TOOLS FOR ASSEMBLY ARE INCLUDED

Your new bicycle was assembled and tuned in the factory and then partially disassembled for shipping. The following instructions will enable you to prepare your bicycle for years of enjoyable cycling. For more details on inspection, lubrication, maintenance and adjustment of any area, please refer to the relevant sections in your owner's manual. Should you require replacement parts or have any questions pertaining to the assembly of your bicycle, call our service line direct at:

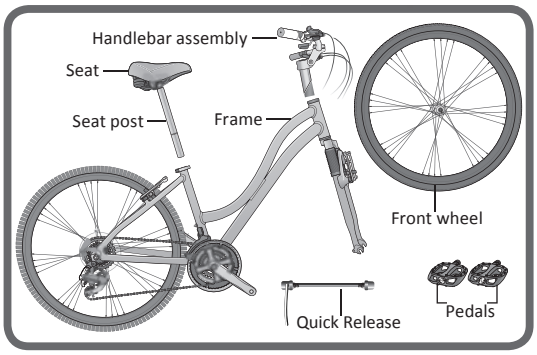
Boss.three 700c Men's Hybrid Bicycle

Here is a picture of your assembled bicycle.

Be sure to double check that all quick release and bolts are secure before riding.

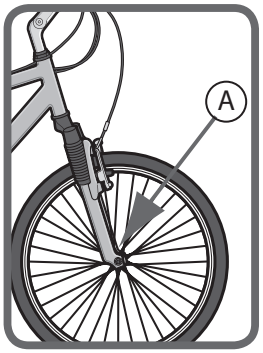
Always wear a helmet.

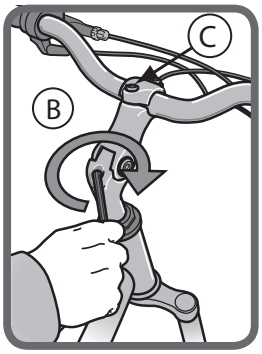
ASSEMBLY VIDEO LINK

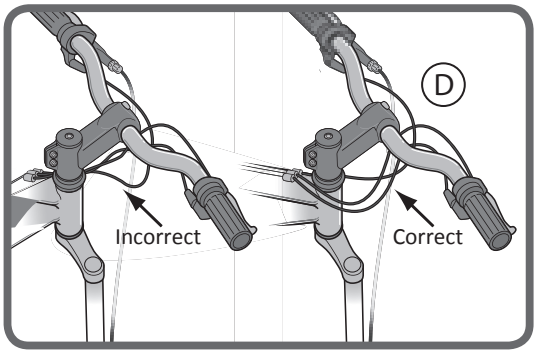


GETTING STARTED

Open the carton from the top and carfully remove the bicycle. Now remove all ties and protective wrapping making note of parts as you go along. Do not discard packing material until assembly is complete to ensure no required parts are accidentally discarded.







HANDLEBAR ASSEMBLY

Remove all protective packaging from the handlebar assembly, if not already done. Turn the fork of the bicycle to face forward. (Note that "forward" means that the wheel mounting slots are in the furthest forward position, so the wheel axle will be in front of the fork when assembled.) Look for removable decal and information card on the fork showing the proper direction. **(A)**

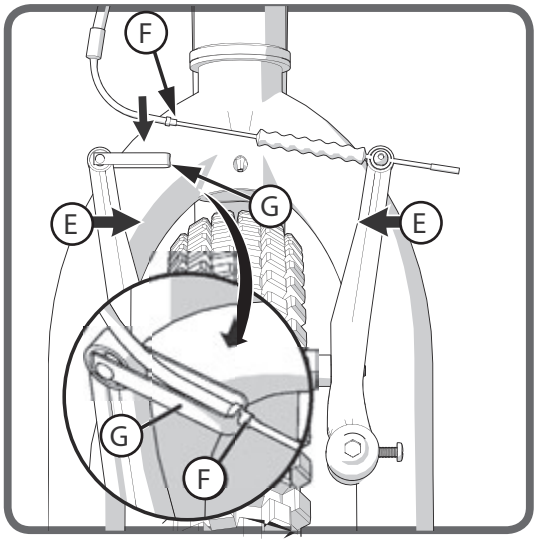
If your model comes equipped with gears and/or handbrakes, you will need to be sure that the brake cables and shift cables are properly routed. Position the handlebar assembly as if you were going to install it and take a look at the cables. They should run in a smooth arc from the shifter or brake lever to the front brakes or cable stop on the frame. If they are twisted or kinked, the shifting and braking will not work. Rotate the handlebars around until the cables are taking the smoothest route. **(D)**

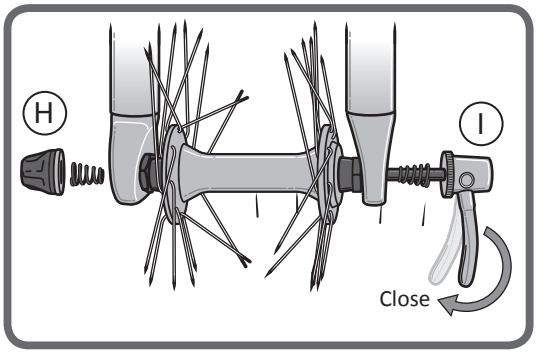
Loosen the center bolt **(B)** enough so that the wedge and stem can slide into the fork steer tube. Lower the stem until the mark that says "minimum insertion" is no longer visible. Tighten the stem center bolt so that the handlebar assembly is in line with the fork. If needed, you can recheck this after the front wheel is installed and re-adjust.

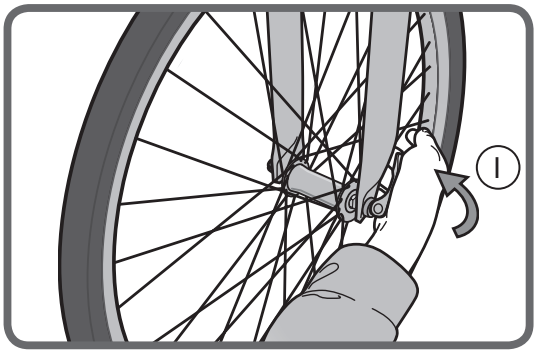
Check handlebar stem clamp bolt **(C)** to be sure they are properly tightened and handlebar cannot move. The angle of the handlebar can be adjusted. To adjust: loosen all of the handlebar stem clamping bolts and rotate the handlebar to the desired angle. Be sure that the handlebar stays centered in the stem. Re-tighten the bolts a little at a time, being sure that the gap between the stem cap and stem stays even. Repeat tightening each bolt a little bit until handlebar is secure.

HANDLEBAR ASSEMBLY
continued

If the stem is not inserted at least the "Minimum Insertion" mark, it is possible to over-tighten the stem bolt and damage the fork steerer tube. If these instructions are not followed, it could cause an unsafe condition and risk injury to the rider. Check steering tightness prior to riding by straddling the front wheel. Try turning the handlebar. If you can turn it without turning the front wheel, the stem is too loose. Re-align the handlebar with the front wheel and re-tighten the stem bolt.







FRONT WHEEL

VIDEO: http://www.infinitycycleworks.com/video/

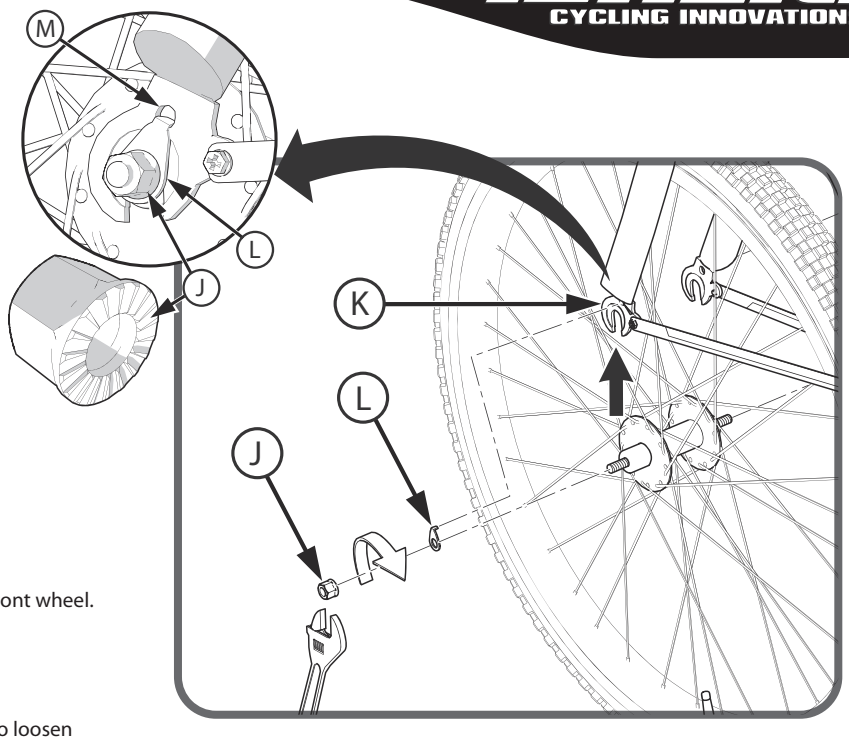
1. Locate the quick release skewer attached to the spokes of your front wheel (see image **GETTING STARTED**). Some tire tread patterns have a direction, so compare the front and rear tires of the bicycle so that both tread patterns face the same way.
2. Unscrew the lock nut from the quick release skewer **(H)**, remove the outer spring and slide the skewer through the hollow axle on the front wheel so that the handle is on the left side of the bicycle (the side opposite the chain).
3. Install the final spring and then start to thread the lock nut back onto the skewer, but do not tighten too far.
4. Release the front brakes by pinching the upper area of the brake arms together **(E)** with thumb and forefinger of one hand while jiggling the chrome noodle section **(F)** of the cable housing free from the assembly **(G)** with the other hand. Brakes will be spread wide to accommodate the wheel.
5. Slide the wheel into the fork wheel slots and be sure that the wheel is centered.
6. Inspect the handle of the skewer **(I)**, note that there is an "open" and "closed" position. Move the handle so that it is in the "open" position. Start to hand tighten the lock nut (H) until you begin to feel some resistance with the fork.
7. Try to close the handle. If it closes to easily, open it up and tighten the lock nut further. If it is too difficult to close, open it up and loosen the lock nut a little and try again.
8. The quick release handle **(I)** should be difficult to push closed but not impossible. Practice opening and closing the handle until you feel comfortable. DO NOT attempt to tighten skewer by turning the handle; the handle is for closing, the lock nut is for adjusting the tension.

9·. Reverse step 4 to re-attach the brakes.

Once completed, go back and check that the handlebars are perpendicular to the front wheel, if needed return to the handlebar assembly section and re-adjust.

All quick release levers should be inspected before every ride to be sure they are fully closesd and secure. Failure to properly close a quick release lever can cause loss of control of the bicycl resulting in injury or death.

Make sure the wheel is properly seated and the quick release is properly closed.



NUTTED FRONT WHEEL
(for models without quick release front wheel)

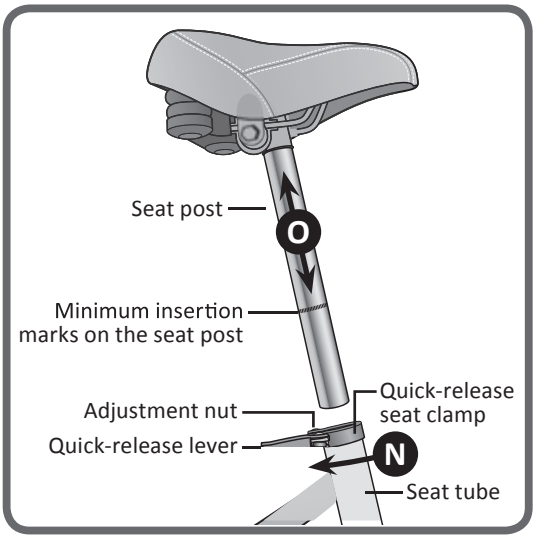
1. If the Axle Nuts **(J)** are already attached to the front wheel axle, begin by removing them with an open end wrench or adjustable wrench.
2. Set the wheel into the front fork **(K)**
3. Install wheel retainer washers **(L)** making sure the tabs are in the fork **(M)** tab holes.
4. Attach the front wheel with the Axle Nuts **(J)**.
5. Tighten Axle Nuts with 15mm wrench provided.

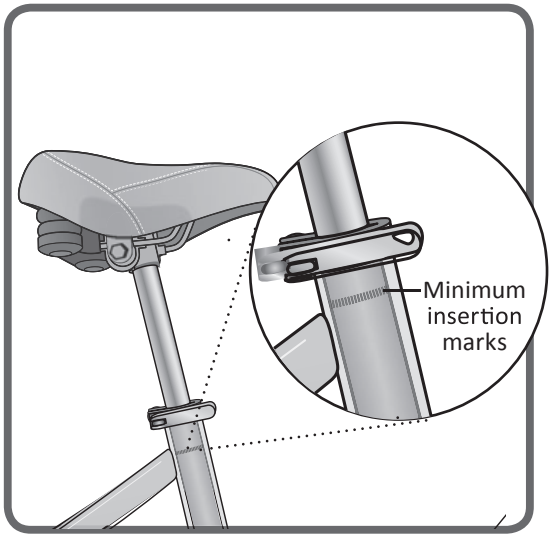
NOTE: Ensure wheel spins freely without contacting

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

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

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





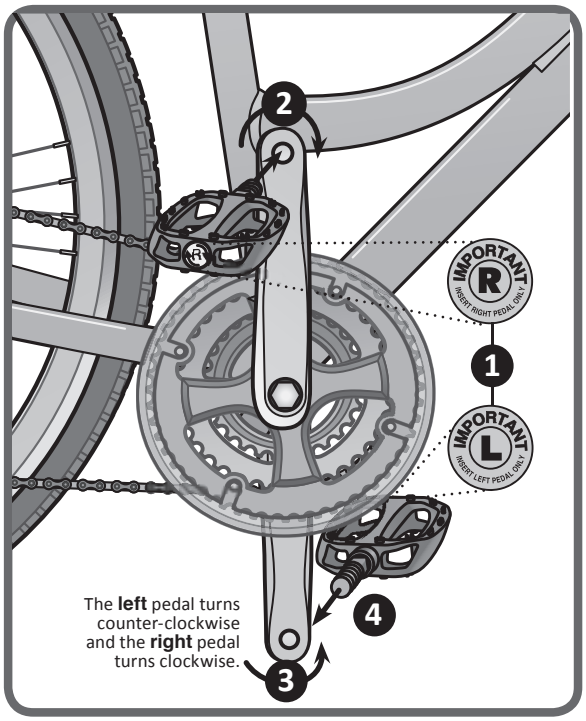
SADDLE ASSEMBLY

The saddle assembly should be adjusted with the saddle centered on the rails and level. Insert the saddle assembly into the frame.

Adjust seat to desired height **(O)** and tighten the quick release clamp **(N)** so that the saddle may not turn left or right, or move up or down. If it moves after locking the quick release lever, open it and tighten the adjusting nut further, then close the quick release lever again.

Be sure that the seat post is inserted far enough into the frame so that the "minimum insertion" mark on the seat post is no longer visible. Riding the bicycle with the seat post above this line is dangerous and can cause serious injury, damage to the bicycle and/or create an unstable riding position causing an accident.

Before each ride check to be sure the seat post is inserted so that the minimum insertion mark cannot be seen. The quick release mechanism is tightened securely to prevent accidental slippage.



PEDALS AND CRANKS

Attachment of an incorrect pedal into a crank arm can strip pedal threads and cause irreparable damage. Before your first ride, please check to ensure your pedals are attached securely and correctly.

Look for the letters **(1)** "R" for right, and "L" for left, stamped on each pedal spindle. Start each pedal spindle **(4)** by hand to avoid stripping the threads. (Note that the right hand pedal attached to the chainwheel side crank arm with a right-hand (clockwise) **(2)** thread. The left pedal attached to the other crank arm and has a left-hand (counter-clockwise thread)**(3)**. Tighten with the 15mm pedal wrench provided. It is very important that you check the crank set for correct adjustment and tightness before riding your bicycle.

SERVICE & TECHNICAL SUPPORT

http://www.infinitycycleworks.com/video/

TOLL FREE 1.855.521.1127

Monday - Friday 8:00 a.m. to 4:00 p.m. Pacific Time

FINAL CHECK

Never inflate a tire beyond the maximum pressure marked on the tire's sidewall. Exceeding the recommended pressure may blow the tire off the rim, which could cause damage to the bicycle and injury to the rider and bystanders.

Tighten both front/rear wheel axle nuts or the quick release mechanism securely. Failure to do this may cause the front/rear wheel to dislodge from the frame dropouts resulting in serious damage or injury.

- After all adjustments have been made, shift through every gear several times at varying speeds. This will ensure all your adjustments are correct and will allow you to pinpoint any trouble areas. If you encounter any problems, refer to the appropriate section and make any necessary adjustments.
- Check the tire pressure and inflate each tube to the recommended psi as stated on the sidewall of the tire.
- Check that the kickstand operates smoothly and the kickstand bolt is secured tightly.
- Finally, examine the bicycle. Make sure all accessories are attached and all quick releases, nuts and bolts have been tightened securely.
- Correct maintenance of your bicycle will ensure many years of happy riding. Service your bicycle regularly by referring to the relevant sections of this manual, OR take it to a professional bicycle shop. Remember: Always wear a helmet and obey all traffic laws.