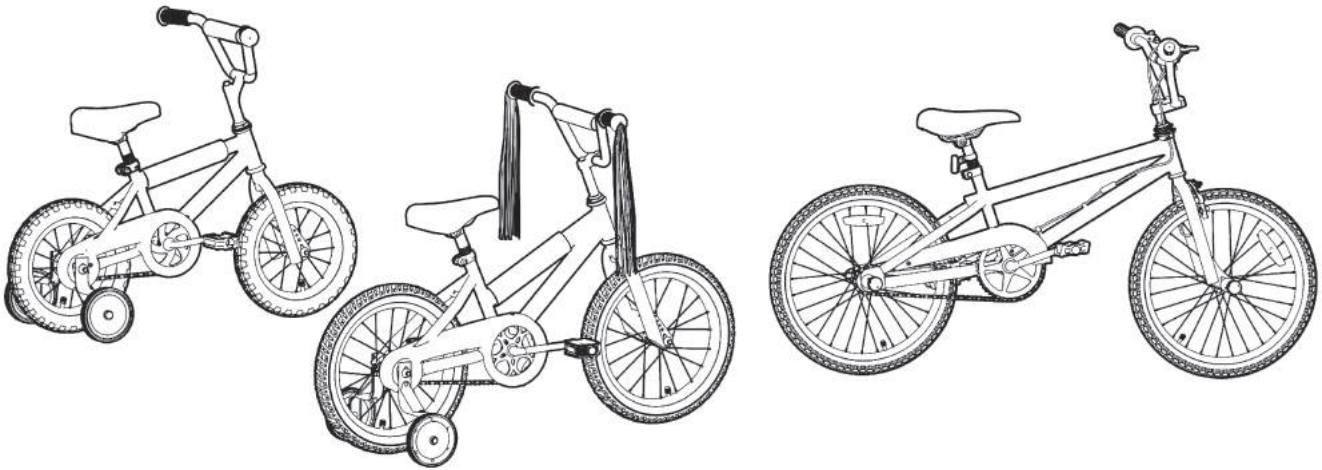
DYNACRAFT®

# 12” – 24” BMX

# OWNER’S MANUAL

THIS MANUAL CONTAINS IMPORTANT SAFETY, PERFORMANCE AND MAINTENANCE INFORMATION. READ THE MANUAL BEFORE TAKING YOUR FIRST RIDE ON YOUR NEW BICYCLE, AND KEEP THE MANUAL HANDY OF FUTURE REFERENCE.



STOP DO NOT return this item to the store.
Questions or comments?
1-800-551-0032

NOTE: Illustrations in this Manual are for reference purposes only and may not reflect the exact appearance of the actual product. Specifications are subject to change without notice.

# HELMET USE & GENERAL MANUAL DISCLAIMER

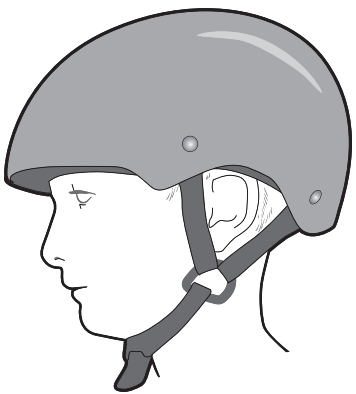
**NOTE:** The illustrations in this manual are used simply to provide examples; the components of your bicycle might differ. In addition, some of the parts shown might be optional and not part your bicycle's standard equipment.

The following manual is only a guide to assist you and is not a complete or comprehensive manual of all aspects of maintaining and repairing your bicycle. If you are not comfortable, or lack the skills or tools to assemble the bicycle yourself, you should take it to a qualified mechanic at a bicycle shop. Additionally, you can write or call us concerning missing parts or assembly questions.

Dynacraft **1-800-551-0032**
89 South Kelly Road, American Canyon, CA 94503
www.dynacraftwheels.com

# HELMETS SAVE LIVES!

**⚠ WARNING: Always wear a properly fitted helmet when you ride your bicycle. Do not ride at night. Avoid riding in wet conditions.**



**Correct fitting**
Make sure your helmet covers your forehead.

**Incorrect fitting**
Forehead is exposed and vulnerable to serious injury.

## ABOUT THIS MANUAL

This manual was written to help you get the most performance, comfort, enjoyment and safety when riding your new bicycle. It is important for you to understand your new bike. By reading this manual before you go out on your first ride, you'll know how to get the most from your new bicycle. It is also important that your first ride on your new bicycle is taken in a controlled environment, away from cars, obstacles, and other cyclists.

## GENERAL WARNING

Bicycle riding can be a hazardous activity even under the best of circumstances. Proper maintenance of your bicycle is your responsibility as it helps reduce the risk of injury. This manual contains many "WARNINGS" and "CAUTIONS" concerning the consequences of failure to maintain or inspect your bicycle. Many of the warnings and cautions say, "you may lose control and fall." Because any fall can result in serious injury or even death, we do not repeat the warning of possible injury or death whenever the risk of falling is mentioned. Dynacraft does not encourage stunting, trick riding, ramp riding, jumping, aggressive riding, riding on severe terrain, riding in severe climates, riding with heavy loads, riding double, commercial activities; such use is inherently dangerous, can cause serious injury to the rider, and if done it is with the rider's express and implied assumption of the risk of such use and Dynacraft shall not have any responsibility for any breakdown of the bicycle, its components or rider injuries that occur during such use.

## NOTE TO PARENTS

It is a tragic fact that most bicycle accidents involve children. As a parent or guardian, you bear the responsibility for the activities and safety of your minor child. Among these responsibilities are to make sure that the bicycle that your child is riding is properly fitted to the child; that it is in good repair and safe operating condition; that the play of young children is supervised by an adult; that you and your child have learned, understand and obey not only the applicable local motor vehicle, bicycle and traffic laws, but also the common sense rules of safe and responsible bicycling. As a parent, you should read this manual before letting your child ride the bicycle. Please make sure that your child always wears an approved bicycle helmet when riding.

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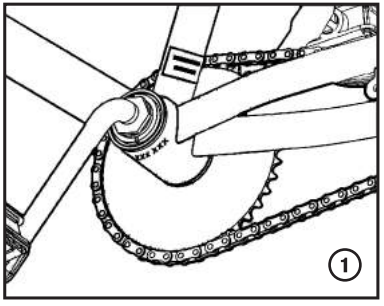
# ABOUT YOUR BIKE

## MODEL/SERIAL NUMBER IDENTIFICATION

Each Dynacraft bicycle has a serial number stamped into the frame. The serial number can be found on the bottom of the crank housing as shown (see Figure 1). The model number is found on a sticker on the frame at the bottom of the seat tube. When contacting Dynacraft, please have these two numbers ready.




## CUSTOMER SERVICE

DYNACRAFT CUSTOMER SERVICE
1.800.551.0032
7AM to 4PM PACIFIC TIME
Dynacraft BSC, Inc.

**Please retain your sales receipt as proof of purchase. Fill out the information below and keep this manual in a safe place.**

Brand/Description _____

Model # _____

Production Date _____

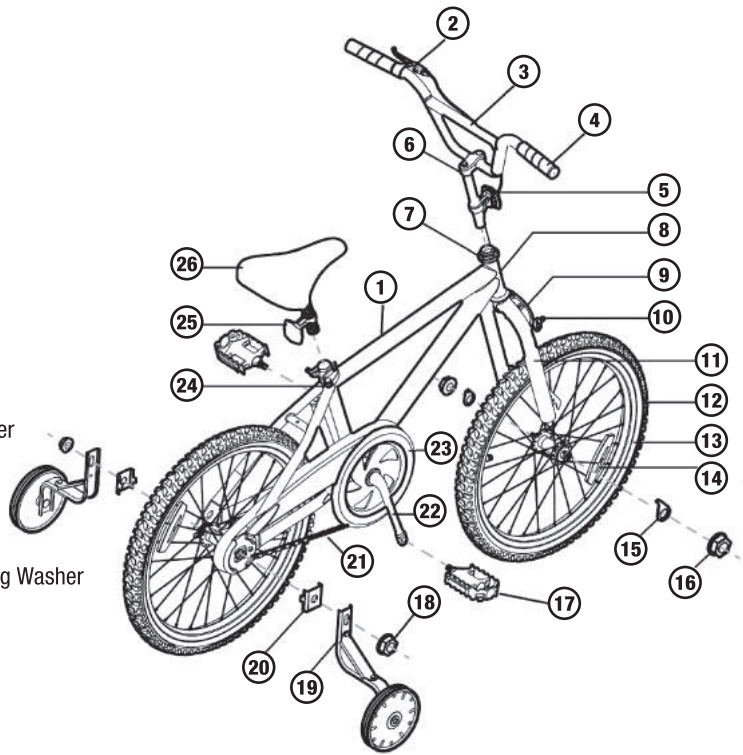
Serial # _____

Date of Purchase _____

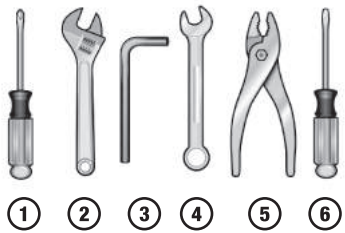
Store/Place of Purchase _____

## PARTS/TOOLS LISTS

1. Frame
2. Brake Lever
3. Handlebar
4. Grip
5. Front Reflector
6. Stem
7. Headset
8. Head Tube
9. Front Brake
10. Brake Pad
11. Fork
12. Tire
13. Tube
14. Reflector
15. Retaining Washer
16. Locknut
17. Pedal
18. Locknut
19. Training Wheel
20. Square Retaining Washer
21. Chain
22. Crankset
23. Chain Guard
24. Seat Clamp
25. Rear Reflector
26. Saddle




### Tools Required




1. Standard Phillips Head Screwdriver
2. Adjustable Wrench
3. 4,5,6,8mm Allen Wrenches
4. Pedal wrench or 15mm Open End Wrench
5. Standard Slip Joint Pliers
6. Standard Flat Head Screwdriver

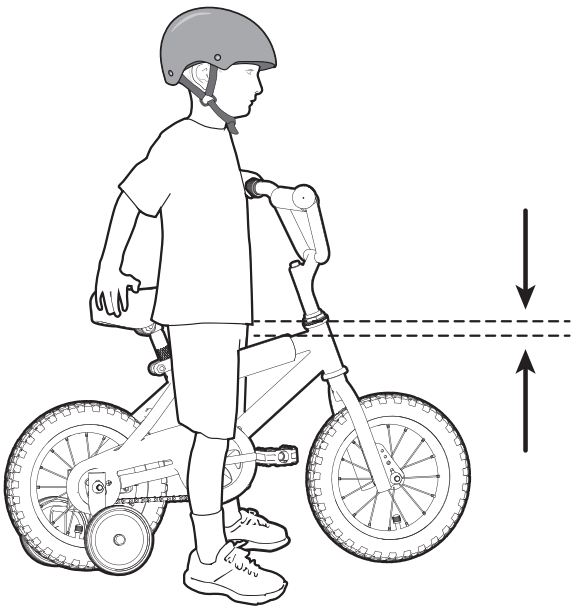
## FRAME SIZING

When selecting a new bicycle, the correct choice of frame size is a very important safety consideration. To determine the correct size bicycle for the rider:

- Straddle the assembled bicycle with feet shoulder width apart and flat on the ground
- There must be at least one inch (2.5cm) of clearance between the highest part of the top tube of the bicycle and the crotch of the rider with the tires properly inflated.
- The minimum inseam for the rider is the highest part of the top tube of the bicycle plus one inch.

**⚠ CAUTION: For safe and comfortable riding there should be a clearance of no less than 1 inch between the inseam area of the intended rider and the top tube of the bicycle frame, while the rider straddles the bicycle with both feet flat on the ground.**

**⚠ WARNING: If the bicycle is too large the rider cannot reach the pedals easily, or the ground when stopping which may result in loss of control and/or injury.**



B

## RULES OF THE ROAD/SAFETY TIPS

⚠ **WARNING: Bikes under 20” are not intended for use on roads.**

1. **IN THE INTEREST OF SAFER CYCLING, MAKE SURE YOU READ AND UNDERSTAND YOUR OWNER’S MANUAL. NOTE AND PERFORM PRE-RIDE SAFETY CHECKS.**

2. **NOTICE:** Some state and local laws may require that your bicycle be equipped with a warning device such as a horn or bell and a light if the bicycle is to be ridden after dark.

3. **ALWAYS WEAR SHOES** when riding a bicycle and **AVOID LOOSE FITTING CLOTHES.**

4. **CHECK YOUR BRAKES FREQUENTLY. THE ABILITY TO STOP YOUR BICYCLE IS CRITICAL.** Roads are slippery when wet so avoid sharp turns and allow more distance stopping. Caliper brakes may become less efficient when wet. Leaves, loose gravel, and other debris can also affect stopping.

5. **ALWAYS RIDE IN THE SAME DIRECTION AS TRAFFIC.** Never ride against traffic.

6. **STOP AND LOOK BEFORE YOU LEAVE AN ALLEY, DRIVEWAY, OR PARKING LOT.** Stop, look to the left, to the right, and to the left again for traffic. Ride only when it is clear.

7. **KEEP TO THE RIGHT.** Follow the traffic flow in a straight line and stay close to the curb. Watch for cars moving in and out of traffic.

8. **OBEY ALL TRAFFIC LAWS REGULATIONS.** Most traffic regulations apply to bike riders as well as automobile operators.

9. **ALWAYS RIDE ALONE. NEVER CARRY OTHER RIDERS.** This is dangerous and makes the bike harder to control. The bicycles distributed by Dynacraft BSC, Inc. are intended for one rider only.

**10. ALWAYS BE ALERT. BE ALERT -** pedestrians have the right of way. **BE ALERT -** when riding near parked cars - ride far enough away from the cars so that you won't get hit if someone opens the car door.

**11. USE CAUTION AT ALL INTERSECTIONS AND STOP SIGNS. STOP AND LOOK BOTH WAYS BEFORE PROCEEDING.**

**12. USE HAND SIGNALS.** Communicate by using hand signals to tell other drivers what you are going to do. Signal 100 feet before turning unless your hand is needed to control the bike.

**13. PROPER LIGHTS ARE RECOMMENDED IF YOU RIDE AT NIGHT.** Be sure to have a strong head-light, a tail light, and a full set of reflectors. **CHECK THAT REFLECTORS ARE CLEAN, STRAIGHT, UNBROKEN, AND SECURELY MOUNTED.**

**14. NEVER CARRY PACKAGES OR OBJECTS WHICH OBSTRUCT VISION.**

**15. NEVER HITCH RIDES,** never hold onto a moving vehicle while riding.

**16. THE KICKSTAND IS DESIGNED TO SUPPORT THE BICYCLE ONLY,** not the bicycle and the rider.

**17. AVOID THE FOLLOWING HAZARDS:** Drain grates, potholes, soft road edges, gravel, sand, wet leaves, and/or any obstruction in the road. Failure to do so could cause wheel(s) to buckle and result in personal injury to the rider.

**18. WET WEATHER RIDING -** Riding your bicycle in wet conditions is not recommended. In wet conditions traction and braking power is reduced. Riding in such conditions could result in personal injury.

**19. PROPER HELMET USE.** A helmet that meets the CPSC (Consumer Product Safety Commission) standard should always be worn when riding a bicycle. The helmet should fit properly and be worn on the crown of the head, not tipped back.

**20. USE BIKE LANES** when available. Also note that in certain states, cars may use bike lanes when turning.

**21. RESPECT** "Bicycles Are Prohibited" **SIGNS.**

B

## NIGHT RIDING

Riding a bicycle at night is much more dangerous than riding during the day. A bicyclist is very difficult for motorists and pedestrians to see. Therefore, children should never ride at dawn, at dusk or at night. Adults who choose to accept the greatly increased risk of riding at dawn, at dusk or at night need to take extra care both riding and choosing specialized equipment which helps reduce that risk. Consult your dealer about night riding safety equipment.

**⚠ WARNING: Reflectors are not a substitute for required lights. Riding at dawn, at dusk, at night or at other times of poor visibility without an adequate bicycle lighting system and without reflectors is dangerous and may result in serious injury or death.**

**⚠ WARNING: Do not remove the front or rear reflectors or reflector brackets from your bicycle. They are an integral part of the bicycle's safety system. Removing the reflectors reduces your visibility to others using the roadway. Being struck by other vehicles may result in serious injury or death.**

## RULES FOR CHILDREN

To avoid an accident, teach children good riding skills with an emphasis on safety from an early age.

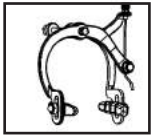
1. Always wear a properly fitted helmet.
2. Do not play in driveways or the road.
3. Do not ride on busy streets.
4. Do not ride at night.
5. Obey all traffic laws, especially stop signs and red lights.
6. Be aware of other road vehicles behind and nearby.
7. Before entering a street: Stop, look left, right, and left again for traffic.
8. If riding downhill, be extra careful. Slow down using the brakes and maintain control of steering.
9. Never take your hands off the handlebars, or your feet off the pedals when riding downhill.

**⚠ CAUTION: The Consumer Product Safety Commission advises that the riding of small wheel diameter bicycles at excessive speeds can lead to instability and is not recommended.**

# SAFETY CHECKLIST

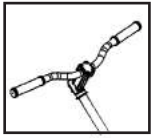
Before every ride, it is important to carry out the following safety checks: (For information and instructions on performing specific equipment checks, locate the relevant section in the manual referenced on pages 4 – 5.

### 1. BRAKES



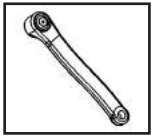
- Ensure front and rear brakes work properly.
- Ensure brake pads are not over worn and are correctly positioned in relation to the rims.
- Ensure brake control cables are lubricated, correctly adjusted, and display no obvious wear.
- Ensure brake control levers are lubricated and tightly secured to the handlebar.

### 2. STEERING



- Ensure handlebar and stem are correctly adjusted and tightened, and allow proper steering.
- Ensure that the handlebars are set correctly in relation to the forks and the direction of travel.

### 3. CRANKS AND PEDALS

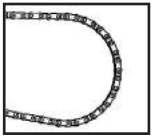


- Ensure pedals are securely tightened to the cranks.
- Ensure cranks are securely tightened to the axle and are not bent.

### 4. WHEELS AND TIRES

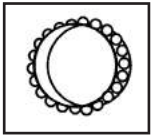
- Ensure tires are inflated to within the maximum recommended limit as displayed on the tire sidewall.
- Ensure tires have tread and have no bulges or excessive wear.
- Ensure rims run true and have no obvious wobbles or kinks.
- Ensure all wheel spokes are tight and not broken.
- Check that axle nuts are tight.

### 5. CHAIN



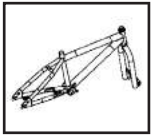
- Ensure chain is oiled, clean and runs smoothly.
- Extra care is required in wet or dusty conditions.
- On bicycles equipped with coaster brakes, check for proper chain tension.
- Check to make sure your chain guard is tight and not touching the crank or chain.

### 7. BEARINGS



- Ensure all bearings are lubricated, run freely and display no excess movement, grinding or rattling.
- Check headset, wheel bearings, pedal bearings and bottom bracket bearings.

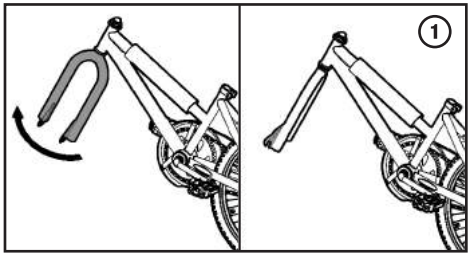
### 8. FRAME AND FORK



- Check that the frame and fork are not bent or broken.
- If either are bent or broken, they should be replaced.

# C BICYCLE ASSEMBLY

## GETTING STARTED




Open the box and check that all parts are present. You can check against the list on page 7. If any parts are missing or damaged, or if you have any trouble with the assembly, don't return to the store. Call **1-800-551-0032**

We strongly recommend reading the manual before beginning. If you aren't comfortable with the assembly, you should bring your new ride to your local bike shop to have a qualified mechanic put it together for you. In any event, you need to read this entire Owner's Manual before you ride or let anyone else ride.

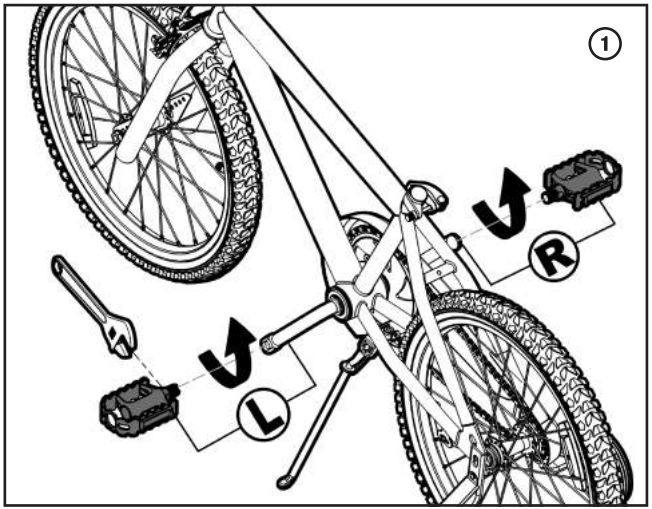
**⚠ CAUTION: As you assemble the bike, it's a good idea to place a little white grease or anti-seize compound on the seatpost, stem and threads of the bolts to prevent rusting.**

You'll see that the frame, handlebars, front wheel, and other components are attached with zip ties. Lift everything out in one piece, and set it down, with the chain facing upwards. Cut the zip ties, and remove any padding or packaging.

First, align the fork. Rotate it, making sure the fork is pointing in the right direction, with the fork blades facing forward.

## 1. PEDALS

**⚠ WARNING: Attachment of an incorrect pedal into a crank arm will cause irreparable damage. Unless the shoulder of the pedal spindle is tight to the face of the crank arm, the pedal may back out causing serious injury or death. Make it tight so the shoulder is in complete contact with the surface of the crank arm.**




Before your first ride, please check to ensure your pedals are attached correctly.

- There is a right side pedal marked “R” and a left side pedal marked “L”
- The Right pedal has a RED sticker, the Left pedal has a GREEN sticker.
- 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. (See Figure 1.)

After putting some white grease on the threads of the pedal, place the pedal into the crank, and use your fingers to get it started. Threading it in can be tricky, so make sure to do it correctly. Regardless of which side you’re working on, the top of the thread will rotate towards the front of the bike to tighten the pedals. Once you’ve finger tightened the pedals, use a 15mm open-eneded wrench to snug them down. They are properly tightened when the pedal spindle, which is the axle that the pedal platform spins around, begins to bite into the metal on the crank.

Check the crank bolts to make sure they are tightened. Re-check these bolts after your first ride on the bike.

C

## 2. SEAT

**⚠ WARNING: The seatpost must be inserted far enough so that the minimum insertion marks cannot be seen.**

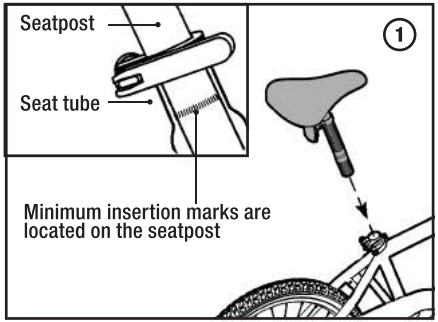
Add some white grease to the inside of the seat tube, and slide the seatpost into the bicycle. Make sure that the minimum insertion mark is completely covered and that the seat is pointing forward in alignment with the bicycle.

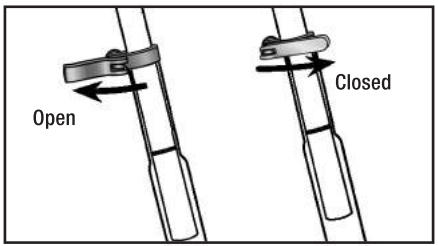
**⚠ CAUTION Operate the quick release lever by hand only. Do not use a hammer or any other tool to tighten the quick release lever.**

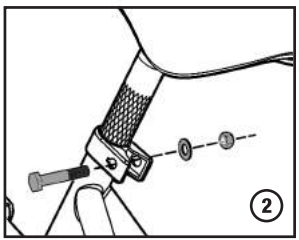
**⚠ WARNING: If the quick release lever is not tightened properly, the seatpost can loosen while riding. This can cause a loss of control and injury to the rider or others.**

If your bike has a quick release lever (see Figure 1), tighten it by holding the lever in the “open” position and tightening the nut on the opposite side by hand. Slowly close the quick release lever, and you should notice resistance when the lever is half way shut. Firmly continue to push the lever until it is in the “closed” position, and the word “close” is showing. The seat should not be able to move back and forth with the quick release lever in the closed position. Make sure the lever is also parallel with the seat clamp itself.

If your bike has a standard seat clamp (see Figure 2), use an adjustable wrench(es) to tighten the nut securely. The seat should not be able to move back and forth with the seat clamp tightened.



## 3. TESTING SEAT CLAMP AND POST CLAMP TIGHTNESS

After installing the seatpost into the bicycle and tightening either the quick release clamp or the standard clamp, test the tightness of the saddle. Hold the saddle firmly with both hands and try to move it side to side. The seatpost should not move at all. The seatpost and saddle also should not move when the rider is seated.

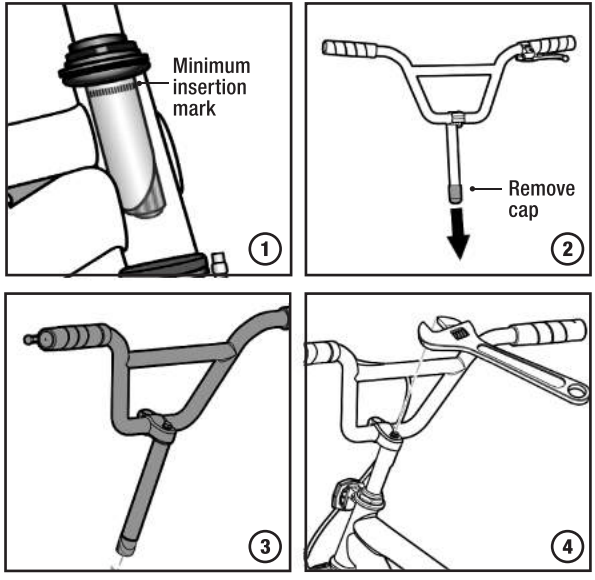
Make sure the seat clamp nuts at the top of the seatpost are tight so that the seat does not tip forward or backwards.

## 4. HANDLEBAR/STEM

**⚠ WARNING: To prevent steering system damage and possible loss of control, the stem must be inserted enough so that the minimum insertion marks are completely covered. (See Figure 1.)**

Add some white grease to the inside of the fork steer tube. Remove the plastic shipping cap from the bottom of the stem (see Figure 2). Insert the stem and handlebar assembly into the fork, making sure the stem wedge is loose (see Figure 3). Make sure the cables are not tangled and track smoothly on either side of the stem. The stem should be pointing towards the front of the bike. Tighten the stem bolt with an adjustable wrench or Allen wrench depending on which style comes on your bike (see Figure 4). Make sure the stem is aligned with the front tire of the bike.

If your bike is equipped with a threadless stem, it will be pre-installed on the bike. Simply remove the handlebar bolt(s) in order to attach the handlebars. Make sure to re-tighten the bolts evenly, a little at a time. For 4 bolt stems, tighten in a cross pattern as shown in Figure 2 on next page.



C

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

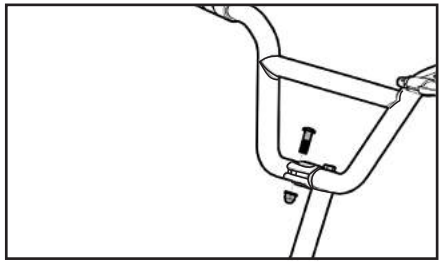
If necessary re-adjust the handlebar and tighten the handlebar clamp nut.

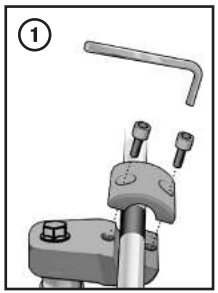
**⚠ WARNING: If the handlebar clamp is not tight enough, the handlebar can slip in the stem. This can cause damage to the handlebar or stem, and can cause loss of control and serious injury or even death.**

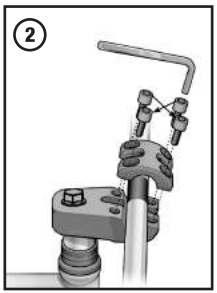
The handlebar may not already be installed on your bike from the factory. In that case you may need to install the handlebars onto the stem itself. Remove the stem faceplate/top plate by loosening and removing the front bolts (either 2 or 4 depending on which style comes on your bike). Place the handlebar into the stem with the brake lever(s) facing forward. Make sure the cables are not tangled and track smoothly on either side of the stem. Place the stem faceplate over the handlebar, and replace the 2 or 4 bolts to secure the faceplate.

On a 2 bolt stem faceplate alternate tightening the stem bolts making sure the space between the faceplate and stem is even on both sides. (See Figure 1.)

On a 4 bolt stem faceplate, follow the cross tightening pattern shown, making sure the bolts are tightened evenly. (See Figure 2.)



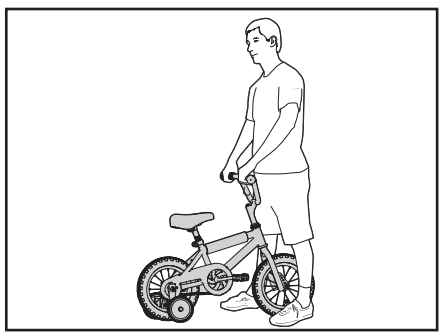


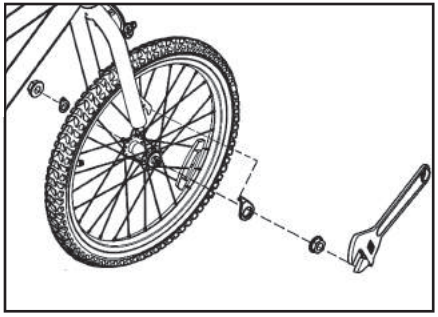

## 5. TESTING HANDLEBAR AND STEM TIGHTNESS

To test the tightness of the stem, straddle the front wheel between your legs tightly and try to turn the handlebar back and forward. The handlebar should not slip or move independently of the front wheel at all. If the handlebar does move, re-align the stem with the front wheel and tighten the stem bolt. Re-test to make sure the stem is secure with the same process.

To test the tightness of the handlebar, hold the bike stationary and try to move the ends of the handlebar up and down or forward and back. If the handlebar moves, loosen the handlebar clamp nut or bolts evenly to re-position and then re-tighten. Repeat the test until the bars will not move.



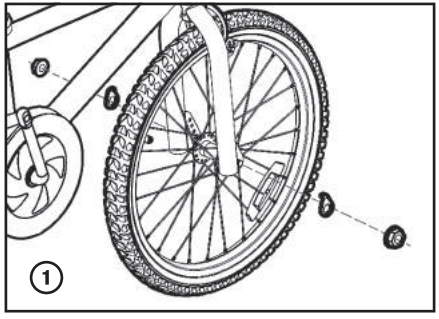
## 6. FRONT WHEEL

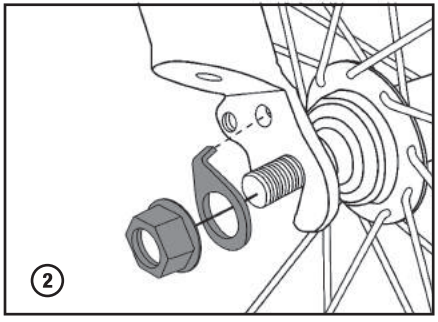


**⚠ WARNING: It is very important to check the front wheel connection to the bicycle. Failure to properly tighten may cause the front wheel to dislodge, causing serious injury or death.**

Check the side of your tire to see if there is an arrow indicating direction. If an arrow is present, it should point forward. If there is no arrow, the wheel can be installed in either direction.

Loosen or remove the axle nuts and washers from the front wheel. Place the front wheel into the fork, making sure it is completely seated and even. Place or slide the wheel retaining washers on the axle (see Figure 1), ensuring that the tabs on the washers face the fork and fit into the small holes on the fork. (See Figure 2.) Tighten the axle nuts with an adjustable or 15mm open ended wrench.




**⚠ WARNING: Put the wheel in the center of the fork and tighten both nuts.**

**⚠ WARNING: Failure to obey these steps can allow the front wheel to loosen or dislodge while riding. This can cause injury or death to the rider or to others.**

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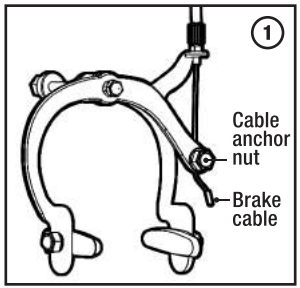
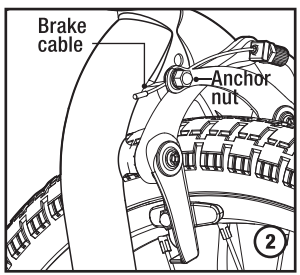
# 7. BRAKES

**⚠ WARNING: When assembling or adjusting the brakes, make sure the cable anchor nut is tight. Failure to securely tighten the nut could result in brake failure and personal injury. (See Figure 1.)**




## 7A. Side Pull Brakes

Loosen the cable anchor nut and pull the brake cable through it. Squeeze the brake arms together against the rim of the wheel. While still holding the brake arms, pull the cable firmly through the cable anchor nut and tighten the nut securely. To fine tune your brakes, see the adjustment section on page 30.



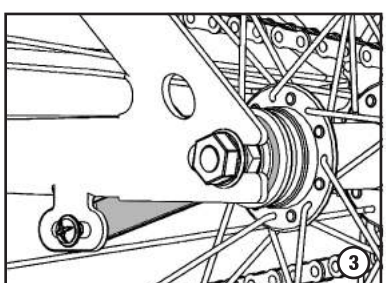

## 7B. Coaster Brakes

If your bike is equipped with a coaster brake (see Figure 3), it should come pre-assembled on the bike. You should make sure that the coaster brake arm is secure to the frame by checking the brake arm clamp screw or bolt. (See Figure 3.)

**⚠ WARNING: The chain must remain on the sprockets. If the chain comes off the sprockets, the coaster brake will not operate.**

## 7C. U-Brakes

Loosen the cable anchor nut and pull the brake cable through it. Squeeze the brake arms together against the rim of the wheel. While still holding the brake arms, pull the cable firmly through the cable anchor nut and tighten the nut securely. (See Figure 2.) To fine tune your brakes, see the adjustment section on page 30.

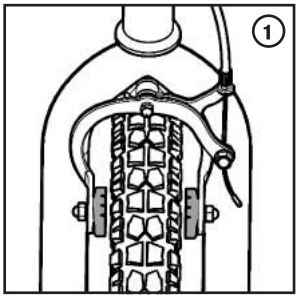


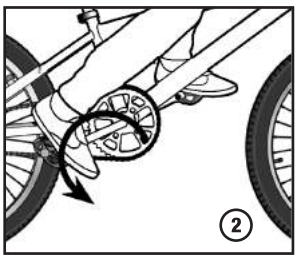
## 8. TESTING BRAKE FUNCTIONS

For detailed instructions on brake adjustments, please see page 30.

To test the function of the front hand brake, lift the front of the bike and spin the wheel. The wheel should not rub on the brake pads. Next, squeeze the brake lever and take note of the brake pads contacting the side of the wheel. The pads should contact the rim on both sides at the same time. Finally, hold the brake lever firm and try to move the bike forward. The brake should hold well enough to keep the wheel from moving. Repeat these steps for the rear wheel. (See Figure 1.)

To test a coaster brake, lift the rear wheel and pedal the bicycle with your (see Figure 2) other hand. While the wheel is spinning, push the pedal backwards to engage the coaster brake. The wheel should stop completely.



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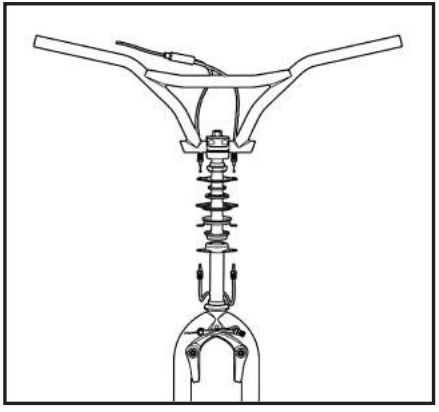
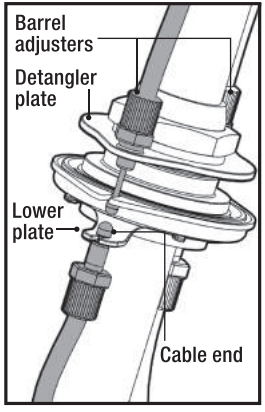
## 9. ROTOR ASSEMBLY

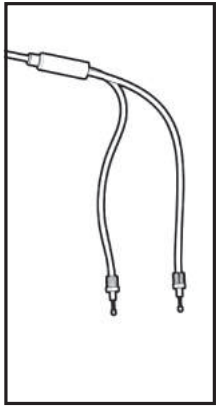
To assemble the brakes on a gyro equipped bike, start by inserting the two loose ends of the rear brake cable (which comes from the right side brake lever) through the handlebar and threading them into the upper detangler plate. The longer side goes on the left side of the bike, while the shorter one goes on the right side of the bike (the same side as the rear brake lever). Thread the barrel adjusters into the detangler plate until they are snug.

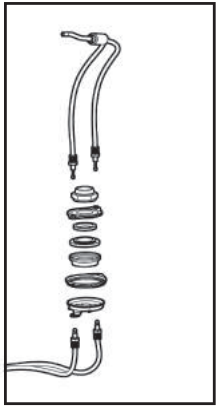
Take the actual cable ends, and pull them down into the lower plate slots, lifting the lower detangler plate to help if necessary.

**⚠ CAUTION: While you're working on the gyro brake cables, they may pop out of the black cable splitter or brake lever. Try to keep everything in place. If they fall out, just put them back in.**





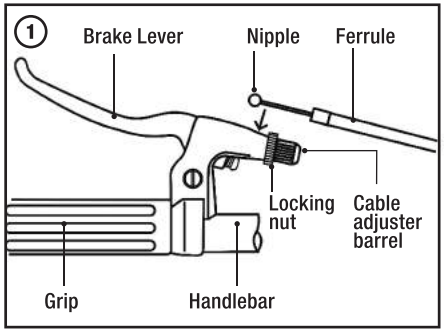



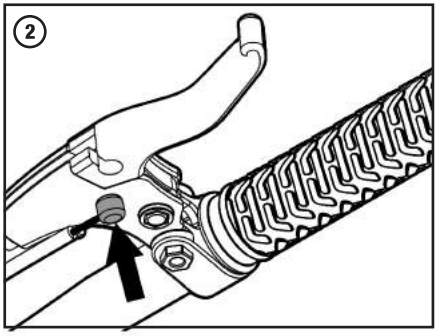


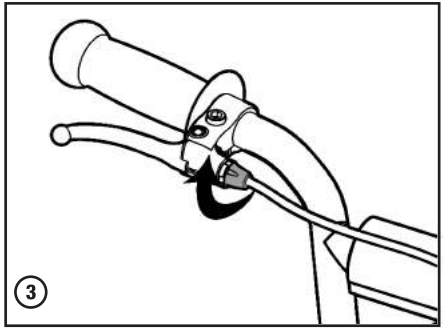
On a gyro equipped bike you need to hook up the left-side brake lever cable, which controls the front brake. Begin by loosening the anchor nut on the front brake. Take the loose cable on the opposite end (the end which goes into the brake lever on the handlebar), and slot the nipple end into place underneath the brake lever. (See Figure 2.) Rotate the barrel adjuster so the slots are aligned, then bring the cable across and up into the lever. Rotate the barrel adjuster to secure it. Make sure the slot is no longer lined up. (See Figure 3.)

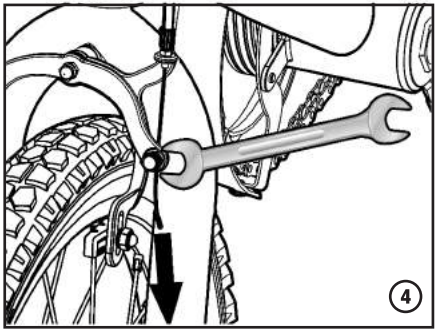
On the front brake caliper, squeeze the brake arms together against the rim of the wheel. While still holding the brake arms, pull the cable firmly through the cable anchor nut and tighten the nut securely. (See Figure 4.)

**⚠ WARNING: Ensure the Gyro Handlebar/Stem/Wheel system can rotate 360 degrees without binding any cables and that the gyro mechanism works smoothly.**



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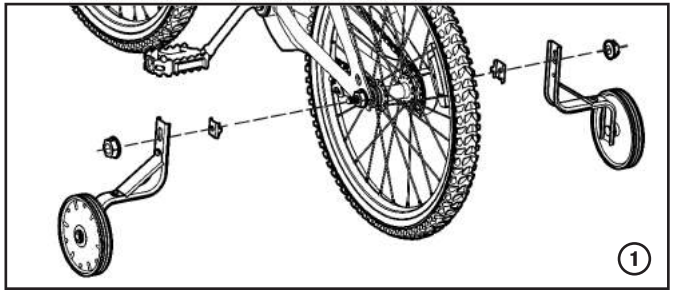
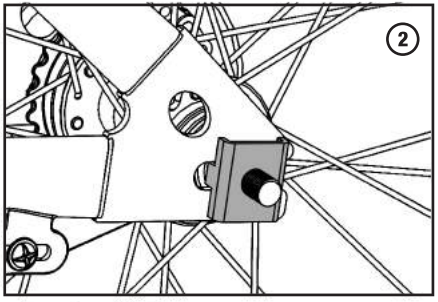
## 10. TRAINING WHEELS

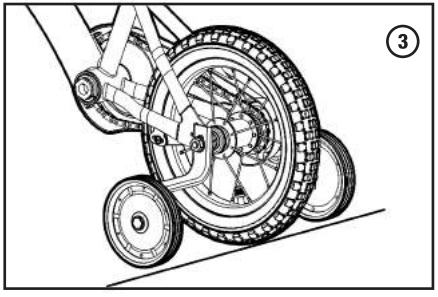
To attach the training wheels to the frame, begin on one side by removing only the outer axle nut. Position the square alignment tab so that the notch on the tab fits into the corresponding slot on the frame. (See Figure 2.) Place the training wheel leg onto the axle and secure with the axle nut that was previously removed. Tighten with an adjustable wrench or 15mm open ended wrench.




**⚠ WARNING: The inner axle nut which holds the rear wheel on should not be removed or loosened while installing the training wheels. See Figure 1.)**




Make sure that both training wheels are the same distance from the ground and pointing straight down. To begin with, the training wheels should be 1/4” off the ground on both sides. As your child becomes more confident in riding, these can be raised slightly to help them learn to balance. Adjustments can be made to the height of the training wheels by simply loosening the outer axle nut and sliding the training wheel arm up or down. Be certain to re-tighten the axle nuts securely after making any adjustments. (See Figure 3.)




**⚠ WARNING: When riding with training wheels:**

- **Ride only on level surfaces.**
- **Do not ride on steep hills, uneven sidewalks, or near stairs. The bicycle can tip over if a training wheel goes off the edge of the riding surface.**
- **Ride straight up and down sloped surfaces, because the bicycle can tip over when riding across sloped surfaces.**
- **Slow down before corners to avoid tipping the bicycle over.**

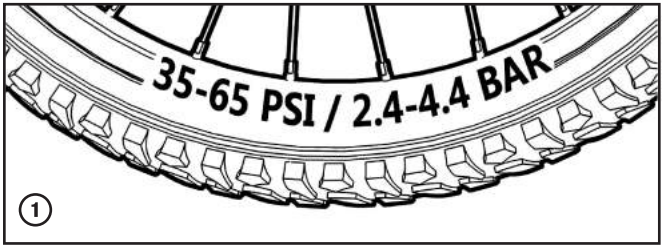
## 11. TIRE INFLATION

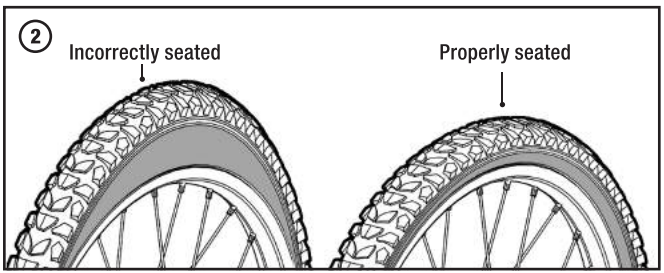
**⚠ WARNING: Tires must be properly inflated before riding. Never exceed the maximum pressure (PSI) that is listed on the side of the tire.**

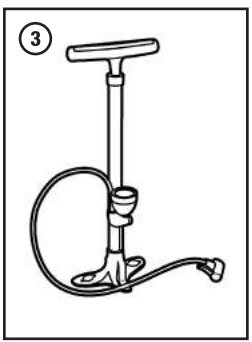
**⚠ WARNING: Be sure to check the edge (bead) of both tires are evenly seated the entire way around on both sides of the tire. Failure to do so may result in the tire coming off of the rim, the tube popping (see Figure 2), and a loss of control of the bicycle, causing injury or even death.**

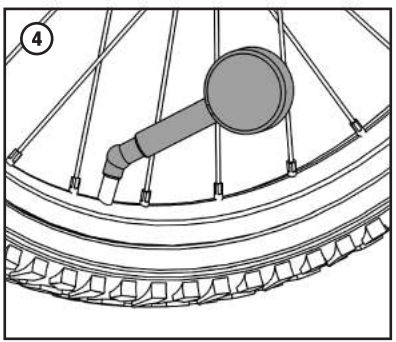
**⚠ WARNING: Using a service station air hose without a pressure gauge may result in over-inflating of the tire and popping of the tube. This could also cause irreparable damage to the tube and tire.**

Use a hand pump, foot pump, or floor pump to properly inflate the tires. (See Figure 3.) The maximum inflation (PSI) is shown on each tire sidewall. (See Figure 1.) If your pump does not have a built in gauge, use a separate pressure gauge to ensure the tires are inflated to the correct pressure. (See Figure 4.)



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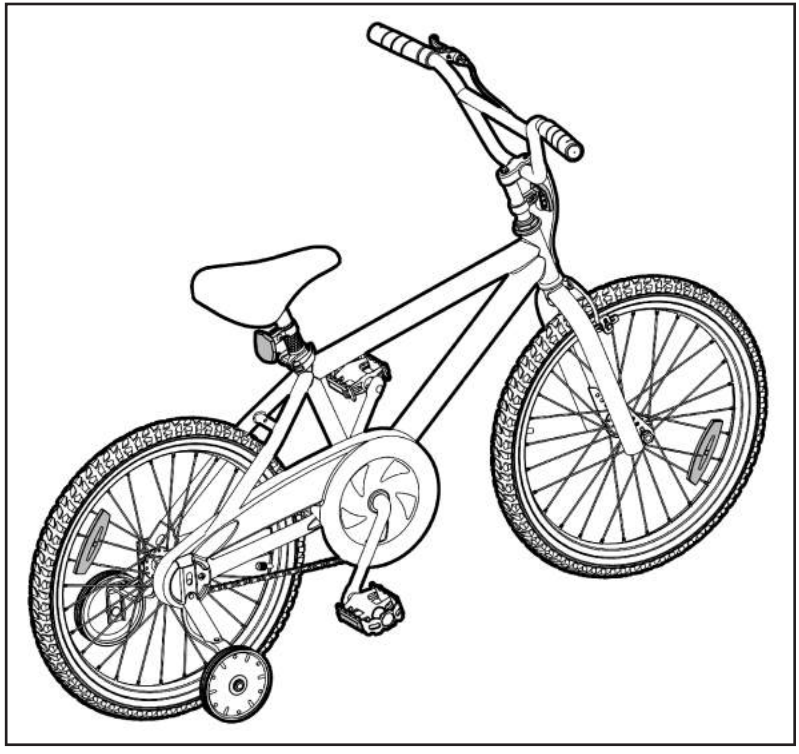
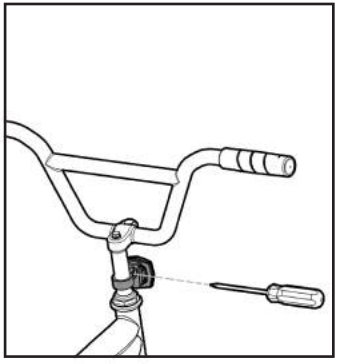
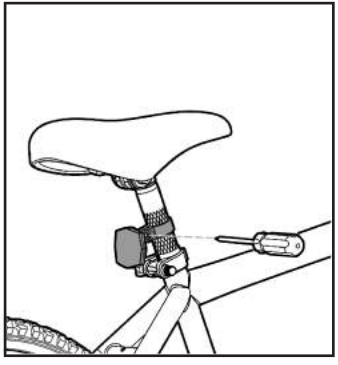
## 12. REFLECTORS

Reflectors are pre-installed on your bicycle on the pedals, wheels, seatpost, and handlebars. Ensure that the handlebar reflector is pointing straight forward. Use a Phillips head screwdriver to loosen and adjust before re-tightening. Position the rear reflector so that it points straight backwards.

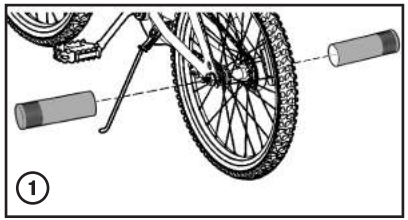


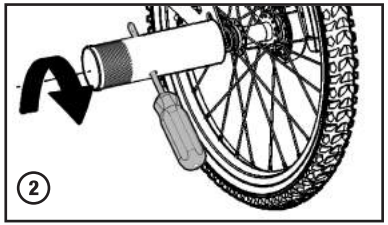




## 13. PEGS

To install pegs, begin by hand threading the pegs onto the axle. (See Figure 1.) Use a long screwdriver through the hole in the peg as leverage to tighten the peg fully on the axle. (See Figure 2.)




## 14. STREAMERS, PADS & BAGS

**STREAMERS**

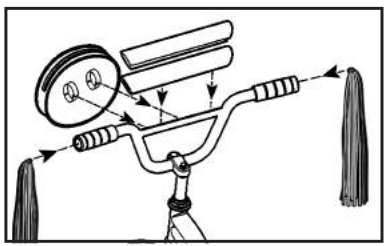
- Insert each streamer into the hole in the end of each handlebar grip.
- Ensure the streamer is fully inserted so it does not come loose.

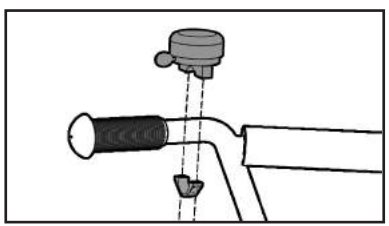
**PADS**

- For handlebar and top tube pads, remove the cover and place the foam pad over the tube. Wrap the cover around the pad and secure with the hook and loop closure.
- For stem pads, wrap the cover around the stem and secure with the hook and loop closure.

**HANDLEBAR BAGS**

- On the back of the bag, open the outer flap and inner hook and loop straps. Secure the bag to the handlebar with the inner hook and loop straps. Place the outer flap over the inner straps and secure with the hook and loop closure.





**NOTE:** Your bicycle may have different styles of accessories than the ones pictured, but they mount the same way.

## 15. HANDLEBAR ACCESSORIES

**⚠ WARNING: Keep small parts away from children during assembly.**

To install handlebar accessories, simply remove the mounting screws, place the accessory clamp around the handlebar, and re-install the mounting screw. Tighten the screw, taking care not to over tighten which can damage the clamp.

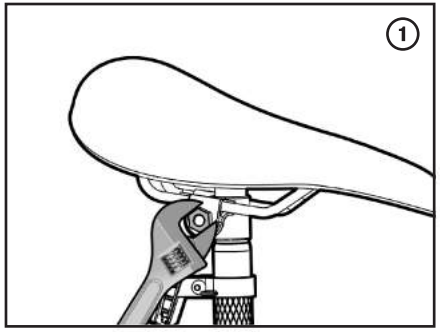
**⚠ WARNING: All accessories must be securely fastened, and positioned in such a way that they do not interfere with the safe operation of the bicycle.**

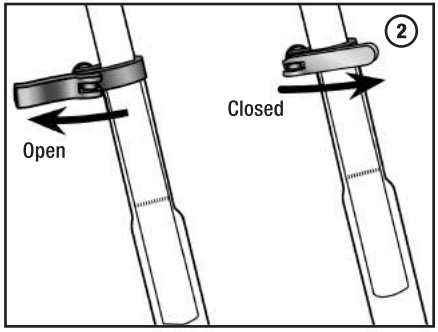
# D BICYCLE ADJUSTMENTS

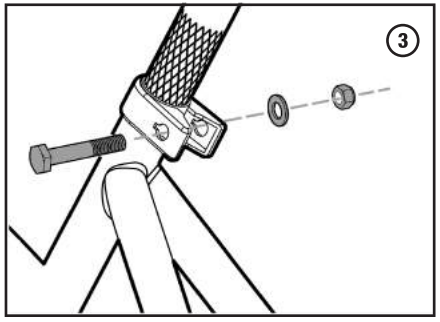
## SEAT ADJUSTMENT

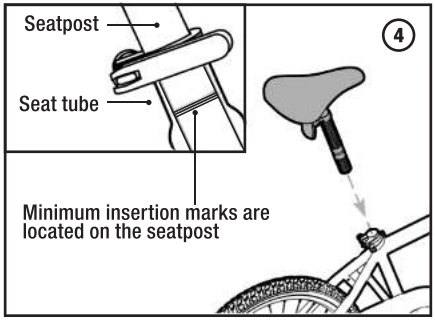
You can adjust the up and down tilt of your seat as well as the forward and back position by loosening the seatpost hardware at the bottom of your seat. (See Figure 1.) Be careful not to loosen them all the way so that the nut comes off on either side. Loosen enough to make the adjustments, and re-tighten the nuts.

To raise or lower your seat, use the quick release lever (see Figure 2), an adjustable or Allen wrench on the seat clamp – (see Figure 3) depending on the style of clamp your bike comes with. Make sure the minimum insertion marks on the seatpost are completely covered. (See Figure 4.) Close the quick release lever, or tighten the nut on your seat clamp until it is secure, and the seat will not move side-to-side or sink with the rider seated.




**⚠ WARNING The seatpost must be inserted far enough so that the minimum insertion marks cannot be seen.**

## STEM ADJUSTMENT

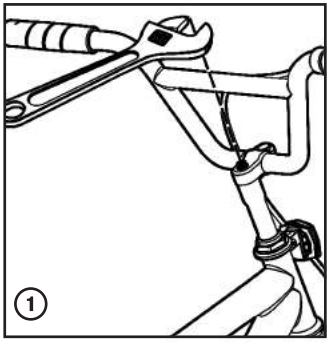
To raise or lower your stem, use an adjustable wrench or Allen wrench on the stem bolt to loosen the stem. (See Figure 1.) Do not remove this bolt completely, as the stem wedge may fall inside your frame. Make sure the stem is inserted enough so that the minimum insertion marks on your stem are completely covered. (See Figure 2.)

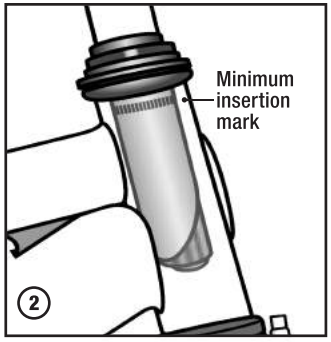
**⚠ WARNING: To prevent steering system damage and possible loss of control, the stem must be inserted enough so that the minimum insertion marks are completely covered.**

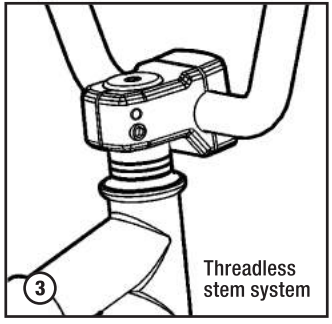
**⚠ WARNING: Do not over tighten the stem bolt. Over tightening the stem bolt can damage the steering system and cause a loss of control. If necessary re-adjust the handlebar and tighten the handlebar clamp nut.**

**⚠ WARNING: Threadless stem systems should not be adjusted or loosened by anyone other than an experienced bicycle shop mechanic.**

For threadless stem systems, the stem cannot be raised or lowered without removing components and re-adjusting. This should not be attempted, but should be taken to a bicycle shop for any adjustment. (See Figure 3.)



D

## HANDLEBAR ADJUSTMENT

To adjust the handlebars forward and backwards, loosen the stem bolt or bolts. Your bike may have one (see Figure 1), two (see Figure 2), or four (see Figure 3) bolts holding the handlebar in place. Do not completely remove these bolts, simply loosen them until you are able to move the handlebar to the desired position. Once complete, tighten the bolt(s). If your stem has multiple bolts holding the handlebar on, be sure to tighten them evenly (see Figures 2 and 3).

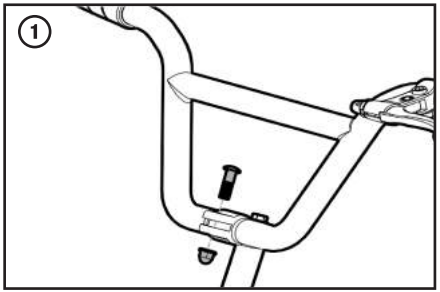
## BRAKE LEVER ADJUSTMENT

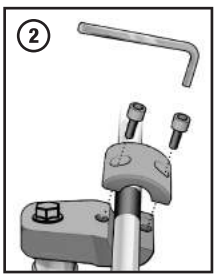
Make sure that the brake lever(s) are adjusted to a comfortable angle for the rider. Each brake lever can be adjusted by loosening the clamp bolt and rotating the lever into the desired position. Once the lever is positioned, re-tighten the bolt. If your bike is equipped with two brake levers, make sure they are set at the same angle. Check to make sure that the lever is tight. It should not move on the handlebar when tightened properly.

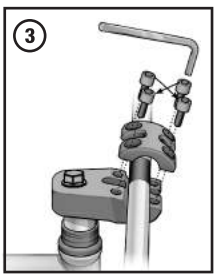
## TESTING HANDLEBAR AND STEM TIGHTNESS

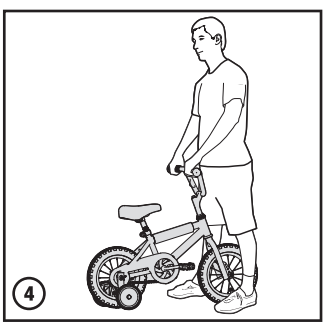
To test the tightness of the stem, straddle the front wheel between your legs tightly and try to turn the handlebar back and forward. The handlebar should not slip or move independently of the front wheel at all. If the handlebar does move, re-align the stem with the front wheel and tighten the stem bolt. Re-test to make sure the stem is secure with the same process.

To test the tightness of the handlebar, hold the bike stationary and try to move the ends of the handlebar up and down or forward and back. If the handlebar moves, loosen the handlebar clamp nut or bolts evenly to re-position and then re-tighten. Repeat the test until the bars will not move. (See Figure 4.)



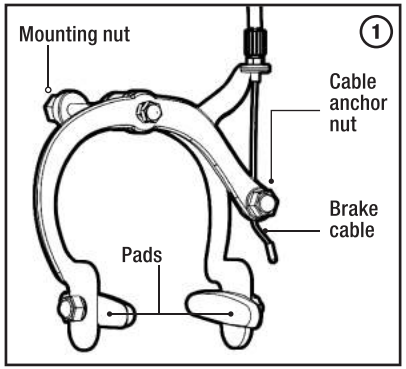



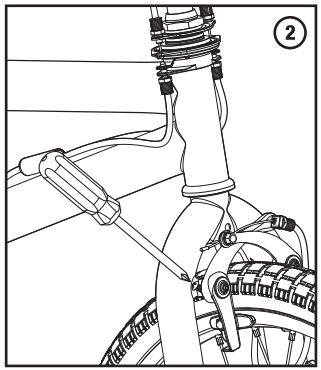



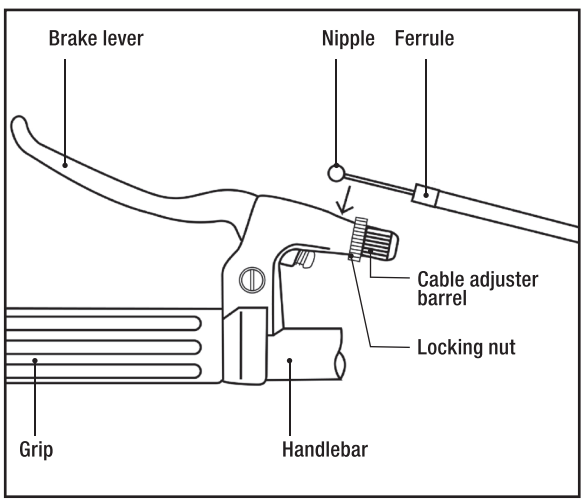
## BRAKE ADJUSTMENT

Properly adjusted brakes will have both pads contacting the rim at the same time, centered, with the brake lever not bottoming out against the handlebar grip when squeezed. In addition to this, the front of the brake pads (towards the front of the bike) should contact the rim slightly before the rest of the pad. If your brake is not centered, or the pads are not contacting the rim at the same time, loosen the mounting nut holding the brake to the fork (front) or the frame (rear). (See Figure 1.) Squeeze the brake lever firmly, and tighten the brake nut while continuing to squeeze the brake lever. Squeeze the brake lever several times to check to see if the brakes are centered. If your bike is equipped with U-Brakes (see Figure 2) and the brake pads are not contacting the rim at the same time, use a Phillips head screwdriver to screw in the adjustment screw on the side that is contacting the rim first. Squeeze the brake lever several times and re-check the spacing. (See Figure 2.)

When squeezed, the brake lever should be firm and not bottom out against the handlebar grip. To remove slack from the cable and make the lever more firm, use the barrel adjuster on the brake lever or brake caliper. Unscrew the barrel adjuster and locking nut one turn at a time until the desired firmness is achieved. Keeping the barrel adjuster in place, tighten the locking nut back down against the brake lever or brake caliper. If your brake lever is still too soft after adjusting, further adjustment may be needed by a bicycle shop.



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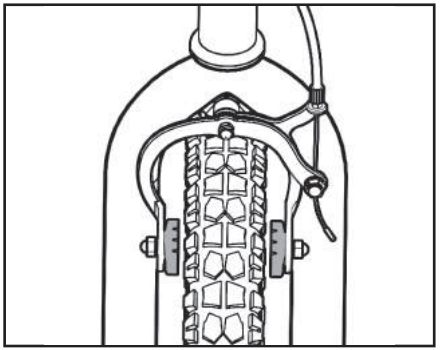
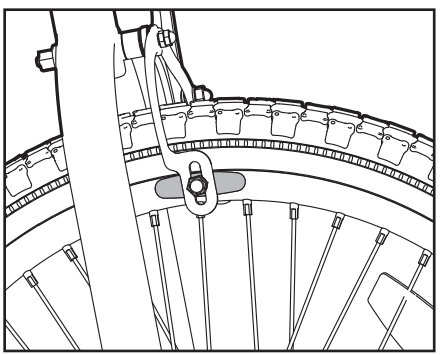
**⚠ CAUTION: If the barrel adjuster is loosened too much it may fall out, causing brake failure.**

**⚠ WARNING: Make sure your brake pads never make contact with your tires. If your brake pads rub on the tires, it will cause irreparable damage to your tire and tube, and may result in a popped tire and could cause a loss of control resulting in serious injury or even death.**

Your brake pads should always contact the center of the rim and not the tire. To adjust the position of the pad on your rim, simply loosen the nut holding the pad on enough to move the pad, reposition and re-tighten. In addition to being centered on the rim, the front of the pad (towards the front of the bike) should contact the rim slightly before the rest of the pad. On a U-Brake equipped bike, this adjustment can be made by loosening the brake pad nut, repositioning, and re-tightening. If your side pull brake pad is not adjusted like this, you may need to take your bike to a bicycle shop for repair.





# MAINTENANCE AND INSPECTION



**⚠ WARNING: Inspect the bicycle frequently. Failure to inspect the bicycle and to make repairs or adjustments, as necessary, can result in injury to the rider or to others. Make sure all parts are correctly assembled and adjusted as written in this manual.**

- **Immediately replace any damaged, missing, or badly worn parts.**
- **Make sure all fasteners are correctly tightened as written in this manual. Parts that are not tight enough can be lost or operate poorly. Over tightened parts can be damaged. Make sure any replacement fasteners are the correct size and type.**

**NOTE:** Have a bicycle service shop make any repairs or adjustments for which you do not have the correct tools or if the instructions in this manual are not sufficient for you.

**NOTE:** Before every ride, it is important to carry out the safety checks detailed on page 12. (For information and instructions on performing specific equipment checks, locate the relevant section in the manual referenced on pages 4 – 5).

E

**⚠ WARNING: Do not attempt chain repairs. If there is a problem with the chain, have a bicycle service shop make any repairs.**

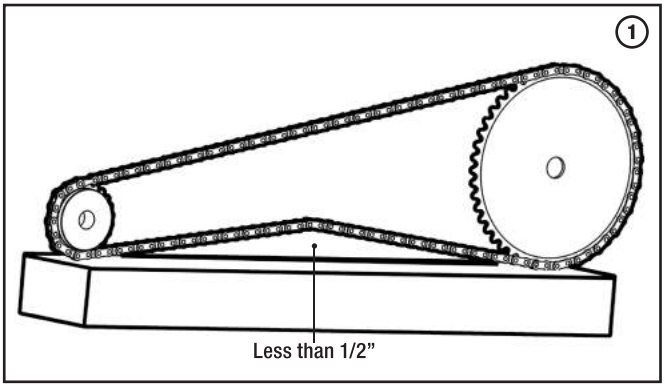
The chain must be at the correct tightness. If too tight, the bicycle will be difficult to pedal. If too loose, the chain can come off the sprockets.

When the chain is at the correct tightness, you can rotate the crank freely and you can pull it no more than one-half inch away from a straightedge as shown. (See Figure 1.)

Adjust the tightness of the chain as follows:

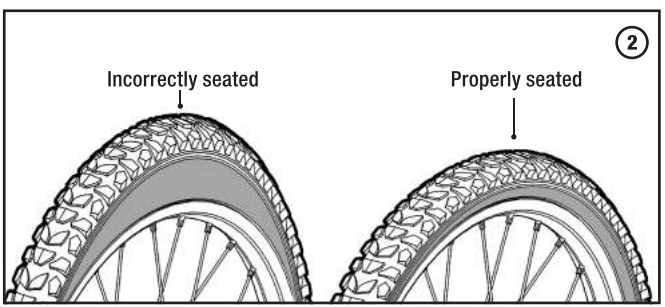
- Loosen the axle nuts of the rear wheel.
- Move the rear wheel forward or backward as necessary.

  **NOTE:** Make sure the rear wheel is in the center of the bicycle frame.
- Hold the wheel in this position and tighten the axle nuts.




## TIRE REMOVAL/SEATING

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



# LUBRICATION

| Frequency | Component | Lubricant | How to Lubricate |
|---|---|---|---|
| Weekly | Chain | Chain lube or light oil | Brush on or squirt |
| | Derailleur Wheels | Chain lube or light oil | Oil can |
| | Derailleurs | Oil | 3 drops from oil can |
| | Brake Calipers | Oil | 2 drops from oil can |
| Every Six Months | Freewheel | Oil | 2 squirts from oil can |
| | Brake Cables | Lithium based grease | Disassemble |
| Yearly | Bottom Bracket | Lithium based grease | Disassemble |
| | Headset | Lithium based grease | Disassemble |
| | Hubs (front and rear) | Lithium based grease | Disassemble |

**⚠ 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 the tires.**
- **Rinse with clean water and dry completely before you ride the bicycle.**
- **Use only a bicycle specific lube, as other common oils will not provide the correct lubrication.**

E

# BEARING INSPECTION

- **Maintenance**
  Frequently check the bearings of the bicycle. Have a bicycle shop clean and re-grease the bearings once a year or any time they do not pass the following tests:

- **Header 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.

- **Bottom Bracket 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 Hub 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.

# LIMITED WARRANTY



Although your new Dynacraft bicycle is built tough, it is designed for recreational use only, not commer¬cial use or extreme riding. Subject to the following limitations, all bicycles manufactured for Dynacraft are warranted to the original purchaser to be free of defects in materials and workmanship for a period from the date of purchase until:

**Lifetime for the Bicycle Frame and Fork, and Two Years On All Other Bicycle Component Parts. No other express or implied warranty given.**

Dynacraft will replace without charge the bicycle frame, fork or those component parts that are determined by Dynacraft to be defective in materials or manufacture under normal use and service during the applicable warranty period. NOTE: All warranty replacement parts are of generic styling and come only in black, white, or chrome. The original purchaser will be responsible for any and all labor charges connected with the repair or replacement of the frame, fork, and/or parts. Component parts subject to wear in use, tires, tubes, seats, grips, and brake shoes are not covered under this warranty.

**BEWARE THERE ARE LIMITATIONS ON WHAT WE WARRANTY:**

**This limited warranty does not apply to normal wear and tear, nor to claimed defects, malfunctions, or failures that result from abuse, neglect, improper assembly, improper maintenance, alteration, collision, crash, misuse, or any damage caused while in an organized competition or commercial activity. The bicycle frame, fork, and component parts have been manufactured for use by average riders, and the bicycles are not intended for trick riding, ramp riding, jumping, aggressive riding or any similar extreme activities; such uses may damage the bicycle frame, fork and/or component parts and will void this warranty. Dynacraft's bicycles are intended for the average rider to use on streets, roads and bicycle-approved trails and are for non-competition riding that is safe and within the rider's experience and limits. Even in these circumstances bicycle riding can be inherently dangerous such that bodily injury or death can occur, especially if the rider does not make the safety and maintenance checks recommended in this manual, if the rider does not wear a helmet, if the rider does not follow the rules of the road, if the rider goes into traffic, rides double, or engages in aggressive stunts or extreme terrain riding. All riders will assume their own risk of injury while biking, and Dynacraft will not be responsible unless the accident and injury arise out of Dynacraft's sole negligence and such negligence must be affirmatively proven.**

**THE PURCHASE OF THIS BICYCLE WILL CONFIRM THE BUYER'S AGREEMENT THAT DYNACRAFT'S LIABILITY UNDER THIS WARRANTY SHALL BE NO GREATER THAN THE AMOUNT OF THE ORIGINAL PURCHASE PRICE AND IN NO EVENT SHALL DYNACRAFT BE LIABLE FOR INCIDENTAL OR CONSEQENTIAL DAMAGES.**

This Limited Warranty will be void if the product is ever:

- used in a manner other than for recreation or transportation
- modified in anyway
- used as a rental

Dynacraft does not offer an extended warranty; if you have purchased an extended warranty, it must be honored by the store from which you purchased the bicycle or the appropriate party. For your records, keep your original sales receipt with this manual.

**Dynacraft Customer Service**

# 1-800-551- 0032

7AM to 4PM Pacific Standard Time

STOP

**DO NOT return this item to the store.**
**Please call Dynacraft for assistance.**

Please have the following information available when you call:

| | |
|---|---|
| Model Number: | (sample: 8802-33) |
| Production Date: | (sample: 03.03.2015) |
| Serial Number: | (sample: DA0233HD00001) |

**Having this information will be required and helps us handle your call more effectively.**

DYNACRAFT®

**Dynacraft BSC, Inc.**
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Call Toll Free 1-800-551-0032
Monday – Friday 7AM to 4PM PST
**www.dynacraftwheels.com**
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