retrospec

ASSEMBLY INSTRUCTIONS
DART PLUS 20" & 24" YOUTH BIKE

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

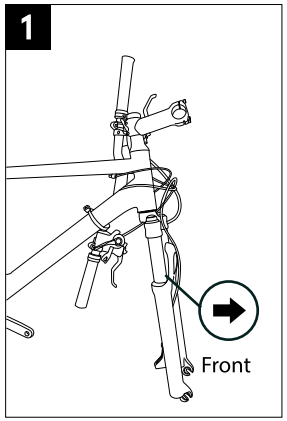
⚠ **WARNING:** Serious injuries and even death can occur if the proper safety precautions are not followed.

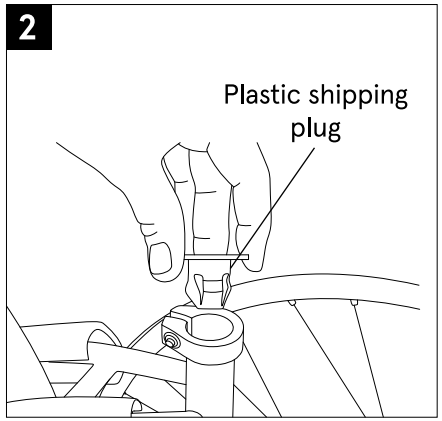
TOOLS

What we give you: 2 Hex Wrenches (5mm, & 6mm), a 10-function multi-tool.
What you need: Scissors, Phillips Screwdriver, 15mm wrench or crescent wrench.

STEP 1: UNPACKING YOUR BIKE

1 – Make sure bike is upright, cut the shipping straps on the outside of the box.
2 – Remove the box staples as these are sharp and can cut you as you access the bike. Lift bike out by frame and rear wheel. Inspect your new bike.
3 – Rotate the fork so that it is facing forward of the bike **(Figure 1).** Place the bike on the ground, so it's standing upright on the fork dropouts and rear tire.
4 – Use scissors to 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 – set aside for now.
6 – Remove the accessory box – set aside for now.
7 – Examine your new bike for any visible damage that may have occurred during shipping and make sure you have all of its bits and pieces.
8 – **Special Note:** For tightening all fasteners, please refer to Appendix D in the back of your owner's manual for all fastener torque specifications.

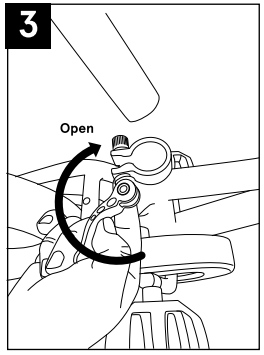


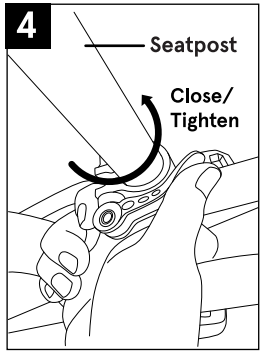


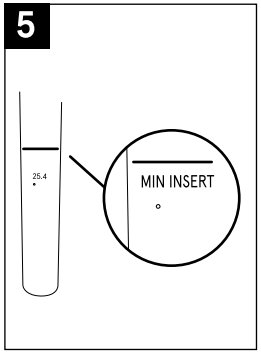
STEP 2: SADDLE/SEAT POST

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 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.3).** 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.4).**

*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.5).**

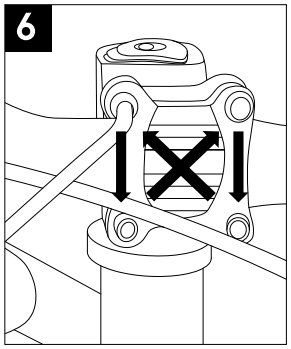
Note: You can make the final adjustment to the height of the seat as needed after the bike is assembled.

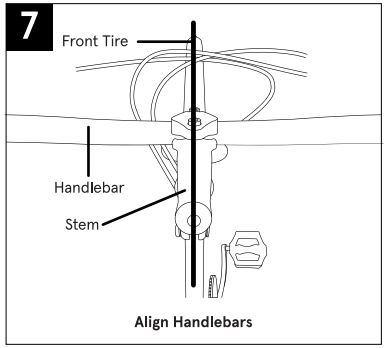
⚠ **WARNING!** Using the bike with the minimum insertion line on the lower portion of the seat post showing above the frame could result in a failure of the seat post and/or the frame causing a loss of control with potential injury to rider. Such failures are not covered by warranty as it is improper use of the product **(Fig 5).**

STEP 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 6).**

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



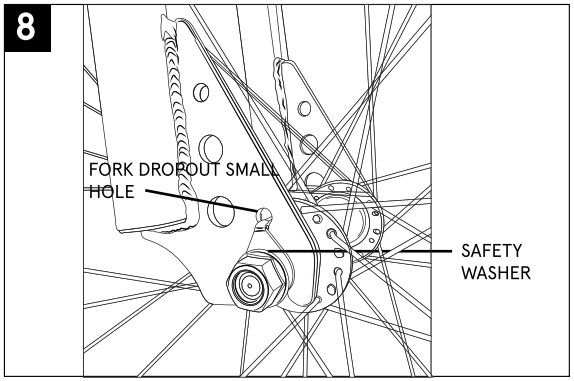


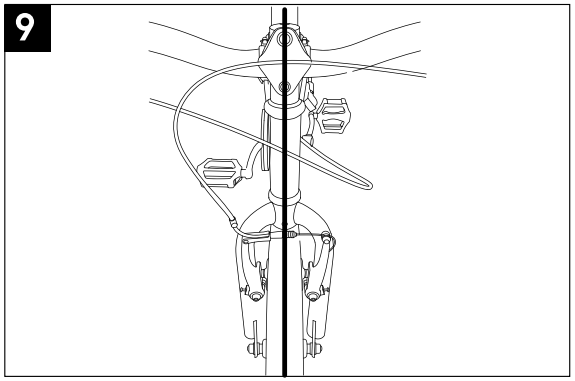
HANDLEBAR CENTER DIRECTION

1. Make sure the front fork is facing forward **(Figure 1).**
2. You may have to loosen the 2 stem bolts (holding the stem to the fork) a few turns using the hex wrench **(Figure 6).**
3. Align the stem/handlebars with the centerline of the front wheel/tire and fork dropouts **(Figure 7).**

STEP 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. 8).**
3 – Inspect the wheel to make sure it is centered in the fork **(Fig. 9).** Tighten each axle nut a little at a time with a 15mm wrench, alternating between sides, until each axle nut is properly tightened.

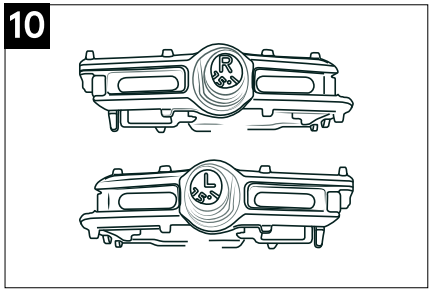


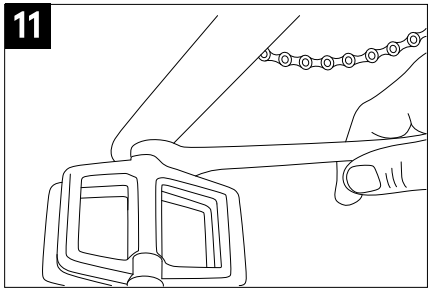


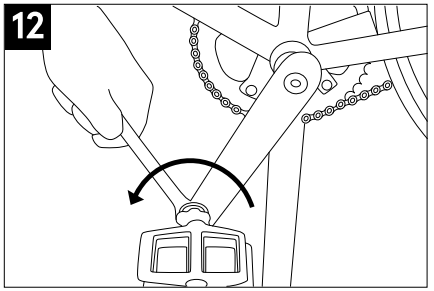
STEP 5: PEDALS:

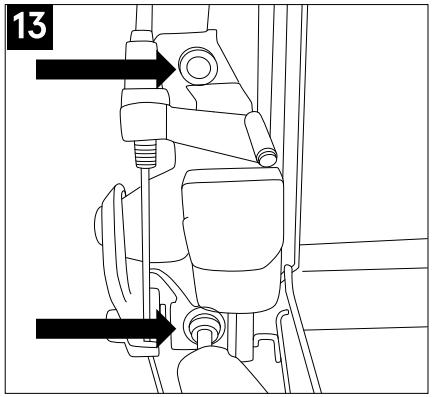
1 – Locate the pedal stamped “R” on the end of the spindle (his is the RIGHT pedal). **(Figure 10).**
2 – **RECOMMENDED:** Apply some grease to the pedal threads prior to installation.
Carefully insert the right pedal into the right side crank arm (the side with the chain) and thread it clockwise **(Figure 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 lose.
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 #5 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.



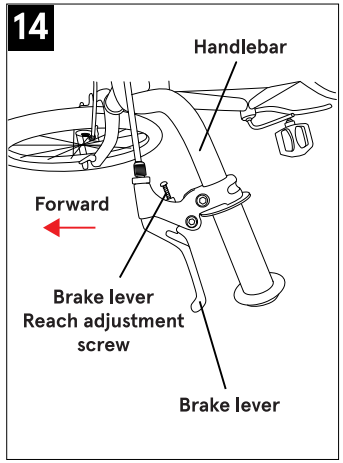






BRAKES:

NOTE: 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.
1 – Your bike is equipped with cable actuated disc brakes. The factory has adjusted the brakes for you but minor adjustments may still be necessary.
NOTE: We strongly advise you read "Brakes" under the TECH section of your Owner's Manual.
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 **(Figure 13)** so that the caliper is free to move a bit. 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.



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-loosy (farther) the Brake Lever Reach Adjustment Screw.
NOTE: On some models this screw will be a 2 or 2.5mm hex key, and on others a tool-free/finger adjusted dial, but they all have the same function.

GEARS – 7 Speed (14 & 21), 8 Speed (16, 24)

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

NOTE: We strongly advise you read "Shifting Gears" under the TECH section of your Owner's Manual

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

REFLECTORS

1 – Attach the plastic brackets to the handlebar and seat post. **(Figure 15 & 16).**
2 – Slide the reflectors onto the brackets (white in the front, red in the back)

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.

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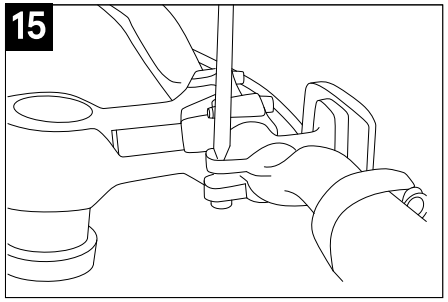

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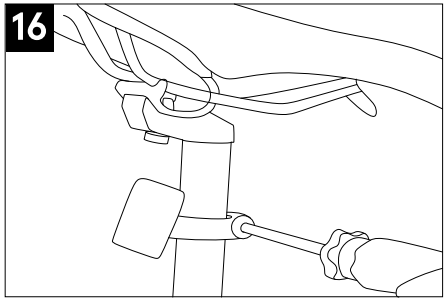

SERIAL NUMBERS & CPSC TRACKING NUMBER

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 **(Figure 17).** Depending on the model, the CPSC Tracking Number can be found next to the serial number or at the bottom of the frame seat tube **(Figure 17 & 18).**

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.

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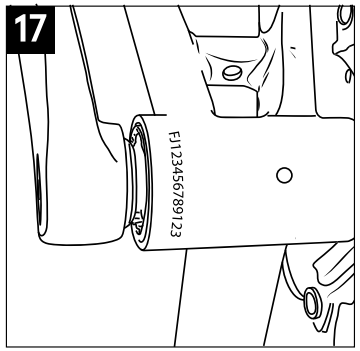

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