

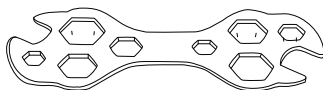
ASSEMBLY INSTRUCTIONS ATLAS FITNESS BIKE

TOOLS NEEDED (Included)



x3

4,5,6 mm Hex Wrench



x1

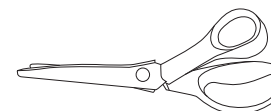
10-function multi-tool

TOOLS NEEDED (Not Included)



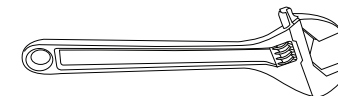
x1

Phillips Screwdriver



x1

Scissors



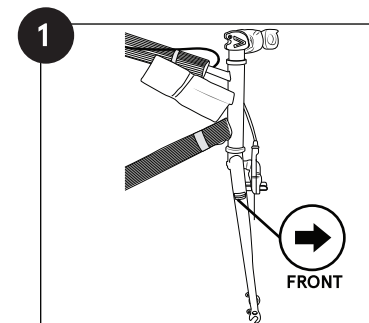
x1

15mm open end wrench
or adjustable wrench

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. Separate the front wheel from the bike by carefully slipping it away from the crank arm, which is resting within the spokes.
6. Remove the accessory box and set it aside.
7. Examine your new bike for any visible damage that may have occurred during shipping.

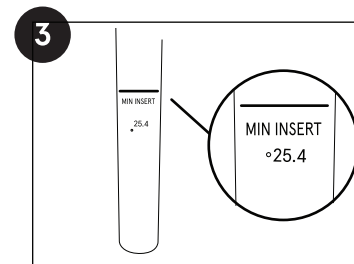
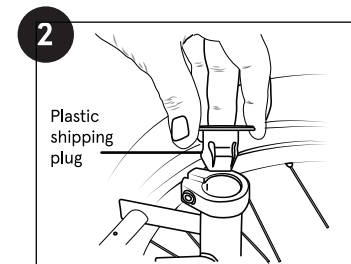
Special Note: For tightening all fasteners, please refer to Appendix D in the back of your owner's manual for all fastener torque specifications.



2 SADDLE

1. Remove the plastic shipping plug from the top of the seat tube (**Fig. 2**).
2. Use the included hex wrench to loosen the seat clamp at the top of the seat tube.
3. **RECOMMENDED:** Apply a thin layer of grease to the inside of the frame seat tube.
4. The seat post will come attached to the saddle from the factory.
5. Insert the seat with the seat post into the seat tube of the frame to at least the minimum insertion line on the shaft of the seat post.
6. post.

Using the hex wrench, tighten the seat clamp once it is at the correct height. **Note:** You can make the final adjustment to the height of the seat as needed after the bike is assembled.

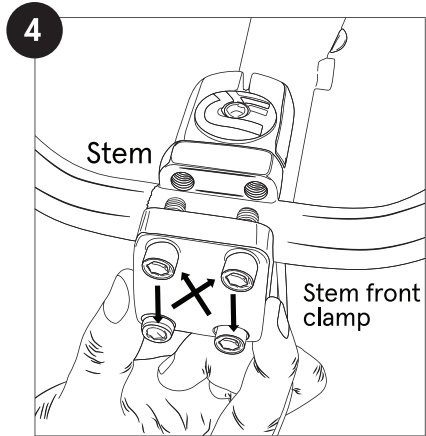


⚠ **WARNING!**

Using the bike with the minimum insertion line on the lower portion of the seat post showing above the frame could result in a failure of the seat post and/or the frame causing a loss of control with potential injury to rider. Such failures are not covered by warranty as it is improper use of the product (**Fig. 3**).

3 HANDLEBAR/STEM

1. The stem will be secured onto fork steer tube from the factory.
2. Using a hex wrench, remove the 4 bolts/washers of the handlebar clamp on the front/face of the stem (**Fig. 4**).
3. Untwist the handlebar and brake cable and face the handlebar forward (reflector facing forward).
4. Make sure that the fork is facing forward (**Fig. 1**).
5. Place the handlebar in the stem and the stem front clamp over the handlebar. Center the handlebar in the stem. Install the 4 stem bolts. Tighten each bolt a little at a time to ensure even pressure on all four corners using a cross pattern (**Fig. 4**).
6. The front white reflector should already be installed on the handlebar from the factory. You may need to position the reflector forward and then tighten the bracket (**Fig. 5**).

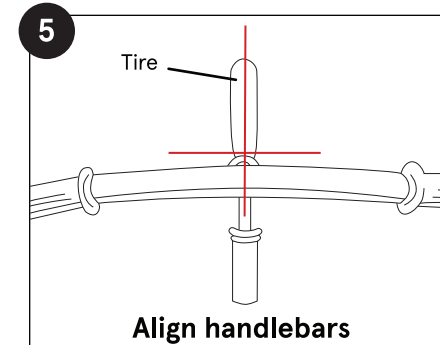


HANDLEBAR CENTER DIRECTION

1. Make sure the front fork is facing forward (**Fig. 1**).
2. You may have to loosen the stem bolt a few turns using the hex wrench (**Fig. 4**).
3. Align the stem/handlebars with the centerline of the front wheel/tire and fork dropouts (**Fig. 5**).

⚠ WARNING!

Adjusting or installing the stem with the minimum insertion mark showing outside of the frame could create a dangerous condition allowing the stem to break causing the rider to lose control resulting in serious injuries to the rider (**Fig. 3**).



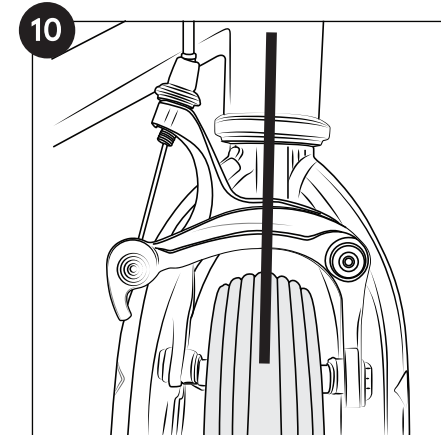
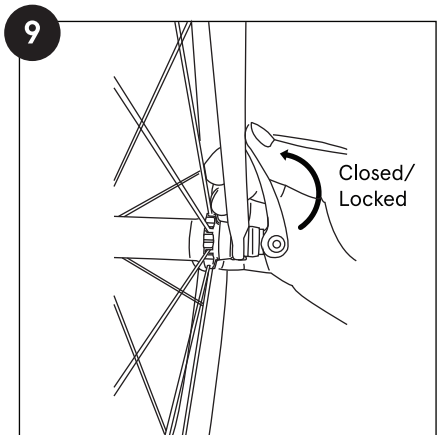
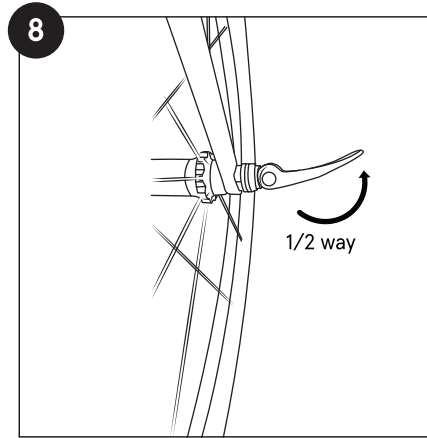
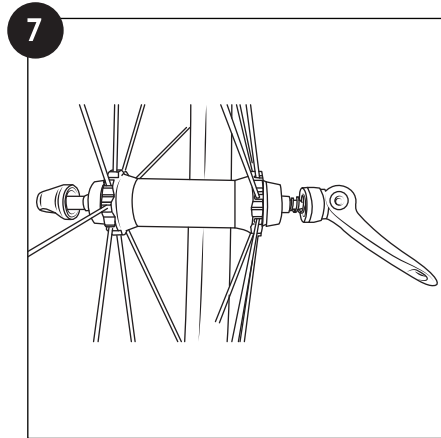
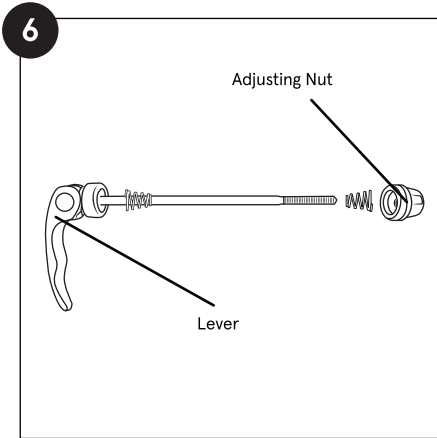
4 FRONT WHEEL

Your bicycle is equipped with a quick release wheel system (**some models are front only**).

1. Locate the quick release (QR) axle skewer in the small parts box. Unscrew and remove the Adjusting Nut from the skewer (**Fig. 6**). Remove one of the small cone-shaped springs and insert the skewer through the hollow axle of the front wheel. Re-install the cone-shaped spring (small side towards the axle) and screw on the Adjusting Nut with just a few turns (**Fig. 7**).
2. Insert the wheel into the fork with the skewer lever on the left side of the fork. If your front brake does not allow for the front tire to fit between the brake shoes, flip-up the black release lever on the brake arm to allow the brake to spread apart.
3. With the wheel quick-release lever open, tighten the skewer Adjusting Nut until it contacts the fork drop-out.
4. Test for proper adjustment by closing the quick-release lever. When properly adjusted, the lever should begin to clamp the fork at about the half-way point of lever travel (**Fig. 8**). If the lever clamps the fork drop out before or after the halfway point of the lever travel, adjust by loosening or tightening the adjusting nut until the desired adjustment is reached.
5. Close the lever the rest of the way until it is pointing towards the back of the bike. There should be considerable resistance from the lever when closing it all the way (**Fig. 9**). If there is too much or too little resistance, adjust by loosening or tightening the adjusting nut until the desired resistance is reached.
Be sure the wheel is centered in the fork before you tighten the quick-release skewer (**Fig. 10**).

⚠ WARNING!

Do not tighten the QR skewer as if it is a screw, a nut, or a wing-nut when attaching the wheel to the fork. Take your bike to a professional bike shop and have them check the QR skewer adjustment before your first ride. An improperly adjusted QR skewer can cause the front wheel to fall out of the forks potentially causing serious personal injury to the rider.



5 PEDALS

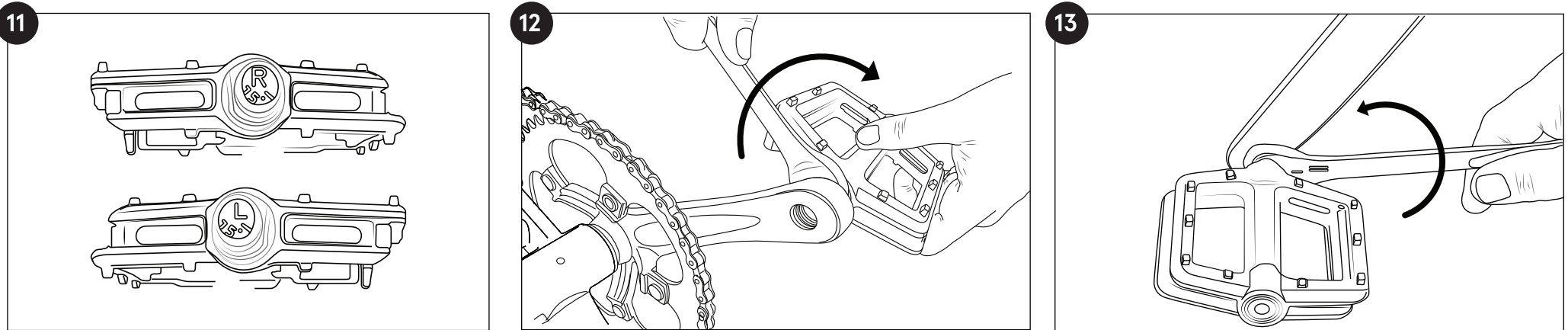
Right Pedal:

1. Locate the pedal stamped "R" on the end of the axle (this is the RIGHT pedal) (Fig. 11).
2. **RECOMMENDED:** Apply a thin layer of grease to the pedal threads before installation.
Carefully insert the Right pedal into the Right side crank arm (the side with the chain) and thread it Clockwise (Fig. 12). You should be able to thread the pedal in part of the way by hand with minor resistance.
3. If it seems difficult and binds, stop, remove the pedal, realign the threads and try again. Be sure you are turning the Right pedal axle in a Clockwise direction!
Tighten the pedal with a 15mm or adjustable wrench until the pedal is securely attached to the crank arm. The pedals need to be tightened with a considerable amount of force so that they do not come loose.

Left Pedal:

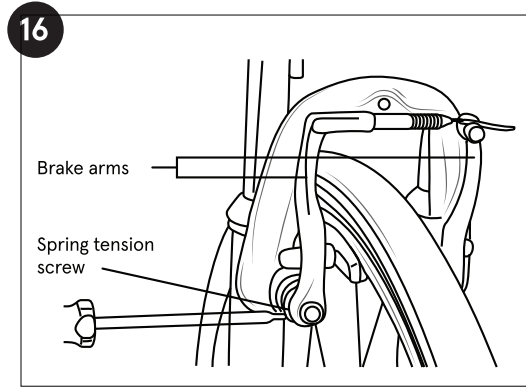
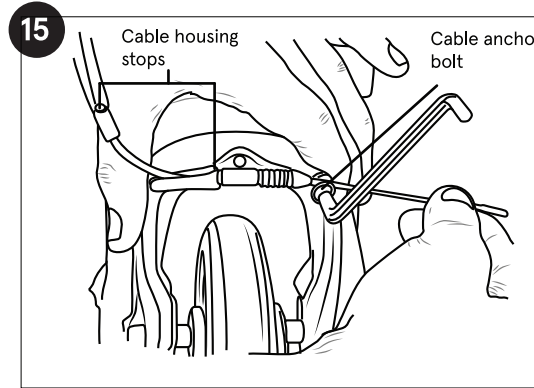
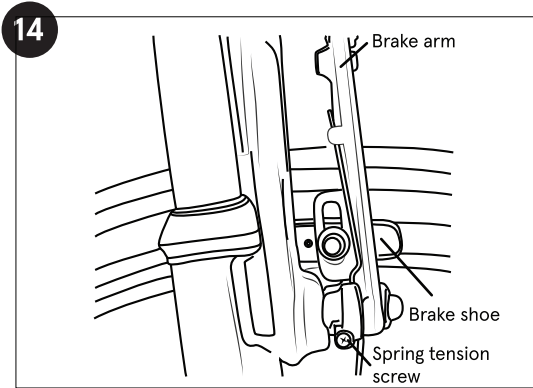
4. Locate the pedal stamped "L" on the end of the axle (this is the LEFT pedal) (Fig. 11).
5. **RECOMMENDED:** Apply a thin layer of grease to the pedal threads, then insert the Left pedal into the Left side crank arm..
IMPORTANT: Thread it counterclockwise and tighten with a 15mm or adjustable wrench following the instructions in step #3 above (Fig. 13).

NOTE: Be sure to tighten both pedals with an adjustable wrench or 15mm open end wrench to the recommended torque specification otherwise they will unscrew while riding causing an unsafe condition for the rider and damaging the threads in the crank.



6 BRAKES

1. Be sure that the brake pads are aligned with the curve of the rim and that they contact the rim surface flat and evenly. The brake shoe angle and height can be adjusted by loosening the hex bolt attaching the brake shoe to the brake arm. Notice that the brake shoe can articulate a certain amount up and down and side to side (**Fig. 14**).
2. Loosen the brake cable anchor bolt on the brake arm held by a hex bolt allowing the brake cable to freely glide through its anchor.
3. Squeeze the brake arms together until the brake shoes contact the rim surface. Pull the cable taught through its anchor and tighten the cable anchor bolt. Make sure the brake cable housing is seated properly at the cable stop ferrules before tightening the anchor bolt (**Fig. 15**).
4. Squeeze the brake lever hard several times to stretch the cable and make sure that it does not slip through its anchor. If the cable tension is too tight to allow the brake shoes to retract and clear the rim surface, loosen the anchor bolt and give the cable some slack. If the cable has too much slack and you cannot apply enough stopping force to the rim, repeat procedure "2" and take the slack out of the cable.
5. Be sure that the brake arms are evenly spaced from the wheel and there is some clearance between the brake pads and the rim surface. If the arms are not evenly spaced from the wheel, you can balance the spacing by tightening or loosening the spring tension using the small screw located at the lower side of each brake arm (**Fig. 16**).



7 GEARS

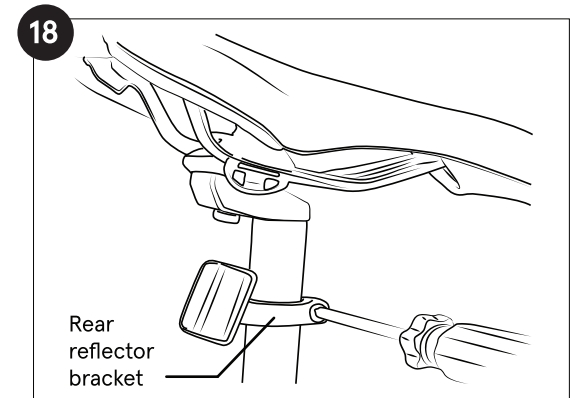
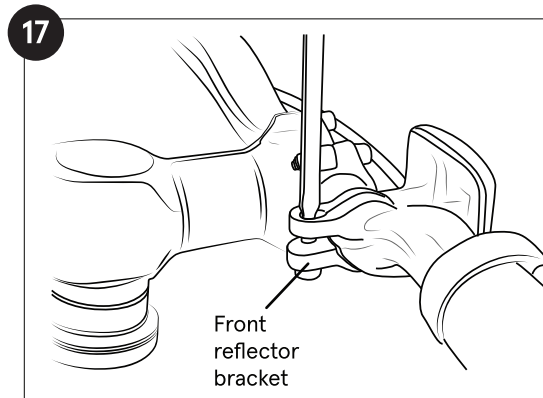
The gears on your Kinney come adjusted from the factory. If the gears need adjustment, please have this done by a professional bike shop.

NOTE: When Shifting Gears: You must be pedaling with light pedal pressure while shifting to allow the chain to shift from one gear to another. For best results shift one gear at a time. It is recommended to downshift into an easier gear before coming to a complete stop.

8 REFLECTORS

Front & rear reflectors should be mounted from the factory. However, some adjustment for correct position may be necessary.

Using your Philips screwdriver, position the Front reflector horizontally (**Fig. 17**), and the rear reflector centered (left-to-right) (**Fig. 18**).



9 TIRES

- Tire manufacturer's recommended inflation pressure is found on the tire sidewall (listed as "PSI").
- Using a hand or floor pump with a gauge, inflate the tire to half its recommended inflation pressure. Check that the tire is properly seated on the rim. Inspect both sides for proper fit.
- 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.
- Continue to inflate the tire to the manufacturer's recommended pressure.
- Do not exceed the recommended pressure. This can cause an unsafe condition potentially causing the tire to unexpectedly explode.
- Do not use a compressed air device to inflate your tires as the rapid inflation of the tire can cause it to explode.
- Tires and tubes are not warranted against damage caused by over-inflation or punctures from road hazards.

BEFORE YOU 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.

SERIAL NUMBER

It is important that you locate and record the serial number of your bicycle in case of a recall or if the bicycle is stolen. The serial number can be found under the crank bottom bracket stamped into the frame (**Fig. 19**).

