

DAHON[®]
freedom unfolds

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OWNER'S MANUAL



Parts Guide

- 01. Wheel
- 02. Rear Derailleur
- 03. Chain
- 04. Crank Set
- 05. Pedal
- 06. Seat Post
- 07. Saddle
- 08. Bolts for Bottle Cage
- 09. Frame
- 10. Head Set
- 11. Handlepost
- 12. Handlebars
- 13. Brake Lever
- 14. Fork
- 15. Brakes



NOTE: This manual is meant to act as a guide only. Dahon recommends that your bicycle is regularly serviced by a qualified bicycle mechanic.



Contents



Section 1. First	04
A. Bike Fit	04
B. Safety	04
C. Manual	04
Section 2. Safety	05
A. The Basics	05
B. Riding Safety	05
C. Wet Weather Riding	05
D. Night Riding	06
Section 3. Fit	07
A. Saddle Position	07
B. Handlebar Height and Angle	07
Section 4. Tech	08
A. Wheels	08
1. Installing A Quick Release Front Wheel	08
2. Installing A Quick Release Rear Wheel	08
B. Brakes: Rim Brakes & Disc Brakes	09
1. Brake Controls and Features	09
2. How Brakes Work	09
C. Shifting Gears	10
1. How a Derailleur Drive Train Works	10
2. Shifting Gears	10
3. Shifting the Rear Derailleur	10
4. Shifting the Front Derailleur	10
5. What Gear Should I Be In	11
D. How an Internal Gear Hub Drive Train Works	11
1. Shifting Internal Hub Gears	11
2. What Gear Should I Be In	11
E. Chains	12
F. Pedals	12
G. Transporting Your Bike	13
Section 5. Service	13
Service Intervals	14
1. Break-in Period	14
2. After Every Long Hard Ride	14
3. After Every Long Hard Ride or After 10 to 20 Hours of Riding	14
Section 6. Warranty	16
Section 7. Torque Values	17

First

- All folding bicycles and Pack Away Quickly (P.A.Q) mini-bikes are designed for paved roads only.
- Only large-wheeled P.A.Q folders are suitable for flat dirt tracks.
- For large-wheeled P.A.Q folders, do not attempt to perform jumps, stunts or any other tricks that are outside the parameters of transport means.
- The misuse of your bicycle could severely affect the performance of the components and could cause potential injury.

Bike Fit

- To prevent an accident, take care to correctly measure the size of the bike in proportion to the size of your body. Failure to evaluate such measurements may cause you to lose control of the bike and result in injury.
- For questions about sizing, please contact your local representative for help, or follow the instructions demonstrated in Section 3.A
- When adjusting your saddle height, please see the 'Minimum Insertion' guide as illustrated in Section 3.A.
- Check to make sure the saddle and seatpost have been securely clamped. A correctly tightened saddle will not allow any saddle movement in any direction. See Section 3.A.
- Adjust the stem and handlebars to proportion fit you body type. For assistance, please see Section 3.B.
- Adjust brakes to personal preference. Brakes should be easy to reach, comfortable to grasp and powerful enough to quickly bring your bike to a complete stop.
- Prior to your first test ride, familiarize yourself with all functions, features and operations of your new bicycle. Should you have any questions concerning the performance of your bike, please see you local dealer for additional information.

Safety

- Helmet – Always wear a helmet that has been properly fitted to the size of your head when operating any type of mobility product.
- Traffic and Road Rules - Be aware of your surroundings and other cyclists. Be courteous to other riders and be sure to comply with all traffic laws, rules, and regulations.
- Excessive Weight - Unless otherwise stated, a rider's weight and luggage should not exceed 105kg (230lbs).
- Wheel Quick Releases - Please see the illustrations in Section 4.A.1 and 4.A.2 that demonstrate the correct procedures in operating your wheel quick releases. Improper use of wheel quick releases can cause unstable or loose wheels that could disengage from the bicycle, causing serious injury or death.
- Maintenance for Rims - To prolong the lifetime of your rims, it is important to ensure they are kept clean and undamaged along the braking surface. It is advised to periodically inspect your rims for excessive wear. If you have any questions concerning the safety of your rims, please have them inspected by your local bicycle dealer.
- Saddle and Handlebars - Check that the saddle and handlebar stems are parallel to the bike's centerline. Correct saddle and handlebar stems should be clamped tight to prevent them from moving out of alignment.
- Handlebar Ends (if applicable) - If your bike is equipped with handlebar ends, it is recommended to check that the grips are secure and in good condition. A properly fitted handlebar end should not exhibit excessive movement. If you need additional assistance in replacing or managing your handlebar ends, please contact your local bicycle representative.

NOTE:

Installation of TT bars, criterion, aero bars, bar ends or a triathlon style clip-on can potentially affect your reaction times when braking and steering.

Manual

As a user of the Dahon service guide, it is paramount to maintain that its contents are offered only as a guide. Any information presented is not to be misconstrued as actual or implied references to the maintenance and care of Dahon products.



CAUTION:

Dahon is not liable for accidents, injuries or product malfunctions that result from unauthorized changes/modification or tampering with any part of original specifications.

Safety

The Basics



WARNING:

It is your responsibility to comply with all traffic related laws and to use proper equipment. This includes appropriate cycling attire and bike maintenance.

Observe all local bicycle traffic laws and regulations. Observe regulations about bicycle lighting, licensing, riding on pavements/sidewalks, bike path and trail use, helmet laws, child laws relating to cycling, and special bicycle traffic laws. It is your responsibility to know and obey your local laws.

- Before you ride your bike, always check to make sure everything is working and correctly aligned.
- Be familiar with the controls of your bicycle: brakes (Section 4.B); pedals (Section G); and shifting (Section 4.C).
- Keep all body parts or any obtrusive objects away from the sharp chainrings when pedalling. Failure to wear proper attire could lead to injuries.

Riding Safety

- While riding, remember you are sharing the road or path with others - i.e. motorists, pedestrians and other cyclists.
- Always be a defensive rider. Always assume that others do not see you and expect the unexpected.
- Always be aware of your surrounds. Be alert and responsive to:
 - »» motor vehicles of all types and in all directions
 - »» unexpected movement of obstacles
 - »» nearby pedestrians
 - »» children or animals in the area
 - »» imperfections of bike paths or paved roads including potholes, uneven surfaces, loose gravel, construction and debris
 - »» warning, hazard and yield signs
- Ride in designated bike lanes when available and always ride in the direction of traffic.

- Acknowledge and stop at ALL stop signs and traffic lights.
- When coming to a complete stop, look both ways at street intersections before continuing onward.
- Use official hand signals for turning and stopping.
- Do not ride with headphones.
- Do not carry a passenger.
- Never hold onto another vehicle.
- Do not weave through traffic or make unexpected moves or turns.
- Rules that govern the right-of-way for motorists apply to cyclists. A bicyclist should always be prepared to yield.
- Do not ride while under the influence of alcohol or drugs.
- Avoid riding in bad weather when visibility is obscured: dawn, dusk, or in the dark. Such conditions increase the risk of accident.

Wet Weather Riding



WARNING:

Wet weather impairs traction, braking and visibility for bicyclists and other motor vehicles sharing the road. During wet conditions, the risk of an accident is dramatically increased.

Under wet conditions, the power and traction of your brakes (Note: Weather conditions affect other vehicles sharing the road) are dramatically reduced. Under such conditions, it is harder to control your speed and easier to lose control. To make sure that you can slow down and stop safely in wet conditions, ride slowly and apply your brakes earlier. (Section 4.B)

Night Riding

Cyclists should exercise extra caution when riding at night. Bicyclists are very difficult for motorists and pedestrians to see in the dark and in many cases, night riding can be more dangerous than day riding.

It is suggested that children should never ride at dawn, dusk or at night.

Individuals of an appropriate age who are aware of the increased risks should take extra care when riding at dawn, dusk or at night. Please note that it is important to choose suitable apparel and specialized equipment when riding in unfavourable conditions to reduce the risk of injury. See your local dealer for more information about safely equipment for riding at night.



WARNING:

Reflectors should not be worn as a substitute for required lighting. Cyclists are near to invisible for other cyclists and motorists if the necessary lights and reflective gear are not used. If you ride at night, take all required precautions to make yourself visible through the use of lights and reflectors. Lack of adequate lighting measures may result in serious injury or death. As a moving cyclist, reflectors are designed to reflect off of car and street lights to help you become more visible and recognizable when riding.



CAUTION:

Reflectors and their mounting brackets should be checked regularly to ensure they are clean, straight and securely mounted. Consult with your dealer about replacing any damaged reflectors that are loose or bent. Check to be sure you comply with all local laws about night riding. Please see the following recommendations:

- Purchase and install a battery or self power-generating head and tail light. Seek advice for local requirements regarding visibility for head and tail lights.
- It is important you take steps to enhance your visibility by wearing light-colored, reflective clothing and accessories. There are plenty of proper reflective gear options that can be worn: vests, armbands, leg bands, stripes on your helmet, and blinkers attached to your body and or bicycle.
- Make sure your clothing or miscellaneous items do not obstruct the visibility of your reflectors and lights.
- Make sure that your bicycle is equipped with reflectors for riding at dawn, dusk or at night.

While riding at dawn, at dusk or at night:

- Ride slowly.
- Avoid dark areas and areas of heavy or fast-moving traffic.
- Avoid road hazards.

When riding in heavy traffic:

- Be responsive and attentive. Ride your bicycle in clear, visible areas for motorists.
- Be alert.
- Ride defensively and expect the unexpected.
- Ask your dealer about traffic safety classes or books on bicycle traffic safety.

Saddle Position

Correct saddle adjustment and placement is a significant factor in getting the best performance, as well as comfort from your bicycle. If you do not feel comfortable in your saddle position, see your local dealer.

Saddles can be adjusted in 3 directions:

- Up and down adjustment.
Check for correct saddle height:
 - »» Sit on the saddle.
 - »» Place your heel on the pedal.
 - »» While on the pedal, rotate the crank until heel of the foot is in the downward position, and the crank arm is parallel to the seat tube.

If your leg is not completely straight, your saddle height may need to be adjusted. If your hips are uneven when your foot extends to reach the pedal, the saddle is too high. If the saddle is too low, your leg will bend at the knee when your heel is on the pedal. Once the height of the saddle is correct, make sure that the seat post does not project from the frame beyond the minimum or maximum extension marks.



WARNING:

If your seatpost projects from the frame beyond the minimum or maximum extension marks, it is possible that your seatpost may break, causing you to lose control or fall.

- Front and back adjustment - The saddle can be adjusted to go forward or backward to help you get the optimal position on the bike. Ask your dealer to set the saddle for the best possible outcome while riding.
- Saddle angle adjustment – Most people prefer a horizontal saddle, but some riders like the saddle nose angled up or down. Your dealer can adjust the saddle angle to your preferred riding position.

NOTE:

Making small changes within the saddle position will make a big difference in the performance and comfort level of your ride. To find your best saddle position, change the positioning by making several small adjustments.

NOTE:

Periodically consult your local dealer if your bicycle has a suspension seatpost.



WARNING:

Prior to riding and after any saddle adjustment, be sure that the saddle adjusting mechanism is properly tightened. A loose saddle clamp or seatpost binder can cause damage to the structure. A correctly tightened saddle will not allow movement in any direction. Periodically check to make sure that the saddle adjusting mechanism is properly tightened. Failure to inspect may cause loss of control and injury.

Handlebar Height and Angle



WARNING:

The stem's minimum insertion mark should not be visible above the headset. If the stem is extended beyond its minimum or maximum marks it could cause damage or break the fork's steering tube, which could cause you to lose control and fall.

NOTE:

Any local dealer can change the angle of the handlebar or bar-end extended.



WARNING:

If a bolt for a stem binder is insufficiently tightened, it may compromise steering and cause you to lose control and fall. To avoid this, check for tightness by placing the front wheel of the bicycle between your legs and attempting to twist the handlebar/stem assembly.

The bolts are not properly tightened if you are able to:

1. Twist the stem (in relation to the front wheel),
2. Turn the handlebars (in relation to the stem), or
3. Turn the bar-end extensions (in relation to the handlebar)

Wheels

Installing a Quick Release Front Wheel



CAUTION:

If your bike is equipped with disk brakes, be careful not to damage the disk, caliper or brake pads when re-inserting the disk into the caliper. Unless the disk is correctly inserted in the calliper, do not activate a disk brake's control lever. See also Figure 4.B.

- Move the quick-release lever away from the wheel to the OPEN position.
 - With the steering fork facing forward, insert the wheel between the fork blades, so the axle seat is firmly on top of the slots that are at the tips of the fork blades - the fork dropouts. The quick-release lever should be on the left side of the bicycle.
 - With your right hand holding the quick-release lever in the OPEN position, tighten the tension-adjusting nut with your left hand until it is tight against the fork dropout.
 - Simultaneously, push the wheel firmly to the top of the slots in the fork dropouts and center the wheel rim in the fork. Move the quick-release lever upwards and swing it into the CLOSED position. The lever should be parallel to the fork blade and curved back toward the wheel. With just the right amount of force, the lever should make a clear, embossed mark on the surface of the fork.
- If the lever cannot be pushed to a parallel position with the fork blade, return the lever to the OPEN position. Then try to turn the tension-adjusting nut counter-clockwise by one-quarter turn.
 - To restore correct brake pad-to-rim clearance, re-engage the brake quick-release mechanism. Check by spinning the wheel of your bicycle to see if it is centered in the frame and clears the brake pads. Lastly, squeeze the brake levers to make sure they are working properly.



WARNING:

A secure clamping process of the front and rear wheels should take considerable force. When securing the tension of the rear wheels, you should be able to fully close the quick release by wrapping your fingers around the fork blade for leverage. The lever should leave a clear, embossed mark in the surface of your fork if it is done correctly. Open the lever, turn the tension-adjusting nut Clockwise a quarter turn, then try again to achieve the proper safety measures.

Installing a Quick Release Rear Wheel

- Check to make sure the rear derailleur is still in its outermost, high-gear position.
- Pull back the derailleur body with your right hand.
- Move the quick-release lever to the OPEN position, the lever should now be on the side of the wheel opposite the derailleur and free-wheel sprockets.
- Place the chain on top of the smallest free-wheel sprocket. Then, insert the wheel up and then back into the frame dropouts. Pull it all the way into the dropouts section.
- Tighten the quick-release adjusting nut until it is firmly against the frame dropout. Swing the lever toward the front of the bike. To be sure, the lever should be parallel to the frame's chain stay (seat stay) and curved toward the wheel. When applying the correct amount of clamping force, you should be able to wrap your fingers around the frame tube for leverage. A sign you have done this correctly is when you have a clear, embossed mark in the surface of your frame.

Brakes – Rim Brakes & Disc Brakes

Riding with improperly adjusted brakes or worn brake pads is hazardous. This can result in a serious injury or death. Applying the brakes too hard or abruptly can lock up a wheel, which could cause you to lose control and fall. Sudden or excessive application of the front brake may throw the rider over the handlebars, which could also result in injury or death.

A number of bicycle brakes, such as disc brakes and linear-pull brakes are extremely powerful. Please take extra care when using them. Disc brakes can overheat with extended use; be careful not to touch a disc brake until it has completely cooled down. See the manufacturer's instructions for operation and care for your brakes or call your dealer.

Brake Controls and Features

It is very important to learn and remember which brake lever controls which brake. Your bike comes pre-set and adjusted; the right brake lever controls the rear brake and the left lever controls the front brake. Check to make sure your hands can reach and squeeze the brake levers.

NOTE:

In the UK and Japan, brakes are aligned differently. The right lever controls the front brake while the left lever controls the rear brake. All brakes should be adjusted according to local regulations.

How Brakes Work

The function of a rim-actuated brake on a bicycle is to cause friction between the brake surface (usually the brake pads) and the wheel rim. Keep your wheel rims and brake pads clean and free of dirt, lubricants, waxes or polishes for maximum friction. An important bicycle brake is the disc brake. To install a disc brake, you must use special disc brake mounts on the frame and fork, as well as special hubs. These brakes are small and rely heavily on brake pads that squeeze from both sides of a small disc rotor that is mounted on each wheel. Disc brakes are quite resistant to weather and provide great stopping ability on steep hills or on wet terrain.

Brakes are designed to stop or control the speed of your bike. The maximum braking force on each wheel will occur right before the wheel "locks up" (stops rotating) and starts to skid. Once a tire skids, you will lose your ability to slow down as well as control of direction.

NOTE:

Do not allow oil or lubrication to touch your brake pads or rims' braking surfaces. When replacing worn brake shoes, please use factory authorized brake replacements.

Shifting Gears

Your multi-speed bicycle will have a derailleur drive train, an internal gear hub drive train, or in some cases a combination of the two drive trains.

How a Derailleur Drive Train Works

If your bicycle has a derailleur drive train, gear-changing mechanisms include:

- »» a rear cassette or free-wheel sprocket cluster
- »» A rear derailleur
- »» in most cases, a front derailleur
- »» 1 or 2 shifters
- »» 1-3 front sprocket chainrings
- »» a drive chain

Shifting Gears

There are several different types and styles of shifting controls available: 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 how they work.

A downshift is a shift to a “lower” or “slower” gear, which is easier to pedal. An upshift is a shift to a “higher” or “faster” pedal gear. To select a gear that will make pedalling easier on a hill, you can change the downshift gear in one of two ways: shift the chain down (the gear “steps” to a smaller gear at the front) or shift the chain up (the gear “steps” to a larger gear in the rear). A downshift moves the chain up to a larger gear. Remember that shifting the chain towards the centerline of the bike is for accelerating and climbing, which is called a downshift. Moving the chain away from the centerline of the bike is for speed, and is called an upshift.

Whether upshifting or downshifting, the bicycle derailleur system design requires that the drive chain be in a forward-moving motion and is under some tension.

NOTE:

A derailleur will only shift if you are pedalling forward.

Shifting the Rear Derailleur

The right shifter controls the rear derailleur. The main function of the rear derailleur is to move the drive chain from one gear sprocket to the other. Smaller sprockets on the rear wheel gear cluster produce higher gear ratios. When pedalling in higher gears, it requires greater amount of effort, but will take you a further distance with each turn of the pedal crank. The larger sprockets produce lower gear ratios, which use less pedalling effort, but propel you a shorter distance with each spin. Two set screws or limit screws on the rear derailleur body are designed to restrict the travel of the rear derailleur. By tightening the high-rear derailleur adjustment gear screws, it will keep the chain from shifting off the small (high) gear. This is located on the rear axle. Also, by tightening the low-rear derailleur adjustment gear screws, you will notice that the chain will stop from shifting off the large (low) gear into the rear wheel. When moving the chain from a smaller sprocket (in the gear cluster) to a larger sprocket, it will result in a downshift. Moving the chain from the smaller sprocket on the chainrings to a larger sprocket will result in an “upshift”. In order for the derailleur to move the chain from one sprocket to another, the rider must be pedalling forward.

Shifting the Front Derailleur

The front derailleur, which is controlled by the left shifter, switches the chain between the larger and smaller chainrings. Shifting the chain onto a smaller chainring makes pedalling easier (a downshift), while shifting to a larger chainring makes pedalling harder (an upshift). Two adjustment screws are located on the front derailleur. The first one is to limit the travel of the front derailleur for the chain to be shifted upwards towards the larger, higher pedal gears. This will not allow the chain to “overshift.” The second screw limits the travel of the front derailleur towards the smaller or easier-to-pedal chain wheel. By limiting travel, it prevents the chain from “undershifting” by keeping the chain from falling off the chain wheel and onto the frame.



WARNING:

Never shift the derailleur onto the largest or the smallest sprocket if the derailleur is not shifting smoothly. If a derailleur is out of alignment or not working properly, check to see if the chain is jammed. Failing to ensure the safety of your bicycle may cause you to lose control and fall.

Which Gear Should I Be In?

The combination of the largest rear-gear and the smallest front-gear are used for steep hills. The smallest rear and largest front gear combination is also used for maximum speed. It is not necessary to shift gears in sequence. Instead, find the "starting gear" that is right for you - a gear which is high enough for strong acceleration and low enough so you can set off without wobbling. As an experiment with upshifting and downshifting, test each of the different gear combinations.

First, build your confidence by practicing gear shifts where there are no hazards or other traffic. 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, there might be an error with the mechanical adjustment -- see your dealer for help.

How an Internal Gear Hub Drive Train Works

If your bicycle has an internal gear hub drive train, the gear changing mechanism will consist of:

- »» a 3, 5, 7, 8 or possibly 12-speed internal gear hub
- »» 1 or 2 shifters
- »» 1 or 2 control cables
- »» 1 front sprocket chainring, and
- »» a drive chain

Shifting Internal Gear Hub Gears

Shifting with an internal gear hub drive train is a matter of simply moving the shifter to the indicated position for the desired gear. After you have moved the shifter to the gear position of your choice, ease the pressure on the pedals to allow the hub to complete the shift.

Which Gear Should I Be In?

Lower gears (1) are for steep hills whereas larger gears (3, 5, 7 or 12, depending on the number of speeds on your hub) are for riding at high-speeds.

Chains

Today, single-speed and three-speed bicycles as well as many other IGH (Internal Geared Hubs) systems use a “1/2 x 1/8” chain with a master link.

To reinstall the “1/2 x 1/8” chain, turn the bicycle upside down. After reinstalling the chain, pull the rear wheel axle in the reverse direction. With the rotation of the chain, any tight or loose spots are due to inconsistent chain wheel roundness. Always keep the chain tight.

Derailleur equipped bicycles use a narrower “1/2 x 3/32” chain that does not have a master link. With a “1/2 x 3/32” chain, it is necessary to use a special tool to push a link pin out of the chain to separate and remove it. There are several methods of measuring the chain to determine if it is too worn. If chain is too worn, bike shops sell excellent chain wear indicators. The rear wheel undergoes more chain rotation than the front, therefore note that restoring any worn chain may mean replacing the rear wheel cassette or freewheel.

Pedals

- Toe clips and straps are a way to keep your feet correctly positioned and engaged with the pedals. Toe clips are positioned on the ball of the foot over the pedal spindle, which gives you maximum pedalling power. When tightened, the toe strap keeps the foot engaged throughout the rotation cycle of the pedal. Specific cycling shoes are designed to work effectively with toe clips and straps. Prior to riding in traffic, it is important to be accustomed to the use of toe clips.

- Clipless pedals (sometimes called “step-in-pedals”) are another way to keep the foot securely fastened in the correct position. A plate, called a “cleat”, is located on the sole of the shoe, which clicks into a mating spring-loaded fixture on the pedal. The only way to engage or disengage is with a very specific motion that must be practiced.

Transporting Your Bike

All 16 and 20-inch wheeled folding bicycles can be transported by the methods in Sections A, B, C, and D. Bikes with 24 and 26-inch wheels, as well as road bikes with 700c wheels, have limited carrying abilities and will not fit in overhead compartments or specific places. Using the methods described in Sections C and D are no problem. Our suggestion when commuting (medium distance travel) is to carry a nylon bag. For long distance travellers, the 24 to 26-inch wheeled bikes and the 700c road bicycles should be packed in a sturdy travel case.

* A

Carrying

For short and medium distances, carrying a 16 to 20-inch wheeled folded bicycle is trouble-free. When using Jetstream full suspension bicycles, make sure you have the black nylon bag to bind the wheels together (sold separately).

You can easily grab the bicycle and carry the bag by the saddle's edge. When crossing a threshold, boarding a bus, train or plane or even simply stowing the bike in an overhead compartment, feel confident in knowing that your bike is ready!

* B

Rolling

An easy or more efficient method to transport your 16 to 20-inch wheeled bicycles is to roll them on their wheels. Remember that the Jetstream fork and frame must be bound together, thus making the wheels roll. By folding the bike towards you, tilt or angle the bike seat post approximately 305mm (12 inches), then push the bicycle forward. This method is perfect for travel: from parking lots to smooth granite or tile floors.

* C

Bag

For a clean, efficient method of packing and carrying many Dahon bicycles, place the folded, collapsed or packed-away bicycle in a carry bag. There are spacious internal pockets for parts that must be removed, such as pedals, or tools you might need later. Having a nice, neat package is easy when the sides of the bag are pulled up tight and the handle/shoulder strap is fastened. The entire process will only take a few seconds. It is perfect to carry your bike on any public conveyance or in a car (the carry bag is not approved for airline check in).

* D

Travel Case

A semi-hard travel case is a perfect long distance transportation solution for most folding bicycles. They have been proven to work well on any public transportation system. Many travel cases are able to withstand the most difficult safety challenges in travelling-airport check-in. You can find travel cases large enough for most 16, 20, and 24-inch wheeled bicycles. However, when transporting bikes that have 26-inch wheels, the wheels must be removed.



WARNING:

With increasing technological advances and innovations, bicycles and their components are more complex than ever. This manual is to provide all the information required to properly repair and or maintain your bicycle. In order to help minimize the chances of an accident and possible injury, it is critical that you have any repairs or maintenance performed by your dealer. Routine maintenance requirements will be determined by your riding style and geographic location. Consult your dealer for help in determining your maintenance requirements.



WARNING:

Bicycle maintenance and repair tasks require special knowledge and tools. Until you have learned to properly complete any adjustments or services on your bicycle from a dealer, do not ride your bicycle. Improper adjustment or service may result in damage to the bicycle or in an accident that can cause serious injury or death.

Service Intervals

Various service and maintenance should be performed by the owner, which do not require any special tools or knowledge beyond what is presented in this manual. Throughout the manual you will find the following examples in the types of services you should perform yourself. All other services, maintenance and repairs should be executed in a properly equipped facility by a qualified bicycle mechanic, using the correct tools and procedures specified by the manufacturer.

Break-in Period

Your bike will last longer and work better if you break it in. Control cables and wheel spokes may stretch or “seat” when a new bike is first used, and may require readjustment by your dealer. The ‘Mechanical Safety Check’ can help you identify components that will need readjustment. If everything seems fine to you, it is still always best to take your bike back to the dealer for a check-up. Typically, dealers suggest you bring the bike in for a 30-day check-up. A way to judge when it is time for the first check-up is to bring the bike in after three to five hours of hard off-road use, or about 10 to 15 hours of on and off-road use. If you think something is wrong with the bike, take it to your dealer before riding it again.

After Every Long or Hard Ride

If the bike has been exposed to water, dirt or endured tough terrain, make sure you clean and lightly oil the chain with a dry Teflon lubrication (synthetic based chain lube). Then, wipe off any excess oil. Long lasting lubrication varies with climate: hot or cold, wet or dry. For general cycle lubrication, Dahon suggests using lightweight mineral based oil that is available in most bike shops or hardware stores. If you have any questions, please talk to your dealer as incorrect lubricants can damage the painted surfaces.

After Every Long or Hard Ride or After Every 10 to 20 Hours of Riding

Whilst squeezing the front brake, rock the bike back and forth. If you hear unusual or clonking noises with each forward or backward movement of the bike, you probably have a loose headset. To check the tightness of your headset, lift the front wheel off the ground and swing it from side to side. If you feel any binding or roughness in steering, you may have a tight headset. Another test is to hold one pedal and shake it back and forth from the centerline of the bike and then do the same with the opposite pedal. Any looseness should be referred to your dealer.

Look at the brake pads. If they are starting to look worn or are not properly hitting the wheel rim squarely, please consult your local dealer to have them adjusted or replaced. Check the control cables and cable housings. If there are any signs of rust or fraying, have your dealer replace them. Also check for consistency between dealer to adjoining pair of spokes on either side of each wheel by running your thumb and index finger over each spoke. Do they all feel the same? If any spokes feel too loose, have your dealer check the wheel.

Also check to make sure that all parts and accessories are still securely fastened. When it is time for replacement parts, be sure to use factory authorized replacement parts from your local authorized Dahon dealer. Check the frame, specifically in the area surrounding all of the tube joints; handlebars, stem, and seatpost for parts, be deep scratches, cracks or discoloration. These examples are signs of stress-caused fatigue and are an indication that it needs to be replaced.



WARNING:

Like many mechanical devices, a bicycle and its components are subject to wear and tear. Different materials and mechanisms can wear or fatigue from stress at different rates because they have different life cycles. If a component's life cycle is exceeded, the component can suddenly fail, causing serious injury or death to the rider.

Scratches, cracks, fraying and discoloration are signs of stress-caused fatigue and indicate that a part is at the end of its useful life, and needs to be replaced. While individual components may be covered by a warranty for a specified period of time by the manufacturer, there is no guarantee that the product will last the entire term of the warranty. Product life will rely heavily on the riding conditions and treatment of the product. The bicycle's warranty does not entail that the bicycle will not get broken or last forever--it means the bicycle is covered by specified subject matters under the warranty.

Warranty

Dahon Two-Year Limited Warranty

Dahon warrants its bicycle frames and rigid forks are free from possible defects. Dahon warrants all original parts on the bicycle, excluding suspension forks and rear shocks, for a period of 2 years from the date of purchase. Suspension forks and rear shocks are covered by the warranty of the original manufacturers. This warranty is limited to the repair and replacement of a defective frame, fork, or defective part and this shall be the sole redress of the warranty. The warranty only applies to the original owner and it is not transferable. The warranty only covers bicycles and components purchased through an authorized Dahon dealer. It is only valid within the country the bicycle was purchased. The warranty does not cover:

- normal wear and tear
- improper assembly
- follow-up maintenance
- installation of parts/accessories (not originally intended or compatible with the bicycles sold)
- damage/failure due to accident
- misuse
- neglect
- modification of the frame, fork or components

Warranty Upgrade

The warranty on the frame, handlepost and rigid fork may be upgraded if the original owner fills out the online registration form. To activate your Dahon warranty, Register Your Dahon at www.dahonbikes.com

Your registration confirmation email, along with original proof of purchase, serves as proof of ownership for future warranty issues. Exclusions from the standard warranty also apply to the extended warranty.

Exclusions

- For all city, road or trekking bikes-Damage resulting from commercial use, accident, misuse, abuse, neglect and or other non-standard use of the product.

Making a Warranty Claim

To make a warranty claim, you must present both the original receipt of sale and the limited warranty statement (proof of warranty coverage) at the place of purchase. If this is not an option, contact your local retailer. Should you need further assistance, please visit our website, www.dahonbikes.com where you will find contact information for your specific region and one of our associates will be happy to assist you.

NOTE:

A warranty registration card must be completed and received by Dahon before a warranty claim can be processed. Take your bicycle to your local dealer who will then contact a Dahon representative to determine the necessary coverage by the warranty. This warranty does not affect the statutory rights of the consumer. If issued, local laws will take precedent.

Torque Values

Handlebar, Headset, Saddle, and Seat Post			
Component	in•lbs	Newton Meters (Nm)	kgf•cm
Dahon large hex key headset screw (10mm)	52~87	6.8~11.3	60~100
Dahon handlepost clamp screw (6mm)	87	11.3	100
Stem steer tube binder bolts; threadless headset	115~145	13~16.4	132~167
Dahon threadless innite adjustable stem h/bar clamp	44~53	5~6	51~61
Dahon threadless innite adjustable stem rear stem clamp	62~71	7~8	71~82
Stem handlebar clamp 1 or 2 binder bolts	175~260	19.8~29.4	201~299
Stem handlebar clamp 4 binder bolts	120~145	13.6~16.4	138~167
MTB bar ends, alloy	144	16.3	164
MTB bar ends, magnesium	70	7.9	81
Seat rail binder	156.3~182.3	18.0~21.0	180~210
Kore I-beam rail clamp	85	9.6	98
Stem screw	156.3~199.7	18~23	180~230
Stem inside screw	78.1~112.8	9~13	90~130

Brake-Rim and Disc and Brake Lever

Component	in•lbs	Newton Meters (Nm)	kgf•cm
Brake lever - MTB type	53~60	6~6.8	61~69
Brake lever - drop bar type (including STI & ERO types)	55~80	6.2~9	63~92
Disc rotor to hub (M5 bolts)	18~35	2~4	21~40
Disc rotor to hub (M965 rotor lockring)	350	39.5	402.5~
Disc rotor to hub (Avid)	55	6.2	63
Caliper mount	55~70	6.2~7.9	63~81

Crankset, Bottom Bracket and Pedal Area

Component	in•lbs	Newton Meters (Nm)	kgf•cm
Pedal into crank	307	34.7	353
Crank bolt - including spline and square type spindles	300~395	33.9~44.6	345~454
Crank bolt - one key release	44~60	5~6.8	51~69
Crank bolt - one key release (Truativ)	107~125	12.1~14.1	123~144
Bottom bracket adjustable type	610~700	68.9~79.1	702~805
Bottom bracket cartridge type	435~610	49.1~68.9	500~702

Front and Rear Hubs; QR and Nutted Axles

Component	in•lbs	Newton Meters (Nm)	kgf•cm
Freehub body	305~434	34.5~49	35~499
Cassette sprocket lockring; disc brake lockring	260~434	29.4~49	299~499
Front axle nuts	180	20.3	207
Rear axle nuts to frame (non-quick release type wheels)	260~390	29.4~44.1	299~449

Handlebar, Headset, Saddle, and Seat Post

Component	in•lbs	Newton Meters (Nm)	kgf•cm
BAB lower frame coupling	35	4	40
BAB upper seat binder bolt	35~55	4~6.2	40~63
BB mid seat mast binder bolt	35~55	4~6.2	40~63
Kickstand mounting bolt	60	6.8	69
H2O cage mounting screw	25~35	2.8~4	29~40
Frame front or rear rack braze-on bolt torque	25~35	2.8~4	29~40
Fender to frame mounting bolt torque	50~60	5.6~6.8	58~69

Formulas for converting to other torque designations:

$$\text{in}\cdot\text{lb} = \text{ft}\cdot\text{lb} \times 12$$

$$\text{in}\cdot\text{lb} = \text{Nm} \times 8.851$$

$$\text{in}\cdot\text{lb} = \text{kgf}\cdot\text{cm} / 1.15$$



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