

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

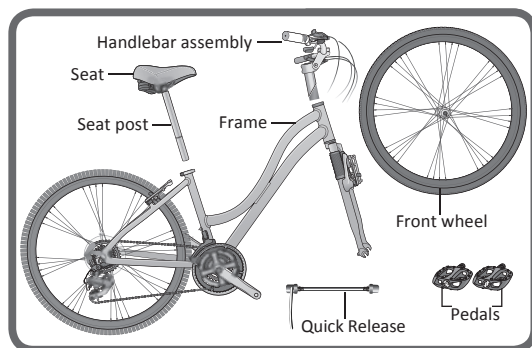
Here is a picture of your assembled bicycle.

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 carefully 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.

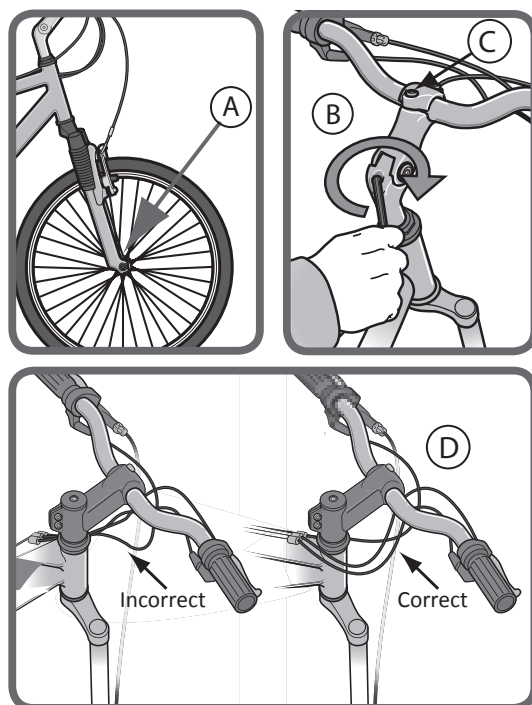
HANDLEBAR ASSEMBLY

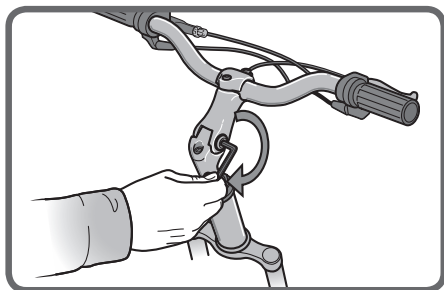
Remove all protective packaging from the handlebar assembly, if not already done. Turn the fork of the bicycle to face forward. (Note that "forward" means that the wheel mounting slots are in the furthest forward position, so the wheel axle will be in front of the fork when assembled.) Look for removable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



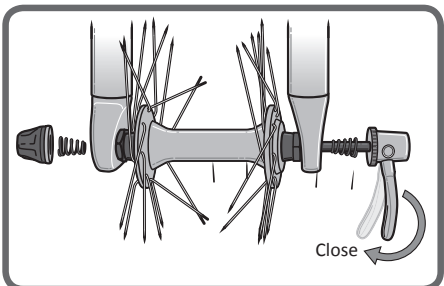


NOTE: Comfort Series bicycles may be equipped with a stem that has an adjustable angle. In addition to the normal assembly, these stems will require angling the stem to the desired position, and securely tightening the angle bolt located in front of the stem bolt. Failure to do this may cause loss of steering control.

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

Quick Release Wheels



1. Locate the quick release skewer from the small parts carton of your bicycle. Some tire tread patterns have a direction, so compare your front tire and rear tire of the bicycle so that both tread patterns face the same way.
2. Unscrew the lock nut from the quick release skewer, remove outer spring and slide the skewer through the front wheel axle so that the handle is on the left side of the bike (the side opposite the chain).
3. Install spring and then start to thread the lock nut back onto the skewer, but do not tighten too far.
4. Slide the wheel into the fork wheel slots and be sure that the wheel is centered.
5. Inspect the handle, note that there's an "open" and a "closed" position. Move the handle so it is in the "open" position. With one hand on the handle and one hand on the lock nut, start to hand tighten the lock nut until you start to feel some resistance with the fork.
6. Try to close the handle. If it closes easily, open it up, and tighten the lock nut further. If it is too difficult to close, open the handle up, and loosen the lock nut a little and try again.
7. The quick release handle should be difficult to push closed with your palm, but should be possible. Practice opening and closing the handle until you feel comfortable. DO NOT attempt to tighten the wheel by turning the handle to tighten; the handle is for closing, the lock nut (opposite side) is for adjusting the tension.

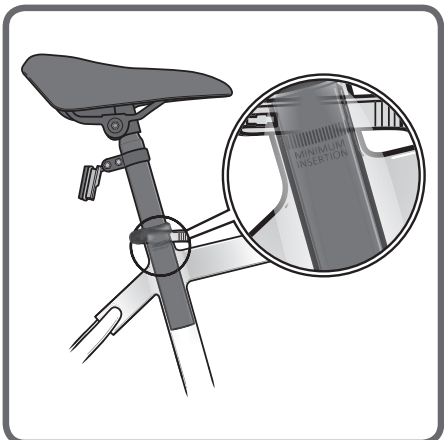
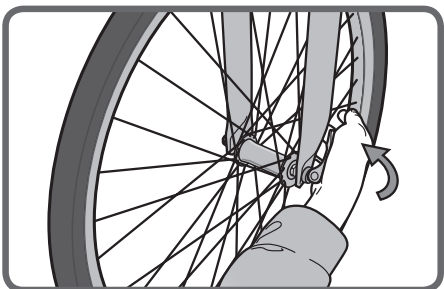
Next go back and check that the handlebars are perpendicular to the front wheel, go back to handlebar assembly and re-adjust if needed.



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



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



SADDLE ASSEMBLY



The seat post must be inserted so that the minimum insertion mark cannot be seen. The quick release mechanism must be tightened securely to prevent a sudden shift of the seat when riding. Failure to do this may cause loss of bicycle control.

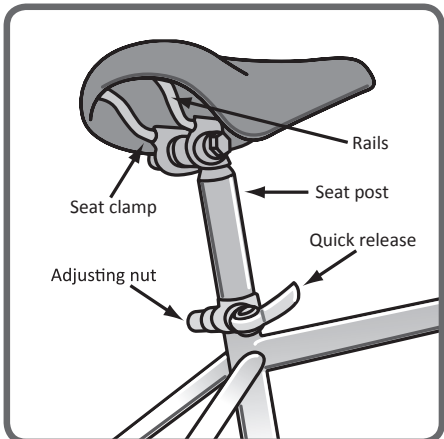
The saddle assembly should be adjusted with the saddle centered on the rails and level. Locate the saddle assembly and insert into the frame. It is recommended to add some grease to all threads and binders on a bicycle, especially on the outside of the seat post. Otherwise it may corrode over time, and not be able to be adjusted again.

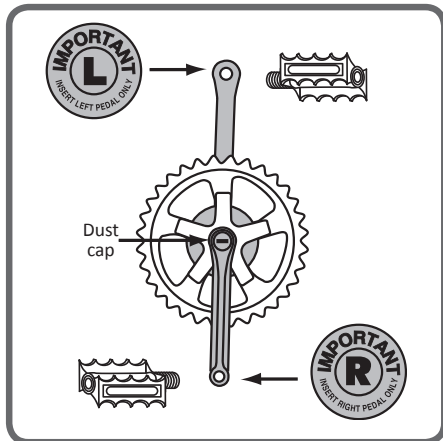
Bolted Seat Clamp

If your bicycle has a seat clamp with a bolt, adjust seat to desired height, and tighten the clamp so that the saddle may not turn left or right, or move up or down. Be sure that the seat post is inserted far enough into the frame to hide the "Minimum insertion" mark on the seat post. Riding a bicycle with the seat post above this line is dangerous and can cause injury to the rider or damage to the bicycle or create an unstable riding position causing an accident.

Quick Release Seat Clamp

If your bicycle has a seat clamp with a quick release, adjust seat to desired height, and tighten the quick release clamp so that the saddle may not turn left or right, or move up or down. If the saddle moves after locking the quick release lever, open the lever, 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 to hide the "Minimum insertion" mark on the seat post. Riding a bicycle with the seat post above this line is dangerous and can cause injury to the rider or damage to the bicycle or create an unstable riding

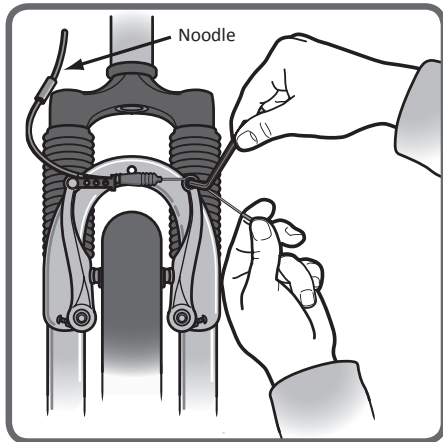




PEDALS AND CRANKS

! 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 correctly.

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



Linear Pull Brakes

If the brake cable is disconnected at the brake arm, with left hand, squeeze the 2 brake halves together until the brake pads touch the rims. With your right hand pull the brake cable so that the stepped end of the "noodle" can be inserted into the brake carrier.

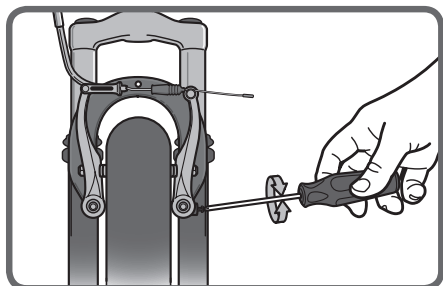
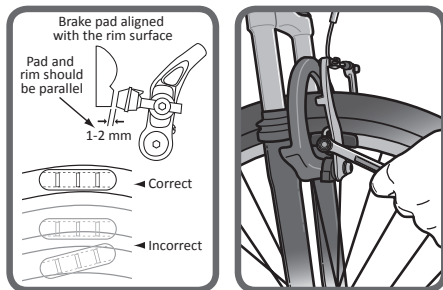
Brake adjustment

Check to be sure the cable is seated in the brake lever. Loosen the cable anchor bolt just enough to allow the cable wire to move freely. With your left hand squeeze the caliper brake until both brake pads contact the rim. While holding the brake closed with your left hand, use your right hand to pull the brake cable tight (through the cable anchor. Again inspecting that the cable end is seated in the brake lever, and the barrel adjuster of the brake. Tighten the cable anchor as much as you can by hand, and then while still squeezing the brake, tighten the cable anchor fully with a wrench.

Check the brake pads to be sure they are aligned with the rim, and that they do not contact the tire when the brake is applied. Adjust brake pads if needed. Then squeeze and release the brake several times squeezing as hard as you can. After this the cable may "stretch" and need to be tightened further. If so, repeat cable tightening steps.

Centering brake

If you squeeze the brake and one side moves more than the other, or one side does not move at all, then the brake is not centered, or the wheel is not centered. First determine if the wheel is centered. Look at the gap between the tire and the fork or frame on either side. If it is not even, loosen wheel axle nuts and center the wheel, then proceed to centering the brake.

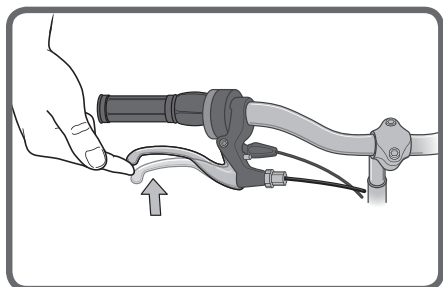


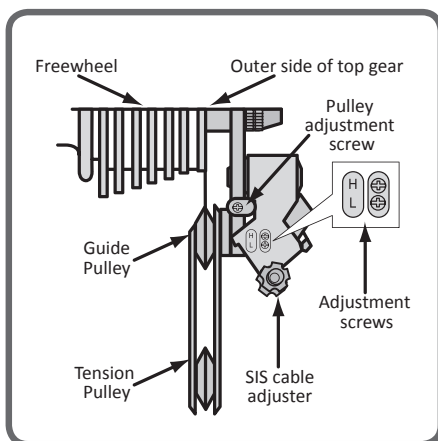
If the brake is not centered; use a Phillips screwdriver to tighten or loosen the screws on either side of the linear pull brake where they mount to the frame or fork. If you turn the screw clockwise it will increase spring tension on that side, counter clockwise to decrease spring tension. Start by increasing tension on the side that is not moving or not moving enough. Turn only about 1/4 turn at a time, and try squeezing and releasing the brake lever a few times to see the difference. Repeat until the brake is centered. If you run out of adjustment, you can go to the other side and loosen the screw slightly to continue adjusting the brake. When the brake is correctly adjusted, both sides should move evenly when the brake lever is squeezed, and when released, the wheel should rotate with no brake shoe contact.

Brake is correctly adjusted when:

- Both brake pads move away from the rim equally when the brake is released.
- The brake pads do not drag on the rim when the brake is open.
- When the brake is applied, the brake pads contact the rim before the brake lever reaches about 1/3 of the way to the handlebar

After adjusting brake, squeeze the brake lever as hard as you can several times and re-inspect the brake pads, centering, and brake lever travel. If the brake pads are no longer square to the rim, repeat brake pad adjustments. Be sure that brake pads return to a centered position by spinning the wheel and listening for the brake pad rubbing the rim on either side. Readjust as needed. Check that the brake cable tension allows the brake lever about 1/3 of the travel before the brake pads contact the rim. If the cable has stretched or slipped, readjust brake cable tension by loosening cable anchor bolt and pulling more cable through the anchor or use brake adjustment barrels for fine tuning brake cable tension.



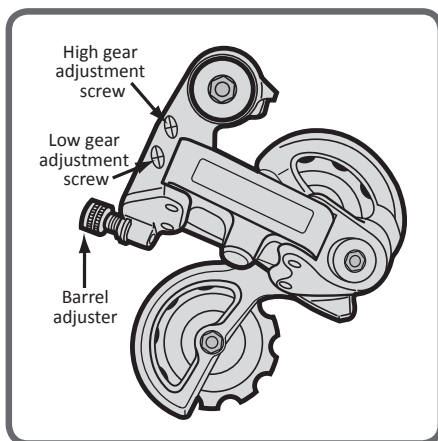


DERAILLEUR

Although the front and rear derailleurs are initially adjusted at the factory, you will need to inspect and readjust both before riding the bicycle.

Rear Derailleur

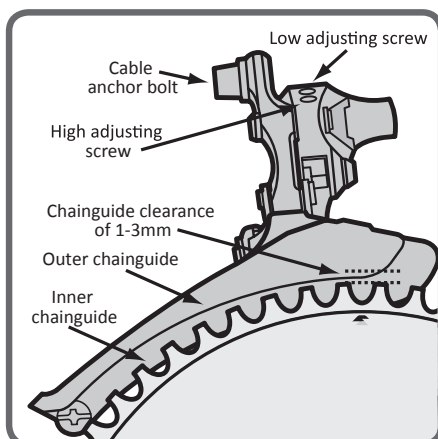
Begin by shifting the rear shifter to largest number indicated and place the chain on the smallest sprocket. Adjust the High limit screw so the guide pulley and the smallest sprocket are lined up vertically. Reconnect the cable, pull out any slack, and retighten the anchor bolt securely. Shift through the gears, making sure each gear achieved is done quietly and without hesitation. If necessary, use the barrel adjuster to fine tune each gear by turning it the direction you want the chain to go. For example, turning clockwise will loosen the cable tension and move the chain away from the wheel, while turning counter-clockwise will tighten cable tension and direct the chain towards the wheel. Shift the rear shifter to the gear one and place the chain on the largest cog. Adjust the Low limit screw in quarter turn increments until the guide pulley and the largest cog are aligned vertically. Again, shift through each gear several times, checking that each gear is achieved smoothly. It may take several attempts before the rear derailleur and cable is adjusted properly.



Ensure all bolts are secured tightly and the chain does not fall off in either direction.



Do not ride a bicycle that is not shifting properly. Overlooking proper adjustments may cause irreparable damage to the bicycle and/or bodily injury. Never move the shifter while pedaling standing up, or under heavy load, nor pedal backwards after having moved the shifter. This could jam the chain and cause serious damage to the bicycle and/or rider.



FRONT DERAILLEUR

Shift both shifters to the smallest number indicated and place the chain on the corresponding cog and chainring. Disconnect the front derailleur cable from the cable anchor bolt. Check the position of the front derailleur; it should be parallel with the outer chainring and clear the largest chainring by 1-3mm when fully engaged. With the chain on the smallest chainring in front and the largest cog in back, adjust the Low limit screw so the chain is centered in the front derailleur cage. Reconnect the cable, pull any slack out, and tighten the anchor bolt securely. Shift the front shifter to the largest chainring. If the chain does not go onto the largest chainring, turn the high limit screw in 1/4 turn increments counter-clockwise until the chain engages the largest chainring. If the chain falls off the largest chainring, and into the pedals, adjust the HIGH limit screw in 1/4 turn increments clockwise until the chain no longer falls off. Shift through every gear, using the barrel adjusters to fine tune each transition. The barrel adjuster for the front derailleur is located on the front shifter where the cable comes out of the shifter. Clockwise loosens the cable tension and directs the chain closer to the frame, while counter-clockwise tightens the cable tension and directs the chain away from the frame.

SERVICE & TECHNICAL SUPPORT

TOLL FREE 1.855.521.1127

Monday - Friday 8:00 a.m. to 5:00 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.