OWNER'S MANUAL
For Mountain Bikes

This manual contains important safety, assembly, operation and maintenance information.

Save this manual for future reference

Owner's Manual Index

IMPORTANT!! BEFORE YOUR FIRST RIDE:

o Read entire manual, including all safety warnings.

See Maintenance section to:

o Check Tire Pressure.

o Check Brake Adjustment.

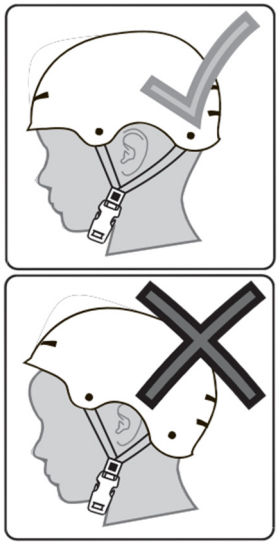
o Check Shift/Derailleur Adjustments.

HELMET WARNING INFORMATION

WARNING:

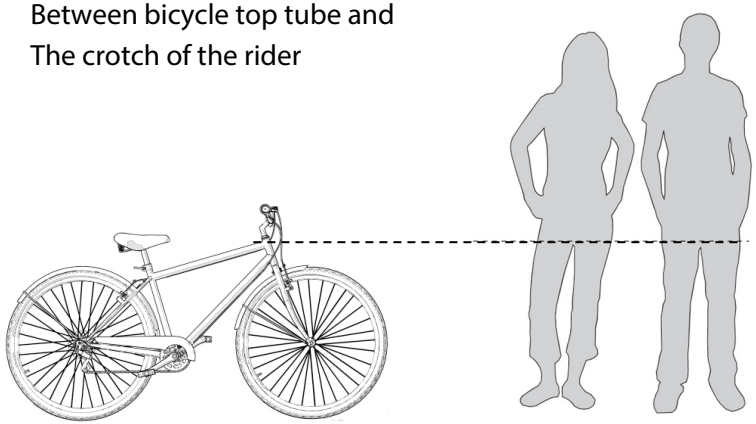
ALWAYS WEAR YOUR HELMET WHEN RIDING YOUR BICYCLE

- **Helmet should sit level on your head and low on your forehead. Exposed forehead can result in serious injury.**
- **Chin strap should be buckled and snug.**
- **Helmet should not rock side to side or forward and backward.**



FITTING THE RIDER TO THE BICYCLE

- Straddle the bicycle with feet shoulder-width apart
- There must be 1-2" clearance Between bicycle top tube and The crotch of the rider



Warning and Safety Information

Meaning of Warnings:

Statements that follow this symbol are words of caution and warning. If not obeyed, damage to your bicycle or serious injury to rider may occur.

Basic warning and safety measures include:

- Be aware of choking hazard of loose parts or packing material.
- Assembly must be performed by an adult or under an adult supervision.
- Handlebar and handlebar stem must be secured.
- Replacement parts must comply with manufacturer's standards and specifications.
- Do not modify the product from its original design.
- Do not use the product for towing.
- Do not motorize this product.
- Replace worn or damaged parts immediately.
- Discontinue using this product if it is not working properly.

Rider's Responsibility

This bicycle is designed for one rider at a time for general and recreational use. It is not designed for professional racing, jumping or stunting. It is the owner's responsibility to follow all warning and instruction including assembly instructions as provided in this manual or any additions or updates to this manual.

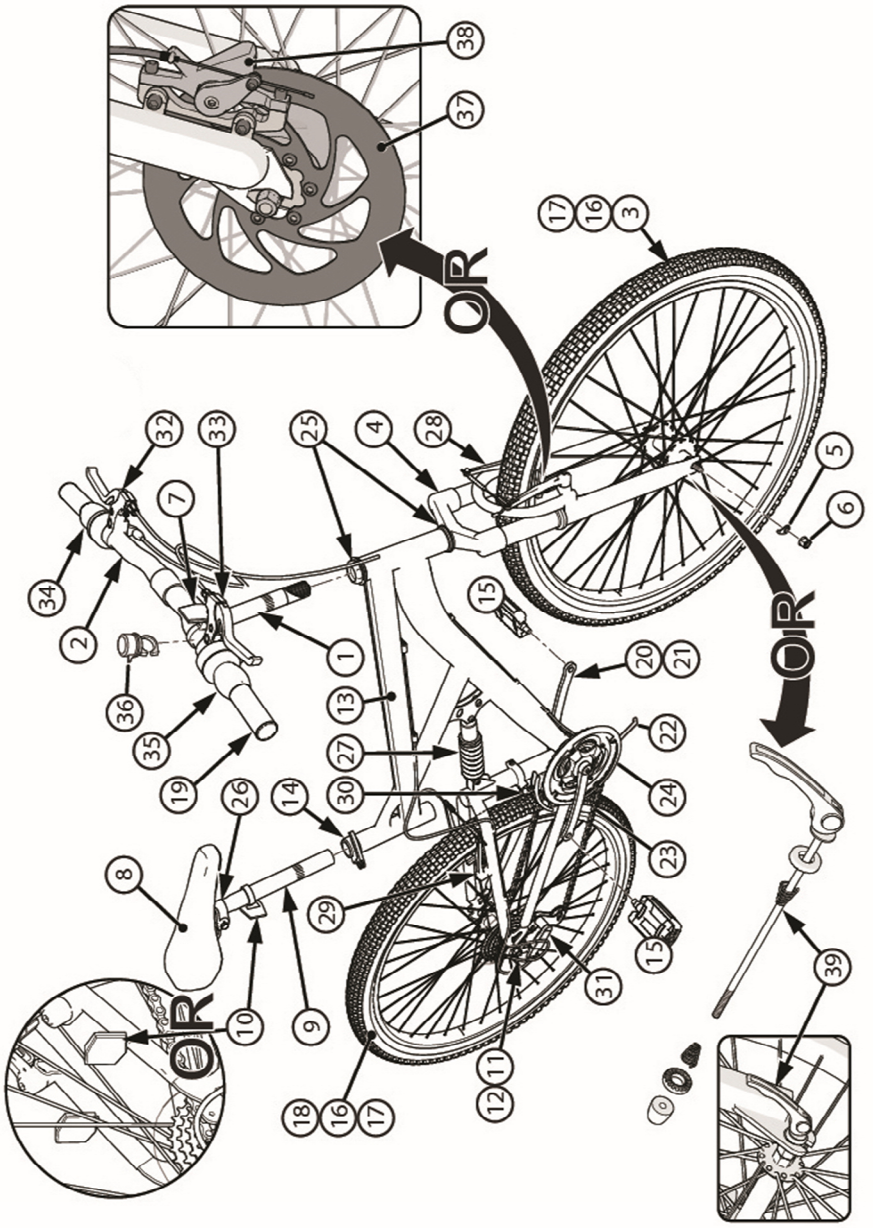
It is the responsibility of the owner/rider to make sure all parts and components are secure, fasteners are tightened, and shifting and braking systems are properly adjusted and functioning correctly.

Rules on Safe Riding

IMPORTANT:

Riders must obey the following rules of the road to prevent injury or loss of life:

- Follow and obey all traffic rules, signs, and signals.
- Always wear a bicycle helmet that meets safety standards.
- Ride on the correct side of the road, in a single file and straight line.
- Avoid riding at night or when there is poor visibility. If you must ride at night or in poor visibility, install and use headlight and taillight that can be seen within ½ of a mile distance.
- All bicycles must be equipped with reflectors. Your bicycle comes with a front and rear reflector. The pedals also have reflectors. Make sure reflectors are clean and visible at all times.
- Wear light color clothes at night and use reflective tapes or clothing to aid in your visibility.
- When riding in wet weather, use extra caution by riding slowly on damp or wet roads, slow down on turns, and avoid sudden or hard brakes.
- Watch out for road hazards, uneven pavements, road edges and potholes. Do not ride too close to street curbs.
- Cross railroad tracks or gaps on pavement at a right angle.
- Do not carry passengers on your bike. Your bike is designed for one rider. If using a child carrier, follow carrier manufacturer's instructions and cautions.
- If using a basket on the front or rear, follow manufacturer's specification and load capacity. Do not overload a carrier or basket or carry heavy objects.
- Do not make any modifications to your bicycle that can reduce the performance, handling, or weight capacity.
- Replace all worn-out or damaged parts immediately with correct replacement.
- Discontinue using the bicycle if it does not operate properly.



Bicycle Parts and Components

Assembly Instructions

IMPORTANT - Please note the following regarding these instructions:

- This manual is prepared for more than one specific bicycle model.
- Some illustrations may vary slightly from the actual model you have purchased. We have added segments or paragraphs that covers parts and components that is not universal to all models.
- If you have purchased your bicycle unassembled (in a carton), we highly recommend that a bicycle shop or an experienced mechanic perform the assembly.
- If you have assembled your bicycle and it is not performing as expected, you may need to make one or more adjustments. Exception for adjustments for height or reach of a rider, for brake pads on linear pull brakes, and pitch in the nose of the seat, other components have been pre-adjusted at our factory and further adjustment should not be necessary. An experienced bicycle mechanic can perform shifting/gear change adjustments for you should you have difficulty with shifting.
- Directions and positions discussed throughout this manual are provided based on the position of rider seated or straddling on the bicycle.
- Do not dispose of packing material, instructions, or any parts that you did not use or install until after you have completed the final assembly and adjustments and your bicycle is performing as expected.

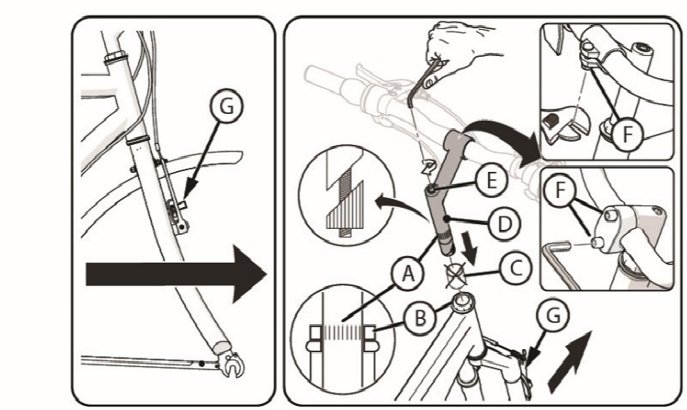
⚠ **WARNING: Keep all small parts and packing material away from children during assembly.**

TOOLS NEEDED

Attaching Handlebar and Stem

! WARNING:

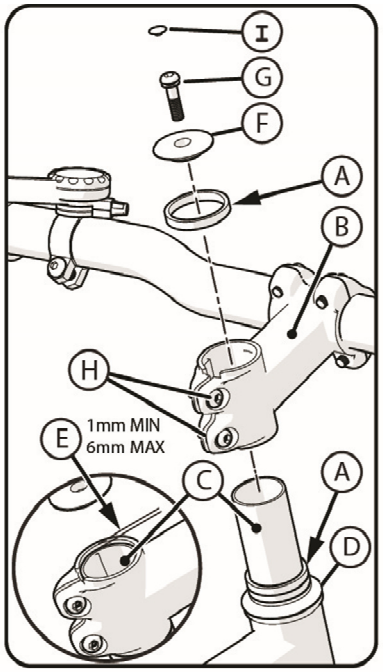
- If your bicycle comes with a type of stem that has a neck (also known as a quill stem, there is a "MIN-IN" or minimum insertion mark (A) visible on the neck of the stem. This mark mist be positioned below the top of fork locknut (B). Extending the stem beyond this point may prevent the stem to have proper grip on the fork and result in damage or injury.
- If your bicycle has a threadless stem, the stem will clamp on to the fork's tube. Before tightening the two bolts on the stem, you should make sure that the stem cap is attached to the top of fork tube and the bolt is tightened. This prevents any possible gap between stem and headset.
- If the handlebar clamp of the stem is not tight enough, the steering will become unstable and out of control.



- Insert the stem into the fork tube (B) where the fork locknut is located, up to the top of MIN-IN mark (A).
- Tighten the stem bolt (E) just enough to hold it in position.
- You may need to loosen the handlebar clamp bolt (F) to adjust the handlebar to a comfortable riding position.
- Align the stem with front tire and tighten the stem bolt (E). Handlebar must be at a right angle to the wheel/frame.

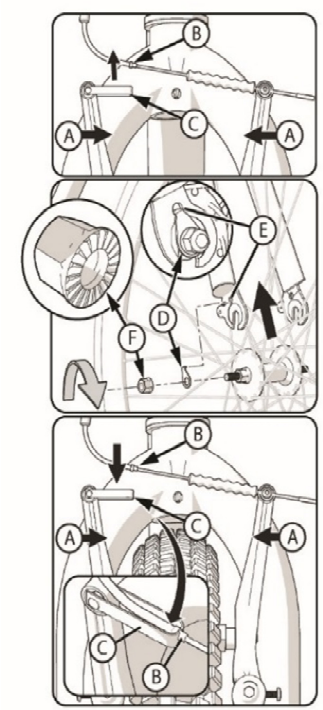
Threadless Stem Installation

- Make sure the fork is fully inserted from the bottom of frames head tube (D) and the brake (for bikes with linear-pull brakes) is facing out. On bikes with disc brake, brake caliper should be on the LEFT side of the fork.
- Add spacers (A) if needed to achieve proper gap. Insert the stem (B) fully onto the fork tube (C) and point the stem's handlebar clamp facing outward. Wiggle the wheel and fork to make sure there is no gap between stem and head tube (D).



- Make sure there is about 2-6mm of gap between top of fork tube and top of stem clamp.
- Place cap (F) on the top of the stem and secure bolt (G) to the nut inside the fork tube. Once the cap is securely tightened and there is no gap between the stem and head tube (at top and bottom), slightly tighten the stem bolts. You should be able to turn the wheel to right and left without any friction. If you feel friction, loosen the top cap a little.
- Attach the handlebar to the stem's handlebar clamp and adjust the position of the handlebar before tightening the bolt.
- Straddle the bike and align the stem with front tire/frame before securely tightening the stem to the fork.

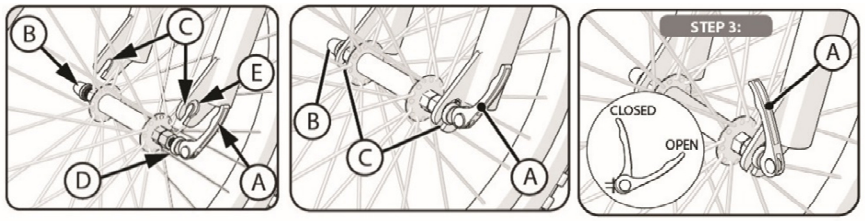
Front Wheel Installation



- Before mounting the wheel, loosen the front brake if the brake cable is attached to the brake (for linear-pull brakes). To loosen the brake, squeeze the brake arms together (A), lift out the cable noodle (B) from guide bracket (C). Otherwise proceed to mounting the wheel.
- Set the front wheel into the fork with brakes facing the wheel. If the wheel comes with a bolted axle and wheel retainer (D), insert the bent tip of the retainer into the hole in the fork drop-out (E).
- Secure the wheel with axle nuts(F). When securing the wheel, make sure the wheel is centered on the fork crown.
- Re-attach the brake cable and cable noodle.

Wheels with Quick Release Axle

- If the wheel comes with quick release axle, loosen the quick release nut (B) by holding the quick release lever (A) in open position. Once desired spacing on the quick release axle is achieved, set the wheel into the fork. Make sure the quick release springs are positioned between the inside of quick release nut (B) and fork dropouts (C).
- Center the wheel in the fork. While lever (A) is in open position tighten the quick release nut to the point where there is no gap between the nut and fork drop-out. Push lever (A) up to closed position. To fully secure the wheel, you should feel resistance when locking the lever (A).



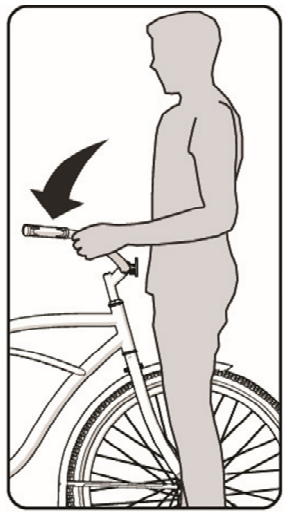
Wheels with Disc Brakes

If your bicycle comes with disc brakes, make sure the disc is positioned inside the disc brake calipers when mounting the wheel on the fork.

When closing the quick release axle lever (A), make sure it does not come in contact with the disc brake.

DO NOT RIDE THE BIKE WITH LEVER (A) IN OPEN POSITION.

Testing Handlebar Tightness



- Straddle the front wheel between your legs. While holding the wheel with your legs, try to turn the handlebar left and right. If handlebar turns without turning your wheel, realign the stem with the front wheel and tighten the stem bolt.
- Do the test again until the handlebar and stem do not move without turning the wheel.
- To move the tightness of handlebar, hold the handlebar grips. While straddling the bike and holding it down try to move the handlebar up and down. If the handlebar moves inside the stem, tighten the stem clamp that is holding the handlebar.

Seat Installation

WARNING: To prevent loss of control and injury, the seat (A) must be firmly attached to the seat post (E). The MIN-IN (minimum insertion) mark (B) on the seat post must be inside the seat tube (C).

- If your bicycle seat clamp (G) is using a bolt and nut, loosen the nut before inserting the seat post. In most bicycles, seat post comes attached to the seat. Otherwise, attach the seat to the seat post by securing seat clamp (D) before inserting the seat post into the frame.
- If your bicycle seat clamp is using quick release lever, position the lever in open position before inserting the seat post. Tighten the quick release nut

by hand while lever is in open position. Then move lever to close position. You must use strong force to move the quick release lever to closed position. If lever can be moved easily, the quick release clamp is not secure enough and the seat can move during the ride. When in closed position, lever must come to close contact (within 4-6mm) of the frame tube.

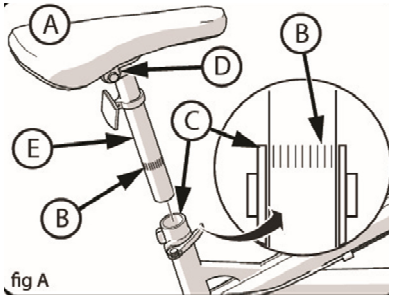


fig A

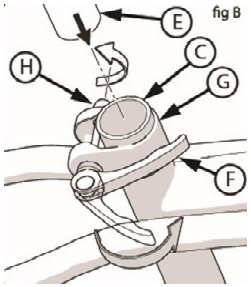


fig B

Installing Pedals

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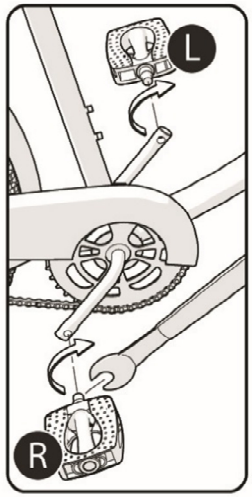
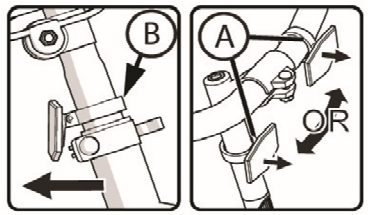
WARNING: Pedals are marked "R" for right-hand and "L" for left-hand. Pedal marking is usually at the end of threaded section of the pedal axle.

- A 15mm pedal wrench is recommended for securing pedals to the crank arms. However, you can use an open-ended wrench that is not too thick.
- Pedal marked "R" is attached to the right side of the bicycle (the side that chain is located). Left side pedal marked with "L" is installed on the left side. Right side pedal is tightened by clockwise rotation. Left side is tightened by **counterclockwise** rotation.
- Make sure pedals are securely tightened to the crank arms and periodically check for tightness before riding the bicycle.



Reflectors

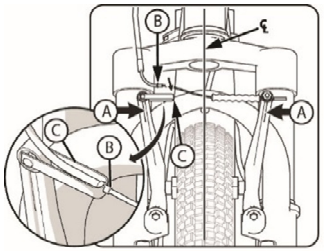


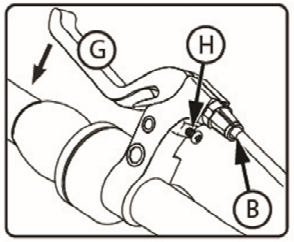
- Front reflector (clear) mounts on handlebar. On some models, it mounts on a steel bracket under the head lock nut below the handlebar. Position reflector (A) on handlebar so that it faces the front of the bicycle and is not obstructed. Tighten the clamp screw.
- Rear reflector (red) mounts on seat post (B). On some models with small diameter clamp, it mounts on the frame's seat stay.

Linear-Pull Brake Adjustment

NOTE: THIS SECTION APPLIES TO BICYCLES WITH LINEAR-PULL BRAKES

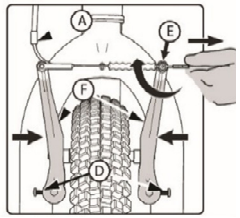
- Inflate the tires to the recommended PSI that is marked on the tire's sidewall. The wheel must be centered on the fork to make sure there is equal gap between the brake pad and the wheel's sidewall.
- Make sure brake cable noodle (B) is correctly inserted into the cable guide bracket (C) with the point of noodle (B) is visible from the front of the bracket.
- Loosen the brake pad bolts with an allen wrench and while squeezing the brake arms (A), position the brake pads so that the surface of pads touches the surface of sidewall of the rim and tighten the brake pad bolts.
- Squeeze the brake lever and test the brake. If the pads are not firmly gripping the rim's sidewall, you will need to adjust the brake cable. Small adjustment (1mm or less) can be done using the adjusting bolt (B) on the brake lever.

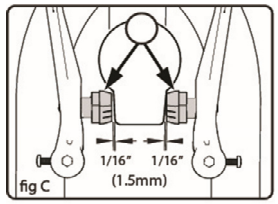




- To adjust the tension on the brake cable, first loosen the cable clamp bolt (E) by using an allen wrench. While squeezing the brake arms, pull the cable to desired tension. Brake pads should be about 1.5mm (1/16") from the surface of rim's sidewall (Fig C).
- Tighten the cable clamp and test the brake.
- Repeat these steps for rear wheel.

NOTE: DO NOT OVERTIGHTEN THE CABLE CLAMP TO AVOID CUTTING THE CABLE.



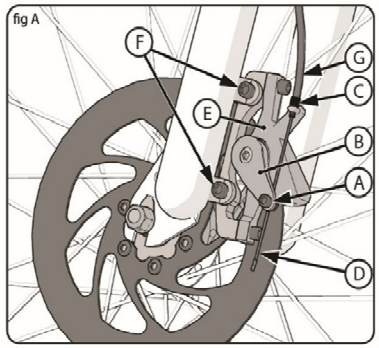


- If brakes make noise while riding, try adjusting the position of the brake pads so that the front of the pad is closer to the rim than the rear of the pad by about 1mm.

Disc Brake Adjustment

NOTE: THIS SECTION IS FOR MODELS WITH MECHANICAL DISC BRAKES.

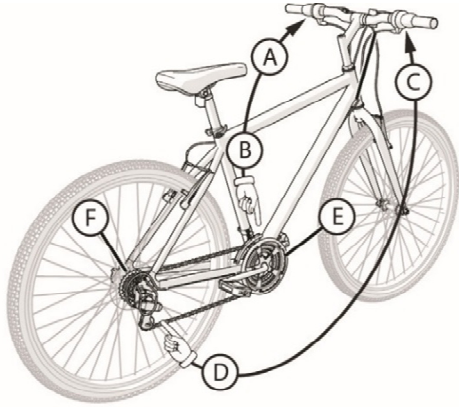
- Loosen cable clamp bolt (A). Push brake arm (B) towards the adjusting barrel (C) to apply the brake pads to disc. The adjusting barrel must be screwed in within 2-3mm of the end of thread. If it is not screwed in, loosen the locknut on the adjusting barrel then screw the barrel in.



- While holding the brake arm, pull the cable to eliminate slack or looseness.
- Tighten the cable clamp bolt.
- **For small adjustments, loosen the locknut on adjusting barrel, then turn the adjusting barrel clockwise for increasing the slack and counterclockwise for tightening the cable.**
- When adjusted properly, brake pads should contact the disc with about 1/3 brake lever travel and fully engage the brake with 2/3 lever travel.

Shifting and Drivetrain

Drivetrain system of a multi-speed bicycle consists of shifters (A&C), front and rear derailleurs (B&D), front chain ring(s) (E), and rear cogs (F). Your bicycle has factory installed shifting and drive-train and there is little or no need to make any installations or adjustments.



⚠ WARNING:

- Never attempt to shift gear when bicycle is not moving. Proper shifting requires movement of chain, sprockets, and chain rings.
- If the bicycle is not shifting correctly (missing gear, shifter too stiff or not responsive), the gear system must be adjusted. Do not shift to highest or lowest gear. It can cause the chain to drop off the gear or jam, causing loss of control and injury.
- Do not shift gear while pedaling backward. This can jam the chain or cause chain to drop off the gear, causing damage or injury.

Operating the Shifters

- Your bicycle is equipped with a twist shifter. The right-hand shifter controlls the rear derailleur and changing the gears on rear cog set. Each gear is indexed and marked by a number. Twisting to a lower number moves the real derailleur to a lower gear and vice versa.
- The left-hand shifter contolls the movement of chain over the front chain rings with the aid of the front derailleur. The left-hand shifter may be indexed with a number or may be a friction type marked with "H" and "L" for higher or lower gear. On bicycles with tripple chain rings, moving to "L" position should move the chain over to the smallest chain ring (A)

and moving to “H” position will move the chain to the largest chain ring (D).

- If the left hand shifter is indexed and marked by number, each number indicates the chain ring where the chain is moved to. Gear number one is for the smallest chain ring, gear number two is for the middle chain ring, and gear number three is for largest ring.
- Your bicycle may be equipped with 7, 8, 9, or 10 gears on the back. Combining with the front gears, there can be 21, 24, 27, or 30 combinations of front and rear gears. For most riders 5 to 7 gear change combinations should be sufficient for recreational riding and for off-road or higher speed riding, other gear combination will be useful.

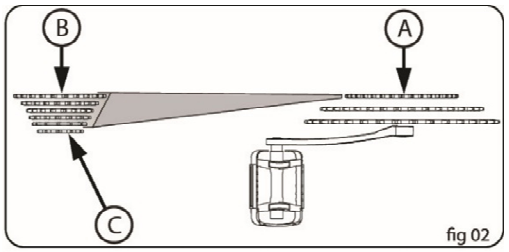


fig 02

- Middle front chain ring usually provides the best position for most riding conditions.
- High gears on right-hand shifters helps with accelleration and climbing and low gears are for flat surface and faster riding.

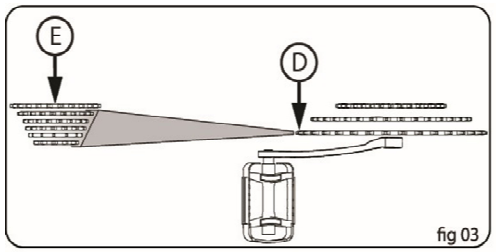
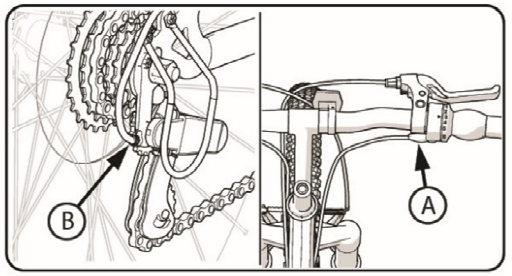


fig 03

- You can keep the front shifter on the middle front chain ring and use left-hand shifter for most of the gear changing during a ride. Good timing in shifting gears will provide efficiency and comfort to a ride.
- Practice gear shifting at low speed and feel the change in pedaling. After a few rides, shifting will become natural and an imortant function in operating a multi-speed bicycle.

Shifter and Derailleur Adjustments



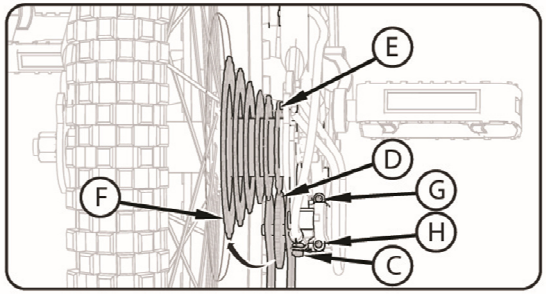
Mou **WARNING:** Do not make adjustments to your gear system unless you are certain that adjusment is needed. Your bicycle has been adjusted at the factory and there should be no need for further adjustments. The following are steps that are recommended in making adjustments if needed.

WE RECOMMEND THAT A BICYCLE MECHANIC PERFORM SHIFTING ADJUSTMENTS TO ENSURE CORRECT SHIFTING AND AVOID INJURY.

REAR DERAILLEUR

- Both front and rear derailleurs use similar mechanism for controlling the chain movement over the gears.
- Before making any adjustments, try adjusting the tension on the shifter cable. There are two adjusting barrels, one on the shifter (A) and one on the derailleur (B). Before making an adjustment, first shift to the lowest gear. If the shifter cable is too loose, you can adjust the tension by first loosening the locknut on the adjusting barrel and then turning the adjusting barrel **counterclockwise.**
- Test the shifter by moving between the gears. You should be able to move the chain from highest gear to lowest gear, one gear at a time on each shifter index number. **THE REAR WHEEL MUST BE IN MOTION WHEN CHANGING GEARs.**
- If the chain moves beyond the lowest or highest gear, the derailleur needs to be adjusted by turning high limit marked H and low limit marked L screws.
- The high limit screw prevents the chain from moving beyond the lowest gear and low limit screw prevents the chain from moving beyond the higest gear.

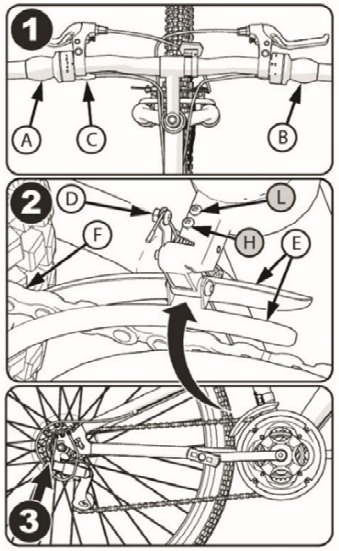
- To adjust the high limit screw, shift the chain to the lowest gear, loosen the shifter cable from the cable clamp, and turn the cable adjusting barrel on the derailleur all the way in.
- Turn the high limit screw (G) so that upper chain roller (D) is aligned with the outside edge of the smallest gear.
- Remove the slack in derailleur cable and tighten the cable clamp nut.



- Shift to the largest gear, and loosen the nut on the cable clamp.
- Turn the low limit screw (H) so that the chain roller (D) is below the largest gear. Tighten the nut on the cable clamp.
- If the chain needs a little "trimming" to avoid rubbing or clicking sounds while riding, the adjusting barrel on the shifter should be used to make small adjustments.
- If you continue to have trouble with shifting, take your bike to a bike shop.

FRONT DERAILLEUR

- Similar to rear derailleur, front derailleur has two adjusting screws for high limit and low limit, each marked with "H" and "L" for identification. The high limit screw determines how far the chain can move away from the frame.
- To make adjustments, first shift the rear derailleur to the third largest rear gear and smallest front chain ring.
- Turn the barrel adjuster (C) on the left shifter all the way in. Loosen the cable clamp nut (D).



- Turn the low adjusting screw so that the inside edge of the derailleur cage (E) passes over the left edge of chain by 1.5mm.
- Remove the slack on the cable and tighten the cable clamp nut.
- To adjust the high limit screw, shift the front chain to the largest front chain ring.
- Turn the high limit screw so that the right side of chain cage (E) is almost passing the right edge of the chain without touching it.
- For better shifting, lubricate the shift cable section that is running throughout the cable housing.
- Avoid sharp bends in the shifting cables.
- Make sure the adjusting barrels on the shifter is always turned all the way in before making any adjustments to the derailleur.

Repairs and Maintenance

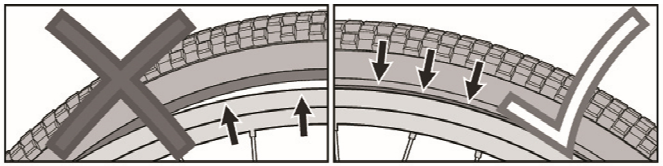
Frequency of maintenance of your bicycle depends on the amount of use. However, no matter how infrequent you ride your bike, you should make a thorough inspection of tires, shifting, fasteners, handlebar, wheel attachment and seat before each use.

LUBRICATION

Bicycles have many moving parts that require frequent lubrication. Special attention should be paid to the lubrication of chain, derailleurs, brake pivot points, suspension fork, and cables that run inside cable housing. Bicycle chain lubricants are available in bike shops and automotive stores. You can also use 20W motor oil if chain lubricant is not available. **DO NOT OVER-LUBRICATE . DO NOT LUBRICATE THE BRAKE PADS OR ALLOW LUBRICANTS ON PEDALS, GRIPS, SHIFTER GRIP, TIRES, AND SEAT.**

TIRE INFLATION

Tires must be inspected for adequate air pressure before each ride. The risk of road hazard and puncture is increased when riding a bicycle with low tire pressure. Use a hand or foot pump to inflate tires and avoid using an air compressor that is not equipped with a pressure gauge. Observe the maximum pressure marked on the tires. Inflate tire within 5 PSI of the maximum pressure.



Before inflating a tire, make sure the bead of the tire is fully seated into the rim, all around and on both sides of the rim. Begin inflating by about 15 PSI and inspect the bead before proceeding to the desired pressure.

BEARINGS

Bearings are important components of moving parts such as wheel hubs, cranks, pedals, and head parts. Some bicycles use maintenance free sealed cartridge bearings but most bicycles have components that use ball bearings. Inspect these components to make sure movement is free and without friction.

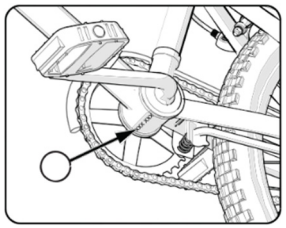
The steering mechanism is supported by head parts that use two bearings, one at the top of frame head tube and one at the bottom. While holding the bike, lift the front wheel with the handlebar and turn it right and left. If you notice friction or looseness of head parts, you should inspect the bearings and tightness of headparts.

The crank is supported by two bearings on each side of crank housing. Again, check for friction, sideway movement, or looseness of parts. Bearings should not be visible and exposed bearings may be a sign of looseness of parts or missing or damaged ball bearings.

Damaged wheel bearings will prevent the hub axle from smooth spinning. Lift the wheel and notice any movement in the axle inside the hub.

Replacing bicycle bearings require experience and familiarity with mechanism of moving parts that utilize bearings. We recommend that an experienced mechanic performs repair or replacement of moving parts.

BICYCLE SERIAL NUMBER



Your bicycle has a recover serial number that is stamped into the crank housing. Write this number in your manual for reference. In case your bicycle is stolen, you can give this number to the police to aid in recovery.

SERIAL NUMBER_____
DATE OF PURCHASE _____
MODEL NAME _____

Limited Warranty

General Terms

- We make periodical changes to our models, parts, and components used in our bicycles are subject to change without notice. If we replace a defective part or component, it may not be the same brand and model as the defective part. However, it will provide the same function as the original component or part.
- If we replace a complete bike under warranty, the replacement will be subject to availability of model and color. We reserve the right to replace a bicycle under warranty with a bicycle of similar type, specification, and performance.
- This warranty is the only warranty available for this product. There are no other express or implied warranties other than the warranty provided herein.
- This warranty is available only to the original owner with proof of purchase.
- Any change, modification, or uses of this product not authorized in this manual will void the warranty.

What is not Covered?

- Normal wear and tear of parts and components.
- Damage to the bicycle.
- Failure of the bicycle or components due to incorrect assembly and lack of maintenance.
- Rust or corrosion.
- Component and parts failure due to use in competitive sport, stunt riding, jumping, and towing.
- Bicycles that are used for business or rented.
- Used in any manner that does not follow the warnings and instructions in this manual.
- Incidental or consequential damage or loss of property from the use of this bicycle is not covered. This exclusion may not apply in some states.

Warranty Replacement

- Defective parts and components will be replaced at no charge to original owner for a period of :
- Lifetime for steel frame and fork
- 10 years for aluminum frames and forks
- One year for suspension fork
- 90 days for seats, electronics, lighting, and safety accessories
- 180 days for all other parts and components.

Warranty period begins from the date of original purchase.

For assistance, please contact Husky Bicycles Customer Service at
(800) 392-3337
or contact us using our website at www.huskybicycles.com

PLEASE - BEFORE RETURNING TO STORE, CONTACT HUSKY CUSTOMER SERVICE. WE ARE GLAD TO ASSIST YOU WITH ANY PARTS OR ASSEMBLY PROBLEMS YOU MIGHT HAVE!

For Fast Customer Service, go to

www.huskybicycles.com/contact-us.html
OR TEL: 1 800 392-3337