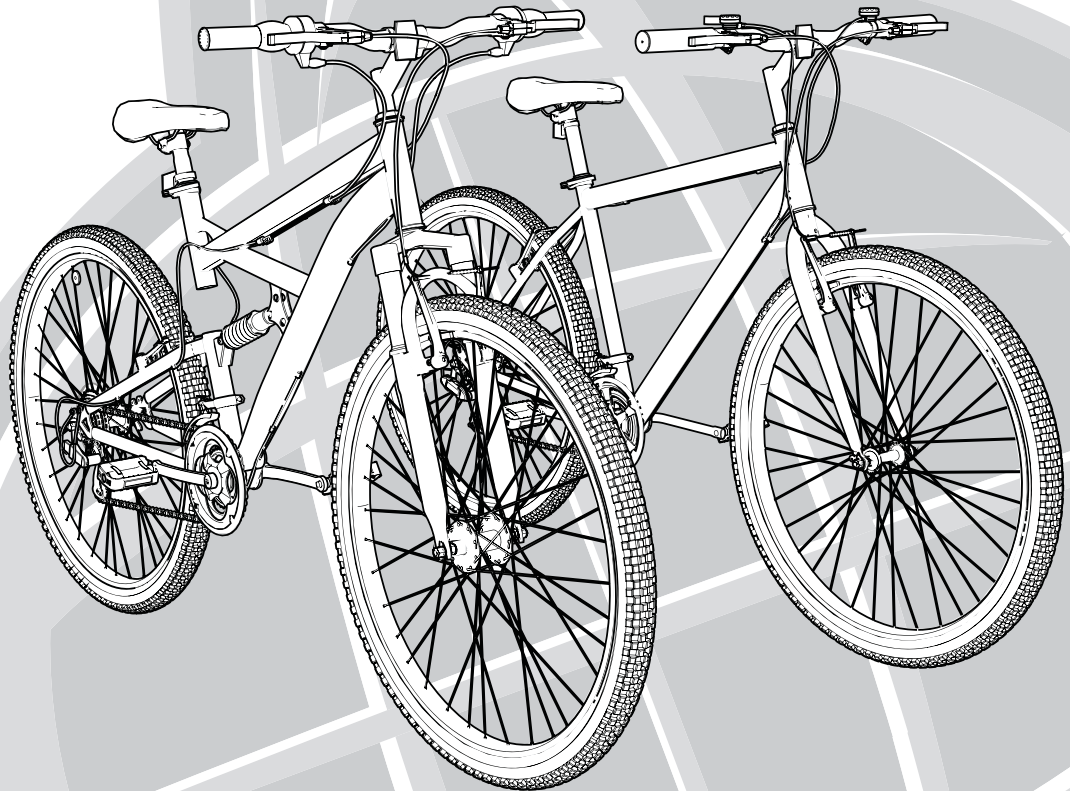


Owner's Manual for Mountain Bikes



**This manual contains important safety, assembly,
operation and maintenance information.**

**Please read and fully understand this manual
before operation.**

Save this manual for future reference.



HUFFY

Owner's Manual Index

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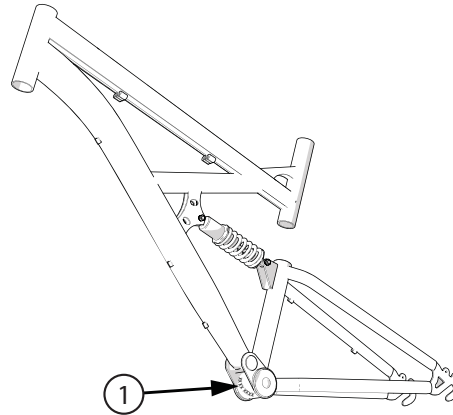
- Huffy Corporation Limited Warranty 38

Owner's Bicycle Identification Record

NOTE: This information is only available on the bicycle itself. It is not available from Huffy.

Each Huffy bicycle has a Serial Number stamped into the frame. The Serial Number (1) can be found on the bottom of the crank housing as shown.

Write this number below to keep it for future reference.



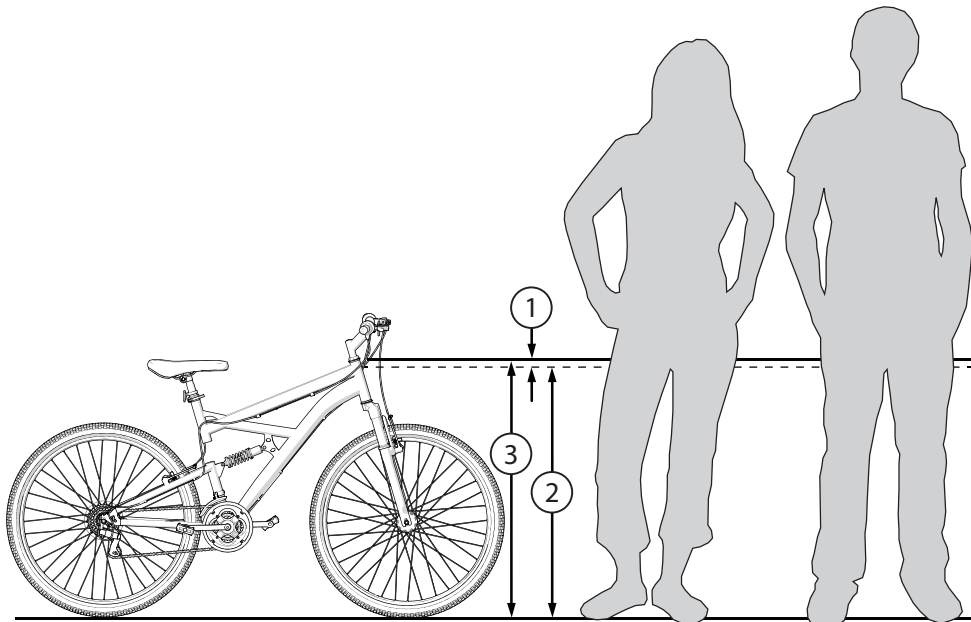
If the bicycle is stolen, give this number and a description of the bicycle to the police. This will help them find the bicycle.

Model / Serial Number:

Purchase Date:

Model Name:

Fitting the Rider to the Bicycle



To determine the correct size of bicycle for the rider:

- Straddle the assembled bicycle with feet shoulder width apart and flat on the ground.
- There must be at least 1 inch (2.5 cm) of clearance (1) between the highest part of the top tube (2) and the crotch of the rider with tires properly inflated.
- The minimum leg-length for the rider is the highest part of the top tube plus one inch (3).

Warning and Safety Information

Meanings of Warnings:



This symbol is important. See the word “**CAUTION**” or “**WARNING**” which follows it.

The word “**CAUTION**” is before mechanical instructions. If you do not obey these instructions, mechanical damage or failure of a part of the bicycle can occur.

The word “**WARNING**” is before personal safety instructions. If you do not obey these instructions, injury to the rider or to others can occur.

Rules of the Road



WARNING: Failure of the rider to obey the following “Rules of the Road” can result in injury to the rider or to others.

- Obey all traffic regulations, signs, and signals.
- Always wear a bicycle helmet that meets safety standards, as well as local safety standards.
- Ride on the correct side of the road, in a single file, and in a straight line.
- If possible, avoid riding at night, dusk, dawn and any other time of poor visibility.
- **If you must ride at night or at time of poor visibility:**
 - Purchase, install, and use a headlight and taillight.
 - Headlights are required by all states for nighttime riding and taillights are required in some states.
 - Battery-powered lights or flashing safety lights are also recommended.
 - Make sure the reflectors of your bicycle are correctly positioned. Do not remove the reflector or replace the reflectors with lighted devices that look similar to reflectors.
 - Make yourself more visible to motorists.
 - Wear light-colored or reflective clothing, such as a reflective vest and reflective bands for your arms and legs.
 - Use reflective tape on your helmet.
 - Do not let anything cover the reflectors.
- **Use extra caution in wet weather:**
 - Ride slowly on damp surfaces because the tires will slide more easily.

Rules of the Road -continued

- **Avoid these hazards to prevent loss of control or damage to your wheels:**
 - Be aware of drain grates, soft road edges, gravel or sand, pot holes or ruts, wet leaves, or uneven paving.
 - Cross railroad tracks at a right angle to prevent the loss of control.
 - Avoid unsafe actions while riding.
 - Do not carry any passengers.
 - Do not carry any items or attach anything to your bicycle that could hinder your vision, hearing, or control.
 - Do not ride with both hands off the handlebar.
 - Do not add a motor to the product.
 - Do not tow or push the product.
 - Do not modify the product.
 - Replace worn or broken parts immediately.
 - If anything does not operate properly, discontinue use.

The Owner's Responsibility



WARNING: This bicycle is made to be ridden by one rider at a time for general transportation and recreational use. It is not made to withstand the abuse of stunting and jumping.

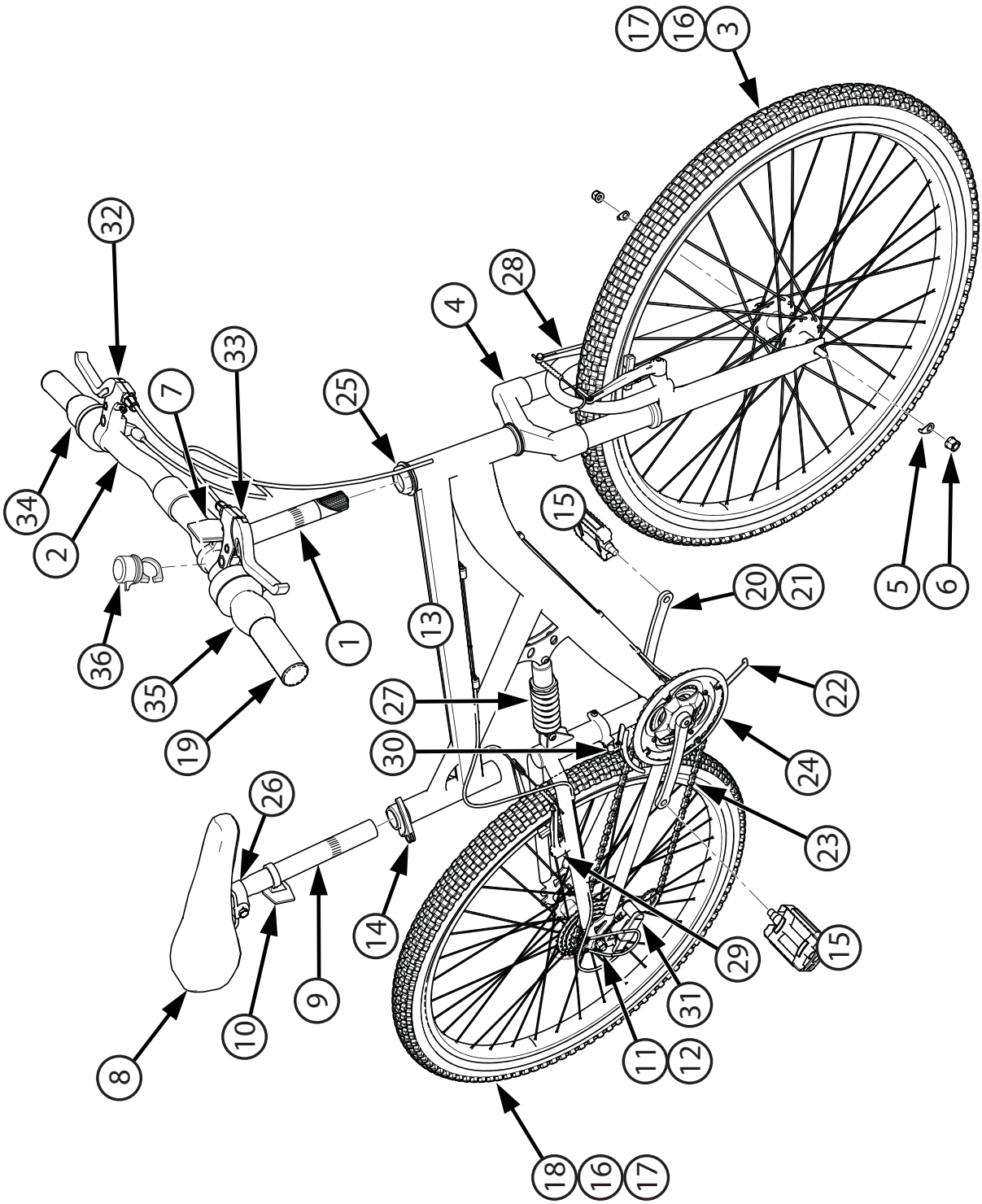
If the bicycle was purchased unassembled, it is the owner's responsibility to follow all assembly and adjustment instructions exactly as written in this manual, and any "Special Instructions" supplied and to make sure all fasteners and components are securely tightened.

NOTE: Periodically check that all fasteners and components are securely tightened.

If the bicycle was purchased assembled, it is the owner's responsibility, before riding the bicycle for the first time, to make sure the bicycle has been assembled and adjusted exactly as written in this manual, and any "Special Instructions" supplied and to make sure all fasteners and components are securely tightened.

NOTE:

If product is assembled, please proceed to pages 15 and 17: Testing Stem, Handlebar and Seat Clamp tightness.



Parts List

Parts Assembly List

No.	Description	No.	Description
1	Handlebar Stem	19	Grips (x2)
2	Handlebar	20	Crank & Spindle Set
3	Front Wheel Assembly	21	Crank Bearings
4	Fork	22	Kickstand
5	Wheel Retainer (x2)	23	Chain
6	Axle Nut (x4)	24	Chain guard
7	Front Reflector	25	Head Set Bearing
8	Seat	26	Seat Post Hardware
9	Seat Post	27	Spring Shock
10	Rear Reflector	28	Front Brake
11	Guard Screws (x2)	29	Rear Brake
12	Derailleur Guard	30	Front Derailleur
13	Frame	31	Rear Derailleur
14	Quick Release Lever & Nut	32	Brake Lever - Left (Front Wheel)
15	Pedal (Left & Right Set)	33	Brake Lever - Right (Rear Wheel)
16	Tire (x2)	34	Shift Mechanism, Front
17	Tube (x2)	35	Shift Mechanism, Rear
18	Rear Wheel Assembly	36	Bell (if equipped)

Introduction

This Owner's Manual is made for several different bicycles:

- Some illustrations may vary slightly from the actual product.
- Follow instructions completely.
- If the bicycle has any parts that are not described in this manual, look for separate "Special Instructions" that are supplied with the bicycle.
- Models may have different accessory items such as bags, baskets, reflectors, cup holders, racks, etc.
- All features, components and accessories are not included on all models.
- Use the Index page to locate specific sections of this manual.
- Please read through this entire manual before beginning assembly or maintenance.
- If you are not confident with assembling this unit, refer to a local bike shop.

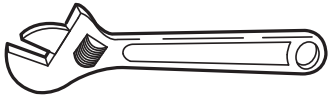


WARNING: Keep small parts away from children during assembly.

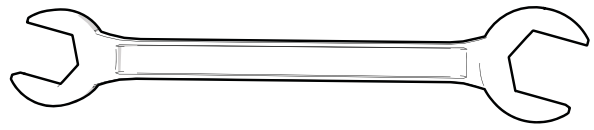
NOTE: All of the directions (right, left, front, rear, etc.) in this manual are as seen by the rider while seated on the bicycle.

Do not dispose of the carton and packaging until you complete the assembly of the bicycle. This can prevent accidentally discarding parts of the bicycle.

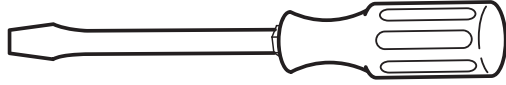
Tools Needed



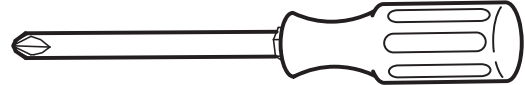
Small Adjustable Wrench
(Jaws must open at least 9/16 inch.)



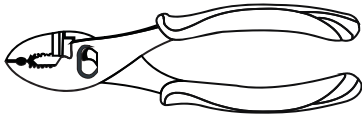
Open-End Wrenches



Flat-blade Screwdriver



Phillips Screwdriver



Slip-Joint Pliers



Metric Allen Wrenches

Handlebar and Stem Installation

⚠ WARNING: To prevent steering system damage and possible loss of control, the “MIN-IN” (minimum insertion) mark (A) on the stem must be below the top of the Locknut (B) (fig 01).

NOTE: Bike will have one of two styles of Stems: Quill and Threadless.

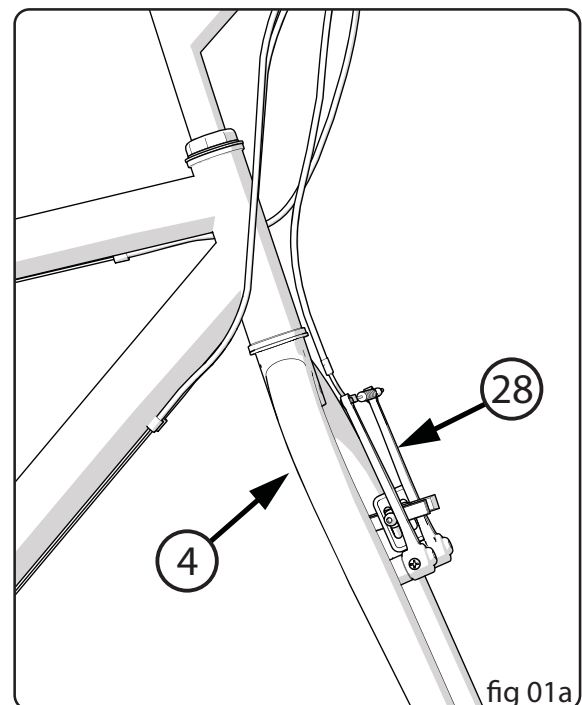
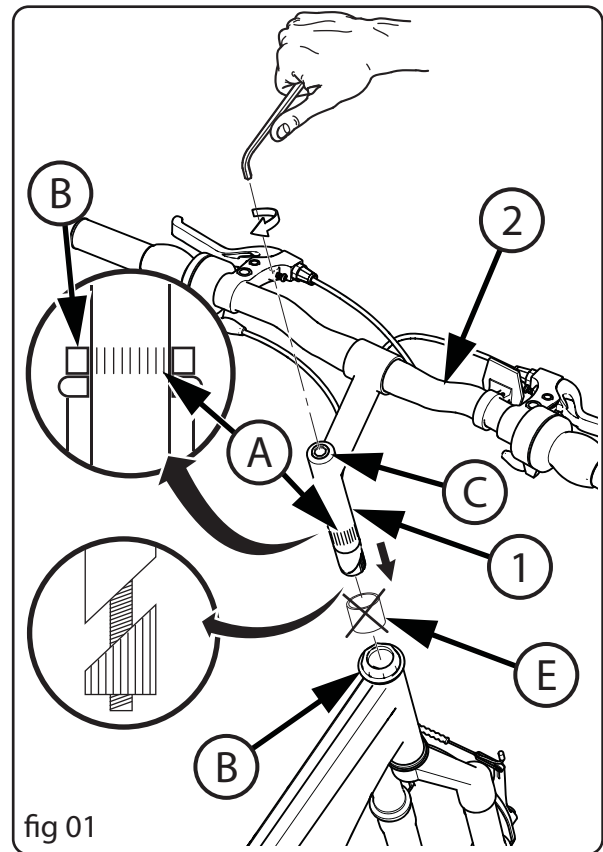
NOTE: Remove plastic Cap (E) from the end of the Stem (1).

Quill Style Stem:

1. Insert the Stem (1) into the fork.
2. Point the Stem (1) towards the front of the bike.
3. Tighten the Stem Bolt (C) just enough to hold it in position.
4. Align the stem (1) with the fork and tighten the stem bolt (C) securely.

⚠ WARNING: Do not over tighten the stem bolt. Over tightening the stem bolt can damage the steering system and cause loss of control.

⚠ WARNING: The Front Brake (28) must be positioned in FRONT of the Fork (4).



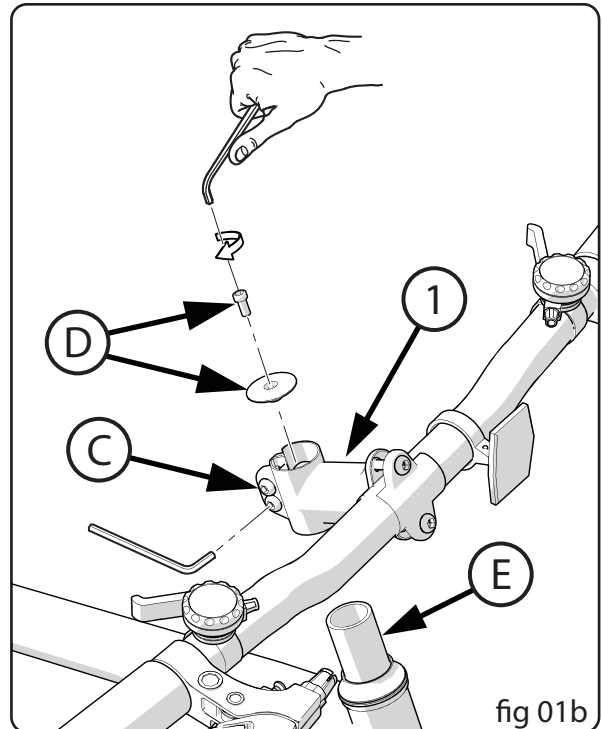
Handlebar and Stem Installation

⚠ WARNING: To prevent steering system damage and possible loss of control, completely seat Stem (1) onto Fork Tube (E).

Threadless Style Stem:

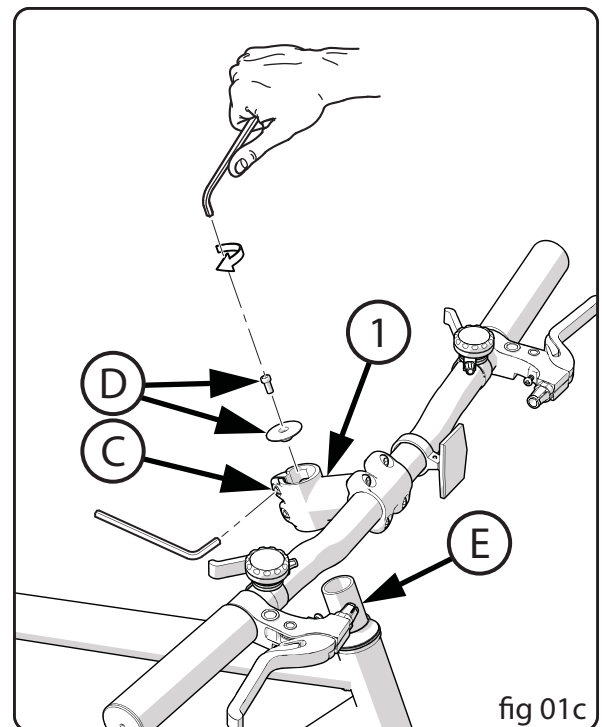
Note: This procedure applies to both the two-bolt Stem and four-bolt Stem (figs 01b and 01c):

1. Insert the Stem (1) onto the Fork Tube (E).
2. Point the Stem (1) towards the front of the bike and in line with the fork.
3. Tighten the stem bolts (C) securely.
4. Place Cap into stem and tighten screw securely (D).



⚠ WARNING: Do not over tighten the stem bolts (C). Over tightening the stem bolts can damage the steering system and cause loss of control.

⚠ WARNING: The Front Brake (28) must be positioned in FRONT of the Fork (4) (fig 01a)



Assemble the Front Wheel to the Fork

Loosen the Front Brakes:

1. Squeeze the two Brake arms together (A).
2. Lift out the Brake Cable Guide (B) from the Guide Bracket (C).

Install the Front Wheel:

3. Set the Front Wheel (3) into the front fork (4) (fig 03).
4. Install wheel retainers (5) making sure the tabs are in the Fork Retainer Holes (C).
5. Attach the front wheel with the Axle Nuts (6).
6. Tighten Axle Nuts to 21 ft-lbs.

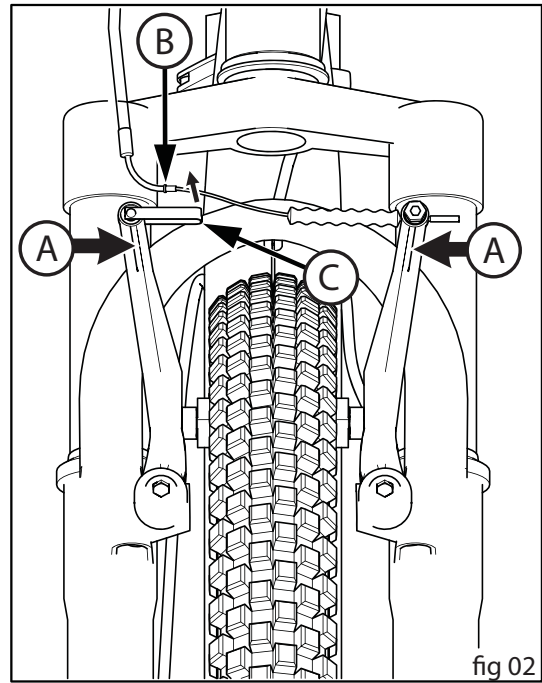


fig 02



WARNING: Do not use Nuts (6) without serrations to attach the front wheel.

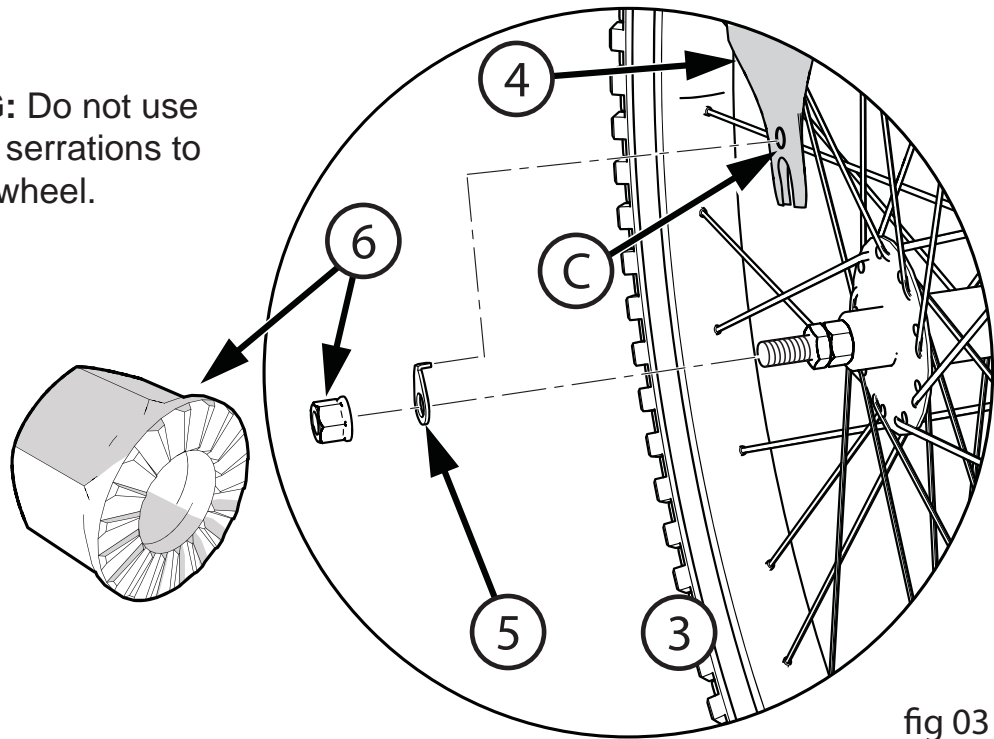


fig 03

NOTE: Ensure wheel spins freely without contacting fork or fender.



WARNING: Put the wheel in the center of the fork and tighten both nuts to the recommended torque of 21 ft.-lbs.

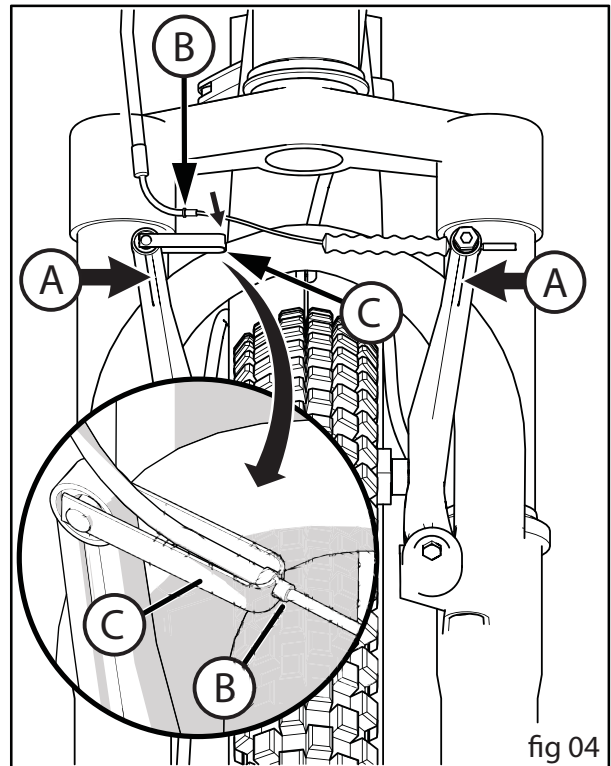


WARNING: Failure to obey these steps can allow the front wheel to loosen while riding. This can cause injury to the rider or to others.

Re-attache Front Brake Cable:

Re-attach Front Brake Cable:

7. Squeeze the two Brake arms together (A).
8. Insert the Brake Cable Guide (B) into the cutout in the Guide Bracket (C).
9. Make sure the Brake Cable Guide (B) is seated securely in the Guide Bracket (C) cutout.



WARNING:

Check Front Brake Adjustment Before Riding!
See Brakes Section Page 20

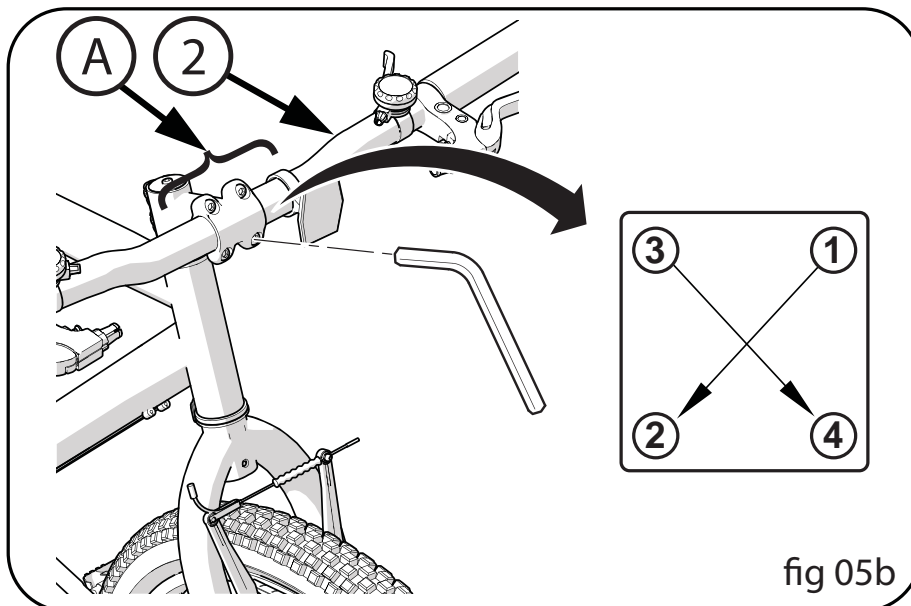
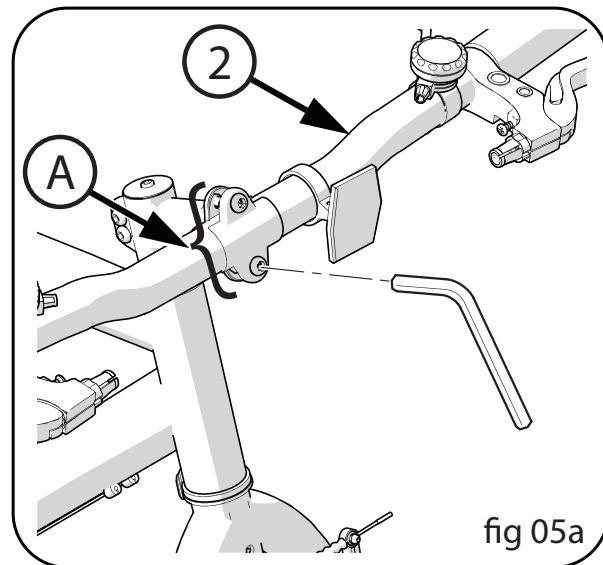
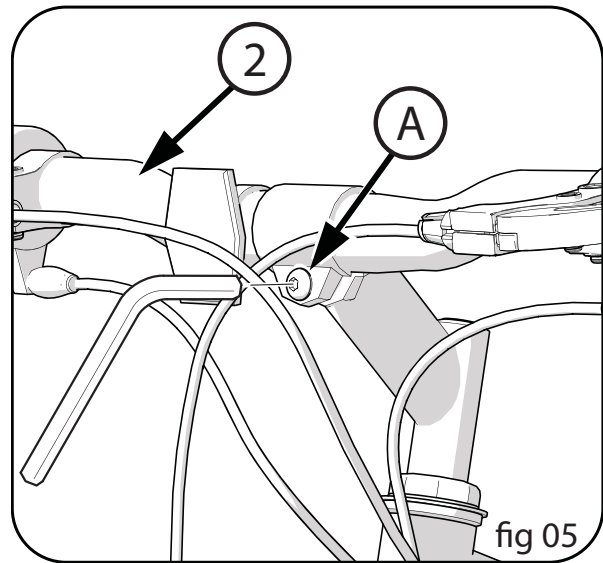
Setting Up the Handlebars

Note: This procedure is for one, two and four bolt Handlebar Stems.

1. If necessary, loosen the Handlebar Clamp Screw(s) (A) and rotate Handlebar (2) into a comfortable riding position.
2. Tighten Handlebar Clamp Screw(s) (A) securely.

NOTE: Do not over tighten. Torque to 14-17 ft-lbs.

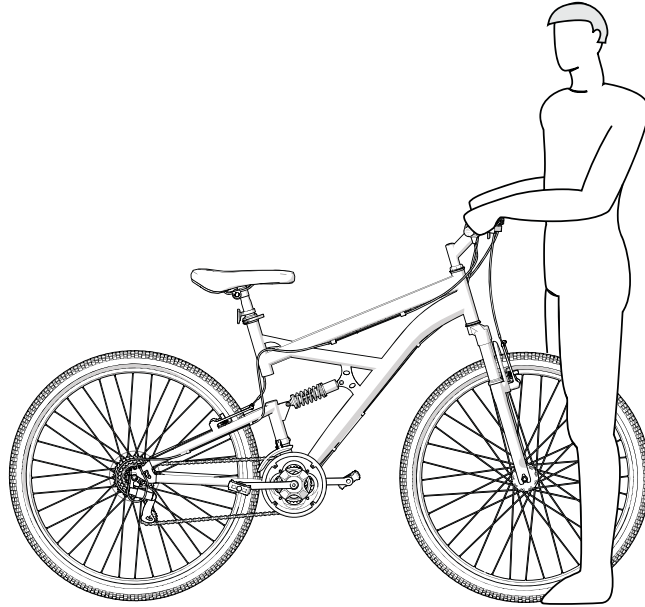
⚠ WARNING: If the handlebar clamp is not tight enough, the handlebar can slip in the stem. This can cause damage to the handlebar or stem, and can cause loss of control.



Testing Stem and Handlebar Tightness

To test the tightness of the stem:

- Straddle the front wheel between your legs.
- Try to turn the front wheel by turning the handlebar.
- If the handlebar and stem turn without turning the front wheel, realign the stem with the wheel and tighten the stem bolt(s) tighter than before (about 1/2 revolution only at a time).
- Do this test again, until the handlebar and stem do not turn without turning the front wheel.



To test the tightness of the handlebar clamp:

- Hold the bicycle stationary and try to move the ends of the handlebar up and down.



CAUTION: Do not exceed 100 lbs downward force.

- If the handlebar moves, loosen the bolt(s) of the handlebar clamp.
- Put the handlebar in the correct position and tighten the bolt(s) of the handlebar clamp tighter than before.
- If the handlebar clamp has more than one bolt, tighten the bolts equally.
- Do this test again, until the handlebar does not move in the handlebar clamp.

Seat Installation

Attach Seat to Seat Post:

(pre-assembled on some models)

- Loosen nuts on seat clamp (A) and rotate Seat (8) into riding position.
- Put the seat post (9) fully through the seat clamp (A).
- Tighten the Seat Clamp so the seat stays on the seat post.
- If the Seat Clamp has a nut on each side, tighten both nuts equally.

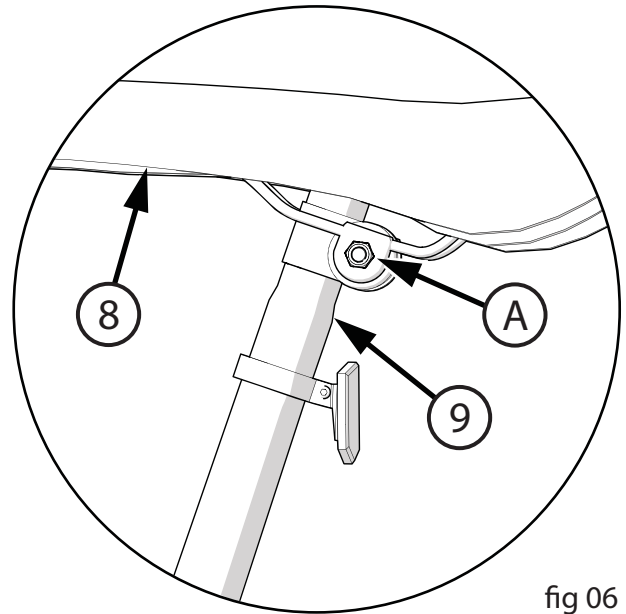


fig 06

CAUTION: If you accidentally drop the seat post into the seat tube, it may be difficult to remove it.

- Point the Seat (8) forward and put the Seat Post (9) into the Seat Tube (B) (figs 07, 08).

WARNING: To prevent the seat coming loose and possible loss of control, the “MIN-IN” (minimum insertion) mark (C) on the seat post must be below the top of the Seat Tube.

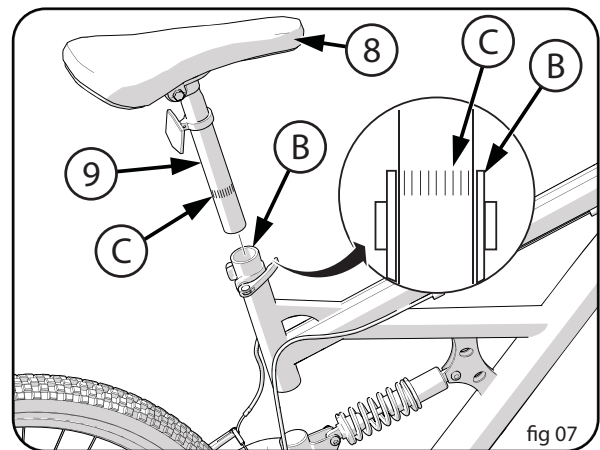


fig 07

Tighten the quick release lever:

- Move the Quick Release Lever (D) to the “open” position so the word “open” is pointing away from the Seat Post Clamp (E).

NOTE: The words “open” and “close” are on opposite sides of the quick release lever.

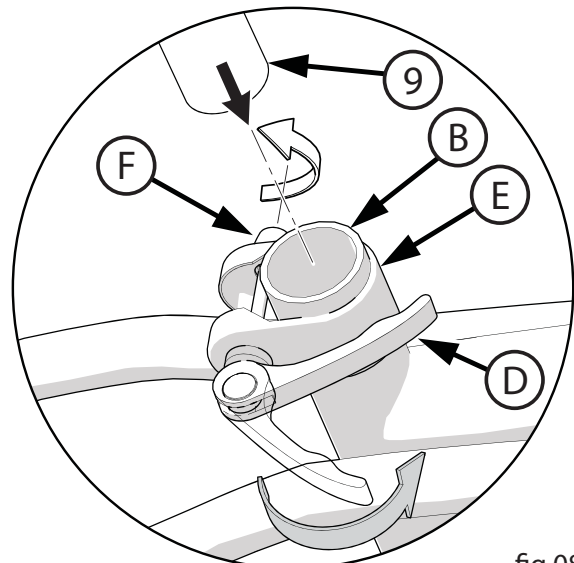




fig 08

 **CAUTION:** Operate the Quick Release Lever by hand only. Do not use a hammer or any other tool to tighten the quick release lever.

You must use strong force to move the quick release lever to the “close” position. If you can easily move the lever to the “close” position, the clamping force is too light.


 **WARNING:** If the clamping force of the Quick Release Lever is too light, the seat post can loosen while riding. This can cause injury to the rider or to others.

Tighten the quick release lever:

- Open and close the Quick Release Lever with one hand while you turn the Adjusting Nut (F) with the other hand (**fig 08**).
- Tighten or loosen the Adjusting Nut (F) by hand, so that you first feel resistance to the quick release lever when it perpendicular to the bicycle frame.
- Push the Quick Release Lever to the “close” position (**fig 08**).
- When in the “close” position, make sure the Quick Release Lever lays against the Seat Post Clamp.
- The tightening torque of the Quick Release Lever should be tight enough so that the seat does not move during normal operation.

Testing Seat Clamp and Post Clamp Tightness

To test the tightness of the seat clamp and the post clamp:

 **WARNING:** Every time the quick release mechanism is loosened, make sure the red reflector is correctly positioned (see page 16).

- Try to turn the seat side-to-side and to move the front of the seat up and down.
- **If the seat moves in the Seat Clamp (A) (fig 06):**
 - Loosen the Seat Clamp.
 - Put the seat in the correct position and tighten the Seat Clamp tighter than before.
 - Do this test again, until the seat does not move in the Seat Clamp.
- **If the Seat Post (9) moves in the Seat Tube (B):**
 - Move the Quick Release Lever to the “open” position.
 - Put the seat in the correct position and tighten the Quick Release Lever tighter than before.
 - If necessary, loosen Quick Release Lever, tighten Adjusting Nut and re-tighten Quick Release Lever.
 - Do this test again, until the seat post does not move in the seat tube.

Pedal Installation

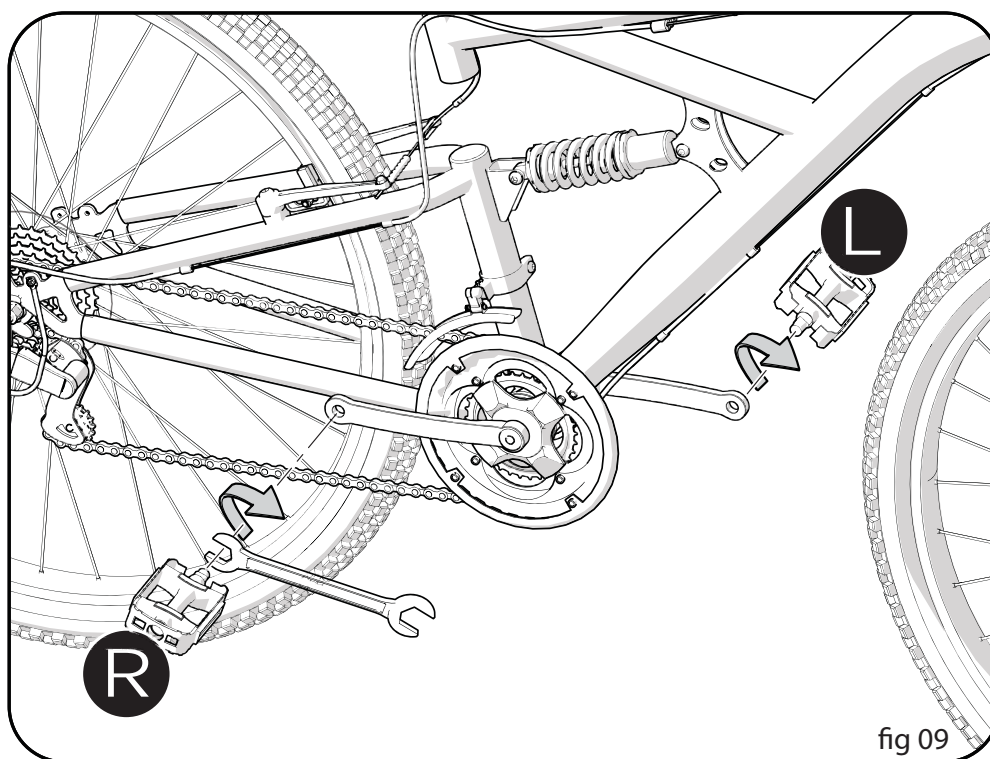
CAUTION: There is a right pedal marked “R” and a left pedal marked “L”.

- The pedal marked “R” has right-hand threads. Tighten it in a **clockwise direction**.
- The pedal marked “L” has left-hand threads. Tighten it in a **counterclockwise direction (anti-clockwise)**.
- Turn the right pedal marked “R” into the right side of the crank arm, and the left pedal marked “L” into the left side of the crank arm.

Tighten the pedals (fig 09):

- Make sure the threads of each pedal are fully into the crank arm.
- Make sure pedals are fully tightened with wrench.

NOTE: The recommended torque (tightness) for each pedal is 30 ft.-lbs.



Note: A Pedal Wrench is preferred for attaching Pedals. An open-end wrench can also be used as shown.

WARNING: Ensure pedals are secure in crank arms so they will not loosen. Periodically check tightness.

Reflector Brackets Installation

1. Position FRONT Reflector (7) so it points straight forward (**fig 10**).
2. Tighten Clamp Screw.

NOTE: Do not over-tighten. This will damage the Clamp.

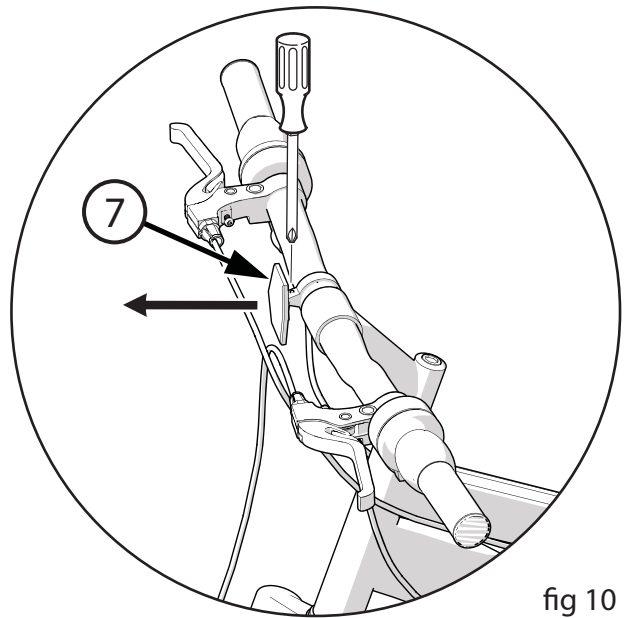


fig 10

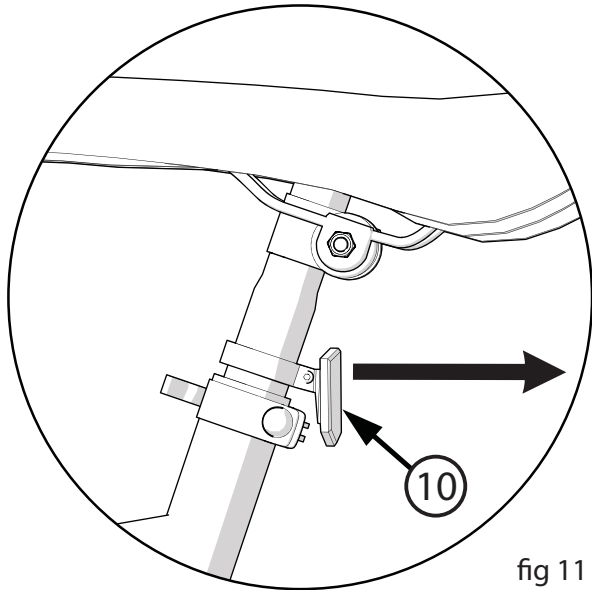


fig 11

1. Position REAR Reflector (10) so it points straight backward (**fig 11**).
2. Tighten Clamp Screw.

NOTE: Do not over-tighten. This will damage the Clamp.

Installing Derailleur Guard (on some models)

1. Remove Screws (11) from Frame Tabs (A).
2. Install Guard (12) using two Screws (11).
3. Make sure the Guard does not contact the Derailleur (B).
4. Tighten Screws (11) securely.

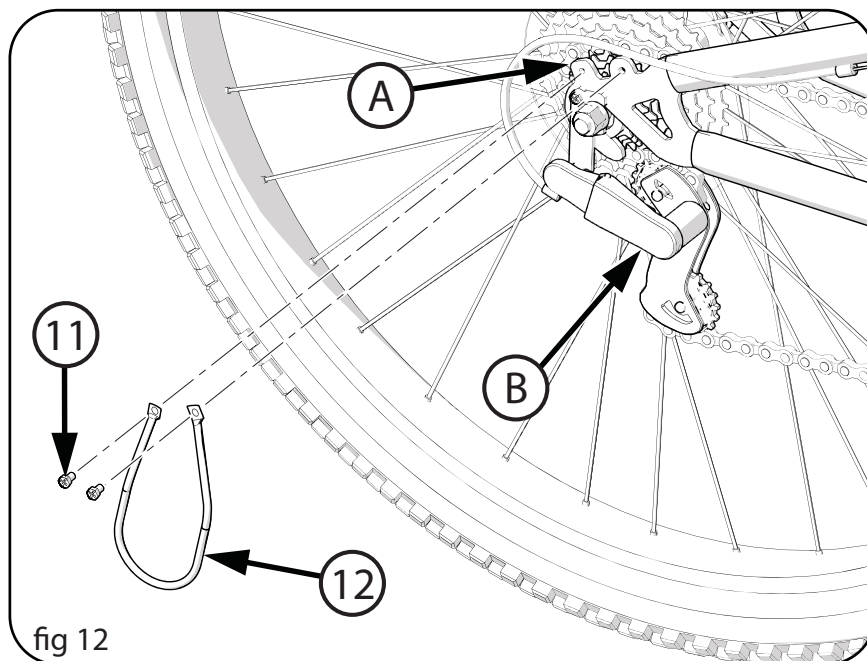


fig 12

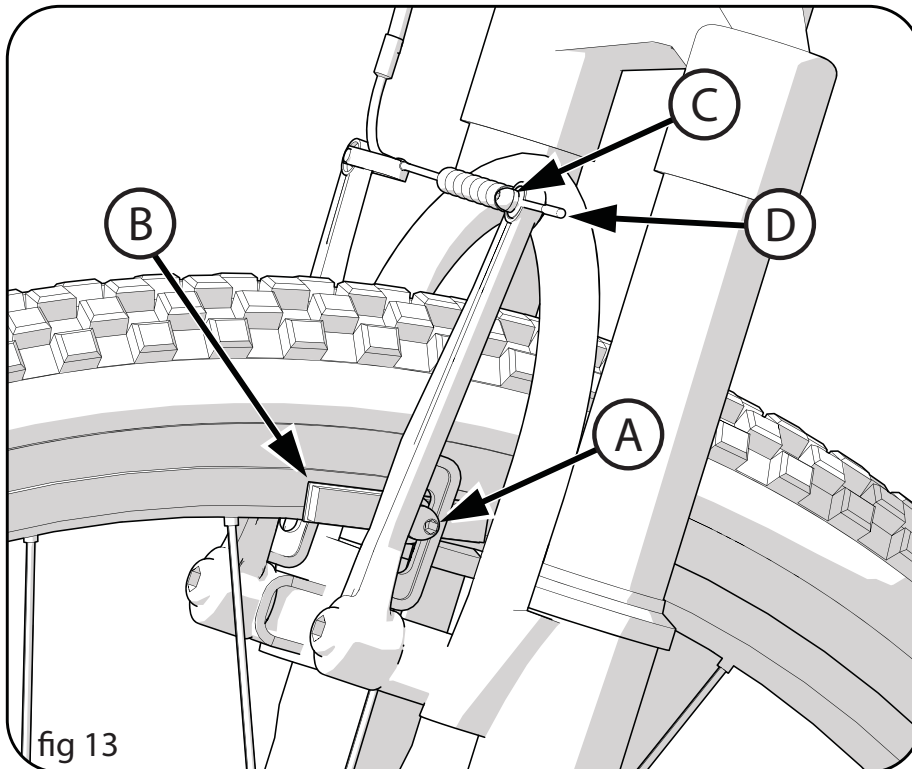
Brake System

Adjustments

⚠ WARNING: You must adjust the front and rear brakes before you ride the bicycle.

Step 1: Put the brake shoes (B) in the correct position (fig 13):

1. Loosen the Screw (A) of each Brake Shoe (B).
2. Adjust each Brake Shoe so it is flat against the rim and aligned with the curve of the rim.
3. Make sure each Brake Shoe does not rub the tire.
4. If the surface of the Brake Shoe has arrows, make sure the arrows point toward the rear of the bicycle.
5. Hold each Brake Shoe in position and tighten the Screw.



Step 2: Test the tightness of each Brake Shoe:

1. Try to move each Brake Shoe out of position.
2. If a Brake Shoe moves, do Step 1 again, but tighten the nut tighter than before.
3. Do this test again, until each Brake Shoe does not move.

Brake System - continued

Step 3. Stretching the cable (fig 13):

1. Hold both Brake Shoes against the rim.
2. Loosen the cable clamp Screw (C).
3. Pull the Cable (D) tight and tighten the Screw.

⚠ WARNING: Do not over tighten the cable clamp Screw. Over tightening the cable clamp Screw may cut the cable and cause injury to the rider or to others.

4. Squeeze each brake lever firmly 20 times.
5. Hold both Brake Shoes against the rim and loosen the cable clamp Screw.
6. Pull the Cable tight and tighten the cable clamp Screw.

Final Brake Adjustment Before Riding

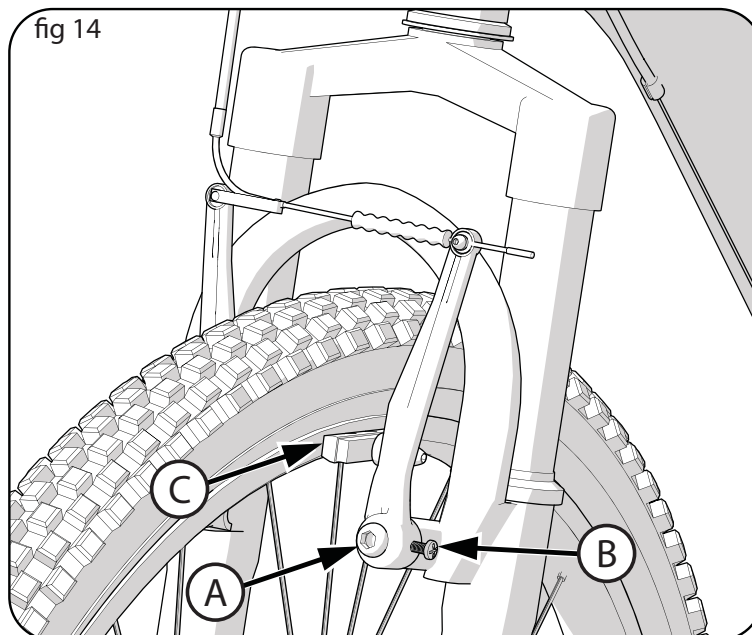
The following sections describe final brake system adjustments required before riding. Determine which style you have and follow the instructions.

Check tightness of the cantilever mounting Bolt (A):

- Make sure each cantilever mounting Bolt is tightened securely.

Center brake shoes on rim:

1. Turn the Adjustment Screw (B) on the cantilever arm to move the arm in or out so each Brake Shoe (C) is the same distance from the rim.
2. Squeeze the brake lever two times.
3. Do this step again, until both brake shoes are the same distance from the rim.



Final Brake Adjustment - continued

Put the brake shoes the correct distance from the rim:

1. If desired, adjust Brake Levers (G) to a comfortable distance from the grip using the Adjustment Screw (H). Turning the screw IN brings it closer to the grip.
2. Make sure brake line Sheaths (A, B) are seated correctly.
3. Position each Brake Shoe 1/16 inch away from the rim:
4. Turn the caliper brake adjusting Screws (D) in or out to make the adjustment.
5. If the brake shoes cannot be positioned the correct distance from the rim, hold both Brake Shoes against the rim and loosen the cable clamp Screw (E)
6. Squeeze the Brake Arms (F) together and pull or loosen the cable wire slightly.
7. Tighten the cable clamp Screw.

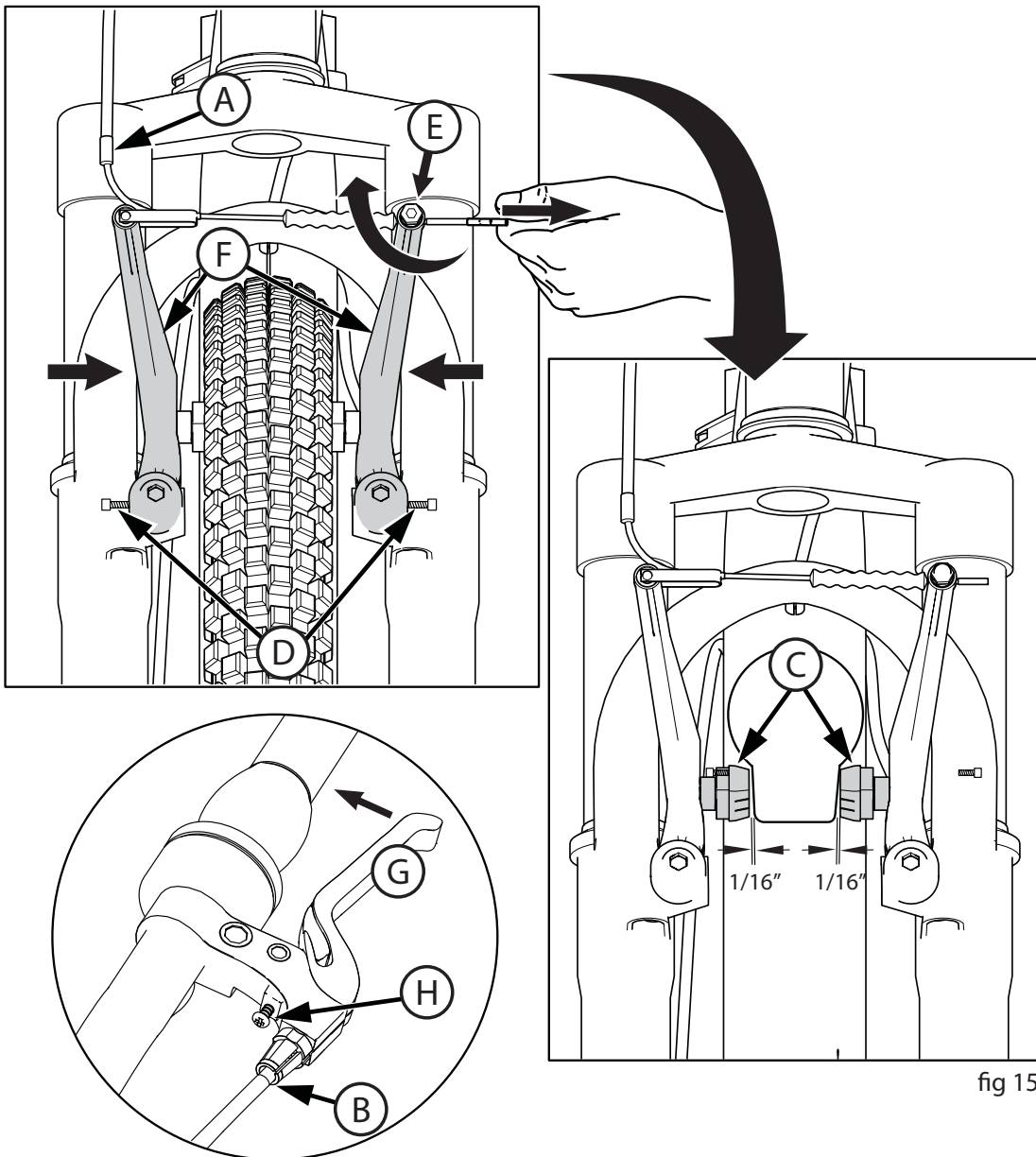


fig 15

⚠ WARNING: Do not over tighten the cable clamp. Over tightening the cable clamp may cut the cable and cause injury to the rider or to others.

8. Repeat these steps until the brake shoes are 1/16 inch from the rim and the Brake Lever (G) does not go all the way to the grip when squeezed (**fig 15**).

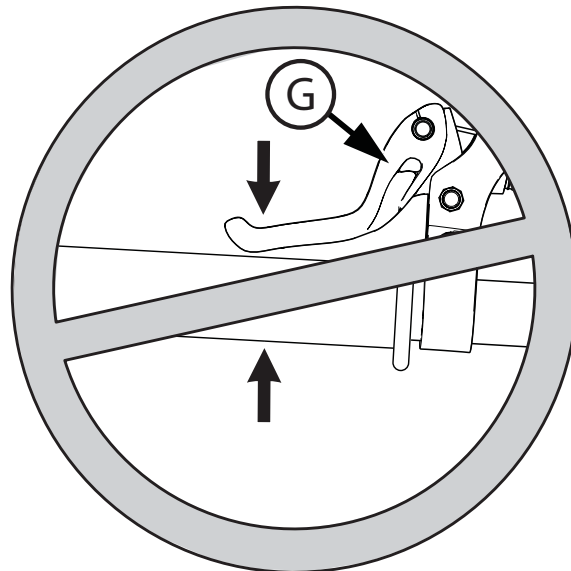
⚠ WARNING: Do not move the brake shoes away from a wheel rim that is not true (straight). This can cause the caliper brake to be less effective and unsafe. To allow safe adjustment of the caliper brake, have a bicycle service shop true the wheel.

Test the tightness of the cable clamp (**fig 15**):

1. Squeeze each Brake Levers (G) with firm pressure.
2. Make sure the cable does not move in the Cable Clamp (E).
3. If the cable moves in the cable clamp, adjust the brakes again but tighten the cable clamp tighter than before.
4. Do this test again, until the cable does not move in the cable clamp.

Test the travel of each brake lever:

1. Squeeze each Brake Lever (G) with strong pressure
2. If the brake lever touches the grip, adjust the brakes again.

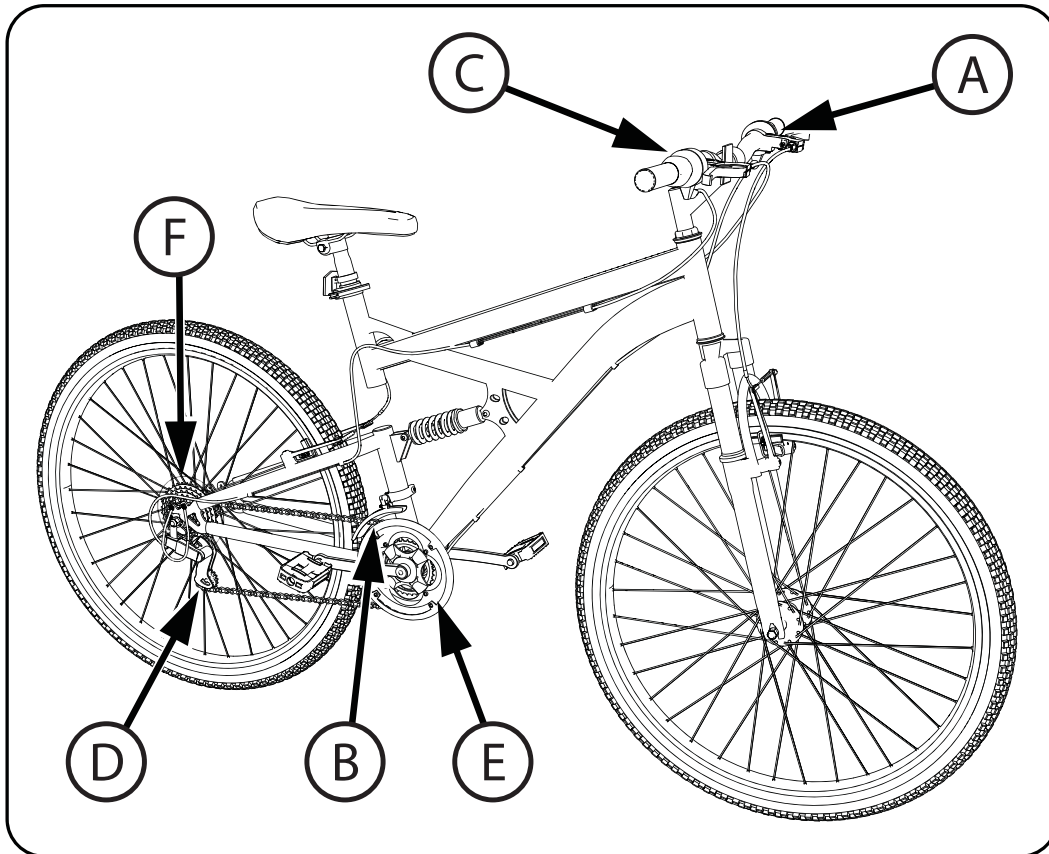


⚠ WARNING: After you adjust the brakes again, if either brake lever touches the grip or does not work well, have a bicycle service shop repair or adjust the brakes.

Shift System

Parts of the Shift System:

- Left-hand Shift Lever (A) operates the Front Derailleur (B).
- Right-hand Shift Lever (C) operates the Rear Derailleur (D).
- Front Sprocket Set (E).
- Rear Sprocket Set (F).



Operation:

Operate the shift system as follows:

1. The rider turns the rear shift control around the handlebar (for twist shift models) or moves the shift lever (thumb shift models) to an index position
2. When the rear shift control moves into each position with a “click” sound, the shift is complete
3. The rider turns the front shift control around the handlebar (for twist shift models) or moves the shift lever to an index position (thumb shift models)
4. Each shift control pulls a cable wire that is attached to the derailleur.
5. The derailleur moves and guides the chain from one sprocket to another.
6. If there is some chain noise after the shift, turn the rear shift control a small amount to “trim” the rear derailleur.

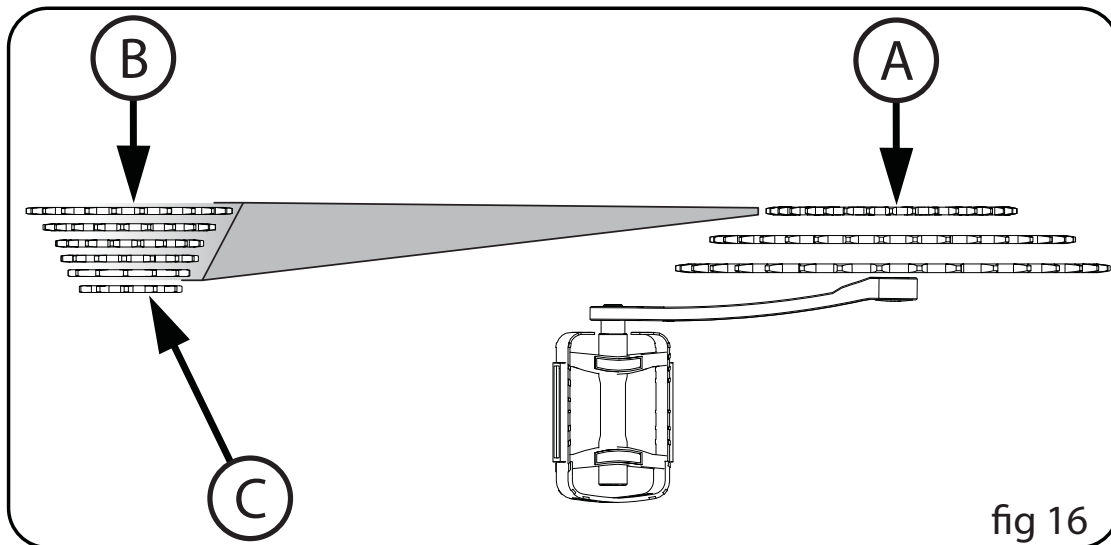
Shift System - continued

CAUTION: Do not force the shift levers. Shift only when pedaling forward and without strong force. Do not backpedal. Backpedaling can cause the chain to come off the sprockets. Backpedaling and shifting while not pedaling can damage the sprockets and stretch the cable wire.

There is no “correct gear” in which to ride the bicycle. The “correct gear” is the one that is comfortable to you.

To select a gear or sprocket combination while riding:

1. While pedaling, shift the chain onto different front and rear sprocket combinations.
2. You will feel a difference in the rhythm and ease of pedaling.
3. Shift the chain to the gear that allows you to pedal at a rhythm and effort that is comfortable to you.
4. When riding uphill or against the wind, you may wish to keep the chain on the smallest front sprocket (A) and shift the chain on the rear sprocket cluster (B).



These are the lower gear combinations.

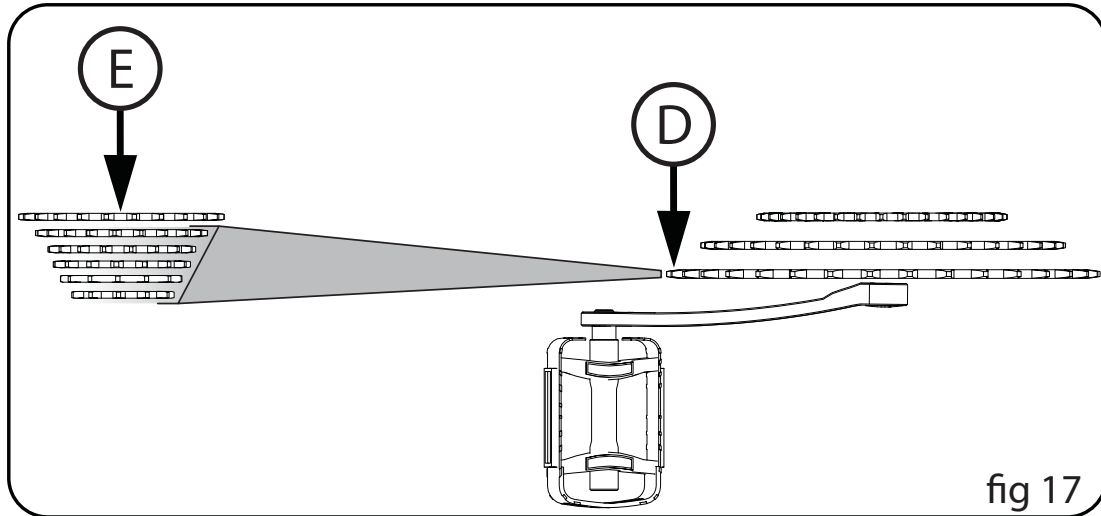
They allow you to pedal easier and at a faster rhythm, but with less distance traveled per pedal revolution.

For the best performance in this case, do not use the smallest rear sprocket (C).

When riding downhill or with the wind, you may wish to keep the chain on the largest front sprocket (D) and shift the chain on the rear sprocket cluster.

Shift System - continued

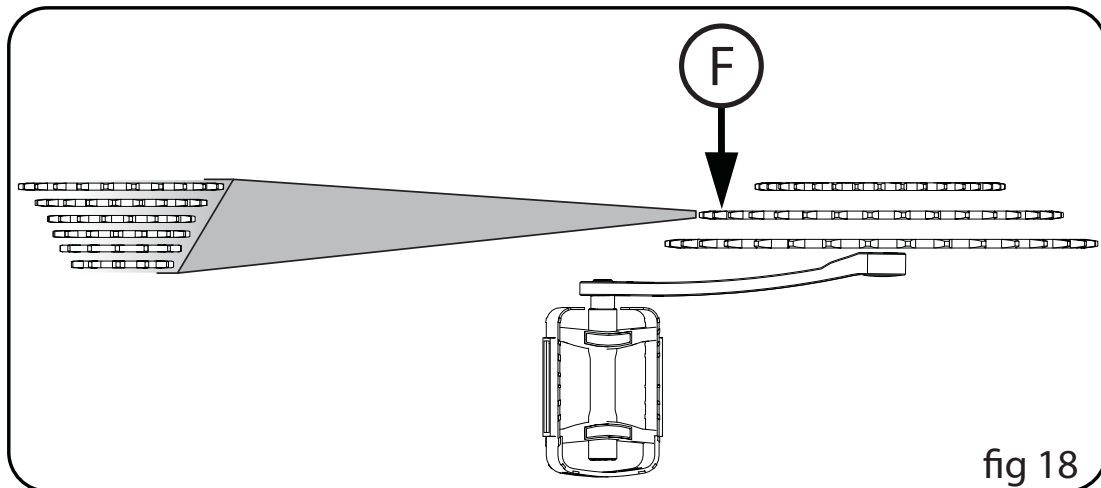
These are the higher gear combinations.



They allow you to pedal harder and at a slower rhythm, but with more distance traveled per pedal revolution.

For the best performance in this case, do not use the largest rear sprocket (E).

On bicycles with three front sprockets, you may wish to keep the chain on the middle front sprocket (F) and shift the chain on the rear sprocket cluster.

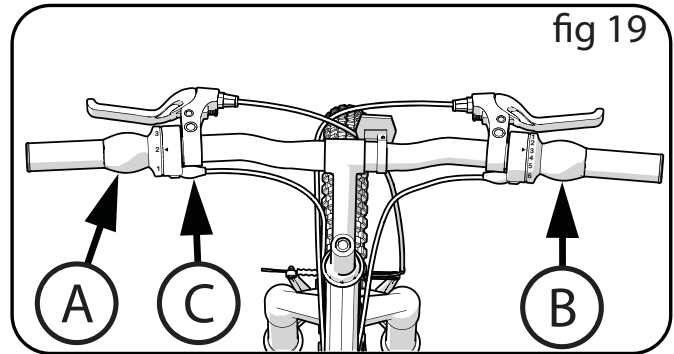


These gear combinations are middle range which overlap some of the higher and some of the lower gear combinations.

Front Derailleur Adjustments

These instructions describe most adjustments that the shift system may need. If you can not adjust the shift system using these instructions, have a bicycle service shop do the adjustments that are needed.

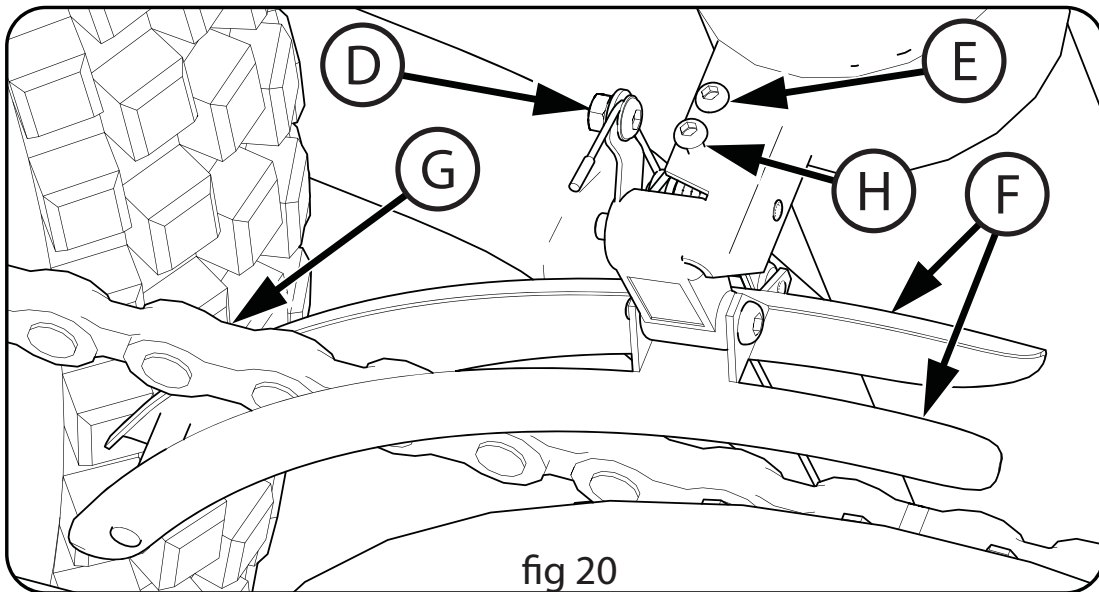
The left Grip (A) shifts the chain on the front sprockets. The right Grip (B) shifts the chain on the rear sprockets.



The front derailleur has two adjusting screws. The “low” adjusting screw, sometimes marked “L”, limits how far the front derailleur and chain can move toward the frame. The “high” adjusting screw, sometimes marked “H”, limits how far the front derailleur and chain can move away from the frame.

Put the “low” adjusting screw in the correct position as follows (fig 20):

- Shift the chain onto the third largest rear sprocket and the smallest front sprocket.
- Turn the lever Barrel Adjuster (C) (fig 19) all the way IN.
- Loosen Nut (D) of the cable clamp.
- Turn the “low” adjusting screw (E) so the left inside edge of the chain cage (F) and the chain (G) just do not touch.
- Remove the slack from the cable wire and tighten the Nut of the cable clamp.



Front Derailleur Adjustments

Put the “high” adjusting screw (E) in the correct position as follows:

- Shift the chain onto the largest front sprocket and the smallest rear sprocket.
- Turn the “high” adjusting screw (E) so the right inside edge of the chain cage and the chain just do not touch.

NOTE: If the shift lever does not move easily:

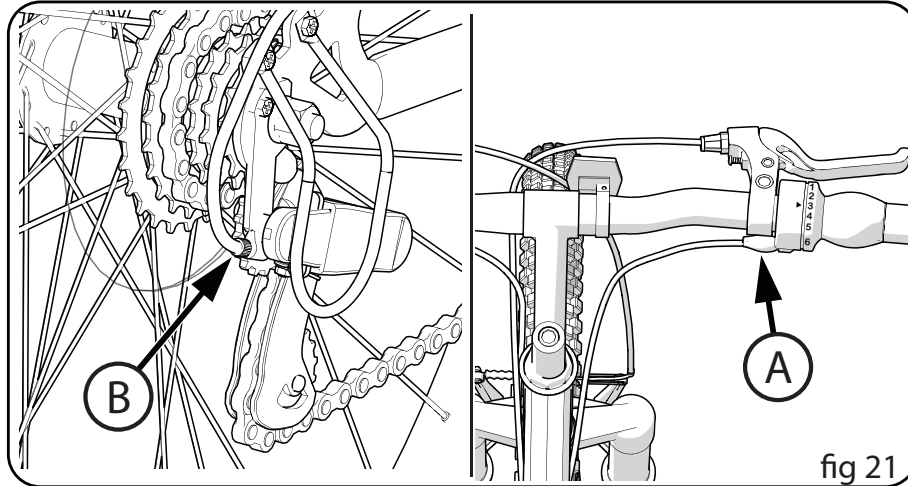
- If the shift cable seems to stick, lubricate it.
- Do not lubricate the shift control.
- If the shift cable is sharply bent, rusted or has broken strands, replace it.

Perform the “Rear Derailleur Adjustments” if:

- The chain will not shift onto all the rear sprockets.
- The chain comes off the rear sprockets.
- The chain makes noise while on the smallest or largest rear sprocket.
- The rear derailleur rubs the spoke protector.

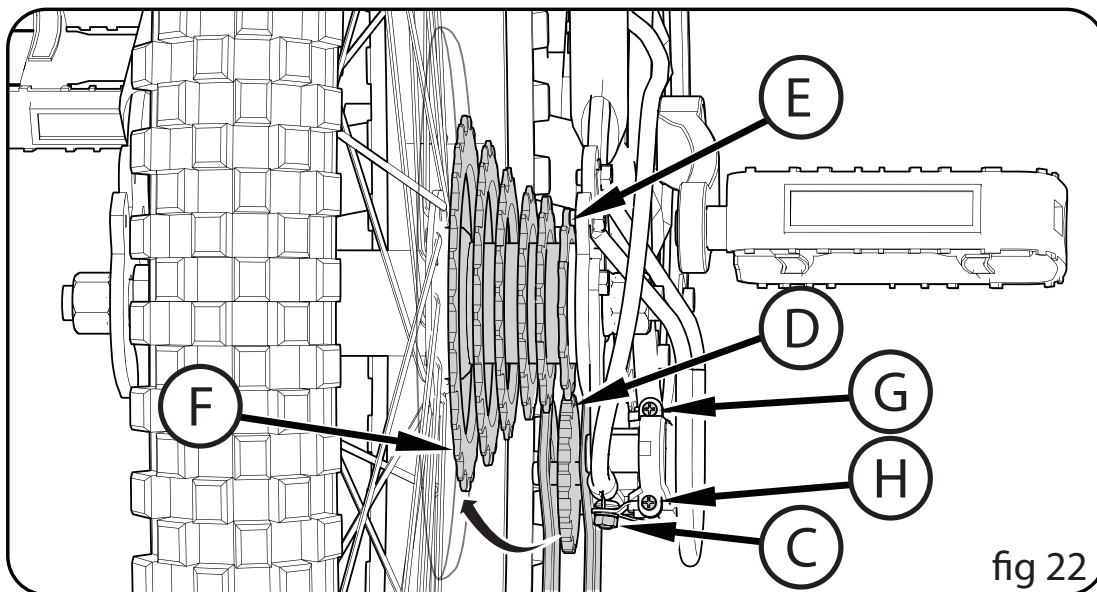
Rear Derailleur Adjustments

The rear derailleur has two adjusting screws. The “low” adjusting screw, sometimes marked “L”, limits how far the rear derailleur and chain can move toward the wheel. The “high” adjusting screw, sometimes marked “H”, limits how far the rear derailleur and chain can move away from the wheel.



Put the “high” adjusting screw in the correct position as follows:

- Shift the chain onto the smallest rear sprocket. Loosen Nut (C) of the cable clamp.
- Turn the lever Barrel Adjuster (A) and rear Derailleur Adjustor (B) all the way IN (fig 21).
- Turn the “high” adjusting Screw (G) so the Jockey Roller (D) is in line with the outside edge of the smallest rear Sprocket (E) (fig 22).
- Remove the slack from the cable wire and tighten the Nut of the cable clamp.



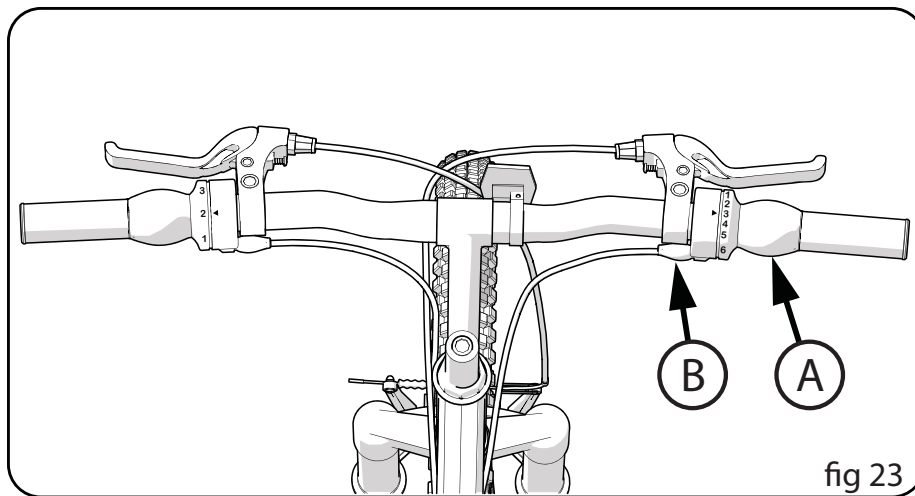
Rear Derailleur Adjustments

Put the “low” adjusting Screw in the correct position as follows:

- Shift the chain onto the largest rear Sprocket (F).
- Loosen Nut of the cable clamp.
- Turn the “low” adjusting Screw (H) so the Jockey Roller is exactly below the largest rear sprocket.
- Tighten the Nut of the cable clamp.

Adjust the Index Shift System (fig 23):

- Shift the chain onto the smallest rear sprocket.
- Without turning the crank, turn the Right Shift Control (A) one “click” rearward.
- Slowly turn the crank forward.
- The chain should move from the smallest rear sprocket to the next larger rear sprocket.
- Turn the Adjusting Barrel (B) OUT as needed so the chain moves exactly on to the second rear sprocket and does not rub, jump, or delay.



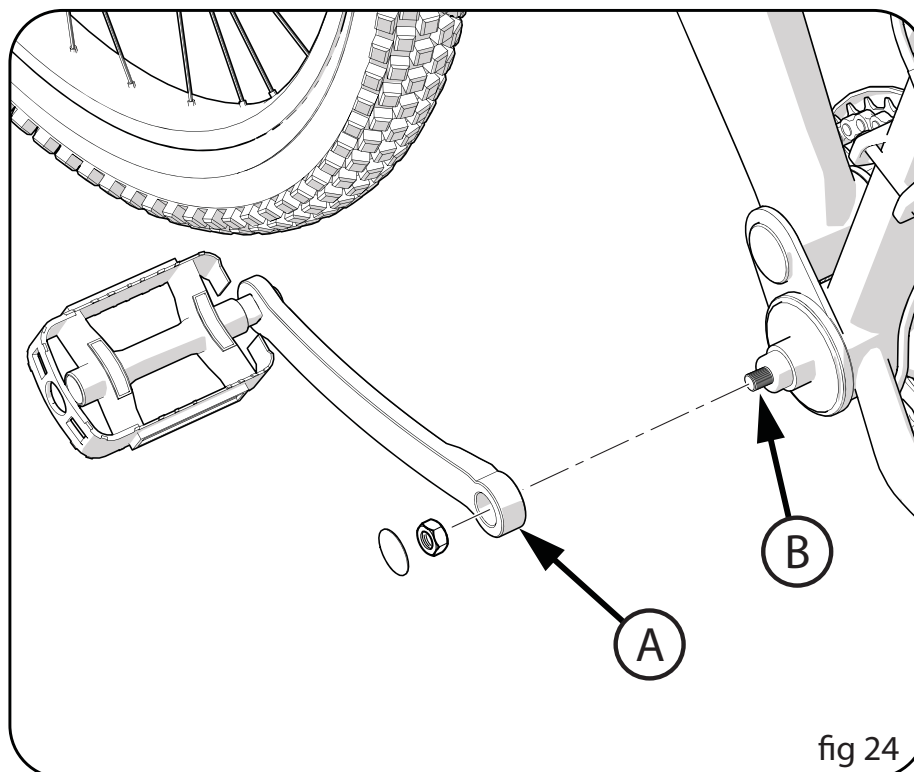
When adjusted properly, the shift system will operate smoothly with no chain rubbing.

Three-Piece Cranks

(various models)

Maintenance:

Both Crank Arms (A) were tightened to the spindle (B) at the factory. After riding the bicycle the first few times, make sure the crank arms have not loosened. If either crank arm has loosened during this “break-in” period, re-tighten or have it tightened by a bicycle service shop.



Frequently check the tightness of the crank arms. If loose, tighten or have them tightened by a bicycle service shop.

WARNING: If you ride the bicycle with a loose crank arm, the crank arm may fall off. The spindle may also damage the crank arm.

NOTE: Torque crank arm nut to 395 in-lbs.

Suspension Frame

(various models)

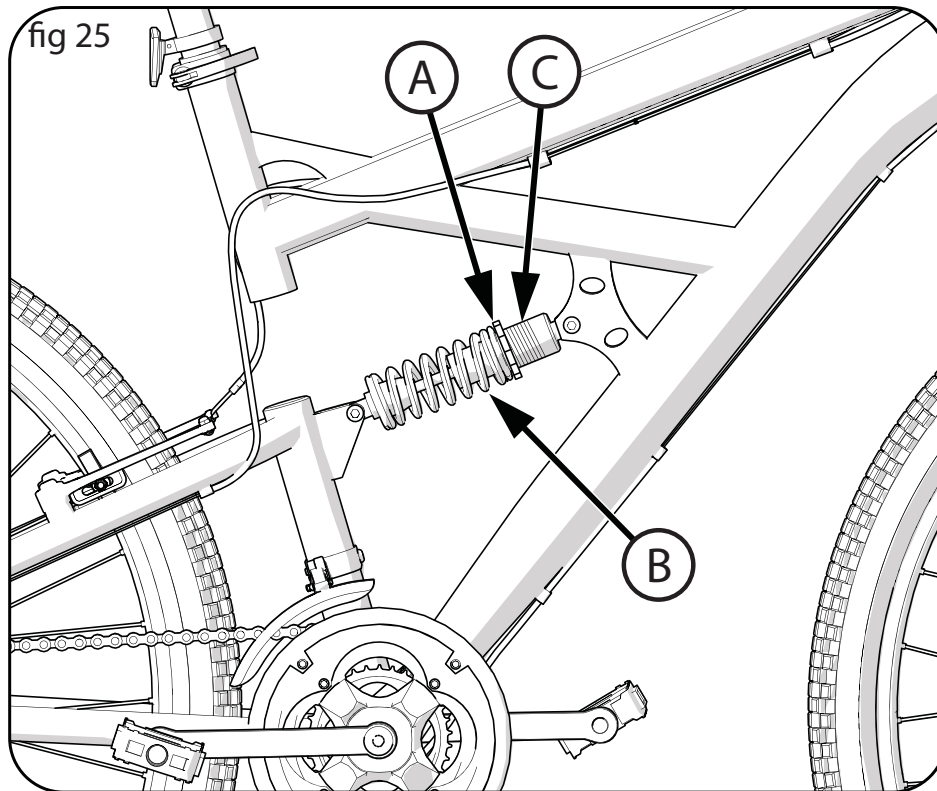
Adjustment:

The bicycle may have an adjustable shock-absorbing suspension. You can change the suspension, as you prefer, for a softer or a firmer ride.

⚠ WARNING: Make sure there are at least two threads showing (C) above the Adjusting Nut (A) so the shock does not come loose.

To change the suspension:

- For a softer ride, turn the Adjusting Nut (A) clockwise so the Suspension Spring (B) is compressed less.
- For a firmer ride, turn the Adjusting Nut (A) counter clockwise so the Suspension Spring (B) is compressed more.



Tires

Maintenance:

- Frequently check the tire inflation pressure because all tires lose air slowly over time. For extended storage, keep the weight of the bicycle off the tires.
- Do not use unregulated air hoses to inflate the tire/tubes. An unregulated hose can suddenly over inflate bicycle tires and cause them to burst.
- Replace worn tires.

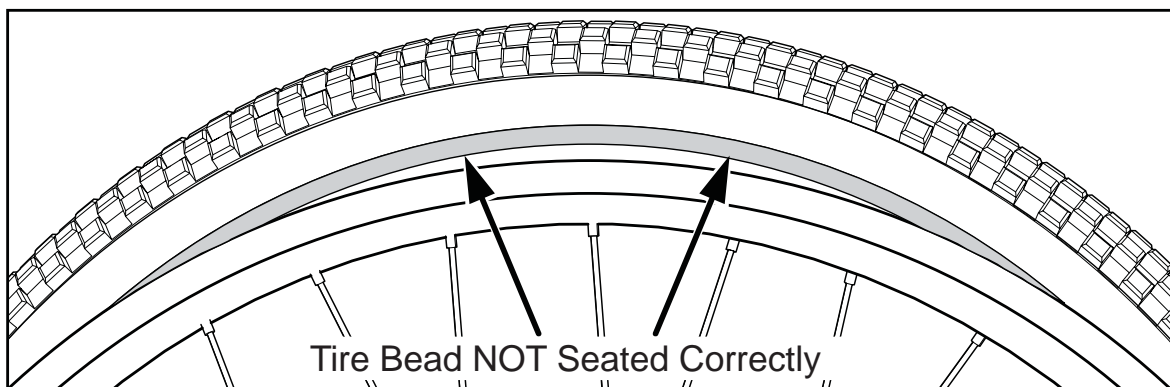
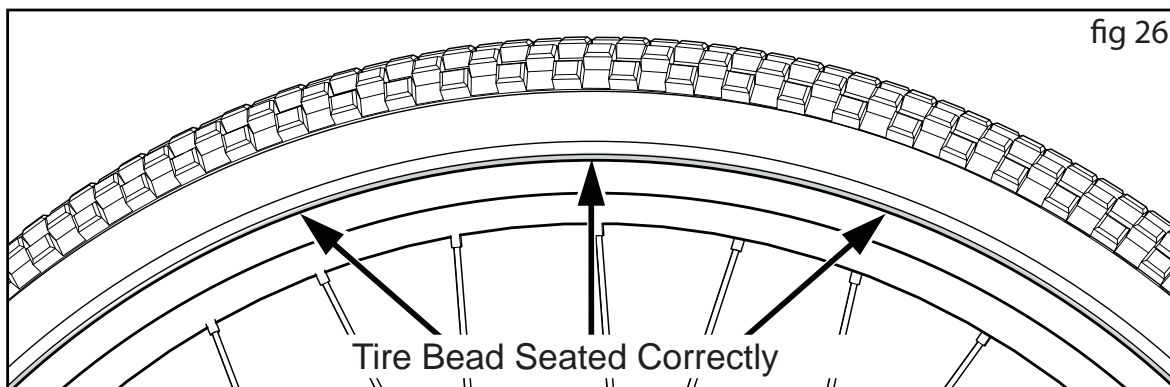


WARNING: Do not ride or sit on the bicycle if a tire is under inflated. This can damage the tire, inner tube and rim.

Inflating the Tires:

- Use a hand or a foot pump to inflate the tires.
- Service station meter-regulated air hoses are also acceptable.
- The maximum inflation pressure is shown on the tire sidewall.
- If two inflation pressures are on the tire sidewall, use the higher pressure for on-road riding and the lower pressure for off-road riding.
- The lower pressure will provide better tire traction and a more comfortable ride.

Before adding air to any tire, make sure the edge of the tire (the bead) is the same distance from the rim, all around the rim, on both sides of the tire. If the tire does not appear to be seated correctly, release air from the inner tube until you can push the bead of the tire into the rim where necessary. Add air slowly and stop frequently to check the tire seating and the pressure, until you reach the correct inflation pressure. See **fig 26**.





WARNING:

- Inspect the bicycle frequently. Failure to inspect the bicycle and to make repairs or adjustments, as necessary, can result in injury to the rider or to others. Make sure all parts are correctly assembled and adjusted as written in this manual and any “Special Instructions”.
- Immediately replace any damaged, missing, or badly worn parts.
- Make sure all fasteners are correctly tightened as written in this manual and any “Special Instructions”. Parts that are not tight enough can be lost or operate poorly. Over tightened parts can be damaged. Make sure any replacement fasteners are the correct size and type.

NOTE: Have a bicycle service shop make any repairs or adjustments for which you do not have the correct tools or if the instructions in this manual or any “Special Instructions” are not sufficient for you.

Lubrication



WARNING:

- Do not over lubricate. If oil gets on the wheel rims or the brake shoes, it will reduce brake performance and a longer distance to stop the bicycle will be necessary. Injury to the rider or to others can occur.
- The chain can throw excess oil onto the wheel rim. Wipe excess oil off the chain.
- Keep all oil off the surfaces of the pedals where your feet rest.
- Using soap and hot water, wash all oil off the wheel rims, the brake shoes, the pedals, and the tires.
- Rinse with clean water and dry completely before you ride the bicycle.
- Using a light machine oil (20W), lubricate the bicycle according to the following table:

Lubrication Table

What	When	How
Pedals	every six months	Put four drops of oil where the axles go into the pedals.
Chain	every six months	Put one drop of oil on each roller of the chain. Wipe all excess oil off the chain.
Shift Levers	never	Do not lubricate the shift levers.
Derailleurs	every six months	Put one drop of oil on each pivot point of the derailleurs.
Brake Levers	every six months	Put one drop of oil on the pivot point of each brake lever.
Cantilever Brakes	every six months	Put one drop of oil on the pivot point of each cantilever brake.
Brake and cable	every six months	Put four drops of oil into both ends of each cable. Allow oil to soak back along the cable wire.
Rear Sprocket Cluster	every six months	Lay the bicycle on its left side. Slowly turn the rear wheel clockwise. Put four drops of oil in the crack between the rear sprockets (which are stationary) and the freewheel body (which is turning clockwise).
Shock Fork	every six months	Lift up the rubber fork boot and dab a small amount of grease on the fork leg just above the plastic bushing.
Spring Shock	never	Do not lubricate the spring shock.

Inspection of the Bearings

Maintenance

Frequently check the bearings of the bicycle. Have a bicycle service shop lubricate the bearings once a year or any time they do not pass the following tests:

Head Tube Bearings

The fork should turn freely and smoothly at all times. With the front wheel off the ground, you should not be able to move the fork up, down, or side-to-side in the head tube.

Crank Bearings

The crank should turn freely and smoothly at all times and the front sprockets should not be loose on the crank. You should not be able to move the pedal end of the crank from side-to-side.

Wheel Bearings

Lift each end of the bicycle off the ground and slowly spin the raised wheel by hand. The bearings are correctly adjusted if:

- The wheel spins freely and easily.
- The weight of the spoke reflector, when you put it toward the front or rear of the bicycle, causes the wheel to spin back and forth several times.
- There is no side-to-side movement at the wheel rim when you push it to the side with light force.

Reflectors



WARNING: For your own safety, do not ride the bicycle if the reflectors are incorrectly installed, damaged, or missing. Make sure the front and rear reflectors are vertical. Do not allow the visibility of the reflectors to be blocked by clothing or other articles. Dirty reflectors do not work well. Clean the reflectors, as necessary, with soap and a damp cloth.

Huffy Corporation Limited Warranty

- Part or model specifications are subject to change without notice.
- This Limited Warranty is the only warranty for your Huffy Corporation (“Huffy”) product. There are no other expressed or implied warranties.
- This Limited Warranty extends only to the original consumer and is not transferable to anyone else.
- Warranty registration is not required.
- The only uses for this product are described in this manual.

What does this Limited Warranty cover?

This Limited Warranty covers all parts of the bicycle.

What must you do to keep the Limited Warranty in effect?

This Limited Warranty is effective only if:

- Bicycle is completely and correctly assembled.
- Bicycle is used under normal conditions for its intended purpose (see the following section for excluded activities).
- Bicycle receives all necessary maintenance and adjustments.
- Bicycle is used for general transportation and recreational use only.

What is not covered by this Limited Warranty?

- This Limited Warranty does not cover normal wear and tear, normal maintenance items, or any damage, failure, or loss that is caused by improper assembly, maintenance, adjustment, storage, or use of the bicycle.

This Limited Warranty will be void if the bicycle is ever:

- Used in any competitive sport
- Used for stunt riding, jumping, aerobatics or similar activity
- Installed with a motor or modified in any other way
- Ridden by more than one person at a time
- Rented
- Used in a manner contrary to the instructions and warnings in this Owner’s Manual

Huffy will not be liable for incidental or consequential loss or damage, due directly or indirectly from use of this product. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation may not apply to you.

For how long does this Limited Warranty last?

- The frame is warranted for life except aluminum frames which are warranted for ten (10) years, from the date of purchase.
- The fork is warranted for life except for shock forks which are warranted one (1) year from date of purchase.
- All other components are warranted for six (6) months from the date of purchase.

What will Huffy do?

Huffy will replace, without charge to you, the component found to be defective by Huffy. The original owner must pay all labor and transportation charges connected with the repair or warranty work.

How do you get service?

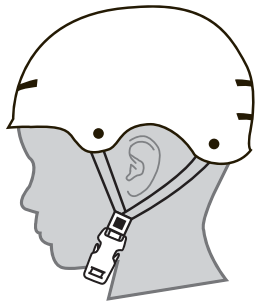
Contact Huffy Consumer Service.
See included list for Customer Contact information.

What rights do you have?

This warranty gives you specific legal rights. You may also have other rights which vary from state to state.



WARNING: ALWAYS WEAR YOUR HELMET WHEN RIDING THIS PRODUCT!



CORRECT



INCORRECT

- Helmet should sit level on your head and low on your forehead
- Adjust the strap sliders below the ear on both sides.
- Buckle the chin strap. Adjust strap until it is snug.
- No more than two fingers should fit between the strap and your chin.
- A proper fitting helmet should be comfortable and not rock forward/backward or side to side.
- Always read the user manual that comes with your helmet to make sure it is fitted and attached properly to the wearer's head according to the fitting instructions described in the user manual.

Check www.Huffy.com for the current contact information

H Helmet EN 100212 i0027

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