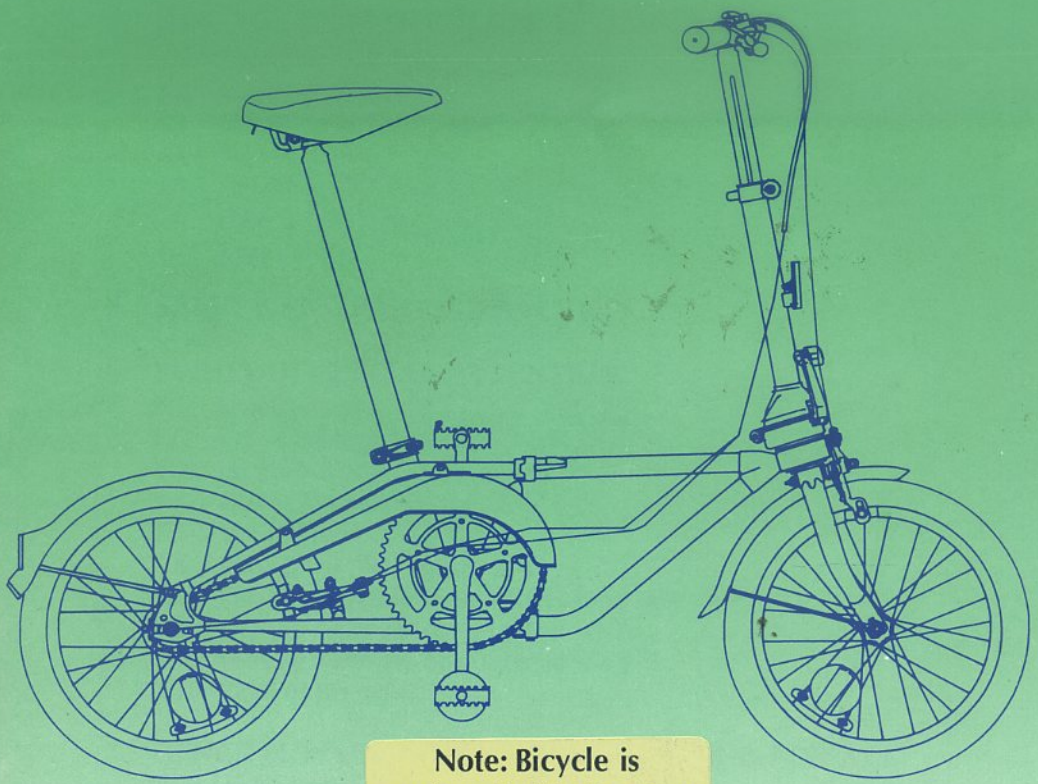
FOLDERS by DAHON

User's Manual

MODEL: P, JP, EP, EXP, EDP3



Note: Bicycle is equipped with the Easy Twist-Off Pedal

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

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1. INTRODUCTION

Congratulations, you have just acquired a fine product. Your Folder by DAHON comes to you fully assembled and is easily adjusted to perfectly fit your preferences. This bike 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) and (warning).

Caution: To prevent component failure or damage.

Warning: To prevent injury to the rider or others.

This manual covers most DAHON Folding Bicycles. Some features described in this manual may not apply to your particular DAHON Folder, and other features may be optional.

2. RESPONSIBILITIES AND SECURITY

2.1 Owner's Responsibility

1. Follow the instructions in this manual and any other literature supplied with this bicycle.

The owner is responsible for performing specified maintenance service to keep this bicycle in safe operating condition.

2. The warranty card for your Folder by DAHON should be completed and returned to enjoy your Privileges.

Warning: Prior to riding, check equipment "Safety and Parts Inspection" (Sec. 5).

2.2 Protection Against Theft

1. Record the serial number of your bicycle _____. It is located on bottom bracket (F250 M50)

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

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

_____

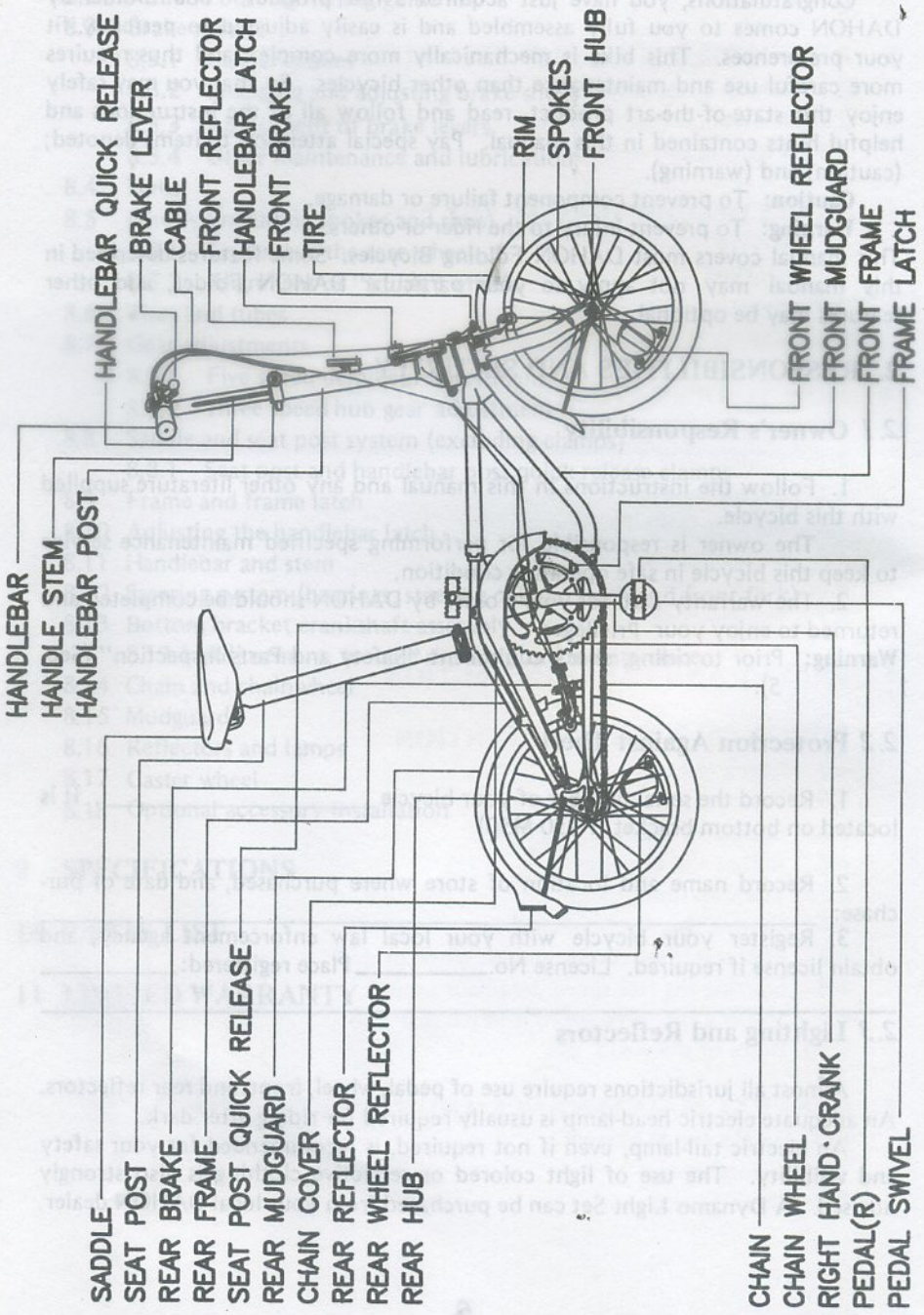
2.3 Lighting and Reflectors

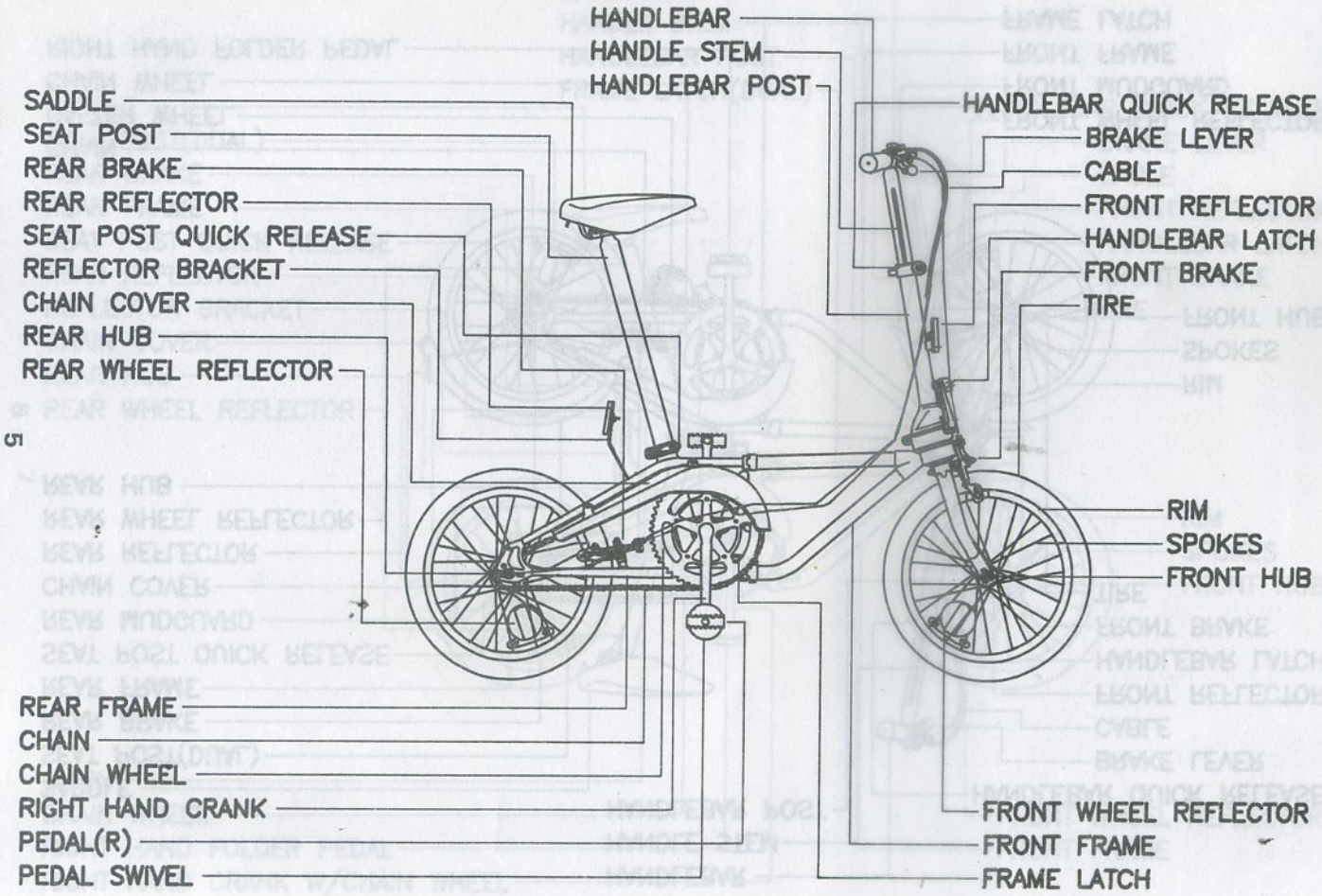
Almost all jurisdictions require use of pedal, wheel, front, and rear reflectors. An adequate electric head-lamp is usually required for riding after dark.

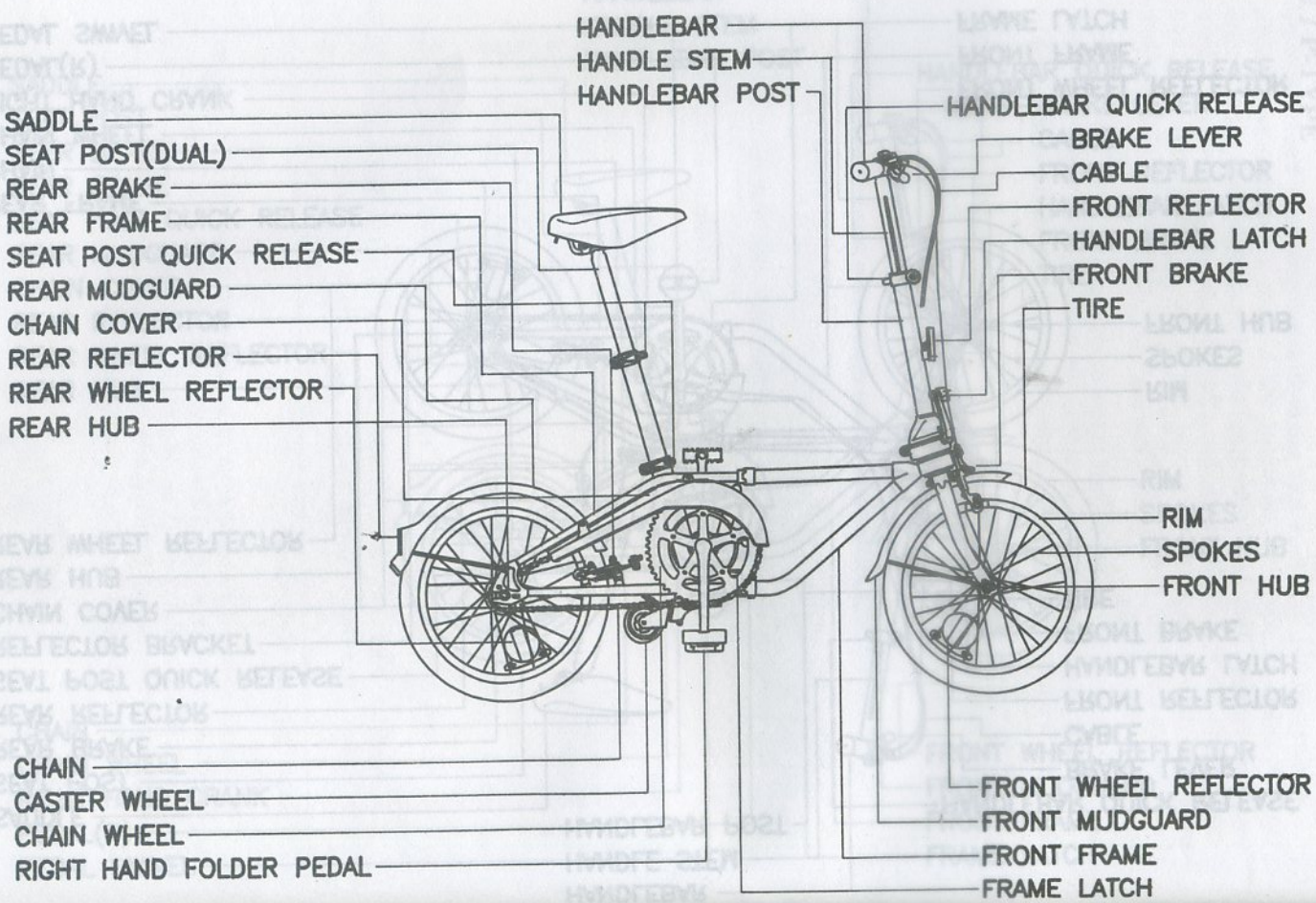
An electric tail-lamp, even if not required, is recommended for your safety and visibility. The use of light colored or reflective clothing is also strongly advised. A Dynamo Light Set can be purchased from your local DAHON dealer.

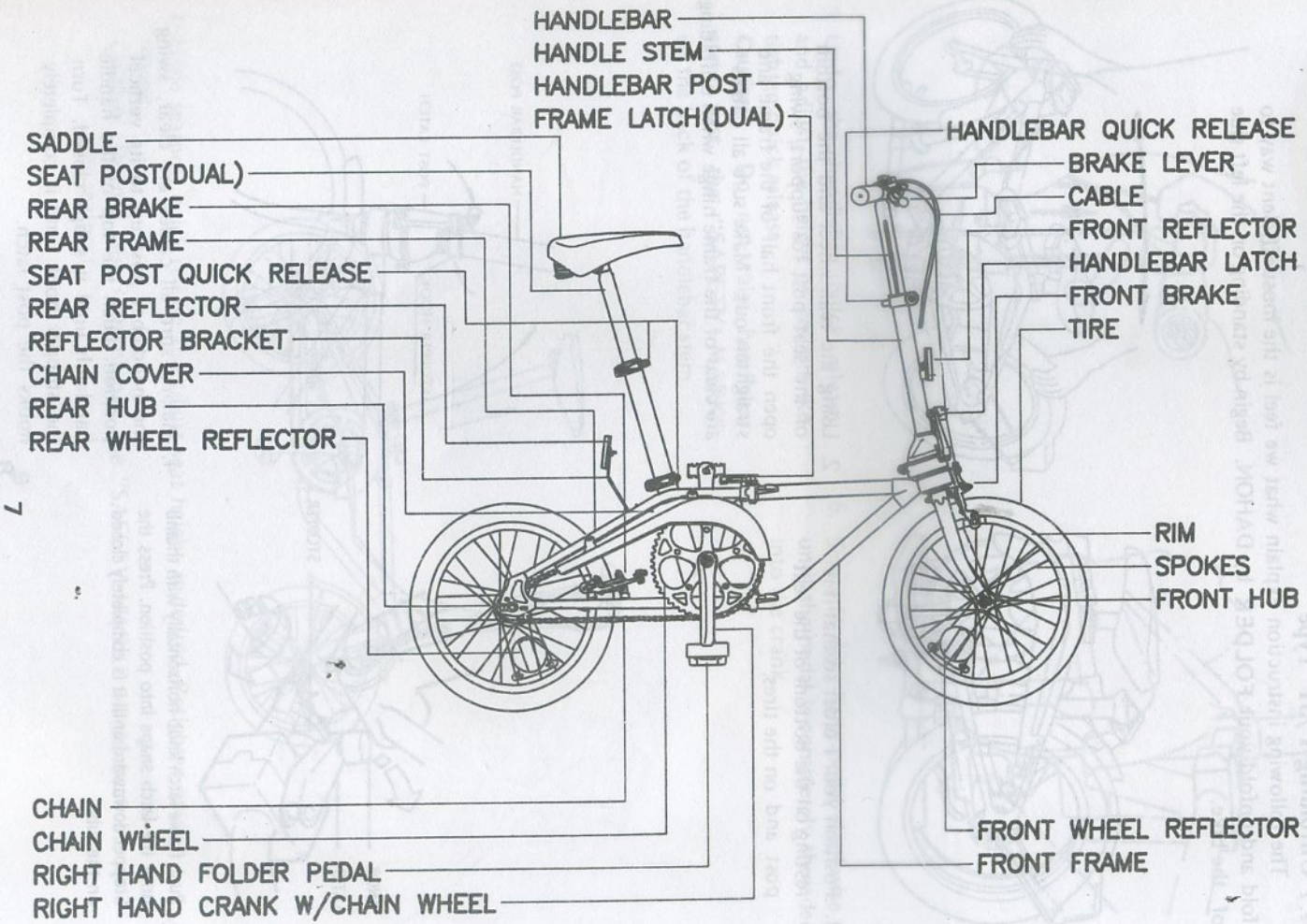
3. PARTS DESCRIPTION OF THE FOLDER BY DAHON

3.1 P-TYPE




HANDLEBAR
HANDLE STEM
HANDLEBAR POST
SADDLE
SEAT POST
REAR BRAKE
REAR REFLECTOR
SEAT POST QUICK RELEASE
REFLECTOR BRACKET
CHAIN COVER
REAR HUB
REAR WHEEL REFLECTOR
HANDLEBAR QUICK RELEASE
BRAKE LEVER
CABLE
FRONT REFLECTOR
HANDLEBAR LATCH
FRONT BRAKE
TIRE
RIM
SPOKES
FRONT HUB
REAR FRAME
CHAIN
CHAIN WHEEL
RIGHT HAND CRANK
PEDAL(R)
PEDAL SWIVEL
FRONT WHEEL REFLECTOR
FRONT FRAME
FRAME LATCH

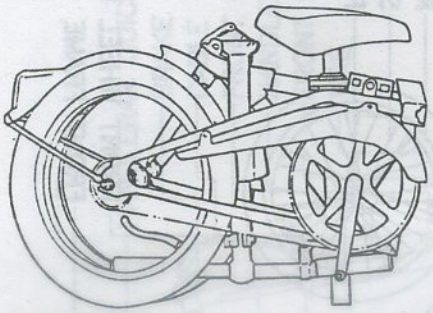

HANDLEBAR
HANDLE STEM
HANDLEBAR POST
HANDLEBAR QUICK RELEASE
BRAKE LEVER
CABLE
FRONT REFLECTOR
HANDLEBAR LATCH
FRONT BRAKE
TIRE
SADDLE
SEAT POST(DUAL)
REAR BRAKE
REAR FRAME
SEAT POST QUICK RELEASE
REAR MUDGUARD
CHAIN COVER
REAR REFLECTOR
REAR WHEEL REFLECTOR
REAR HUB
RIM
SPOKES
FRONT HUB
CHAIN
CASTER WHEEL
CHAIN WHEEL
RIGHT HAND FOLDER PEDAL
FRONT WHEEL REFLECTOR
FRONT MUDGUARD
FRONT FRAME
FRAME LATCH


HANDLEBAR
HANDLE STEM
HANDLEBAR POST
FRAME LATCH(DUAL)
SADDLE
SEAT POST(DUAL)
REAR BRAKE
REAR FRAME
SEAT POST QUICK RELEASE
REAR REFLECTOR
REFLECTOR BRACKET
CHAIN COVER
REAR HUB
REAR WHEEL REFLECTOR
HANDLEBAR QUICK RELEASE
BRAKE LEVER
CABLE
FRONT REFLECTOR
HANDLEBAR LATCH
FRONT BRAKE
TIRE
RIM
SPOKES
FRONT HUB
CHAIN
CHAIN WHEEL
RIGHT HAND FOLDER PEDAL
RIGHT HAND CRANK W/CHAIN WHEEL
FRONT WHEEL REFLECTOR
FRONT FRAME

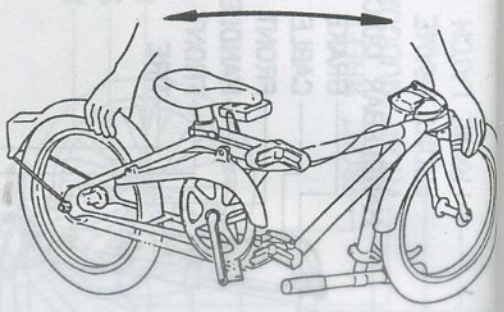
4. HOW TO OPERATE THE FOLDER BY DAHON

4.1 Unfolding-P/JP Type

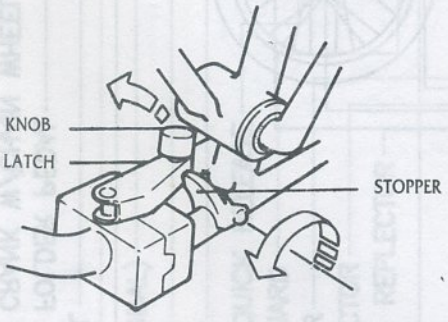
The following instruction explain what we feel is the most efficient way to fold and unfold your **FOLDER** by DAHON. Begin by standing on the left side of the bike.



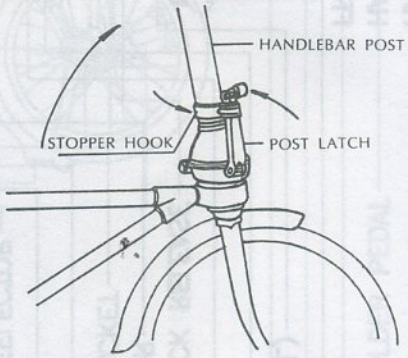
1. Position your Folder so that it is resting on the bottom of the seat post and on the tires.



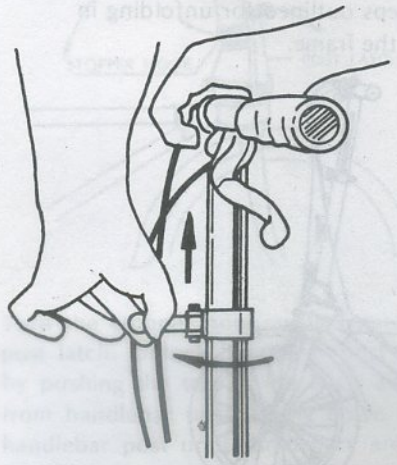
2. Using the rear wheel and the bottom of the seat post for support, swing open the front half of the frame and straighten out. Make sure all cables are clear of the frame hinge when unfoldin



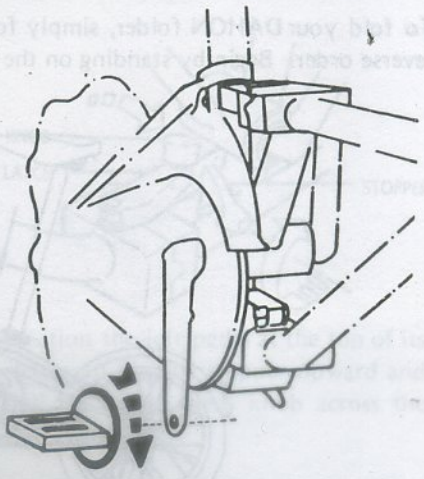
3. Push frame latch knob horizontally with thumb until the latch snaps into position. Press the Stopper downward until it is completely closed on the tube.



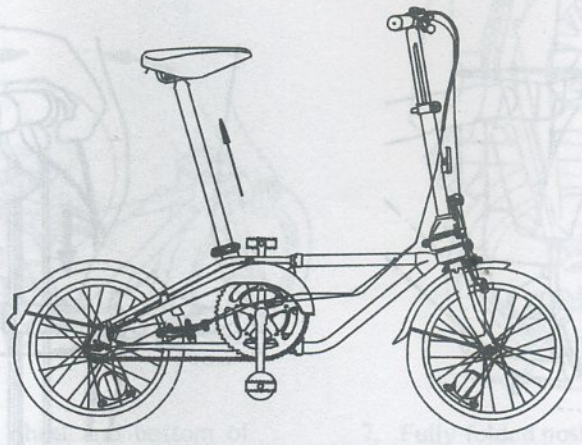
4. Making sure all cables are clear, swing the handlebar post up to its vertical position. Push the top of the handlebar latch until it snaps closed. Turn the stopper hook until it completely hooks the post latch.



5. Undo the handlebar quick release, and adjust the height as desired. Re-tighten quick release.
   Caution: Do not raise handlebar stem past the "SAFETY MARK" on the back of the handlebar stem.



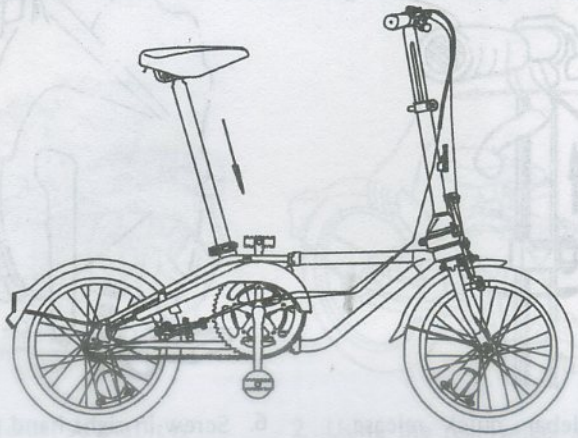
6. Screw in right hand pedal clockwise until the pedal is completely threaded into the crank.



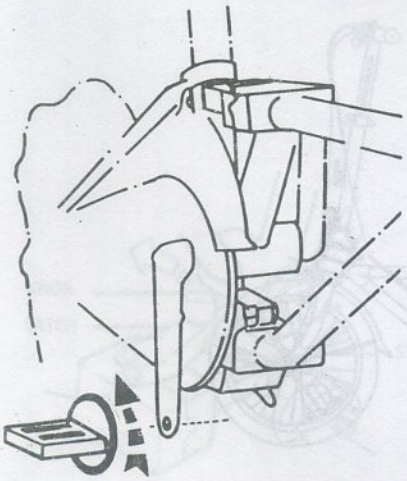
7. Undo seatpost quick release and adjust seat height as desired. Retighten quick release.
   Caution: Do not raise seatpost past the "SAFETY MARK" on the back of the seatpost.

4.2 **Folding-P/JP Type**

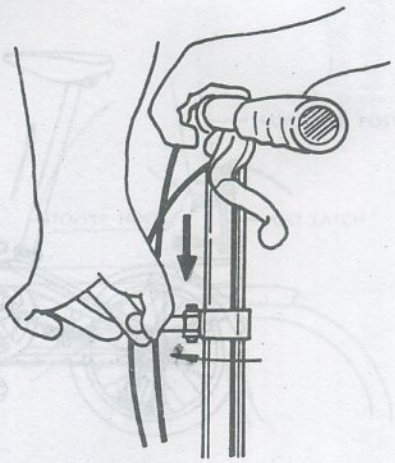
To fold your DAHON folder, simply follow the steps outlined for unfolding in reverse order. Begin by standing on the left side of the frame.



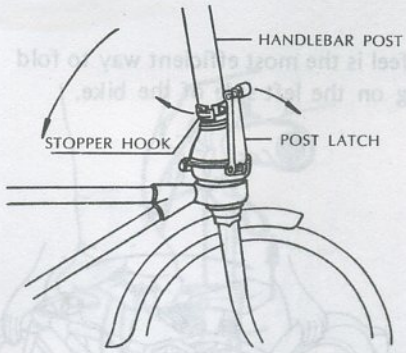
1. Undo seatpost quick release and lower seat. Retighten quick release.



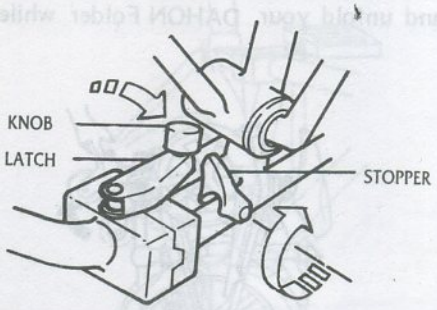
2. Unscrew right hand pedal.



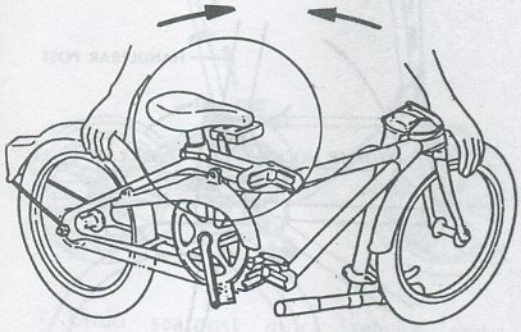
3. Undo handlebar quick release and lower handlebars. Retighten quick release.



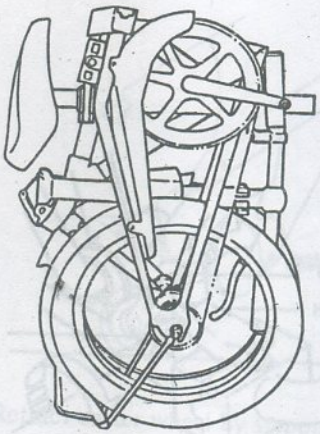
4. Turn the stopper hook away from the post latch. Unlock handlebar post latch by pushing the top of the latch away from handlebar post. Swing down handlebar post until handlebars are upside-down.



5. Position the left pedal at the top of its stroke to flip the stopper upward and pull the frame latch knob across the frame to open.



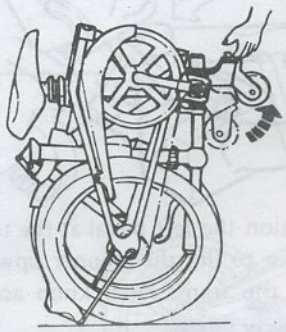
6. Using the rear wheel and bottom of the seatpost for support, swing the front half of the frame back until the wheels are side by side.



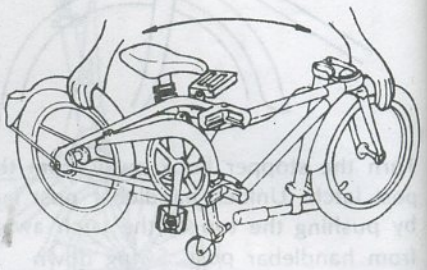
7. Fully folded position.

4.3 Unfolding-EDP3/EP Type

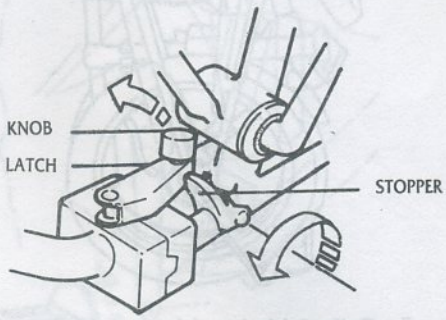
The following instructions explain what we feel is the most efficient way to fold and unfold your DAHON Folder while standing on the left side of the bike.



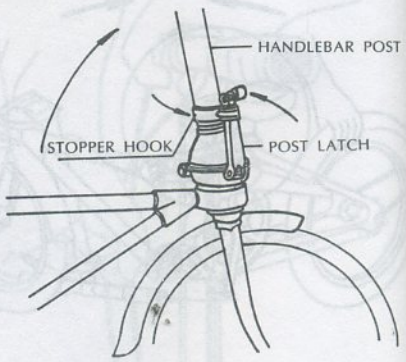
1. Flip out the caster wheel, pull the metal lever by hand.



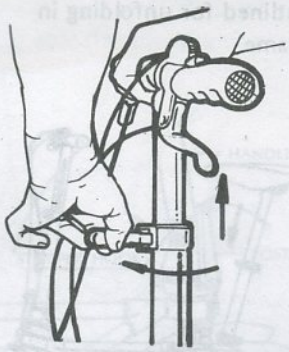
2. Using the rear wheel and the caste wheel for support, swing open th front half of the frame and straighte out. Make sure all cables are clear o the frame hinge when unfolding.



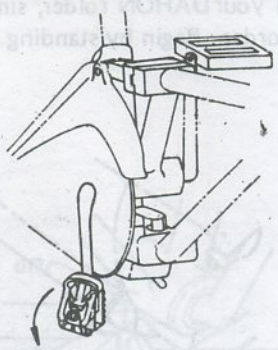
3. Push frame latch knob horizontally with thumb until the latch snaps into position. Press the Stopper downward until it is completely closed on the tube.



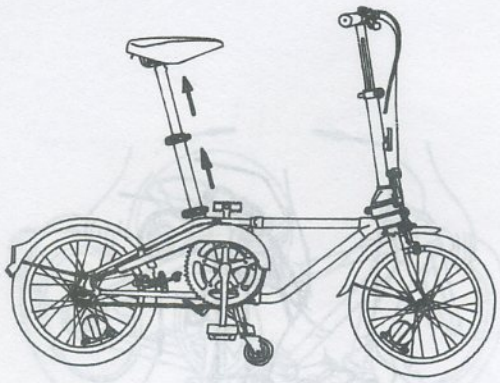
4. Making sure all cables are clear, swi the handlebar post up to its vertical position. Push the top of the handle bar latch until it snaps closed. Turn the stopper hook until it completely hooks the post latch.



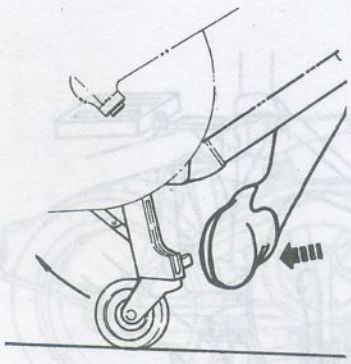
5. Undo the handlebar quick release, and adjust the height as desired. Re-tighten quick release.
   Caution: Do not raise handlebar stem past the "SAFETY MARK" on the back of the handlebar stem.



6. Swing the right hand pedal down with your hand.



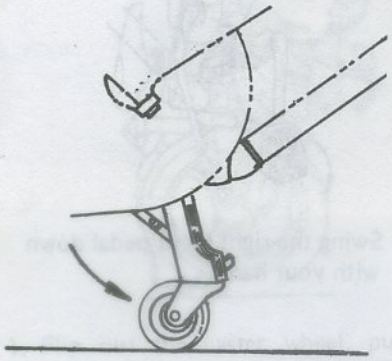
7. Undo seatpost quick release and adjust seat height as desired.
   Caution: Do not raise seatpost past the "SAFETY MARK" on the back of the seatpost.



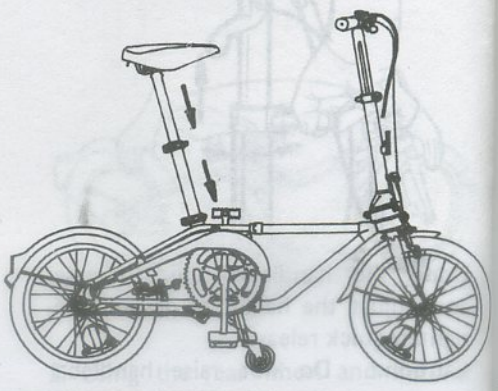
8. Retract caster wheel by stepping down on lever.
   Caution: Failure to retract the caster wheel before riding can seriously damage it.

4.4 Folding-EDP3/EP Type

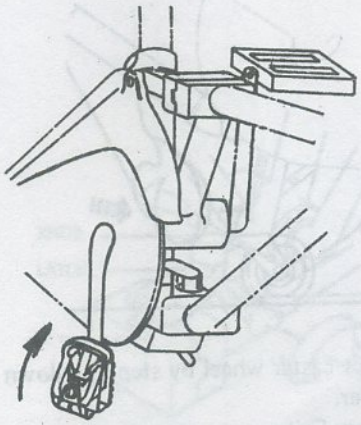
To fold your DAHON folder, simply follow the steps outlined for unfolding in reverse order. Begin by standing on the left side of the frame.



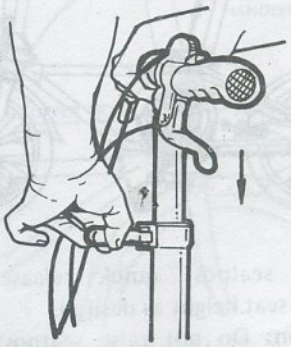
1. Flip out the caster wheel, pull the metal lever by hand.



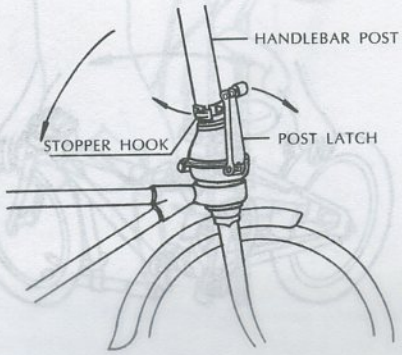
2. Undo seatpost quick release and lower seat. Retighten quick release.



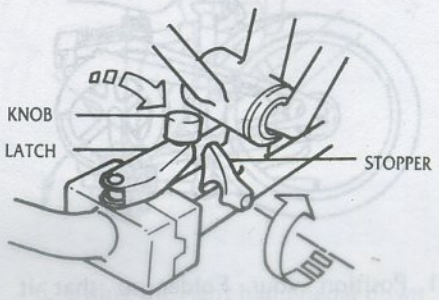
3. Fold up the right pedal.



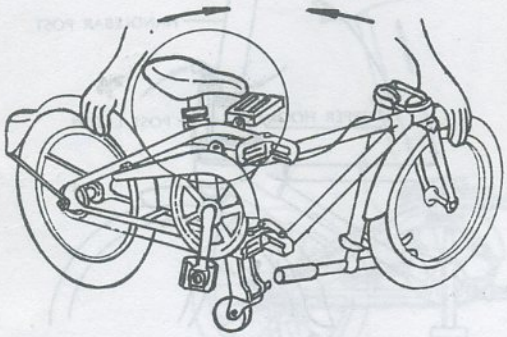
4. Undo handlebar quick release and lower handle bars, retighten quick release.



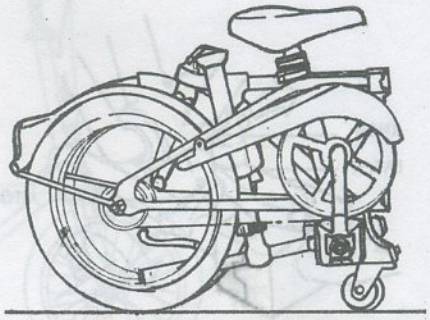
5. Turn the stopper hook away from the post latch. Unlock handlebar post latch by pushing the top of the latch away from handlebar post. Swing down handlebar post until handlebars are upside-down.



6. Position the left pedal at the top of its stroke to flip the stopper upward and pull the frame latch knob across the frame to open.



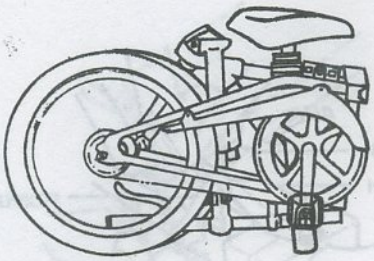
7. Using the rear wheel and the caster wheel for support, swing the front half of the frame back until the wheels are side by side.



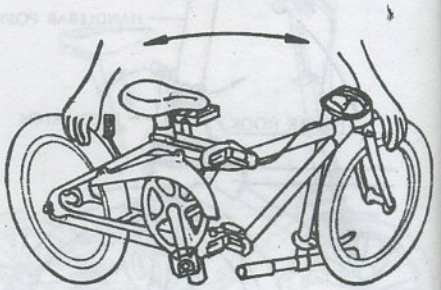
8. Fully folded position.

4.5 Unfolding-EXP Type

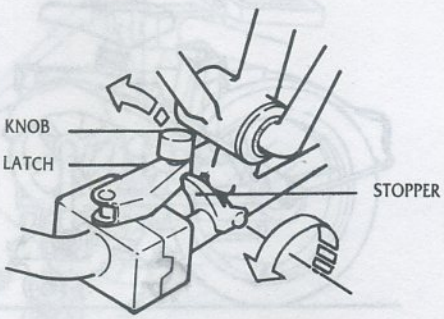
The following instruction explain what we feel is the most efficient way to fold and unfold your **FOLDER** by DAHON. Begin by standing on the left side of the bike.



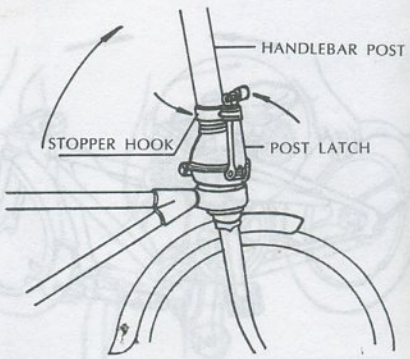
1. Position your Folder so that it is resting on the bottom of the seat post and on the tires.



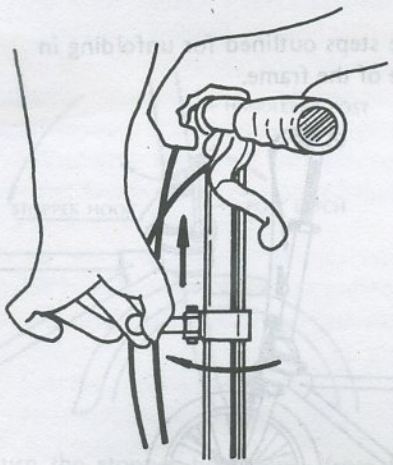
2. Using the rear wheel and the bottom of the seatpost for support, swing open the front half of the frame and straighten out. Make sure all cables are clear of the frame hinge when unfolding.



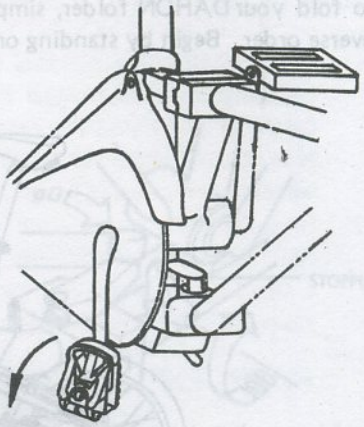
3. Push frame latch knob horizontally with thumb until the latch snaps into position. Press the Stopper downward until it is completely closed on the tube.



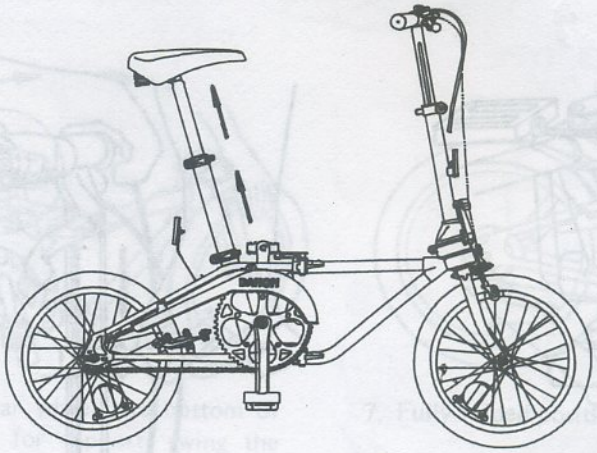
4. Making sure all cables are clear, swin the handlebar post up to its vertical position. Push the top of the handle-bar latch until it snaps closed. Turn the stopper hook until it completely hooks the post latch.



5. Undo the handlebar quick release, and adjust the height as desired. Retighten quick release.
   Caution: Do not raise handlebar stem past the "SAFETY MARK" on the back of the handlebar stem.



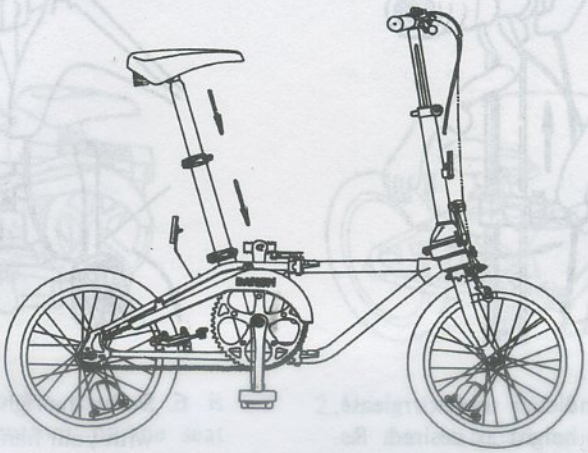
6. Swing the right hand pedal down with your hand.



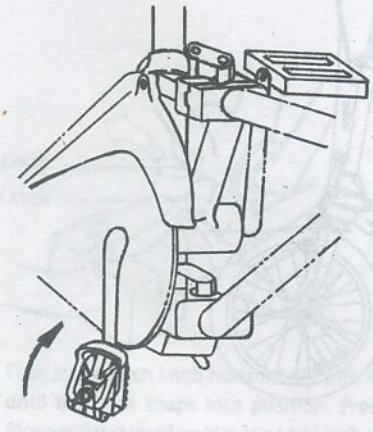
7. Undo seatpost quick release and adjust seat height as desired. Retighten quick release.
   Caution: Do not raise seatpost past the "SAFETY MARK" on the back of the seatpost.

4.6 **Folding-EXP Type**

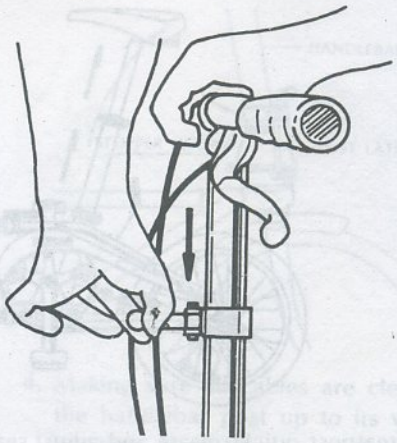
To fold your DAHON folder, simply follow the steps outlined for unfolding in reverse order. Begin by standing on the left side of the frame.



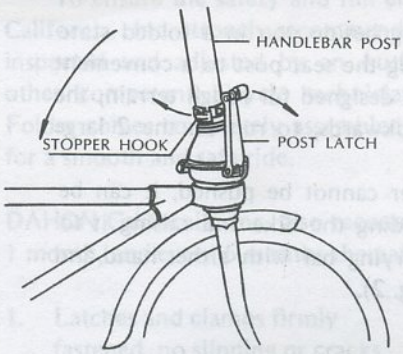
1. Undo seatpost quick release and lower seat. Retighten quick release.



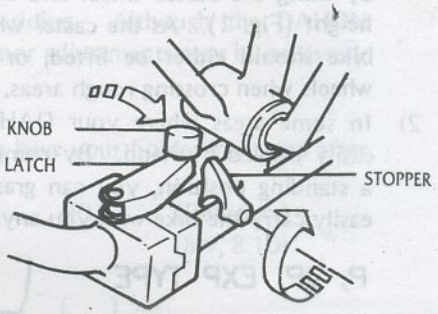
2. Fold up the right pedal.



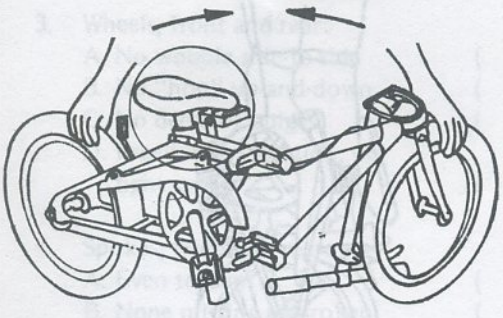
3. Undo handlebar quick release and lower handlebars. Retighten quick release.



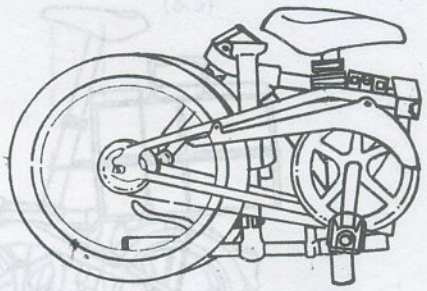
4. Turn the stopper hook away from the post latch. Unlock handlebar post latch by pushing the top of the latch away from handlebar post. Swing down handlebar post until handlebars are upside-down.



5. Position the left pedal at the top of its stroke to flip the stopper upward and pull the frame latch knob across the frame to open.



6. Using the rear wheel and bottom of the seatpost for support; swing the front half of the frame back until the wheels are side by side.



7. Fully folded position.

4.7 Transporting

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

1) Your 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. 1). 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 your 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. 2).

P, JP, EXP TYPE



Fig. 2

EP, EDP3 TYPE

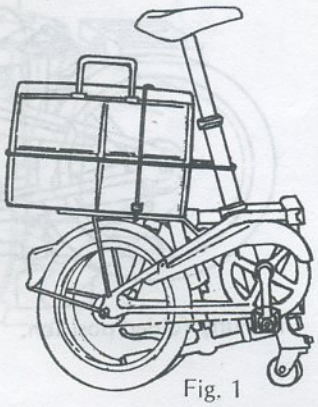


Fig. 1

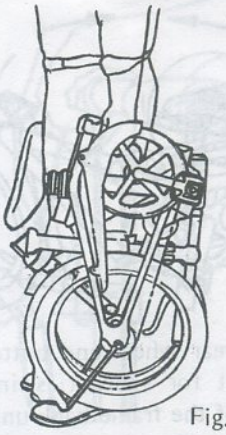


Fig. 2

Your DAHON Folder in its folded state is very portable and can be placed compactly lying, standing or leaning in all sorts of small convenient plates. It is easily fitted under bus seats, subway seats, in car trunks, lockers, and any space measuring at least 10" x 18" x 28".

5. SAFETY AND PARTS INSPECTION

To ensure the safety and full enjoyment of your DAHON Folder. DAHON California. Inc. strongly recommends you have your DAHON Folder thoroughly inspected and adjusted by an Authorized DAHON Folding Bicycle dealer or other competent bicycle technician, before riding. Although the DAHON Folder comes completely assembled, initial minor adjustments may be necessary for a smooth and safe ride.

DAHON California, Inc. also recommends you have your Folder inspected after 1 month, and every 6 months thereafter.

		(OK)	(FIX)	(Ref. Sec.)
1.	Latches and clamps firmly fastened, no slipping or cracks.			(8.9, 8.10)
	A. Frame latch	( )	( )	
	B. seat post clamps	( )	( )	
	C. Handlebar clamp	( )	( )	
	D. Handlebar post latch	( )	( )	
2.	Tires, front and rear:			(8.6)
	A. Inflation pressure (50 psi)	( )	( )	
	B. Valve straight	( )	( )	
	C. Adequate tread, no cuts	( )	( )	
	D. No uneven wear, bulges	( )	( )	
	E. Properly seated on rim	( )	( )	
3.	Wheels, front and rear:			(8.5)
	A. No wobble side-to-side	( )	( )	
	B. No "hop" up-and-down	( )	( )	
	C. No dents or bulges	( )	( )	
	D. Freedom of rotation, no tight spots	( )	( )	
4.	Spokes, front and rear:			(8.5)
	A. Even tension	( )	( )	
	B. None missing or broken	( )	( )	
5.	Frame, fork and post:			(8.9, 8.12)
	A. No bent components	( )	( )	
	B. No cracks	( )	( )	

C. No gaps between components ( ) ( )
D. Post movement firm, smooth — no wobbling ( ) ( )
E. Knob ( ) ( )

6. Brakes, front and rear: (8.3)
A. Mounted properly, no loose bolts or parts ( ) ( )
B. Shoes grip firmly, no slipping ( ) ( )
C. Release action solid, equal ( ) ( )
D. No excessive wear ( ) ( )
E. No rubbing at any point ( ) ( )
F. No broken or kinked cables ( ) ( )
G. Cables attached properly ( ) ( )

7. Steering and handlebar: (8.12)
A. Smooth action of steering head bearing ( ) ( )
B. Firm, not loose or binding steering head bearing ( ) ( )
C. No play in handlebar post, or handlebar ( ) ( )
D. Adjusted to proper height and latched ( ) ( )
E. Properly positioned brake and gear controls ( ) ( )
F. Tightened brake and gear cables and mounts ( ) ( )
G. Smooth telescope action ( ) ( )
H. No cracks or bent members ( ) ( )

8. Saddle and post: (8.8)
A. Properly adjusted ( ) ( )
B. No slipping or wobbling ( ) ( )
C. No cracks or excessively worn parts ( ) ( )
D. Not excessively extended ( ) ( )

9. Pedals, left and right:
A. Firmly tightened into crank ( ) ( )
B. Bearings turn smoothly ( ) ( )

10.	Crank, chain wheel, and bottom bracket bearings:		(8.13, 8.14)
	A. Crank firmly latched	( )	( )
	B. No loose or wobbling parts, pins secure	( )	( )
	C. No bends or cracks	( )	( )
	D. Firm, but not binding, bottom bracket bearings	( )	( )
	E. No worn, broken or bent teeth	( )	( )
11.	Hubs:		(8.4)
	A. Mounting nuts properly tightened	( )	( )
	B. Cog straight; no broken, cracked, or bent teeth	( )	( )
	C. Smooth spinning action	( )	( )
	D. Locking nuts & sleeves properly tightened	( )	( )
12.	Chain:		(8.14)
	A. Properly lubricated	( )	( )
	B. Attached securely, not too loose or tight	( )	( )
	C. Not rubbing against frame or guard	( )	( )
13.	Mudguards:		(8.15)
	A. No cracks	( )	( )
	B. No rubbing	( )	( )
14.	Carrier:		
	A. No cracks	( )	( )
	B. Securely fastened	( )	( )
15.	Reflectors:		(8.16)
	A. Clean	( )	( )
	B. Tightly fastened at proper angles	( )	( )

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

6. POINTS OF SPECIAL ATTENTION

Before each ride, special attention should be given to the following areas. If any one of these areas need adjustment, the bicycle should not be ridden until the proper adjustment is made.

6.1 Quick Releases

Make sure the seat post and handlebar quick releases are secure before riding. A properly adjusted quick release should allow the seat post and handlebar post to slide easily when opened. When closed, the seat post will support a rider up to 250 pounds, and will hold the handlebars securely.

To adjust, open the quick release lever and turn thumb nut clockwise to tighten its "grip," or counter-clockwise to loosen. Once the quick releases are adjusted, they will only need occasional adjustment and checking.

6.2 Frame Latch

Although the frame latch will not come unlocked during riding, it must be periodically adjusted to account for wear. To check the frame latch, close the latch. If it does not lock with TENSION, it must be adjusted. See Sec. 8.9 for adjustment procedure.

Warning: Always make sure the latch is locked before riding.

6.3 Handlebar Latch

The handlebar latch is much like the frame latch, it will not release while riding but must be periodically adjusted for wear. If the handlebar latch does not snap close with tension, it must be adjusted before riding. See 8.10 for adjustment procedures.

6.4 Brakes and Braking

The brakes are one of the most important parts of your DAHON Folder. Before your initial ride, you should familiarize yourself with the position of the brake lever(s). The right hand lever controls the rear brake while the left hand lever controls the front brake. For the most stopping power, use both brakes at the same time.

To be sure that your brakes will work well when you really need them, check them before every ride. To check the brakes squeeze each brake lever firmly. If either one touches the handlebar grip, the brake(s) need adjustment. See 8.3 for complete brake check list.

Warning: Never slam on the front brake as it may cause the rider to fall and result in possible injury. Also do not brake when standing on the pedals. Be extremely careful when braking on slippery or wet conditions.

6.5 Tire Inflation

Prior to riding the 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 or 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.

6.6 Getting the "Feel" of the Bike

Your Dahon Folder is a high performance bicycle designed for commuting and recreational use on paved roads. (**Warning**: Fast riding on unpaved areas could result in mechanical damage and bodily injury). Although your Dahon Folder is easy to ride for people of all ages and sizes, riders should be aware that the Dahon Folder is more maneuverable and responds faster than the typical large wheel bicycle and will require some initial familiarization. You can get the "feel" for the Dahon's steering, handling, and braking by testing the bicycle on a flat open area.

DAHON strongly recommends riders wear a hard shell helmet, brightly colored clothing and shoes when riding. At night, use lights and reflectors. In wet weather, allow more distance for stopping.

It is also recommended that you practice folding and unfolding your DAHON Folder so you can do it quickly and efficiently. After sufficient practice, you should be able to fold or unfold your DAHON Folder in 10—20 seconds.

6.7 Five and Three Speed Models: When to Shift

The purpose of a five speed model and the three speed internal hub model is to allow the rider to maintain consistent pressure and pace on the pedals despite changes in terrain.

When riding flat terrain on a five speed, choose one of the middle gears for easy pedaling with moderate pedal pressure. For the three speed, choose second gear.

When encountering hills on a five speed, a lower gear (bigger in size) should

be chosen. For the three speed, choose first gear.

It is best to shift gears before getting to the incline of the hill. If shifting is delayed, the extreme pressure on the pedals will make it difficult or even impossible to shift into a lower gear.

For a faster pace, choose a higher gear (smaller in size) on a five speed. For the three speed, choose third gear.

The key to proper shifting of either the five speed derailleur model, or the three speed internal hub model, is to find the most comfortable pedaling speed and effort to suit the rider in a specific terrain.

6.8 Shifting the Five Speed Derailleur Model

Shifting the DAHON five speed is not difficult. Once the rider has practiced for a short period of time, he or she will have the "feel" for the gears and will be able to anticipate gear changes.

To shift the derailleur, ease up on the pedal pressure, but keep the pedals and wheels in motion. Move the shifter until the desired gear is selected, pull the shifter back for low gears, push forward for high gears. Minor adjustments can be made with the shifter so that the chain runs quietly.

If the chain is rattling or making grinding noises, the gear change is not complete. You must finish the gear change by making minor adjustments with the shifter until the chain runs smoothly.

If the shift lever fails to stay in position, tighten the screw or thumbscrew at the center of the shift lever (see Fig. 1)

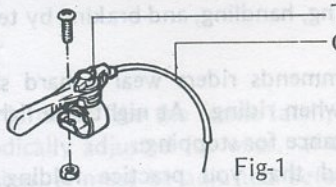
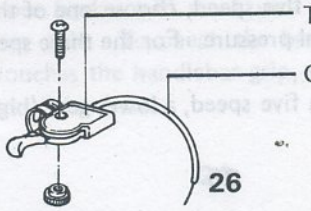


Fig-1

6.9 Shifting the Three Speed Internal Gear Hub

To shift the DAHON three speed, continue pedaling, but ease up on pedal pressure. Using the trigger shifter, select the desired gear. Begin pedaling in the new gear selection.

Warning: Never ride your bike with the derailleur or three speed hub improperly adjusted. Riding your bike when the gears "skip" may cause the rider to fall. Continued use of a misadjusted derailleur or three speed hub may also cause irreparable harm to the units.



6.10 Rules of the Road

There are 12 basic rules of cycling in the U.S. 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 possible 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 head-light and tail-light 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 forward.

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 stunt riding and jumping or organized competitive events. The user is warned that he assumes risk for injuries, losses and damage from such uses.

7. GENERAL MAINTENANCE AND CLEANING, CARE FOR ALL FOLDERS by DAHON

7.1 Maintenance

In addition to the before-riding "Safety and Parts Inspection" a thorough inspection of all inner and outer working parts should be performed by a professional bicycle dealer every 6 months. Regularly scheduled inspections are recommended for the safe use of the Folder by DAHON.

7.2 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 outdoors if possible.

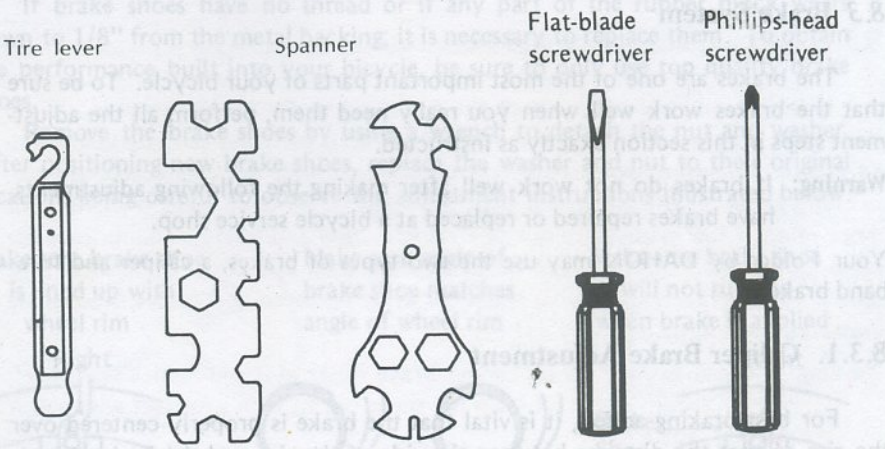
Caution: Do not allow any solvent or oil to get on the wheels or caster wheel; if you do, clean immediately.

8. ASSEMBLY, ADJUSTMENT AND TROUBLE SHOOTING

8.1 Tools

Your Folder is shipped completely assembled and with air in the tires. 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).

For your convenience, we sell a tool set.



8.2 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: 200-220
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

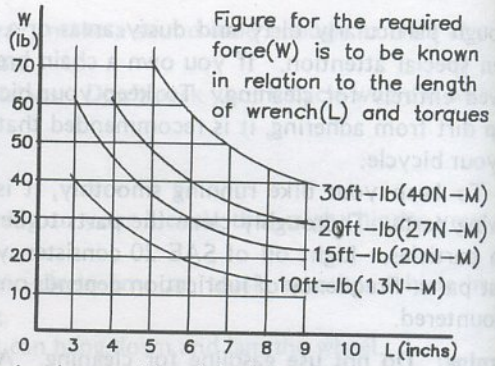


Figure for the required force(W) is to be known in relation to the length of wrench(L) and torques

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.

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

Warning: DAHON California strongly recommends you take your DAHON Folder to an Authorized DAHON dealer or other qualified bicycle service technician for all adjustments.

8.3 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.

Your Folder by DAHON may use the two types of brakes, a caliper and foreband brake.

8.3.1. Caliper Brake Adjustment

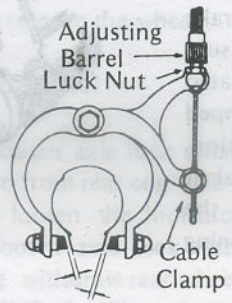
For best braking action, it is vital that the brake is properly centered over the rim so that the distance between the side of the rim and the brake shoe is 1/16 of an inch.

To center the brake, slightly loosen the mounting nut, and tap the return spring down on the side of the brake that is farther away from the rim. Retighten the mounting nut when brake is centered.

If mounting nut or bolt is stripped or bent, and cannot be tightened properly, it must be replaced immediately.

To adjust the caliper so that the brake shoes are 1/16 of an inch from the rim, loosen the adjusting barrel lock nut. Unscrew adjusting barrel counterclockwise until properly adjusted. Retighten locknut.

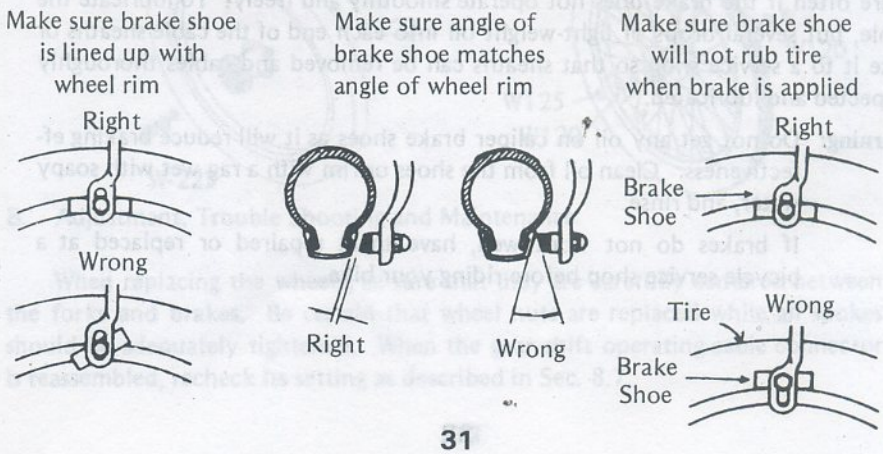
If there still is too much clearance between the brake shoes and the rim, the cable will have to be readjusted at the anchor bolt. Screw barrel adjuster all the way in and loosen the anchor bolt. (The anchor bolt is the bolt on the caliper that holds the brake inner wire). With your hand, squeeze the caliper together and at the same time, pull the slack out of the cable with a pair of pliers. Retighten anchor bolt. If it is still not close enough to the rim, readjust the barrel adjuster. Recheck tightness of anchor bolt.



8.3.2 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.

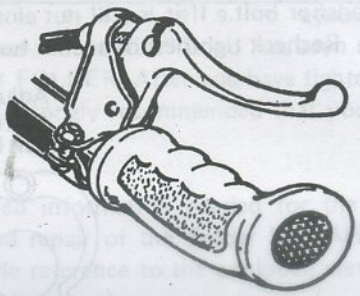
Remove the brake shoes by using a wrench to detach the nut and washer. After positioning new brake shoes, replace the washer and nut to their original location, being careful to observe the adjustment instructions illustrated below.



8.3.3. Adjustment of Brake Levers

Brake and gear control levers must be fixed into a specific position for proper folding of Folder by DAHON. 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.

8.3.4 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.

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

8.4 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 listes below.

8.5 Wheels (Including Spokes and Rims)

Disassembly: To remove the front wheel, turn the bicycle upside down, remove the outer nuts and safety washers on both sides of the axle, carefully spread the fork blades out, and remove the wheel.

8.5.1 To Remove The Rear Wheel

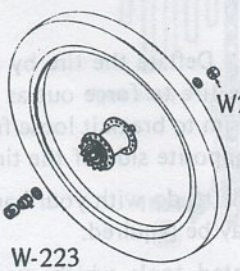
A. Disassembly

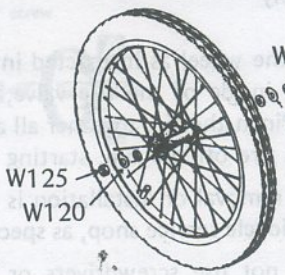
For one speed models— Loosen axle lock nuts, push wheel forward in the frame drop outs. Remove chain from rear cog and withdraw rear wheel.

For three speed models loosen the indicator lock nut and completely unscrew adjusting barrel. Loosen axle lock nuts and push wheel forward. Remove the chain from the cog withdraw rear wheel.

For five speed models— Shift derailleur down to the bottom cog. Loosen derailleur hanger fixing bolt and axle nuts. Pull rear wheel and derailleur assembly away from frame.

Note: It may be necessary to remove one caliper brake shoe (see Sec. 8.3) before the tire will move out between the brake shoes.





B. Adjustment, Trouble Shooting and Maintenance

When replacing the wheels, be sure that they are 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. 8.7.

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.

8.5.2 Alignment or "Truing" wheels

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.

Caution: Do not attempt to true the wheels if you are not familiar with truing techniques. Misadjustment of spoke tension may irreparably harm the wheels.

8.6 Tires and Tubes

A. Disassembly

Remove the wheel as instructed in Sec. 8.5.1. 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 valve. 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. 6.5 of this manual.

8.7 Gear Adjustments

If you are not familiar with five speed derailleurs or three speed internal gear hubs, DAHON California recommends you take your DAHON Folder to an Authorized DAHON dealer or qualified bicycle technician for adjustment and service.

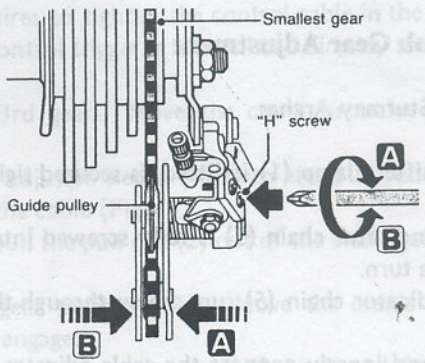
If you must adjust it yourself, carefully follow the instructions below.

8.7.1 Five Speed Derailleur Adjustment

If all five gears cannot be engaged smoothly, or if the chain goes past the top or bottom gear when shifting, the derailleur will have to be adjusted.

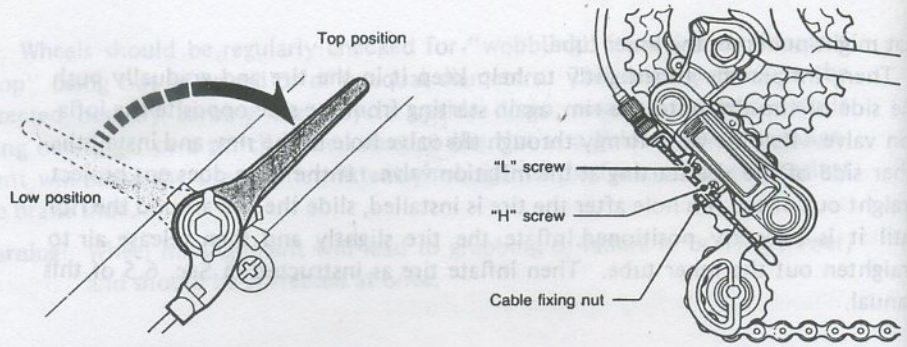
A. Stroke adjustment at H(top) side

Use the "H" screw to adjust so that the guide pulley moves to directly below the smallest gear.



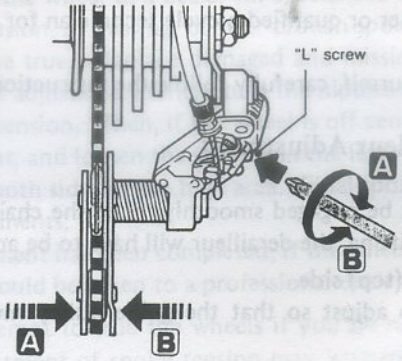
B. Cable attachment

Set the shifting lever to the top position, take up slackness in the cable, and tighten the cable fixing nut.



C. Stroke adjustment at L(low) side

Set the shifting lever to the low side, and use the "L" screw to adjust so that the chain doesn't fall, and so that there is no noise.



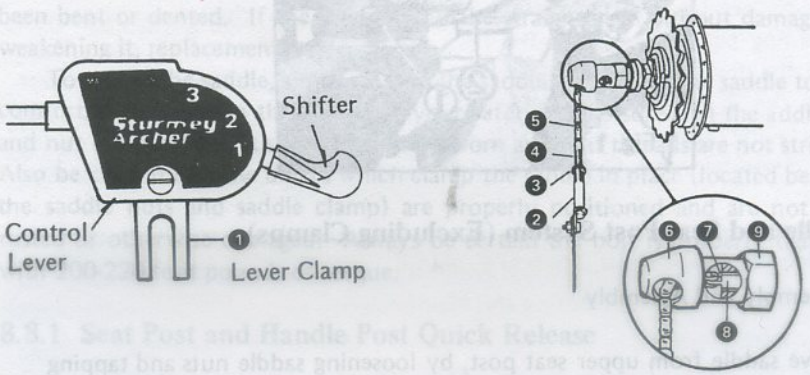
8.7.2 Three Speed Hub Gear Adjustment

A. Gear Adjustment – Sturmey Archer

1. Check that the shifter clamp (1) if fitted, is secured tightly to the handlebar.
2. Ensure that the indicator chain (5) is fully screwed into the axle. Turn back a maximum of half a turn.
3. check that the indicator chain (5) runs freely through the indicator protector (6) if fitted.
4. Select third gear and loosely connect the cable adjuster (2) onto the indicator coupling (4).
5. Select second gear position on the gear control. Looking through the "window" in the right-hand axle nut (9), turn the cable adjuster (2) until the end of the indicator rod (8) is exactly level with the end of the axle (7).
6. Tighten the locknut (3) against the adjuster (2).

Note: If attention to the above does not enable all 3 gears to be obtained, please contact your DAHON dealer or qualified bicycle technician for adjustment and service.

Warning: The hub must not be ridden out of adjustment as this may damage the internal parts, and cause the hub to malfunction.



B. Adjusting – Sachs

Adjusting requires to tighten the control cable in the third gear so that each movement of the control trigger is transmitted directly to the hub.

1. Adjusting
   - Engage 3rd gear. Move the crank to make sure that the gear did engage.
   - Slip the adjuster sleeve (1) onto the pull rod (2) just far enough to tension the cable (Fig. 1).
   - Do not pull the pull rod (2) out of the chain guide nut.
2. Checking
   - Engage gear position "1". Move the crank to make sure that the gear did engage.
   - Check, whether you can pull the pull rod further out of the chain guide nut.
   - If so, tension the cable again, see 1. adjusting.
   - Check again.

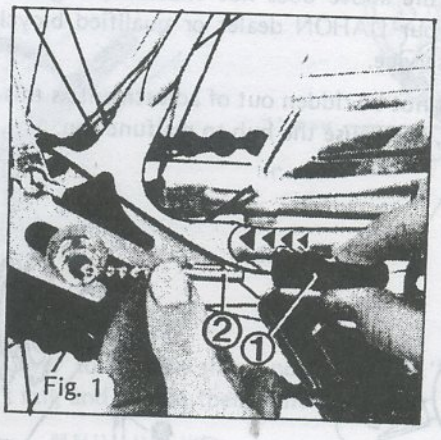


Fig. 1

8.8 Saddle and Seat Post System (Excluding Clamps)

A. Disassembly and Assembly

Remove saddle from upper seat post, by loosening saddle nuts and tapping upwards on saddle. Remove upper seat post tubes by loosening quick-release clamp bolts. (See Fig. 1)

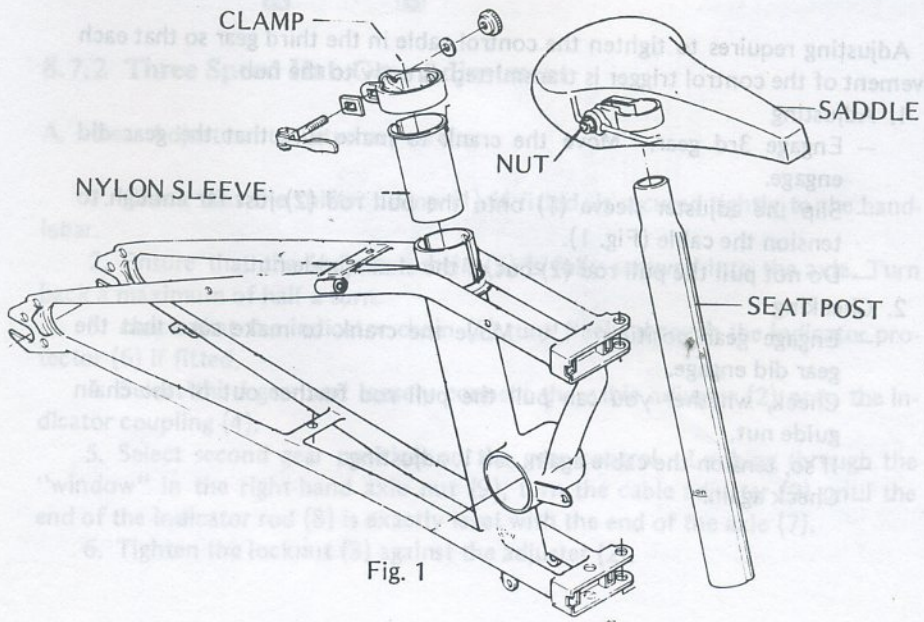


Fig. 1

B. Adjustment, Trouble Shooting and Maintenance

Durable nylon sleeves (F300-M) 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 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 retighten the nut. For your safety, make sure that the addle 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.

8.8.1 Seat Post and Handle Post Quick Release

Disassembly

Remove in order the adjusting nut (H334M51), clamp bolt (H332M51, H331M52) and the square washer (H333M51). (See Fig. 1).

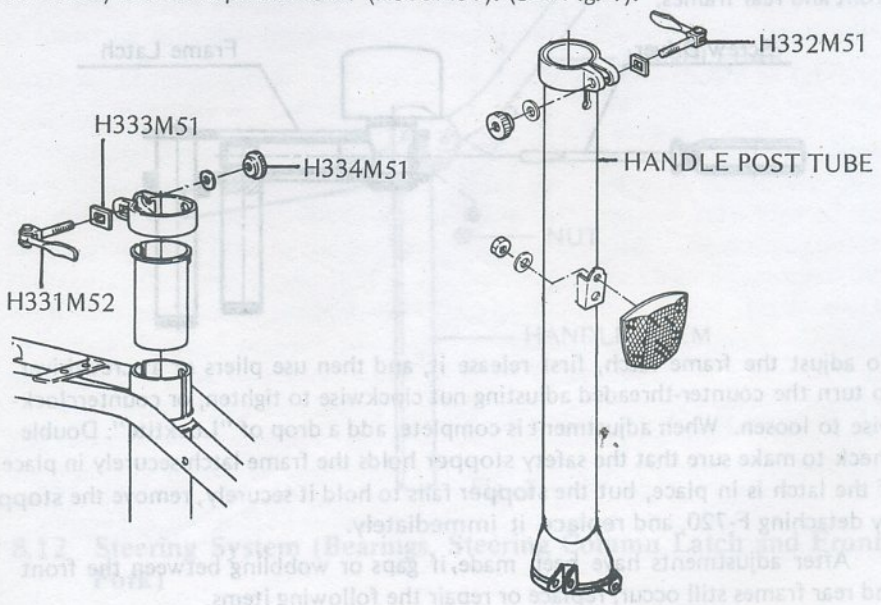


Fig. 1

After extended use, the inner working of the quick release clamp bolt may wear down to the point to where clamping action is limited. In such a case, it is necessary to replace the bolt, nut and washer. It may also be possible that the nylon sleeve inside of the tube may need replacement.

Warning: Always be certain that the clamps are secured and properly adjusted each time before riding your bike.(See Fig. 1)

8.9 Frame and Frame Latch

A. Disassembly

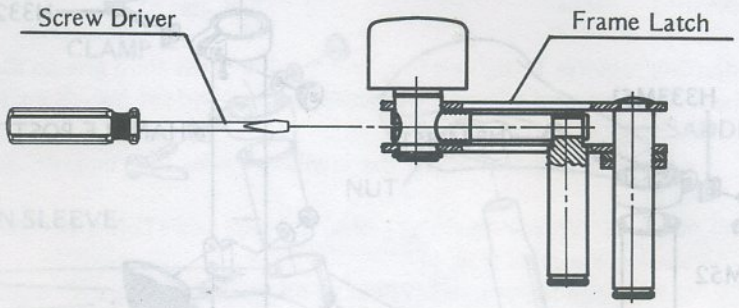
To disassemble the frame, first remove the various components attached to it, according to their various subsystems and disassembly instructions. Then, unlatch the frame latch assembly and turn the entire frame upside down. Remove the 2 C-clip retainers. Remove frame latch assembly by alternately tapping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

To disassemble the frame latch, unscrew the rear pin and counter-threaded nut.

To separate the 2 halves of the frame, first remove the 2 nylon nuts (F620 M50), and then tap out the 2 pins (F610M50).

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 flipping the stopper (F710M53) upward. Moreover, the front and rear top lug should be flushed, 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 clockwise to tighten, or counterclockwise to loosen. When adjustment is complete, add a drop of "Locktite". Double check to make sure that the safety stopper holds the frame latch securely in place. If the latch is in place, but the stopper fails to hold it securely, remove the stopper by detaching F-720, and replace it immediately.

After adjustments have been made, if gaps or wobbling between the front and rear frames still occur, replace or repair the following items.

A) Lug pins worn to a point where a tight fit no longer exists; bent.
B) Nylon nuts or C-clips missing or loose.
C) Counter-threaded adjusting nut – bent, stripped or excessively worn.
D) Safety-stopper (F710M53) loose or missing bolt and nut.
E) Front/rear frames–out of alignment.

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

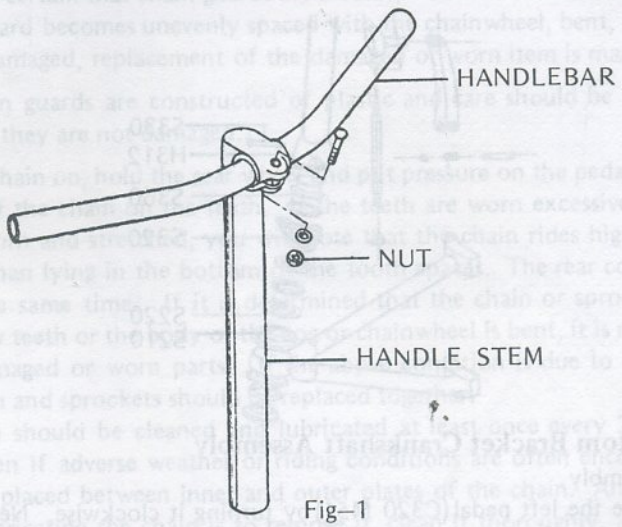
8.10 Adjusting the Handlebar Latch

Release the handlebar latch (H351) and let the handlebar rest in its folded position. Use hand to turn the adjustment screw (H352) clockwise to tighten, counterclockwise to loosen. The latch is properly adjusted when it closes with tension. After adjusting there should not be any looseness of the handlebar assembly.

8.11 Handlebar and Stem

Disassembly

Loosen the nut (H223M50) beneath the handlebar lug as shown in Fig. 1, until handlebar (H110M51) can be freely removed. The angular orientation of the handlebar is critical to proper folding of the bicycle. A scratch mark should be made before loosing the nut so as to return to the correct orientation.



Fig–1

8.12 Steering System (Bearings, Steering Column Latch and Front Fork)

A. Disassembly

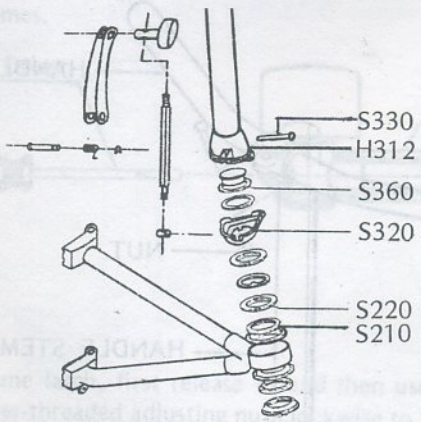
To remove the steering column, remove one of the 2 rings (S332M50) and tap the pin (S330P50) out from between the handle post (H312P50) base and steering coupler (S320M50). Unscrew the 2 lock nuts (S360P50), remove steering coupler, unscrew bearing adjusting nut (S220M50), remove the 2 ball bearings (S210M50) and unscrew front fork.

Note: When assembling, be sure that the bearing adjusting nut (S220M50) is properly adjusted—not so loose that wobbling of the front fork exists, but not so tight that bearings are cramped and do not turn smoothly and freely.

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.

If bearings are in good working condition and the brace 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 pin (S-330) is in its proper place, spring pin C-rings (S-332) are securely fastened, and lock nut (S-360) 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.



8.13 Bottom Bracket Crankshaft Assembly

A. Disassembly

Remove the left pedal (C320 M51) by turning it clockwise. Next, use lock ring pliers to remove the lock nut (A270M50), washer (A260M50) and bearing caps (A240M50) respectively.

8.13.1 Adjustment, Trouble Shooting and Maintance

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 throughly cleaned dried and regreased. This process should be done at least once every 6 months, or more 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.

8.14 Chain and Chainwheel

Adjustment, Trouble Shooting and Maintenance

Check the chainwheel and free wheel 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. 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.

If the derailleur is not aligned, adjust screw "H" for the small sprocket; screw "L" for the biggest sprocket. (see Sec. 8.7.1)

Always be certain that chain guards are securely fastened to the chainwheel. If the 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 plastic 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.

8.15 Mudguards

A. Disassembly—front mudguard

Take off the nuts and washers on both sides of the axle, thus freeing the mudguard stay (M120M50). Unscrew the brake and mudguard mounting bolt extruding through the fork crown (S111M50) and remove the front brake and mudguard.

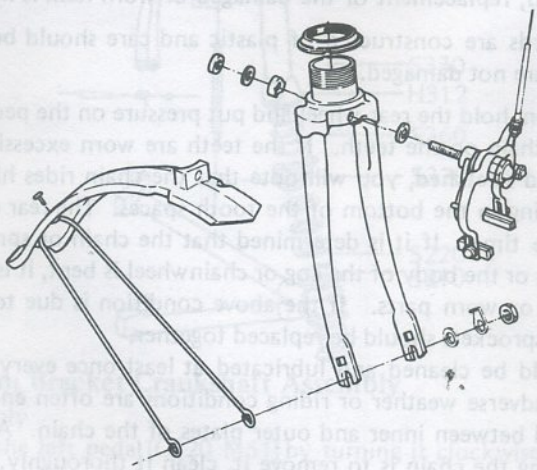
B. Disassembly-rear mudguard

Remove the rear wheel as described in Sec. 8.5.1. 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.



8.16 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 with Folder by DAHON 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 head-lamp must be easily removable. When attached, be certain 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.

8.17 Caster Wheel (Third Wheel)

A. Disassembly

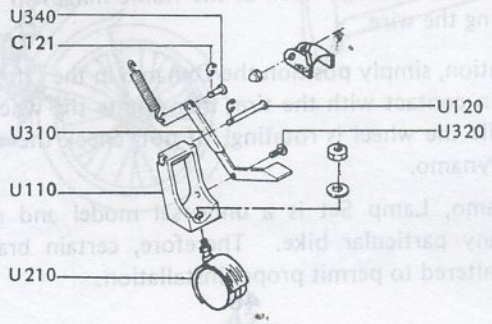
Unscrew the elbow assembly mounting bolt (U-320), and remove the 2 C-clip retainers (C121), and then tap out the 2 pins (U120 & U340). To remove the caster wheel bracket (U110) and the elbow assembly (U310), loosen the nut which mount it to the caster wheel bracket (U-110).

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 C-clip damaged, replace the necessary fasteners. Always use new mounting nut when replacing the caster wheel (U-210). Be careful not to overtighten it, thus stripping out the hole 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 causes severe damage to the caster wheel assembly.



8.18 OPTIONAL ACCESSORY INSTALLATION

Dynamo Installation

DAHON

INSTALLATION INSTRUCTIONS
FOR DYNAMO, LAMP SET

The following instructions are in addition to the instructions furnished in the box containing the Dynamo, Lamp Set.

1. Remove the cap nut from the front brake axle shaft. Install the head-lamp bracket support over the axle shaft and replace the cap nut. The bracket support can be bent to position the headlamp as desired. (See diagram)

2. The tail lamp should be installed on the left seatstay tube at the backstay end (L). The lamp bracket with the rear mudguard stay fixed together.

3. The Dynamo unit should be installed on the right fork leg. (See diagram)

3a. The location of the Dynamo on the fork should be such that permits the rotating end of the Dynamo to turn against the approximate center of the tire sidewall when in "down" position. When in the "up" position, the rotating end of the Dynamo should not be in contact with the tire.

3b. The angle of the Dynamo should be fixed at a point permitting the rotating end of the Dynamo to turn smoothly on the same line of rotation as the tire.

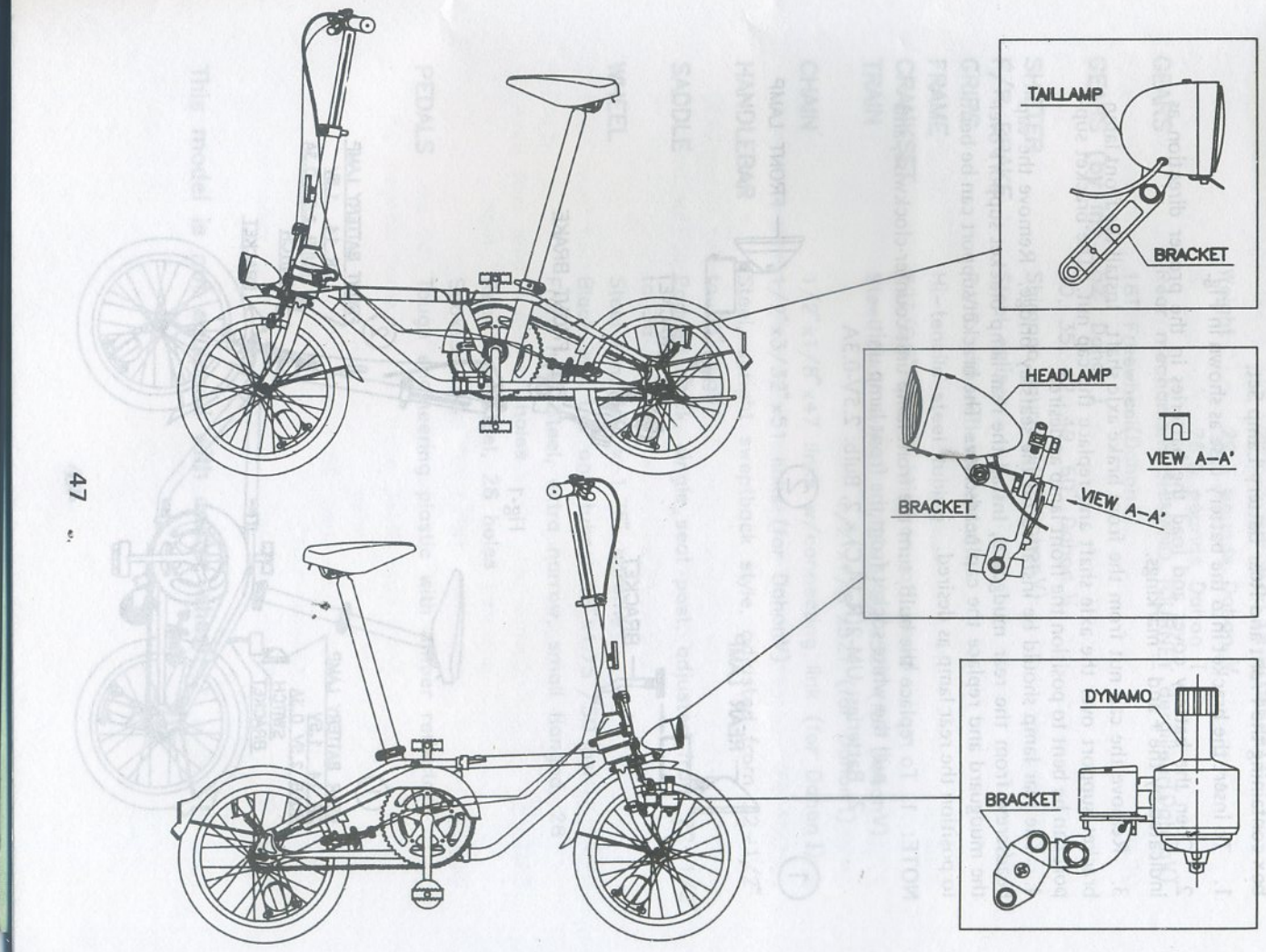
4. After installation of the Head-lamp,Dynamo and Tail-Lamp, run the wires as follows:

4a. The Head-lamp wire should be connected directly to reach the Dynamo. NOTE: Remove excess wire, then attach to the Dynamo contact per the instructions included with the Dynamo.

4b. The Tail-lamp wire should be wrapped around the left seatstay tube, then led around the front frame upper tube to reach the Dynamo.
NOTE: Be sure and leave enough slack at the frame hinges so the bike can be folded without pulling the wire.

5. To check operation, simply position the Dynamo in the "down" position so the rotating end is in contact with the tire, then rotate the wheel. Both lamps should be "on" while the wheel is rotating. If not, check the wiring and their attachment to the Dynamo.

NOTE: This Dynamo, Lamp Set is a universal model and not specifically manufactured for any particular bike. Therefore, certain brackets must be reversed, or slightly altered to permit proper installation.


TAILLAMP
BRACKET
HEADLAMP
VIEW A–A'
BRACKET
VIEW A–A'
DYNAMO
BRACKET

Battery Lamp Handling Instructions

The following instructions are in addition to the instructions furnished in the box containing the Front and Rear Battery Lamp Set.

1. To insert the bracket into the battery case as shown in Fig. 1.
2. Open the battery cover and load the batteries in the proper direction as indicated by the + and – markings.
3. Remove the cap nut from the front brake axle shaft. Install the front lamp bracket support over the axle shaft and replace the cap nut. The bracket support can be bent to position the front lamp as desired.
4. The rear lamp should be installed on the seatstay bridge. Remove the cap headscrew from the rear mudguard, Install the rear lamp bracket support over the mudguard and replace the cap headscrew. The bracket support can be bent to position the rear lamp as desired.

NOTE: 1. To replace the bulb, turn the front lamp unit counter-clockwise, and pull the white socket from the front lamp unit.
2. Batteries: UM-2(R-14,C) x 2, Bulb: 2.5V-0.3A

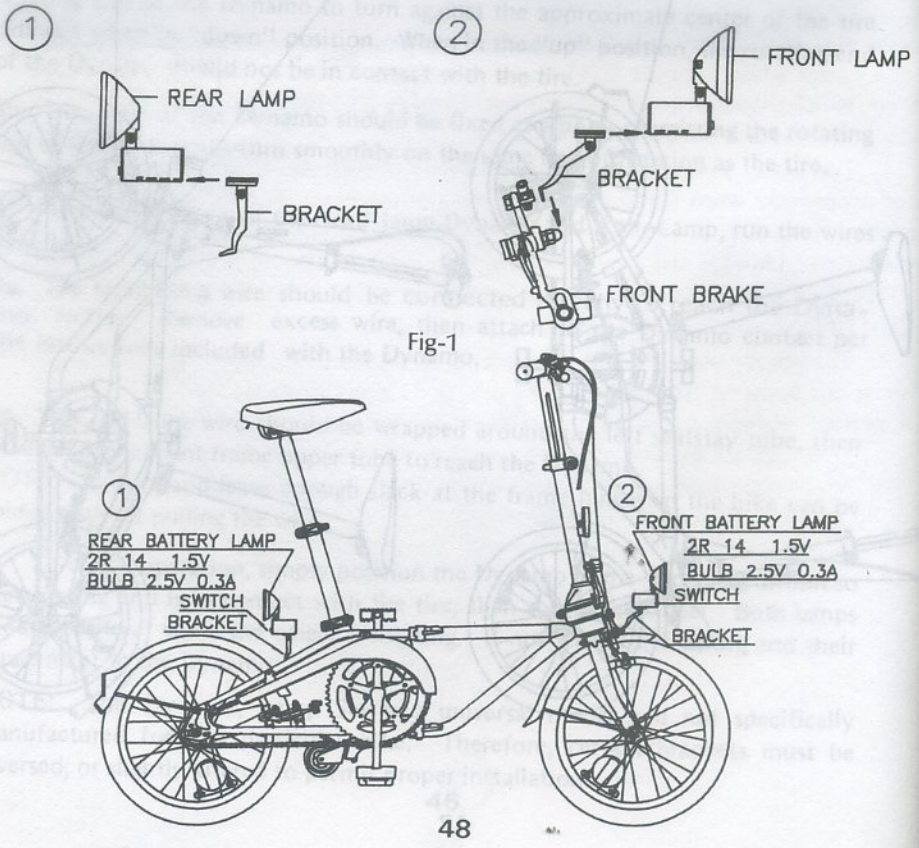


Fig-1

9. SPECIFICATIONS P200/JP200 SERIES (1,5–SPEED)

BICYCLE	Folded size	28"L x 10.3"W x 18"H(DahonV)
		28"L x 9.7"W x 18"H(Dahon I)
	Weight	29.3 pounds Dahon V
		28.0 pounds Dahon I
GEARS	Rear mechanism SHIMANO TOURNEY derailleur(DahonV)	
	16T Freewheel(Dahon I)	
GEARS (by in)	52" Dahon I	
	30, 35, 42, 49, 60" Dahon V	
SHIFTER	Shimano tourney(for DahonV)	
F/R BRAKE	Steel caliper	
GRIPS	P.V.C with reflector–black	
FRAME	Hi–tensile steel tubing	
CRANKSET	52T/6.5" crank, twist on–off pedal	
TRAIN	Steel chain wheel	1/2"x3/32"x52T (for DahonV)
		1/2"x1/8"x52T (for Dahon I)
CHAIN	1/2"x1/8"x47 links w/connecting link (for Dahon I)	
	1/2"x3/32"x51 links (for DahonV)	
HANDLEBAR	Steel, upright sweptback style, adjusted from 32–1/2" to 38" high	
SADDLE	Padded black, single seat post, adjusted from 22–1/2" to 36" high	
WHEEL	Steel rim, 16" x 1.75" chrome	
	Black wall tire and tubes, 16"x1.75"/50 psi	
	Front hub: Steel, extra narrow, small flanged, 28 holes	
	Rear hub: Steel, 28 holes	
	Spokes: 14G	
PEDALS	Tough engineering plastic with amber reflectors	

This model is not equipped with caster wheel.

SPECIFICATIONS EP200 SERIES (1,3,5–SPEED)

BICYCLE	Folded size 28"L x 10.3"W x 18"H(DahonV) 28"L x 9.7"W x 18"H(Dahon I&Ⅲ)
	Weight 29.1 pounds Dahon I 31.9 pounds Dahon Ⅲ 31.7 pounds Dahon V
GEARS	Rear mechanism SHIMANO TOURNEY derailleur(DahonV) Sturmey Archer/Sachs–13T hub cog (DahonⅢ) 16T Freewheel (Dahon I)
GEARS (by in)	52" Dahon I 48, 64, 85"/47, 64, 87" Dahon Ⅲ 30, 35, 42, 49, 60" Dahon V
SHIFTER	Shimano tourney (for DahonV) Sturmey Archer/Sachs (for DahonⅢ)
F/R BRAKE	Aluminum alloy caliper
GRIPS	Mushroom type–black
FRAME	Hi–tensile steel tubing
CRANKSET	52T/6.5" crank, one–piece with foldable R.H. pedal
TRAIN	Steel chain wheel 1/2"x3/32"x52T (for DahonV) 1/2"x1/8"x52T (for Dahon I&Ⅲ)
CHAIN	1/2"x1/8"x47 links w/connecting link (for Dahon I) 1/2"x1/8"x47 links (for DahonⅢ) 1/2"x3/32"x51 links (for DahonV)
HANDLEBAR	Steel, upright sweptback style, adjusted from 32–1/2" to 38" high
SADDLE	Comfortable, padded spring–black, dual seat post, adjusted from 30–1/2" to 39–1/2" high
WHEEL	Steel rim, 16"x1.75" chrome Gum wall tire and tubes, 16"x1.75"/50 psi Front hub: Steel, extra narrow, small flanged, 28 holes Rear hub: Steel, 28 holes Spokes: 14G
PEDALS	Tough engineering plastic with amber reflectors

This model is equipped with caster wheel.

SPECIFICATIONS EXP300 SERIES (3–SPEED)

BICYCLE	Folded size 28"L x 9.7"W x 18"H (DahonⅢ) Weight 28.8 pounds DahonⅢ
GEARS	Sturmey Archer/Sachs–13T hub cog (DahonⅢ)
GEARS (by in)	48, 64, 85"/47, 64, 87" DahonⅢ
SHIFTER	Sturmey Archer/Sachs (for DahonⅢ)
F/R BRAKE	Aluminum alloy caliper
GRIPS	MTB rubber type–black
FRAME	Hi–tensile steel tubing, dual latch, 2–tone Black/Aqua
CRANKSET	52T/6.5" alloy crank, 3 pcs with foldable R.H pedal
TRAIN	Light alloy chain wheel, 1/2"x3/32"x52T (for DahonⅢ)
CHAIN	1/2"x1/8"x47 links silver (for DahonⅢ)
HANDLEBAR	Aluminum alloy, upright sweptback style, adjusted from 32–1/2" to 38" high
SADDLE	MTB Gel type with Lycra top, dual seat post, adjusted from 30–1/2" to 39–1/2" high
WHEEL	Aluminum alloy rim, 16"x1.75" Skin wall mountain thread tire and tubes, 16"x1.75"/70 psi Front hub: Steel, extra narrow, small flanged, 28 holes Rear hub: Sturmey Archer/Sachs–steel 3–speed hub, 28 holes (for DahonⅢ) Spokes: 14G ucp
PEDALS	Tough engineering plastic with amber reflectors

This model is not equipped with caster wheel.

SPECIFICATIONS	EDP3 SERIES (3-SPEED)
BICYCLE	Folded size 28"L. x 9.7"W x 18"H (DahonⅢ)
	Weight 30.8 pounds Dahon Ⅲ
GEARS	Sturmey Archer/Sachs-13T hub cog (DahonⅢ)
GEARS (by in)	48, 64, 85"/47, 64, 87" Dahon Ⅲ
SHIFTER	Sturmey Archer/Sachs (for DahonⅢ)
F/R BRAKE	Aluminum alloy caliper
GRIPS	MTB rubber type-black
FRAME	Hi-tensile steel tubing, ED/White w/royal blue decals
CRANKSET	52T/6.5" crank(E.D.), one-piece with foldable R.H pedal
TRAIN	Steel, chain wheel, 1/2"x1/8"x52T (E.D.)
CHAIN	1/2"x1/8"x47 links (for DahonⅢ)
HANDLEBAR	Aluminum alloy, upright sweptback style, adjusted from 32-1/2" to 38" high
SADDLE	Comfortable, padded spring-black, dual seat post, adjusted from 30-1/2" to 39-1/2" high
WHEEL	Aluminum alloy rim, 16"x1.75"
	Gum wall tire and tubes, 16"x1.75"/50 psi
	Front hub: Stainless steel, extra narrow, small flanged, 28 holes
	Rear hub: Sturmey Archer/Sachs-steel 3-speed hub, 28 holes (for DahonⅢ)
	Spokes: 14G, Stainless steel
PEDALS	Tough engineering plastic with amber reflectors

This model is equipped with caster wheel.

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
W: WHEELS
X: ETC PARTS

PART NO	DESCRIPTION	1S	3S	5S
A110M52D	ONE PIECE AXLE	1	1	1
A210M50	BEARING RACE (R)	1	1	1
A220M50	BEARING	2	2	2
A230M50	CHAIN WHEEL WASHER (RH)	1	1	1
A240M50	BEARING CAPS	2	2	2
A250M50	BEARING RACE (L)	1	1	1
A260M50	WASHER (LH)	1	1	1
A270M50	LOCK NUT	1	1	1
B112M50	FRONT BRAKE	1	1	1
B120P50	FRONT BRAKE LEVER	1	1	1
B130P50	FRONT BRAKE CABLE	1	1	1
B211M50	REAR BRAKE	1	1	1
B220P50	REAR BRAKE LEVER	1	1	1
B230P50	REAR BRAKE CABLE	1	1	1
C310M51	PEDAL (R) (1/2")	1	1	1
C320M51	PEDAL (L) (1/2")	1	1	1
C330M50	PEDAL SWIVEL ASS'Y	1	1	1
F100P52	FRONT FRAME ASS'Y	1	1	1
F152M51	BEARING CAPS	2	2	2
F233M51D	LOWER CLAMP BAND	1	1	1
F246M52	REAR MUDGUARD (1.3SP)	1	1	0
F247M52	REAR MUDGUARD (5SP)	0	0	1
F300M51	LOWER BUSHING	1	1	1
F610M51	LUG PIN	2	2	2
F620M50	NYLON NUT	2	2	2
F622M50	NYLON NUT	3	3	3
F630M50	LUG PIN BUSHING	2	2	2
F710M53	LATCH STOPPER	1	1	1
F720M50	CAP HEAD SCREW	1	1	1
F730M50	CURVED WASHER	1	1	1
F800M51	FRAME LATCH ASS'Y	1	1	1
F842Q50	KNOB	1	1	1
F870M50	C RING	2	2	2
F871M50	WASHER	2	2	2
H110M51	HANDLEBAR	1	1	1
H120M51	HANDLE GRIP	1	1	1
H200P51D	HANDLE STEM ASS'Y	1	1	1
H221M50	BOLT	1	1	1
H223M50	NUT	1	1	1
H300P51D	HANDLE POST ASS'Y	1	1	1
H320M50	HANDLE POST BUSHING	1	1	1
H331M52	QUICK RELEASE SCREW (A)	1	1	1
H332M51	QUICK RELEASE SCREW (B)	1	1	1
H333M51	SQUARE WASHER	2	2	2
H334M53	ADJUSTING NUT	2	2	2
H335M50	WASHER	2	2	2
H351P50	LATCH CHANNEL	1	1	1
H352P52	ADJUSTING SCREW	1	1	1
H353P52	ADJUSTING NUT	1	1	1
H354P51	TOP PIN	1	1	1
H355P52	DOWN PIN	1	1	1
H356P51	SPRING	1	1	1
M110M50	FRONT MUDGUARD	1	1	1
M120M52	FRONT MUDGUARD STAY	1	1	1
M121M50	POP RIVET	1	1	1
M140M50	FRONT MUDGUARD BRACKET	1	1	1
M210M52	REAR MUDGUARD	1	1	1
F200M51	REAR FRAME ASS'Y	1	1	1
M211M50	REAR MUDGUARD SUPPORT	1	1	1
M250M51	FLAT HEAD SCREW	4	4	4
M260M50	WASHER	1	1	1
M261M50	RUBBER WASHER	1	1	1
M270M50	NYLON NUT	1	1	1
M280M51	REAR MUDGUARD LOGO	1	1	1
P100M51D	SADDLE	1	1	1
P311P51D	SEAT POST	1	1	1
R100M50	FRONT REFLECTOR	1	1	1
R200M50	REAR REFLECTOR	2	2	2
R304M50	F/R WHEEL REFLECTOR	1	1	1
S100P50	FORK ASS'Y	1	1	1
S112M51	INSERT	2	2	2
S210M50	BEARING	1	1	1
S220M50	BEARING ADJUST NUT	1	1	1
S332M50	C RING	1	1	1
S350M51	FORK CROWN PLUG	3	3	3
S360P51	LOCK NUT	1	1	1
S361P51	LOCK WASHER	0	0	1
T110M51D	CHAIN WHEEL (5SP)	1	1	0
T130M31D	CHAIN WHEEL (1.3SP)	1	1	1
T140M51M	CHAIN COVER PLASTIC	2	2	2
T142M50	CAP HEAD SCREW	2	2	2
T143M51	CAP HEAD SCREW	1	1	0
T510E10	CHAIN (1.3SP)	0	0	1
T540M50	CHAIN (5SP)	1	0	0
T550M10	CONNECTING LINK	0	1	0
T601M53	13T FREE WHEEL	1	0	0
T602M50	16T FREE WHEEL	0	1	0
T710M30	TRIGGER GEAR CONTROL LEVER	0	1	0
T720M31	3-SPEED CONTROL CABLE	0	1	0
T730M30	INDICATOR COUPLING	0	1	0
T740M30	COUPLING PROTECTOR	0	1	0
T810M50	GEAR LEVER	0	0	1
T820M51	GEAR CABLE	0	0	1
T830M50	REAR DERAILLEUR	0	0	1
T840M50	5-SPEED GEARS COVER	0	0	1
T910M50	14T 5-SPEED GEARS ASS'Y	0	0	1
T911M50	14T 5-SPEED GEARS WASHER	1	0	0
W110M51	FRONT WHEEL HUB ASS'Y	1	1	1
W120M50	WASHER	2	2	2
W125M50	NUT	2	2	2
W132M50	SPOKE (FRONT WHEEL)	28	28	28
W141M50	RIM	2	2	2
W150M50	INNER TUBE (U.S.A TYPE)	2	2	2
W160M50	TIRE	2	2	2
W170M50	RIM TAPES	2	2	2
W210M30	REAR WHEEL HUB (3SP)	0	1	0
W211M30	SPOKE (REAR WHEEL) (3SP)	0	28	0
W222M30	LEFT NUT	0	1	0
W223M30	RIGHT NUT	0	1	0
W230M10	REAR WHEEL HUB (1SP)	1	0	0
W301M50	5-SPEED HUB NUT	2	0	2
W321M51	REAR WHEEL HUB (5SP)	0	0	1
W411M10	SPOKE (REAR WHEEL) (1SP)	28	0	28
X100M50	KICKSTAND ASS'Y	1	1	1
X991M51	CAP HEAD SCREW	2	2	2
H410951	STOPPER HOOK	1	1	1
H411950	SCREW	1	1	1

JP200 SERIES
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
W: WHEELS
X: ETC PARTS

PART NO	DESCRIPTION	1S	5S
A110M52D	ONE PIECE AXLE	1	1
A210M50	BEARING RACE (R)	1	1
A220M50	BEARING	2	2
A230M50	CHAIN WHEEL WASHER (RH)	1	1
A240M50	BEARING CAPS	2	2
A250M50	BEARING RACE (L)	1	1
A260M50	WASHER (LH)	1	1
A270M50	LOCK NUT	1	1
B112M50	FRONT BRAKE	1	1
B120P50	FRONT BRAKE LEVER	1	1
B130P50	FRONT BRAKE CABLE	1	1
B211M50	REAR BRAKE	1	1
B220P50	REAR BRAKE LEVER	1	1
B230P50	REAR BRAKE CABLE	1	1
C310M51	PEDAL (R) (1/2")	1	1
C320M51	PEDAL (L) (1/2")	1	1
C330M50	PEDAL SWIVEL ASS'Y	1	1
F100P52	FRONT FRAME ASS'Y	1	1
F152M51	BEARING CAPS	2	2
F233M51D	LOWER CLAMP BAND	1	1
F300M51	LOWER BUSHING	1	1
F610M51	LUG PIN	2	2
F620M50	NYLON NUT	2	2
F622M50	NYLON NUT	3	3
F630M50	LUG PIN BUSHING	2	2
F710M53	LATCH STOPPER	1	1
F720M50	CAP HEAD SCREW	1	1
F730M50	CURVED WASHER	1	1
F800M51	FRAME LATCH ASS'Y	1	1
F842Q50	KNOB	1	1
F870M50	C RING	2	2
F871M50	WASHER	2	2
H110M51	HANDLEBAR	1	1
H120M51	HANDLE GRIP	1	1
H200P51D	HANDLE STEM ASS'Y	1	1
H221M50	BOLT	1	1
H223M50	NUT	1	1
H300P51D	HANDLE POST ASS'Y	1	1
H320M50	HANDLE POST BUSHING	1	1
H331M52	QUICK RELEASE SCREW (A)	1	1
H332M51	QUICK RELEASE SCREW (B)	1	1
H333M51	SQUARE WASHER	2	2
H334M53	ADJUSTING NUT	2	2
H335M50	WASHER	2	2
H351P50	LATCH CHANNEL	1	1
H352P52	ADJUSTING SCREW	1	1
H353P52	ADJUSTING NUT	1	1
F200M51	REAR FRAME ASS'Y	1	1
H354P51	TOP PIN	1	1
H355P52	DOWN PIN	1	1
H356P51	SPRING	1	1
M260M50	WASHER	3	3
M261M50	RUBBER WASHER	1	1
M270M50	NYLON NUT	1	1
P100M51D	SADDLE	1	1
P310P50D	SEAT POST	1	1
R100M50	FRONT REFLECTOR	1	1
R200M50	REAR REFLECTOR	1	1
R220M10	BRACKET REAR REFLECTOR	1	1
R304M50	F/R WHEEL REFLECTOR	2	2
S100P50	FORK ASS'Y	1	1
S112M51	INSERT	1	1
S210M50	BEARING	2	2
S220M50	BEARING ADJUST NUT	1	1
S332M50	C RING	1	1
S350M51	FORK CROWN PLUG	1	1
S360P51	LOCK NUT	3	3
S361P51	LOCK WASHER	1	1
T110M51D	CHAIN WHEEL (5SP)	0	1
T130M31D	CHAIN WHEEL (1.3SP)	1	0
T140M51M	CHAIN COVER PLASTIC	1	1
T142M50	CAP HEADSCREW	1	1
T143M51	CAP HEADSCREW	2	2
T510E10	CHAIN (1.3SP)	1	0
T540M50	CHAIN (5SP)	0	1
T550M10	CONNECTING LINK	1	0
T602M50	16T FREE WHEEL	1	0
T810M50	GEAR LEVER	0	1
T820M51	GEAR CABLE	0	1
T830M50	REAR DERAILLEUR	0	1
T840M50	5-SPEED GEARS COVER	0	1
T910M50	14T 5-SPEED GEARS ASS'Y	0	1
T911M50	14T 5-SPEED GEARS WASHER	1	0
W110M51	FRONT WHEEL HUB ASS'Y	1	1
W120M50	WASHER	2	2
W125M50	NUT	2	2
W132M50	SPOKE (FRONT WHEEL)	28	28
W141M50	RIM	2	2
W150M50	INNER TURE (U.S.A. TYPE)	2	2
W160M50	TIRE	2	2
W170M50	RIM TAPES	2	2
W230M10	REAR WHEEL HUB (1SP)	1	1
W301M50	5-SPEED HUB NUT	2	2
W321M51	REAR WHEEL HUB (5SP)	0	1
W411M10	SPOKE (REAR WHEEL) (1SP)	28	28
X100M50	KICKSTAND ASS'Y	1	1
H410951	STOPPER HOOK	1	1
H411950	SCREW	1	1

EP200 SERIES

PART LIST

A: CRANK AXLE ASS'Y
B: BRAKE SYSTEM
C: CRANK SYSTEM
F: FRAME
H: HANDLEBAR SYSTEM
M: MUDGUARD
P: SEAT POST SYSTEM
R: REFLECTOR AND LAMP
S: STEERING SYSTEM
T: TRANSMISSION SYSTEM
W: WHEELS
X: ETC PARTS

PART NO	DESCRIPTION	EP1	EP3	EP5
A110M52	ONE PIECE AXLE	1	1	1
A210M50	BEARING RACE (R)	1	1	1
A220M50	BEARING	2	2	2
A230M50	CHAIN WHEEL WASHER (RH)	1	1	1
A240M50	BEARING CAPS	2	2	2
A250M50	BEARING RACE (L)	1	1	1
A260M50	WASHER (LH)	1	1	1
A270M50	LOCK NUT	1	1	1
B110E51	FRONT BRAKE	1	1	1
B120E50	FRONT BRAKE LEVER	1	1	1
B130E51	FRONT BRAKE CABLE	1	1	1
B210M31	REAR BRAKE	0	1	1
B220M30	REAR BRAKE LEVER	0	1	1
B230M32	REAR BRAKE CABLE	0	1	1
C110E51	CRANK (R)	*	*	*
C113E50	THUMB BOLT	*	*	*
C120E53	TWO PIECE AXLE	*	*	*
C121E51	CRANK PIN	*	*	*
C122E50	NYLON NUT	*	*	*
C123E50	NYLON WASHER	*	*	*
C130E52	CRANK SUPPORT	*	*	*
C220Q30	PEDAL (R) 1/2"	*	*	*
C310M51	PEDAL (R) 1/2"	1	1	1
C320M51	PEDAL (L) 1/2"	1	1	1
C320Q30	PEDAL (L) 1/2"	*	*	*
C330M50	PEDAL SWIVEL ASS'Y	1	1	1
F100P52	FRONT FRAME ASS'Y	1	1	1
F152M51	BEARING CAPS	2	2	2
F200M51	REAR FRAME ASS'Y	1	1	1
F233M51E	LOWER CLAMP BAND	1	1	1
F246M52	REAR MUDGUARD STAY (1.3SP)	1	1	0
F247M52	REAR MUDGUARD STAY (5SP)	0	0	1
F300M51	LOWER BUSHING	1	1	1
F610M51	LUG PIN	2	2	2
F620M50	NYLON NUT	2	2	2
F622M50	NYLON NUT	3	3	3
F630M50	LUG PIN BUSHING	2	2	2
F710M53	LATCH STOPPER	1	1	1
F720M50	CAP HEADSCREW	1	1	1
F730M50	CURVED WASHER	1	1	1
F800M51	FRAME LATCH ASS'Y	1	1	1
F842Q30	KNOB	1	1	1
F870M50	C RING	2	2	2
F871M50	WASHER	2	2	2
H110M51	HANDLEBAR	1	1	1
H140T51	HANDLE GRIP	2	2	2
H200P51D	HANDLE STEM ASS'Y	1	1	1
H221M50	BOLT	1	1	1
H223M50	NUT	1	1	1
H300P51D	HANDLE POST ASS'Y	1	1	1
H320M50	HANDLE POST BUSHING	1	1	1
H331M52	QUICK RELEASE SCREW A	1	1	1
H332M51	QUICK RELEASE SCREW B	2	2	2
H333M51	SQUARE WASHER	3	3	3
H334M53	ADJUSTING NUT	3	3	3
H335M50	WASHER	3	3	3
H351P50	LATCH CHANNEL	1	1	1
H352P52	ADJUSTING SCREW	1	1	1
H353P52	ADJUSTING NUT	1	1	1
H354P51	TOP PIN	1	1	1
H355P52	DOWN PIN	1	1	1
H356P51	SPRING	1	1	1
M110M50	FRONT MUDGUARD	1	1	1
M120M52	FRONT MUDGUARD STAY	1	1	1
M121M50	POP RIVET	1	1	1
M140M50	FRONT MUDGUARD BRACKET	1	1	1
M210M52	REAR MUDGUARD	1	1	1
M211M50	REAR MUDGUARD SUPPORT	1	1	1
M250M51	FLAT HEADSCREW	1	1	1
M260M50	WASHER	4	4	4
M261M50	RUBBER WASHER	1	1	1
M270M50	NYLON NUT	1	1	1
M280M51	REAR MUDGUARD LOGO	1	1	1
P110E50	SPRING SADDLE	1	1	1
P210M52E	TOP SEAT POST	1	1	1
P311M52E	MIDDLE SEAT POST	1	1	1
P312M51	UPPER CLAMP BAND	1	1	1
P330M51	UPPER BUSHING	1	1	1
R100M50	FRONT REFLECTOR	1	1	1
R200M50	REAR REFLECTOR	1	1	1
R304M50	F/R WHEEL REFLECTOR	2	2	2
S100P50	FORK ASS'Y	1	1	1
S112M51	INSERT	1	1	1
S210M50	BEARING	2	2	2
S220M50	BEARING ADJUST NUT	1	1	1
S332M50	C RING	2	2	2
S350M51	FORK CROWN PLUG	1	1	1
S360P51	LOCK NUT	3	3	3
S361P50	LOCK WASHER	1	1	1
T110M51	CHAIN WHEEL (5SP)	0	0	1
T130M31	CHAIN WHEEL (1.3SP)	1	1	0
T140M51M	CHAIN COVER PLASTIC	1	1	1
T142M50	CAP HEADSCREW	2	2	2
T143M51	CAP HEADSCREW	2	2	2
T510E10	CHAIN (1.3SP)	1	1	0
T540M50	CHAIN (5SP)	0	0	1
T550M10	CONNECTING LINK	1	0	0
T601M53	13T FREE WHEEL	0	1	0
T603Q10	16T FREE WHEEL	1	0	0
T710M30	TRIGGER GEAR CONTROL LEVEL	0	1	0
T720M31	3-SPEED CONTROL CABLE	0	1	0
T730M30	INDICATOR COUPLING	0	1	0
T740M30	COUPLING PROTECTOR	0	1	0
T810M50	GEAR LEVEL	0	0	1
T820M51	GEAR CABLE	0	0	1
T830M50	REAR DERAILLEUR	0	0	1
T840M50	5-SPEED GEARS COVER	0	0	1
T910M50	14T 5-SPEED GEAR COVER	0	0	1
U100E51	CASTER WHEEL ASS'Y	1	1	1
U120E52	PIN	1	1	1
U121E51	C RING	1	1	1
U310E51	ELBOW	1	1	1
U320E50	SCREW	1	1	1
U340E51	PIN	1	1	1
U360E50	ELBOW SPRING	1	1	1
W110M51	FRONT WHEEL HUB ASS'Y	1	1	1
W120M50	WASHER	1	1	1
W125M50	NUT	2	2	2
W132M50	SPOKE (FRONT WHEEL)	28	28	28
W141M50	RIM	2	2	2
W150M50	INNER TUBE (U.S.A. TYPE)	2	2	2
W161M50	TIRE (GUM WALL)	2	2	2
W170M50	RIM TAPES	2	2	2
W210M30	REAR WHEEL HUB (3SP)	0	1	0
W211M30	SPOKE (REAR WHEEL) (3SP)	0	28	0
W222M30	LEFT NUT	0	1	0
W223M30	RIGHT NUT	0	1	0
W241M50	SPOKE (REAR WHEEL) (1SP)	28	0	0
W301M50	5-SPEED HUB NUT	0	0	2
W321M51	REAR WHEEL HUB (5SP)	0	0	1
W411M10	SPOKE (REAR WHEEL) (5SP)	0	0	28
W413M10	1-SPEED HUB (COASTER)	1	0	0
W415M10	HUB NUT	2	0	0
W416M30	CLIP	1	0	0
X100M50	KICKSTAND ASS'Y	1	1	1
X991M51S	CAP HEADSCREW	2	2	2
H410951	STOPPER HOOK	1	1	1
H411950	SCREW	1	1	1

EDP300 SERIES
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: REFLECTOR AND LAMP
S: STEERING SYSTEM
T: TRANSMISSION SYSTEM
W: WHEELS
X: ETC PARTS

PART NO	DESCRIPTION	EDP3
A110M52D	ONE PIECE AXLE	1
A210M50N	BEARING RACE (R)	1
A220M50	BEARING	2
A230M50N	CHAIN WHEEL WASHER (RH)	1
A240M50N	BEARING CAPS	2
A250M50N	BEARING RACE (L)	1
A260M50N	WASHER (LH)	1
A270M50N	LOCK NUT	1
B110P5D	FRONT BRAKE	1
B120E50	FRONT BRAKE LEVER	1
B130E51	FRONT BRAKE CABLE	1
B210P50	REAR BRAKE	1
B220M30	REAR BRAKE LEVER	1
B230M32	REAR BRAKE CABLE	1
C220Q30	PEDAL (R) 1/2"	1
C320Q30	PEDAL (L) 1/2"	1
F100P52	FRONT FRAME ASS'Y	1
F152M51N	BEARING CAPS	2
F200M51	REAR FRAME ASS'Y	1
F233M51D	LOWER CLAMP BAND	1
F246M52D	REAR MUDGUARD STAY (3SP)	1
F300M51	LOWER BUSHING	1
F610M51	LUG PIN	2
F620M50S	NYLON NUT	2
F622M50S	NYLON NUT	3
F630M50	LUG PIN BUSHING	2
F710M53	LATCH STOPPER	1
F720M50S	CAP HEADSCREW	1
F730M50	CURVED WASHER	1
F800M51S	FRAME LATCH ASS'Y	1
F842Q30	KNOB	1
F870M50	C RING	2
F871M50S	WASHER	2
H110T51	HANDLEBAR	1
H120Q30	HANDLE GRIP	2
H200M51S	HANDLE STEM ASS'Y	1
H301P51D	HANDLE POST ASS'Y	1
H320M50	HANDLE POST BUSHING	1
H331M52S	QUICK RELEASE SCREW A	1
H332M51S	QUICK RELEASE SCREW B	2
H333M51S	SQUARE WASHER	3
H334M53	ADJUSTING NUT	3
H335M50S	WASHER	3
H351P50S	LATCH CHANNEL	1
H352P52S	ADJUSTING SCREW	1
H353P52S	ADJUSTING NUT	1
H354P51S	TOP PIN	1
H355P52S	DOWN PIN	1
H356P51N	SPRING	1
M110M50	FRONT MUDGUARD	1
M120M52D	FRONT MUDGUARD STAY	1
M121M50	POP RIVET	1
M140M50S	FRONT MUDGUARD BRACKET	1
M210M52	REAR MUDGUARD	1
M211M50	REAR MUDGUARD SUPPORT	1
M250M51S	FLAT HEADSCREW	1
M260M50S	WASHER	4
M261M50	RUBBER WASHER	1
M270M50S	NYLON NUT	1
M280M51	REAR MUDGUARD LOGO	1
P111E50	SPRING SADDLE	1
P210M52D	TOP SEAT POST	1
P311M52D	MIDDLE SEAT POT	1
P312M51D	UPPER CLAMP BAND	1
P330M51	UPPER BUSHING	1
R100M50	FRONT REFLECTOR	1
R200M50	REAR REFLECTOR	1
R304M50	F/E WHEEL REFLECTOR	2
S100P50	FORK ASS'Y	1
S112M51	INSERT	1
S210M50	BEARING	2
S220M50	BEARING ADJUST NUT	1
S332M50	C RING	2
S350M51	FORK CROWN PLUG	1
S360P51N	LOCK NUT	3
S361P51N	LOCK WASHER	1
T130M31D	CHAIN WHEEL (3SP)	1
T140M51M	CHAIN COVER PLASTIC	1
T142M50S	CAP HEADSCREW	2
T143M51S	CAP HEADSCREW	2
T510E10	CHAIN (3SP)	1
T601M53	13T FREE WHEEL	1
T710M30	TRIGGER GEAR CONTROL LEVER	1
T720M31	3-SPEED CONTROL CABLE	1
T730M30	INDICATOR COUPLING	1
T740M30	INDICATOR COUPLING PROTECTOR	1
U100E51S	CASTER WHEEL ASS'Y	1
U120E52S	PIN	1
U121E51	C RING	1
U310E51S	ELBOW	1
U320E50S	SCREW	1
U340E51S	PIN	1
U360E50S	ELBOW SPRING	1
W110M51S	FRONT WHEEL HUB ASS'Y	1
W120M50S	WASHER	1
W120M50S	NUT	2
W131M50S	SPOKE (FRONT WHEEL)	28
W141M50S	RIM (ALLOY)	2
W150M50	INNER TUBE (U.S.A. TYPE)	2
W161M50	TIRE (GUM WALL)	2
W170M50	RIM TAPES	2
W210M30	REAR WHEEL HUB (3SP)	1
W211M30S	SPOKE (REAR WHEEL) (3SP)	28
W222M30	LEFT NUT	1
W223M30	RIGHT NUT	1
X100M50D	KICKSTAND ASS'Y	1
X991M51	CAP HEADSCREW	2
H410951	STOPPER HOOK	1
H411950	SCREW	1

EXP300 SERIES
PARTS LIST

A: CRANK AXLE ASS'Y
B: BRAKE SYSTEM
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H: HANDLEBAR SYSTEM
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X: ETC PARTS

PART NO	DESCRIPTION	3S
A220M50	BEARING	2
A240M50	BEARING CAPS	2
A250Q30	BEARING RACE	2
A260Q30	WASHER (LM)	1
A270Q30	LOCK NUT	1
A280Q30	CRANK AXLE	1
A290Q30	LOCK NUT	2
B110T30	FRONT BRAKE	1
B120T30	FRONT BRAKE LEVER	1
B130E51	FRONT BRAKE CABLE	1
B210T30	REAR BRAKE	1
B220T30	REAR BRAKE LEVER	1
B230M32	REAR BRAKE CABLE	1
C200Q30	FOLDER PEDAL (R) (9/16")	1
C310Q30	PEDAL (L) (9/16")	1
C340Q30	CRANK (L)	1
C350Q30	CRANK (R) W/CHAIN WHEEL	1
F100P53	FRONT FRAME ASS'Y	1
F152M51	BEARING CAPS	2
F200M51	REAR FRAME E ASS'Y	1
F233M51D	LOWER CLAMP BAND	1
F300M51	LOWER BUSHING	1
F610M51	LUG PIN	2
F620M51	NYLON NUT	2
F630M50	LUG PIN BUSHING	2
F710M53	LATCH STOPPER	1
F720M50	CAP HEADSCREW	1
F730M50	CURVED WASHER	1
F800M51	FRAME LATCH ASS'Y	2
F842Q30	KNOB	1
F870M50	C RING	4
F871M50	WASHER	4
H110T51	HANDLEBAR	1
H120Q30	HANDLE GRIP	2
H200M51S	HANDLE STEM ASS'Y	1
H300P51D	HANDLE POST ASS'Y	1
H320M50	HANDLE POST BUSHING	1
H331M52	QUICK RELEASE SCREW A	1
H332M51	QUICK RELEASE SCREW B	2
H333M51	SQUARE WASHER	3
H334M53	ADJUSTING NUT	3
H335M50	WASHER	3
H351P50	LATCH CHANNEL	1
H352P52	ADJUSTING SCREW	1
H353P52	ADJUSTING NUT	1
H354P51	TOP PIN	1
H355P52	DOWN PIN	1
H356P51	SPRING	1
M260M50	WASHER	3
M261M50	RUBBER WASHER	1
M270M50	NYLON NUT	1
P121Q30	SADDLE	1
P210M52E	TOP SEAT POST	1
P311M52E	SEAT POST	1
P312M52	UPPER CLAMP BANK	1
P330M51	UPPER BUSHING	1
R100M50	FRONT REFLECTOR	1
R200M50	REAR REFLECTOR	1
R220M50	REAR REFLECTOR BRACKET	1
R304M50	F/R WHEEL REFLECTOR	2
S100P50	FORK ASS'Y	1
S112M51	INSERT	1
S210M50	BEARING	2
S220M50	BEARING ADJUST NUT	1
S332M50	C RING	1
S350M51	FORK CROWN PLUG	1
S360P51	LOCK NUT	3
S361P51	LOCK WASHER	1
T140M51M	CHAIN COVER PLASTIC	1
T142M50	CAP HEADSCREW	1
T143M51	CAP HEADSCREW	2
T511T30	CHAIN	1
T601M53	13T FREE WHEEL	1
T710M30	TRIGGER GEAR CONTROL LEVER	1
T720M31	3-SPEED CONTROL CABLE	1
T730M30	INDICATOR COUPLING	1
T740M30	INDICATOR COUPLING PROTECTOR	1
W110M51	FRONT WHEEL HUB ASS'Y	1
W120M50	WASHER	2
W125M50	NUT	2
W132M50	SPOKE (FRONT WHEEL)	28
W141M50S	RIM (ALLOY)	2
W150M50	INNER TUBE (U.S.A. TYPE)	2
W161T50	TIRE (SKIN WALL)	2
W170M50	RIM TAPES	2
W210M30	REAR WHEEL HUB (3SP)	1
W211M30	SPOKE (REAR WHEEL) (3SP)	28
W222M30	LEFT NUT	1
W223M30	RIGHT NUT	1
X100M50	KICKSTAND ASS'Y	1
H410951	STOPPER HOOK	1
H411950	SCREW	1

Limited Warranty
(FOR THE U.S.A & CANADA)

COVERAGE:

DAHON California, Inc. (herein after called DHC1) warrants the front and rear bicycle frames and front fork to be free from defects in material and workmanship under normal use of the (P Type) bicycle for a period of (two) **2** year from the date of purchase.

Other original parts are warranted against defects in material and workmanship for (three) 3 months from the original date of purchase.

ORIGINAL PARTS EXCLUDED FROM THIS WARRANTY

This warranty does not cover tires, tubes, cables, caster wheel assembly and plastic mud and chain guards.

EXTENT OF COVERAGE:

During the warranty period, if any original component to which this warranty applies is determined by DHCI to be defective in material or workmanship, DHCI will provide a replacement part free of charge. (installation labor and transportation costs are the responsibility of the owner)

TO MAKE A WARRANTY CLAIM:

Take your bicycle along with proof of date of purchase back to the dealer who sold the bicycle. Upon inspection, if the dealer determines the defect to be covered under the warranty, and is verified by DHCI, DHCI will provide a replacement part in accordance with this warranty.

If the Bicycle was Purchased From a Dealer Without Service Facilities: Contact DAHON California, Inc. for assistance.

Your letter must include a photocopy of the proof of date of purchase. Please give a complete description of the component failure, and the date and conditions in which it occurred.

RETURNS:

If for any reason it is necessary to ship your bicycle, or any of its parts to DHCI, you must first contact DHCI and receive a Return Authorization Number (RMA). Bicycles or parts shipped without a RMA number will be refused by DHCI.

Under no condition is DHCI responsible for damages loss and/or shipping charges. **Unauthorized shipments will be returned to the sender freight collect.**

EXCLUSIONS LIMITATIONS AND OTHER RIGHTS:

This warranty does not cover tires, tubes, and plastic mud and chain guards. Nor does it cover any defect or 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.

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

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.

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

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

DAHON Folder™

P SERIES REVISION DATE: MAY, 31, 1990

A . CRANK AXLE ASS'Y
B . BRAKE SYSTEM
C . CRANK SYSTEM
F . FRAME
H . HANDLEBAR SYSTEM
M . MUDGUARD

P . SEAT POST SYSTEM
R . REFLECTORS
S . STEERING SYSTEM
T . TRANSMISSION SYSTEM
U . CASTER WHEEL ASS'Y
W . WHEELS

