





All of the original equipment affixed to the bicycle at the time of the original sale were selected as being compatible with your frame and with all other OEM components on the bicycle. Certain aftermarket products and/or components may not be compatible for use with this bicycle or frame. Consult with your authorized dealer before you attach any non-factory specified product to your bicycle.

Use of any component that is not factory specified could result in damage to the bicycle which would not be covered by the warranty and could further cause you to lose control of the bicycle and fall, all of which could cause serious injury to the rider.

This bike may only be assembled by an authorized dealer. It may only be sold new by an authorized dealer. If you purchased the bike from any source other than an authorized dealer, the bike may have been obtained under suspect circumstances and may be dangerous for you or your child.

WARNING: Assembly of your bicycle by any party other than an authorized dealer voids your warranty. It is strongly recommended to have all post-sale assembly and service work on your bicycle performed by a properly trained and equipped dealer.

When inspecting your bicycle, be certain to tighten all nuts and bolts properly. Under-tightening can result in loosening, parts loss, and component damage. Over-tightened nuts and bolts can break. Most bicycle parts have metric hardware--always use the correct tools.

OWNERS MANUAL + MAINTENANCE GUIDE

Congratulations and welcome to the growing family of Kink bicycle owners! Before proceeding through the rest of this manual we urge you to locate your bicycle's serial number which is permanently stamped into the

bottom bracket shell of the frame. Record the number in this manual in the event your bike is lost or stolen. It will also come in handy if required for possible registration or licensing.

OWNER'S NAME _____

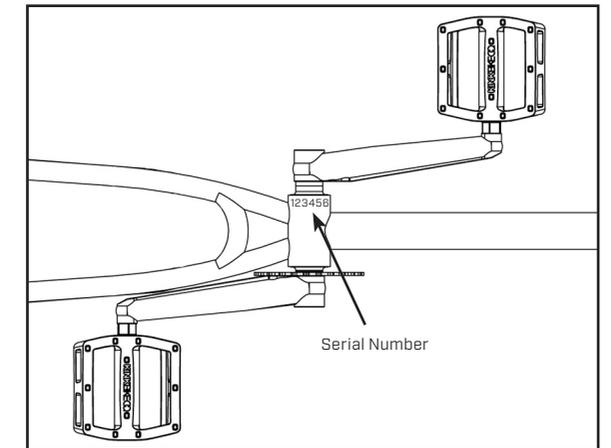
MODEL NAME _____

SERIAL NUMBER _____

COLOR/FINISH _____

DATE OF PURCHASE _____

PLACE OF PURCHASE _____



ABOUT THIS MANUAL

It is important for you to understand your new bicycle. By reading this manual before you go out on your first ride, you'll know how to get better performance, comfort, and enjoyment from your new bicycle. It is also important that your first ride on your new bicycle is taken in a controlled environment, away from cars, obstacles, and other cyclists.

GENERAL WARNING

Bicycling can be a hazardous activity even under the best of circumstances. Proper maintenance of your bicycle is your responsibility as it helps reduce the risk of injury. This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle. Many of the warnings and cautions say "you may lose control and fall." Because any fall can result in serious injury or even death, we do not repeat the warning of possible injury or death whenever the risk of falling is mentioned.

SPECIAL NOTE FOR PARENTS

It is a tragic fact that most bicycle accidents involve children. As a parent or guardian, you bear the responsibility for the activities and safety of your minor child. Among these responsibilities are to make sure that the bicycle which your child is riding is properly fitted to the child; that it is in good repair and safe operating condition; that you and your child have learned, understand and obey not only the applicable local motor vehicle, bicycle, and traffic laws, but also the common sense rules of safe and responsible bicycling. As a parent, you should read this manual before letting your child ride the bicycle. Please make sure that your child always wears an approved bicycle helmet when riding.



WARNING/IMPORTANT

Take notice of this symbol throughout this manual. Pay particular attention to the instructions that are blocked off and show this symbol.

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CORRECT FRAME SIZE

When selecting a new bicycle, the correct choice of frame size is a very important safety consideration. Most full sized bicycles come in a range of frame sizes.

For BMX bikes, the frame sizing will be primarily based on the length of the frames top tube. However, personal preference and intended use may also play a roll in selecting the appropriate frame size.

In general, frame sizing on BMX race bikes will utilize a nominal designation such as micro, junior, expert, pro, etc. while freestyle frames will simply reference their numerical top tube measurement. Freestyle frames will not have as wide a range of sizes compared to BMX race frames, so you should consult your authorized dealer for proper sizing considerations.

The following chart will help you determine the correct frame size. However, your dealer will be able to offer detailed expert advice and assistance in determining the best choice for your cycling need.

Please note that these size recommendations are only general guidelines to help you determine the proper fit. It is important that the rider still be able to straddle the bike while standing flat-footed over the top tube. This should allow for a minimum stand over clearance of 2in. - 4in.

Rider Height	Top Tube Length
2' 3" - 3'	12" - 12.5"
2' 10" - 3' 10"	16"
4' 6" - 4' 10"	18" - 20"
4' 10" - 5' 3"	19.5" - 20.25"
5' 3" - 5' 6"	20" - 20.5"
5' 6" - 5' 9"	20.25" - 20.75"
5' 9" - 6'	20.625" - 21"
6' +	20.75" +

Note: If the rider is still growing you may want to buy a little bigger size. This is only a general guide, fine tuning comes from experience, riding style and preference. Kink complete bikes are intended for riders ages 13 and over.

RIDING POSITION

SEAT HEIGHT

In order to obtain the most comfortable riding position and offer the best possible pedaling efficiency, the seat height should be set correctly in relation to the rider's leg length. The correct seat height should not allow leg strain from over-extension, and the hips should not rock from side to side when pedaling. While sitting on the bicycle with one pedal at its lowest point, place the ball of your foot on that pedal. The correct seat height will allow the knee to be slightly bent in this position. If the rider then places the heel of that foot on the pedal, the leg should be almost straight.



Under no circumstances should the seat post project from the frame beyond its "Minimum Insertion" / "Maximum Extension" mark. If your seat post projects from the frame beyond these markings, the seat post or frame may break, which could cause you to lose control and fall. Prior to your first ride, be sure to tighten the saddle adjusting mechanism properly. A loose seat or seat post clamp can cause damage to the bicycle or can cause you to lose control and fall. Periodically check to make sure that the seat adjusting mechanism is properly tightened.

SAFETY CHECKLIST

1. BRAKES

- Ensure front and rear brakes work properly.
- Ensure brake shoe pads are not over worn and are correctly positioned in relation to the rims.
- Ensure brake control cables are lubricated, correctly adjusted and display no obvious wear.
- Ensure brake control levers are lubricated and tightly secured to the handlebars.

2. WHEELS AND TIRES

- Ensure tires are inflated to within the recommended limit as displayed on the tire sidewall.
- Ensure tires have tread and have no bulges or excessive wear.
- Ensure rims run true and have no obvious wobbles or kinks.
- Ensure all wheel spokes are tight and not broken.
- Check to ensure that wheels are properly seated in the forks.
- Check that axle nuts are tight.

3. STEERING

- Ensure handlebar and stem are correctly adjusted and tightened to allow proper steering.
- Ensure that the handlebars are set correctly in relation to the forks and the direction of travel.
- Check that the headset locking mechanism is properly adjusted and tightened.

4. CHAIN

- Ensure chain is oiled, clean and runs smoothly.
- More frequent service is required in wet or dusty conditions.

5. BEARINGS

- Ensure all bearings are lubricated, run freely and display no excess movement, grinding or rattling.
- Check headset, wheel bearings, pedal bearings, and bottom bracket bearings.

6. CRANKS AND PEDALS

- Ensure pedals are securely tightened to the cranks.
- Ensure cranks are securely tightened to the axle and are not bent.

7. FRAME AND FORK

- Check that the frame and fork are not bent or broken.
- If either are bent or broken, they should be replaced.

8. ACCESSORIES

- Ensure that all reflectors are properly fitted and not obscured.
- Ensure all other fittings on the bike are properly and securely fastened, and functioning.
- Ensure the rider is wearing a helmet.

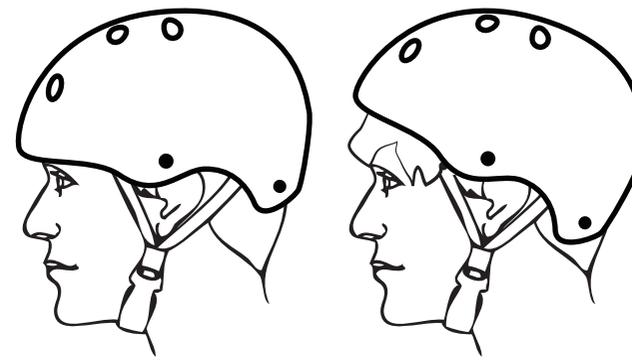


Avoiding this checklist could cause damage to the bicycle or can cause you to lose control of your bike and fall.

RIDING SAFELY

GENERAL RULES

- When riding obey the same road laws as all other road vehicles, including giving way to pedestrians, and stopping at red lights and stop signs.
- For further information, contact the Road Traffic Authority in your state.
- Ride predictably and in a straight line. Never ride against traffic.
- Use correct hand signals to indicate turning or stopping.
- Ride defensively. To other road users, you may be hard to see.
- Concentrate on the path ahead. Avoid pot holes, gravel, wet road markings, oil, curbs, speed bumps, drain grates and other obstacles.
- Cross train tracks at a 90 degree angle or walk your bicycle across.
- Expect the unexpected such as opening car doors or cars backing out of concealed driveways.
- Be extra careful at intersections and when preparing to pass other vehicles.
- Familiarize yourself with all the bicycle's features.
- If you are wearing loose pants, use leg clips or elastic bands to prevent them from being caught in the chain. Wear proper riding attire and avoid open toe shoes.
- Don't carry packages or passengers that will interfere with your visibility or control of the bicycle.
- Don't use items that may restrict your hearing.
- Do not lock up the brakes. When braking, always apply the rear brake first, then the front. The front brake is more powerful and if it is not correctly applied, you may lose control and fall.
- Maintain a comfortable stopping distance from all other riders, vehicles and objects.
- Safe braking distances and forces are subject to the prevailing weather conditions.



Correct

Incorrect



Always wear a properly fitted helmet which covers the forehead when riding a bicycle. Many states require specific safety devices. It is your responsibility to familiarize yourself with the laws of the state where you ride and to comply with all applicable laws, including properly equipping yourself and your bike as the law requires. Reflectors are important safety devices which are designed as an integral part of your bicycle. Federal regulations require every bicycle to be equipped with front, rear, wheel, and pedal reflectors. These reflectors are designed to pick up and reflect street lights and car lights in a way that helps you to be seen and recognized as a moving bicyclist. Check reflectors and their mounting brackets regularly to make sure they are clean, straight, unbroken and securely mounted. Have your dealer replace damaged reflectors and straighten or tighten any that are bent or loose.

WET WEATHER: TAKE EXTRA CARE

IT IS RECOMMENDED TO NOT RIDE IN WET WEATHER

- Brake earlier, you will take a longer distance to stop.
- Decrease your riding speed, avoid sudden braking and take corners with additional caution.
- Be more visible on the road.
- Wear reflective clothing and use safety lights.
- Pot holes and slippery surfaces such as line markings and train tracks all become more hazardous when wet.

HELMETS

It is strongly advised that a properly fitting, CPSC approved, bicycle safety helmet be worn at all times when riding your bicycle. In addition, if you are carrying a passenger in a child safety seat, they must also be wearing a helmet.

The correct helmet should:

- be comfortable
- be lightweight
- have good ventilation
- fit correctly
- cover forehead

NIGHT RIDING

- Ensure bicycle is equipped with a full set of correctly positioned and clean reflectors.
- Use a properly functioning lighting set comprising of a white front lamp and a red rear lamp.
- If using battery powered lights, make sure batteries are well charged.
- Some rear lights available have a flashing mechanism which enhances visibility.
- Wear reflective and light colored clothing.
- Ride at night only if necessary. Slow down and use familiar roads with street lighting, if possible.



IT IS NOT RECOMMENDED TO RIDE AT NIGHT

PEDALING TECHNIQUE

- Position the ball of your foot on the center of the pedal.
- When pedaling, ensure your knees are parallel to the bicycle frame.
- To absorb shock, keep your elbows slightly bent.

BRAKING TECHNIQUE

- It's important to familiarize yourself with the braking system of your bicycle.
- Modern braking systems are quite powerful and do not normally require a great deal of force to operate.
- The front brake is responsible for the majority of your stopping power. However, improper use can result in accident or injury.
- It is recommended that you practice using the brakes in a controlled environment such as a driveway or empty parking lot to gain a feel for how they function and how much force is required to safely stop the bike.
- Always avoid using sudden or excessive force when operating the brake levers. A gradual and smooth pull of the lever is all that is needed to safely reduce your speed and come to a stop.

RULES FOR CHILDREN

To avoid accidents, teach children good riding skills with an emphasis on safety from an early age. Children should be supervised by an adult.

- Always wear a properly fitted helmet.
- Do not play in driveways or the road.
- Do not ride on busy streets.
- Do not ride at night.
- Obey all the traffic laws, especially stop signs and red lights.
- Be aware of other road vehicles behind and nearby.
- Before entering a street: Stop, look right, left, and right again for traffic. If there's no traffic, proceed into the roadway.
- If riding downhill, be extra careful. Slow down using the brakes and maintain control of the steering.
- Never take your hands off the handlebars, or your feet off the pedals when riding downhill.

Children should be made aware of all possible riding hazards and correct riding behavior before they take to the streets.

Do not leave it up to trial and error.



The Consumer Protection Safety Commission advises that the riding of small wheel diameter bicycles at excessive speeds can lead to instability and is not recommended.



TRAVIS HUGHES
Kink BMX Pro Rider

BICYCLE CARE

BASIC MAINTENANCE

The following procedures will help you maintain your bicycle for years of enjoyable riding.

For painted frames, dust the surface and remove any loose dirt with a dry cloth. To clean, wipe with a damp cloth soaked in a mild detergent mixture. Dry with a cloth and polish with car or furniture wax. Use soap and water to clean plastic parts and rubber tires. Chrome plated bikes should be wiped over with a rust preventative fluid.

Always store your bicycle under shelter. Avoid leaving it in the rain or exposed to corrosive materials. Riding on the beach or in coastal areas exposes your bicycle to salt which is very corrosive. Wash your bicycle frequently and wipe or spray all unpainted parts with an anti-rust treatment. Make sure wheel rims are dry so braking performance is not affected. After rain, dry your bicycle and apply anti-rust treatment.

If the hub and bottom bracket bearings of your bicycle have been submerged in water, they should be taken out and re-greased. This will prevent accelerated bearing deterioration.

If paint has become scratched or chipped to the metal, use touch up paint to prevent rust. Clear nail polish can also be used as a preventative measure.

Regularly clean and lubricate all moving parts, tighten components and make adjustments as required. The use of alloy components and Black ED surface treatments minimizes the number of places where rust can surface.

SCHEDULE 1 - LUBRICATION

Frequency	Component	Lubricant
Monthly	Chain	Chain lube
	Brake pivots	Chain lube
	Brake levers	Chain lube
	Brake rotor	Chain lube
Every Six Months	Brake cables	Chain lube
	Freewheel/Driver	Chain lube
Yearly	Bottom bracket	Synthetic grease
	Pedals	Synthetic grease
	Wheel bearings	Synthetic grease
	Headset	Synthetic grease
	Seatpost	Synthetic grease

NOTE: Correct routine maintenance of your new bike will ensure: Smooth running - Longer lasting components - Safer riding - Lower running costs

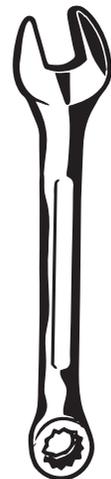
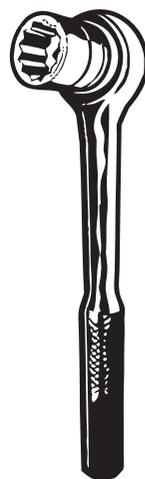
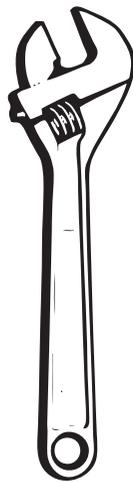
Every time you ride your bicycle, its condition changes. The more you ride, the more frequently maintenance will be required. We recommend you spend a little time on regular maintenance tasks. The following schedules are a useful guide and by referring to Part 5 of this manual, you should be able to accomplish most tasks. If you require assistance, we recommend you see a bicycle specialist.

SCHEDULE 2 - SERVICE CHECKLIST

Frequency	
Before every ride	<ul style="list-style-type: none"> Check tire pressure Check brake operation Check wheels for loose spokes and any wobble Check wheel bolts Inspect tires for wear and damage Check handlebar, cranks, frame and fork for cracks
Weekly	<ul style="list-style-type: none"> Lubrication as per schedule 1 Check brake adjustment Check brake and cable adjustment Check tire wear and pressure Check wheels are true and spokes tight Check hub, head set and crank bearings for proper adjustment Check pedals are tight Check handlebars are tight Check seat and seat post are tight and comfortably adjusted Check all nuts and bolts are tight
Monthly	<ul style="list-style-type: none"> Lubrication as per schedule 1 Check all points as per monthly service Check and replace brake pads, if required Check chain for excess play or wear
Yearly	<ul style="list-style-type: none"> Lubrication as per schedule 1

TOOLS NEEDED

- Phillips Screwdriver
- 4mm, 5mm, and 6mm Allen Keys
- Adjustable wrench or a 9mm, 10mm
- 17mm open and box end wrenches
- Pliers with Cable Cutting Ability
- Optional 3/8" Drive Ratchet
- Optional 3/8" Drive Ratchet Extension + 17mm Socket [Peg Installation]
- Optional 9mm, 10mm, 14mm, and 15mm 3/8" Sockets
- Optional Torque Wrench



TRAVEL TOOLS

- Spare Tube
- Patch kit
- Pump
- Tire levers
- Multi-tool
- Cell Phone

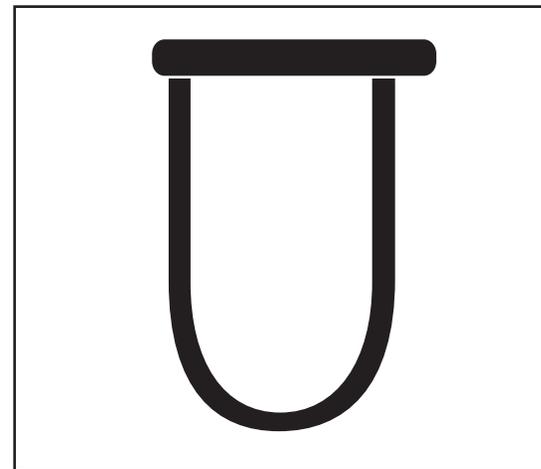
STORAGE

Keep your bicycle in a dry location away from the weather and the sun. Ultraviolet rays may cause paint to fade or rubber and plastic parts to crack. Before storing your bicycle for a long period of time, clean and lubricate all components and wax the frame. Deflate the tires to half pressure and hang the bicycle off the ground. Don't store near electric motors as ozone emissions may effect the rubber and paint. Don't cover with plastic as "sweating" will result which may cause rusting. Please notice that your bicycle warranty does not cover paint damage, rust, corrosion, dry rot or theft.

SECURITY

It is advisable that the following steps be taken to prepare for and help prevent possible theft.

1. Maintain a record of the bicycle's serial number, generally located on the frame underneath the bottom bracket.
2. Register the bicycle with the local police.
3. Invest in a high quality bicycle lock that will resist hack saws and bolt cutters. Always lock your bicycle to an immovable object if it is left unattended.



WHEELS AND TIRES

WHEEL INSPECTION

It is most important that wheels are kept in top condition. Properly maintaining your bicycle's wheels will help braking performance and stability when riding. Be aware of the following potential problems:

- Dirty or greasy rims: **Caution:** These can render your brakes ineffective. Do not clean them with oily or greasy materials. When cleaning, use a clean rag or wash with soapy water, rinse and air dry. Don't ride while they're wet. When lubricating your bicycle, don't get oil on the rim braking surfaces.
- Wheels not straight: Lift each wheel off the ground and spin them to see if they are crooked or out of true. If wheels are not straight, they will need to be adjusted. This is quite difficult and is best left to a bicycle specialist.
- Broken or loose spokes: Check that all spokes are tight and that none are missing or damaged. **Caution:** Such damage can result in severe instability and possibly an accident if not corrected. Again, spoke repairs are best handled by a specialist.

- Loose hub bearings: Lift each wheel off the ground and try to move the wheel from side to side. **Caution:** If there is movement between the axle and the hub, do not ride the bicycle. Adjustment is required.
- Axle nuts: Check that these are tight before each ride.

TIRE INSPECTION

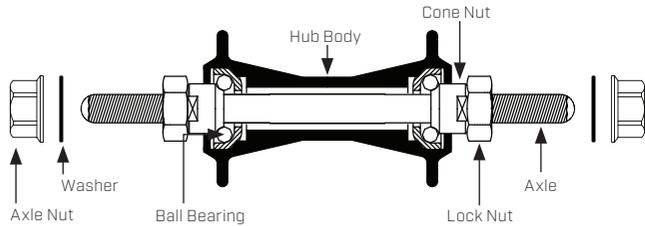
Tires must be maintained properly to ensure road holding and stability. Check the following areas:

Inflation	Ensure tires are inflated to the pressure indicated on the tire sidewalls. It is better to use a tire gauge and a hand pump than a service station pump. Caution: If inflating tires with a service station pump, take care that sudden over inflation does not cause tire to blow out.
Bead Seating	When inflating or refitting tire, make sure that the bead is properly seated in the rim.
Tread	Check that the tread shows no signs of excessive wear or flat spots, and that there are no cuts or other damage. Caution: Excessively worn or damaged tires should be replaced.
Valves	Make sure valve caps are fitted and that valves are free from dirt. A slow leak caused by the entry of the dirt can lead to a flat tire, and possibly a dangerous situation.

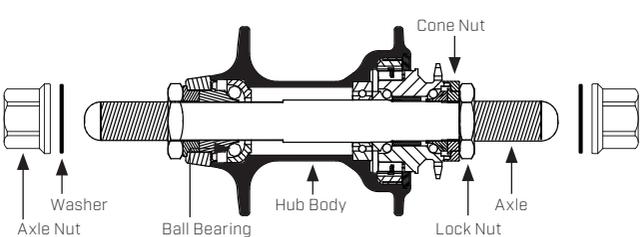
RECOMMENDED TIRE PRESSURES

Please follow the tire manufacturer's guidelines, which can be found molded into the sidewall of your tires.

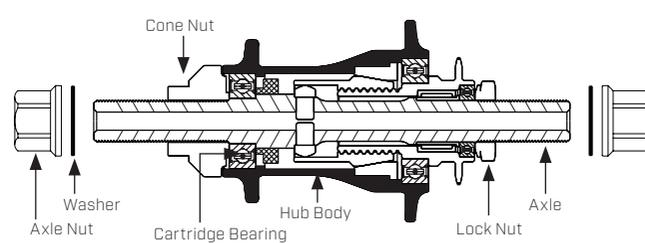
Loose Ball Front Hub



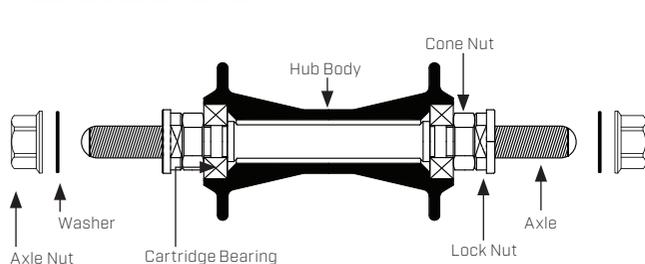
Mission Combat Semi-Sealed Rear Cassette



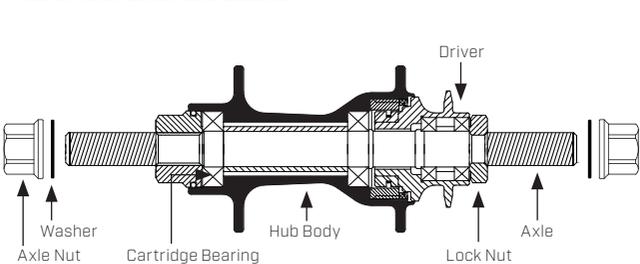
Mission Dispatch Sealed Rear Freecoaster



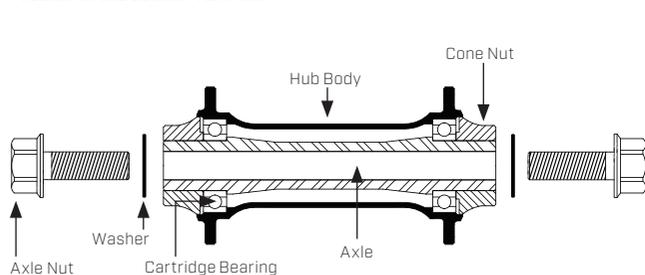
Mission Echo Sealed Front Hub



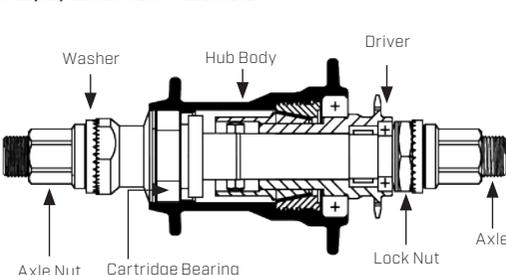
Mission React Sealed Rear Cassette



Mission Invade Sealed Front Hub



Mission Deploy Sealed Rear Freecoaster



For proper slack adjustment of freecoaster rear hubs, please visit your local qualified bike mechanic.

HUB BEARING ADJUSTMENT

When checked, the hub bearings of either wheel will require adjustment if there is any more than slight side play.

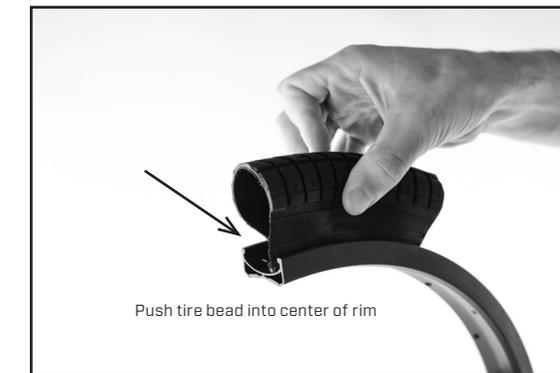
1. Check to make sure neither locknut is loose.
2. To adjust, remove wheel from bicycle and loosen the locknut on one side of the hub while holding the bearing cone on the same side with a flat open end wrench.
3. Rotate the adjusting cone as needed to eliminate free play.
4. Re-tighten the locknut while holding the adjusting cone in position.
5. Re-check that the wheel can turn freely without excessive side play.

HOW TO FIX A FLAT TIRE

IF YOU NEED TO REPAIR A TIRE, FOLLOW THESE STEPS:

1. Remove the wheel from the bicycle.
2. Deflate the tire completely via the valve. Loosen the tire bead by pushing it inward all the way around.
3. Make note of the tube and tire orientation before fully removing from the rim. This will help locate the location and cause of the leak(s).
4. Press one side of the tire bead up over the edge of the rim. **NOTE:** Use tire levers, not a screwdriver, otherwise you may damage the rim.
5. Remove tube from tire and rim. Inflate tube and use soapy water to locate leak(s).
6. Remove the tire completely. Line up your mark on the tire with the mark on the tube and inspect tire for a nail, glass, etc. at leak site and remove if located. Check the rest of tires just in case, including inspecting the tire bead for damage. Replace if needed.
7. Now line up the mark on the rim with the mark on the tube and inspect the inside of the rim and at leak site to ensure there are no protruding spokes, rust or other potential causes. Replace the rim tape which covers the spoke ends, if damaged.
8. Replace the tube or patch leak using a tube repair kit, carefully following the instructions. **NOTE:** Ensure that the replacement tube size matches the size stated on the tire sidewall and that the valve is the correct type for your bicycle.
9. Remount one side of the tire onto the rim.
10. Using a hand pump, inflate the tube just enough to give it some shape. Place the valve stem through the hole in the rim and work the tube into the tire. **NOTE:** Do not let it twist.
11. Using your hands only, remount the other side of the tire by pushing the edge toward the center of the rim. Start on either side of the valve and work around the rim. **NOTE:** Check that the tube is not caught between the rim and the tire bead at any point.
12. Before the tire is completely mounted, push the valve up into the rim to make sure the tire can sit squarely in position.

13. Fit the rest of the tire, rolling the last, most difficult part on using your thumbs. **NOTE:** Avoid using tire levers as these can easily puncture the tube or damage the tire.
14. Using a hand pump, inflate the tube until the tire begins to take shape, and check that the tire bead is evenly seated all the way around the rim. **NOTE:** An unseated tire bead can cause a blowout, damaging the tube, tire, and rim. When properly seated, fully inflate the tire to the pressure marked on the sidewall. Use a tire air pressure gauge to check.
15. Replace the wheel into the frame and check brakes and ensure axle nuts are secure.

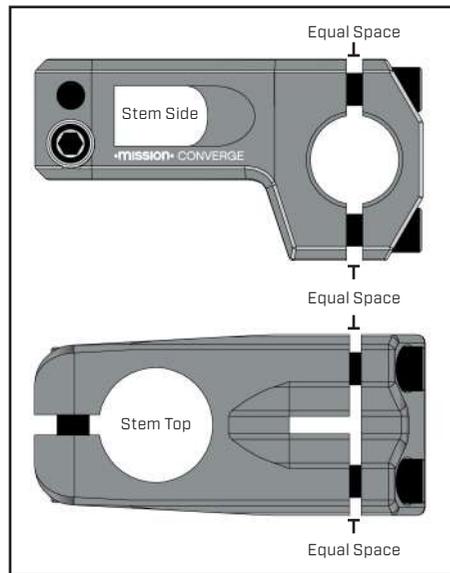
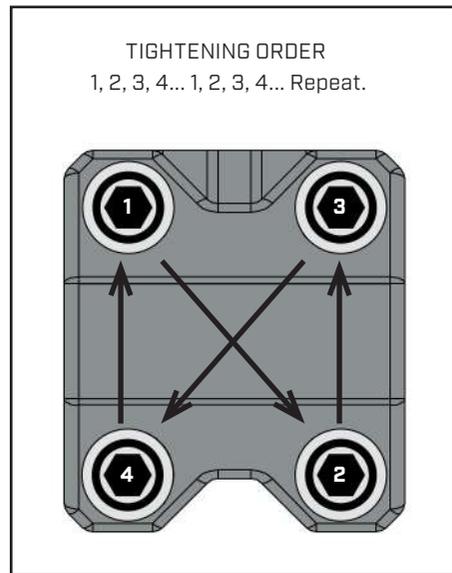


STEM

THREADLESS STEMS

Direct-connect or threadless type stems can not be raised from their original height. They can however be lowered by switching the spacers from beneath the stem to above the stem. If you find that you need to have the handlebar raised, there are a

number of options that are available to you. Your dealer will be able to demonstrate the various options available and help you choose the best one for your needs. If you have any questions on adjustment of your direct-connect stem, please see your local dealer for service assistance.

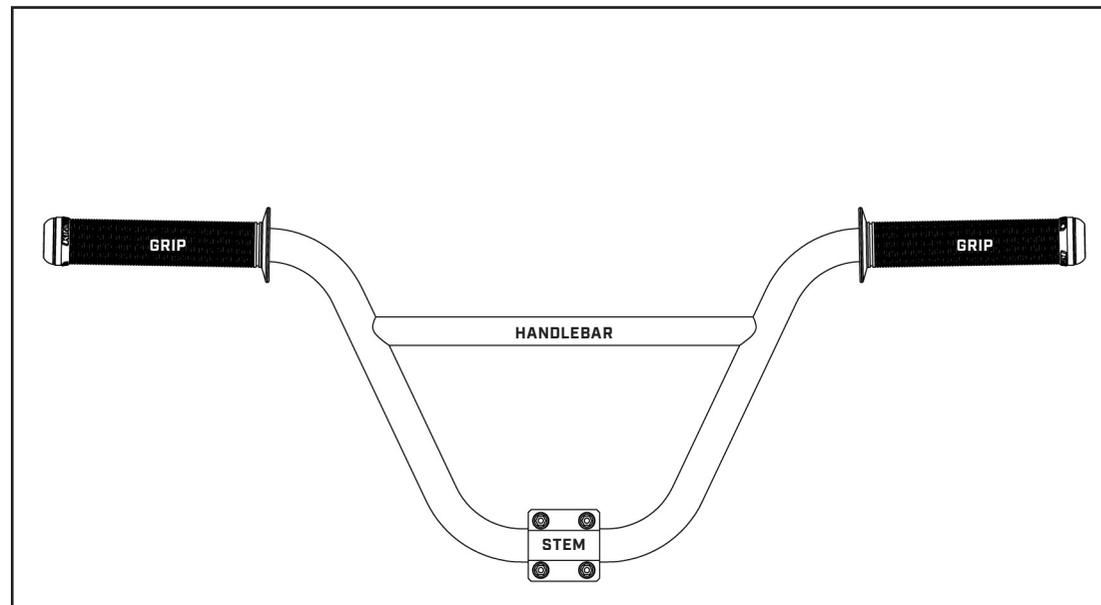


Warning: Over-tightening the stem bolt or headset assembly may cause damage to the bicycle and/or injury to the rider.

HANDLEBARS

The exact positioning of the handlebar is a matter of personal comfort. On BMX bicycles, the handlebar should remain in an approximately upright position but can be angled back or forward slightly for comfort. On BMX style bicycles there may

be four clamping bolts. Please note that if you need to replace the fork on your bicycle at any time, please consult a qualified bicycle technician.



Never ride unless the handlebar clamping mechanism has been securely tightened.

HEADSET

INSPECTION

The headset bearing adjustment should be checked every month. This is important as it is the headset which allows the fork to turn freely inside the frame, and if loose, can cause damage or result in an accident. While standing over the frame top tube with both feet on the ground, rock the bicycle back and forth; if you detect any looseness in the headset, it will need adjustment. Check that the headset is not over tight by slowly rotating the fork to the right and left. If the fork tends to stick or bind at any point, the bearings are too tight.

ADJUSTMENT

Headset bearing adjustment requires special tools and training. Improper adjustment can result in damage to the bicycle as well as threaten the rider's safety. For these reasons, we recommend that an authorized dealer perform all necessary headset adjustments.

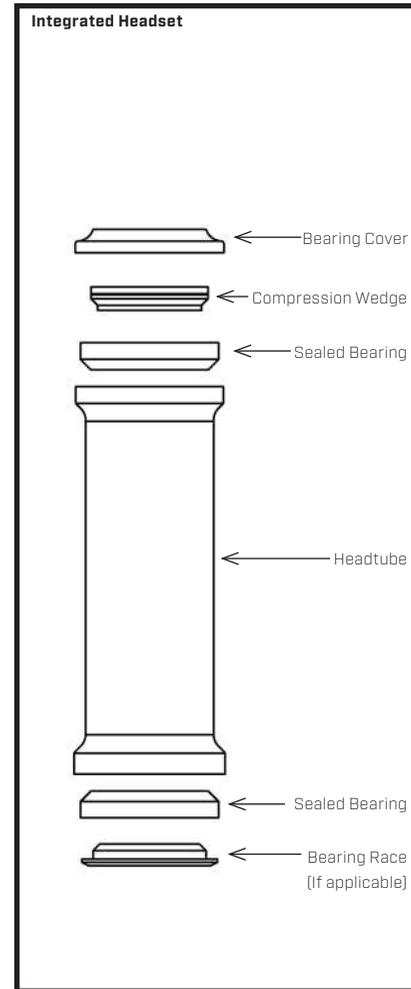
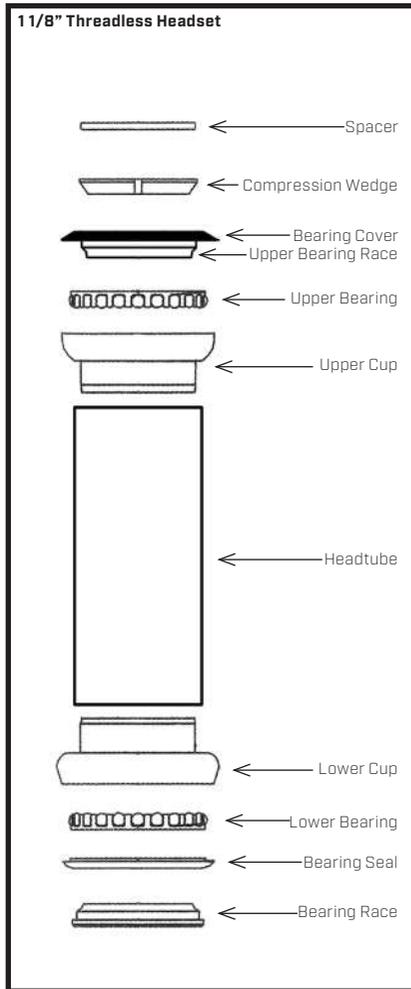
Note: Do not over tighten or bearing damage will occur.

HEADSET TYPE

There are 2 main types of headset in common use today. The most basic type is the standard, external headset where the bearings sit outside of the headtube inside cups that are pressed into the frame. This type of headset is commonly referred to as a 1 1/8" threadless headset.

Another regularly used headset type is an integrated headset in which the bearings sit directly inside a specially design headtube. This type of integrated headset can be found only in threadless versions and is the most common among BMX style bikes. In this type of headset the bearings are placed directly in the frame without the need for a pressed in cup. This allows for a light weight and strong headset assembly.

It is important to understand that each of these types of headset are not interchangeable and have very specific requirements for proper fit and adjustment. If you have any questions regarding the headset used on your specific bicycle, or are in need of service, please contact your local dealer for assistance.



Always make sure that the headset is properly adjusted and fully tightened before riding.



Warning: Over-tightening the stem bolt or headset assembly may cause damage to the bicycle and/or injury to the rider.

SADDLE AND SEAT POST

INSPECTION

The seat bolt and the seat post clamp bolt should be checked for tightness and adjustment every month. On removing the seat post from the frame, you will notice a mark about 65mm up from the bottom with the words “max. height” or “minimum insertion”. To avoid damage to either the seat post, the frame or possibly the rider, the minimum insertion mark must be inside the frame.



ADJUSTMENT

As mentioned in *Before You Ride* (Page 9), the seat can be adjusted in height and angle to suit the individual rider. Saddle angle is a matter of personal preference but the most comfortable position will usually be found when the top of the seat is almost parallel to the ground, or slightly raised at the front.

There are 3 types of seat systems commonly in use on Kink BMX bicycles:

The first system is a combination seat/seat post, which comes at a fixed angle and is only adjustable vertically.



The second system is Pivotal®. This uses a special seat and seat post, which can only be used with other Pivotal® seats and posts. You simply thread the bolt from the top of the seat into the top of the seat post with an Allen key. Simply choose your angle and mate the teeth on the seat and teeth the post. There is no fore and aft adjustment.

The third system is the Stealth Pivotal® which assembles similarly to the traditional Pivotal® system, but with reverse threading from the bottom of the post.

NOTE: Remember that the minimum insertion mark must remain inside the frame assembly.

BRAKES

The correct adjustment and operation of your bicycle's brakes is extremely important for safe operation. Brakes should be checked for effective operation before every ride. Frequent checking of adjustment is necessary as the control cables will stretch and the brake pads will become worn with use.

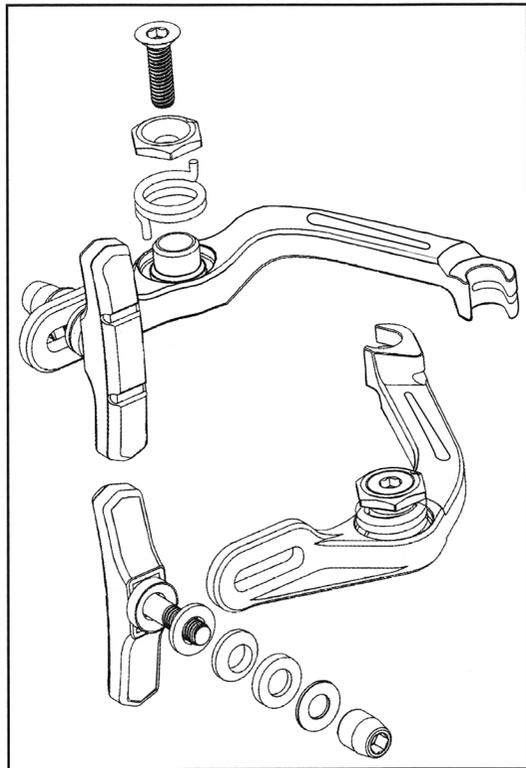
There are two types of hand operated bicycle brakes in common use: side pull calipers and cantilever calipers. Both utilize a handlebar mounted lever which controls a cable to operate the brake. Side pull brakes are mounted to the frame or fork via a single pivot point. Cantilever brakes use two brake pivot arms, each mounted on separate pivots on either side of the frame/fork.



Never ride a bicycle unless the brakes are functioning properly.

INSPECTION

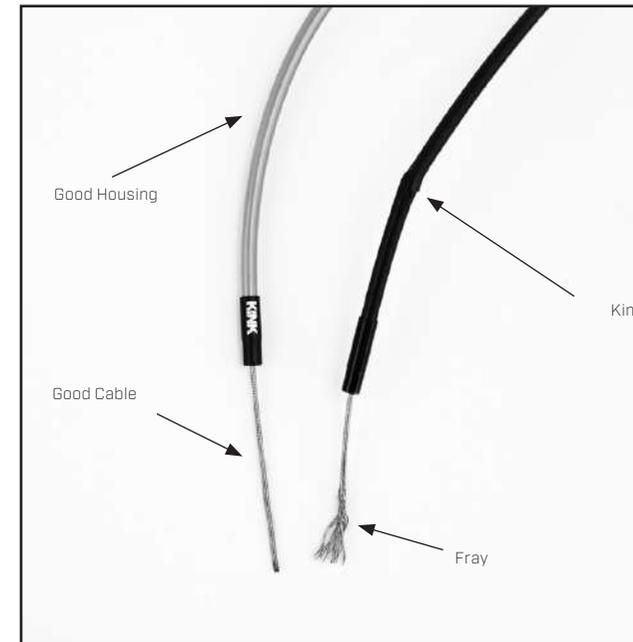
Brake levers should be checked for tightness at least every three months. They should be set in a comfortable position within easy reach of the rider's hands, and must not be able to move on the handlebar. Some brake levers make use of a reach adjustment screw, which can be altered to the distance between the handlebar grip and the lever, as required. The brake pads should be checked for correct positioning and tightness before every ride, and the various bolts and nuts at least every three months. Squeeze each brake lever to make sure they operate freely and that the brake pads press hard enough on the rims to stop the bike. There should be about 1mm - 2mm clearance between each pad and the rim when the brakes are not applied. The brake pads must be properly centered for maximum contact with the rim. Replace the brake pads if they are over worn so that the grooves or pattern cannot be seen. The brake cable wires should be checked for kinks, rust, broken strands or frayed ends. The outer casing should also be checked for kinks, stretched coils and other damage. If the cables are damaged, they should be replaced.



Ensure the brake fixing nut is secured tightly. Failure to do this may cause the brake assembly to dislodge from the fork and/or seatstay.

CABLES AND CABLE HOUSING

Cables and housing are one of the most overlooked parts on the bicycle. The first indication that your cables and housing need to be replaced is an increased amount of pressure needed to operate the brakes. Before every ride, check that there are no kinks or frays in the cables and housing. Also check that the housing is seated properly into each cable stop of the bicycle. It is recommended that the cables and housing are replaced at least every riding season to prolong the life of your bike.



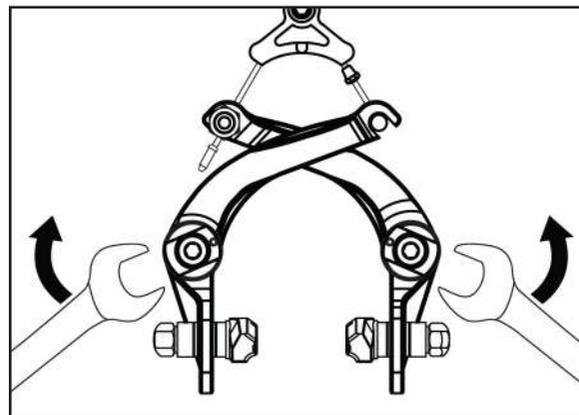
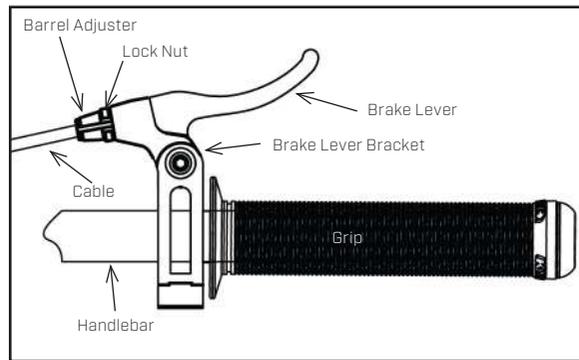
Do not ride a bicycle if there are kinks or frays in the cable or housing.

LUBRICATION

The brake lever and brake caliper pivot points should be lubricated with 2-3 drops of chain lube at least every three months to ensure smooth operation and to reduce wear. Cables should be greased along their entire length, after removing them from their casings, at least every six months. Always grease new cables before fitting.

ADJUSTMENT - U-BRAKES

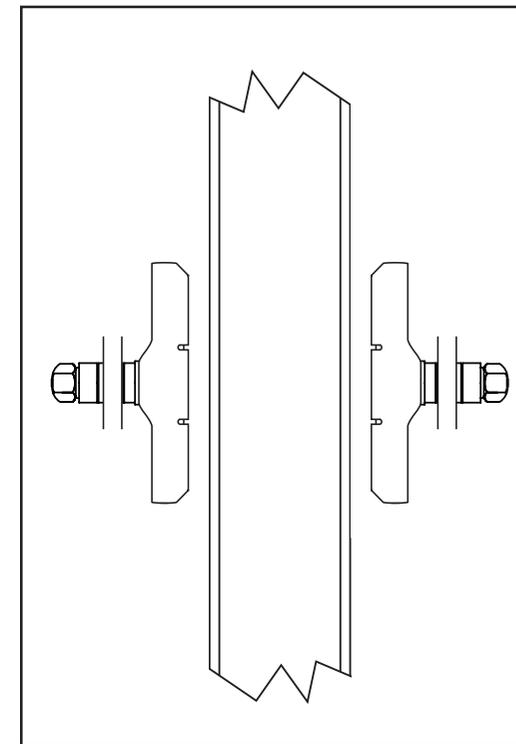
As with most brake systems, minor adjustments can be made with the barrel adjuster on the brake lever. To adjust, loosen the barrel adjuster locknut and turn the barrel adjuster out counter-clockwise to reduce brake pad clearance and lever pull. To increase brake pad clearance and lever pull, turn the barrel adjuster in clockwise. When adjustment is complete, hold the barrel adjuster in place and turn the lock ring so that it is tight against the brake lever body. This will lock the adjustment in place. Note that this process should only be done for very minor brake adjustments. Larger adjustments should be made at either the brake arm pinch bolt or the straddle cable pinch bolt. To adjust, loosen the brake cable pinch bolt and either pull more cable through or let more cable out, depending on what is needed. While holding the cable in position, re-tighten the cable pinch bolt. As with any new brake adjustment, compress and release the brake lever at least 10 times to ensure proper brake operation.



Your bike may have the rear U-brake located either on the underside of the frame seatstays, or on the topside of the frame chainstays depending on your bikes frame design. BMX U-brakes also have a number of different ways that the brake cables can be routed, each requiring different considerations regarding their adjustment and maintenance. If you have any questions regarding your bikes specific brake set-up or operation, please contact you authorized dealer for assistance or service.

To adjust the brakes so that the brake pads are an equal distance from the rim, you will need to adjust the brake arm spring tension. There are two main types of spring tension adjustment. The first type will utilize a small screw located on the side of each brake arm. To increase the spring tension, turn the screw in clockwise. To decrease the spring tension, turn the screw out counter-clockwise. The second type utilizes a spring tension-adjusting nut located at the brake arm-mounting bolt. If the left brake pad is too close to the rim, turn the left side tension-adjusting nut clockwise to increase clearance. If the right brake pad is too close to the rim, turn the right side tension-adjusting nut counterclockwise to increase clearance. You should also ensure that the brake pads contact the rim in a parallel fashion and are centered on the rims brake wall surface.

Note: Brake adjustments can require specialized tools and knowledge. It is recommended that you bring your bike in to your local authorized dealer for expert service.



DRIVETRAIN

The drivetrain of a bicycle refers to all parts that transmit power to the rear wheel including the pedals, chain, chainwheel, crank set, and freewheel.

PEDALS

Pedals are available in a variety of shapes, sizes and materials, and each are designed with a particular purpose in mind.

INSPECTION

Pedals should be inspected every month, taking note of the following areas:

- Check correct tightness into the crank arms. If pedals are allowed to become loose, they will not only be dangerous but will also cause irreparable damage to the cranks.
- Check that pedal bearings are properly adjusted. Move the pedals up and down, and right to left, and also rotate them by hand. If you detect any looseness or roughness in the pedal bearings then adjustment, lubrication or replacement is required.
- Ensure that the front and rear pedal reflectors are clean and securely fitted.

LUBRICATION AND ADJUSTMENT

Many pedals cannot be disassembled to allow access to the internal bearings and axle. However, it is usually possible to inject a little oil onto the inside bearings, and this should be done every six months. If the pedal is the type that can be fully disassembled, then the bearings should be removed, cleaned and greased every six to twelve months. Because of the wide variety of pedal types and their internal complexity, disassembly procedures are beyond the scope of this manual and further assistance should be sought from a specialist.

PEDAL ATTACHMENT

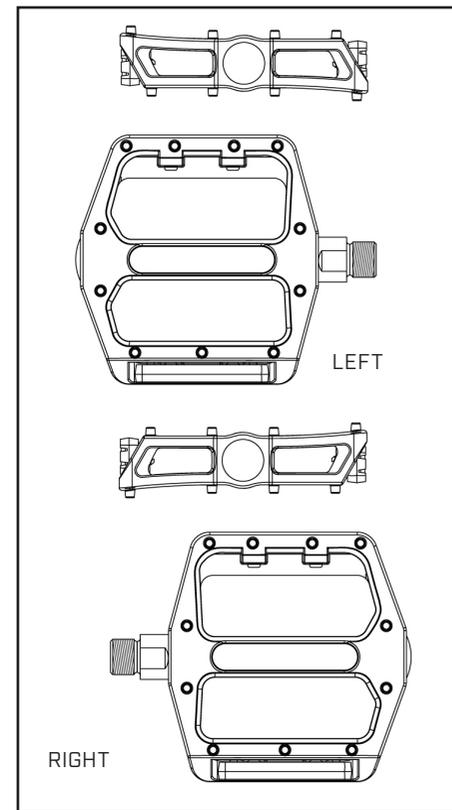
NOTE: The right and left pedals of a bicycle each have a different thread and are not interchangeable.

Never force a pedal into the incorrect crank arm.

The right pedal, which attaches to the right crank arm, is marked 'R' on the end of the axle, and screws in with a clockwise thread. The left pedal, which attaches to the left crank arm, is marked 'L' on the axle, and screws in with a counter-clockwise thread. Insert the correct pedal into the crank arm and begin to turn the thread with your fingers only. When the axle is screwed all the way in, securely tighten using a 15mm wrench.

If removing a pedal, remember that the right pedal axle must be turned counter clockwise, i.e. the reverse of when fitting. If replacing the original pedals with a new set, make sure the size and the axle thread is compatible with the cranks on your bicycle. Bicycles use one of two types of cranks and these use different axle threads. Your bike may be equipped with cranks that are a one piece design with no separate axle. These operate with pedals that have a 1/2" (12.7mm) thread. Bikes equipped with three piece crank sets with a separate axle, left crank and right crank, use a slightly larger 9/16" (14mm) thread.

NOTE: Never try and force a pedal with the wrong thread size into a bicycle crank.



CRANKSET

The crank set refers to the crank arms, chain ring, spindle, and bottom bracket bearing assembly. There are two general types of crank sets commonly found on BMX bikes; one-piece cranks, where the crank arms and spindle are combined into one continuous piece, and what are often referred to as three-piece cranks. The three-piece crank set consists of two separate crank arms and a separate bottom bracket spindle. The crank arms bolt directly on to the spindle. One-piece cranks are generally found on more basic, general use BMX bikes while three-piece type cranks will be found on more advanced BMX bikes. Please take the time to familiarize yourself with the type of crank set used on your bicycle.



Never ride your bike if the cranks are loose. This may be dangerous and will damage the crank arms beyond repair.

BOTTOM BRACKET

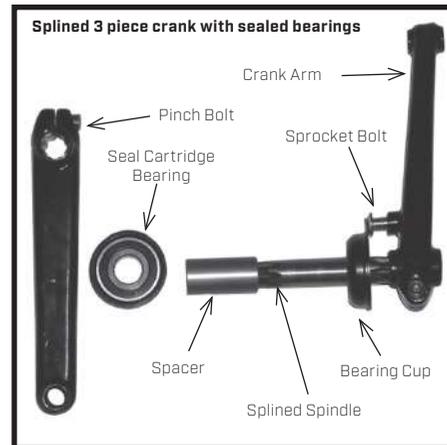
There are 2 types of bottom bracket styles found on Kink BMX bikes. All one-piece cranks and some three-piece crank sets utilize a standard adjustable bearing bottom bracket. This type of system (American BB – p.42 diag. 1) consists of two bearing cups that are pressed into the frame, a series of loose ball bearings, an adjustable bearing race that threads directly on to the spindle, and a lock nut, which also threads on to the spindle to lock the adjustment into place.

The second type of bottom bracket (Mid BB – p.42-43, diag. 2,3,4) consists of two bearings that are pressed directly into the frame and do not require adjustment or lubrication. Mid bottom brackets require a specially designed bottom bracket shell that accommodate specifically sized sealed bearings.

In addition to the different bottom bracket bearing assemblies, there are also two main types of spindles used. These types differ in the way that the crank arm interfaces with the spindle itself.

The first type uses a multi sided, tapered interface between the crank arm and spindle. This type is usually found on the adjustable type bottom brackets, but can also be found on some nonadjustable cartridge units.

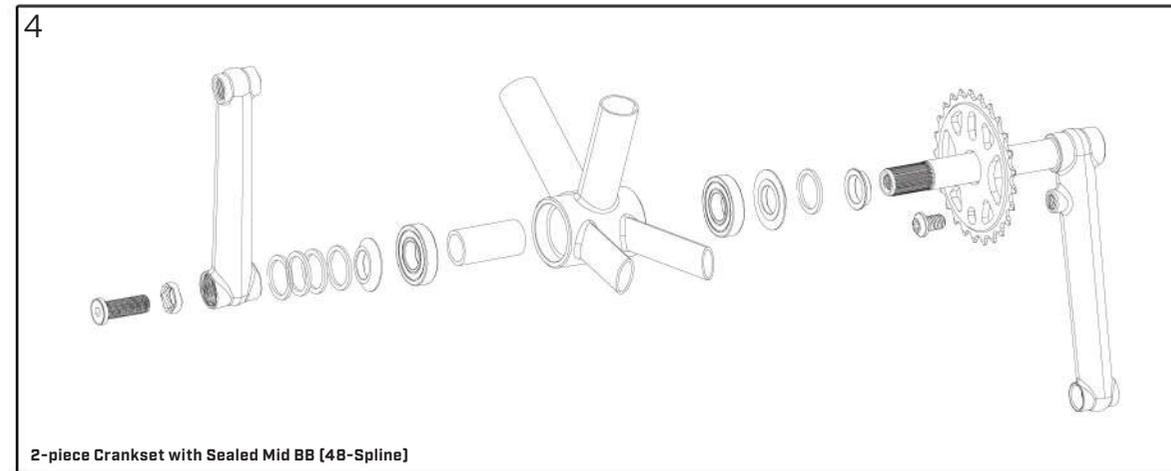
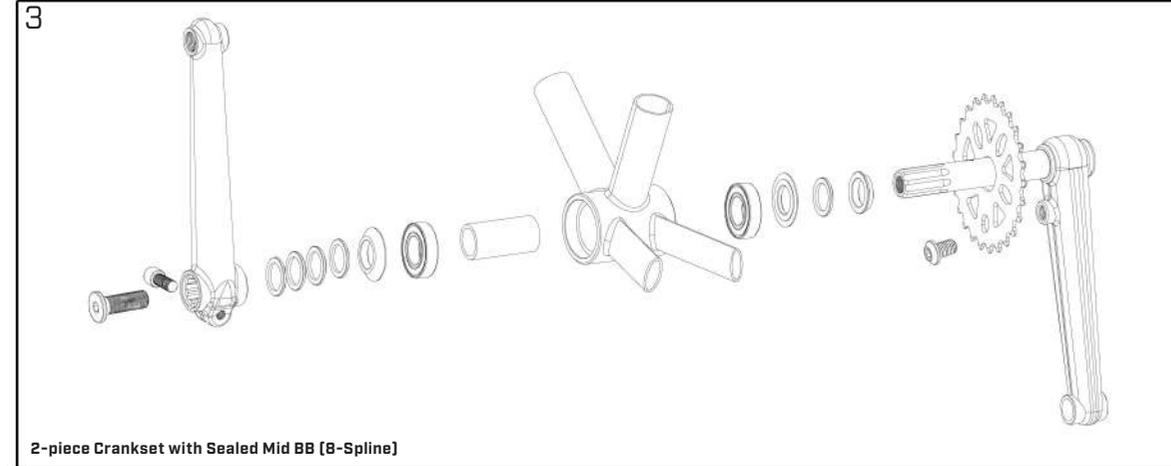
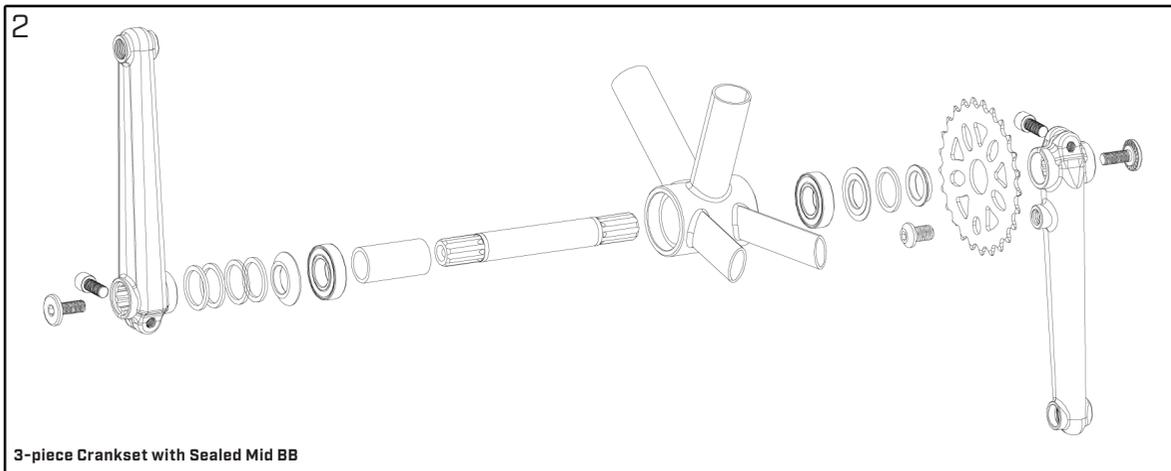
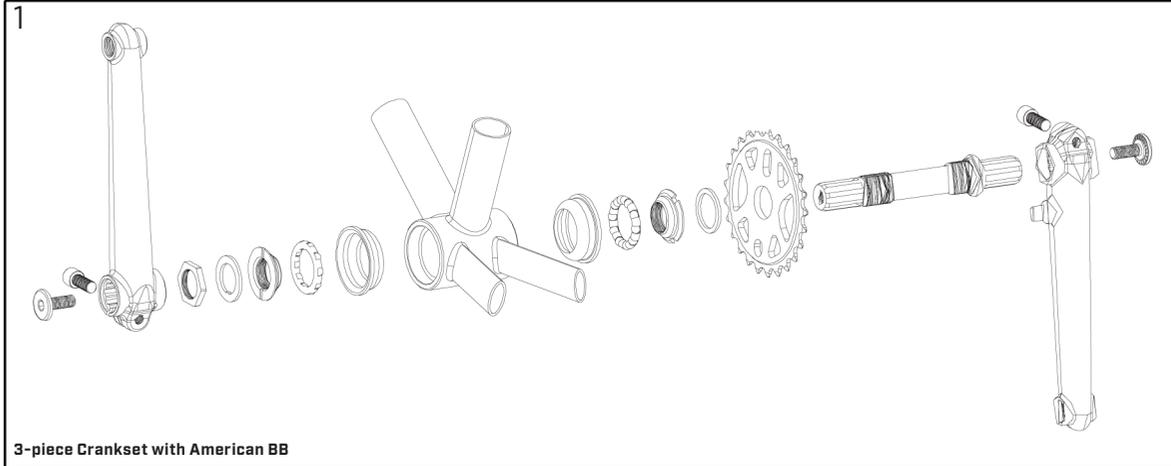
The second type utilizes a series of splines that help lock the crank arm into place and provide a stronger and more secure fitting. This type of system is commonly found on racing style BMX bikes as well as more advanced freestyle BMX bikes. **When working with a splined system, it is important to be sure that the crank arms are properly lined up with one another once installed. It is also important to apply grease to the splines before any reassembly.**



INSPECTION AND ADJUSTMENT

It is important to check your crankset and bottom bracket for proper adjustment on a regular basis. For 3-piece type cranks, you should make sure that both the crank axle bolts as well as any crank arm pinch bolts are properly tightened. To check for proper adjustment for any crank, grab the crank arms and try to move them from side to side. The crank arms should not be able to move on the spindle and there should not be any play in the bottom bracket bearing assembly. You should also check to be sure the bearings run smoothly. With the chain removed from the chainwheel, spin the cranks around. They should be able to spin freely and smoothly. If not, then adjustment or lubrication will be needed.

In general, bottom bracket bearing adjustment and service usually requires specialized tools and knowledge. It is recommended that you bring your bike in to your local authorized dealer for this service.



MISCELLANEOUS

REFLECTORS

Your bicycle is supplied with one front (white), one rear (red), two wheel (white), and four pedal (orange) reflectors. (Please Note: Sidewalk bikes, 12" and under, may not have reflectors.) These are an important safety and legal requirement, and should remain securely fitted and in good, clean condition at all times. Periodically, inspect all reflectors, brackets and mounting hardware for signs of wear or damage. Replace immediately if damage is found.

TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	SOLUTION
Slipping Chain	<ul style="list-style-type: none"> Excessively worn/chipped chainring or freewheel sprocket teeth Chain worn/stretched Stiff link in chain Non compatible chain/chainring/freewheel 	<ul style="list-style-type: none"> Replace chainring, sprockets an chain Replace chain Lubricate or replace link Seek advice at a bicycle shop
Chain Jumping off freewheel sprocket or chainring	<ul style="list-style-type: none"> Chainring out of true Chainring loose Chainring teeth bent or broken Improper chain adjustment 	<ul style="list-style-type: none"> Re-true if possible, or replace Tighten mounting bolts Repair or replace chainring/set
Constant clicking noises when pedaling	<ul style="list-style-type: none"> Stiff chain link Loose pedal axle/bearings Loose bottom bracket axle/bearings Bent bottom bracket or pedal axle Loose crankset 	<ul style="list-style-type: none"> Lubricate chain/adjust chain link Adjust bearings/axle nut Adjust bottom bracket Replace bottom bracket axle or pedals Tighten crank bolts
Grinding noise when pedaling	<ul style="list-style-type: none"> Pedal bearings too tight Bottom bracket bearings too tight Rear hub issues 	<ul style="list-style-type: none"> Adjust bearings Adjust bearings

TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	SOLUTION
Brakes not working effectively	<ul style="list-style-type: none"> • Brake pads worn down • Brake pads/rim greasy, wet or dirty • Brake cables are binding/stretched/damaged • Brake levers are binding • Brakes out of adjustment 	<ul style="list-style-type: none"> • Replace brake pads • Clean pads and rim • Clean/adjust/replace cables/lube • Adjust brake levers/lube • Center brakes
When applying the brakes they squeal/squeak	<ul style="list-style-type: none"> • Brake pads worn down • Brake pad toe-in incorrect • Brake pads/rim dirty or wet • Brake arms loose 	<ul style="list-style-type: none"> • Replace pads • Correct pad toe-in • Clean pads and rim • Tighten mounting bolts
Knocking or shuddering when applying brakes	<ul style="list-style-type: none"> • Bulge in the rim or rim out of true • Brake mounting bolts loose • Brakes out of adjustment • Fork loose in head tube 	<ul style="list-style-type: none"> • True wheel or take to a bike shop for repair • Tighten bolts • Center brakes and/or adjust brake pad toe-in • Tighten headset
Wobbling Wheel	<ul style="list-style-type: none"> • Axle broken • Wheel out of true • Hub comes loose • Headset binding • Hub bearings collapsed • Loose spokes • Tire bead not seated correctly 	<ul style="list-style-type: none"> • Replace axle • True wheel • Adjust hub bearings • Adjust headset • Replace bearings • Tighten spokes • Reset tire bead

TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	SOLUTION
Steering not Accurate	<ul style="list-style-type: none"> • Wheels not aligned in frame • Headset loose or binding • Front forks or frame bent • Wheel and bars not aligned 	<ul style="list-style-type: none"> • Align wheels correctly • Adjust/tighten headset • Take bike to a bike shop for possible frame realignment • Align stem and fork
Frequent Punctures	<ul style="list-style-type: none"> • Inner tube old or faulty • Tire tread/casing worn • Tire unsuited to rim • Tire not checked after previous puncture • Tire pressure too low • Spoke protruding into rim 	<ul style="list-style-type: none"> • Replace inner tube • Replace tire • Replace with correct tire • Remove sharp object embedded in tire • Correct tire pressure • File down spoke

It's important to your performance, enjoyment and safety to understand how things work on your bicycle. Even if you're an experienced bicyclist, don't assume that the way things work on your new bike is the same as how they work on older bikes. Be sure to read and to understand this section of the Manual. If you have even the slightest doubt as to whether you understand something, talk to a qualified specialist.

A. REMOVING AND INSTALLING BOLT-ON WHEELS

REMOVING A BOLT-ON FRONT WHEEL

1. Open up the brake caliper. If equipped with front brake.
2. With a 17mm box wrench or a six inch adjustable wrench, loosen the two axle nuts.
3. If your front fork has a clip-on type secondary retention device, disengage it and go to step (4). If your front fork has an integral secondary retention device, loosen the axle nuts about six full turns; then go to step (4).
4. Raise the front wheel a few inches off the ground and tap the top of the wheel with the palm of your hand to knock the wheel out of the fork ends.

INSTALLING A BOLT-ON FRONT WHEEL

1. With the fork facing forward, insert the wheel between the fork dropouts so that the axle seats firmly at the top of the slots which are at the tips of the fork blades. The axle nut washers should be on the outside, between the fork blade and the axle nut. If your bike has a clip-on type secondary retention device, engage it.

2. While pushing the wheel firmly to the top of the slots in the fork dropouts, and at the same time centering the wheel rim in the fork, use a six-inch adjustable wrench or a 17mm box wrench to tighten the axle nuts as tight as you can.
3. Close the brake calipers; then spin the wheel to make sure that it is centered in the frame and clears the brake shoes.

REMOVING A BOLT-ON REAR WHEEL

1. Open the rear brake calipers.
2. With a 17mm box wrench or a six-inch adjustable wrench, loosen the two axle nuts.
3. Remove chain from driver by pushing axle against dropouts. **NOTE: if your chain is too tight you may need to break it in order to remove your wheel. See page 50.**
4. Lift the rear wheel off the ground a few inches and push the wheel forward and down until it comes out of the rear dropouts.

INSTALLING A BOLT-ON REAR WHEEL

1. Put the chain on the front sprocket. Then, insert the wheel into the frame dropouts and pull it all the way in to the dropouts. The axle nut washers should be on the outside, between the frame and the axle nut.
2. Place chain back over driver, or reattach your chain if you use a master link. Make sure chain is taught before you tighten the axles.
3. Tighten the axle nuts as tightly as you can, using a six-inch adjustable wrench or a 17mm box wrench.
4. Close the brake; then spin the wheel to make sure that it is centered in the frame and clears the brake calipers.

B. BRAKES

NOTE: For most effective braking, use both brakes and apply them simultaneously.

WARNING: Sudden or excessive application of the front brake may pitch the rider over the handlebars, causing serious injury or death.

1. HOW BRAKES WORK

It's important to your safety that you instinctively know which brake lever controls which brake on your bike. In the U.S., bikes are required to be set up with the right brake lever controlling the rear brake, and the left lever controlling the front brake.

The braking action of a bicycle is a function of the friction between the brake surfaces -- usually the brake shoes and the wheel rim. To make sure that you have maximum friction available, keep your wheel rims and brake shoes clean and free of lubricants, waxes or polishes.

Make sure that your hands can reach and squeeze the brake levers comfortably. If your hands are too small to operate the levers comfortably, consult your dealer before riding the bike. The lever reach may be adjustable; or you may need a different brake lever design.

Most brakes have some form of quick release mechanism to allow the brake shoes to clear the tire when a wheel is removed or reinstalled. When the brake quick release is in the

open position, the brakes are inoperative. Make sure that you understand the way the brake quick release works on your bike and check each time to make sure both brakes work correctly before you get on the bike.

Brakes are designed to control your speed, not just to stop the bike. Maximum braking force for each wheel occurs at the point just before the wheel "locks up" (stops rotating) and starts to skid. Once the tire skids, you actually lose most of your stopping force and all directional control. You need to practice slowing and stopping smoothly without locking up a wheel. The technique is called progressive brake modulation. Instead of jerking the brake lever to the position where you think you'll generate appropriate braking force by squeezing the lever, progressively increasing the braking force. If you feel the wheel begin to lock up, release pressure just a little to keep the wheel rotating just short of lockup. It's important to develop a feel for the amount of brake lever pressure required for each wheel at different speeds and on different surfaces. To better understand this, experiment a little by walking your bike and applying different amounts of pressure to each brake lever, until the wheel locks.

When you apply one or both brakes, the bike begins to slow, but your body wants to continue at the speed at which it was going. This causes a transfer of weight to the front wheel (or, under heavy braking, around the front wheel hub, which could send you flying over the handlebars). A wheel with more weight on it will accept greater brake pressure before lockup; a wheel with

less weight will lock up with less brake pressure. So, as you apply brakes and your weight shifts forward, you need to shift your body toward the rear of the bike, to transfer weight back on to the rear wheel; and at the same time, you need to both decrease rear braking and increase NOTE: For most effective braking, use both brakes and apply them simultaneously.

WARNING: Sudden or excessive application of the front brake may pitch the rider over the handlebars, causing serious injury or death. front braking force. This is even more important on steep descents, because descents shift weight forward. The keys to effective speed control and safe stopping are controlling wheel lockup and weight transfer. Practice braking and weight transfer techniques where there is no traffic or other hazards and distractions.

Everything changes when you ride on loose surfaces or in wet weather. Tire adhesion is reduced, so the wheels have less cornering and braking traction and can lock up with less brake force. Moisture or dirt on the brake shoes reduces their ability to grip. The way to maintain control on loose or wet surfaces is to go more slowly to begin with.

2. ADJUSTING YOUR BRAKES

If either brake lever on your bike fails the Mechanical Safety Check you can restore brake lever travel by turning the brake cable adjusting barrel counterclockwise, then lock the adjustment in by turning the barrel's lock nut clockwise as far as it will go. If the lever still fails the Mechanical Safety Check, or you have any question about whether your brakes are working properly have your dealer check the brakes.

C. BREAKING YOUR CHAIN

NOTE: You will need a chain breaking tool in order to remove your chain this way.

1. Loosen rear wheel to remove chain from the sprocket and driver. This should allow you to maneuver the chain much easier.
2. Find the breaker rivet on the chain if equipped. Some chains have mushroomed rivets to help keep the links together. The breaker rivet will look slightly different than the regular chain rivets.
3. Place chain in the breaker tool with the breaker rivet aligned with the breaker pin on the tool. If you do not center the breaker pin with the breaker rivet you won't be able to force the rivet out correctly. This can also cause damage to the breaker pin on the tool and your chain links.
4. Slowly drive the breaker pin through the chain. Make sure to stop when the breaker rivet is flush with the inside chain plate. This will leave the beaker rivet protruding from the lower chain plate, allowing reinstallation of the chain to be much easier.
5. Sometimes a simple twist with the hands will be needed to disconnect the inside chain link from the outside link.
6. Repeat process to adjust chain to a desired length.
7. To reinstall chain. First insert inside chain link into the outside link with the protruding breaker rivet.
8. Use adjustable pliers to press the breaker rivet back through the inside link and the outside chain plate. Using adjustable pliers will eliminate the chance of damaging the beaker pin on the chain breaker tool. If you do not have adjustable pliers, you can use the

chain breaker tool to press the beaker rivet through. Just be sure to go slow and to align everything straight.

9. Use the chain breaker tool to finish pressing the breaker rivet evenly through each outside chain plates.
10. Once the breaker rivet is evenly protruding out of the chain plates, you can use your hands to flex the chain back and forward to loosen and tight spots.
11. Reinstall chain back on to the driver and the sprocket.
12. Adjust chain slack and retighten rear wheel.

D. TIRES AND TUBES

1. 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. Your bicycle has been equipped with tires which the bike's manufacturer felt were the best balance of performance and value for the use for which the bike was intended. If, once you've gained experience with your new bike, you feel that a different tire might better suit your riding needs, your dealer 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. The part of this information which is most important to you is Tire Pressure.

WARNING: Never inflate a tire beyond the maximum pressure marked on the tire's sidewall. Exceeding the recommended maximum pressure may blow the tire off the rim, which could cause damage to the bike and injury to the rider and bystanders. The best way to inflate a bicycle tire to the correct pressure is with a bicycle pump.

CAUTION: Gas station air hoses move a large volume of air very rapidly, and will raise the pressure in your tire very rapidly. To avoid over inflation when using a gas station air hose, put air into your tire in short, spaced bursts.

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. Tire 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 the rim and the riding surface.

CAUTION: Pencil type automotive tire gauges and gas station air hose pressure settings can be inaccurate and should not be relied upon for consistent, accurate pressure readings. Instead, use a high quality dial gauge.

Check inflation as described in you'll know how correctly inflated tires should look and feel. Some tires may need to be brought up to pressure every week or two.

Some special high-performance tires have unidirectional treads: their tread pattern is designed to work better in one direction than in the other. The sidewall marking of a unidirectional tire will have an arrow showing the correct rotation direction. If your bike has unidirectional tires, be sure that they are mounted to rotate in the correct direction.

2. TIRE VALVES

The tire valve allows air to enter the tire's inner tube under pressure, but doesn't let it back out unless you want it to. There are primarily two kinds of bicycle tube valves (actually, there are other designs, but they are seldom seen in the US any more): The Schraeder Valve and the Presta Valve. The bicycle pump you use must have the fitting appropriate to the valve stems on your bicycle.

The Schraeder is like the valve on a car tire. To inflate a Schraeder valve tube, remove the valve cap and push the air hose or pump fitting onto the end of the valve stem. To let air out of a Schraeder valve, depress the pin in the end of the valve stem with the end of a key or other appropriate object.

The Presta valve has a narrower diameter and is only found on bicycle tires. To inflate a Presta valve tube 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 gas station air hose, you'll need a Presta adapter (available at your bike shop) which screws on to the valve stem once you've freed up the valve. The adapter fits the end of the air hose 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.

3. RIM TAPE

The majority of all bicycle rims require the use of an adhesive rim tape or rubber rim strip. The purpose of the rim tape is to protect the tube from being punctured by the spoke nipples on single walled rims or the spoke holes on double walled rims. It is important to have the correct sized rim tape in order to fully cover the rim bed. If you need to replace the rim tape at any time, your dealer will be able to assist you in selecting the correct replacement.

WARRANTY GUIDELINES

- 1]** All Kink products are warranted by Kink to be free from any defects in workmanship and materials.
- 2]** This warranty is for the original purchaser and owner of the Kink product only.
- 3]** If the Kink product includes a warranty card, it must be filled out and returned within fourteen (14) days of purchase.
- 4]** Normal wear, neglect, improper use, improper assembly or general product abuse is not covered.
- 5]** Cost of shipping the product back to Kink and any labor charges incurred are not covered. However, Kink will cover shipping costs of the replacement item back to you.
- 6]** Please contact Kink with any problems you are having with our product(s), even if you do not think it is covered under this warranty policy. We will do our best to take care of any issue you are having with our products.

STEP BY STEP WARRANTY PROCESS

- 1]** If you have a broken, defective or malfunctioning Kink product that you believe is covered under our warranty policy, you may submit a claim on our website at www.kinkbmx.com/warranty.
- 2]** When submitting a warranty claim, you will be required to provide the following information: Full name, address, email, phone number, product information, place of purchase, proof of purchase, photos of faulty product, and a description of claim.
- 3]** Once you have submitted the warranty claim, it will be reviewed by the Kink warranty department. The warranty department will then contact you with a Return Authorization Number (RA#) and further instructions.
- 4]** After the Kink warranty department has issued you an RA#, you must send the defective product back to Kink. The package must be clearly labeled with the RA#. *Exact color and model is not guaranteed.*
- 5]** After Kink examines the product and determines it is defective or faulty, your product will be replaced free of charge. Warrantied products are subject to repair, availability or alternative products deemed more suitable by Kink. The exact color and/or model product is not guaranteed.

COMPLETE BIKES

One (1) year warranty against material defects, workmanship defects, breaks, cracks and defective or malfunctioning parts. Complete bikes are designed for different level riders, therefore the technology and components used may vary between models. We offer this warranty to assure you we stand behind all of our products and that they are built with the best materials and workmanship possible.

Regardless of the place of purchase, your bike must be assembled by a qualified bike shop. Assembling a Kink bike yourself, could void all warranty coverage. Your bike will come semi-assembled for shipping only. All parts pre-assembled are not properly adjusted for riding.

Issues that are not covered after being built by a reputable bike shop include; stripped threads and/or rounded nuts, bent dropouts, bent axles, tires, tubes, grips, paint, dents, or any rider abuse, misuse, neglect, or improper maintenance. The rider is also responsible for purchasing a bike appropriate to their riding level.

Products that have been warrantied already or replaced with a crash replacement upgrade will only be covered with a thirty (30) day manufacturer defect warranty, and not the full warranty. These items may not be warrantied a second time, and will be treated on a case by case basis.

INTERNATIONAL WARRANTY PROCESS

If you live outside of the United States; please contact the Kink distributor in the country which you purchased the Kink product. A full list of international distributors can be found on our website at www.kinkbmx.com.

WARNING

Use Kink products at your own risk. These products have been engineered and manufactured using the best materials and workmanship available and are intended to be used by an experienced bicycle rider. These products are to be installed or assembled by an experienced bicycle mechanic and used only in the manner intended by the bicycle manufacturer. Be sure to follow any enclosed instructions when installing Kink products. Do not use this product if defective or damaged. The purchaser or user assumes all risks associated with the use of this product.



Visit KINKBMX.COM/WARRANTY for more information or to make a warranty claim.

IMPORTANT!

PRODUCT & WARRANTY REGISTRATION

Thank you again for choosing Kink BMX! You must register your new bike with us to validate it's warranty, and we will also log your serial number in the case your bike is stolen. You may register online at www.kinkbmx.com/register. Please be sure to fill out all details accurately, and we will send you a free Kink BMX sticker pack by mail upon registration.

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