LIMITED WARRANTY

The DAHON California, inc. (herein after called DHCI) warrants the front and rear bicycle frames (exclusive of latches, clamps and handlebar brace) and front fork to be free from defects in material and workmanship for a period of (five) 5 years from its original purchasing date.

All other standard bicycle parts (except tires, tubes, caster wheel assembly and plastic mud and chain guards) are warranted against defects in material and workmanship for (three) 3 months from the date of its original pruchase.

Extent of coverage:

During the warranty period, DHCI will replace or repair any component to which this warranty applies if it is determined to have defects in material or workmanship. This will be done at no cost to you except labor and/or shipping charges (if applicable).

Procedure:

If a defect is discovered on an item which is covered by this warranty during the warranty period, follow the procedure listed below:

A) If the bicycle was purchased from an authorized DHCI dealer capable of bicycle servicing, bring your bicycle along with the proof of date of purchase to the dealer. If the replacement of repair is determined by the dealer to be covered by this warranty, and such determination if verified by DHCI, servicing will be carried out in accordance with the warranty.

B) If the above is not possible, write to DHCI for assistancer:
DAHON California, Inc.
17924 Star of India Lane
Carson; CA. 90746
Tel 213 217 8867

Your letter must include a photocopy of the proof of date of purchase and Warranty Card, and must state your full name and address, a description of the item and defect, and the date and conditions in which the defect occurred.

C) Upon inspection, the dealer may determine that the warranty does not apply, in which case you will be advised of the reason and subsequent cost of repair. You may then notify the dealer as to whether or not you wish the necessary repairs to be made. If for any reason it is necessary to ship your bicycle, or any of its parts, under no condition is DHCI responsible for damages, loss and/or shipping fees. If provisions for return shipping are not made in advance, the items will be returned to you C.O.D. and you must pay the shipping coat upon receipt. If the C.O.D. and other charges are not paid and the item(s) is returned to the dealer, he may them dispose of the item(s) as he wishes.

Exclusions, limitations and other rights;

A) This warranty does not cover tires, tubes, caster wheel assembly and plastic mud and chain guards. Nor does it cover any defect of failure caused by accident, misuse, abuse, neglect, normal wear and tear or alterations of any type, including, but not exclusive of, improper servicing or alteration for stunt riding, dirt riding or any similar activities.

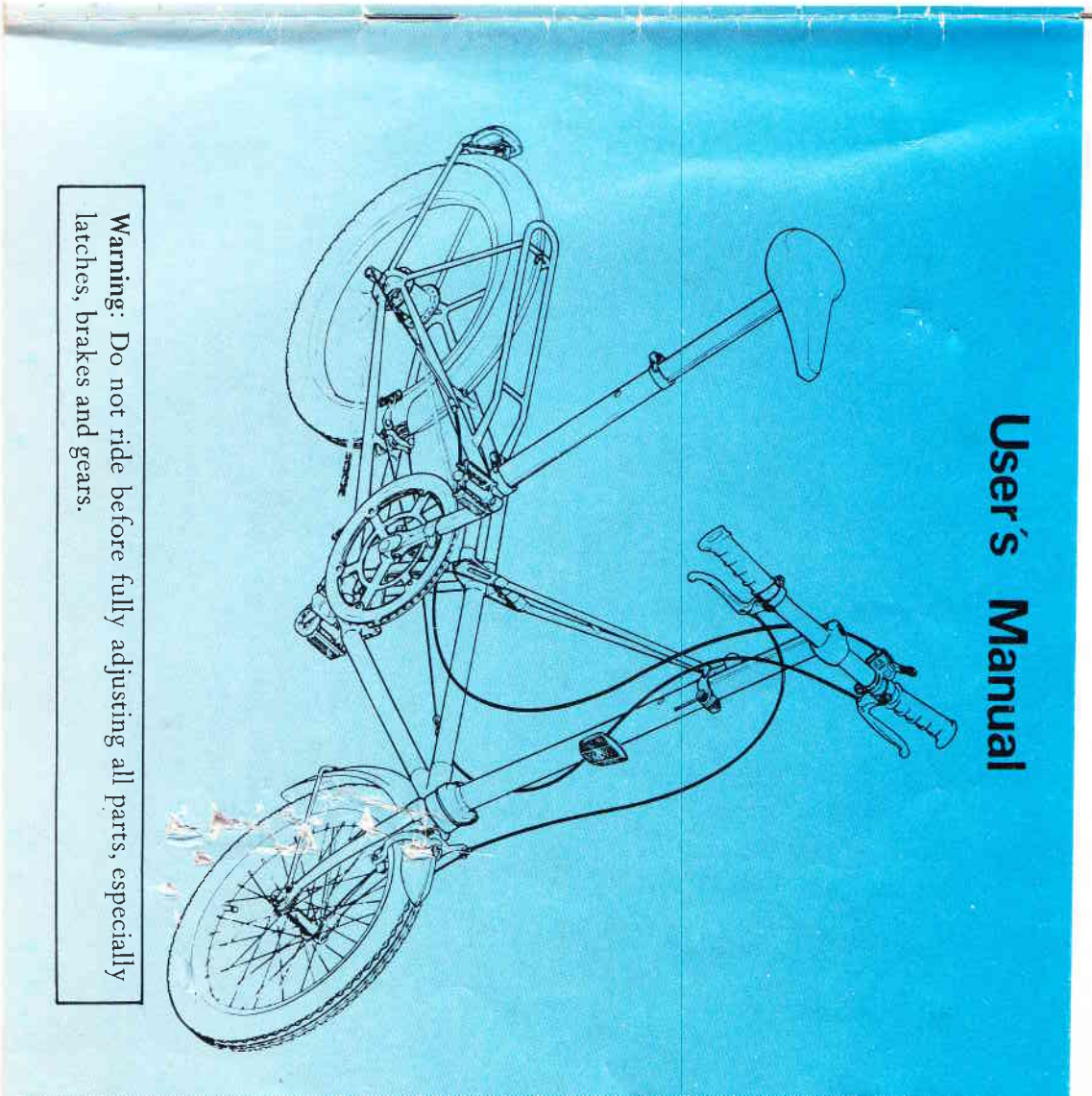
B) DHCI's only responsibility, if any, to terms contained in this warranty is the replacement of defective parts as indicated above. Under no condition shall the cost of fulfilling these terms exceed the original purchasing price of the bicycle. Nor does DHCI take any responsibility for any consequential or incidental damages including, but not exclusive of, damages to property or damages for personal injuries.

C) This warranty is in lieu of all other warranties, whether written, spoken or implied. There are no promises, terms or conditions other than those contained herein.

D) Some states do not allow limitations on how long an implied warranty lasts or the exclusion or limitation of incidental or consequential damages, so the above limitations or exclusions may not apply to you.

E) This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

Cover Designed by Nelson Wang
Printed in Taiwan



User's Manual

Warning: Do not ride before fully adjusting all parts, especially latches, brakes and gears.

DAHON

Hon Corporation International has been changed to DaHon California Inc. to avoid Confusion with Hon Industries, Inc. The word "Hon" in this manual refers to "DaHon" please accept our apology

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1. INTRODUCTION

Congratulations, you have just acquired a high quality product made of the finest materials and parts. DAHON Folder comes to you fully assembled and is easily adjusted to perfectly fit the unique preferences of the rider. Since this bike has been designed to be light-weight and provide good riding quality to a wide range of people, it is mechanically more complex and thus requires more careful use and maintenance than other bicycles. So that you may safely enjoy this state-of-the-art product, read and follow all of the instructions and helpful hints contained in this manual. Pay special attention to items denoted; (caution), (warning) and (note).

Caution: To prevent component failure or damage.
Warning: To prevent injury to the rider or others.

2. RESPONSIBILITIES AND SECURITY

2.1 Owner's Responsibility

1. Follow the instructions in this manual and any other literature supplied with this bicycle. This information covers such important points as assembly, fitting, equipment safety checks prior to and during riding, observation of legal requirements, and rules for safe bicycle operation.

2. The owner is responsible for performing or having performed normal maintenance service to keep this bicycle in safe operating condition.

Warning: Prior to riding, check equipment "Safety and Parts Inspection" (Sec. 4.1). Pay particular attention to the secure latching of clamps, braking means, and gear shift adjustment.

2.2 Protection Against Theft

1. Record the serial numer of your bicycle _____ This is your proof of ownership. It is located on the left rear fork blade.

2. List special options or accessory equipment added at or after purchase:

_____

3. Record name and location of store where purchased, and date of purchase: _____

4. Register your bicycle with your local law enforcement agency, and obtain license if required. License No. _____ Place registered: _____

5. Take the bicycle with you indoors whenever possible.

6. Purchase an adequate lock and chain. Record lock name, type, and key

number: _____

7. Secure your bicycle to a fixed object when left outside and not within your sight.

2.3 Lighting and Reflectors

Almost all jurisdictions require use of pedal, wheel, front, and rear reflectors. An adequate electric headlamp is usually required for riding after dark.

An electric taillamp, even if not required, is recommended for your safety and visibility. The use of light colored or reflective clothing is also strongly advised. Clip-on, battery-operated lamps can be purchased from your local dealer.

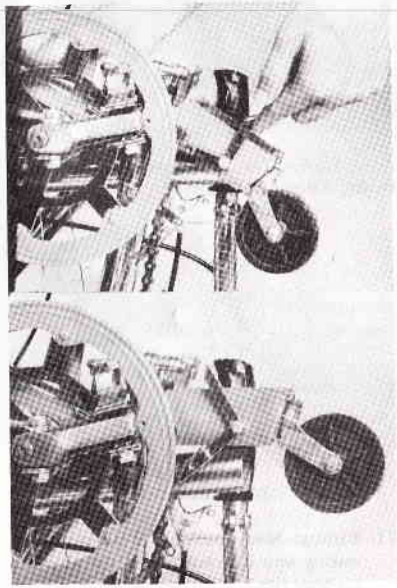
3. HOW TO OPERATE DAHON FOLDER

Attention Owners: The following instructions explain what we feel is the fastest and most efficient way to fold and unfold DAHON Folder while standing on the left side of the bike. Naturally, the steps can be done in many different orders, and from either the left or right side. Feel free to change the order of certain steps to better suit your preference.

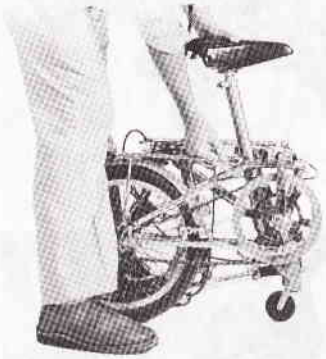
3.1 Unfolding



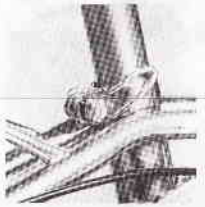
1. Begin with bike folded in upright position.



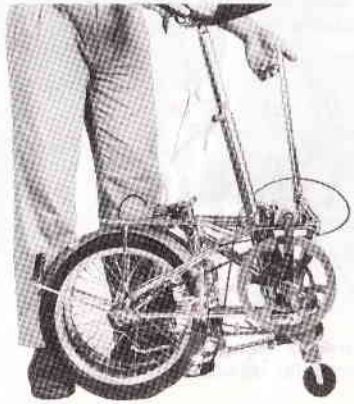
2. Flip out on metal actuator to lower caster wheel.



3. Resting the bicycle on wheels and caster wheel, adjust seat post by releasing clamps and pulling upwards on saddle. Always adjust lower seat post first to highest position, being careful not to exceed the "Safety Mark."



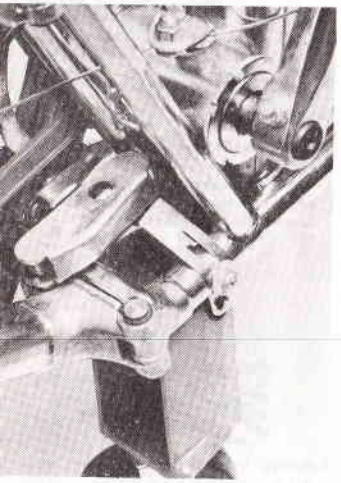
4. Warning: Before riding, always double check seat post clamps to insure they are closed and working properly!



5. Swing handlebar brace to upright position.



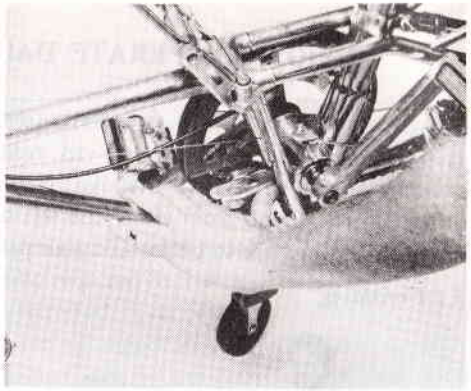
nd caster wheels for support, swing
alf of bicycle and straighten out.



ot securely fastened and held in
safety spring hook, the mid-
uld come undone while riding!



handlebar pin, slide brace ring
guide, align and release pin.



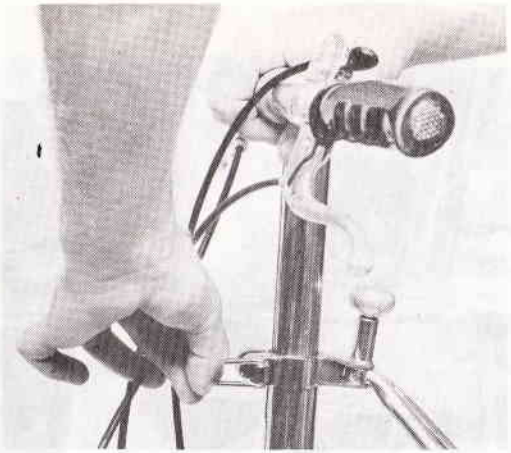
7. Push mid-frame latch horizontally with thumb until locked securely in place by the safety spring hook.



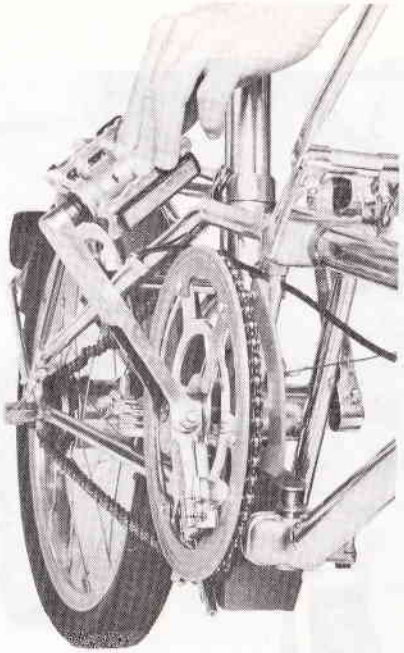
9. Raise handlbar to vertical position, while twisting it slightly to the right.



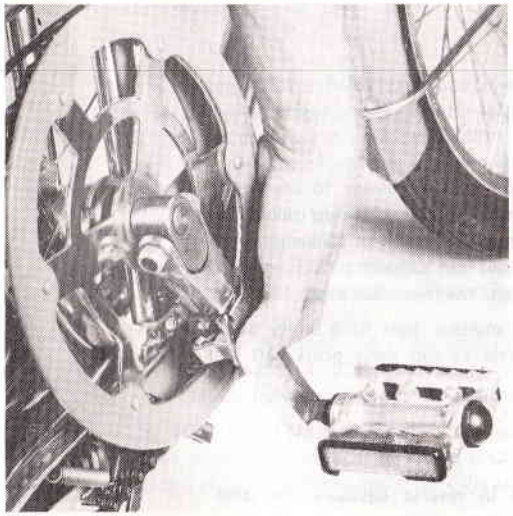
11. Warning: Always push pin all the way down, making sure it is inserted all the way into the brace ring.



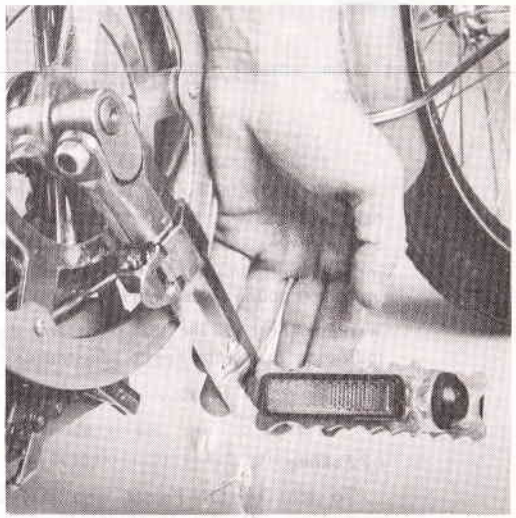
12. Release handlebar quick release clamp and adjust the height; clamp handlebar in proper position. (Warning: Always be certain handlebar post and brace are properly and securely fastened.)



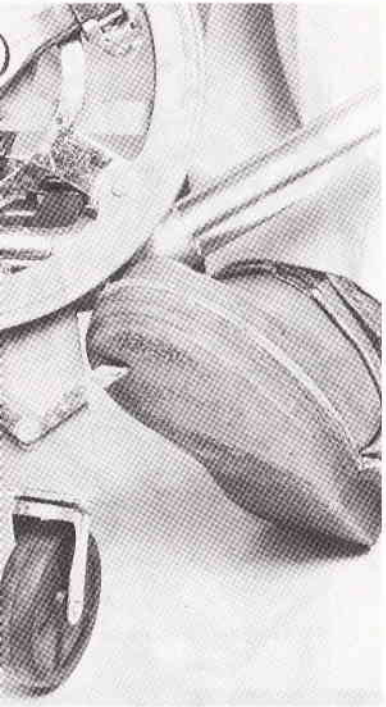
13. Swing the right crank downwards.

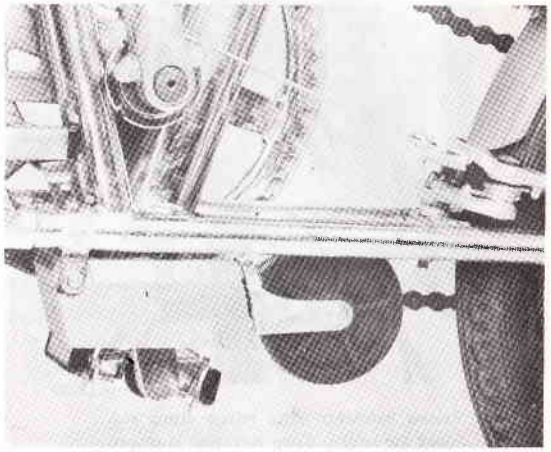


14. Lock crank in place by pushing inward on crank latch.



15. Warning: Make sure crank is latched firmly in place by pulling outwards on it.





17. Caution: Failure to retract caster wheel or hitting it against a hard object can result in damage to this part!

ct caster wheel by stepping down on actuator.

After DAHON Folder is fully unfolded, it is necessary to adjust the height of the seat posts and handlebar stem to fit the individual rider. This bike can be adjusted to any rider with an inner leg length of 25 inches to 35 inches (approximately 4½ to 6½ feet tall), and can support a rider weighing up to 250 pounds. Remember to always first raise the lower seat post.

Warning: Both of the seat posts and the handlebar post have safety marks indicating maximum height adjustments. Never extend these posts past this level.

3.2 Folding

To fold DAHON Folder, you may use in reverse basically the same method as unfolding. There are, however, a few additional steps. Outlined hereafter is an easy way to fold the Hon Convertible.

1. Rotate left crank to vertical position, unlatch the right crank and flip it up into its folded position.

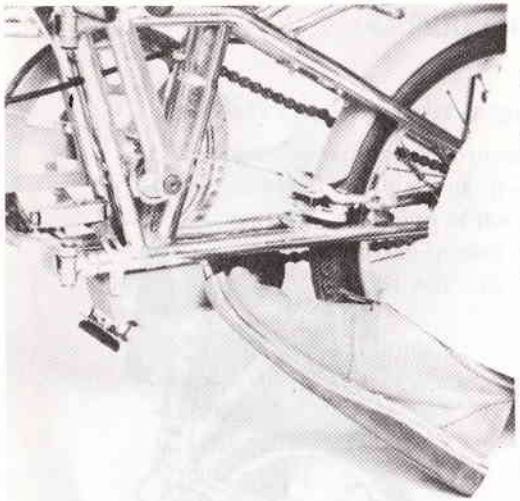


Fig. 1

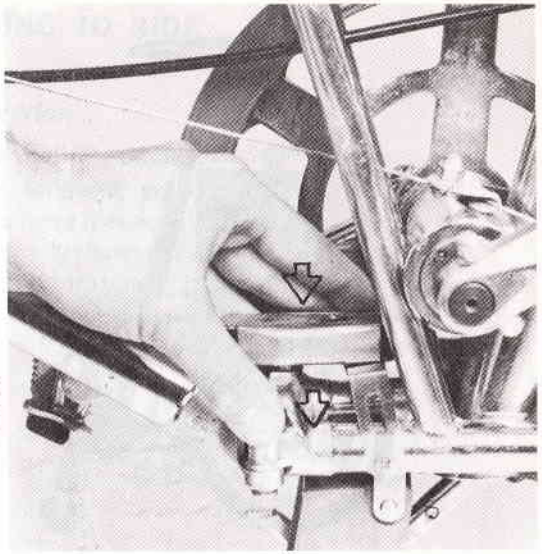


Fig. 2

2. Release the handlebar clamp and lower the handlebar completely.
3. Pull up on handlebar pin and disengage the handlebar from the brace.
4. Raise the brace to a vertical position.
5. Flip down the handlebar and turn the wheel to the left until stopped by the bicycle frame.
6. Step down on the caster wheel as shown (Fig. 1).
7. Depress the safety spring hook as you pull out and unlock the mid-frame latch (Fig. 2). Partially fold bicycle so it rests on all three wheels. (Note: If you do not depress the safety spring hook sufficiently, the mid-frame latch cannot be unlocked.)
8. Rotate the front end of the bike inwards in a 180 degrees arc and fold the bicycle in half. (Caution: Failure to turn the wheel all the way to the left before doing step 8 can result in damage to the handlebar system).

DAHON Folder is now in its pushing mode. If you wisn to carry it by hand, simply release the seat post clamp and push down the seat, lift the bike to a standing position, and retract the caster wheel.



Fig. 3

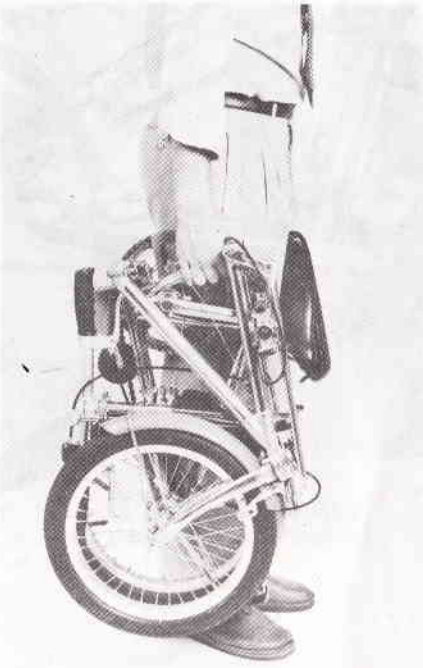


Fig. 4

3.3 Transportating

There are two modes of transporting DAHON Folder: Pushing and Carrying.

1) DAHON Folder can be pushed along beside you in a folded state by using the caster wheel and by extending the seat post to a convenient height (Fig. 3). As the caster wheel is not designed for rough terrain, the bike should either be lifted, or tilted backwards, to run on the 2 large wheels when crossing rough areas
2) In some areas where DAHON Folder cannot be pushed, it can be easily carried by hand. By completely folding the bike and raising it to a standing position, you can grasp the carrying bar with either hand and easily carry the bike with you anywhere (Fig. 4).

DAHON Folder in its folded state is very portable and can be placed compactly lying, standing or leaning in all sorts of small convenient places. It is easily fitted under bus seats, subway seats, in car trunks, lockers, and any space measuring at least 8" x 18" x 28".

Note: In both the pushing and standing modes, greater stability can be obtained by keeping the wheels slightly wider apart.

4. PERPARING TO RIDE

4.1 Safety Points And Parts Inspection

To ensure your safety and protect your new product from unnecessary wear or damage, carefully check all of the following points before riding DAHON Folder. A conscious inspection of these items is essential before every ride.

Provided for your convenience is a "reference" to places in this manual where detailed adjustment and repair information is located. Make all needed corrections at once!

		(OK)	(FIX)	(Ref. Sec.)
1.	Latches and clamps firmly fastened, no slipping or cracks.			
	A. Mid-frame latch	( )	( )	(6.3.6)
	B. Upper and lower seat post clamps	( )	( )	(6.3.5)
	C. Handlebar clamp	( )	( )	(6.3.8)
	D. Handlebar brace latch	( )	( )	(6.3.10)
	E. Right crank latch	( )	( )	(6.3.3)
2.	Tires, front and rear:			
	A. Inflation pressure	( )	( )	(4.4;6.3.13)
	B. Valve straight	( )	( )	(6.3.13)
	C. Adequate tread, no cuts	( )	( )	(6.3.18)
	D. No uneven wear, bulges	( )	( )	(6.3.13)
	E. Properly seated on rim	( )	( )	(6.3.13)
3.	Wheels, front and rear:			
	A. No wobble side-to-side	( )	( )	(6.3.12;6.3.11)
	B. No "hop" up-and-down	( )	( )	(6.3.12)
	C. No dents or bulges	( )	( )	(6.3.12)
	D. Freedom of rotation, no tight spots	( )	( )	(6.3.14;6.3.13; (6.3.2)
4.	Spokes, front and rear:			
	A. Even tension	( )	( )	(6.3.12)
	B. None missing or broken	( )	( )	(6.3.12)
5.	Frame, fork and brace:			
	A. No bent components	( )	( )	(6.3.6;6.3.8; 6.3.9)
	B. No cracks	( )	( )	(6.3.6; 6.3.8; 6.3.9)

C. No gaps between components	( )	( )	(6.3.6;6.3.8;
D. Brace movement firm, smooth – no wobbling	( )	( )	6.3.9) (6.3.8)
E. Brace coupling securely fastened	( )	( )	(3.1; 6.3.8)
6. Brakes, front and rear:			
A. Mounted properly, no loose bolts or parts	( )	( )	(6.3.2)
B. Shoes grip firmly, no slipping	( )	( )	(6.3.2)
C. Release action solid, equal	( )	( )	(6.3.2)
D. No excessive wear	( )	( )	(6.3.2)
E. No rubbing at any point	( )	( )	(6.3.2)
F. No broken or kinked cables	( )	( )	(6.3.2)
G. Cables attached properly	( )	( )	(6.3.2)
7. Steering and handlebar:			
A. Smooth action of steering head bearing	( )	( )	(6.3.9)
b. Firm, not loose or binding steering head bearing	( )	( )	(6.3.9)
C. No play in handlebar post, or handlebar	( )	( )	(6.3.7; 6.3.8)
D. Adjusted to proper height and latched	( )	( )	(3.1; 6.3.8)
E. Properly positioned brake and gear controls	( )	( )	(6.3.2; 6.3.11)
F. Tightened brake and gear cables and mounts	( )	( )	(6.3.2; 6.3.11)
G. Smooth telescope action	( )	( )	(6.3.7;6.3.8)
H. No cracks or bent members	( )	( )	(6.3.9;6.3.7; 6.3.8)
8. Saddle and post:			
A. Properly adjusted	( )	( )	(3.1;6.3.4; 6.3.5)
B. No slipping or wobbling	( )	( )	(6.3.5)
C. No cracks or excessively worn parts	( )	( )	(6.3.4;6.3.5)
D. Not excessively extended	( )	( )	(3.1)

9. Pedals, left and right:			
A. Firmly tightened into crank	( )	( )	(6.3.3)
B. Bearings turn smoothly	( )	( )	(6.3.3)
10. Crank, chain wheel, and bottom bracket bearings:			
A. Crank firmly latched	( )	( )	(3.1;6.3.3)
B. No loose or wobbling parts, pins secure	( )	( )	(6.3.3;6.3.1)
C. No bends or cracks	( )	( )	(6.3.3)
D. Firm, but not binding, bottom bracket bearings	( )	( )	(6.3.1)
E. No worn, broken or bent teeth	( )	( )	(6.3.10)
11. Hubs:			
A. Mounting nuts properly tightened	( )	( )	(6.3.11)
B. Cog straight; no broken, cracked, or bent teeth	( )	( )	(6.3.11)
C. Smooth spinning action	( )	( )	(6.3.11)
D. Locking nuts & sleeves properly tightened	( )	( )	(6.3.11;6.3.12)
12. Chain:			
A. Properly lubricated	( )	( )	(5.2;6.3.10)
B. Attached securely, not too loose or tight	( )	( )	(6.3.10)
C. No rubbing against frame or guard	( )	( )	(6.3.10)
13. Mudguards:			
A. No cracks	( )	( )	(6.3.14)
B. No rubbing	( )	( )	(6.3.14)
14. Carrier:			
A. No cracks	( )	( )	(6.3.6)
B. Securely fastened	( )	( )	(6.3.6)
15. Reflectors:			
A. Clean	( )	( )	(6.3.15)
B. Tightly fastened at proper angles	( )	( )	(6.3.15)
16. Caster wheel assembly:			

A. Raised before riding	( )	( )	(3.1;6.3.16)
B. Pins and bolts fastened, working properly	( )	( )	(6.3.16)
C. Elbow spring functioning	( )	( )	(6.3.16)

Warning: To avoid possible injury, all faulty points that can affect safety must be corrected before riding.

4.2 While-riding Evaluation

You can keep your equipment in tip-top shape if you continually do a "While-riding Evaluation" of your equipment.

Examples:

Rattles, squeaks or rubbing? Where?
Wheels firms or squishy? Wheels bumpy or wobbly?
Braking power OK? Brake action smooth, no grabby spots?
Reserve lever motion available when braking hard?
Brakes drag after release. Brakes squeal or shudder?
Tires firms or low in pressure? A flat coming on?
Gears shift full range. No slipping in any gear?
Saddle height and angle OK. Too high? Too low? Pitch?
Saddle tight, doesn't turn, change angle on bumps?
Saddle comfortable. Do you hurt. Where?
Shake, knock or bind in bottom bracket?
Does bicycle coast easily?
Are handlebars secure when pulling hard?
Are brake and gear levers tightly attached? Comfortable?
Are pedals true and square? Are sprockets true, no wobble?
Lights bright, properly focused?

4.3 Getting The "Feel" of the Bike

DAHON Folder is a high performance bicycle designed for both commuting and recreational use on paved roads (Warning, fast riding on unpaved areas could result in mechanical damage and bodily injury). Although DAHON Folder is easily ridden by people of various sizes and ages, it is necessary to first get the "feel" of the bike to avoid unfortunate mishaps due to unfamiliarity. Take the bike to a flat, uncrowded area and test the steering, pedalling, and balance. It is also suggested that you practice folding and unfolding the bicycle so that you can do it quickly and efficiently.

After sufficient practice, you should be able to fold or unfold DAHON Folder in 10-20 seconds.

4.4 Tire Inflation

Prior to sitting upon or riding DAHON Folder, the tire pressure must be checked. The basic pressure required is molded onto the tire. However, a little more pressure may be required for a heavier person, while a little less may be needed for a person of small stature. If your tire pressure is significantly below the basic range or you feel that the tires do not support your weight well, it is best to use a hand pump to pump in additional air. Gas station pumps supply too much air too quickly and may rupture your tire tube. If a gas station pump must be used, however, add air into the tire in small spurts until the desired pressure is reached.

4.5 Rules of the Road

There are 12 basic rules of cycling. You should contact your local law enforcement officials for any additions to these rules.

Warning: Failure to obey these rules of the road could result in injury to the rider or to others.

1. Obey state and local traffic regulations, signs, and signals.
   Check with your local police on bicycle licensing, inspection, and riding on sidewalks.
2. Keep to the right except for left turns.
   Ride with traffic, not against it. Ride single file in a straight line. Ride as close as practible to the curb, but at a distance which still gives room for maneuvering.
3. Watch for car doors opening.
   Always be prepared to stop or turn quickly if necessary. Watch for and anticipate cars. When riding on or near the sidewalk, watch for cars and other bikes that pull into or out of driveways. Do not assume that you have been seen.
4. Use hand signals for turns or stops.
   Advise motorists what you plan to do by giving proper signals 100 feet before turning or stopping.
5. Be extremely careful at intersections.
   If traffic is heavy, walk your bicycle with pedestrian traffic. Look both ways when crossing streets and observe approaching cars.
6. Avoid: drain grates, soft road edges, gravel or sand, leaves (especially when wet), wet and raised manhole covers, pot holes, ruts, uneven paving and any other road surface hazards.
   Avoid these hazards to prevent loss of control or damage to your wheels. Cross railroad tracks at right angles to prevent loss of control.
7. Use extreme caution at dusk and at night.
   Be thoroughly familiar with the controls on your bicycle. Ride only when

necessary at night and avoid heavy traffic. Vision is quite limited at dusk and at night, so be very careful to avoid any road hazards. Make sure your bicycle is equipped with properly positioned and clean reflectors on pedals and side reflectors on wheels. The purchase and installation of an adequate headlight and taillight is strongly recommended and required by law in most areas. Wear light-colored or reflective clothing. Ride slowly and ride only on streets familiar to you. Check local laws regarding riding at night. Do not let a coat or other clothing hang down and cover your rear reflector.

8. Use extra caution in wet weather.
   Ride slowly on damp surfaces as tires will slip easily. Apply brakes sooner than normal as a greater stopping distance is required, especially if your brake shoes are wet.
   Warning: If the front brake is applied too strongly, the bike might flip forwards.
9. Give pedestrians the right-of-way, make a sound loud enough to alert any pedestrians that you want to pass.
   Do not ride too close to pedestrians. Don't park your bicycle where it will get in someone's way.
10. Don't
    - Carry passengers
    - Carry items or attach anything to your bicycle that might hinder your vision or control.
    - Hold onto or attach your bicycle to any car, truck, or other vehicle in order for it to pull you along.
    - Carry extra clothing where it can hang down and jam the wheel.
    - Ride with both hands off the handlebars.
    - Wear head phones.
11. Ride a safe bicycle and wear proper clothing.
    Make sure your bicycle fits you and that all parts, especially the brakes, are adjusted and working properly. Make sure loose fitting clothing (especially your right pants leg) does not catch in moving bicycle parts.
12. Watch out for the other guy, ride defensively.
    Watch the car or bicycle in front of you and be prepared to take defensive action. Don't follow a car or another bicycle too closely.
    Be especially aware of traffic approaching from behind in case you must swerve to avoid something.

Warning: This bicycle has been designed for general transportation and recreational use. It has not been designed to withstand abuse associated with stunting and jumping or organized competitive events. The user is warned that he assumes risk for injuries, losses and damage from such uses.

5. MAINTENANCE AND CLEANING

5.1 Maintenance

In addition to the before-riding "Safety and Parts Inspection" and "While-riding Evaluation" (sections 4.1 and 4.2 of this manual), a thorough inspection of all inner and outer working parts should be performed by a professional bicycle dealer after 3 months, 6 months, 1 year and every 6 months thereafter. Included is a form for the first three inspections of this type.

Upon completion of these three forms you are eligible for a US$20 factory rebate off your next purchase of a Hon Convertible. Send the duly completed forms and the receipts for the first three inspections and any repairs that were necessary to the DAHON California, Inc. within 13 months of your first purchase. When you purchase your next DAHON Folder, indicate on the Warranty Card that you have completed and sent these forms to the DAHON California and, upon verification, a $20 check will be sent to you.

FIRST INSPECTION FORM (3 MONTHS)

DATE:

ITEM	RESULT	CORRECTION	COST
FRAME AND LATCH			
STEERING SYSTEM			
HANDLEBAR SYSTEM			
SADDLE, SEAT POST SYSTEM			
DRIVE SYSTEM			
WHEEL SYSTEM			
BRAKE SYSTEM			
CASTER WHEEL SYSTEM			
LAMP AND REFLECTORS			

DEALERSHIP'S NAME:
COMPANY REGISTRATION NO:
DEALER'S SIGNATURE:

TOTAL COST:

SECOND INSPECTION FORM (6 MONTHS)

DATE

M	RESULT	CORRECTION	COST
AME AND LATCH			
ERING SYSTEM			
NDLEBAR SYSTEM			
DDLE, SEAT POST SYSTEM			
IVE SYSTEM			
EEL SYSTEM			
AKE SYSTEM			
STER WHEEL SYSTEM			
MP AND REFLECTORS			

ALERSHIP'S NAME:
MPANY REGISTRATION NO:
ALER'S SIGNATURE:

TOTAL COST:

THIRD INSPECTION FORM (1 YEAR)

DATE

M	RESULT	CORRECTION	COST
AME AND LATCH			
EERING SYSTEM			
NDLEBAR SYSTEM			
DDLE, SEAT POST SYSTEM			
IVE SYSTEM			
HEEL SYSTEM			
AKE SYSTEM			
STER WHEEL SYSTEM			
MP AND REFLECTORS			

ALERSHIP'S NAME:
MPANY REGISTRATION NO:
ALER'S SIGNATURE:

TOTAL COST:

5.2 Cleaning and Care

Because of the great deal of contact between you and your bike, your clothing and hands are likely to get soiled if the bike is coated with oil and dirt. To prevent this from happening, carefully clean the bike of dirt and oil deposits. The use of solvents and other cleaners will help dislodge dirt and oil. Use a soft rag and a toothbrush to thoroughly clean all parts of the bike. After you ride through particularly dirty and dusty areas or a rainstorm, the chain should be given special attention. If you own a chain breaker tool, the chain can be removed entirely for cleaning. To keep your bicycle looking brand new and to keep dirt from adhering, it is recommended that you use a high quality car wax on your bicycle.

To keep your bike running smoothly, it is necessary to lubricate all the moving parts. Thoroughly clean the parts to be lubricated, and remove all foreign particles. Light oil of SAE 20 consistency can be used as a lubricant for most parts. Frequency of lubrication depends on the amount of use and weather encountered.

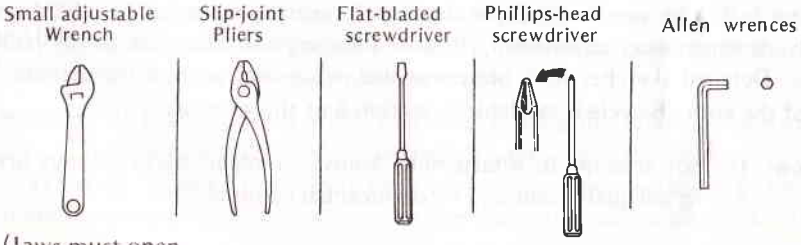
Warning: Do not use gasoline for cleaning. Avoid fumes and clean out of doors if possible.

Caution: Do not allow any solvent or oil to get on the wheels or caster wheel; if you do, clean immediately.

6. ASSEMBLY, ADJUSTMENT AND TROUBLE SHOOTING

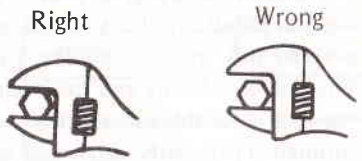
6.1 Tools

YouDAHON Folder is shipped completely assembled and with air in the tires. Brakes and gear shift should be already adjusted. Your dealer should check each point in the safety list, but you will wish to have some tools for subsequent adjustment and safety checks (a minimum shown below).



(Jaws must open at least 9/16")

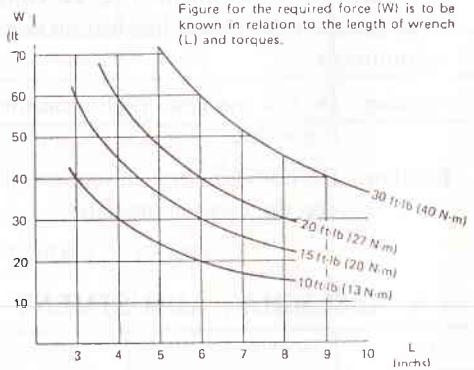
Caution: When using an adjustable wrench, make sure wrench, wrench jaws are tight in order to prevent damage to bolts and nuts.



6.2 Nut and Bolt Tightening Guide

Nuts and bolts must be adequately tightened for strength and security, but not overtightened to the point of failure, or crushing or expanding tubes. The length of wrench, times the force applied at the end of the wrench, gives the torque applied measured in inch-pounds.

Typical Examples:
8mm or 5/16" thread: 200-200
IN-IBS. 9.5mm or 3/8": 250-280
1/2" Pedal Thread: 260-280
9/16" Pedal Thread: 450-500
6mm Brake Bolt: 150-170
5mm Brake Cable and Shoe: 120
7mm Crank Cotter Nut: 180-190
Front Wheel Nut: 200-220
Rear Wheel Nut: 250-280



To prevent nuts and bolts from coming loose. "Locktite" bond has been used wherever appropriate on your factory-built FOLDER After you have tightened any nuts and bolts, for utmost safety, it is strongly recommended that you do the same.

6.3 Servicing Guide

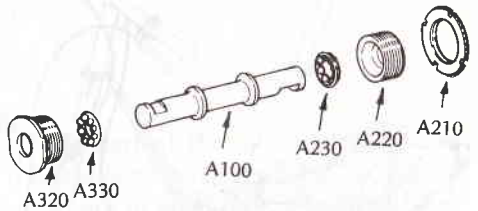
The following sections include detailed information needed for the disassembly, maintenance, adjustment, trouble shooting and repair of the DAHON Folder. Detailed sketches have been provided, while reference to the exploded view of the entire bicycle is available in section 8 of this manual.

Caution: Do not attempt to disassemble, adjust, or repair parts without first having adequate tools and mechanical background.

6.3.1 Bottom Bracket Crankshaft Assembly

A. Disassembly

To disassemble, use lock ring pliers to remove the right lock ring (A-210). Then remove the bearing race (A-220) with a special bearing race pliers, and finally take out the bearing ring (A-230). After these components have been removed, the bracket axle (A-100) can be removed from the right side.



To assemble, reverse the above order. Make sure that bearings are properly lubricated (use wheel bearing grease) and that the bearing race (A-220) has no side wobble but can rotate with little resistance.

B. Adjustment, Trouble Shooting and Maintenace

A poorly adjusted bearing race (A-220) can hinder the axle's spinning ability or cause it to wobble. Avoid excessive or uneven wear of axle assembly by first loosening outer lock ring (A-210), properly adjusting inner bearing race (A-220), and retightening lock ring while making sure not to change the setting of the bearing race.

Lubrication of these bearings is also very important as dirt, grime or worn bearing grease can cause damage to bearing races. Each time this assembly is dismantled, all parts should be thoroughly cleaned and dried and re-greased. This process should be done at least once every 6 months, or sooner if there is any grinding or tight movement after proper adjustment.

If excessive looseness or tightness exist after parts are lubricated and adjusted, one or more of the forementioned parts is damaged and should be replaced at once. Failure to replace a worn part will accelerate wear of other inner-working bottom bracket parts.

6.3.2 Brake System

The brakes are one of the most important parts of your bicycle. To be sure that the brakes work well when you really need them, perform all the adjustment steps in this section exactly as instructed.

Warning: If brakes do not work well after making the following adjustments, have brakes repaired or replaced at a bicycle service shop.

DAHON Folder uses the two types of caliper brakes – in the front brake is a side-pull caliper brake, on the rear is a center-pull caliper brake (Fig. 1).

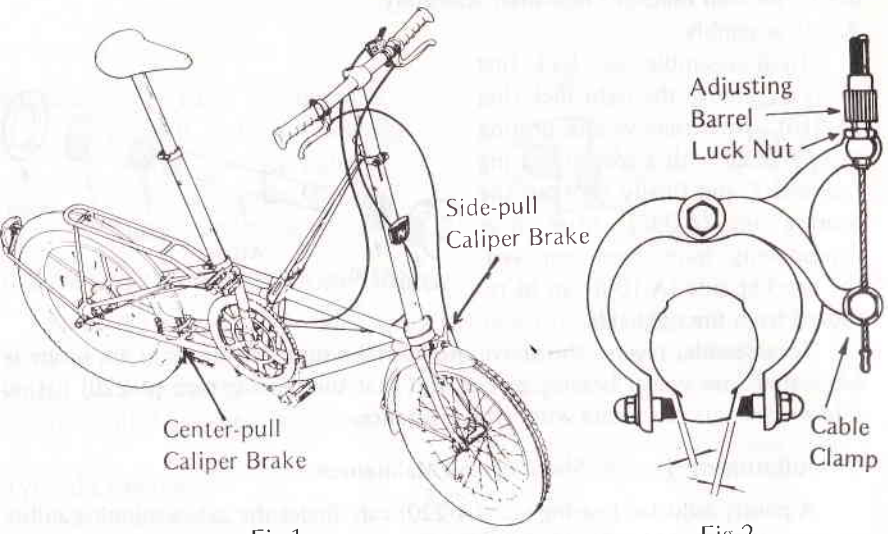


Fig 1

Fig 2

The adjustment procedures is similar for these two types of caliper brakes, with any deviations being clearly pointed out in the following paragraphs.

A. Adjustment of Brake Body

For best braking action, it is vital that brakes are mounted so as to leave a distance of approximately 1/16" between each brake shoe and the rim. (Fig 2).

Note: If either wheel is not in alignment with the bicycle frame, rubbing will occur between the rim and the brake shoes. To correct this, re-align the wheel as instructed in section 6.3.12 of this manual.

If the front brake shoes are not equally spaced, tap down lightly on one side of the "return spring" with a screwdriver. If this does not correct the problem, slightly loosen the mounting bolt and repeat the tapping procedure. For the rear brake, adjustment should be made by slightly loosening the mounting bolt and tapping the top of the brake arm until the brake shoes are evenly spaced. Always be certain that both front and rear mounting bolts are securely tightened before riding the bike. If either one of the mounting bolts are stripped and cannot be properly tightened, or if it is damaged or bent, replace it immediately.

B. Minor Cable Adjustment

Now that the brakes are properly centered, if the space between the shoes and the rim is more or less than 1/16", it is necessary to adjust the brake cable.

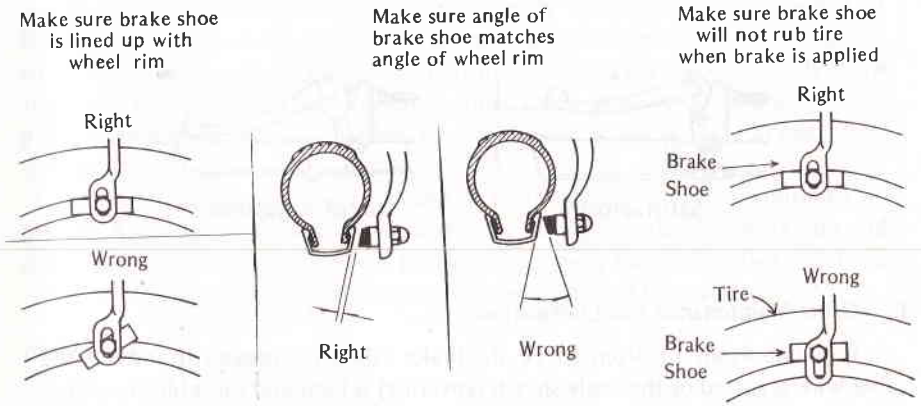
A minor adjustment can be made by first loosening the locknut until it is against the adjusting barrel (Fig. 2), being careful not to turn the adjusting barrel

so far that it comes out of the part that it's threaded into, or out of the locknut; turn the barrel in the direction which positions the brake shoe 1/16", from the rims. If this minor adjustment does not suffice, a more complete cable adjustment should be done by a qualified mechanic.

C. Changing and Adjusting Brake Shoes

If brake shoes have no thread or if any part of the rubber block wears down to 1/8" from the metal backing, it is necessary to replace them. To obtain the performance built into your bicycle, be sure to only use top quality brake shoes.

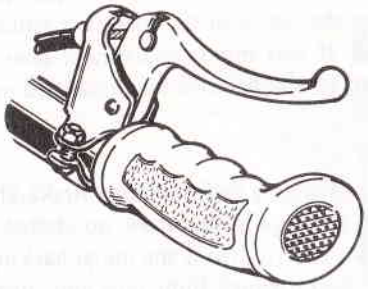
Remove the brake shoes by using a wrench to detach the nut and washer. After positioning new brake shoes, replace the washer and nut to their original location, being careful to observe the adjustment instructions illustrated below.



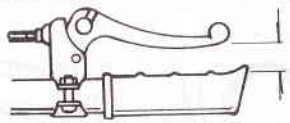
D. Adjustment of Brake Levers

Brake and gear control levers must be fixed into a specific position for proper folding of DAHON Folder. If they are moved out of their proper position they will interfere with folding and unfolding. To adjust a lever, simply loosen the mounting nut and maneuver to the proper position. Always be certain that mounting nuts are tight – if levers can be budged with moderate force, they must be further tightened.

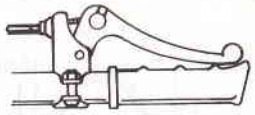
There is a metal anchor fastened to the end of the cable wire which fits inside the brake lever. You'll have to look up under brake lever to see the anchor. Make sure that each anchor is properly seated in its recess, and has not jumped out. If anchor is out of position, squeeze caliper arms in against wheel rim in order to slacken the cable wire and allow repositioning of anchor.



Firmly squeeze each brake lever and, if either one touches the handlebar grip, recheck cable adjustment.



Satisfactory



Out of Adjustment

E. Other Maintenance and Lubrication

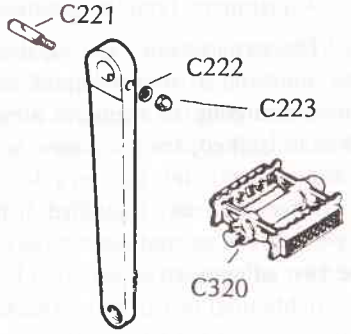
It is important to often check the brake cables for broken strands. If the cable wire is rusted or the cable sheath (covering) is bent and can't be straightened without damaging the cable, it is necessary to replace the brake cable at once.

The brake pivots and cable should be lubricated once every 4 months, or more often if the brake does not operate smoothly and freely. To lubricate the cable, put several drops of light-weight oil into each end of the cable sheaths or take it to a service shop so that sheaths can be removed and cables thoroughly inspected and lubricated.

Warning: Do not get any oil on caliper brake shoes as it will reduce braking effectiveness. Clean oil from the shoes or rim with a rag wet with soapy water, and rinse.

Warning: If brakes do not work well, have them repaired or replaced at a bicycle service shop before riding your bike.

6.3.3 Crank System and Pedals



Left Crank and Pedal

A. Disassembly

The left crank is disassembled by removing the nut (C-223), washer (C-222), and cotter pin (C-221). The pedal is removed by turning the pedal bolt (C-320) counterclockwise.

B. Adjustment, Trouble Shooting and Maintenance

The crank can be slightly adjusted in or out (horizontally, to right or left), by loosening the nut C-223 and tapping the crank to the desired position.

Note: Positioning the crank too far out may interfere with folding.

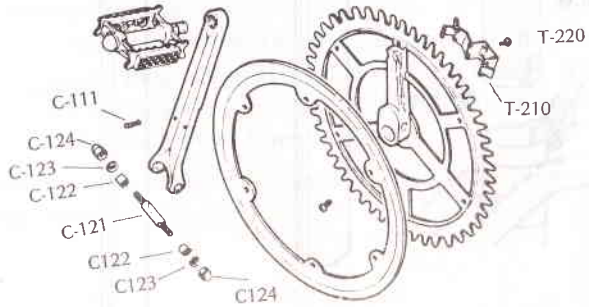
It is very important that the crank and pedal are always firmly attached. If the crank becomes loose, first check to make sure that the nut C-223 is tightened. If looseness continues, one or more of the following parts is excessively worn and must be replaced; 1) cotter pin 2) inner crank grooves 3) axle grooves. If pedal wobbles after being tightened, check; 1) lower crank threads. 2) pedal bolt threads.

If the crank or pedals are cracked or bent, appropriate pieces must be replaced. Also, pedals should be lubricated by laying the bicycle on its side and applying 2 or 3 drops of oil to the bearings once every month or when pedals do not spin smoothly. If rough spin continues, pedals should be replaced.

Right Crank

A. Disassembly

Remove the right crank by unscrewing the locknuts (C-124); slide off washers (C-123), and bushings (C-122). Then tap the pin (C-121) out with a plastic headed hammer. Remove the crank latch (T-210) by first sliding off the chainwheel, and then unscrewing the 4 mounting bolts (T-220) on the back side.



B. Adjustment, Trouble Shooting and Maintenance

The two locknuts (C-124) should be periodically inspected and, when necessary, adjusted so that the crank is held firmly, but not so tight that the crank requires pounding or excessive pressure to be folded. If the crank wobbles easily when unlatched, the pin assembly may be worn and should be replaced if it is. If wobbling continues, take to a dealer for specialized servicing.

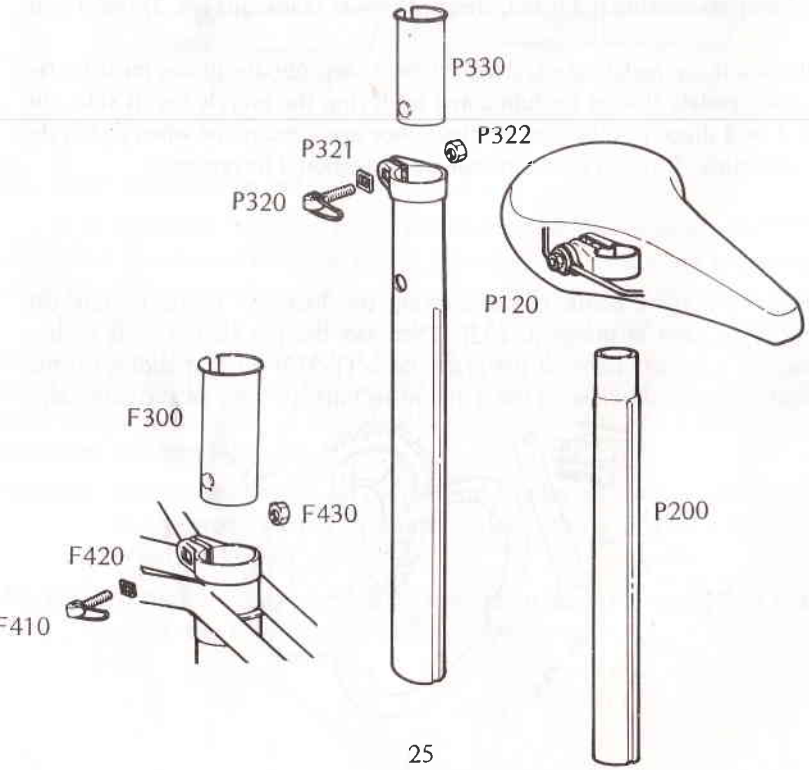
When the crank is latched, if it sits loose in the crank latch (T-210) or if the latch requires excessive strength to close, adjust the crank "depth" by turning the two adjustment screws (C-111) with a philip screw driver counter clockwise (for tightening) or clockwise (for loosening).

Caution: The latch should be closeable with only moderate force, pounding or excessive force will damage it.

6.3.4. Saddle and Seat Post System (Excluding Clamps)

A. Disassembly and Assembly

Remove saddle from upper seat post (P-200) by loosening saddle nuts (P-120) and tapping upwards on saddle. Remove upper and middle seat post tubes by loosening quick-release clamp bolts P-320 and F-410 respectively.



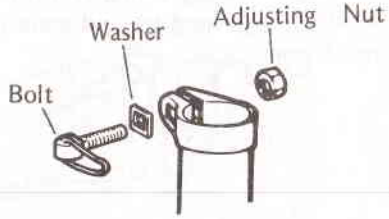
B. Adjustment, Trouble Shooting and Maintenance

Durable nylon sleeves (P-330 and F-300) have been placed between the sliding seat posts and their respective seat post clamps. In order to keep the seat posts aligned, these nylon sleeves have an extrusion which fits into the groove built into the seat post. If these sleeves become worn or cracked, they must be replaced.

If clamps are all properly adjusted (see Sec. 6.3.5) and nylon sleeves in good condition, but the seat post fails to slide smoothly, one or more of the seat posts have probably been bent or dented. If the piece cannot be straightened without damaging or weakening it, replacement is necessary.

To adjust the saddle, simply loosen the saddle nut, adjust the saddle to your comfort, and re-tighten the nut. For your safety, make sure that the saddle bolt and nut are not bent, rusted, excessively worn and that threads are not stripped. Also be certain that the braces which clamp the saddle in place (located between the saddle nuts and saddle clamp) are properly positioned and are not bent, rusted or otherwise damaged. Always be certain the bolt is properly tightened with 200-220 foot pounds of torque.

6.3.5 Seat Post Quick Release Clamps



A. Disassembly

Remove in order the adjusting nut (P-332 or F-430), clamp bolt (P-320 or F-410) and the square washer (P-321 or F-420).

B. Adjustment, Trouble Shooting and Maintenance

If properly adjusted, the seat posts should slide freely when the clamp is released, but hold steady under the pressure of a person weighing up to 250 pounds when the clamp is tightened. If this is not the case, release the clamp and adjust the tension by turning the "adjusting nut" (P-332 or F-430) by means of a wrench. Be careful not to tighten the nut to such a degree that sliding becomes difficult. A small amount of bearing grease applied to the camming surfaces of the clamp will extend its useful life.

After extended use, the inner working of the clamp bolt may wear down to the point to where clamping action is limited. In such case, it is necessary to replace the bolt, nut and washer. It may also be possible that inspection shows that replacement of the nylon sleeve is needed first.

Warning: Always be certain that the clamps are secured and properly adjusted each time before riding your bike.

6.3.6 Frame and Frame Latch

A. Disassembly

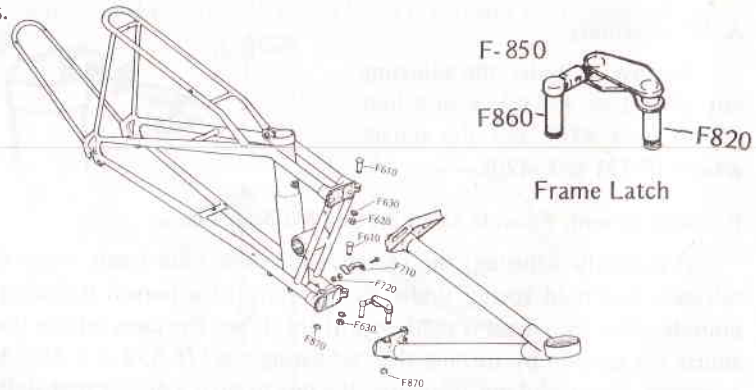
To disassemble the frame, first remove the various components attached to it, according to their various subsystems and disassembly instructions. Then, unlatch the frame latch assembly and turn the entire frame upside down. Remove the 2 F-870 C-clip retainers. Remove frame latch assembly by alternately tapping the 2 pins (F-860 and F-820) until the entire latch assembly is extracted downward.

To disassemble the frame latch, unscrew the rear pin and counter-threaded nut (F-860 and F-850) in turn.

To separate the 2 halves of the frame, first remove the 2 lock nuts (F-620), and then tap out the 2 pins (F-610).

B. Adjustment, Trouble Shooting and Maintenance

The only component to adjust on the frame is the frame latch. When properly adjusted, the latch should not be able to pop open without first depressing the safety spring (F-710). Moreover, the front and rear top lugs should be flush, with no gaps, and there should be no wobbling between the front and rear frames.



To adjust the frame latch, first release it, and then use pliers or a screwdriver to turn the counter-threaded adjusting nut (F-850) clockwise to tighten, or conterclockwise to loosen.When adjustment is complete,add a drop of "Locktite". Double check to make sure that the safety spring holds the frame latch securely in place. If the latch is in place, but the spring fails to hold it securely, remove the spring by detaching F-720, and adjust the spring by bending it in or out.

Warning: Never ride the bike without the safety spring working properly.

After adjustments have been made, if gaps or wobbling between the front

and rear frames still occur, replace or repair the following items.

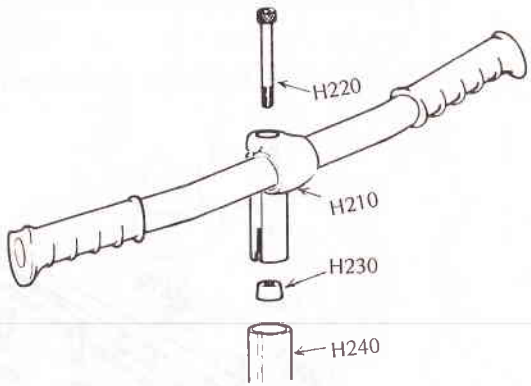
A) Top/bottom lug pins (F-610, F-860 and F-820) —worn to a point where a tight fit no longer exists; bent.
B) Lock nuts (F-620) or C-clips (F-870)—missing or loose.
C) Counter-threaded adjusting nut (F-850)—bent, stripped or excessively worn.
D) Safety spring (F-710)—loose or missing bolt and nut (F-720, F-740); lacking tension.
E) Front/rear frames—out of alignment.

Warning: Never ride the Hon Convertible without first making certain that the frame is sturdy and latch functioning properly.

6.3.7. Handlebar and Stem

A. Disassembly

Remove the brake levers, gear lever and grips. With an allen wrench, loosen the handlebar expansion bolt (H-220) 7 full turns counterclockwise. Tap the bolt back down to its original position, and loosen by another 3 or 4 turns or until the handlebar can be slid out of the handlebar stem (H-210). Also, at this point the handlebar stem can be removed by pulling upwards.



B. Adjustment, Trouble Shooting and Maintenance

The handlebar should be curved horizontally backwards. To adjust, loosen the expansion bolt (H-220), turn handlebar to proper position, and re-tighten bolt.

The brake levers and trigger gear control lever must be fitted in the proper angle and position so that they do not hit the rear wheel when the Hon Convertible is folded. To adjust, loosen appropriate mounting bolts, turn each one to form a 30 degree angle with the vertical, and re-tighten bolts. Before riding always be certain that these mounting bolts are securely tightened and that cables are not kinked and are securely fastened.

If the handlebar becomes bent out of its original shape, take it a professional dealer to be re-straightened. If excessive bending occurs, the structural strength of the handlebar may be weakened and it should be replaced at once. Moreover, if either the handlebar or handlebar stem should become cracked, immediate replacement is vital.

B. Adjustment, Trouble Shooting and Maintenance

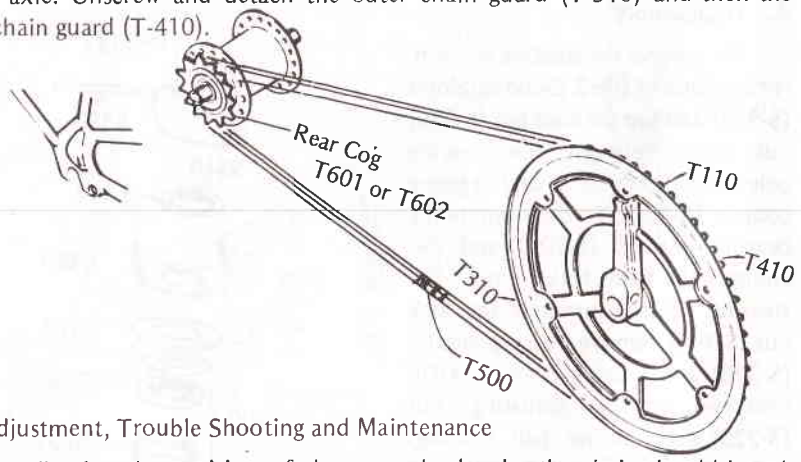
For adjustment, care and lubrication of the bearing head set (S-200), heed the same points mentioned concerning the bottom bracket bearing set in Sec. 6.3.1 B. of this manual.

If bearings are in good working condition and the brace (see Sec. 6.3.10) is properly adjusted, there should be no movement in the steering column base when the handlebar brace is fastened. If play or gaps exist, check to make sure that the base pin (S-330) is in its proper place, spring pin C-clips (S-322) are securely fastened, and lock nut (S-340) is tightened. If the problem continues, check and replace bent or worn parts, such as the base pin, steering coupler, steering column or front frame.

6.3.10 Sprockets and Chain (Chainwheel, Rear Cog, Chain Guards, and Chain)

A. Disassembly

Use chain breaker to remove the chain. To remove the chainwheel, first disassemble the the right crank assembly (see Sec. 6.3.3). Slip the chainwheel off of the axle. Unscrew and detach the outer chain guard (T-310) and then the inner chain guard (T-410).



B. Adjustment, Trouble Shooting and Maintenance

By adjusting the position of the rear wheel axle, the chain should be adjusted to a point where it is not so loose that it sags or derails easily, but not so tight that pulls excessively on sprockets (about ¼ inch slack at midpoint).

Check the chainwheel and rear cog to be sure that they are not bent. If one of the sprockets is bent, replace it or, if the deformation is not too severe, take it to a bicycle dealer to be straightened. If the chainwheel and cog are not in line, make the necessary hub (see Sec. 6.3.13) or right crank (see Sec. 6.3.3) adjustments. If problem persists, there is a possibility that the rear frame is out of alignment and your bicycle should be taken to a dealer for needed servicing.

Always be certain that chain guards are securely fastened to the chainwheel. If either the inner or outer chain guard becomes unevenly spaced with the chainwheel, bent, cracked, or otherwise damaged, replacement of the damaged or worn item is mandatory.

Caution: Chain guards are constructed of plactic and care should be taken so that they are not damaged.

With the chain on, hold the rear wheel and put pressure on the pedals. Note the position of the chain on the teeth. If the teeth are worn excessively, or if the chain is worn and stretched, you will note that the chain rides high on the teeth, rather than lying in the bottom of the tooth spaces. The rear cog can be checked at the same time. If it is determined that the chain or sprockets are worn, or if any teeth or the body of the cog or chainwheel is bent, it is necessary to replace damaged or worn parts. If the above condition is due to excessive wear, the chain and sprockets should be replaced together.

The chain should be cleaned and lubricated at least once every 2 months and more often if adverse weather or riding conditions are often encountered. Oil should be placed between inner and outer plates of the chain. An efficient method of lubricating the chain is to remove it, clean it thoroughly, and lubricate it with SAE 20 oil.

6.3.11 Hubs

Inner hub parts are a precise combination of delicate components. If there is any doubt concerning your hubs, take your bike to a professional dealer for servicing. For a 3-speed version, the rear 3-speed gear hub, however, may require some adjustments which can be performed by closely following the steps listed below.

(1) First set trigger lever at position No. 3 of gear speed indicator.(Fig. 1)
(2) Check that the cable nipple is placed in the groove properly. (Fig. 1)
(3) Tighten guide nut. (Fig. 2)
(4) Insert coupling rod through axle hole and turn it clockwise until it stops. Then loosen it by ½ turn to assure a smoother speed change. Failure to do this will result in the chain

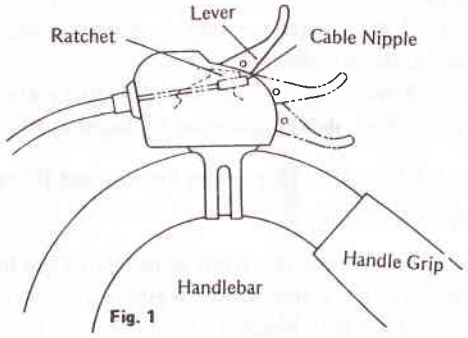


Fig. 1

being slightly twisted. (Fig. 2)

(5) Screw indicator coupling connector into the coupling nut. (Fig. 2)

(6) Insert cable into the cable anchor bolt. (Fig. 2, 4)

(7) Cable adjustment: While turning pedals, move trigger lever to "normal" (No. 2) position. Next, loosen indicator coupling locknut and adjust coupling nut until the end of the coupling rod is 1/32 inch (0.8mm) aside the extreme end of the axle. This can be seen through the "window" of the guide nut. (Fig. 3)

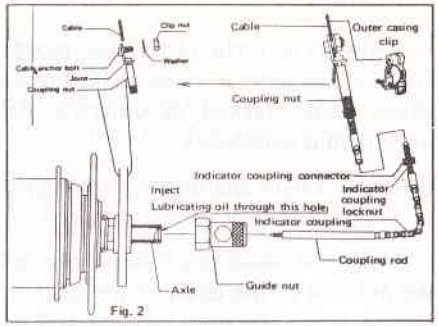


Fig. 2

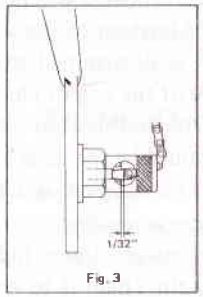
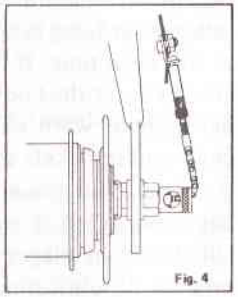


Fig. 3


Fig. 4

(8) Final adjustment:

(A) While turning pedals pull the trigger lever to position No. 1. If it is hard to set trigger lever at position No. 1, loosen the coupling nut slightly until you can. Caution should be taken not to loosen the nut too much.

(B) When the lever is positioned at position No.1, if there is excessive slack in the cable, adjust the coupling nut until the cable is tight.

(C) After checking that the shifter is working properly in all three speeds, secure the coupling nut by tightening it down with the indicator coupling locknut.

The hub should be lubricated with two or three drops of SAE 20 oil once a month.

If the cable becomes frayed or broken, it should be replaced by a professional bicycle dealer.

Always be certain that all parts are properly tightened, and that worn, cracked or broken parts are replaced at once.

6.3.12 Wheels (Including Spokes and Rims)

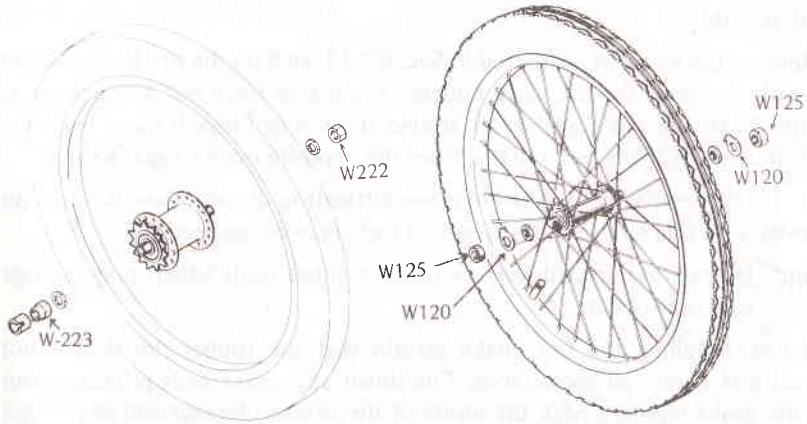
A. Disassembly

To remove the front wheel, turn the bicycle upside down, remove the outer nuts (W-125) and safety washers (W-120) on both sides of the axle, carefully spread the fork blades out, and remove the wheel.

To remove the rear wheel, put the gear shift lever (T-810) in middle (#2) position. Check the cable adjustment as shown in Sec. 6.3.13. Tighten the cable locknut. Then, without disturbing the locknut position, completely unscrew the adjusting sleeve.

Loosen the rear wheel nuts (W-222 and W-223). Note the position of the flats on the rear axle in the slots. The rear wheel can now be slid downward and outward from the frame.

Note: It may be necessary to remove one caliper brake shoe (see Sec. 6.3.2) before the tire will move out between the brake shoes.



B. Adjustment, Trouble Shooting and Maintenance

When replacing the wheels, they should be carefully centered between the forks and brakes. Be certain that wheel nuts are replaced while all spokes should be adequately tightened. When the gear shift operating cable connector is reassembled, recheck its setting as described in Sec. 6.3.13.

Wheels should be regularly checked for "wobbling" from side to side, and "hop"-being out of round or of unequal diameters. This misalignment can be detected best by turning the bicycle upside down, rotating the wheel while using our finger or a pencil placed next to the rim as a guide. Severe misalignment will cause the tire to intermittently rub against the fork, or the rim against the brake shoe.

Warning: Wheel misalignment will lead to grabbing or failure of braking power, and should be corrected at once.

To correct this problem, first check the rim to make sure it is not dented or twisted. If it is, take the wheel to a dealer for specialized repair or replacement.

Uneven spoke tension, or missing, bent or broken spokes, will also cause the

wheel to be out of the true. Replace damaged and missing spokes, and with a spoke wrench or small adjustable wrench, turn the nipples of loose spokes clockwise to achieve even tension. Then, if the wheel is off center to the left, tighten the spokes on the right, and loosen the spokes on the left. "Hop" is removed by tightening spokes on both sides of the high area. Final spoke adjustments should be done in small increments.

After this adjustment has been completed, if the wheel remains out of alignment, your bicycle should be taken to a professional dealer for servicing.

6.3.13 Tires and Tubes

A. Disassembly

Remove the wheel as instructed in Sec. 6.3.14. Deflate the tire by pushing in on the pin inside of the tire valve, squeeze the tire to force out as much air as possible. Pinch the tire together all around the rim to break it loose from the rim. Roll the tire off the rim, starting from the opposite side of the tire valve.

Note: If tire removal or installation is too difficult to do with your hands, have it done by a bicycle service shop, as special tools may be required.

Caution: Do not use screwdrivers or other pointed tools which may damage tire, tube or rim.

Before installing the tire, make certain that the rubber rim strip is not damaged and covers all spoke ends. File down any spoke ends projecting out from the spoke nipple. Check the inside of the tire for damage and any object that might puncture the inner tube.

Then, inflate the tube lightly to help keep it in the tire and gradually push one side of the tire onto the rim, again starting from the side opposite the inflation valve. Pull the valve firmly through the valve hole in the rim, and install the other side of the tire starting at the inflation value. If the valve does not project straight out of the rim hole after the tire is installed, slide the tire around the rim until it is properly positioned. Inflate the tire slightly and then release air to straighten out the inner tube. Then inflate tire as instructed in Sec. 4.4 of this manual.

6.3.14 Mudguards

A. Disassembly–front

Take off the nuts (W-125) and washers (W-120) on both sides of the axle, thus freeing the mudguard stay (M-140). Unscrew the brake and mudguard mounting bolt extruding through the fork crown (S-110), and remove the front brake and mudguard.

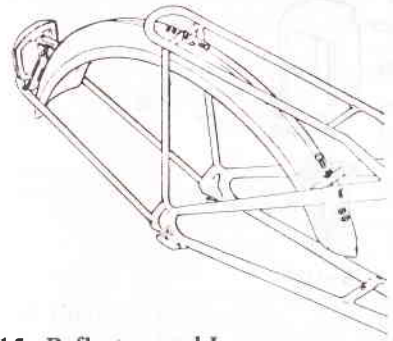
B. Disassembly--rear

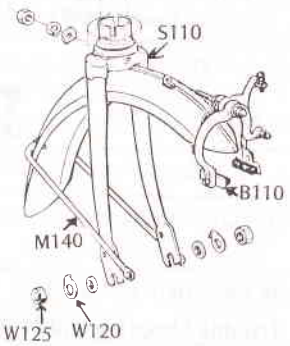
Remove the rear wheel as described in Sec. 6.3.14. Then remove the two mounting bolts, thus releasing it from the rear frame.

C. Maintenance:

The mudguards are constructed of plastic, and special care should be take so as not to break or damage them. They have a fixed form – under no circumstance should this form be altered with pliers or other instruments!

Always be sure that mounting bolts are securely fastened. If the mudguard becomes cracked, chipped or broken, or if it rubs against the tire, replace it so as not to cause a hazard to the tire.





6.3.15 Reflectors and Lamps

A. Disassembly

Front, rear, pedal and wheel reflectors are easily removed by unscrewing their respective mounting bolts.

B. Adjustment and Maintenance

Be certain that mounting bolts are always properly tightened. Often clean your reflectors. If a reflector becomes cracked or otherwise damaged, replace it before riding your bicycle at night.

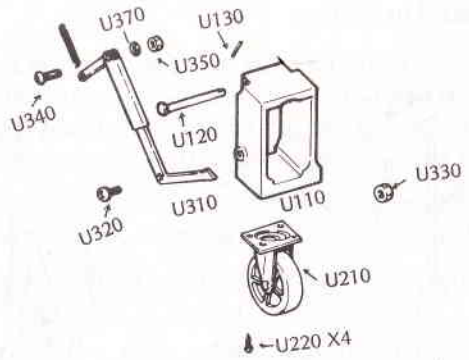
Although a head lamp may not be included withDAHON Folder , if you ride your bicycle at night, it is strongly recommended–if not required–that an adequate lamp be installed. So that the bicycle can be fully unfolded, this headlamp must be easily removable. When attached, be certan that it provides ample lighting and is properly adjusted.

Caution: Never adjust reflectors with levers or pointed tools which may crack, scratch and otherwise damage the reflector or other parts of the bicycle.

6.3.16 Caster Wheel (Third Wheel)

A. Disassembly—

Unscrew the two elbow assembly mounting bolts (U-320 and U-340), and remove the elbow assembly. Take out the pin (U-120) by first removing the spring clip retainer (U-130) and tapping it out. To remove the caster wheel (U-210), loosen the 4 screws (U-220) which mount it to the caster wheel bracket (U-110).



B. Trouble Shooting and Maintenance

The caster wheel is made of 3 separate components. Cracked, bent, broken or excessively worn components demand replacement. If bolt or screws do not tighten properly, or if the pin is bent or spring pin damaged, replace the necessary fasteners. Always use new mounting screws (U-220) when replacing the caster wheel (U-210). Replace all mounting screws (U-220) together; be careful not to overtighten them, thus stripping out the holes in the bracket (U-110) and causing replacement of this piece.

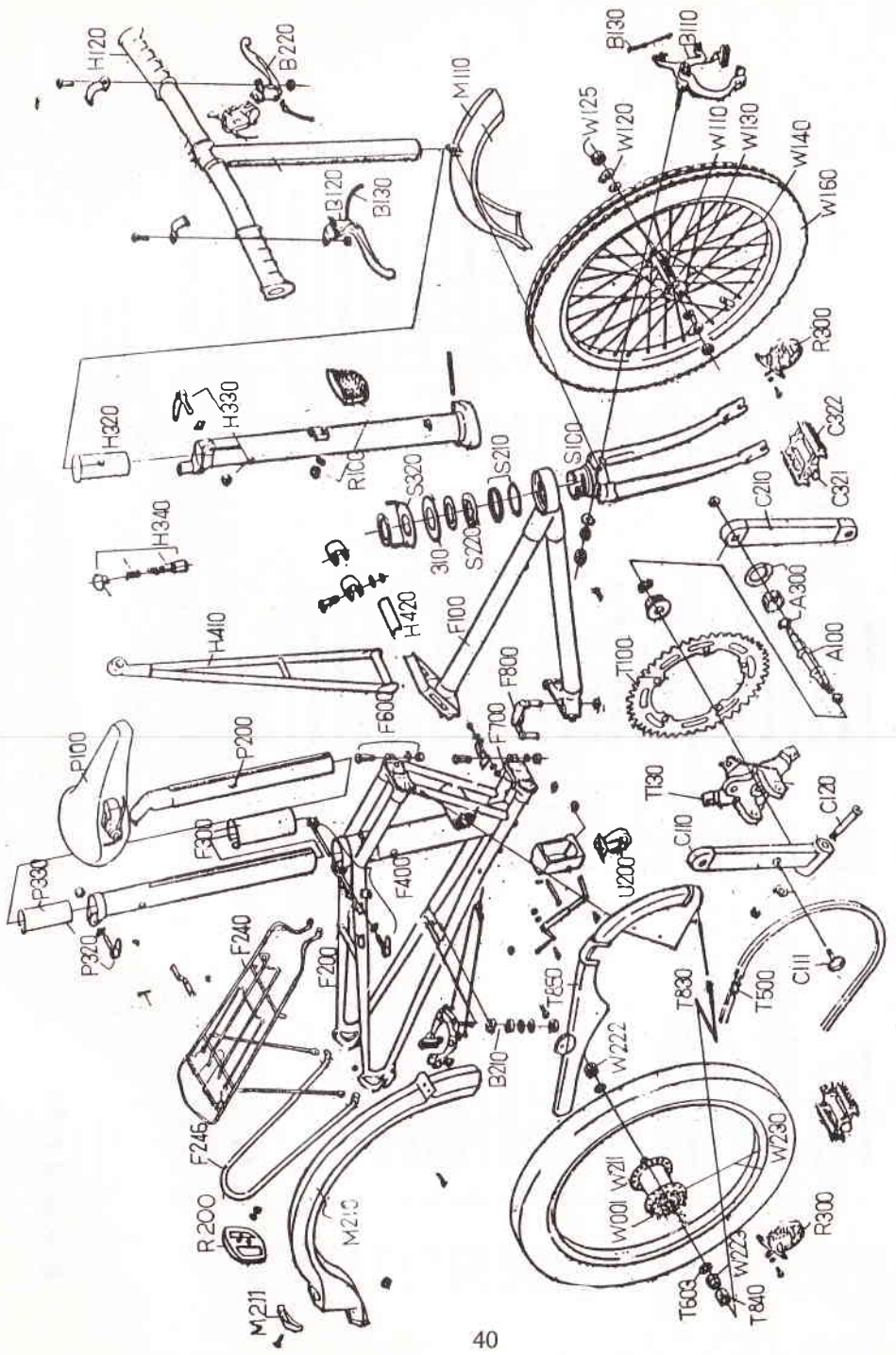
The elbow assembly will not function properly if it is bent. Try to straighten it out by hand. If this does not work, replace the assembly.

Caution: Failure to raise the caster wheel before riding, or forceful impact against the caster wheel assembly whether in its up or down position, may cause severe damage to the caster wheel assembly.

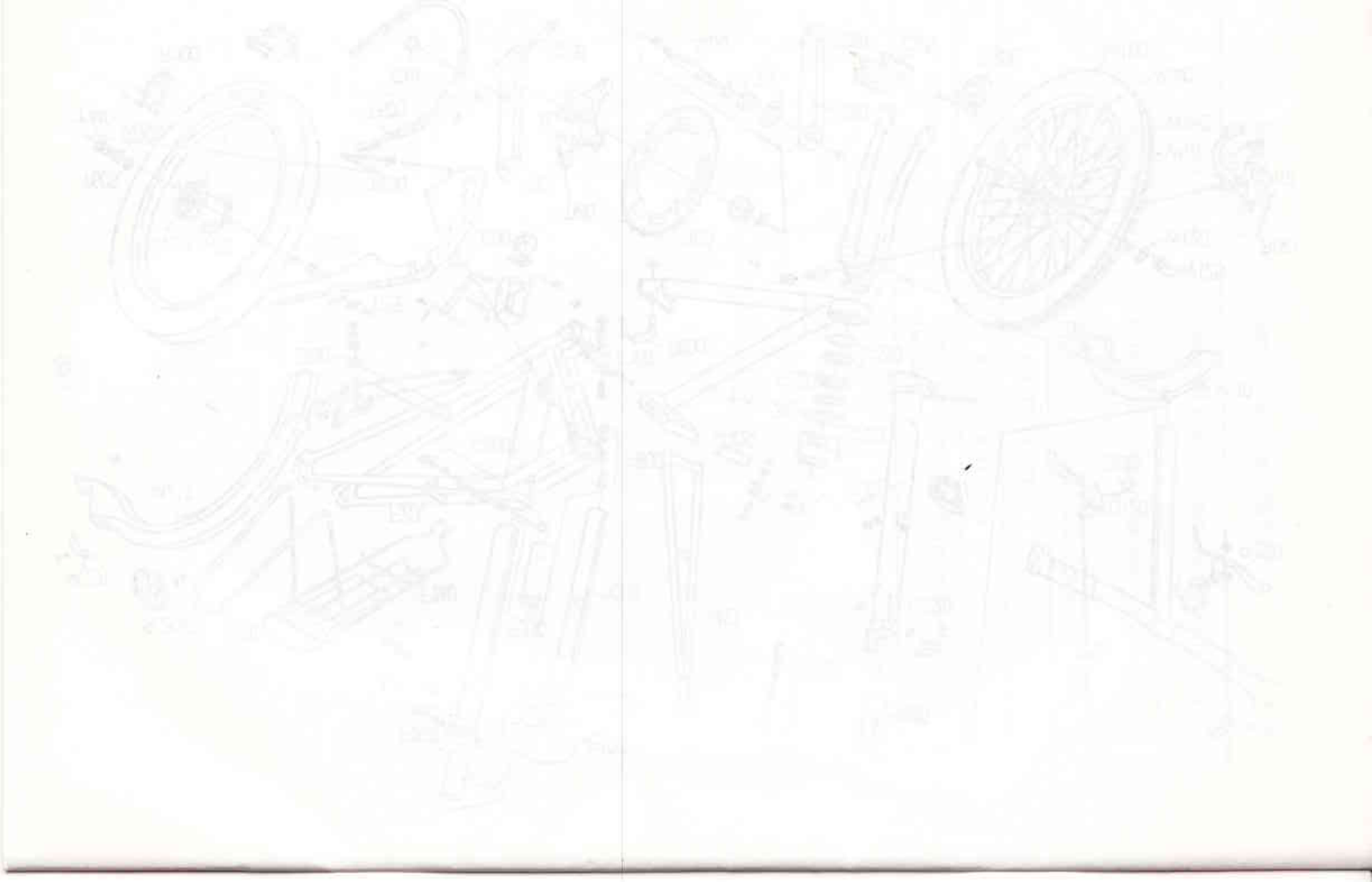
7. SPECIFICATIONS

Bicycle	Unfolded size	52½" Lx19" Wx40"H max.
	Folded size	27" Lx9 ½"xWx17"H
	Weight	28 pounds
Frame	Front Frame	Built of 1-1/8" plain gauge hardened stainless steel tubing and stainless steel investment castings.
	Rear Frame	– Top tubes and chain stays made of ¾" hardened stainless steel tubing. – Lower seat post made of 1-5/8" plain gauge hardened stainless steel tubing. – Lugs are of investment castings.
	Front Fork	– Fork blade made of 1-1/8" plain gauge hardened stainless steel tubing. – Fork crowns are of investment casting.
Saddle & Seat Post	Saddle	Padded vinyl top racing saddle
	Upper Seat Post	1-1/8" plain gauge hardened stainless steel
S Steel Tubing	Middle Seat Post	1-13/32" plain gauge hardened stainless steel tubing
Handlebar	Handlebar	7/8 light alloy
	Handlebar Stem Top	Light alloy
	Handlebar Stem	1-1/8" plain gauge hardened stainless steel tubing
	Handlebar Post	1-3/8" plain gauge hardened stainless steel tubing
Wheel	Rim	16 x 1.75
	Tires & Tubes	16 x 1.75, tire pressure 45 psi
	Spokes	15g
	Front Hub	Light alloy, small flanged, 36 holes
	Gear Hub (Rear) (3-speed)	Suntour 3-speed, gear hub 36 holds 13T hub cog

	Rear Hub Single Speed	Semi-flanges steel, 36 holes
e	Front Brake	Side-pull design caliper, forged light alloy brake
	Rear Brake	Center-pull design caliper, forged light alloy brake
and k	Crank	Investment casted cotter crank, 6½" long
	Chain Wheel	½" x 3/32" x 52T
n		½" x 3/32" x 47 links
ls		Light alloy made, rat-trap with amber reflectors



※ For W211 Répare Service Please Contact Sturmey Archer World Wide Service Station



8. Parts List :

A. Crank Axle Ass'y
B. Brake System
C. Crank System
F Frame
H. Handlebar System
M Mudguard
P. Seat Post System
R. Reflectors and Lamp
S. Steering System
T. Transmission System
U. Caster Wheel Ass'y
W Wheels

A100	1	crank axle assembly (ass'y)
A200	1	right bearing and race ass'y
A300	1	left bearing and race ass'y
B110	1	front side pull caliper brake
B120	1	front brake lever
B130	1	front brake cable
B210	1	rear center pull caliper brake
B220	1	rear brake cable ass'y
C110	1	crank, RH
C111	1	crank bolt
C120	1	crank pin ass'y, RH
C210	1	left crank
C311	1	pedal, RH
C312	2	pedal reflector
C321	1	pedal, LH
C322	2	pedal reflector
F100	1	front frame
F220	1	rear frame
F240	1	carrier
F246	1	mudguard stay
F300	1	plastic bushing bushing
F400	1	quick-release clamp ass'y
F600	2	lug pin ass'y
F700	1	frame latch safety hook ass'y
F800	1	frame latch ass'y
H110	1	handlebar
H120	2	handlebar grip
H320	1	plastics bushing
H330	1	quick release clamp ass'y
H340	1	brace coupling pin ass'y
H410	1	brace
H420	1	half sleeve ass'y
M110	1	front mudguard ass'y
M210	1	rear mudguard ass'y
M211	1	rear mudguard support
P100	1	saddle
P200	1	upper seat post
P310	1	mid seat post
P320	1	quick-release clamp ass'y
P330	1	plastics bushing
R100	1	front reflector
R200	1	rear reflector
R300	2	wheel reflector
S100	1	fork ass'y
S210	1	bearing
S220	1	bearing adjusting nut
S310	1	bearing cover
S320	1	steeringccoupler
S330	1	pin
S340	1	lock nut
T100	1	chain wheel & spider ass'y
T120	1	chain wheel support
T200	1	crank latch with bolts
T300	1	chain guard ass'y
T500	1	chain
T601	1	3 speed hub cob
T602	1	single speed hub cog*
T603	2	washer
T810	1	trigger gear control lever
T820	1	3-speed control cable set
T830	1	indicator coupling
T840	1	indicator coupling protector
T850	1	chain cover
U100	1	caster wheel bracket ass'y
U200	1	caster wheel with bolts
U300	1	Elbow ass'y
W100	1	front hub ass'y
W120	2	safety washer
W125	2	front wheel lugs
W130	36	spoke-front wheel
W140	1	rim, 16x1.75**
W150	1	inner tube, 16x1.75*
W160	1	tire, 16x1.75**
W210	1	rear hub ass'y-single speed*
W221	1	3 speed gear hub
W222	1	left nut
W223	1	right nut
W230	36	spoke – 3 speed
W270	36	spoke, rear wheel, single speed
*		item not shown
**		same item front and rear