

ASSEMBLY INSTRUCTIONS BABY BEAUMONT

PLEASE KEEP THESE INSTRUCTIONS FOR FUTURE USE & REFERENCE. DO NOT DISCARD.

⚠ WARNING

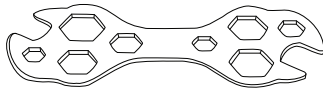
- Children using this product should always be supervised by an adult.
- Never allow this product to be ridden at night.
- For sidewalk use only! Do not ride on streets!

TOOLS NEEDED (Included)



x3

4,5,6 mm Hex Wrench



x1

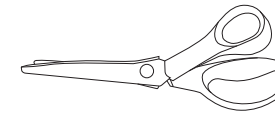
10-function multi-tool

TOOLS NEEDED (Not Included)



x1

Phillips Screwdriver



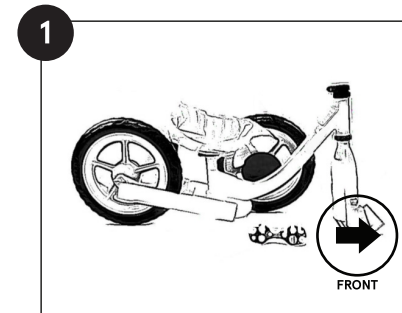
x1

Scissors

1 UNPACKING YOUR BIKE

1. Cut the shipping straps on the outside of the box.
2. Remove the box staples to prevent any cuts that can occur while you're unpacking your bike. Lift bike out by frame and rear wheel.
3. **IMPORTANT:** Rotate the fork (looks like a wishbone) so that it is facing forward of the bike (**Fig. 1**). Place the bike on the ground, so it's standing upright on the fork dropouts and rear tire.
4. Cut all of the packing zip ties.
5. Carefully separate the front wheel from the bike.
6. Remove the accessory box and set it aside.
7. Examine your new bike for any visible damage that may have occurred during shipping.

Special Note: For tightening all fasteners, please refer to Appendix D in the back of your owner's manual for all fastener torque specifications.

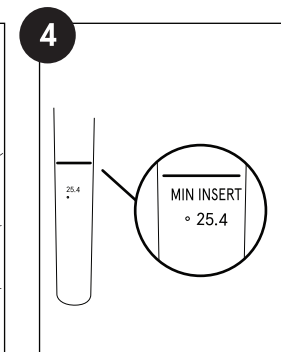
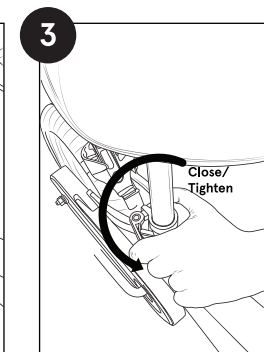
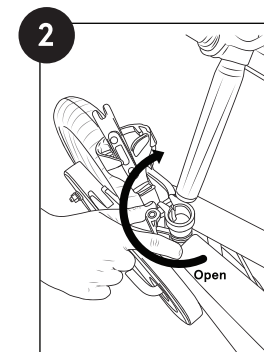


2 SADDLE/SEAT POST

1. The seat post will come attached to the saddle from the factory. Pull the quick release lever attached to the top of the frame seat tube upwards. Insert the seat post/saddle assembly into the seat tube of the frame to at least the minimum insertion line of the seat post (**Fig. 2**). Adjust the seat to your desired height.
2. Once you have adjusted the seat post to your desired height, lock it in place by closing the quick release lever against the clamp (**Fig. 3**).
*The lever should require some force to close. If it closes too easily and does not hold the seat post in place, or if the effort to close the clamp is too great, adjust the clamping force by loosening or tightening the adjusting nut on the side opposite the lever.

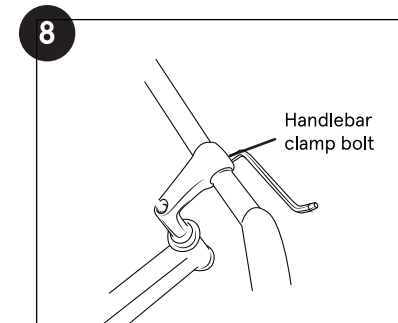
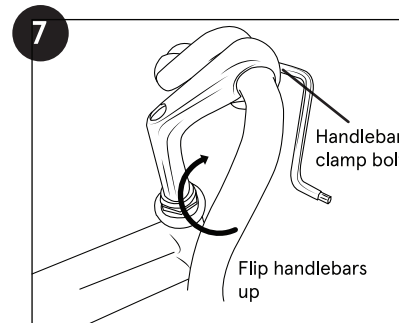
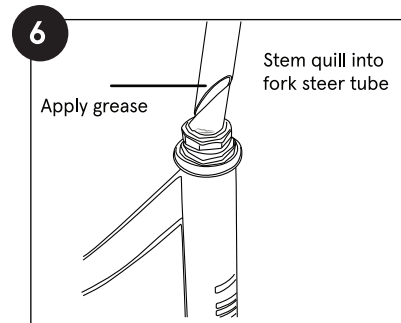
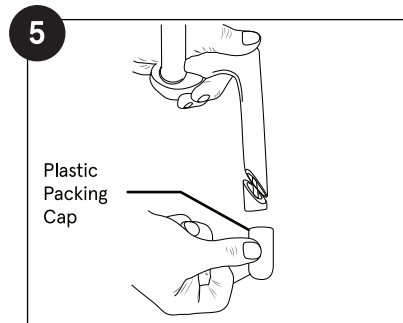
⚠ WARNING!

When the seat is adjusted properly, you should NEVER see the minimum insertion line. Do NOT operate bike if minimum insertion line is viewable on the seat post (**Fig. 4**).



3 HANDLEBAR/STEM

1. The stem is secured to the handlebar from the factory.
2. Remove the plastic packing cap from the bottom of the stem (**Fig. 5**). Loosening the stem bolt at the top of the stem 1-2 turns may help.
RECOMMENDED: apply a thin layer of grease to the end of the stem shaft and around wedge.
3. Insert the quill (wedge) end of the stem into the fork steer tube (**Fig. 6**). You may have to loosen the bolt and wedge a small amount to allow the quill to fit into the steer tube.
4. Make sure the fork is facing forward (**Fig. 1**) and the handlebars facing forward and lined up with the fork dropouts.
5. Adjust the height of the stem to your desired level and tighten the stem bolt. You can make final adjustments to the height of the stem after the bike is assembled (**Fig. 9**).
6. Using a hex key wrench, loosen the bolt at the front of the stem handlebar clamp (**Fig. 7**).
7. Lift/rotate the handlebar to desired position. Make sure the handlebar is centered in the clamp. Tighten the handlebar clamp bolt (**Fig. 8**).



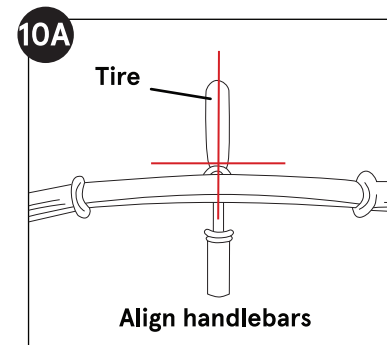
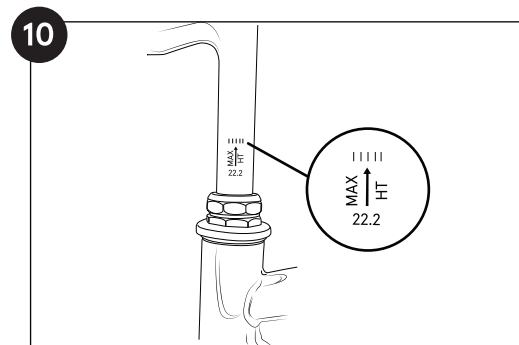
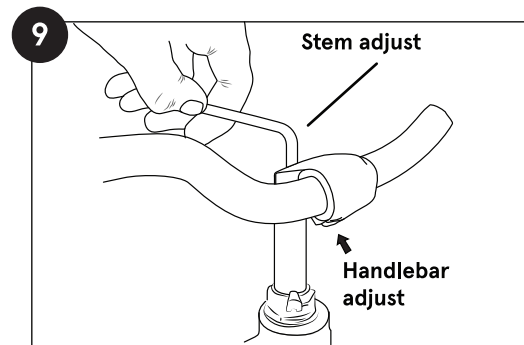
HANDLEBAR CENTER DIRECTION

1. Make sure the front fork is facing forward (**Fig. 1**).
2. You may have to loosen the Stem Bolt a few turns (**Fig. 9**).
3. Align the stem/handlebars with the centerline of the front wheel/tire and fork dropouts – tighten securely (**Fig. 10A**).

NOTE: Be sure that the minimum insertion mark on the shaft of the stem is inside the frame. Do NOT operate the bike if it is visible (Fig. 10).

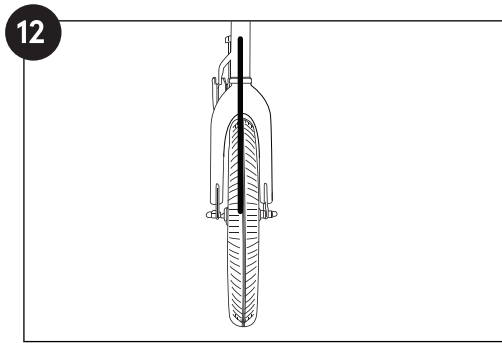
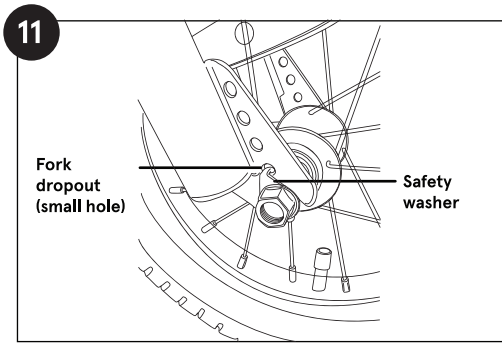
⚠ WARNING!

Adjusting (or installing) the stem with the minimum insertion mark showing outside of the frame could create a dangerous condition causing the stem to break causing the rider to lose control resulting in serious injuries to the rider.



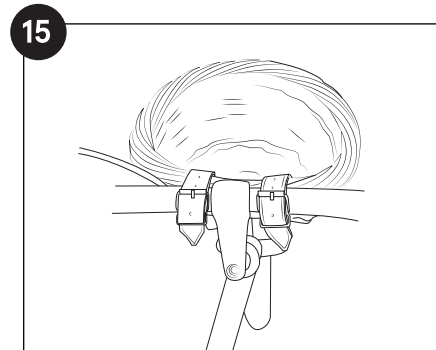
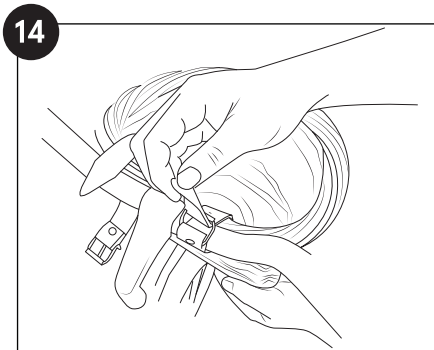
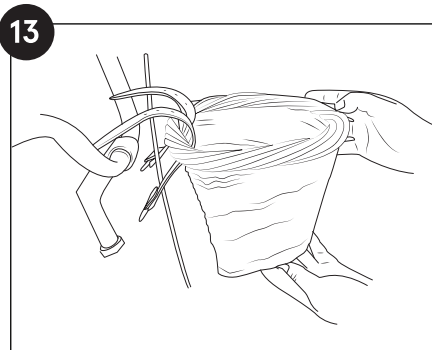
4 FRONT WHEEL

1. Remove the plastic shipping protector from the fork dropouts and plastic axle protector(s).
2. Loosen the axle nuts on the front wheel and insert the front wheel into the fork dropouts. Insert the tab of the safety washers into the small holes on the outside of the fork dropouts. **(Fig. 11)**.
3. Inspect the wheel to make sure it is centered in the fork **(Fig. 12)**. Tighten each axle nut a little at a time with a 15mm wrench, alternating between sides, until each axle nut is properly tightened.



5 FRONT BASKET

1. Loop the mounting straps into the basket slots from the bottom inward and over the basket rim **(Fig. 13)**.
2. Loop over the handlebar on each side of the stem – pull tight and buckle-up same as any waist belt **(Fig. 14)**.
3. Tuck the strap ends into the keeper loop **(Fig. 15)**.



6 TIRES

1. Locate the tire manufacturer's recommended inflation pressure found on the tire sidewall (listed as "PSI").
2. Using a hand or floor pump with a gauge, begin to inflate the tire to half its recommended inflation pressure. Check to see that the tire is properly seated on the rim. Be sure to inspect both sides of the tire for proper fit.
3. If the tire is seated unevenly or bulges out along the rim, let some air out of the tire and reposition the tire by hand so that it sits evenly on the rim.
4. Continue to inflate the tire to the manufacturer's recommended pressure.
Do NOT exceed the recommended pressure as this will cause an unsafe condition potentially causing the tire to unexpectedly explode.
Do NOT use a compressed air device to inflate your tires. The rapid inflation of the tire can cause it to blow off the rim.

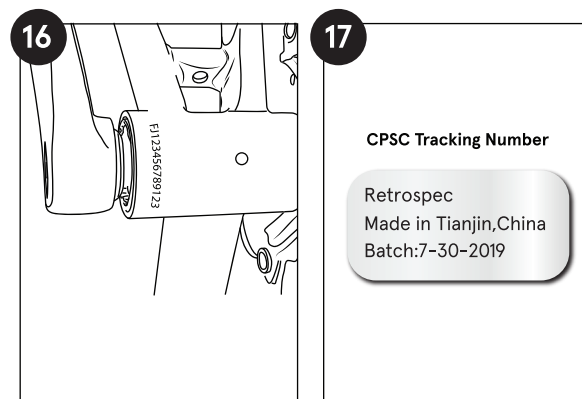
NOTE: Tires and tubes are not warranted against damage caused by over-inflation or punctures from road hazards.

SERIAL NUMBERS & CPSC TRACKING NUMBER

It is important you locate and record the Serial Number and CPSC Tracking Number of your bicycle in case of a recall or if the bicycle is stolen. The Serial Number will be found under the crank bottom bracket and stamped into the frame (**Fig. 16**). Depending on model, the CPSC Tracking Number can be found next to the serial number or at the bottom of the frame seat tube (**Fig. 16 & 17**).

BEFORE YOUR FIRST RIDE

We strongly recommend you take your bike to a professional bike shop and have them check your work and fine tune the bike to ensure your bike is safe to ride.



⚠ WARNING!

This product can expose you to chemicals including lead, which is known to the State of California to cause cancer, birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.