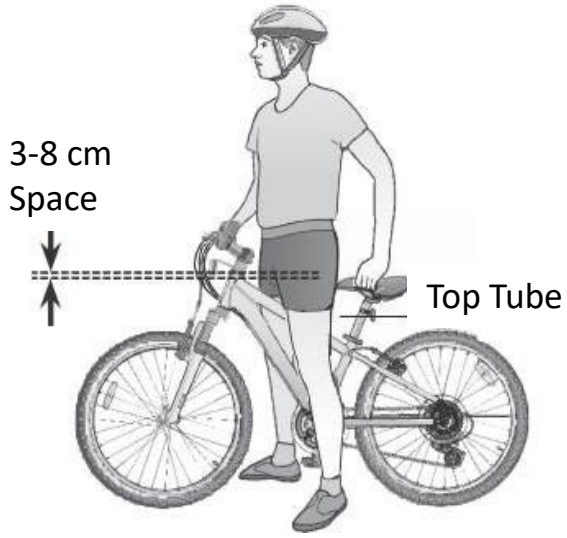

Figure 1.1

Saddle Height and Reach to Handlebars

WARNING!
Incorrectly adjusted saddle height can lead to unexpected loss of control, resulting in serious injuries or death, as the rider may not reach the handlebars and pedals. Ensure that the saddle locking mechanism is locked and not moving.

1) With the pedal in the down position, there should be a slight bend in your knee, and your legs should be nearly straight. See Figure 1.2.

2) You should comfortably reach the handlebars with slightly bent arms (approximately 10 degrees) from the elbows.

NOTE: If the rider feels discomfort at the height, the saddle can be adjusted lower. However, keep in mind that if the saddle is set too low, it can make riding difficult. If the saddle is raised too much, your knees will be straight, and you will have to stand up to pedal, which is unsafe and makes the bicycle uncontrollable.

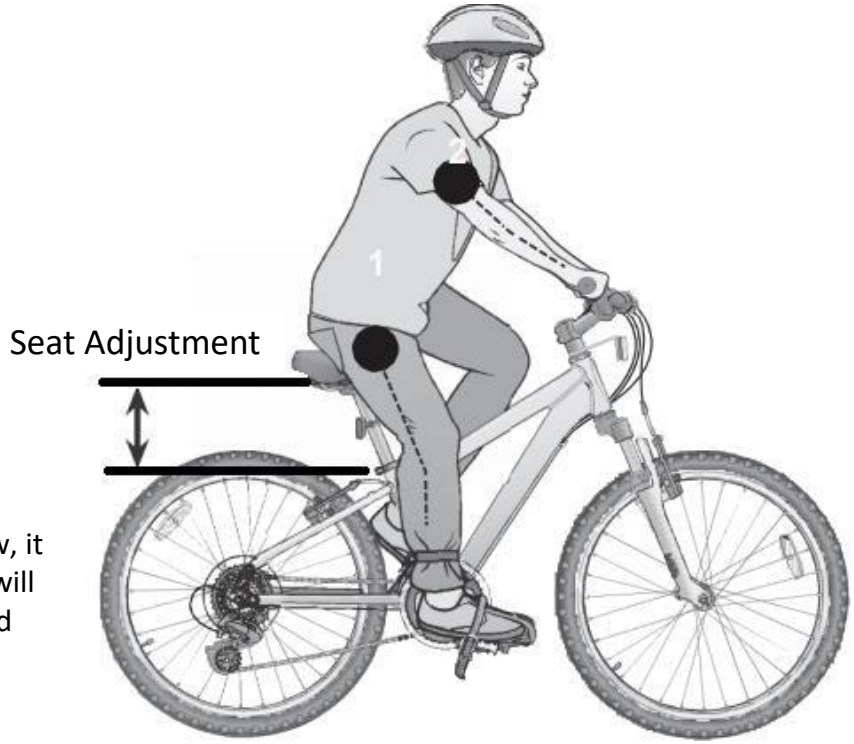

Figure 1.2

Quick Release Mechanism

WARNING!
Incorrect installation of quick-release mechanisms can result in unexpected loss of control, leading to serious injuries or death. Before riding, ensure that the quick-release mechanism is securely in place and that the saddle is not moving.

Wheels

❶ Some bicycles are equipped with quick-release mechanisms for the front wheel. The wheels should be securely locked. Ensure that the quick-release mechanism is firmly in place. See Figure 1.3.

Saddle

❷ Make sure that the minimum level marks on the seat post are not visible above the quick-release mechanism and that the clamp is locked in place.

Şekil 1.3

WARNING!

Riding a bicycle without protective clothing and a helmet can result in serious injuries or death.

- Wear easily visible and preferably reflective clothing.
- It is strongly recommended that children use protective clothing for their knees and elbows.
- Riders should always wear a properly fitted, CE-certified bicycle helmet.
- Loose-fitting equipment can pose a danger by getting caught in moving parts on the bicycle; check the connections.
- Use laceless shoes.
- Dress appropriately for weather conditions.

CAUTION! To prevent a specific risk of entanglement during normal use and maintenance, always tuck pant legs into socks or use a leg strap to prevent them from catching on the drive chain of the clothing. Also, collect any clothing or extensions of clothing that may be flying while riding a bicycle.

Figure 1.4 : Child With Protective Equipment

Helmet Usage

It is your civic duty to comply with the laws regarding helmet use in our country, and it is your responsibility to enforce this for your children as well. It is recommended that everyone wear a helmet while cycling. When riding with a child carrier seat or trailer, children should also wear helmets.

When riding your bicycle, it is strongly advised to always wear an appropriate CE-certified bicycle safety helmet. In addition, if you are carrying a passenger on a rear rack or in a child seat, they should also wear a helmet.

The correct helmet should be as follows: See Figure 1.5

- Comfortable
- Well-ventilated
- Properly fitted
- Covers the forehead

Incorrect helmet fit: See Figure 1.6
- The helmet not covering your forehead

Şekil 1.6

Reflector

WARNING!

Missing, damaged, or dirty reflectors can affect the ability of others to see and recognize you as a moving cyclist, potentially causing accidents and increasing the risk of serious injury or death. Always check that the reflectors are in place and ensure they are clean, flat, unbroken, and securely mounted before riding the bicycle.

Important! It is your civic duty to comply with all relevant laws in effect, including properly equipping yourself and your bicycle as required by the law, and it is your responsibility to enforce this for your children as well. If your bicycle is not equipped with reflectors by the manufacturer, you can obtain them yourself.

Check and confirm that the front and rear reflectors are in the correct position: See Figure 1.7

- **Front Reflector:** It should face forward and be mounted at a 5-degree angle.

- **Rear Reflector:** It should be mounted flat and at a 5-degree angle.

Figure 1.7

Riding Safety

WARNING!

Riding a bicycle in unsafe conditions (i.e., at night), riding in an unsafe manner, or disregarding traffic laws can lead to unexpected loss of control and result in serious injuries or death.

General Safety

• Learn all the features of the bicycle before riding. If available, test gear shifting, pedal straps, and brakes.

• Always ride in a straight line and never ride against traffic.

• Stay away from vehicle doors and do not pass too closely to them in case they open suddenly.

• Exercise extra caution when preparing for intersections for the passage of other vehicles.

• Maintain a comfortable stopping distance between yourself and all other drivers, vehicles, and objects. The safe braking distance depends on ideal weather conditions. Do not lock the brakes. When braking, always apply the rear brake first, then the front brake. The front brake is more powerful, and if applied first, you may lose control and fall.

• Do not use items that may restrict your hearing and vision (e.g., headphones).

• Wear appropriate clothing, choose reflective attire if possible, and avoid open-toed shoes.
• Always use the correct hand signals to indicate turning or stopping.
• Do not carry packages or passengers if they will affect the control of your bicycle.
• Obey traffic rules.

Road Conditions

• Be aware of road conditions. Focus on the road. Avoid potholes, gravel, wet roads, slippery surfaces, speed bumps, manhole covers, and other obstacles.

Rainy Weather:

• Always wear reflective clothing and use safety lights to increase visibility when cycling in rainy weather.
• Be very cautious when cycling in rainy weather.
• Ride at a slower speed. Gradually turn the handlebars when going around corners and avoid sudden braking.
• If you brake early, you will have a longer stopping distance.
• Surfaces like manhole grates, road markings, and train tracks will be more slippery when wet. Be careful.

Night Riding

Important! Riding a bicycle at night is not recommended. Consult the Traffic Law for night riding regulations.

• Make sure the bicycle is equipped with a complete set of reflectors.

• Use a white light at the front and a red light at the rear. Use flashing lights for better visibility.

• If you are using battery-operated lights, charge the batteries or replace them with new ones.

• Wear reflective and light-colored clothing. Use reflective clothing for increased visibility, and accompany it with safety lights.

• Only ride at night if necessary. Ride slowly and use well-lit streets that you know.

Climbing Technique

• If you still find it challenging in the lowest gear, you can pedal standing up. This way, you will get more power with each pedal stroke.

• When descending, use higher gears to prevent rapid pedaling.

• Once you have reached the desired speed, do not accelerate, or decelerate.

• Braking earlier than normal will require additional distance to stop, so apply the brakes gradually.

Cornering Technique

• Brake slightly before entering the turn and prepare to lean your body into the corner.

• Keep the inner pedal at 12 o'clock and lean it slightly in the direction you are turning your knee.

• Keep your other leg straight, do not pedal quickly or frequently.

• For sharp turns, reduce your riding speed and avoid sudden braking.

Safety Rules for Children Riding Bicycles

Ensure that children wear an appropriate helmet when riding bicycles.
Do not ride on roads for motor vehicles or allow children to do so.
Avoid riding in areas with heavy traffic and keep children away from such areas.
Do not ride at night, and do not allow children to do so.
Obey all traffic laws, especially traffic signs and red lights.
Be aware of other motor vehicles near you.
Exercise extra caution when riding downhill. Slow down using The brakes and maintain control of the handlebars.
When riding downhill, never remove your hands from the handlebars or your feet from the pedals.

Pre-Ride Safety Checklist

It is essential to perform the following safety checks before every ride. Do not ride a bicycle that is not in proper working condition!

ACCESSORIES

- Reflectors are properly placed and not obscured.

Note: Your bicycle may not come equipped with reflectors from the manufacturer. (If your bicycle is not equipped with reflectors from the manufacturer, you can obtain them yourself.)

- All other connecting parts on the bicycle are properly and securely attached and in working order.
- The rider is wearing a properly fitted helmet and using protective clothing and laceless shoes.

BEARINGS

- All bearings are lubricated and have no restriction or play in their movement.

BRAKES

- Both front and rear brakes are functioning properly.
- Brake pads are within wear tolerances.
- Brake cables are lubricated, properly adjusted, and show no obvious signs of wear.
- Brake levers are lubricated and securely attached to the handlebar.

CHAIN

- The chain is lubricated, clean, and functions smoothly.

PEDALS, CRANKS, AND CRANK ARMS

- Pedals are securely attached to the crank arms.
- Crank arms are securely attached to the bottom bracket.

FRAME AND FORK

- The frame and fork are securely attached to each other.
- Quick-release levers are securely locked.

HANDLEBARS

- Handlebars and fork are properly aligned and securely gap-free.
- Handlebars are adjusted correctly concerning the fork and the direction of travel.
- Handlebar clamp bolt is firmly tightened.

RIMS AND TIRES

- Rims are free from dirt or grease.
- Wheels are securely attached to the fork.
- Tires are inflated to the recommended pressure.
- Tires have an appropriate amount of tread, and there is no excessive wear.
- Performing these safety checks before each ride helps ensure that your bicycle is in proper working condition, reducing the risk of accidents or injuries

2 BİCYCLE PARTS

Learning the parts will make it easier for you to troubleshoot, repair and maintain your bike Parts and accessories may differ from your bike.

Parça adı		Tork (N.m)	Parça adı		Tork (N.m)	Parça adı		Tork (N.m)
1	Grips	-	**14**	Crank Arm	35	**27**	Seat Clamp	6,5-8
2	Shifters	6-8	**15**	Chainring	45	**28**	Rear Carrier	-
3	Handlebar & Stem	-	**16**	Crank Fixing Bolt	34	**29**	Front Fender	-
4	Head Set Fixing Bolt	11-14	**17**	Front Derailleur	-	**30**	Rear Fender	-
5	Stem Fixing Bolt	16-22	**18**	Chain	-	**31**	Front Light	-
6	Spacer	-	**19**	Rear Derailleur	-	**32**	Rear Reflector	-
7	Head Set	20-30	**20**	Casette Sprocket	-	**33**	Front Reflector	-
8	Tire	-	**21**	Brake Calliper	-	**34**	Front Reflector Bracket	-
9	Rim	-	**22**	Disc Brake Calliper	-	**35**	Rear Reflector	-
10	Tire Valve	-	**23**	Rotor	-	**36**	Rear Reflector Bracket	-
11	Spoke	-	**24**	Saddle	-	**37**	Kickstand	-
12	Front Hub	-	**25**	Saddle Fixing	-			
13	Front Fork	-	**26**	Seat Post	-			

**BİSAN reserves the right to make changes in the products it produces.

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3 ASSEMBLY

WARNING!

Incorrect assembly of this product can result in serious injuries or death. Always follow the instructions in this guide, and check critical parts (wheels, seats, pedals, brakes, gear shifters, tires) before each use. If you have doubts or concerns about your experience with bikes or the correct assembly, repair, or maintenance of your bike, we recommend seeking the assistance of a bike expert. If your bike is already assembled, we recommend reading and performing the checks specified in this guide before riding.

Your new bicycle was assembled in the factory, adjusted, and then partially disassembled for transport. You may have already purchased the bicycle fully assembled and ready to ride, or it may have been partially disassembled in the shipping box. The following instructions are prepared to help you use your bicycle for years to come. For more information on lubricating, maintaining, and adjusting any area, please refer to the relevant sections in this guide. Please consult an authorized expert before riding.

Always leave the assembly, repair, and maintenance of the bicycle to authorized service centers. If you intervene within the warranty period and have the skill or experience, it will void the warranty.

REQUIRED TOOLS (Figure 3.1)

1- Torx screwdriver
2- 2mm, 2.5mm, 4mm, 5mm, 6mm, and 8mm Allen wrenches
3- 7mm, 8mm, 9mm, 10mm, 14mm, and 15mm open-end wrenches
4- Pliers with cable cutting capability

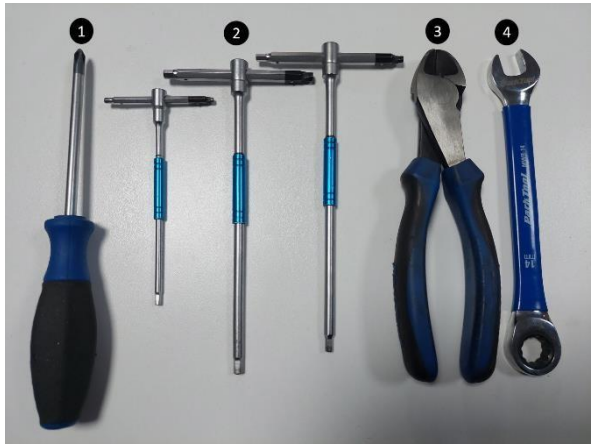


Figure 3.1

INITIAL SETUP

WARNING!

Opening the box outside of an authorized service center will void the warranty.

1. Open the cardboard box from the top and remove the bicycle. See Figure 3.2.
2. Remove the bicycle from its protective packaging. See Figure 3.3.
3. Detach the front wheel from the frame.

Figure 3.2

Important! Do not discard the packaging materials until the assembly is complete to ensure that essential parts are not accidentally thrown away.

Figure 3.3

HANDLEBAR INSTALLATION

WARNING!

Incorrect attachment of the handlebar can damage the frame and headset assembly. This can lead to a loss of control resulting in serious injuries or death.

Important! The minimum markings on the handlebar stem should not be visible above the upper part of the main stem.

Failure to properly tighten handlebar components can lead to a loss of control resulting in serious injuries or death. Always check whether the handlebar moves and is securely fastened to the frame before riding.

There are two types of handlebar connections:

Sleeve-type connection

❶ Keep the front fork facing forward. See Figure 3.4
Place the handlebar assembly onto the headset. Make sure all brake and gear cables are running in a straight line.

Important! If the cables are bent, the gear and brake mechanism won't work properly.

❷ Place the stem of the handlebar onto the guide tube, and adjust the handlebar height until the rider feels comfortable and in control of the bike.

❸ Use an Allen wrench to tighten the stem binder bolt at the upper part of the handlebar tube. Check the handlebar binder bolts to ensure they are properly tightened and that the handlebar is securely fixed in place.

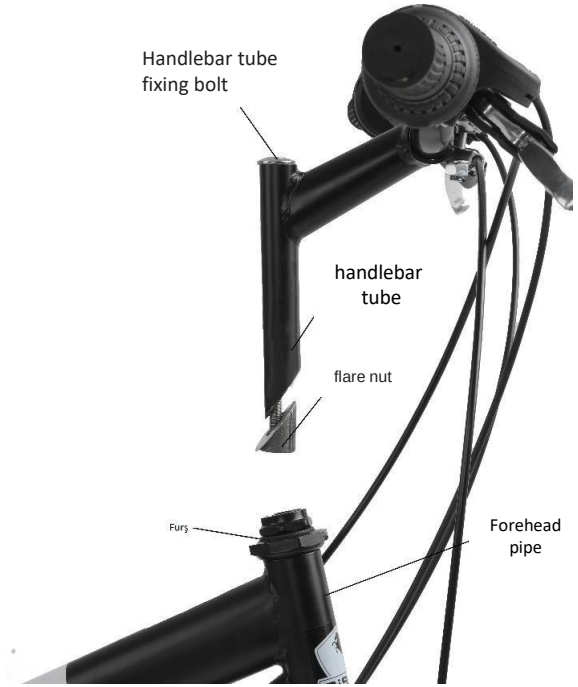


Figure 3.4

Bracket-type Connection

Important! Do not remove the bracket or lose any of its parts.

Ensure that the fork end is on the ground or securely held by your free hand since the fork assembly can drop out of the frame after loosening the upper bolt.

1. Keep the fork facing straight ahead.
2. Remove the 4 screws on the steerer tube using an Allen wrench.
3. Align the handlebar on the steerer tube.
4. Tighten and secure the bolts.

Figure 3.5

Front Wheel Installation

There are two types of front wheel assemblies: nut-type and quick-release type.

Note: The quick-release can be on either or both the front and rear wheels, or only one of them. Also, some external tires have a tread pattern that indicates a direction, so compare the front and rear tires; the front and rear tread patterns should face the same way.

Nut-Type Front Wheel

1. Place the front wheel between the fork legs into the fork's slot. Note: If there's a disc brake on the front wheel, make sure the disc brake rotor and caliper body fit between the fork arms on the wheel hub axle.

Important! Ensure that the wheel is centered. See Figure 3.6.

2. After putting on the axle washers, insert them into the fork.
3. Place two hub nuts on the axle and hand-tighten both nuts. Make sure the wheel is centered between the fork legs.
4. If the wheel is not centered, loosen one nut on the side where the gap between the fork and tire is smaller. With one hand, hold the wheel and the axle nut, and use the other hand to tighten it while checking that the wheel is centered. Repeat this process to ensure the wheel is centered, and repeat until reaching a secure tightness.

Figure 3.6

WARNING!

Check all quick-release levers to ensure they are fully closed and secure before every ride. An unchecked quick-release lever can result in a loss of control and lead to injury or death.

Ensure that the wheel is properly seated, and that the quick-release mechanisms are closed securely.

1. Some external tires have a tread pattern that has a specific direction, so make sure to compare the front and rear tires.
The tread patterns on the front and rear should face the same direction.

2. Do not remove small parts from the quick-release mechanism on the outside of the tire. Refer to Figure 3.7 for guidance.

3. Loosen the quick-release lever from the adjustment nut and remove the spring and front axle from the hub.

4. Slide the outer spring toward the tip of the axle.

Note: The smaller diameter of the spring should be oriented towards the wheel.

5. Begin threading the adjustment nut onto the axle but do not overtighten. Leave enough space for it to enter the fork dropout.
6. Slide the wheel into the fork dropouts.

Note: If you have a disc brake wheel, make sure to install the disc rotor so that it aligns as centrally as possible with the fork.

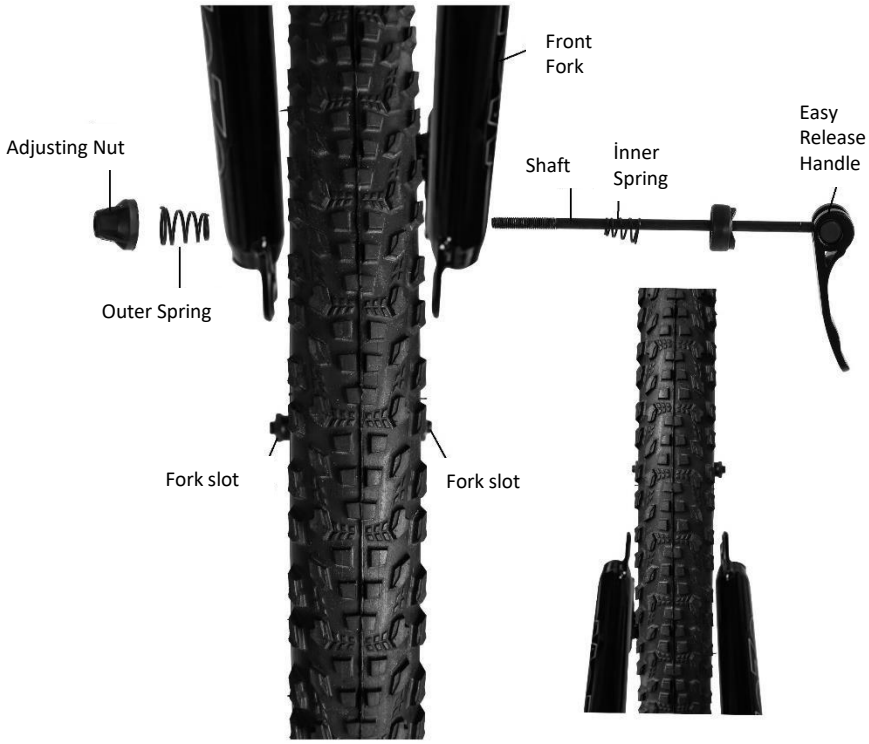


Figure 3.7

7. Bring the quick-release lever into the open position. In one hand, hold the quick-release lever, and in the other hand, start turning the adjustment nut until you begin to feel some resistance. Refer to Figure 3.8.

8. Attempt to close the quick-release lever. If it closes easily, open the lever again and tighten the adjustment nut more. Then, try closing the lever again.

Note: While closing, you should apply enough force to leave a temporary mark on your fingers when squeezing the quick-release lever. Make sure the wheel is securely in place when closing the lever.

9. Ensure that the handlebars are straight when the wheel is facing forward.

Figure 3.8

INSTALLING THE SADDLE

WARNING!

Incorrectly adjusted saddle height can affect the rider's balance. Unexpected loss of control to reach the handlebars and pedals can result in serious injury or death. Consider this when adjusting saddle height. Always make sure that the minimum marks on the saddle post are not visible above the saddle bracket. Ensure that the saddle bracket is tightened securely, and make sure the saddle does not move.

There are two types of saddle brackets: bolted and quick-release. There are two types of seat posts: standard and micro-adjustable. They should be installed with the saddle rails centered and level.

TIGHTENING THE SADDLE BRACKET

❶ Use an Allen wrench to loosen the saddle bracket bolt and insert the seat post into the frame. See Figure 3.9.

❷ The saddle height should be adjusted to a position where the rider can control the bicycle and feel comfortable.

Important! Make sure the minimum marks on the seat post are not visible above the seat bracket.

Refer to Section 1, Figure 1.2: Saddle Height and Handlebar Reach.

❸ Tighten the saddle bracket bolt to secure the saddle in place.

❹ Check to ensure that the saddle is not moving.

Figure 3.9

How the Quick Release Saddle Bracket Works:

❶ Open the quick-release lever and insert the saddle post into the frame, as shown in Figure 3.10.

❷ Adjust the saddle height to a level that allows the rider to maintain control and ride comfortably**.**

Note: Make sure the minimum markings on the saddle post are not visible above the saddle bracket, as shown in Figure 1.2,
Section 1: Saddle Height and Handlebar Reach.

❸ Close the saddle clamping bracket and secure the saddle in place. If the saddle is moving, open the saddle clamping bracket. With one hand on the adjustment nut and the other on the lever, tighten it by hand until you feel some resistance. You can also use the adjustment nut to remove any remaining slack.

❹ Try to close the saddle clamping bracket. If it closes easily, open it, tighten the adjustment nut further, and then close it. When closing the bracket, make sure the wheel is securely in place and that the saddle is firmly fixed.

Important: Always ensure the saddle is securely attached and that there is no movement.

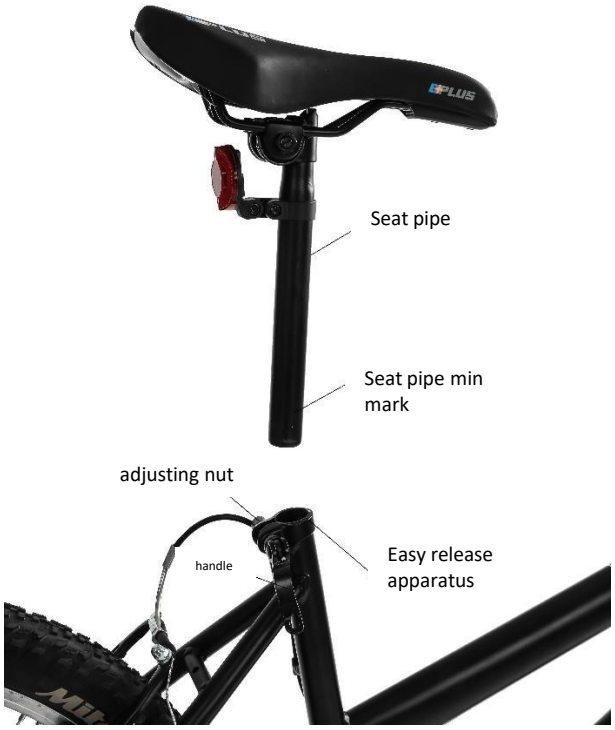


Figure 3.10

Assembly of a Micro-Adjust Supported Saddle Post:
❶Place the lower plate on the saddle support. Ensure that the holes in the lower plate align with the holes in the saddle post, as shown in Figure 3.11.

❷Position the clamp on the hexagonal bolt and attach it directly through the hole in the saddle post and the lower plate.

❸Insert the saddle rails into the grooves on the lower plate.

❹Position the upper plate over the saddle rails. The hexagonal bolt should go through the hole in the upper plate.

❺Attach the square nut onto the hexagonal bolt and tighten it securely.

❻Insert the saddle post into the frame's hole and adjust the saddle height to a level that allows the rider to maintain control and ride comfortably.

Important: Make sure the minimum markings on the saddle post are not visible above the frame tube, as shown in Figure 1.2, Section 1: Saddle Height and Handlebar Reach.
❼Secure the saddle firmly to the frame.

Note: Refer to the previous instructions in the section.
❽ Ensure that the saddle is securely fastened.

Note: BİSAN Motorcycle and Bicycle Manufacturing and Trading Inc. has manufactured this bicycle model with the capacity to attach rear carriers, luggage racks, and/or child seats.

Figure 3.11

PEDAL INSTALLATION

WARNING!

Attaching the wrong pedal to a crank arm will cause irreversible damage to the pedal threads. Before installing the pedals, make sure to match the R and L labels on the pedal and crank arm. Please check to ensure that your pedals are correctly installed before your first ride.
It is crucial to properly adjust and check the tightness of the crankset before riding your bicycle.

Figure 3.12

❶ Match the pedal marked (R) with the right crank arm and the pedal marked (L) with the left crank arm. See Figure 3.12.

❷ Insert the threaded spindle of the pedal into the threaded hole on the crank arm.

❸ Turn the spindle slowly by hand in the correct direction. For the right-side pedal, turn clockwise; for the left-side pedal, turn counterclockwise.
Important! If you encounter resistance, stop! The spindle may have been inserted at the wrong angle, which can damage the threads. Remove the pedal and repeat step (2).

❹ If the spindle enters the hole properly, tighten it by hand up to 15 mm. Use a wrench or pliers to fully tighten.

❺ Remove the dust covers and use a 15 mm wrench to tighten the crank axle nuts

4 Settings

After your bicycle is assembled, you may need to adjust, acquire spare parts, or get answers to your questions. Visit our website to find the nearest authorized service center. You can contact them from Monday to Saturday between 08:00 and 18:00.

Note: You will need your serial number, an authorized service-approved warranty certificate, and invoice details. The serial number is engraved on the bottom bracket underneath the frame. See Figure 4.1.

Figure 4.1

REQUIRED TOOLS (Figure 4.2)

1- Torx screwdriver
2- 2mm, 2.5mm, 4mm, 5mm, 6mm, and 8mm Allen wrench
3- Pliers with cable-cutting capability
4- 7mm, 8mm, 9mm, 10mm, 14mm, and 15mm open-end wrench

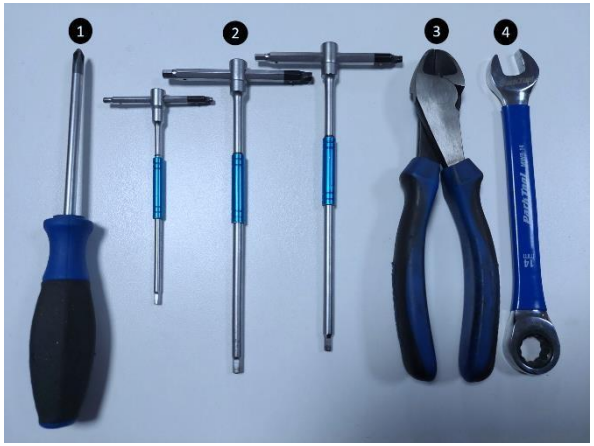


Figure 4.2

ADJUSTING BRAKES

WARNING!

Failing to adjust the brakes correctly can lead to inadequate stopping and slowing down of the bicycle, which can result in serious injuries or death. Before using the bicycle, make sure the brakes are working properly.

Adjusting Linear Pull Brakes

Attaching the Brake Cable to the Brake Carrier

❶ Squeeze both brake levers together until the brake pads touch the rim.

❷ With your other hand, pull the brake cable and insert the end of the "noodle" into the brake noodle holder.

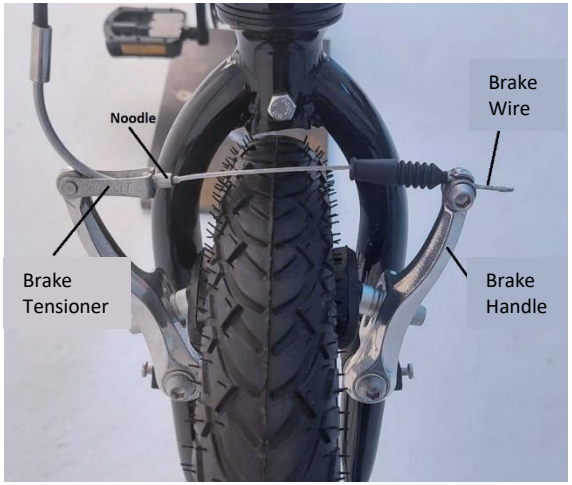


Figure 4.3

Adjusting the Brake Pads

❸ Check that the brake cable is properly seated in the brake lever. Use an Allen wrench to loosen the cable clamp bolt. The brake cable should move freely. See Figure 4.4.

❹ Pull the brake cable at the end to move the left brake lever towards the rim, leaving approximately a 3 mm gap between the pad and the rim.

❺ Adjust the right brake lever towards the rim until there is about a 3 mm gap between the pad and the rim.

❻ Tighten the cable clamp bolt securely using an Allen wrench.

Figure 4.4

Important! It is crucial to check before riding the bicycle.
If only one brake lever moves when you squeeze the brake lever,
it means the brake adjustment is off or not correctly adjusted.
In this case, you need to make fine adjustments to the brake system.
Adjust the pressure and the gap between the brake pad and the rim.
Align the brake pad, ensuring that all brake pads are correctly aligned.
If they are not aligned, use an Allen wrench to loosen the screw.
Reposition the pad, making sure it's centered evenly on the rim.
Once the pad is correctly positioned, tighten the screw. See Figure 4.5.

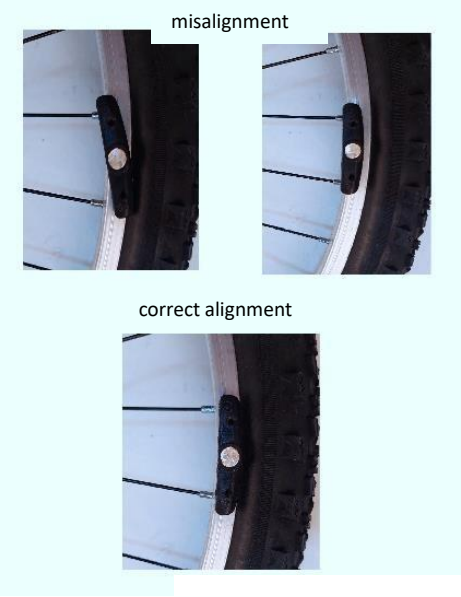


Figure 4.5

Look straight at the gap between the rim, brake pads, and the fork; the wheel should be centered.

If you notice irregularities when spinning the wheel, inspect the wheel's connections to the fork or rim for any misalignment or damage.
❶ If you see that the gap between the fork and the wheel is uneven, loosen the nuts on the axle and adjust until the wheel is centered. See Figure 4.6.

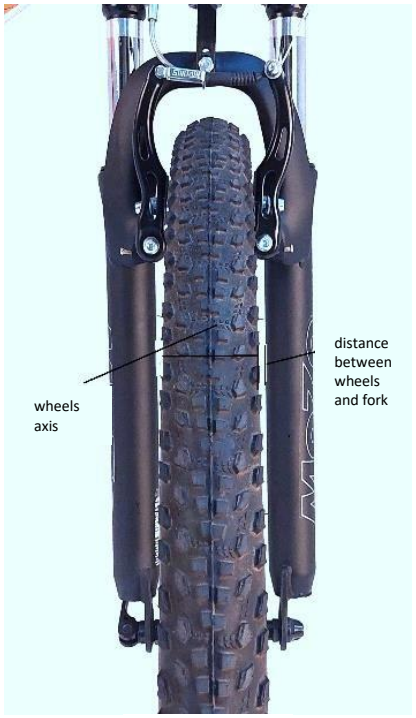


Figure 4.6

❷ If the gap between the brake lever and the wheel is uneven, adjust the position of the brake pad.

- Use a star screwdriver to adjust the brake lever with the screws on both sides.
- Start with the side where the pad is closest to the rim or not moving properly. Turn the screw to bring the pad closer or further from the rim.
- Adjusting these screws should be done in small increments. After every quarter-turn of the screw, check the alignment. Check the accuracy of the adjustment by squeezing the brake lever three to four times each time. Continue adjusting until the brakes are working equally and correctly.

❸ Pull and release the brake lever a few times, and the pads should align.

❹ If needed, repeat steps (1) and (2) until the pads and the rim maintain a minimum 3 mm gap.

Note: If one side has no adjustment left, adjust the opposite side's screw. If there is no adjustment left with these screws, you can release the brake cable clamp and tighten the cable to create some slack, then use fine-tune adjustments with the screws to even out the alignment. See Figure 4.7. brake lever adjusting screw

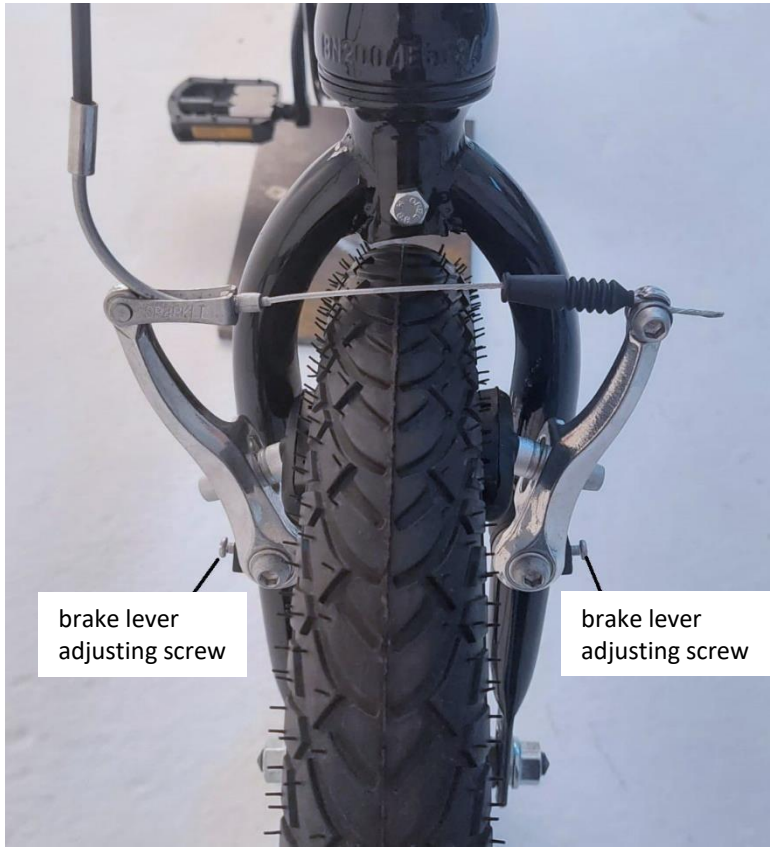


Figure 4.7

Side-Pull Caliper Brake

Attaching the Brake Cable to the Brake Caliper

❶ If the brake cable is detached from the caliper, brake adjustment cannot be made. See Figure 4.8.
❷ Loosen the cable clamp screw until you have a wide enough gap for the cable to pass through.
❸ Thread the cable through the gap and hand-tighten the cable clamp screw enough to keep the cable from moving. Then, use a wrench to tighten it.
❹ Ensure the cable end is seated on the brake lever.
❺ Squeeze the two caliper arms together with one hand to bring the pads into contact with the rim. Loosen the cable clamp screw enough to allow the cable to move freely.
❻ While holding the tension closed, use your other hand to pull the brake cable tight through the cable clamp screw.
❼ Hand-tighten the cable clamp screw as much as possible. Both brake pads will contact the rim when you do this. Use a 10 mm wrench to fully tighten the cable clamp screw.

Not: To make fine adjustments to the cable tension, use the cable adjusting nut on the brake lever. Turning the adjusting nut clockwise loosens the cable, while turning it counterclockwise tightens the cable. See Figure 4.9.

For side-pull caliper brake systems, refer to 'Adjusting the Brake Pads' on page 27 for adjusting the brake pads.

Figure 4.8

Disc Brake Adjustment

WARNING!

Disc brakes are sharp; keep your fingers away from the caliper and rotor. Serious injuries can occur if your fingers come into contact with the disc brake while the wheel is turning.

Important! Adjusting different types of disc brakes can take some time. If you are unsure of what to do, consult an Authorized Service Center. Incorrect alignment of the disc brake may result from the following:

- The wheel may be out of alignment.
- The caliper body may be misaligned.
- The brake pads may be misaligned.

NOTE: Ensure the disc is positioned to engage the right and left brake pads without rubbing when applying the brake. See Figure 4.9.

Figure 4.9

Centering the Brake Pads

❶ Use an Allen wrench to adjust the brake pad. Turn the screw to move the brake pad. Turning the screw clockwise moves the pad closer to the disc rotor, and counterclockwise moves it away from the disc rotor. See Figure 4.10.
❷ Adjust the brake pad to the gap between the caliper and the disc rotor (the gap should be 0.8 mm on both sides).
❸ Tighten the adjustment screw.

Figure 4.10

Attaching the Cable to the Brake Lever

❶ When attaching the brake cable to the brake lever, loosen the cable clamp screw until a wide gap is visible. See Figure 4.11.

❷ Attach the brake cable to the lever arm and secure it, pulling it tight to remove any slack.

❸ Tighten the cable clamp screw.

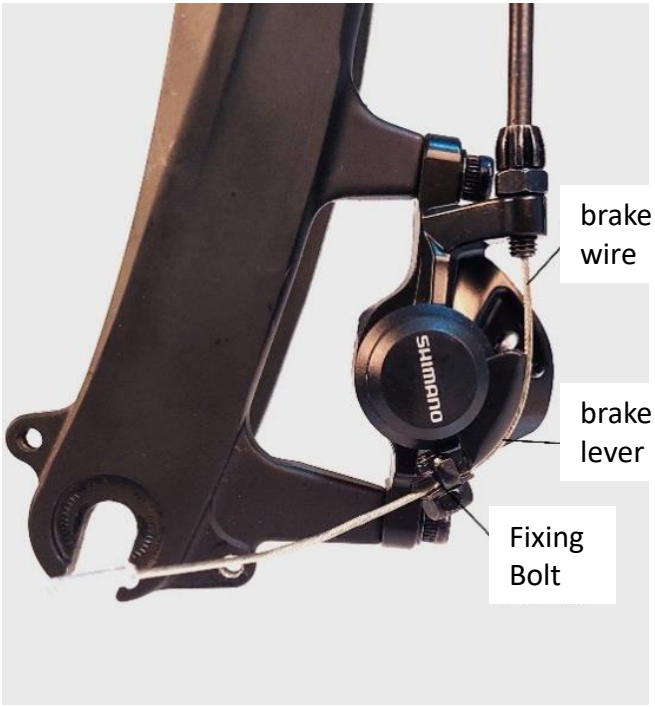


Figure 4.11

Adjusting Brake Cable Tension

❶ When the brake lever is pressed about 1/3 of the way, the brake pads should begin to contact the disc rotor. If they do not, adjust the cable tension to remove any slack. The cable should not be too tight or too loose. See Figure 4.12.

❷ Adjust the tension using the fine-tuning nut on the caliper body or the cable anchor. See Figure 4.13.

❸ Turn the adjustment screw to set the cable tension. Turning it clockwise reduces cable tension, counterclockwise increases it.

❹ Adjust the cable tension to remove any slack when the brake pads touch the disc rotor with the brake lever pressed about 1/3 of the way. If the cable is too tight or too loose, readjust the brake by loosening the cable clamp screw to remove the slack.

The brake is considered correctly adjusted when:

• When the brake is applied, the pads do not slide on the disc rotor (the wheel does not rotate).

• When the brake lever is pressed about 1/3 of the way, the brake pads should only make contact with the disc rotor.

After adjusting the brake, fully tighten the brake lever. You can repeat this process a few times to ensure the brake pads are centered and the brake lever is firm.

Brake lever and puller 1/3 of the distance between

Figure 4.12

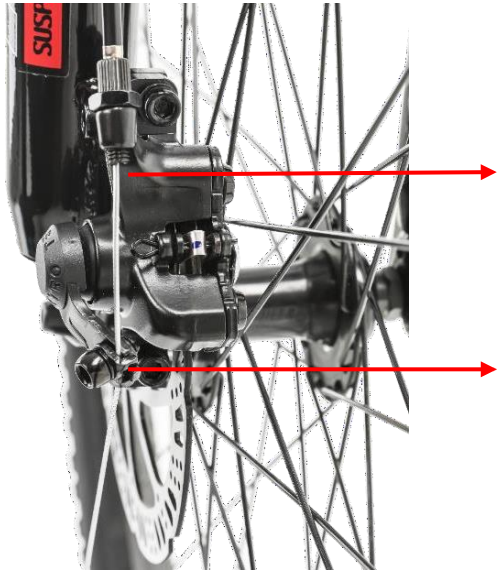


Figure 4.13

Coaster Brake

WARNING!

Do not ride standing up, do not pedal backward forcefully during turns; pedal lightly. Otherwise, it may lead to loss of balance, falls, injuries, or even death by locking the wheels.

It operates with a mechanism placed inside the rear hub. When you want to brake, turn the mirror-arm in the opposite direction of the riding direction for braking. There is no brake adjustment. See Figure 4.14.

NOTE: During assembly, make sure that the bolt connecting the coaster brake lever to the frame does not come loose.

Figure 4.14

Adjusting the Gear Shifter

WARNING!

Ensure that all bolts are securely fastened and that the chain's links are locked.

Although the front and rear gear shifters may have been initially set at the factory, you may need to check and readjust them before riding your bicycle.

Adjusting the Rear Gear Shifter

❶ Start by sliding the rear gear lever to the highest number and place the chain on the smallest sprocket. See Figure 4.15.

❷ Adjust the high limit screw (H) to ensure that the chain settles on the smallest sprocket without any rubbing. See Figure 4.16.

❸ Rotate the pedals to shift between gears. If it's not smooth, make adjustments using the cable tension.

❹ Using the rear gear lever, guide the chain to the largest sprocket.

❺ Adjust the low limit screw (L) to ensure that the chain settles on the largest sprocket without any rubbing.

❻ Again, check by shifting through each gear several times. It is essential for the chain to work quietly and harmoniously with the gears in every position. Otherwise, the chain and gears will wear out faster. Ensure that the cable controlling the rear gear shifter is in good condition.

NOTE: The chain should not come off when on the largest and smallest sprockets. If necessary, make the adjustments again.

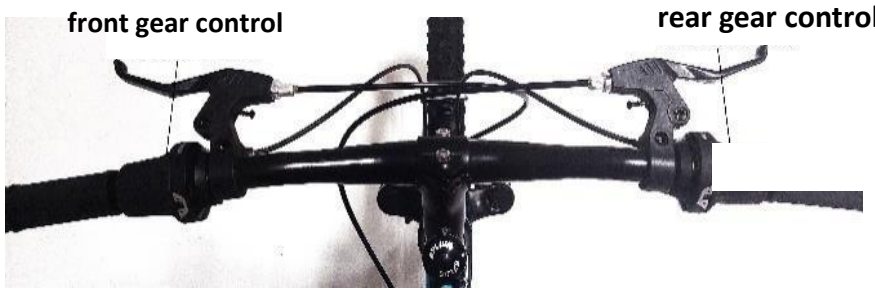


Figure 4.15

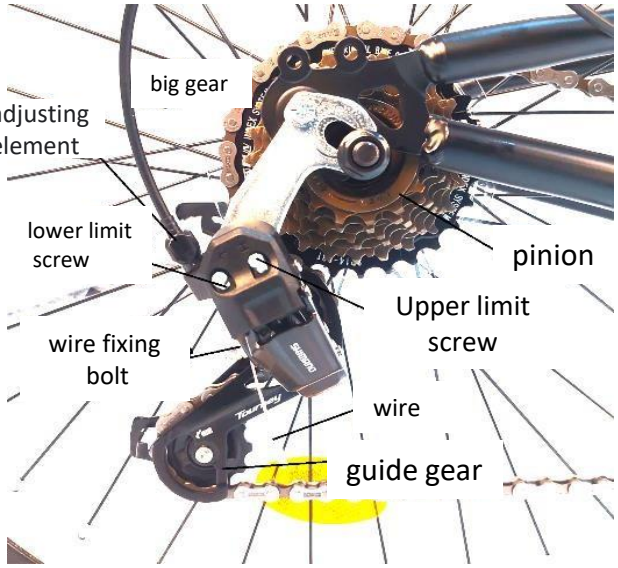


Figure 4.16

Adjusting the Front Gear Shifter

WARNING!

An incorrectly adjusted gear can cause damage to bicycle components and/or accidents.
Do not change gears while climbing, under heavy load, or while standing and pedaling. Doing so may result in a jammed chain, causing irreparable damage to the bicycle or injuries.

❶ Slide both gear shifters to the smallest number indicated and place the chain on the respective sprocket and chainring.
❷ Disconnect the cable from the front gear shifter, undo the cable clamping bolt. See Figure 4.17.
❸ Check the position of the front gear shifter; it should be parallel to the chainring and have a gap of no more than 1-3 mm between the chain guide and the chainring.
❹ While on the smallest chainring at the front and the largest sprocket at the rear, adjust the low limit screw so that the chain is centered in the front gear channel.
❺ Reconnect the cable, tighten the cable clamping bolt, ensuring that there is no slack.
❻ Shift the front gear shifter to the largest chainring on the chainring. If the chain does not go onto the largest chainring, continue turning the high limit screw counterclockwise by a quarter turn (1/4) each time until the chain is centered on the front gear shifter.

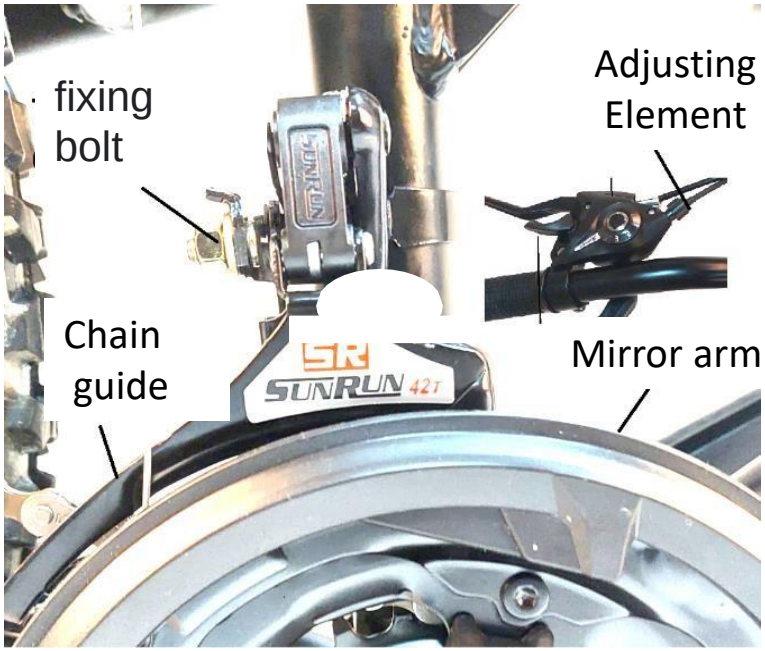


Figure 4.17

Adjusting Saddle Height

WARNING!

Incorrectly adjusted saddle height can affect the rider's balance. Unexpected loss of control while trying to reach the handlebars and pedals can result in serious injuries or even death. Take this into consideration when adjusting the saddle height. Always ensure that the minimum marks on the saddle post are not visible above the saddle clamp. Additionally, make sure the saddle bracket is securely tightened and that the saddle does not move.

Tightening the Saddle Bracket

❶ Use an Allen wrench to loosen the saddle bracket bolt and insert the saddle post into the frame. See Figure 4.18.

❷ The saddle height should be adjusted to allow the rider to maintain control of the bicycle and ride comfortably.

❸ Tighten the saddle bracket bolt to secure the saddle in place.

❹ Check the saddle bracket to ensure that the saddle does not move.

Important! Ensure that the minimum marks on the saddlepost are not visible above the saddle clamp.

See Section 1, Figure 1.2: Saddle Height and Handlebar Reach.

Figure 4.18

How the Quick Release Bracket for the Saddle Works

❶ Unlock the quick release lever. See Figure 4.19.

❷ Adjust the saddle height to a position that allows the rider to maintain control of the bicycle and ride comfortably.

Important! Ensure that the minimum marks on the saddlepost are not visible above the saddle bracket.

See Section 1, Figure 1.2: Saddle Height and Handlebar Reach.

❸ Close the quick release lever to secure the saddle. If the saddle moves, open the quick release lever. Use your hand to tighten the adjustment nut on the quick release until you feel some resistance in the hand lever. You can fine-tune the tightness of the adjustment nut by turning the quick release lever and removing any play. See Figure 4.19.

❹ Attempt to close the quick release lever. If it closes easily, open the lever, tighten the adjustment nut a bit more, and close the lever again. When closing the quick release lever, use force.

Important! Ensure that the saddle is securely fixed in place.

Figure 4.19

Adjusting Handlebar Height

WARNING!

Incorrect attachment of the handlebar can cause damage to the frame and the headset assembly, potentially resulting in a loss of control leading to serious injuries or even death.

Important! The minimum marks on the handlebar stem should not be visible above the top of the main tube.

Failure to properly tighten handlebar components can lead to a loss of control, causing serious injuries or even death. Always check if the handlebar moves and if it is securely fixed to the frame before riding the bicycle.

To adjust the handlebar height, pay attention to whether your bicycle has a stem type or bracket type handlebar connection. See Figure 4.20.

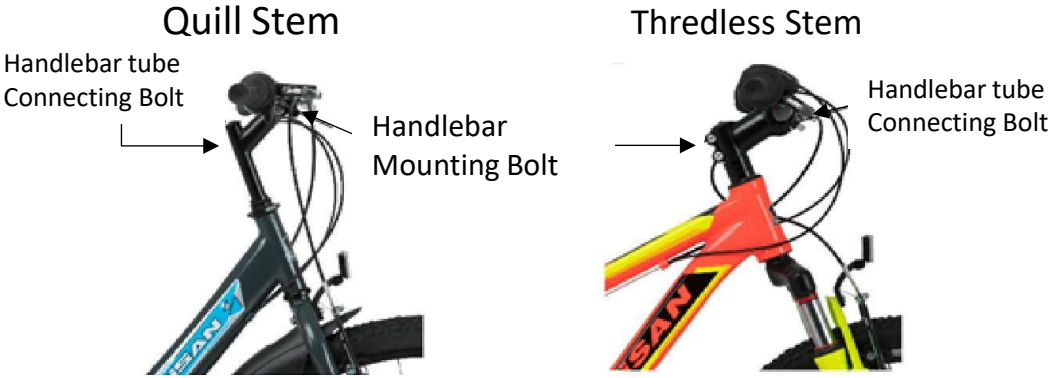


Figure 4.20

Aligning the Handlebar (Quill Stem)

❶ Stand in front of the handlebar and hold the front wheel between your legs.

❷ Use an Allen wrench to loosen the handlebar stem connection bolt and move the handlebar left or right until the wheel is centered. See Figure 4.21.

❸ Tighten the handlebar stem connection bolt and check that the handlebar is securely attached and fixed in place.

Figure 4.21

Aligning the Handlebar (Thredless Stem)

❶Stand in front of the handlebar and hold the front wheel between your legs.
❷Use an Allen wrench to loosen the bracket tube clamping bolt and move the handlebar left or right until the wheel is centered. See Figure 4.22.
❸ Tighten the bracket tube clamping bolt and check that the handlebar is securely attached and fixed in place.

Pipe Fixing Bolt
with Fastener

Figure 4.22

Adjusting the Handlebar Angle (For All Types)

❶ Use an Allen wrench to loosen the handlebar connection bolt. See Figure 4.23.
❷ Rotate the handlebar to your preferred position and adjust its angle to suit you.
❸ Check that the handlebar is centered with respect to the frame and the front wheel. Sit on the saddle and check if the grip on the handlebars, as well as the reach to the brakes and gears, are comfortable for you.

Refer to Section 1, Figure 1.2: Saddle Height and Handlebar Reach.
❹ Tighten the handlebar connection bolt and ensure that the handlebar is securely attached and fixed in place.

Figure 4.23

5. USAGE

WARNING!

Failure to comply with regulations and laws as well as not following the safety warnings in this guide can result in serious injuries or death. Always perform your checks according to the warnings in this guide before riding the bicycle.

USE OF BRAKES

WARNING!

If the front brake is applied too quickly or too forcefully, it can abruptly stop the front wheel's movement and potentially lead to an accident.

The disc brake rotor becomes hot during use. Do not touch the rotor while it is hot, as it can cause burns to your skin. Wait for it to cool down before touching it.

There are separate levers for the front and rear brakes. The front brake lever is on the left side of the handlebar, and the rear brake lever is on the right side. See Figure 5.1.

You can use one or both at the same time. Be very cautious not to lock the front brakes. To prevent this:

- Apply the rear brake first, and then the front brake.
- As the air, terrain, and road conditions change, the bicycle will react differently. Practice in different conditions will minimize the risk of accidents (wet, muddy, gravel, etc.).
- Always test the brakes' response and ensure you feel comfortable. If the riding conditions are very challenging and you are not sure, consider walking the course.

Note: For brake adjustment information, see

Section 4: Brake Adjustment.

Figure 5.1

USE OF GEARS

Important! The most accurate methods for changing gears are as follows:

- Turn the pedals with a slight pressure and move the gear lever one by one, ensuring the chain is fully engaged with the sprockets.
- For bicycles with triple chainrings, do not cross-chain. See Figure 5.2.
- Choosing the right gear and riding in a single gear will make you more comfortable.
- Change your gears only when pedaling and sitting.
- After successfully changing gears, if desired, you can pedal forcefully.
- Pedaling forcefully while changing gears can cause the chain to jump and damage the equipment.
- Avoid reversing the pedal during gear shifts because it can cause the chain to jam and lead to a loss of balance.

Note: For information about gear changes, see Section 4: Adjustment of Gear Shifters.

Figure 5.2

Trigger Type Gear Shifters (Thumb-Operated)

Right lever: Used to increase or shift up the rear gears to a higher gear. Use your index finger to shift to a higher gear or your thumb to shift to a lower gear.

Left lever: Used to increase or shift up the front gears to a higher gear. Use your index finger to shift to a higher gear or your thumb to shift to a lower gear. See Figure 5.3.

Twist Type (Revoshifter) Gear Shifters

- Right lever: Controls the rear gears.
- Left lever: Controls the front gears. Rotate the grip area closest to the gear numbers. See Figure 5.4.

Note: Not all models have a front gear shifter.

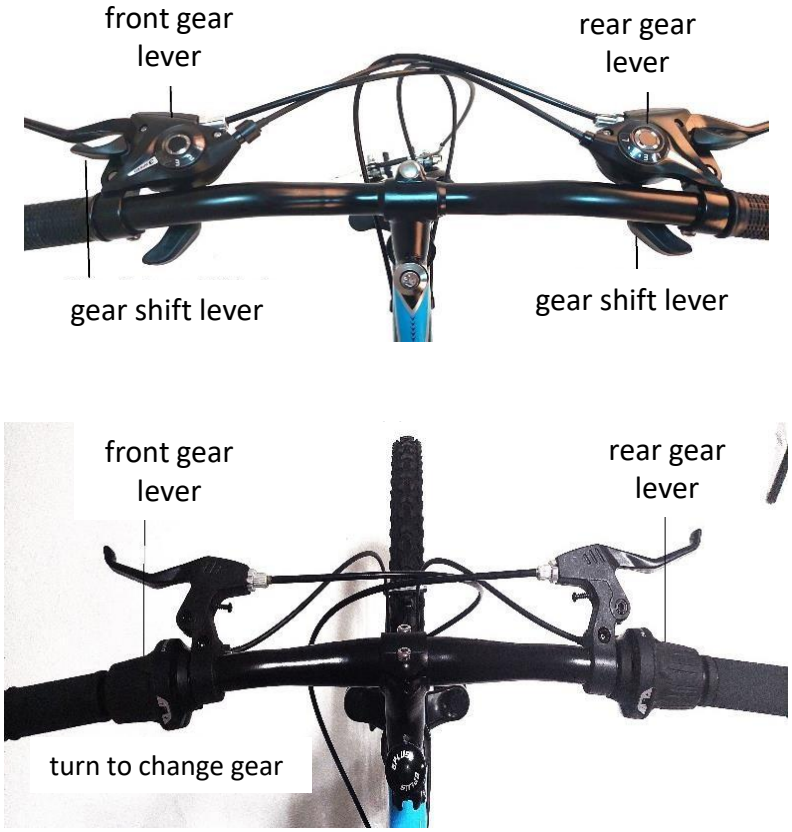


Figure 5.4

6. MAINTENANCE

WARNING!

Failure to perform maintenance on the bicycle can lead to serious injuries or death due to the failure of a critical component.
Proper maintenance is of critical importance for performance and safety. The need for lubrication and maintenance at recommended intervals may vary depending on the conditions of use to which the bicycle is exposed. Make the necessary maintenance checks before every use of your bicycle and always keep it under control.

This section provides important information about maintenance and will assist you in identifying the appropriate procedures for bicycle maintenance. If you encounter any issues related to the procedures or have questions about your specific bicycle, you can contact the nearest authorized service listed in the Service Booklet.

Why does your bicycle require periodic maintenance?

- To ensure smooth operation.
- To prolong the life of the components.
- To maintain safety.

BASIC MAINTENANCE

The following procedures will help you maintain your bicycle:

- For painted frames, remove surface dust with a soft, dry cloth. Clean with bicycle cleaners.
- Store your bicycle in a covered area (e.g., under a roof). Avoid leaving it in the rain or exposing it to abrasive materials.
- Riding on coastal areas exposes your bicycle to abrasive salt. Clean your bicycle with bicycle cleaners. Prevent the corrosion of your rims and tires to ensure that your brake performance is not affected. Apply rust protection to your bicycle after riding in the rain. If your hub bearings and bottom bracket bearings have been exposed to water, they should be serviced and lubricated. This will prevent rapid damage to these bearings.
- Lubricate the parts of your bicycle that require it with specially designed lubricants during periodic maintenance.

PERIODIC CARE TABLE

Bakım İşlemi			First Maintenance	Daily Care	Monthly Maintenance	Annual Maintenance
Gear	Gear Settings		+		+	+
	Shift Cable				+	+
	Chain	Cleaning	+		+	
		Oil	+		+	
		Attrition				+
	Mirror Arm	Gears				+
		Belly	+			+
	Ruble(Rear Gear)					+
Brake	Settings		+	+	+	+
	Cables					+
	Abrasion				+	+
Wheel	Tire	Air	+	+		
		Attrition			+	+
	Rim/ Acort		+			+
	Belly Cavities		+			+
Screws	Quick Release		+	+		
	Luggage		+		+	
	Accessories		+		+	
	Mirror Arm Screw				+	
	Furrow Screw				+	
Lighting System			+	+		
Fursh (Tong Bearings)			+			+
Shock Absorber					+	+
Roster Cracks					+	+

- Daily Maintenance – This is what needs to be checked before each tour.
- First Maintenance – It is done after 15-20 days, 250-300 km, 8-10 laps of use of the newly purchased bicycle.
- Monthly Maintenance – These are the operations that should be performed every 4-6 months for an average of 1000 km. In a sence, it is seasonel maintenance.
- Annual Maintenance – This is an operation that should be carried out once a year.

PARTS MAINTENANCE

Tires and Wheels

Inspection	Action	Care
Tire Inflation	Check the tire pressure.	Inflate the tire to the pressure indicated on the sidewall. For more details, see ''Inflating the tire''. If the tire is flat, for more details, see
	When inflating or mounting the tire, check that it fits properly.	Reduce the air pressure and seat the tire
	Check for proper Wheel rotation and alignment. Look at the tire direction.	Loosen the axle nuts and adjust them untilthey are properly seated. If the hub bearings need to be repaired, contact an authorized
Secretion	Are any spokes loose or damaged?	Balance, replace if damaged.
Your teeth	Is there excessive wear, tear or cuts?	Replace the tire.
Sibops	Check that the valve covers are fitted and clean inside	Remove dirt from the cibops. The cibops must stand upright.
Rims	Check for contamination and oil.	Use a clean cloth or wash with soapy water.
Wheels	Is the Wheel rotatin and alignment smooth?	Visit our authorized services.
Rim Spokes	Are any spokes loose or damaged?	Visit our authorized services.
Belly	Turn each Wheel and see if there is any secretion.	Visit our authorized services.

Maintenance interval: **Inspect before each use.**

BISAN Motorcycle and Bicycle San. Tic. A.ş. MIN-MAX PSI (minimum and maximum PSI units) pressure range is written on the side surface of all tires used in productions.

Powertrain Components

Inspection	Action	Care
Pedals	Every month check that the pedals are securely adjusted and connect them to the crank arm.	Readjust and tighten if necessary.
	Before each ride, check each pedal front and rear check that the reflectors are clean and in place.	Clean or replace.
Pedal bearings	Each time you drive, check that the bearings of the pedals are properly adjusted.Move the pedal up and down, left and right. Detect slipping or binding adjustment, lubrication or replacement is required.	Visit our authorized services.
Chains	Every week, I make sure that the chain Make sure that it is oiled and not rusted. Check that the tension is adequate and the connections are secure.	Lubricate if necessary. Replace if rusted , stretched or broken.
Mirror-arm	Every month, replace the crank set (crank arms, chain wheels and center tightly check that the hub and bearings) are adjusted correctly.	Visit our authorized services.

Maintenance interval : Inspect before each use

For parts that require replacement, ask for original spare parts from the authorized service. A non- ORIGINAL part that is thought to save you money on the first purchase is at high risk of costing you more in the long run.

Brakes

Inspection	Action	Care
Brake Lever	Check that the brake levers are properly attached to the handlebars.	Position the brake levers so that they fit the rider's handgrip and attach to the handlebars.
Lining or shoes	Check the position, clearance and pressure of the lining or shoes.	See Chapter 4: Adjusting the brakes
Cables	Check cables for kinks, rust, broken wires or frayed ends. Check the outer casing for bending, stretching and damage.	Replace the cable
	Check that each cable is seated in the stop slot.	Check the cables at each maintenance and recommended to be replaced if necessary.

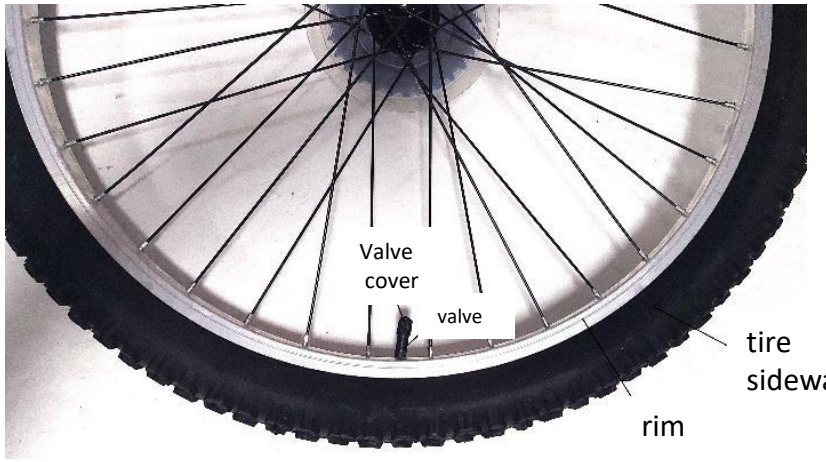
Maintenance interval: Inspect before each use

For parts that require replacement, ask for original spare parts from the authorized service. A NON-ORIGINAL part, which is thought to save Money on the first purchase, has a high risk of causing you more costly damages or even irreparable problems in the long run.

INFLATING THE TIRE

WARNING!

An improperly seated tire can unexpectedly burst and cause serious injuries or death. Ensure that the tire is properly seated before inflating.Overinflating or inflating too quickly can result in damage to the bicycle or the rider. Always use a hand pump. Do not use a gas station service pump.



When inflating the tire, follow these steps:

1. Remove the valve cap and add air.
2. Ensure that both sides of the tire are properly seated on the rim.
3. Spin the wheel and check for high and low spots.
4. Inflate the tire to the recommended PSI as indicated on the tire's sidewall.
5. Ensure that both sides of the tire are properly seated on the rim. If not, release some air and repeat steps three (3) to six (6).
6. Check if there is any dirt on the valve cap or stem.
7. Secure the valve cap onto the stem.

All tires used in the production of BİSAN Motorcycle and Bicycle Ind. Trade Inc. have a MIN-MAX PSI (minimum and maximum PSI unit) pressure range written on the side surface (called the sidewall).

TROUBLESHOOTING GUIDE

Problem	Possible Cause	Solution
Gears not working properly	• Wire inside shift cables, not slipping/ strained/ damaged • Front or rear derailleur not adjusted correctly	• Tighten / replace cables • Adjust the gear shifter
Your chain, Jumping rear sprocket or chain wheel	• The chain wheel is not right. • Chain wheel loose • The teeth of the chain Wheel are bent or broken • Rear or front derailleur alignment is not correct • Excessive cross chain line and shifting under loaad	• Revalidate or replace if possible • Tighten the mounting bolts • Repair or replace the chain Wheel / set • Adjust the gear shifter
Constant clicking sounds during pedaling	• Rigid chain link connection • Loosse pedal bearing • Loose center hub (chamber) bearing • Bent bottom bracket or pedal bearing • Loose mirror arm (crank)	• Lubricate chain / adjust chain link • Adjust bearings / axle nuts • Adjust the center hub • Replace the bottom bracket or pedals • Tighten the mirror arm (crank) bolts
Friction noise when pedaling	• Center hub bearings too tight • Use of lubricants that contaminate the chain • Rear derailleur pulley wheels dirty.	• Adjust the bottom bracket bearings. • Adjust chain line • Clean and lubricate the rear derailleur rolles
Brakes not working effectively	• Worm brake pads • Brake pads/rim oily, wet or dirty • Brake cables connection/ strained/ damaged • Tensioned brake lever linkage • Brakes settings are incorrect	• Replace brake pads • Clean brake pads and rims • Cables (clean/replace) • Adjust brake levers • Adjust brake settings as required
Squeaks when applying the brakes	• Worm brake lining/shoes • Incorrect angle of brake pad/ shoes • Brake pad or shoes/rim dirty or wet • Loose brake lever	• Replace brake pads/shoes • Correct the angle of the brake pad/shoes • Clean brkae lining or shoes/ rim • Tighten the mounting bolts

Problem	Possible Cause	Solution
Knocking or shaking when applying brakes	• Wheel profile not suitable for brake shoe • Brake mounting bolt loose • Brake adjustment is not correct • The main pipe connection of the tongs is loose	• Use the correct Wheel, consult our authorized center • Tighten the boolts fully • Adjust the brake or adjust the angle of the brake shoe. • Tighten the tong connection
Tire Tremor	• Hub (chamber) loose • The main pipe connection of the tongs is loose • Hub (hopper) balls worn • Loose quick connect fitting	• Adjust the hub (hopper) • Tighten the tong-to-main pipe connection. • Replace the balls. • Tighten the quick coupler correctly
Handlebar not working correctly	• Front Wheel is not centered on the frame • Loose and out of adjustment • Front tong or frame damaged	• Align the front Wheel correctly • Adjust and tighten the furling kit • Have the new frame installed by an authorized workshop
Frequent tire blowouts	• Inner tube old or faulty • Tire tread worn • Not suitable for tire rim • The outer tire was not checked after it was punctured earlier. • Tire pressure too low • There is a protrusion into the rim.	• Replace the inner tube • Replace the outer tire • Use the right tire • Remove the object stuck in the tire • Pump enough air into the tire • Check the spokes.

TERRAIN CONDITIONS SUITABLE FOR THE USE OF BICYCLES

MODEL TYPE	ASPHALTED ROAD	UNPAVED ROAD	OFF-ROAD
CITY (ATB)	YES	YES	NO
MOUNTAIN (MTB)	YES	YES	YES
RACE-ROAD	YES	NO	NO
FOLDS	YES	YES	NO
CHILD	YES	NO	NO

*The bicycle must be used on terrain for which it is suitable, otherwise serious injury or death may result. Always carry out pre-rice checkks according to the warnings in this manual before getting on the bicycle.