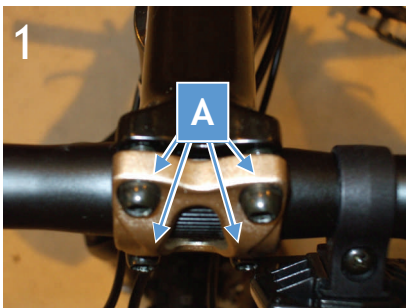


## Congratulations on the purchase of your new bike. Before you ride, some important information.

Please take the time to make sure that all nuts, bolts and parts are secure & tyres correctly inflated before your bike is ridden. As all bikes are exposed to varying levels of vibration, it is also important to check that they are secure on a regular basis once the bike is in use.

### Assembly and Maintenance Hints & Tips

Bar & Stem assembly should be completed in a specific order:



1. Make sure your bars are exactly in the centre of the stem face plate. There are often grooves on the bars to help with this. Tighten the face plate bolts (A) always look to have an even gap around the edges of the face plate.
2. Slacken off bolts (C) & make sure the stem is aligned with your front wheel & **gently** tighten the stem top cap (B), **it is important that this bolt is not over tightened**. It is used merely to gather the headset & stem assembly together for the next step.
3. Tighten the stem bolts (C) to secure the whole assembly. Apply the front brake and try rocking the bars backward & forward and turning them from side to side, there should be no play but movement should be free.

Quick Release Skewers are often found on wheels and seat clamps & usually labelled “open” & “closed” It is crucial that the lever is fully closed as pictured, before the bike is ridden. At the opposite end to the lever there will be a nut, with the lever open hand tighten the nut then close the lever. Reasonable pressure needs to be applied from about half way through the closing action but not so much that they can't be undone.



**Crank bolts** should always be checked for tightness on both sides before the first ride and regularly thereafter. The most common bolts are tightened using an 8mm Allen key. This will eliminate any play in the cranks & prevent excess wear on the axle.



**Gear Derailleurs** have “limit adjusters” that prevent the chain being driven into the spokes or dropping off the cassette. Turning the screws clockwise restricts the movement from left to right. Revolve the wheel and, by changing gear, align the rear derailleur with the largest gear. By then **gently** applying pressure on the gear lever you should be able to gauge it’s upper limit. The screws are usually labelled, “L” adjusts the limit on the biggest cog, the “H” adjusts the limit on the smallest cog. Only small (quarter turn) adjustments are needed.



**Pedals** are labelled “left” & “right” or with a letter “L” & “R” stamped on the end of the axle. Right being side the chain runs on. The right hand pedal will screw in clockwise and the left pedal anti clockwise.

Locate the **right hand** pedal “R” into the drive side crank arm by hand and screw in until **finger tight (be careful not to cross-thread)**. After a few turns you can use your spanner to fully tighten it on to your cranks. Follow the same procedure for the left hand pedal remembering to turn it anti-clockwise.



It is important not to force your pedals on. Fitting your pedals incorrectly can cause cross-threading which will void your warranty.

### WARNING

YOUR BICYCLE MUST BE PROPERLY ASSEMBLED & CHECKED BEFORE RIDING. WINSTANLEYS BIKES ACCEPT NO RESPONSIBILITY FOR INJURY OR DAMAGE DUE TO FAULTY ASSEMBLY. FOR MORE DETAILED INFORMATION PLEASE REFER TO ANY ADDITIONAL LITERATURE SUPPLIED WITH YOUR BICYCLE. IF YOU ARE IN ANY DOUBT PLEASE CONTACT US FOR ASSISTANCE.

PLEASE NOTE THAT FAILURE TO ENSURE YOUR CYCLE IS PROPERLY ASSEMBLED MAY LEAD TO INJURY AND INVALIDATE ANY WARRANTY CLAIM.

ASSEMBLY UNDERTAKEN WITHOUT PROFESSIONAL ASSISTANCE IS AT THE OWNERS RISK.

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