



**supersuper**

**Manual**

welcome  
to our  
universe

# Owner's Safety Information & Responsibilities



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

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

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

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

## The Owner's Responsibility

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

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

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

A recommendation that significant mechanical repairs should be carried out by a skilled bicycle mechanic.

## Rules of the Road



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

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

### **Night Riding**

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

### **Wet Weather**

- Use extra caution in wet weather.
- Avoid sudden braking.
- Apply brakes earlier in wet conditions, as stopping distance increases in wet weather.
- Slow overall riding pace and approach corners more carefully.

### **Off-Road Riding**

- Use extreme caution when not riding on pavement.
- Always wear correct safety equipment.
- Ride only on the trails.
- Avoid rocks, branches, or depressions.
- When approaching a descent, reduce speed, keep your weight back and low, and use the rear brake more than the front.
- Be sensitive to the environment, conscientious of the property on which you ride, and considerate of others you may meet on the trail.

## Introduction and How to use this Manual

This Owner's Manual is made for several different bicycles. The illustrations used are to provide examples and some may not look exactly like the parts of the bicycle, but the instructions are correct. In addition some of the parts shown might be optional and not part of your bicycle's standard equipment.

If the bicycle has any parts that are not described in this manual, look for separate "Special Instructions" or "Supplement Guide" that are supplied with the bicycle. Make sure the rear wheel is centered in the bicycle frame.

## Unpacking

Remove the bicycle and all parts from the carton.

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

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

## Tools Needed for Assembly



**15cm Adjustable wrench**



**25cm Adjustable wrench**



**Flat Blade Screwdriver**



**Phillips Screwdriver**



**Slip Joint Pliers**



**Metric Allen Wrenches**  
(Needed on some models)



**Torque Wrench**

# Handlebar and Stem Assembly

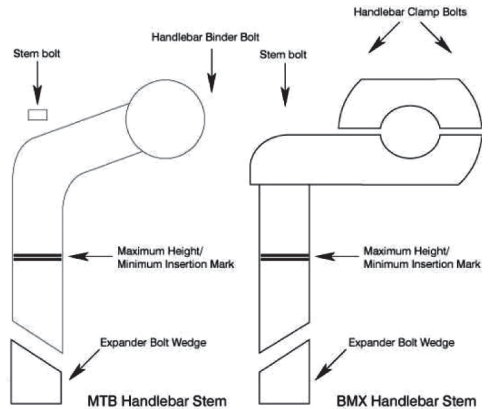
The bicycle may have different styles of handlebar stems. One style mounts inside the fork while the other mounts around the outside of the fork. Follow the instructions for the style that you have.

## Assembly

### 1. Assemble the stem to the fork:

#### Inside mount style

- Insert the stem into head set lock nut.
- The handle bar clamp should face towards the front of the bicycle



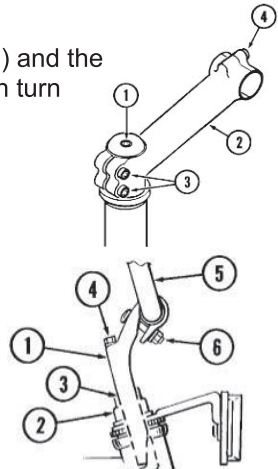
**WARNING:** Etched on the stem is a mark about 65mm up from the bottom with the words ‘max height’ or ‘minimum insertion’. Never ride a bicycle if the stem has been raised so that this mark can be seen.

- At this stage tighten stem bolt just enough to hold it in position.

#### Outside mount style

- If necessary, loosen the top bolt (1) of the stem (2) and the Stem bolt(s) (3) only just far enough so the stem can turn on the fork.
- Point the stem toward the front of the bicycle
- Tighten the top bolt of the stem
- Tighten the stem bolt(s) equally

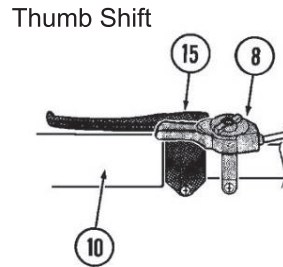
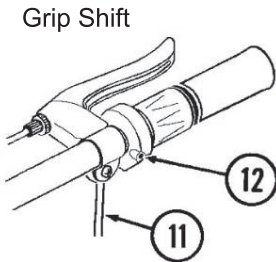
### 2. Assemble the handlebar to the stem:



- Insert the handlebar (5) into the stem, but do not tighten the handlebar Clamp (6) at this time.
- **Determine the type of parts to be assembled to the handlebar:**

Some models of bicycles require additional parts to be installed onto the handlebars. The following are the various combination of parts that you may have to assemble. You may not have some of the parts but assemble the parts you have in the order as shown.

**NOTE:** If Bicycle does not have these extra parts or are already installed, go to next step



- Make sure the brake lever to the front brake is mounted on the right side of the handle bar
- Install the safety bell onto the handlebar, secure with bolt provided.
- Make sure the shifter to the rear derailleur is mounted on the right side of the handlebar
- Install grips using a mixture of five drops of liquid soap in a cup of water



**WARNING:** Use only soap and water to install the grips. The grips may slip while wet. Allow grips to completely dry before riding the bicycle.

- Wet the handlebar and the inside of each grip (1) with the soap mixture
- Using a twisting motion, push each grip fully on the handlebar
- If you have bar ends, make sure they are fully on the handlebar
- If the grips are open on both ends, push a plastic plug (11) into each end of the handlebar (you may need a rubber mallet for this).





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

### **Tighten the stem bolt and handlebar clamp**

(Recommended torque is 18-20 Nm)

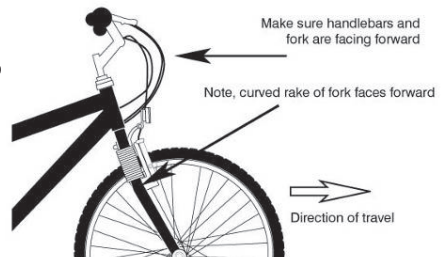


**WARNING:** Do not over tighten the stem bolt. Over tightening the stem bolt can damage the steering system and cause loss of control.

- Make sure the stem is aligned with the front wheel and tighten the stem bolt
- Position the handlebars in the desired position of the rider. Ensuring they are facing the correct direction.



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



- Tighten the bolt(s) of the handlebar clamp
  - If the handlebar clamp has more than one bolt, tighten the bolts equally.

### **Test the tightness of the stem bolt and handlebar clamp:**

- Brace the front wheel between your knees and try to move the handlebars up and down and from side to side. The handlebars are secure within the stem and the stem within the fork steer tube if no movement is detected when applying turning pressure.

### **Put the handlebar parts in the correct position:**

- Put the brake lever and shift control in a position that is comfortable to the rider

- Make sure the brake levers do not touch the grip or the shift control during use
- If you have a grip shift control, the clamp screw for the control is in a recess on the side on the end nearest the stem.
- Tighten the clamp screw of each brake lever
- Move each bar end around the handlebar to a position that is comfortable to the rider
- Tighten the clamp bolt of bar end securely.
- Test the tightness of the handlebar ends:
- Hold the bicycle stationary and try to move the ends of the handlebar ends forward and backward
- If either handlebar end moves on the handlebar, reposition it and tighten the clamp bolt tighter than before
- If the handlebar moves in the stem, loosen the stem clamp, reposition the handlebar, and tighten the handlebar clamp tighter than before
- Do this test again, until the handlebar ends and the handlebar do not move.
- Put each brake lever in the correct position:
- Put each brake lever in a position that is comfortable to the rider
- Tighten the clamp screw of each brake lever.

## Operation

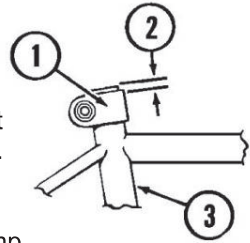


**WARNING:** If you choose to ride with your hands on the handlebar ends, be careful. You will not be able to stop quickly because your hands are farther away from the brake levers.

## Seat Assembly



**NOTES:** If you accidentally drop the seat post into the seat tube, you may not be able to remove it.



### 1. Install post clamp on the seat tube:

- Put the clamp on the seat tube. Push the clamp (1) down so you can see 1.6mm (2) of the seat tube (3) above the clamp.

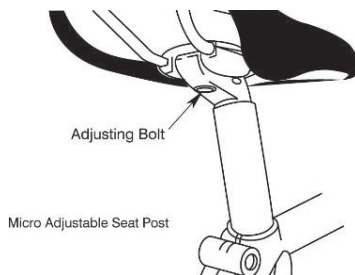
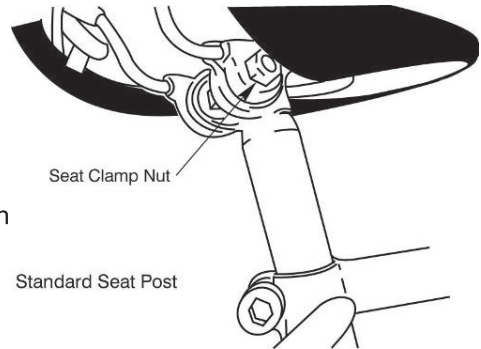
**NOTE:** Some post clamps are welded in position and can not be removed.

- If the post clamp has a raised edge, make sure the raised edge is against the top of the seat tube.

### 2. Attach the seat to the seat post or seat pillar:

(Recommended torque is 15-19 Nm)

- Position the seat post into the clamp under the saddle.
- Tighten the seat clamp so the seat (12) stays on the seat post
- If the seat clamp has nuts on each side, tighten both nuts equally



## Attach the seat post into the seat tube

(Recommended torque is 12-17 Nm)

- Point the seat forward and insert the seat post into the seat tube.
- Make sure you can not see the “MIN-IN” minimum insertion mark of the seat post above the seat tube.
- If a seat post clamp is included slide this onto the seat post.
- Put the seat at a comfortable height for the rider.



**WARNING:** Never ride a bicycle with the minimum insertion mark visible on the seat post. Doing so may damage the seat post, the frame or cause injury to the rider.



**WARNING:** The red reflector must be vertical, point straight toward the rear of the bicycle, and have three inches of clearance between the top of the seat and the top of the red reflector.

- Tighten the bolt or quick release lever to the recommended torque
- To tighten the quick release lever:
- Move the quick release lever to the “open” position so the word “open” is pointing away from the post clamp.

**NOTE:** The words “open” and “close” are on opposite sides of the quick release lever.



**CAUTION:** Operate the quick release lever by hand only. Do not use a hammer or any other tool to tighten the quick release lever.

You must use strong force to move the quick release lever to the “close” position. If you can easily move the lever to the “close” position, the clamping force is too light.

If the clamping force of the quick release is too light, the seat post or seat pillar can loosen while riding. This can cause injury to the riders or to others.

- Open and close the quick release lever with one hand while you turn the adjusting nut with the other hand.

- Tighten or loosen the adjusting nut by hand, so that you first feel resistance to the quick release lever when it perpendicular to the bicycle frame.
- Push the quick release lever to the “close” position
- When in the “close” position, make sure the quick release lever lays along the seat tube

**Test the tightness of each the clamp and the post clamp:**



**WARNING:** Every time you loosen the quick release mechanism, make sure the red reflector is correctly positioned if the reflector is mounted on the seat post or seat pillar.

- Try to turn the seat side-to-side and to move the front of the seat up and down
- If the seat moves you need to further tighten the binder bolt
- Loosen the seat clamp
- Put the seat in the correct position and tighten the seat clamp tighter than before
- Do this test again, until the seat does not move in the seat clamp
- If the seat post moves in the seat tube:
- Loosen the bolt and nut
- If you have a quick release lever, move it to the “open” position
- Put the seat in the correct position and tighten the bolt and nut or quick release tighter than before
- If you have a quick release lever, move the lever to the “close” position
- Do this test again, until the seat post does not move in the seat tube.

## Pedal Attachment

(Recommended torque is 24-30 Nm)



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

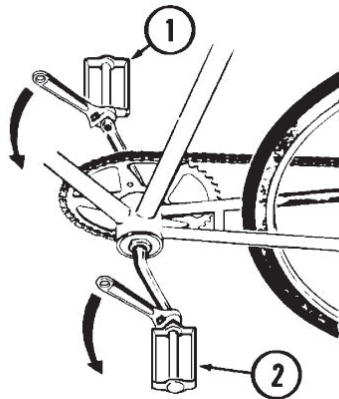
The pedal marked “R” has right-hand threads.  
Tighten it in a clockwise direction.

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

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

2. Tighten the pedals:

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



## **Kickstand**

If your model does not already have the kickstand attached, determine which kickstand looks most like the one you have and follow the instructions.

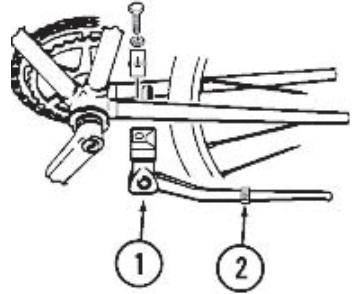


**CAUTION:** Do not sit on the bicycle with the kickstand down. Damage to the kickstand and frame can occur.

## **Crank Mount**

Assemble the kickstand to the bicycle frame:

- Put the kickstand (1) under the bicycle frame
- Assemble the hardware to the kickstand and the bicycle frame
- Align the kickstand with the bicycle frame
- Tighten hardware securely
- The kickstand may be adjustable. Loosen screw (2) and move kickstand in or out so bicycle is stable when standing.
- Tighten screw.



## **Rear Mount**

- Attach the kickstand to the left side of the bicycle frame tubes near the rear axle
- Tighten hardware securely.



## Brake Systems

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



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

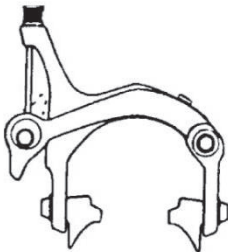
Take care when using the front brake. Applying it abruptly or excessively may throw the rider over the handlebars, potentially causing serious injury.

### Hand Controlled brakes.

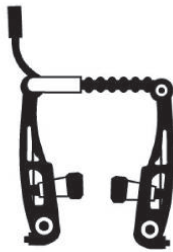
#### Operation

There are a number of different hand controlled brakes used on bicycles, all are operated by the rider squeezing the control lever attached to the handlebar. The brake lever pulls on a cable that is attached to the brake. The brake squeezes the rim between two brake shoes.

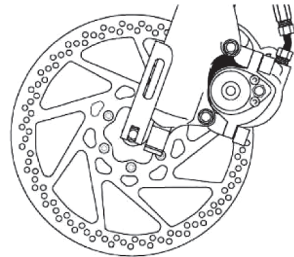
Determine which brake you have and following these instructions.



Side Pull Brake



Linear



Disk Style Brake System

#### Inspection

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

Prior to every ride, inspection of the brake pads is recommended. The brake pads must be centered, with approximately 1.5mm-2mm clearance between each pad and the rim when the brakes are not in use. Test that when the brakes are applied that the brake pads squeeze the rims sufficiently to stop the bike. Replace the brake pads if the grooves or pattern have worn away from the surface. Ensure the brake pads are firmly secured before every ride and at least every three months check the tightness of the numerous bolts and nuts supporting the brake pads.

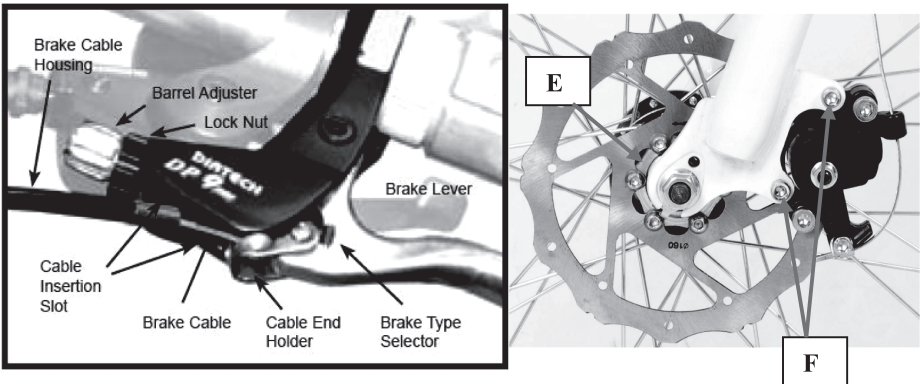


## Disc Brakes

If fitted with a front disc brake, the components should already be attached. However, please check all connections before attempting to ride the bicycle. Secure tightly the 6 bolts that hold the disc to the wheel hub (E) and the 2 bolts that hold the brake mechanism to the fork (F).

Insert the front wheel into the fork dropouts ensuring that the disc fits into the brake mechanism between the enclosed brake pads. Secure the front wheel to the bicycle by tightening the bolts or quick release mechanism depending on what your bicycle is equipped with.

The cable to the brake lever should already be attached, but please double check it is positioned correctly. The cable should be in the cable end holder and then through the barrel adjuster and lock nut. Ensure that the barrel adjuster and lock nut are rotated so the slots no longer line up. Ensure the cable housing seats appropriately into the end of the barrel adjuster and check for any kinks or damage.



### These brakes require breaking in!

**Please be aware that the brake pads may slightly rub on the disc rotor, even after adjustment. This is due to the fact that the brakes are required to be worn in.**

**Ride and use the brakes gently for at least 20km before using the brakes in downhill conditions, for sudden stops or any other serious braking.**

**Please be aware that your brake system will change in performance throughout the wear-in process. The disc brake should be cleaned before the first ride using rubbing alcohol. NEVER use oil or similar products to clean your disc brake system.**

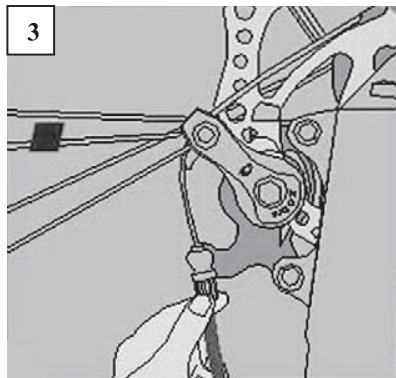
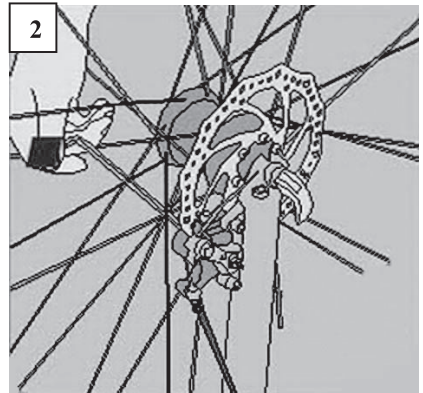
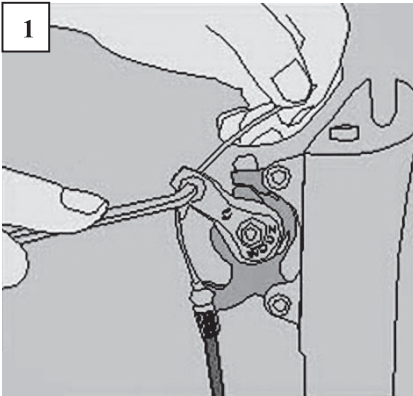
## Disc Brake Adjustment

### To adjust the distance between the pads and disc

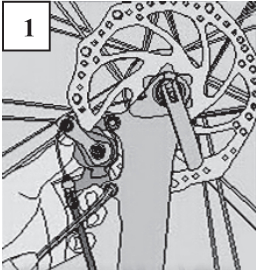
1. Loosen the cable anchor bolt and hold the end of the cable.

Move the caliper arm approximately  $\frac{1}{8}$  of a turn anti-clockwise, or until pads almost make contact with the disc brake rotor and re-tighten the cable anchor bolt.

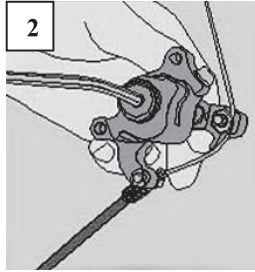
2. Use Allen key to adjust the regulator shifting pads to proper position.
3. Adjust the cable cover screw slightly to make sure the cable is fully tightened to the brake arm.
4. To test apply the brakes while trying to push the bike forward to ensure the brakes will stop the bike. If not functioning correctly please repeat above steps



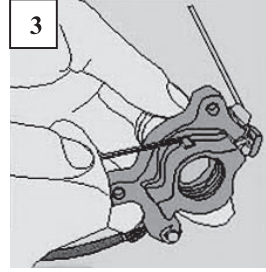
## Brake pad replacement



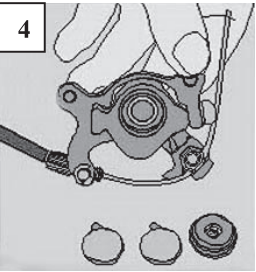
Take off the caliper



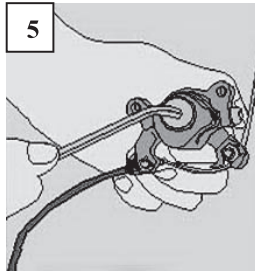
Unfasten the outer adjustable screw



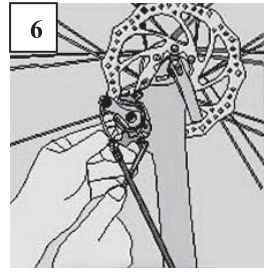
Take off the pads.



Set the pads into the caliper



Fasten the outer adjustable screw



Assemble the caliper to the fork



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

**WARNING** - Don't ride the bike until the brakes are functioning correctly.

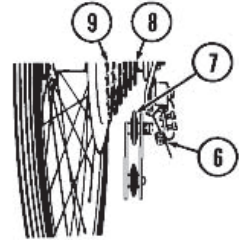
**WARNING: DISC GETS HOT!** Severe injury could result from contact with the hot disc! Mind your legs, as well as your hands and don't adjust directly after riding.

**If you cannot adjust the disc brakes, please contact our Customer service team for assistance.**

## Rear Derailleur Adjustments

The rear derailleur has two adjusting screws. The “low” adjusting screw, sometimes marked “L”, limits how far the rear derailleur and chain can move toward the wheel. The “high” adjusting screw, sometimes marked “H”, Limits how far the rear derailleur and chain can move away from the wheel.

### 1. Put the “high” adjusting screw in the correct position as follows:



- Shift the chain onto the smallest rear sprocket
- Loosen nut of the cable clamp (12)
- Turn the “high” adjusting screw so the jockey roller (7) is in line with the outside edge of the smallest rear sprocket (8)
- Remove the slack from the cable wire and tighten the nut of the cable clamp.

### 2. Put the “low” adjusting screw in the correct position as follows:

- Shift the chain onto the largest rear sprocket
- Loosen nut of the cable clamp
- Turn the “low” adjusting screw so the jockey roller is exactly below the largest rear sprocket (9)
- Tighten the nut of the cable clamp.

### 3. Adjust the index shift system:

- Shift the chain onto the smallest rear sprocket
- Without turning the crank, turn the shift control one “click”
- Slowly turn the crank forward
- The chain should move from the smallest rear sprocket to the next larger rear sprocket
- Turn the adjusting barrel as needed so the chain moves exactly on to the second rear sprocket and does not rub, jump, or delay.

# Chain

## Inspection and Lubrication

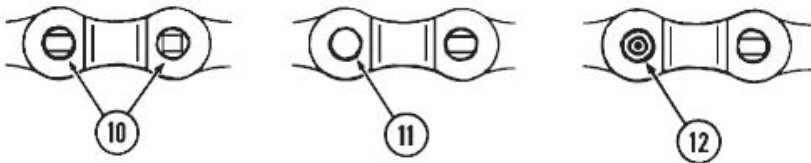
Regular inspection and maintenance of your chain is vital to guard against premature wear. At least monthly, or after riding in wet, muddy or dusty conditions, the chain should be cleaned and lightly oiled. Any excess oil should be removed and care taken to ensure lubricant does not come in contact with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

## Adjustment and Replacement

**Note:** Fitting or adjusting a chain can be a complex task and one which you may wish to refer to your local bicycle specialised.



**WARNING:** This bicycle has special high strength chain. Do not use a plier type chain tools to remove the chain. Separate the chain only at an original pin (10). Never separate the chain at the master link (11) or at a connecting link (12). Identify an original pin by either two lines or a square on each end, a master pin by plain ends, and a connecting pin by an indentation on one end. If you remove an original pin from the chain, discard it. Use only a new connecting pin to assemble the chain. If you have any questions, contact Hyper-extension. If you do not obey these instructions, chain failure can result and cause injury to the rider or to others.



## Bicycle Care and Maintenance

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

### Lubrication

What	When	How
Derailleurs	Every month	Put one drop of oil on each pivot point
Brake Levers	Every month	Put one drop of oil on each pivot point
Chain	Every month	Put one drop of oil on each roller
Caliper Brakes	Every month	Put one drop of oil on each pivot point
Cantilever Brakes	Every 6 months	Put one drop of oil on each pivot point
Brake and Shift Cable	Every 6 months	Put four drops of oil into both ends. Allow oil to soak back along the cable wire
Pedals	Every 6 months	Put four drops of oil where the axles go into the pedals
Rear Sproket Cluster	Every 6 months	Lay bicycle on its left side. Slowly turn the rear wheel clockwise. Put four drops of oil in the gap between the rear sprockets and the freewheel body
Suspension	Every 6 months	Lift up the rubber fork boot and dab a small amount of grease on the fork leg just above the plastic bushing
Wheel bearings	Yearly	Lithium based grease
Headset	Yearly	Lithium based grease
Seat pillar	Yearly	Lithium based grease

Use a light machine oil to lubricate your bicycle.

**Note:**

- Increase the regularity of maintenance the more you ride and use in wet or dusty conditions.
- Take care not to over lubricate – excess lubricant should be removed to prohibit dirt build up.
- The chain can throw excess oil onto the wheel rims, wipe excess oil off chain.



**WARNING:**

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

**Service Checklist**

**Frequency**

**Task**

Before every ride

- Check tyre pressure
- Check brake operation
- Check wheels for loose spokes
- Make sure nothing is loose

After every ride

Quick wipe down with damp cloth

Monthly

- Lubrication as per schedule 1
- Check derailleur adjustment
- Check brake & gear cable adjustment
- Check tyre wear and pressure
- Check wheel are true and spokes tight
- Check hub, head set and crank bearings for looseness
- Check pedals are tight
- Check handlebars are tight
- Check seat and seat post are tight



**WARNING:**

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

## Recommended Torque

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

<b>Component</b>	<b>Torque (N.m)</b>
Front wheel axle nuts	30-35
Rear wheel axle nuts	40-45
Stem Bolt expander bolt	18-20
Handlebar clamp	18-20
Saddle clamp	15-19
Seat Post clamp	12-17
Pedals	24-30
Caliper Brake anchor bolt/nut	7-10
U-Brake arm Bolt	6-8
Brake cable fixing nut	7-11
Brake shoes	5-10



## Tyres

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

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

Conversion from PSI to kilopascals is listed below.

PSI	Kilopascals
1	6.895
20	138
30	207
40	276
50	345
60	415

## Maintenance

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



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

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

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

Replace worn or defective tyres and inner tubes.

## **Inspection of the Bearings**

### **Maintenance**

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

### **Head Tube Bearings**

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

### **Crank Bearings**

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

### **Wheel Bearings**

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

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

### **Suspension Fork**

The fork should slide freely up and down through its travel. If it is sticking, lift up the rubber boot over the fork legs and dab a small amount of grease on each leg just above the plastic bushing.

There should not be excessive looseness in the fork leg bushings. Stand beside the bike and gently apply the front brake. Rock the bike back and forth to check for excessive looseness in the fork bushings. Take the bike immediately to a dealer for inspection if excessive looseness is apparent.

**let's ride!**

