

## ASSEMBLY INSTRUCTIONS BARRON PLUS COMFORT HYBRID

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

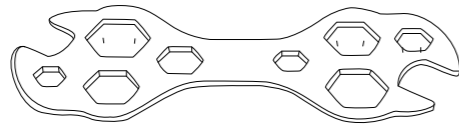
**WARNING:** Serious injuries and even death can occur if the proper safety precautions are not followed.

### TOOLS NEEDED (Included)



x3

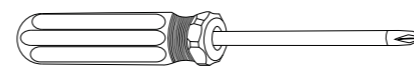
4,5,6 mm Hex Wrench



x1

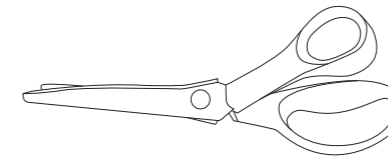
10-function multi-tool

### TOOLS NEEDED (Not Included)



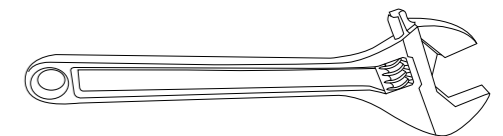
x1

Phillips Screwdriver



x1

Scissors



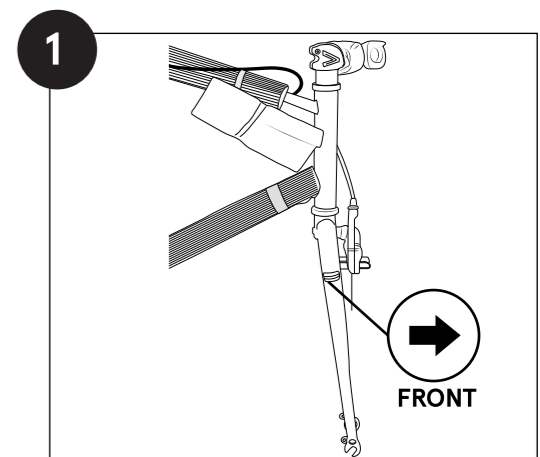
x1

15mm open end wrench  
or adjustable wrench

## 1 UNPACKING YOUR BIKE

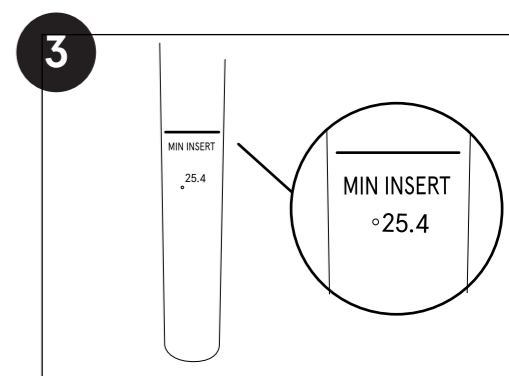
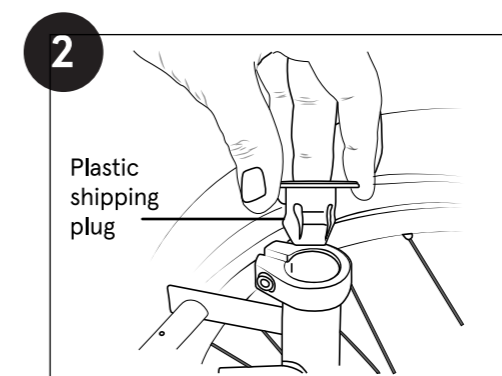
1. Cut the shipping straps on the outside of the box.
2. Remove the box staples to prevent any cuts that can occur while you're unpacking your bike. Lift bike out by frame and rear wheel.
3. **IMPORTANT:** Rotate the fork (looks like a wishbone) so that it is facing forward of the bike (**Fig. 1**). 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 INSTALLING HANDLEBARS

- 1 - Make sure the handlebar stem and fork are facing towards the front of the bike and in-line with one another. Remove the four face plate bolts from the front of the handlebar stem.
- 2 - Remove the face plate and place the handlebars in the stem, making sure the handlebars are centered.
- 3 - Replace the face plate and insert each of the four bolts tightening each a little bit at a time to ensure even pressure on all four corners using a cross pattern (**Figure 4**).

**Note:** You'll be able to adjust the angle of the handlebars by loosening the bolts and re-adjusting the bar.

### 4 FRONT WHEEL

Your bicycle is equipped with a quick release wheel system

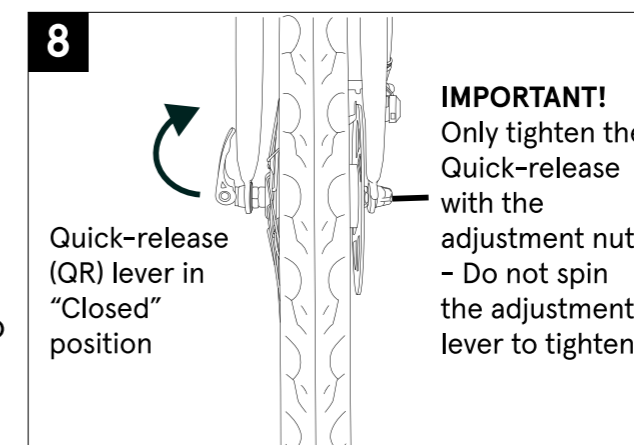
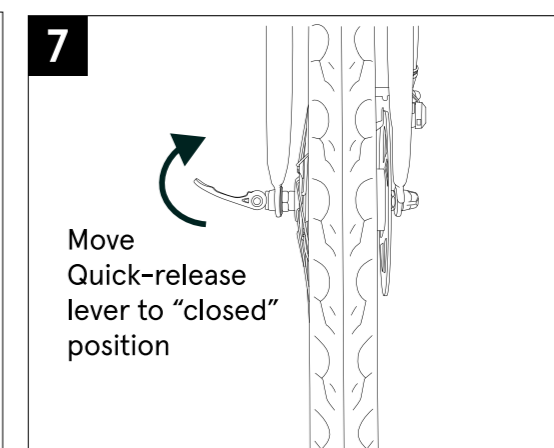
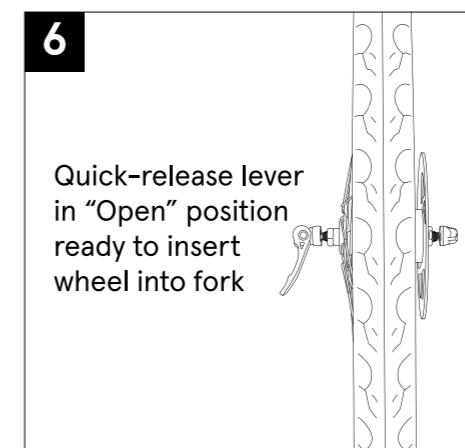
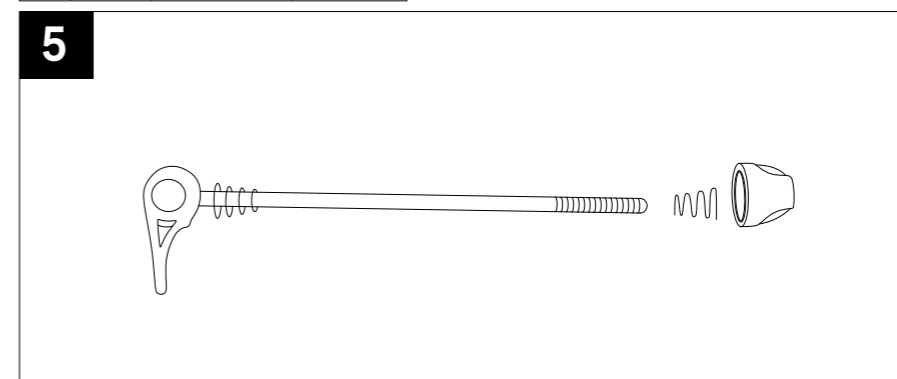
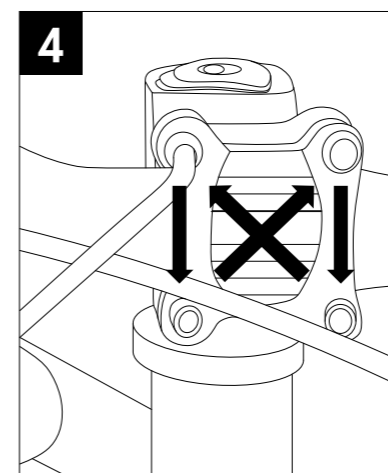
#### ⚠ WARNING!

- All quick release levers should be inspected before every ride to be sure they are fully closed and secure. Failure to properly close a quick-release lever can cause loss of control of the bicycle resulting in injury or death.
- Make sure the wheel is properly seated in the fork or dropout and the quick-release lever is properly closed.

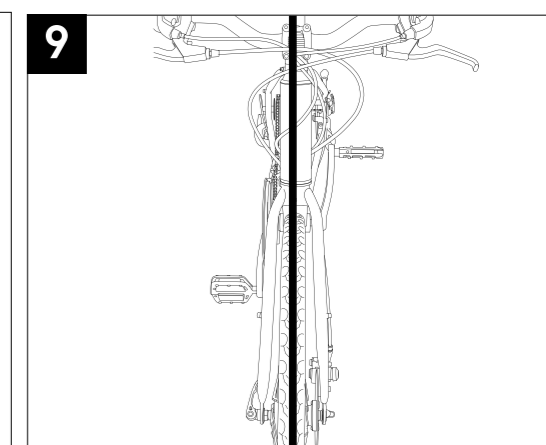
- 1 - Locate the quick release (Q/R) axle skewer in the parts box or attached to the packing material. Unscrew and remove the adjusting nut from the skewer, (**Figure 5**) remove one of the small conical springs and insert the skewer through the hollow axle of the front wheel. Re-install the conical spring (small side towards the axle) and screw on the adjusting nut with just a few turns. (**Figure 6**)
- 2 - **NOTE:** Insert the wheel into the fork with the quick release skewer lever on the RIGHT side of the fork on the opposite side from the disc brake caliper. This is to safeguard the quick release lever from over rotating and coming in contact with the disc rotor and causing an accident. As you insert the wheel into the fork ends carefully slide the brake disc into the brake caliper opening between the brake pads.
- 3 - With the wheel quick release lever open, tighten the skewer adjusting nut until it just 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 approximately the half way point of lever travel (**Figure 7**). 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 some resistance from the lever when closing it all the way (**Figure 8**). 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 that the wheel is centered in the fork before you fully close the Quick Release skewer (**Figure 9**).

#### ⚠ WARNING!

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



**IMPORTANT!**  
Only tighten the Quick-release with the adjustment nut - Do not spin the adjustment lever to tighten



## 5 PEDALS:

- 1 - Locate the pedal stamped "R" on the end of the spindle (this is the RIGHT pedal). **(Figure 10)**.
- 2 - **RECOMMENDED:** Apply some grease to the pedal threads prior to installation.  
Carefully insert the right pedal into the right side crank arm (the side with the chain) and thread it clockwise **(Figure 11)**. You should be able to thread the pedal in part of the way by hand with minor resistance. 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!
- 3 - 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.
- 4 - Locate the pedal stamped "L" on the end of the spindle (this is the LEFT pedal), apply some grease to the left crank, and insert your left pedal into the left side crank arm.
- 5 - Thread it counterclockwise **(Figure 12)** and tighten with a 15mm or adjustable wrench following the instructions in step #3 above.

**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:

**IMPORTANT!** We highly recommend taking your bike to a local bike shop and having your brakes set-up by a professional mechanic before your first ride.

### ⚠ WARNING!

- Disc brakes are sharp, keep fingers away from the brake rotor (disc). If fingers contact the disc brake while the wheel is turning serious injury may occur.
- Do not attempt to adjust your disc brakes immediately after riding, disc brakes heat-up quickly; serious injury may occur.

- 1 - Your Amok 8 is equipped with cable actuated disc brakes. The factory has adjusted the brakes for you but minor adjustments may still be necessary.
- 2 - It is normal for the rotating disc to make some contact with the brake shoes and make a slight hissing sound as the wheel goes around. If the brake disc rubs on the brake pads excessively, do the following:
- 3 - First make sure that the wheel is fully inserted into the drop-outs and centered in the frame or the fork. If this does not resolve the issue then try the following:
- 4 - Loosen the two brake caliper mounting bolts **(Figures 13A & 13B)** so that the caliper is free to move a 5-bit.
- 5 - While squeezing the brake lever, tighten the caliper mounting bolts alternating between the two a little at a time until both are tight. This should center the caliper around the brake disc.

## 7 GEARS:

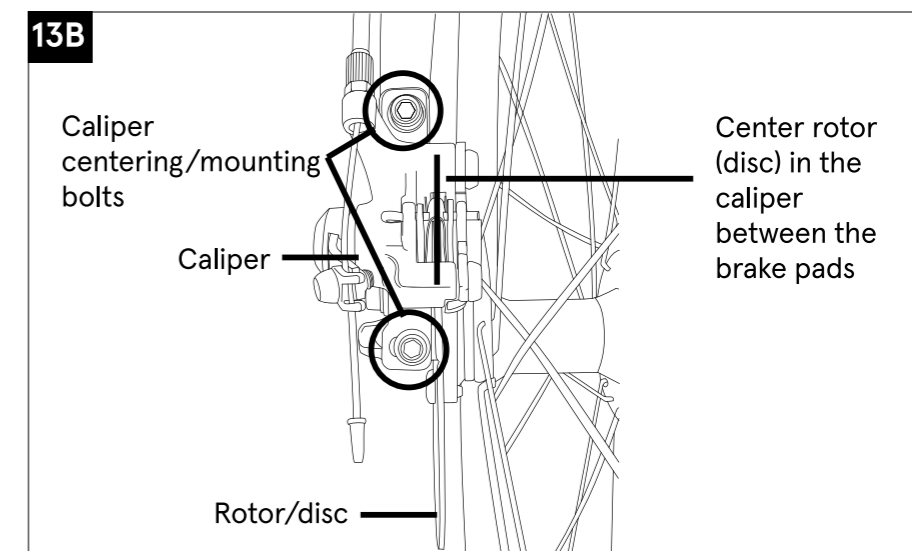
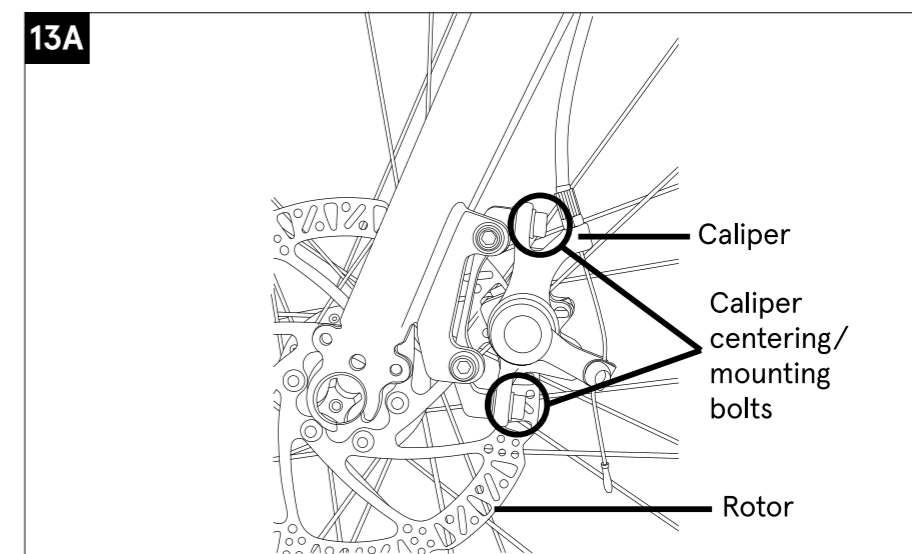
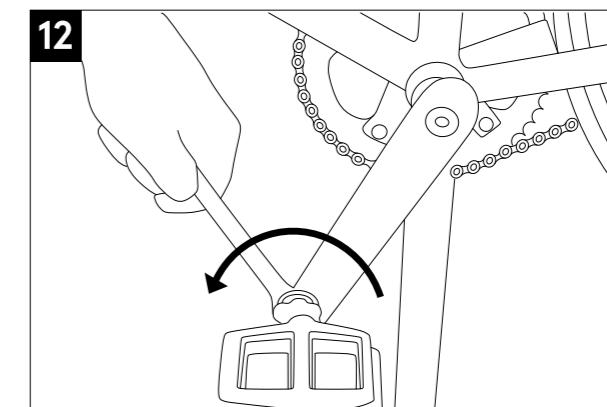
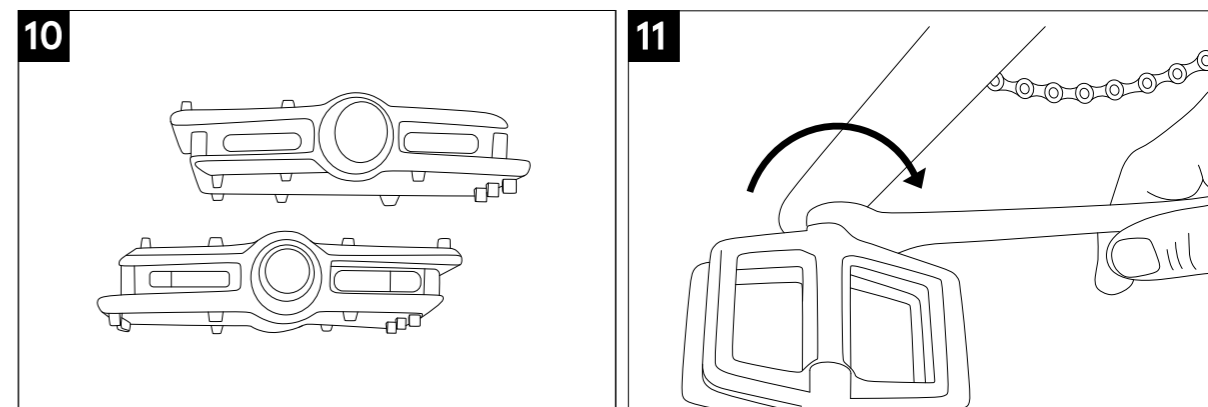
### ⚠ WARNING!

Do not ride a bicycle that is not shifting properly. Overlooking proper adjustments may cause irreparable damage to the bicycle and/or bodily injury. Never move the shifter while pedaling standing up, or under heavy load, or pedal backwards after having moved the shifter. This could jam the chain and cause serious damage to the bicycle and/or rider.

**NOTE:** We highly recommend taking your bike to a local bike shop and having your gears set-up by a professional mechanic.

The gears come set up from the factory but they will typically require fine tuning by a professional bike shop.

**NOTE:** You must be pedaling with light pedal pressure while shifting for the gears to shift. For best results shift one gear at a time and always downshift into an easier gear before coming to a complete stop.



## 8 REFLECTORS

- 1 - Attach the plastic brackets to the handlebar and seat post. **(Figure 14 & 15).**
- 2 - Slide the reflectors onto the brackets (white in the front, red in the back)

## 9 TIRES

- Locate the tire manufacturer's recommended inflation pressure found on the tire sidewall (listed as "PSI").
- Using a hand or floor pump with a gauge, begin to inflate the tire to half its recommended inflation pressure and check to see that the tire is properly seated on the rim. Be sure to inspect both sides of the tire 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 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 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 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.

### 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. 16)**

