

ASSEMBLY INSTRUCTIONS

CUB PLUS XL

⚠ 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!
- Always wear a helmet and protective gear.

TOOLS

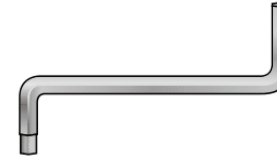
We supply: 14/12mm wrench, 5/6mm hex wrench

You supply: Scissors



14 mm

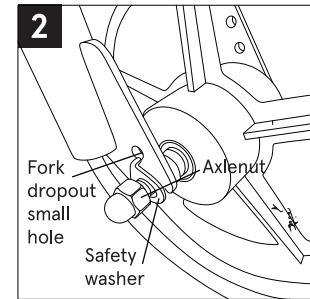
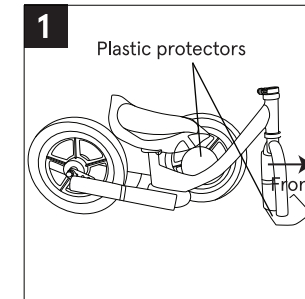
12 mm



5/6mm hex wrench

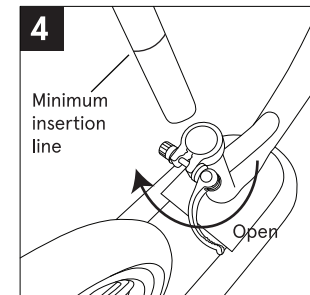
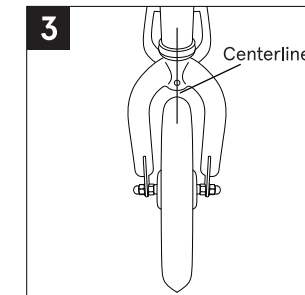
STEP 1: UNPACKING YOUR BIKE

- 1 - Cut the shipping straps on the outside of the box.
- 2 - Remove the box staples. These are sharp and can cut you as you access the bike. Lift bike out by frame and rear wheel.
- 3 - Rotate the fork so that it is facing forward of the bike. Place the bike on the ground, so it's standing upright on the fork dropouts and rear tire (Fig.1).
- 4 - Cut all of the packing zip ties.
- 5 - Separate the front wheel from the bike.
- 6 - Examine your new bike for any visible damage that may have occurred during shipping.



STEP 2: FRONT WHEEL

- 1 - Remove the plastic shipping protector(s) from the fork dropouts and plastic axle protector(s) (Fig.1).
- 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.2).
- 3 - Inspect the wheel to make sure it is centered in the fork (Fig.3). Tighten each axle nut a little at a time with a 14mm wrench, alternating between sides, until each axle nut is properly tightened.

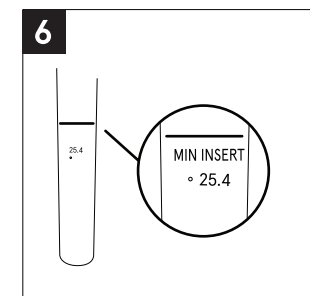
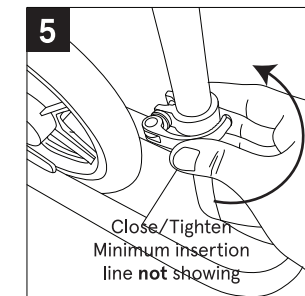


STEP 3: SADDLE/SEAT POST

The 1-piece seat/seat post assembly should come installed from the factory. To adjust saddle height/position, use the following steps:

- 1 - Pull the quick release lever attached to the top of the frame seat tube outwards. 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.4). 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.5).

The lever should begin to offer resistance at about the half way point in its travel. 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!

Never adjust the seat height so that the minimum insertion line at the lower end of the seat post is showing outside of the frame (Fig.6).

STEP 4: HANDLEBARS

1. Loosen the stem bolt at the top of the stem one turn and remove the plastic packing cap from the bottom of the stem (**Fig. 7**).

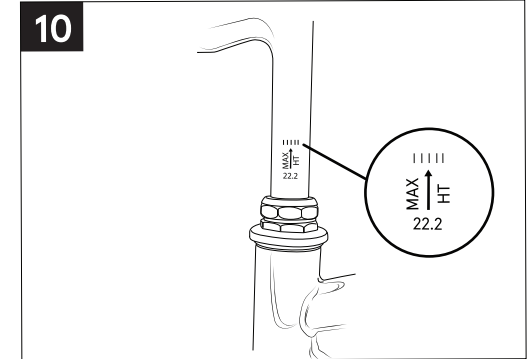
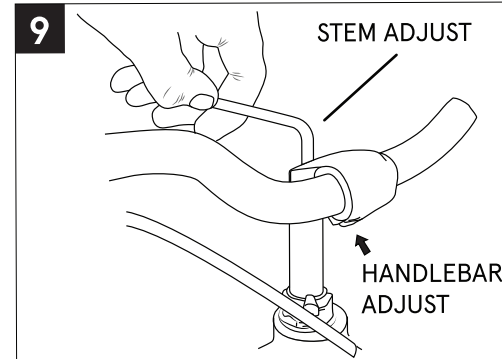
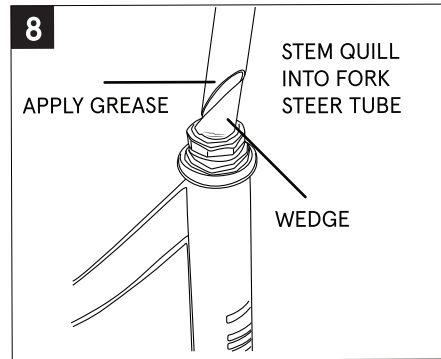
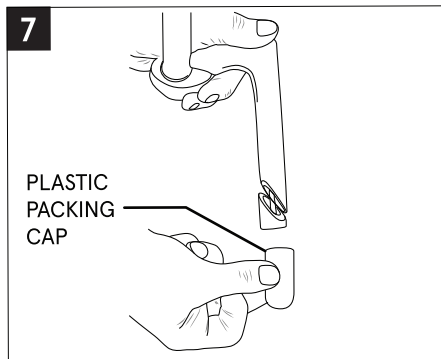
RECOMMENDED: Apply a thin layer of grease to the end of the stem shaft by the wedge.

2. Untwist the handlebars and control cables and insert the quill end of the stem into the fork steer tube. You may have to loosen the bolt and wedge a small amount to allow the quill to fit into the steer tube (**Fig.8**).

3. Make sure that the fork is facing forward and the handlebars are lined up with the fork dropouts.

4. Adjust the height of the stem to your desired level and tighten the stem bolt using a 6mm hex wrench. You can make final adjustments to the height of the stem after the bike is assembled (**Fig.9**).

NOTE: Be sure that the minimum insertion mark on the shaft of the stem is inside the frame, it must not be visible outside of the frame (**Fig.10**).



WARNING!

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. 10).

STEP 5: BRAKES

Linear Sidepull Brakes (popularly known as “V-Brakes”)

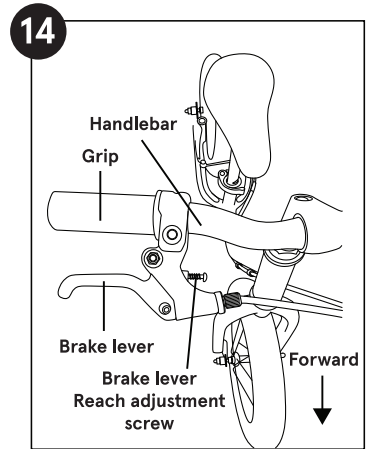
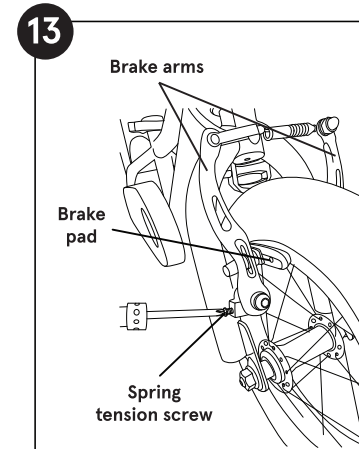
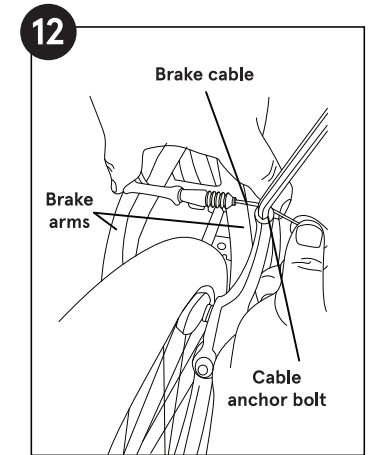
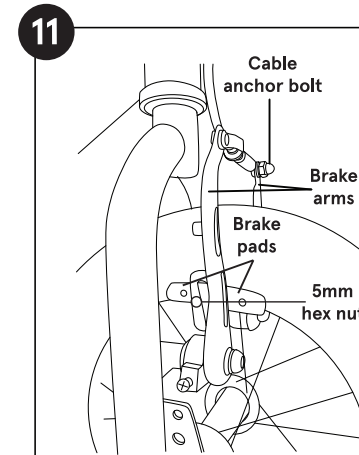
Cub Plus XL is equipped with front and rear hand-operated V-brakes.

Check your brakes! Your brakes should be properly adjusted from the factory. However, packing, transit, and shipping may require additional adjustment.

IMPORTANT: We highly recommend taking your bike to a local bike shop or professional mechanic and having your brakes checked and adjusted.

Brake Adjustment

1. Be sure the brake pads are aligned with the curve of the rims, and they contact the rim surface flat and evenly – they must not touch the tire. The brake pad angle and height can be adjusted by loosening the 5mm Hex Nut that attaches the brake pads to the brake arms (**Fig.11**).
2. Loosen the brake cable anchor bolt (5mm hex) at the brake arm. This will allow the brake cable to freely slide through its anchor (**Fig.12**).
3. Squeeze the brake arms/pads together until the brake pads contact the rim surface. Pull the Brake Cable taught through its anchor and tighten the cable anchor bolt (**Fig.12**).
4. Squeeze the brake lever firmly several times to stretch and seat the cable assembly. Make sure the cable anchor bolt is tight and does not slip through its anchor. Make sure the brake cable housing is seated properly at the cable ferrule and cable stops before tightening the Cable Anchor Bolt. If the cable tension is too tight to allow the wheel to spin freely, loosen the cable 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 #3 to take the slack out of the cable.
5. Be sure the Brake Arms are evenly spaced from the wheel and there is some clearance between the Brake Pads and the rim surface. If the Brake Pads are not evenly spaced from the wheel/rim sides, you can balance the spacing by tightening or loosening the Spring Tension Screw located at the lower end of each brake arm (**Fig.13**).
6. Brake Lever(s) Reach Adjustment: You can adjust how close/far the brake lever(s) are to the grip/handlebar by tightening/righty-tighty (closer) or loosening/lefty-loosey (farther) the Brake Lever Reach Adjustment Screw (**Fig.14**).



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.