

# ***ECARPAT***



# **BICYCLE**

owners manual

**PLEASE NOTE:**

The following manual is a guide only. A bicycle is a complex object and we recommend that you consult a bicycle specialist if you have doubts or concerns as to your experience or ability to properly assemble, repair or maintain your bicycle.

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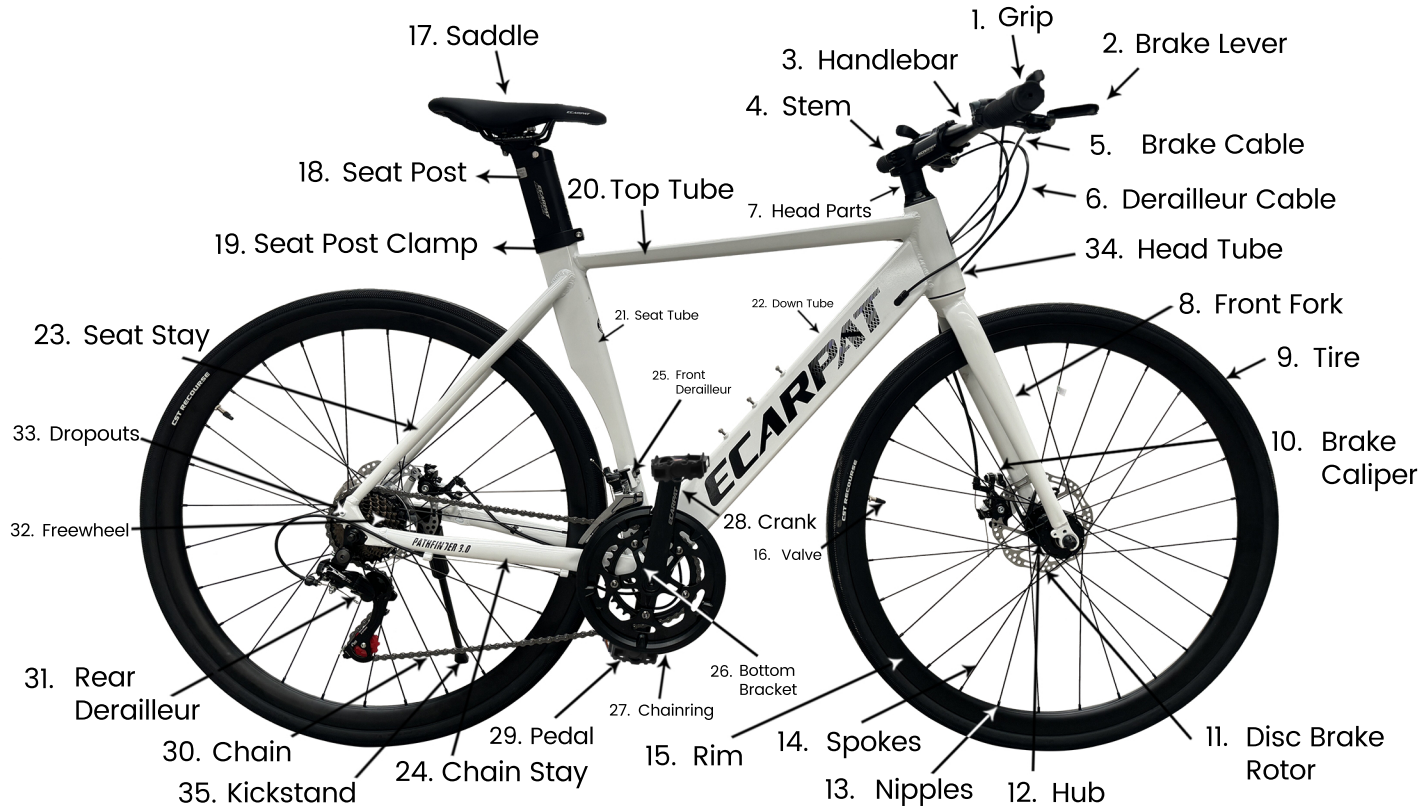
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**IMPORTANT**

This manual contains important safety, performance and service information. Read it before you take the first ride on your new bicycle, and keep it for your reference

**Safety Instructions**

- Please wear helmets, knee protectors, and other protective equipment when using, and choose clothing and shoes suitable for cycling.
- Please check the vehicle before use, such as brakes, tires, chain, nuts, etc., to ensure safety.
- Please pay attention to using the correct riding posture and do not ride with one hand or both hands off the handlebar.
- Please slow down on curves and downhill roads to avoid dangerous behaviors such as sharp turns or sudden braking.
- If you are not proficient in using the brake, please avoid using it on slopes. Please pay attention to increasing the braking distance on rainy days.
- Please always pay attention to the road conditions during cycling, such as bumps, depressions, and puddles, to avoid hitting obstacles or falling.
- Please do not engage in other distractions during cycling, such as answering phone calls, eating or drinking, etc.
- Please read the instruction manual and keep it properly before use. If lost, please contact customer service.

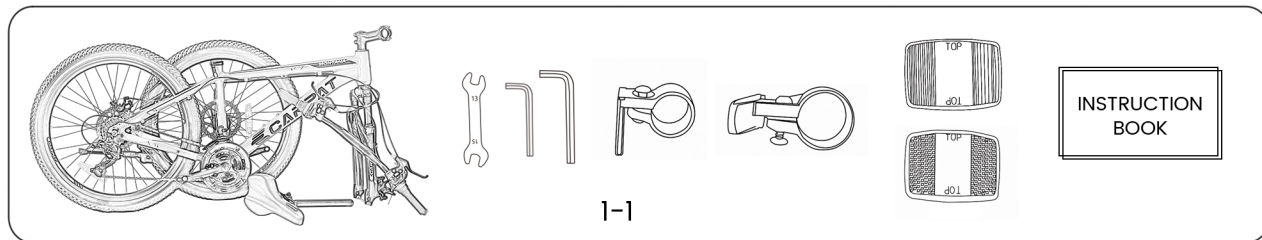


## Bicycle Parts Diagram

- |                      |                |               |                     |                      |
|----------------------|----------------|---------------|---------------------|----------------------|
| 1. Grip              | 2. Brake Lever | 3. Handlebar  | 4. Stem             | 5. Brake Cable       |
| 6. Derailleur Cable  | 7. Head Parts  | 8. Front Fork | 9. Tire             | 10. Brake Caliper    |
| 11. Disc Brake Rotor | 12. Hub        | 13. Nipples   | 14. Spokes          | 15. Rim              |
| 16. Valve            | 17. Saddle     | 18. Seat Post | 19. Seat Post Clamp | 20. Top Tube         |
| 21. Seat Tube        | 22. Down Tube  | 23. Seat Stay | 24. Chain Stay      | 25. Front Derailleur |
| 26. Bottom Bracket   | 27. Chainring  | 28. Crank     | 29. Pedal           | 30. Chain            |
| 31. Rear Derailleur  | 32. Freewheel  | 33. Dropouts  | 34. Head Tube       | 35. Kickstand        |

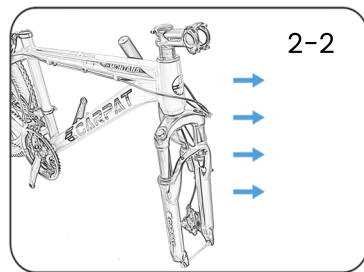
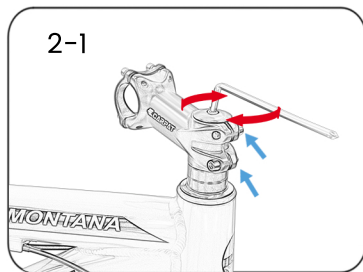
## 1. Accessories Inspection

Please open the box to check if the accessories are complete. Including: overall frame, front wheel, handlebar, saddle, a pair of foot pedals, front and rear reflectors, tool kit, bicycle manual (as shown in Figure 1-1).



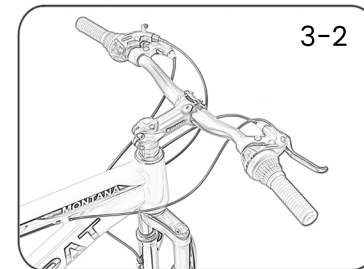
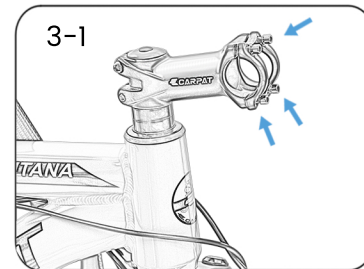
## 2. Adjust the Direction of the Stem and Front Fork

Please use an Allen wrench to unscrew the three screws on the stem (as shown in Figures 2-1 and 2-2), rotate the stem and front fork to maintain the same direction (as shown in Figure 2-4), and then tighten the three screws on the stem to secure the stem and front fork.



## 3. Handlebar Assembly

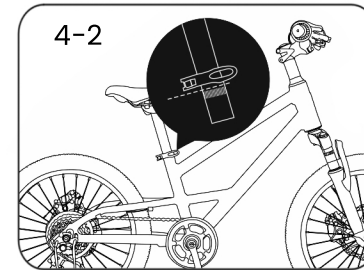
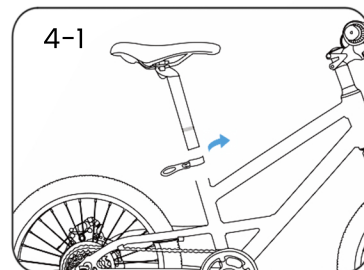
Please use an Allen wrench to unscrew the four screws of the handlebar (as shown in Figure 3-1), center and fix the handlebar, and then tighten the screws. (As shown in Figure 3-2)



NOTE: Please do not wrap the brake and transmission cables around the frame.

## 4. Saddle Assembly

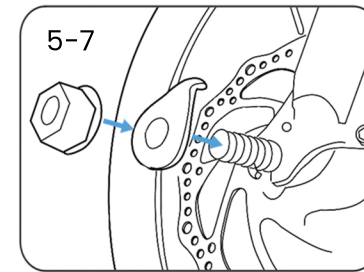
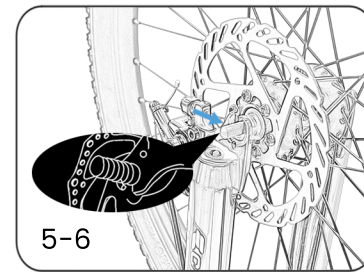
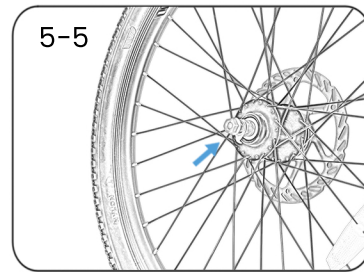
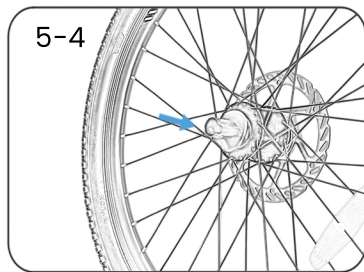
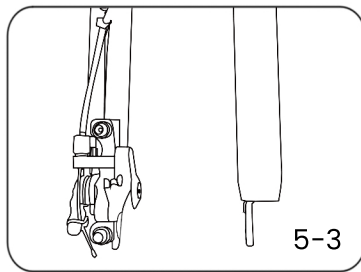
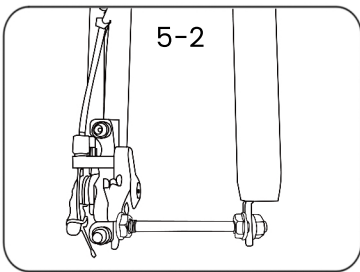
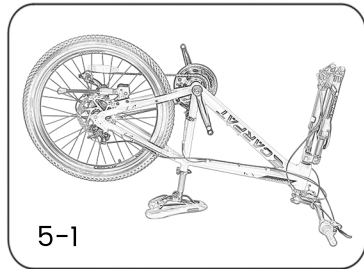
Please loosen the seat post clamp, place the seat tube into the seat tube (as shown in Figure 4-1), adjust the saddle to the appropriate height, and then tighten the seat post clamp (as shown in Figure 4-2).



**NOTE:** Please pay attention to the minimum insertion mark on the seat post to ensure safe use. **If the seat post clamp cannot be tightened, or there is looseness in the saddle after tightening.** Please loosen the seat post clamp, adjust the bolt of the seat post clamp to the appropriate state, and then tighten the seat post clamp.

## 5. Front Wheel Assembly

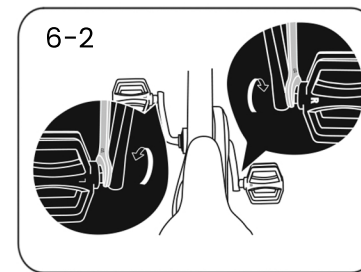
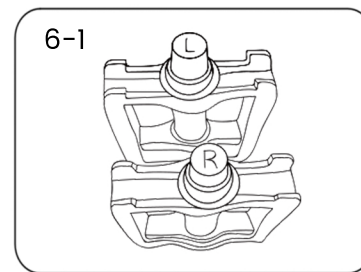
- Please invert the bicycle (as shown in Figure 5-1).
- Please unscrew the two nuts of the front fork protector and remove it (as shown in Figures 5-2 and 5-3).
- Please remove the nut protection covers on both sides of the front wheel, unscrew the nuts on both sides, remove the hook washer, and then place the front wheel into the front fork (as shown in Figure 5-4, 5-5, 5-6).
- Please buckle the washer hook into the slot hole of the front fork, and then tighten the nuts on both sides of the front wheel (as shown in Figure 5-7).



**NOTE:** Please rotate the wheels to check stability.

## 6. Pedals assembly

- Please check the L/R markings on the pedals and crank. The pedal marked with "L" is the left pedal, and the pedal marked with "R" is the right pedal (as shown in Figure 6-1).
- Please tighten the nut with the wrench to connect the pedals to the crank (as shown in Figure 6-2).



## 7. Pre-use Inspection

Ensuring the safety of riding is the most important. Please conduct the following checks before riding.

- Check the height of the saddle: please adjust the saddle to a suitable height before cycling.
- Check the tightness of the screw of each part: whether the quick-release of the saddle tube is locked, check whether the handle is fixed or not, and whether the other screws are loose.
- Check the tire: check if the tire pressure is sufficient, if not enough, hit it to the appropriate pressure, check if there is a crack in the tire wall, and if the tread pattern depth becomes very shallow. If necessary, the outer tire must be replaced.
- Check the brake: pull the front and rear brakes, check whether the brakes are working.
- Check the front head sets: brake the front brake and shake the front and rear of the vehicle body. If there is a gap of shaking, it means that the front bowl must be adjusted again.

## 8. Maintenance

- Check fasteners: after using for a period of time, check whether the screws and nuts in each part are loose. If there is loosening, please tighten them in time to avoid parts falling off and endangering safety.
- Clean the bicycle: if used in water surroundings please wipe the bicycle with dry cloth in time to avoid rust in the wet part. If you have to clean with water, remember to dry it at once.
- Check the brakes: make sure the brakes can work normally before using it. After a period of use, please check whether the peeling skin is seriously worn. If its wear is severe, hugging and peeling

should be rotated into the two adjusting nuts. Other brakes should be adjusted the tightness of the brake cable and replace the brake block if necessary.

- Check the tire pressure before using, When tire atmospheric pressure lacks, please pump up the tire. But the first time and in summer tires should not be pumped up too full, so as not to burst after the hot sun exposure.
- Check the parts that need to be oiled, oil in time, maintain the parts to make them work normally.
- As the height of the child grows, the height of the handle and saddle should be adjusted properly, and be careful not to come out of the safety line. When the saddle is skew, remove the quick-dismantling on the seat post / loosen the nut, straighten the saddle, and then lock it.
- Bicycles cannot be put outdoors for a long time.
- Frequently used Accessories include: outer tube, inner tube, brake, brake rub, etc.

## MAINTAINING YOUR BICYCLE

Some service and maintenance can and should be performed by the owner, and require no special tools or knowledge beyond what is presented in this manual. The following are examples of the type of service you should perform yourself. All other service, maintenance and repair should be performed in a properly equipped facility by a qualified bicycle mechanic using the correct tools and procedures specified by the manufacturer.

### 1. Break-in Period:

Your bike will last longer and work better if you break it in before riding it hard. Control cables and wheel spokes may stretch or “seat” when a new bike is first used and may require re-adjustment by your dealer. Dealers typically suggest you bring the bike in for a 30 day checkup. Another way to judge when it’s time for the first checkup is to bring the bike in after 3-5 hours of hard off-road use, or about 10-20 hours of on-road or more casual off-road use. But if you think something is wrong with the bike, take it to your dealer before riding it again.

### 2. Before every ride: go through the safety check list on page 18

### 3. Cleaning

To keep your bicycle running smoothly it is essential to keep all moving parts free from dirt. Use warm soapy water to wash off any dirt or grit and then finish with a soft dry cloth. For cleaning detailed components such as derailleurs you may find that a small stiff paintbrush or toothbrush will be useful. You can also use parafin to clean your chain and derailleurs. Do not clean rims with any form of solvent. This may leave an oily film that can render the brakes useless. Use a clean, dry cloth or wash with soap and water.

### 4. Lubrication

Every 6 months put one drop of oil on the pivot point of each brake lever, each caliper brake and on each roller of the chain. Every 6 months put four drops of oil into both ends of each cable and where each pedal axle goes into the pedal.

**Warning:** Do not over lubricate. If oil gets on the wheel rims or the brake shoes, it will reduce brake performance and a longer distance to stop the bicycle will be necessary. Injury to the rider

or to others can occur. The chain can throw excess oil onto the wheel rim. Wipe excess oil off the chain. Keep all oil off the surfaces of the pedals where your feet rest. Using soap and hot water, wash all oil off the wheel rims, the brake shoes, the pedals, and tyres. Rinse with clean water and dry completely before you ride the bicycle.

**5. Every 25 (hard off-road) to 50 (on-road) hours of riding: Take your bike to your dealer for a complete checkup.**

### 6. If your bicycle sustains an impact:

After any crash, take your bike to your dealer for a thorough check.

### 7. Changing Components or Adding Accessories

There are many components and accessories available to enhance the comfort, performance and appearance of your bicycle. However, if you change components or add accessories, you do so at your own risk. The bicycle’s manufacturer may not have tested that component or accessory for compatibility, reliability or safety on your bicycle. Before installing any component or accessory, including a different size tyre, make sure that it is compatible with your bicycle by checking with your dealer. Be sure to read, understand and follow the instructions that accompany the products you purchase for your bicycle.

## WHEELS

Wheel inspection – it is most important that wheels are kept in top condition. Properly maintaining your bicycle’s wheels will help braking performance and stability when riding. Be aware of the following potential problems:

- **Dirty or greasy rims:** These can render your brakes ineffective. Do not clean them with oily or greasy materials. When cleaning, use a clean rag or wash with soapy water, rinse and air dry. Don’t ride while they are wet. When lubricating don’t get oil on the rim braking surfaces.
- **Wheels not straight:** Lift each wheel off the ground and spin them to see if they are crooked or out of round.
- **Broken or loose spokes:** Check that all spokes are tight and that none are missing or damaged.
- **Loose hub bearings:** Lift each wheel off the ground and try to move the wheel from side to side.
- **Axle nuts:** Check that these are tight before each ride.

**TYRES**

Frequently check 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 foot pump to inflate inner tubes. Service station meter-regulated air hoses are also acceptable. The correct inflation pressure is shown on the tyre sidewall. 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 sealing and the pressure, until you reach the correct inflation pressure as indicated on the tyre sidewall. Replace worn or defective tyres and inner tubes.

**INSPECTION OF BEARINGS**

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.

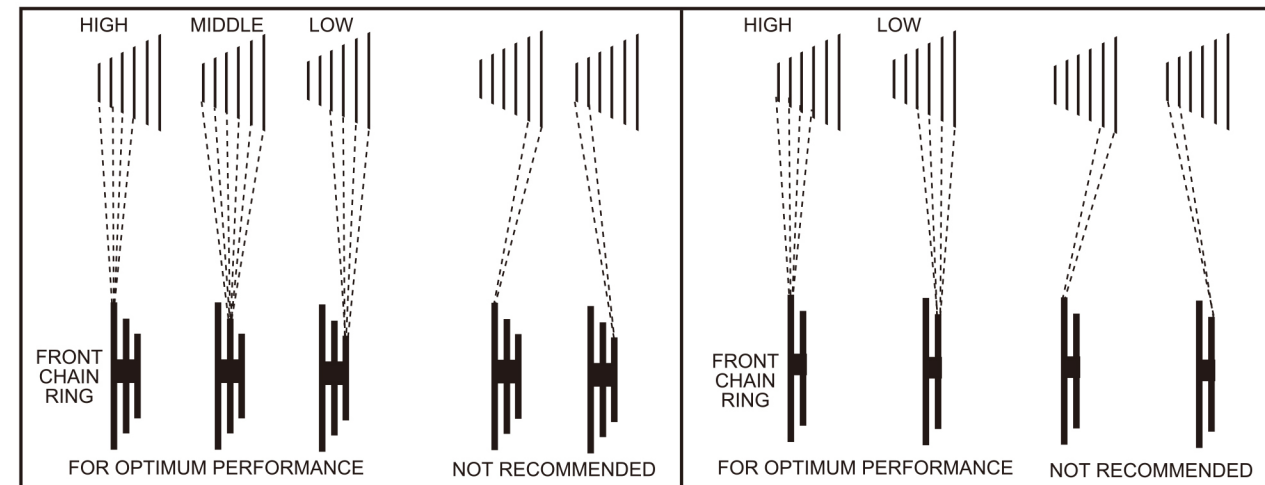
**Crank Bearings:** The crank should turn freely and smoothly at all times and the front sprockets should not be loose on the crank. You should not be able to move the pedal end of the crank from side-to-side.

**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.

**GEAR RATIOS**

THE FOLLOWING ILLUSTRATION IS A HELPFUL GUIDE FOR OPTIMUM PERFORMANCE WHEN SELECTING DIFFERENT GEAR RATIOS





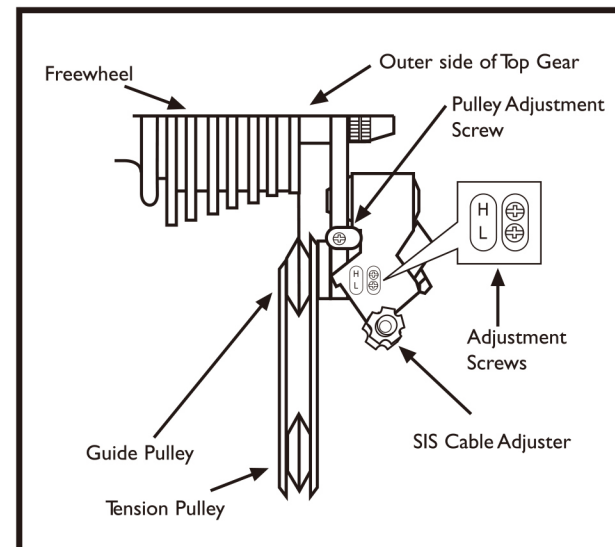
## ADJUSTMENT - REAR DERAILLEUR

The low limit screw determines how far the rear derailleur will travel toward the wheel of the bicycle, while the high limit screw determines how far the cage will travel toward the frame.

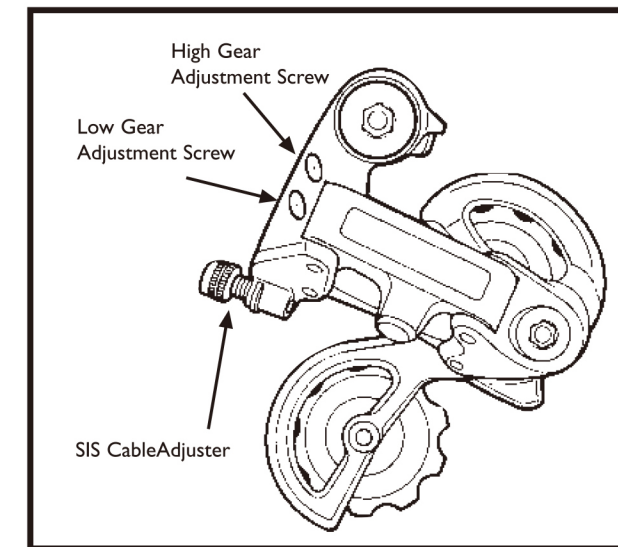
1. Shift the rear shifter to the largest number indicated, disconnect the rear derailleur cable from the cable anchor bolt and place the chain on the smallest sprocket.
2. Adjust the high limit screw so the chain and the smallest sprocket are lined up vertically. Remove any slack in the cable by pulling it taut, then re-connect the cable and tighten the cable anchor bolt securely.
3. Some derailleurs have an adjusting barrel (see drawing on the right). Use the adjusting barrel to fine tune the adjustment of the chain location. Turning the adjusting barrel clockwise will move the derailleur outboard - away from the wheel - while turning it counter-clockwise will direct the chain in board - towards the wheel.
4. Shift the chain onto the largest sprocket; adjust the low limit screw so the chain and the largest cog are lined up vertically. If you are unable to get the chain to the largest cog, turning the low limit screw counter-clockwise will enable the chain to move towards the wheel.
5. Shift through the gears ensuring each gear is achieved quietly and without difficulty.

**NOTE:** It may take several adjustments to achieve the desired positioning.

REAR DERAILLEUR REAR VIEW



REAR DERAILLEUR SIDE VIEW



## LUBRICATION:

All the pivoting points of the front and rear derailleurs should be lubricated with light oil at least every month. Be sure to wipe off any excess oil to prevent attraction of dirt into the mechanisms.

The shifting cables should be cleaned and re-coated with a thin layer of grease every six months, or whenever new cables are being installed.

**BASIC PROBLEM SOLVING**

Your bicycle meets today's highest standards of quality, but it still needs care and maintenance on a regular basis. On the next page are some examples of minor problems and how you can go about fixing them. Remember many bicycle services and repair tasks require special knowledge and tools. Improper adjustment or service may result in damage to the bicycle or in an accident which can cause serious injury or death. If you have questions or concerns about your bicycle, consult your dealer immediately. All major repairs and adjustments to your bicycle should be done by a professional cycling dealer.

PROBLEM	SOLUTION
BRAKES (canti-lever bikes): calipers not centralized	Tighten the caliper screw on the side that is touching the rim
BRAKES (BMX bikes): calipers not centralized	Adjust the nut at the rear of the caliper
GEARS: not changing up	Adjust cable tension on the barrel bolt
CHAIN: falling into spokes	Adjust the limit screw marked "L" (low gear)
CHAIN: falling into frame	Adjust the limit screw marked "H" (high gear)

**SAFETY CHECK LIST**

Please follow this safety check list to ensure safe cycling:

**HANDLEBARS AND STEM**

- Align handlebars squarely to frame.
- The stem 'minimum' marking must not be visible.
- The stem bolt must be tightened so that handlebars cannot turn.

**HEADSET**

- Must be tightened, but still allow handlebars to turn freely.

**SADDLE AND SADDLE POST**

- The saddle must be firmly tightened to the saddle post.
- The saddle post 'minimum' mark must not be visible.

**PEDALS**

- The left and right thread are different, if they are installed incorrectly, damage may be caused.

**FRONT WHEEL:**

- Both axle nuts must be securely tightened.
- If fitted with a quick release, adjust and close lever to ensure that it is securely tightened.

**TYRES:**

- Inflate to the correct pressure as stated on the sidewall of the tyre.

**BRAKES:**

- Ensure that the brake pads are secure and do not touch the tyre.

CORRECT ROUTINE MAINTENANCE CARRIED OUT REGULARLY BY OWNER, BEFORE RIDING YOUR NEW BIKE, WILL ENSURE: - Smooth running, longer lasting components, safer riding, lower running costs Every time you ride your bicycle, it's condition changes. The more you ride, the more frequently maintenance will be required. We recommend you spend a little on regular maintenance tasks. The following schedules are a useful guide.

#### Schedule 1: Lubrication

Frequency	Component	Lubricant	How to lubricate
Weekly	Chain	Chain lube or light oil	Brush on or squirt
	Derailleur Cables	Chain lube or light oil	Brush on or squirt
	Derailleurs	Oil	Oil can
	Brake Calipers	Oil	3 drops from oil can
	Brake Levers	Oil	2 drops from oil can
Monthly	Shift Levers	Lithium Based Grease	Disassemble
	Brake Cable ends	Oil	1 drops from oil can
6 Monthly	Hubs	Lithium Based Grease	Disassemble
	Bottom Bracket	Lithium Based Grease	Disassemble
	Pedals	Lithium Based Grease	Disassemble
	Freewheel	Oil	2 squirts from oil can
	Brake Cables	Lithium Based Grease	Disassemble
	Derailleur Cables	Lithium Based Grease	Disassemble
	Yearly	Wheels Bearings	Lithium Based Grease
Headset		Lithium Based Grease	Disassemble
Seat Pillar		Lithium Based Grease	Disassemble

Note: The frequency of maintenance should increase with lots of usage and use in wet or dusty conditions. Do not over lubricate – remove excess lubricant to prevent dirt build up

#### Schedule 2: 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
Weekly	Lubrication as per schedule 1
Monthly	Lubrication as per schedule 1
	Check derailleur adjustment
	Check brake adjustment
	Check brake and gear cable adjustment
	Check tyre wear and pressure
	Checks wheels are true and spokes tight
	Check hub, head set and crank bearings for looseness
	Checks pedals are tight
	Check handlebars are tight
	Check seat and seat post are tight and comfortably adjusted
	Check frame and fork for trueness
	Check all nuts and bolts are tight
	6 Monthly
Check all points as per monthly service	
Check and replace brake pads if required	
Check chain for excess play or wear	
Yearly	Lubrication as per schedule 1

