



Please read this manual fully before using your new Adams Trail-A-Bike.

Trail-A-Bike



Starter



Folder



Shifter



Shocker



Tandem



www.trail-a-bike.com



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Before mounting the Adams Trail-A-Bike to any bicycle and going out for a ride with your children, please read and understand the following installation and use instructions. If in doubt with any element comprised in this manual, please refer to your bicycle dealer.

COMPATIBILITY

This unit is designed to fit and attach securely to most "adult" bicycles using a wheel size of 26" (mountain bike size), 27" or 700C. It should not be fitted to bicycles with 20" or 24" wheels as there may not be enough pedal clearance between the Trail-A-Bike's pedals and the ground when leaning or turning.

On smaller bicycles, it is recommended that the minimum height for the Trail-A-Bike to be 76cm or 30" from the ground to the bottom of the hitch assembly or 3.5" between the bottom of the hitch and the rear tire of the towing bicycle. That clearance should be kept if using a fender or pannier rack. This will ensure proper clearance for the Trail-A-Bike pedals when cornering as well as clearance for the "towing" bicycle rear tire, rear fender or rack under the hitch arm.



RECOMMENDATIONS

We recommend to use only a high quality chro-moly seatpost to tow the Trail-A-Bike. A thin alloy or steel seatpost could bend or break.

Always use the flag supplied with your Trail-A-Bike to make you more visible. This flag mount is designed to have the flag mounted on the left rear wheel nut of the Trail-A-Bike.

We also recommend to install a full coverage rear fender on the towing bicycle to stop debris from being tossed up to the rider on the Trail-A-Bike.

WEIGHT LIMITS

The Starter, Shifter and Shocker Trail-A-Bikes have been designed to carry 1 child with a maximum weight limit of 38.5kgs or 88lbs.

The Tandem Trail-A-Bike has been designed to carry 2 children with a total combined weight limit of 55kgs or 121lbs.

For the Starter, Shifter and Shocker Trail-A-Bikes, the adult-to-child weight ratio should be at least of 2:1. Therefore, the rider up front should at least be double the weight of the child at the back.

For the Tandem Trail-A-Bike, we strongly suggest the lead rider to be at least 68 kgs or 150 lbs. to ensure proper control of the lead bicycle.

YOUNG CHILDREN

We do not recommend riding with children that are not already able to ride on a smaller bicycle with or without training wheels.



If this product is to be used with children that are too young or small or, due to any disability, not physically able to balance on the seat by themselves, we strongly recommend to use the optional backrest (see picture on website or appendice). Also, if the infant is really small or below riding age, the optional baby seat should be used.

TERRAIN

This Trail-A-Bike is designed for paved or smooth gravel roads. We strongly recommend to use it on bicycle paths, bicycle lanes, or low traffic roads only. Although not advised, if the Trail-A-Bike is to be used on streets shared with other vehicles, extreme care should be taken.

Do not use this Trail-A-Bike on trails, rough roads or where the Trail-A-Bike will be subjected to significant or constant jarring and/or shock, as your child could be bumped off the unit. Avoid large bumps, potholes and riding off curbs with the Trail-A-Bike attached and a young rider on it.

SPEED

Slow speeds are safe speeds. The Trail-A-Bike is designed for slower speeds (under 20kph). If that speed is exceeded, it could cause a lost of control and possible injury or death to either rider.

NIGHT RIDING

We do not recommend using this Trail-A-Bike after dark or in low light conditions. If you must use the Trail-A-Bike in poor conditions, it is the responsibility of the owner and user to provide an adequate lighting system for both the "tow bicycle" and the Trail-A-Bike that will clearly be visible from the front, sides and back.

DISCLAIMER

Proper installation of this Trail-A-Bike to your bicycle is critical and is not the responsibility of the manufacturer or the retailer. See specific installation instructions within this manual.

Improper use of this unit may result in damage to your Trail-A-Bike and your bicycle and could even could result in serious injuries or death for the child on the Trail-A-Bike or the rider on the bicycle pulling the Trail-A-Bike.

After reading this manual, if you have any additional questions regarding the assembly, installation and/or use of this Trail-A-Bike, please call your nearest Adams Authorized retail dealer, nearest Adams distributor or go to our website at www.trail-a-bike.com.





Attaching the Trail-A-Bike to your bicycle

Before attaching the Trail-A-Bike to your "tow" bicycle and taking your child out for a ride, please read and understand the following mounting instructions. See your nearest Adams dealer for further instructions or help.



INSTALLING THE FRONT HITCH ASSEMBLY

The patented "universal hitch assembly" is already mounted to the forward arm of the Trail-A-Bike. You only need to remove front portion (from the quick release pin forward, #1) from the Trail-A-Bike and install it on the seatpost of the towing bicycle. To do this, follow these instructions.

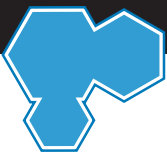
- 1) Undo the nut on the end of the quick release pin assembly (#8), open the quick release lever and slide the hitch pin out of the universal hitch assembly.
- 2) Pull forward this front section and slide it out of the universal hitch assembly.
- 3) At the top of the seat tube of the bicycle the Trail-A-Bike will be attached to, using the quick release (or loosening the Allen key bolt or the nut and bolt), remove the seat and seatpost unit from the bicycle taking care to measure or mark the seat height in order to put it back exactly where it was later.
- 4) Select one of the 3 plastic shims (#6) that come with the Trail-A-Bike and slide the best fitting one over the bottom of your seatpost. When slightly compressed, the shim should be as snug as possible over the post but should not close tight against itself.



If a seatpost diameter is smaller than 24mm or 7/8", it may be necessary to add additional shim material to bring it up to this minimum size. Please ensure that once installed and fully tightened, the Trail-A-Bike hitch is tight enough to not allow the hitch and shim assembly to rotate on the post.

- 5) Slide the hitch (#1) over the seatpost.



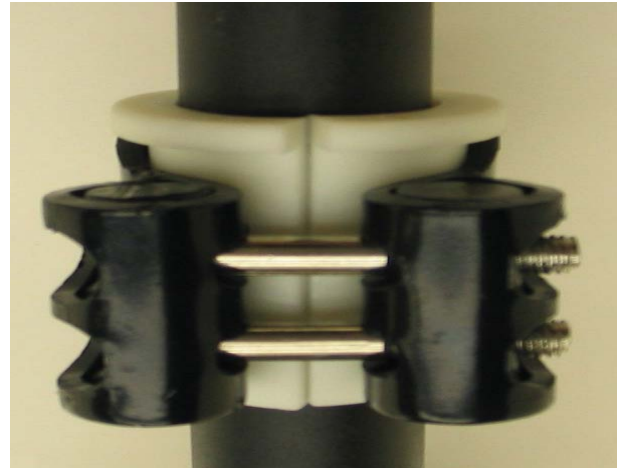


- 6) Slide the shim up over the bottom of the seatpost, with step facing down.

Good:



Bad:



Make sure to install the shim (#6) with the step facing downwards (closest to the frame). This thick lower edge will protect the frame from being damaged. If the shim is incorrectly installed with the step on the top, the hitch assembly could slide downwards off the bottom of the shim and hit the frame. Not only could the Trail-A-Bike become loose and hard to handle, but it could also damage the frame of the towing bicycle.

- 7) Slide the metal hitch pin assembly (#8) down over the plastic shim.
- 8) Re-install the seatpost and seat assembly back into the bicycle, making sure to adjust the seat height back to the correct position.



Seatpost insertion is very important. There should be at least 75mm or 3" of seatpost inside the bicycle frame.





- 9) Tighten the seatpost into the "towing bicycle" correctly at the right height.
- 10) Slide the plastic shim and metal hitch assembly down on the seat post as low as possible or according to the following guidelines for smaller bicycles.
- 11) Rotate the hitch unit so it faces directly backwards off the back of the seat post unit and tighten it securely in place using the two 5mm Allen bolts.

ATTACHING THE TRAIL-A-BIKE TO YOUR BICYCLE

- 1) Lift the Adams Trail-A-Bike unit up behind the "towing bicycle" and carefully slide the universal joint section on to the hitch assembly.



- 2) Re-install the hitch pin by snapping the quick release locking pin (#8) over the unit and by winding the black plastic knob on to the end of the pin to lock it in place.

If the quick release locking pin is incorrectly installed and is not locked in place with the additional snap clip and locking knob, the pin could come out, causing the Trail-A-Bike to come off the tow bicycle. Serious injury or death could result.





Above photo shows clamp in incorrect open position

Below photo shows clamp in correct closed position



ADJUSTING THE TRAIL-A-BIKE

Before taking your child out for a ride on his new Trail-A-Bike, please read and follow these simple adjustment instructions. This will make the ride safe and more enjoyable for both you and the rider on the Trail-A-Bike.

- 1) Make sure the Trail-A-Bike seat (#26) is level. If not, loosen the 13mm nut under the seat and click it to a level position. Re-tighten the seatpost clamp.
- 2) Sit the child on the seat and place the child's feet (with shoes) on the pedals (under the ball of the foot is best). Rotate one of the pedals to the lowest position and check that his knee is slightly bent.
- 3) If the seat appears to be too high or too low, using the quick release (#28) or 6mm Allen bolt (#29), adjust the seatpost up or down. Once this is done, return to steps #1 and #2 and re-check for correct seat height adjustment.



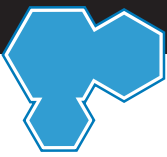
- 4) Tighten the seatpost and seatpost clamp securely to prevent unwanted rotation or slippage.
- 5) Check the reach of the child from the seated position to the handlebars. You may need to adjust the angle of the bars if he has to reach too far forward or if the bars are too close.

ADJUSTING THE HANDLEBAR

- 1) To adjust the bars, simply loosen the single 5mm Allen key bolt (#18) on the stem and rotate the bars slightly forward or backward until the reach is comfortable for the young rider.
- 2) Tighten the bars in position sufficiently to prevent unwanted rotation.

When the bars are set in the correct position, the child should be riding in a comfortable upright riding position with arms slightly bent at the elbows when his hands are on the grips.

When in doubt, please refer to your Adams dealer.



PRE-RIDE SAFETY CHECKS



Before taking your child out for a ride on his new Trail-A-Bike, please read and follow these simple safety checks.

- 1) Make sure the seat height and handlebar adjustment are appropriate for the child that will be riding the Trail-A-Bike.
- 2) Make sure the hitch pin (#8) is completely inserted through the universal joint, that the additional snap clip is snapped over in place and that the plastic locking knob on the Trail-A-Bike is secured properly.



- 3) Make sure the rubber gasket cover (#7) is installed back over the entire universal hitch connection at all times. This rubber gasket cover should always be in place to ensure that your hand or fingers won't get caught or pinched when moving the bicycle and Trail-A-Bike around.
- 4) Check to ensure correct tire pressure (35 to 40 PSI). Check quick release or Allen bolt for seatpost and handlebars tightness.

Ensure all bolts and nuts as well as all hitch parts are tight and working properly. If there is any sign of wear in the hitch or loose parts, see your nearest Adams dealer for replacement parts and avoid using the Trail-A-Bike until the necessary repairs have been performed. Serious injury or death to either the rider on the tow bicycle or on the Trail-A-Bike could result if failure at this hitch assembly was to happen while riding.

When in doubt, please refer to your Adams dealer.



PROTECTION

Both the rider on the towing bicycle and the child riding the Trail-A-Bike must wear approved cycling helmets. Helmets can prevent or reduce injuries in the event of an accident. You and your child can also wear additional protective gears like gloves, pads and sunglasses.

STARTING POSITION

Ensure that the child riding the Trail-A-Bike is holding on and in a safe riding position before starting out or going for a ride.

Please ensure that while riding your child is seated properly and is holding on to both grips. If the unit was to hit a bump when the child only has one hand on the grips or is already off balance, it is very easy for the child to lose his or her balance and possibly fall off the unit.

RIDING WITH THE TRAIL-A-BIKE

Before using your Trail-A-Bike, make sure to understand the major safety guidelines addressed in this section.

RIDING CHARACTERISTICS

Remember that with a Trail-A-Bike attached to your bicycle, the unit is longer than before and the riding characteristics will be quite different.

1-Flat ground

Take extra care to make your moves on the towing bicycle very slow and smooth. This will make it easier for the rider on the Trail-A-Bike attached to your bicycle.

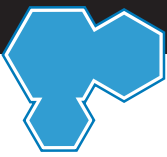
2-Turning

Avoid extremely sharp turns while towing Trail-A-Bike as it will be very difficult to maneuver. Try to follow a smooth and wide arc whenever possible.

3-Uphill

When you are riding uphill, we strongly recommend to use a very smooth in-the-saddle position. Climbing out of the saddle tend to sway or lean the bicycle from side to side.





This movement is greatly exaggerated at the Trail-A-Bike and it may be very difficult for the child to hang on. Serious injury or death may result for the child if he was to fall off the unit because of a severely swaying Trail-A-Bike.

4-Downhill

Because of the additional weight, we advise to be extremely cautious when you are coasting downhill towing a Trail-A-Bike. Make sure to control your speed at all time by using both brakes.

TRAFFIC REGULATIONS

Because you are a vehicle operator, please observe all traffic regulations when riding.

TEACHING YOUR CHILD

1-The art of shifting (Shifter & Shocker only)

Your child will enjoy learning to shift gears on his own as the Trail-A-Bike will allow him to familiarize with selecting an appropriate gear combination for the terrain. We recommend you to explain your child how to shift gears and which gear he should use to follow the demand of the terrain. He will quickly realize how convenient it is when going uphill and he will be of great help if he can pedal the Trail-A-Bike in a gear easy enough for him to help with the work.

This new Trail-A-Bike is equipped with a wide range 7-speed Shimano derailleur (5-speed for pre-2004 models) and a twist shifter. Your child will also find it helpful and easier to learn when riding on the back to adapt his pedaling speed to yours. This twist shifter and Shimano rear changer combination is easy to use and requires little maintenance.

To shift gears, explain your child that the Trail-A-Bike should be moving forward and that it is best to only shift 1 or 2 gears at a time. Shifting more gears at once or twisting the shifter while the child is not pedaling could result in miss shifting and/or damage the components.

Please also explain that damage to the shifting system can occur if the system is pedaled backwards, especially if the shifter is moved out of position at the same time.

When starting out or going uphill, it is best to start with the chain in the easiest 1st gear (when the chain is on the largest rear cog, or closest to the spokes of the wheel). As your child needs a bigger or harder gear, he can twist the shifter forward, over the top, away from him. While moving the shifter, he will hear an audible "click" and will see the indicator line up with the "2" gear, and so on. This is perfectly normal.



It is important to instruct the child to always pedal forward and to decrease the pressure on the pedals while shifting. This will make the shifting much smoother, quieter and easier on the Trail-A-Bike equipment.

Use this same procedure to shift from 1st through 5th (or hardest or highest) gear.

To downshift or to get back into an easier gear for climbing hills or before coming to a stop, simply explain and show the child that he can wind back on the twist shifter in order to move the rear changer from 5th to 4th to 3rd gear and so on.

Again, explain that it is important to keep pedaling forward and to decrease the pressure on the pedals before trying to shift the gears.

2-The art of coordination

While riding with the Trail-A-Bike, teach your child to match your pedaling style, cadence and safe riding.

RIDING THE TANDEM TRAIL-A-BIKE

The tandem Trail-A-Bike is built for you to enjoy and share the joys of riding with two children. It is our most unique Trail-A-Bike product, and to our knowledge, the only one of its kind available in the world.

Riding a bicycle towing a tandem Trail-A-Bike is hard work. The combined weights and movements of the two riders on the Trail-A-Bike can seriously affect the handling and control of the towing bicycle. Please make sure the lead rider is not only a physically strong rider, but is also very comfortable with the aspect of towing a heavier and longer load.

The tandem Trail-A-Bike is a very long unit. Be cautious when turning as the it will track quite far inside the line your towing bicycle will take.

Remember that with a Trail-A-Bike attached to your bicycle, your unit is much longer than before and the riding and turning characteristics will be quite different.

Note: The Tandem Trail-A-Bike comes with an adjustable handlebar clamp which can be moved forward and back on the top tube of the Trail-A-Bike. This allows some fine adjustment to fit the child as he grows.



Warning: Please ensure that while riding, your children are both seated properly and that they are holding on to both grips on the handlebars. If the unit was to hit a bump when they only had one hand on the grips or if one or both of the children are already off balance, it would be very easy for them to fall off the unit.

It is important that the Allen key bolts on this stem clamp are tightened securely so that the stem will not turn or rotate on the top tube. Again this be quite dangerous for the child. Speak to your Adams dealer if in doubt.

FOLDING THE TRAIL-A-BIKE



Note: These guidelines only apply to the Trail-A-Bike Folder and Shifter models.

It is easy to fold the Trail-A-Bike for handling, storage or transportation. To put the frame into the folded position, please read and follow the steps below.

1. Remove the Trail-A-Bike from the tow bicycle by undoing and pulling out the quick release locking pin (#8) located at the front of the universal joint area (directly behind the seatpost).





2. Undo the quick release seatpost clamp (#28) and slide the seatpost up and out of the frame.



3. Holding onto the handlebars (#22), fold the front section of the Trail-A-Bike unit to the right, all the way around until it lines up directly over the rear section of the Trail-A-Bike.



Warning: Take care not to get your fingers anywhere near the pivoting sections as the frame tube swings around. Serious injury could result if they are caught between the tubes. To prevent this, hold the Trail-A-Bike by the handlebars, leaving the rear tire in contact with the ground.

4. Insert the quick release locking pin (the one you just removed from the universal joint main hitch area, # 16) into the hole in the main frame hinge located just in front of the cranks).



5. Once the pin is inserted into the frame holes, it will be "locked" into the folded position and will be much easier to handle. This way, it will not unfold when you are handling it.
6. To make the Trail-A-Bike even more compact, the handlebar and stem (#22 & #23) can be removed quickly without any tools. To do this, simply undo the quick release locking pin (# 16) below the stem (#23) and loosen the quick release lever (#15). The handlebars and stem combo can now be removed and put beside the frame for super compact packaging.



UNFOLDING THE FOLDER OR SHIFTER TRAIL-A-BIKES

Note: If you have a foldable Trail-A-Bike, please read and follow these steps to ensure your Trail-A-Bike is correctly unfolded and locked into the ready-to-ride position before attaching it to your bicycle.

- 1) Remove the locking pin at from the frame locking holes (#17).
- 2) Unfold your Trail-A-Bike counterclockwise until the upper portion of the seatpost area lines up with the lower seat section frame tubes. If your model is a multispeed version, take care to not tangle, kink or break any cables while doing this.

Warning: Take care to not get your fingers anywhere near the pivoting sections as the frame tube swings around to line up. Serious injury could result if they are caught between the tubes.

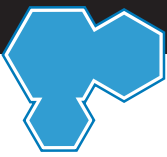
- 3) Slide the seatpost (with the seat attached, # 27) into the upper and lower frame tubes once these are lined up.



- 4) Using the quick release seatpost clamp (#28), secure the seatpost into place. This also holds the frame together and in line.

Note: See the "Adjusting the Trail-A-Bike" section to ensure correct seat height. If it is always the same rider at the back, it may be easiest to mark the seatpost at the right height (putting a strip of tape around the post is the easiest way) so it is very quick and easy to set the seat to the right height without always re-adjusting.

Warning: Please ensure that there is a minimum of 150mm or 6" of seatpost down inside the frame so that it is inserted past the junction between the upper folding section and the lower section. It is important that the seatpost is not too high or it will not correctly secure the frame in the ready-to-ride position.





- 5) Insert the handlebar stem (#23) into the frame mount on the top tube making sure the quick release locking pin (#16) is correctly installed and is locked into place with the additional snap clip and locking knob.



Warning: Make sure that the pin (#16) is correctly installed. If the pin is not correctly installed and locked into place, it could come out of the mount and cause the handlebar unit to release from the Trail-A-Bike. Serious injury or death could result.

- 6) To fully tighten the handlebar assembly, tighten up the excess play in the nut on the alloy quick release lever (#15), and then clamp the quick release lever over into the locked position.

Note: It is not necessary to have a locking pin in the frame hole. The seatpost design fully locks the Trail-A-Bike into the ready-to-ride position. This hole and pin design has been added to help handle the Trail-A-Bike when in the folded position. See the "Folding the Trail-A-Bike" section for more information.



TRAIL-A-BIKE MAINTENANCE (every 100 km or 3 months)

Periodic maintenance (lubrication, tire pressure verification, etc.) is required. Although the Trail-A-Bike is no different than a bicycle, there are a few key points to check.

Should you be unsure about the following maintenance guidelines and/or any safety aspect of the Trail-A-Bike, please contact your nearest Adams authorized dealer for assistance.

- 1) Should the universal joint section (#1 or #12) or any of the securing pins (#8 or #16) used on the Trail-A-Bike appear to be worn, damaged or loose, **stop using the Trail-A-Bike and replace them immediately.** Damaged or worn parts and pins are dangerous. See your nearest Adams authorized dealer for replacement parts if necessary.
- 2) Lubricate the U-joint section (#12) by sliding the U-joint cover back (#7) and away from the hitch area. This will expose the center block (#11) in the universal joint hitch area. You will notice a small hole at the top and on the side of this block. Using a needle grease gun (available at any bicycle shop), force grease into these holes until you see extra grease squeezing out.
- 3) Lubricate the chain (#40) with proper bicycle chain lube or lightweight oil.
- 4) Feel free to wax the Trail-A-Bike with UV protective wax to protect it and preserve the finish. Car waxes work great for this; follow the appropriate instructions.
- 5) Ensure the reflectors (#36 and #39) and flag (#37) are clearly visible, clean and not damaged.
- 6) Should the Trail-A-Bike need cleaning, only use soap and water. Some cleaners use solvents, which may damage the paint and/or parts.



SUMMARY AND WARRANTY

Note: There are clauses that may limit your warranty. Please read the following.

To ensure customer satisfaction, the Trail-A-Bike has a limited lifetime warranty on the frame against any defect in material or workmanship. This covers exclusively for the original owner problems found under normal use and service from the date of purchase. Adams will also repair or replace at no charge any original equipment if determined to be defective for a period of 90 days following the date of purchase to the original buyer.

Should this product fail in any way due to manufacturer's defects, please call or visit your nearest Adams authorized dealer. You will need to show your original sales receipt or similar proof of purchase. Your nearest Adams distributor or Norco branch office (warranty centers) will provide the dealer with a prompt replacement part and/or help you with a repair as necessary.

Note: This warranty does not cover normal wear items such as wheels, tires, tubes, cables, etc. It also does not cover damage arising from neglect, accidental or intentional damage, institutional or commercial or rental use, or any other misuse of the product. Expressly excluded by this warranty is liability for consequential property or commercial damages.

Should the Trail-A-Bike need to be returned, contact your nearest Adams Authorized Dealer or distributor and they will handle the situation for you. **Note that shipping charges will be paid by the customer** and that once the repair or replacement is complete, the unit will be shipped back to the dealer. If in the case of replacement, if your exact unit is not available, one of equivalent type, quality and/or price will be substituted. Please always include a letter explaining the problem in detail and a photocopy of your bill of sale.

This is a limited warranty.

Thank you for purchasing this quality Adams product. We know it will give you many pleasurable hours with your children and years of great performance.

Please see our web site at www.trail-a-bike.com for further information on this or any of our other products. You can also send an e-mail using the online form for any additional questions or problems that may come up and that are not clearly explained or cannot be answered by your nearest Adams dealer or distributor.





ADDITIONAL TRAIL-A-BIKE ACCESSORIES & INFORMATION



Baby Seat



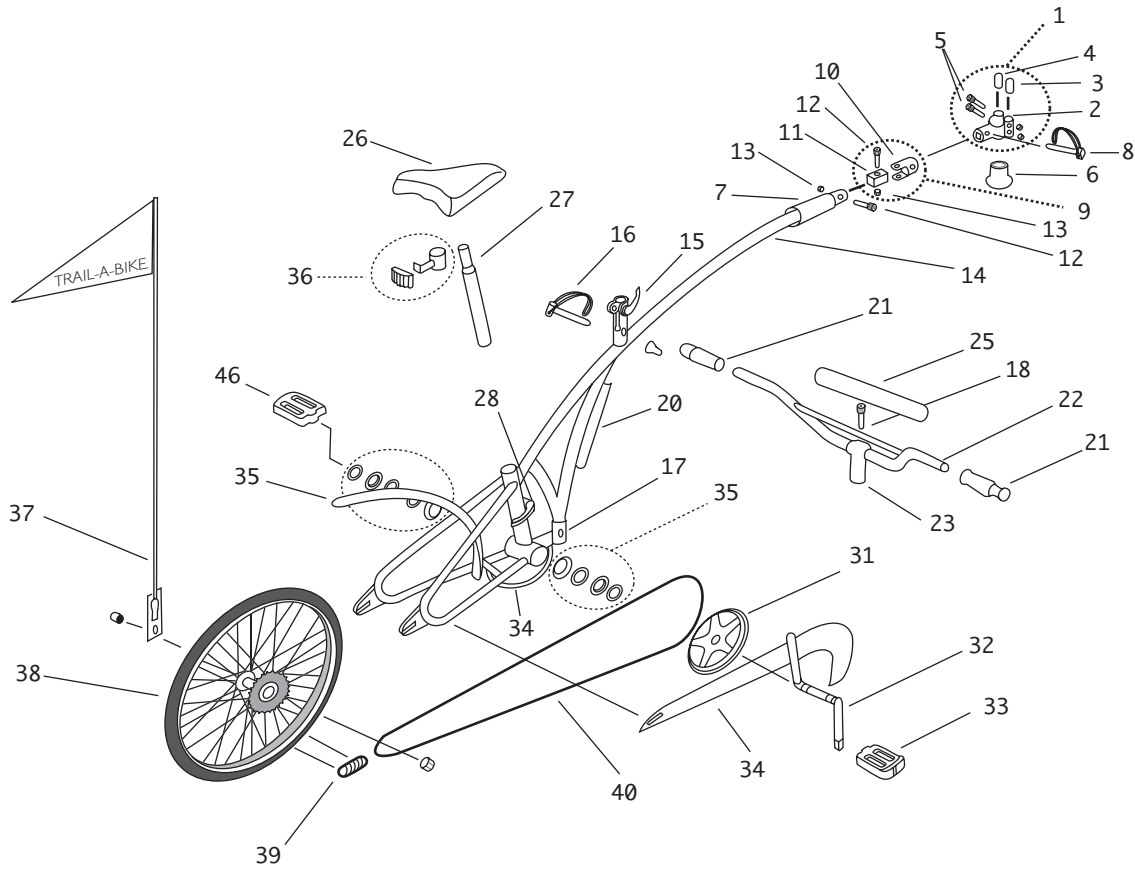
Backrest



ENGINEERED AND TESTED TO ENSURE CHILDREN'S SAFETY

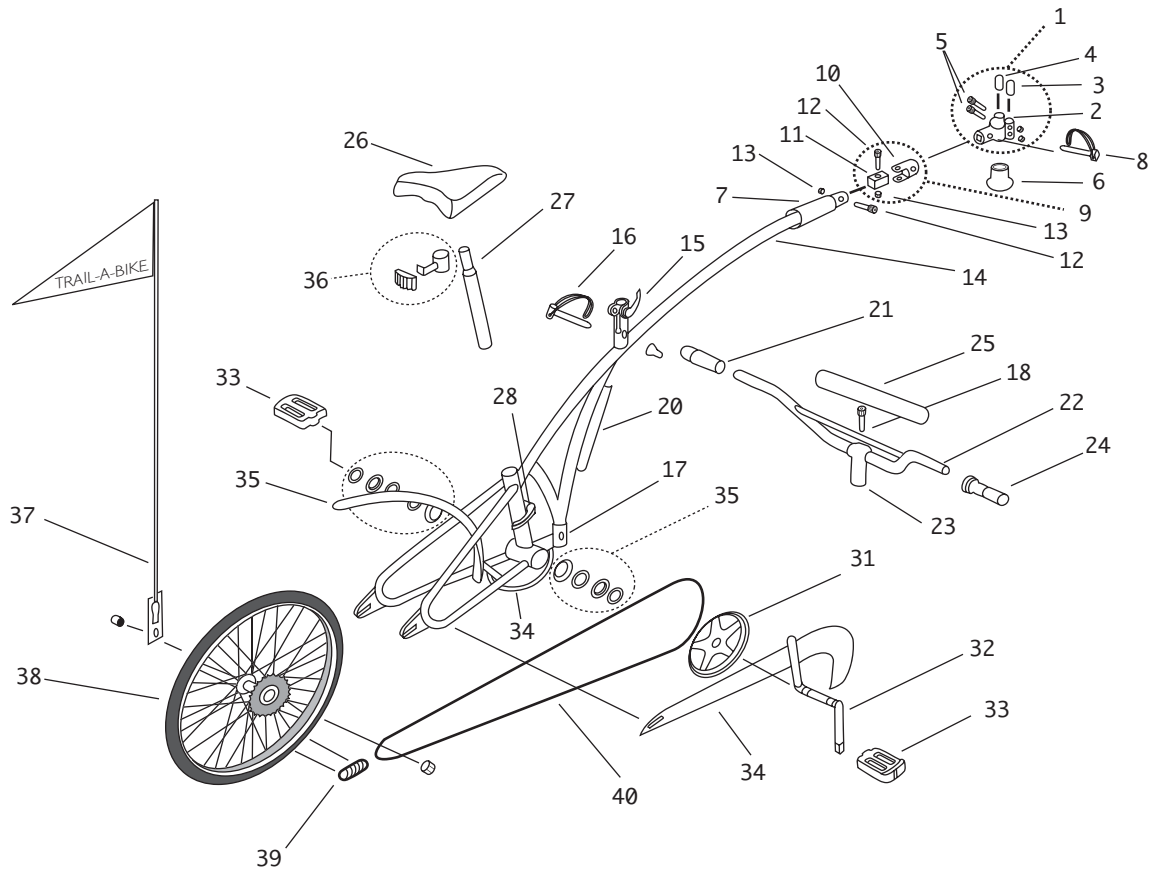
The patented Adam's Hitch design is a result of over 9 months of destructive testing by an independent laboratory. The result is a hitch that exceeds AWS D1.1 (American) and CSA W59 (Canadian) metallurgical strength requirements by over 8 times!

Trail-A-Bike - Folder



Number	Description	Number	Description
1	Hitch Clamp Assembly	21	Handlebar Grips
2	Clamp	22	Handlebar
3	Cylinder Nut	23	Stem (post type)
4	Cylinder Washer	24	Shifter
5	Bolts	25	Handlebar pad
6	Shim (3 different sizes)	26	Saddle
7	Rubber Gasket	27	Seat Post
8	Hitch Cutter Pin	28	Seat Binder Q/R
9	Universal Joint Assembly	29	Seat Binder clamp/bolt
10	Female Joint	30	Bottom Brackets cups/bearings
11	Block	31	Chainwheel
12	Axle Bolt	32	Crankset
13	Nylok Nut	33	Pedals
14	Forward Arm	34	Chainring Protector
15	Handlebar Quick Release	35	Fender
16	Handlebar Cutter Pin	36	Reflector Assembly
17	Frame Locking Hole	37	Flag
18	Stem Clamping Bolt	38	Wheel
20	Splashguard	39	Reflector
		40	Chain

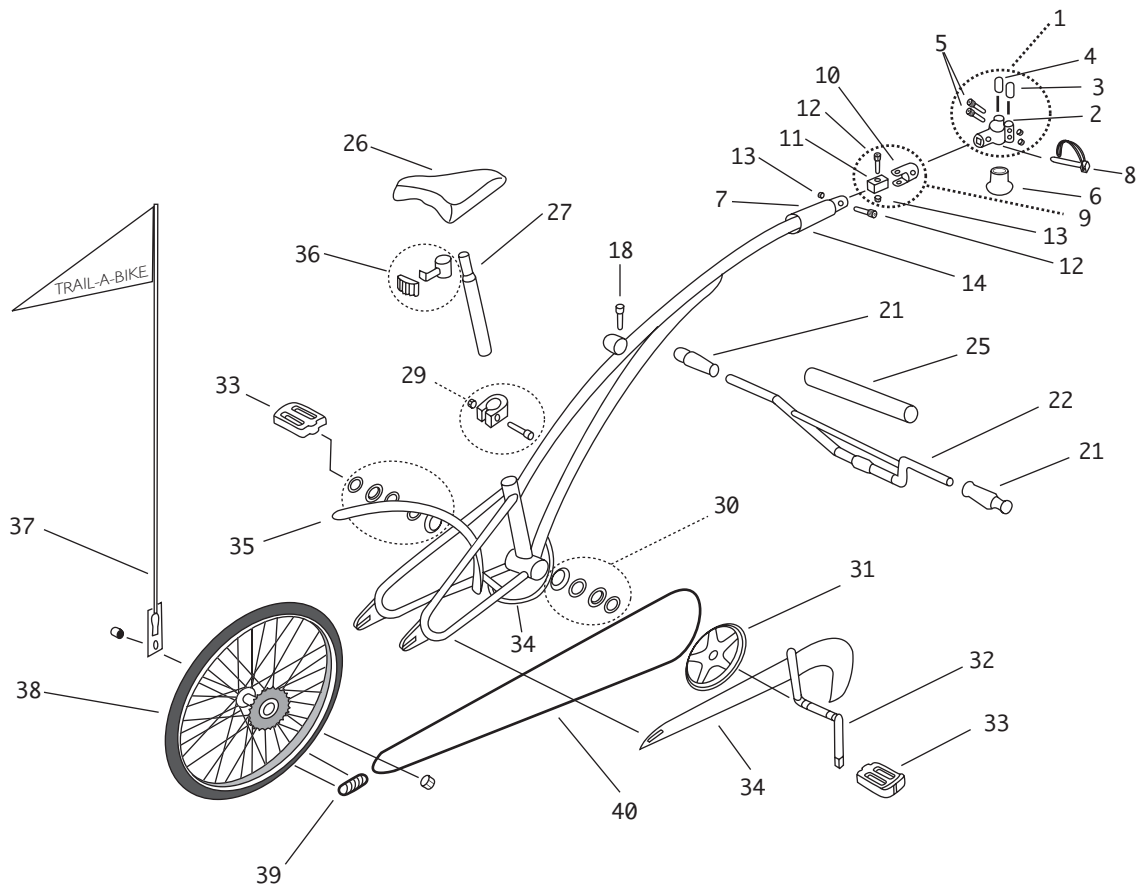
Trail-A-Bike - Shifter



Number	Description	Number	Description
1	Hitch Clamp Assembly	21	Handlebar Grips
2	Clamp	22	Handlebar
3	Cylinder Nut	23	Stem (post type)
4	Cylinder Washer	24	Shifter
5	Bolts	25	Handlebar pad
6	Shim (3 different sizes)	26	Saddle
7	Rubber Gasket	27	Seat Post
8	Hitch Cutter Pin	28	Seat Binder Q/R
9	Universal Joint Assembly	29	Seat Binder clamp/bolt
10	Female Joint	30	Bottom Brackets cups/bearings
11	Block	31	Chainwheel
12	Axle Bolt	32	Crankset
13	Nylok Nut	33	Pedals
14	Forward Arm	34	Chainring Protector
15	Handlebar Quick Release	35	Fender
16	Handlebar Cutter Pin	36	Reflector Assembly
17	Frame Locking Hole	37	Flag
18	Stem Clamping Bolt	38	Wheel
20	Splashguard	39	Reflector
		40	Chain



Trail-A-Bike - Starter



Number	Description	Number	Description
1	Hitch Clamp Assembly	21	Handlebar Grips
2	Clamp	22	Handlebar
3	Cylinder Nut	23	Stem (post type)
4	Cylinder Washer	24	Shifter
5	Bolts	25	Handlebar pad
6	Shim (3 different sizes)	26	Saddle
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8	Hitch Cutter Pin	28	Seat Binder Q/R
9	Universal Joint Assembly	29	Seat Binder clamp/bolt
10	Female Joint	30	Bottom Brackets cups/bearings
11	Block	31	Chainwheel
12	Axle Bolt	32	Crankset
13	Nylok Nut	33	Pedals
14	Forward Arm	34	Chainring Protector
15	Handlebar Quick Release	35	Fender
16	Handlebar Cutter Pin	36	Reflector Assembly
17	Frame Locking Hole	37	Flag
18	Stem Clamping Bolt	38	Wheel
		39	Reflector
		40	Chain