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## Bicycle Owner's Manual

This manual contains important safety, performance and service information. Read it before you take the first ride on your new bicycle, and keep it for reference.

If you have any questions or do not understand something, take responsibility for your safety and consult with your dealer or the bicycle's manufacturer.

**NOTE: This manual is not intended as a comprehensive use, service, repair or maintenance manual. Please see **VeloXpress** for all service, repairs or maintenance.**

### GENERAL WARNING:

Like any sport, bicycling involves risk of injury and damage. By choosing to ride a bicycle, you assume the responsibility for that risk, so you need to know — and to practice — the rules of safe and responsible riding and of proper use and maintenance. Proper use and maintenance of your bicycle reduces risk of injury.

This Manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle and of failure to follow safe cycling practices.

**NOTE: We strongly urge you to read this Manual in its entirety before your first ride. At the very least, read and make sure that you understand each point in this section, and refer to the cited sections on any issue which you don't completely understand. Please note that not all bicycles have all of the features described in this Manual. Ask your dealer to point out the features of your bicycle.**

## The Basics

1. Always wear an approved helmet when riding your bike, and follow the helmet manufacturer's instructions for fit, use and care.
2. Do you have all the other required and recommended safety equipment? It's your responsibility to familiarize yourself with the laws of the areas where you ride, and to comply with all applicable laws.
3. Routinely check the condition of your bicycle before every ride.



4. Do you know how to correctly secure your front and rear wheels? Riding with an improperly secured wheel can cause the wheel to wobble or disengage from the bicycle, and cause serious injury or death.
5. If your bike has toeclips and straps or clipless ("step-in") pedals, make sure you know how they work. (see [VeloXpress](#))
6. Make sure nothing is loose. Lift the front wheel off the ground by two or three inches, then let it bounce on the ground. Anything sound, feel or look loose? Do a visual and tactile inspection of the whole bike. Any loose parts or accessories? If so, secure them. If you're not sure, ask someone with experience to check.
7. If you need to make an adjustment at home or in the field, we urge you to exercise care, and to have the fasteners you worked on checked by VeloXpress as soon as possible.

**Note: that there are some components which require special tools and knowledge. All other adjustments and repairs should be done by a qualified bicycle mechanic.**

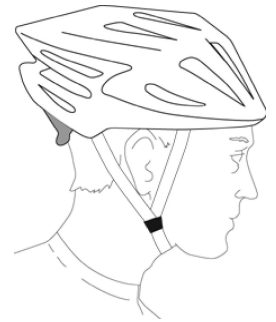
8. Tires & Wheels: Make sure tires are correctly inflated. Tire pressure must be verified on a monthly basis. Are the tires in good shape? Spin each wheel slowly and look for cuts in the tread and sidewall. Replace damaged tires before riding the bike.
9. Wheels true? Spin each wheel and check for brake clearance and side-to-side wobble. If a wheel wobbles side to side even slightly, or rubs against or hits the brake pads, take the bike to VeloXpress to have the wheel trued.
10. Brakes: Check the brakes for proper operation. Squeeze the brake levers. Are the brake quick-releases closed? All control cables seated and securely engaged? If you have rim brakes, do the brake pads contact the wheel rim squarely and make full contact with the rim? Do the brakes begin to engage within an inch of brake lever movement? Can you apply full braking force at the levers without having them touch the handlebar? If not, your brakes need adjustment. Do not ride the bike until the brakes are properly adjusted by VeloXpress.
11. Seat post: If your seat post has a quick release action fastener for easy height adjustment, check that it is properly adjusted and in the locked position.
12. Handlebar and saddle alignment: Make sure the saddle and handlebar stem are parallel to the bike's center line and clamped tight enough so that you can't twist them out of alignment.



## Safety First

**WARNING: The area in which you ride may require specific safety devices. It is your responsibility to familiarize yourself with the laws of the area where you ride and to comply with all applicable laws, including properly equipping yourself and your bike as the law requires. Observe all local bicycle laws and regulations. Observe regulations about bicycle lighting, licensing of bicycles, riding on sidewalks, laws regulating bike path and trail use, helmet laws, child carrier laws, special bicycle traffic laws. It's your responsibility to know and obey the laws.**

Always wear a cycling helmet which meets the latest certification standards and is appropriate for the type of riding you do. Always follow the helmet manufacturer's instructions for fit, use and care of your helmet. Most serious bicycle injuries involve head injuries which might have been avoided if the rider had worn an appropriate helmet.



## Riding Safety

1. Obey all Rules of the Road and all local traffic laws.
2. You are sharing the road or the path with others — motorists, pedestrians and other cyclists. Respect their rights.
3. Ride defensively. Always assume that others do not see you.
4. Look ahead, and be ready to avoid:
  - Vehicles slowing or turning, entering the road or your lane ahead of you, or coming up behind you.
  - Parked car doors opening.
  - Pedestrians stepping out.
  - Children or pets playing near the road.
  - Pot holes, sewer grating, railroad tracks, expansion joints, road or sidewalk construction, debris and other obstructions that could cause you to swerve into traffic, catch your wheel or cause you to have an accident. The many other hazards and distractions which can occur on a bicycle ride. Ride in designated bike lanes, on designated bike paths or as close to the edge of the road as possible, in the direction of traffic flow or as directed by local governing laws.



5. Stop at stop signs and traffic lights; slow down and look both ways at street intersections. **Remember that a bicycle always loses in a collision with a motor vehicle,** so be prepared to yield even if you have the right of way.
6. Use approved hand signals for turning and stopping.
7. Never ride with headphones. They mask traffic sounds and emergency vehicle sirens, distract you from concentrating on what's going on around you, and their wires can tangle in the moving parts of the bicycle, causing you to lose control.
8. Never carry a passenger; and, before installing a child carrier or trailer, check with your dealer or the bicycle manufacturer to make sure the bicycle is designed for it. If the bicycle is suitable for a child carrier or trailer, make sure that the carrier or trailer is correctly mounted and the child is secured and wearing an approved helmet.
9. Never carry anything which obstructs your vision or your complete control of the bicycle, or which could become entangled in the moving parts of the bicycle.
10. Never hitch a ride by holding on to another vehicle.
11. Don't do stunts, wheelies or jumps. If you intend to do stunts, wheelies, jumps or go racing with your bike think carefully about your skills before deciding to take the large risks that go with this kind of riding.
12. Don't weave through traffic or make any moves that may surprise people with whom you are sharing the road.
13. Observe and yield the right of way.
14. Never ride your bicycle while under the influence of alcohol or drugs.
15. If possible, avoid riding in bad weather, when visibility is obscured, at dawn, dusk or in the dark, or when extremely tired. Each of these conditions increases the risk of accident.

## Night Riding

Riding a bicycle at night is much more dangerous than riding during the day. A bicyclist is very difficult for motorists and pedestrians to see. Therefore, children should never ride at dawn, at dusk or at night. Adults who chose to accept the greatly increased risk of riding at dawn, at dusk or at night need to take extra care both riding and choosing specialized equipment which helps reduce that risk. Consult VeloXpress about night riding safety equipment.

**WARNING: Reflectors are not a substitute for required lights. Riding at dawn, at dusk, at night or at other times of poor visibility without an adequate bicycle lighting system and without reflectors is dangerous and may result in serious injury or death.**

## Saddle position

Correct saddle adjustment is an important factor in getting the most performance and comfort from your bicycle. The saddle can be adjusted in four directions:

Up and down adjustment and fore and aft position.

1. sit on the saddle;
2. place one heel on a pedal;
3. rotate the crank until the pedal with your heel on it is in the down position and the crank arm is parallel to the seat tube. If your leg is not completely straight, your saddle height needs to be adjusted. If your hips must rock for the heel to reach the pedal, the saddle is too high. If your leg is bent at the knee with your heel on the pedal, the saddle is too low.
4. Once the saddle is at the correct height, make sure that the seat post does not project from the frame beyond its "Minimum Insertion".
5. Fore and aft adjustment. The saddle can be adjusted forward or back to help you get the optimal position on the bike. If you choose to make your own front and back adjustment, make sure that the clamp mechanism is clamping on the straight part of the saddle rails and is not touching the curved part of the rails, and that you are using the recommended torque on the clamping fastener(s) Saddle angle adjustment. Most people prefer a horizontal saddle; but some riders like the saddle nose angled up or down just a little. Your dealer can adjust saddle angle or teach you how to do it. If you choose to make your own saddle angle adjustment and you have a single bolt saddle clamp on your seat post, it is critical that you

loosen the clamp bolt sufficiently to allow any serrations on the mechanism to disengage before changing the saddle's angle, and then that the serrations fully re-engage before you tighten the clamp bolt to the recommended torque.

**If the saddle position is not comfortable for you, see [VeloXpress](#).**

## Storage of bike

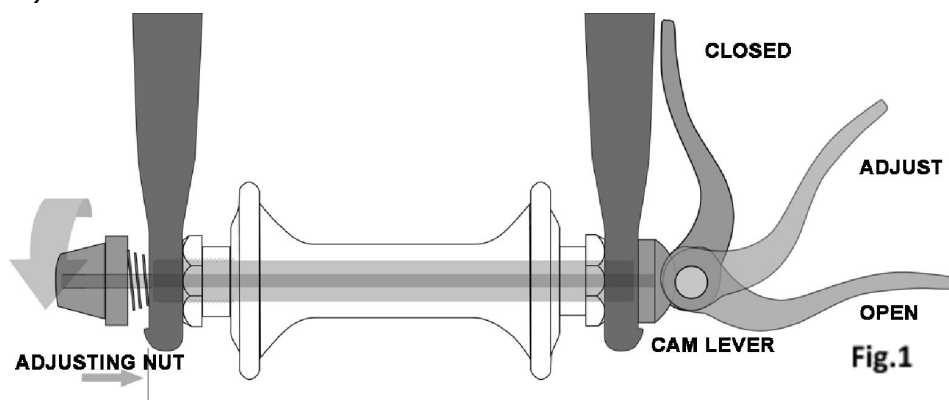
**Summer:** Make sure bike is stored inside to prevent theft or mother nature to take its toll on your bike. Please avoid storing in a pool shed. We have seen on some bikes, the spokes in the wheels becoming very brittle. We believe it is a chemical reaction from the chlorine fumes. If storing in a shed or garage there are many different types of storage systems available. Please visit [VeloXpress](#) for information and the proper system that would fit you're need.

**Winter:** Even though the bike is built out of aluminium, it is very important to store in a low humidity environment. On the bike there are some parts that are steel and might rust. Ex: chain, small bolts, seat rails ...

## Adjusting the traditional cam action mechanism

### Quick Release or Thru Axle?

A quick release axle has a 5mm rod with a camming lever on one side and a nut on the other and its function is to allow you to remove the wheel of your bicycle without the use of a tool. A quick release axle also allows you to remove the wheel without removing the axle. The axle will stay inserted in the hub. All you have to do is pull the lever to the open position and loosen the nut on the other side (see fig. 1)

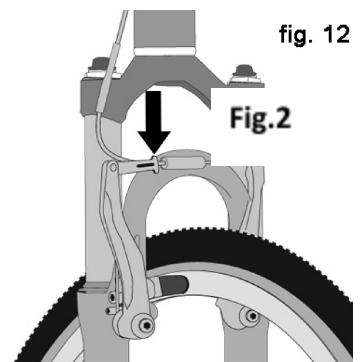




Some bike hubs (particularly mountain bikes) require larger axles (12mm, 15mm or 20mm), which are called thru axles. These axles also have a camming lever on one side of the hollow rod, while the other side is threaded into the fork. This system allows you to remove the wheel without the use of any tools BUT you do have to remove the axle from the hub to take your wheel off of your bike. If you have a bike rack on top of your car that requires you to remove your front wheel, make sure you have the correct adapter for your bike's axle!

## How to Remove your Front Wheel

1. **Release Your Brakes:** If your bike has rim brakes (brakes where rim acts as a huge disc for stopping fig.12), you will need to release the cable tension so you can remove your front wheel.
2. **Flip Your Bike Over:** Flipping your bike over to remove your wheels is ideal, unless you have a mechanic stand handy. When you are changing a flat tire on the side of the road or trail, allowing your bike to rest on the seat and handle bars will give you a more stable platform to work with. Flipping your bike over makes things a little easier and reduces the risk of your bike falling over after the wheel is removed.
3. **Open the Quick Release or Remove Axle:** If your bike has a quick release, flip the lever into the open position (fig. 8a). If the lever is tight, you can use a tire lever to pry it open. Holding the lever still, loosen the bolt on the other side of the axle, but DO NOT remove the bolt completely. For thru axles, open the lever into the open position and turn the lever counter-clockwise to unthread the axle and remove it from the hub.
4. **Lift the Wheel Up and Out of the Fork:** Make sure you do not dislodge your calipers if you have rim brakes and be careful with rotors if you have disc brakes.



## How to Reinstall Your Front Wheel

1. **Guide Your Wheel Back Into The Fork:** If you have rim brakes, be careful not to dislodge calipers when you reinstall your wheel. If you have disc brakes, guide the rotor in between the brake pads.
2. **Tighten the Axle:** If you have a quick release axle, settle the wheel completely into the dropouts. Make sure the quick release axle is on the non-drive side of the bike, matching the wheel. Holding the lever in place, tighten the nut on the opposite side and push the lever into the closed position. It should feel tight, but it should not be too difficult to close the lever. If you have a thru axle, line up your hub with the holes at the bottom of your fork. Look to see which side of the fork is threaded and push the axle in through the opposite side.



Turn the lever clockwise to thread the axle into the fork. Once tight, push the lever into the closed position.

3. **Flip your bike over:** Make sure your brake cable is reconnected or tightened properly.
4. **Spin your wheel:** By spinning your wheel, you will make sure your brake pads are not rubbing the rim or the rotor. If your wheel does not spin, it could be crooked in the fork's dropouts. Flip your bike back over, loosen your axle, push down on the wheel and tighten the axle again.

Need to learn how to remove your rear wheel?

**Helpful Tip: If you have hydraulic disc brakes do not squeeze the front brake after you have removed your front wheel. The brake pads will move closer together and you will not be able to get the brake rotor back between the pads. If your brake lever is accidentally compressed, the ideal tool to separate the pads is a pad separator tool. If you do not have this tool, you can use a flat bladed screw driver or a credit card to wedge in between the two pads and carefully work them apart. It is possible to damage the pads if you use too much force. Also, make sure whatever tool you use is clean so it does not contaminate the brake pads. Replace the wheel and squeeze the brake lever a few times to reset the pads.**

## Shifting gears

Your multi-speed bicycle will have a derailleur drivetrain

**How a derailleur drivetrain works :** If your bicycle has a derailleur drivetrain, the gear-changing mechanism will have:

- a rear cassette or freewheel sprocket cluster
- a rear derailleur
- usually a front derailleur
- one or two shifters
- one, two or three front sprockets called chainrings
- a drive chain

**Shifting Gears:** There are several different types and styles of shifting controls: levers, twist grips, triggers, combination shift/brake controls and push-buttons. Ask your dealer to explain the type of shifting controls that are on your bike, and to show you how they work. A derailleur will shift only if you are pedaling forward.





**Shifting the Rear Derailleur** The rear derailleur is controlled by the right shifter. The function of the rear derailleur is to move the drive chain from one gear sprocket to another. The smaller sprockets on the gear cluster produce higher gear ratios. Pedaling in the higher gears requires greater pedaling effort, but takes you a greater distance with each revolution of the pedal cranks. The larger sprockets produce lower gear ratios. Using them requires less pedaling effort, but takes you a shorter distance with each pedal crank revolution. In order for the derailleur to move the chain from one sprocket to another, the rider must be pedaling forward.

**Shifting the Front Derailleur:** The front derailleur, which is controlled by the left shifter, shifts the chain between the larger and smaller chainrings. Shifting the chain onto a smaller chainring makes pedaling easier. Shifting to a larger chainring makes pedaling harder.

**Which gear should I be in?** The combination of largest rear and smallest front gears is for the steepest hills. The smallest rear and largest front combination is for the greatest speed. It is not necessary to shift gears in sequence. Instead, find the “starting gear” which is right for your level of ability — a gear which is hard enough for quick acceleration but easy enough to let you start from a stop without wobbling. At first, practice shifting where there are no obstacles, hazards or other traffic, until you’ve built up your confidence. Learn not to use either the “smallest to smallest” or “largest to largest” gear combinations because they may cause unacceptable stress on the drive train. Learn to anticipate the need to shift, and shift to a lower gear before the hill gets too steep. If you have difficulties with shifting, the problem could be mechanical adjustment.

## Cheat Sheet

For: Uphills and headwinds

Use: Small or middle front chainring + bigger rear cogs

For: Downhills

Use: Large front chainring + a range of rear cogs

For: Flat terrain

Use: Small or middle front chainring + smaller rear cogs

*For the best shifting, make sure your bike is in good shape*

## Avoid Cross-Chaining

That means the chain is at an extreme slant, either in the big ring up front and the biggest cog in back, or the small ring up front and the small cog in back. This not only stresses the hardware, but it also limits your options if you need to shift again. Fig. 3

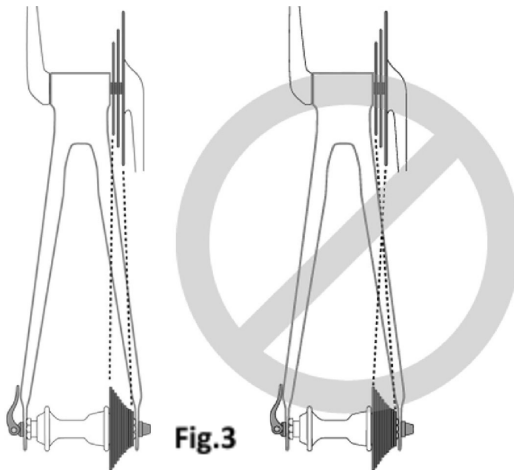


Fig.3

## Best Gear Combination (to avoid cross chain)

Left shifter: 1  
Left shifter: 2  
Left shifter: 3

Right shifter: 1,2,3  
Right shifter: 3,4,5  
Right shifter: 5,6,7,8 (8 gear if 24 speed bike)

## Tires

Bicycle tires are available in many designs and specifications, ranging from general-purpose designs to tires designed to perform best under very specific weather or terrain conditions. If, once you've gained experience with your new bike, you feel that a different tire might better suit your riding needs, **VeloXpress** can help you select the most appropriate design. The size, pressure rating, and on some high-performance tires the specific recommended use, are marked on the sidewall of the tire (see fig. 3). The part of this information which is most important to you is Tire Pressure. But some wheel rim manufacturers also specify maximum tire pressure with a label on the rim.

**WARNING: Never inflate a tire beyond the maximum pressure marked on the tire's sidewall or the wheel rim. If the maximum pressure rating for the wheel rim is lower than the maximum up pressure shown on the tire, always use the lower rating. Exceeding the recommended maximum pressure may blow the tire off the rim or damage the wheel rim, which could cause damage to the bike and injury to the rider and bystanders. The best and safest way to inflate a bicycle tire to the correct pressure is with a bicycle pump which has a built-in pressure gauge.**



**WARNING: There is a safety risk in using gas station air**

**Tire pressure is given either as maximum pressure or as a pressure range.**

**How a tire performs under different terrain or weather conditions depends largely on tire pressure. Inflating the tire to near its maximum recommended pressure gives the lowest rolling resistance; but also produces the harshest ride. High pressures work best on smooth, dry pavement.**

**Very low pressures, at the bottom of the recommended pressure range, give the best performance on smooth, slick terrain such as hard-packed clay, and on deep, loose surfaces such as deep, dry sand. The rim and the riding surface pressure that is too low for your weight and the riding conditions can cause a puncture of the tube by allowing the tire to deform sufficiently to pinch the inner tube between.**

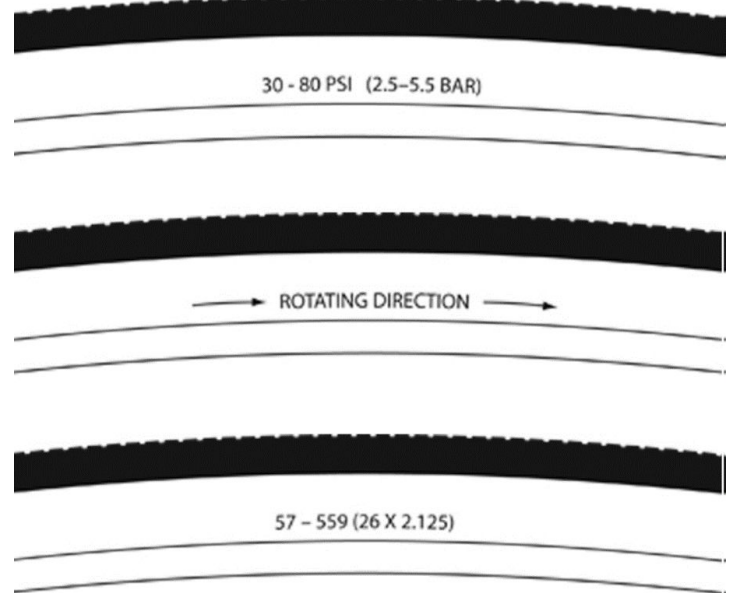
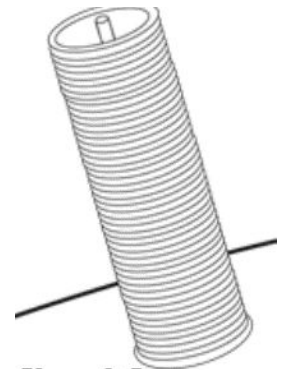


Fig. 4

## Tire Valves

### Schrader Valve

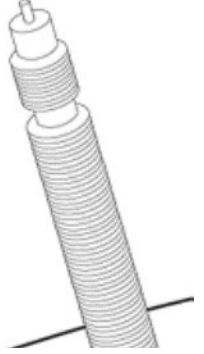
There are primarily two kinds of bicycle tire valves: The Schrader Valve and the Presta Valve. The bicycle pump you use must have the fitting appropriate to the valve stems on your bicycle. The Schrader valve is like the valve on a car tire. To inflate a Schrader valve tire, remove the valve cap and clamp the pump fitting onto the end of the valve stem. To let air out of a Schrader valve, depress the pin in the end of the valve stem with the end of a key or other appropriate object.





## Presta Valve

The Presta valve has a narrower diameter and is only found on bicycle tires. To inflate a Presta valve tire using a Presta headed bicycle pump, remove the valve cap; unscrew (counterclockwise) the valve stem lock nut; and push down on the valve stem to free it up. Then push the pump head on to the valve head, and inflate. To inflate a Presta valve with a Schraeder pump fitting, you'll need a Presta adapter (available at [VeloXpress](#)) which screws on to the valve stem once you've freed up the valve. The adapter fits into the Schraeder pump fitting. Close the valve after inflation. To let air out of a Presta valve, open up the valve stem lock nut and depress the valve stem.



## Identification

On your bike you will notice the VeloXpress sticker. Obviously this offers us free publicity but the most important, is that the local provincial police (O.P.P.) know that if they find a unattended bike supporting the VeloXpress sticker it will pick it up and brought back to us. This way we can return the bike to the original owner since we did register in store the bike in your name

## Manufacturer warranty

Bike frame warranty is lifetime. See VeloXpress for more information

## VeloXpress Warranty

We will replace, at our discretion, any original parts due to defects in material and/or workmanship for the period of 1 year from the original date of purchase. Such purchase must be documented by original sales slip or other proof of purchase by the original owner.

In 60 days you are offered a free adjustment of the bike. For the free adjustment we will verify the integrity of the bike including wheels. We will adjust gears and brakes only.

**Free adjustment:** does not include flats, cleaning of bike or drivetrain, straightening of wheels, bent derailleur hanger or fixing any part of bike that might have been abused.

Make : \_\_\_\_\_

Model: \_\_\_\_\_

Ser# : \_\_\_\_\_