

TOOLS FOR ASSEMBLY

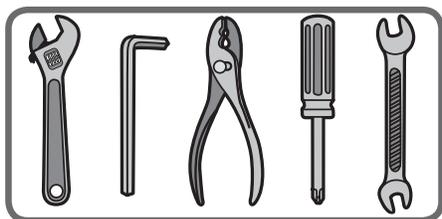
Your new bicycle was assembled and tuned in the factory and then partially disassembled for shipping. You may have purchased the bicycle already fully assembled and ready to ride OR in the shipping carton in the partially disassembled form. The following instructions will enable you to prepare your bicycle for years of enjoyable cycling. For more details on inspection, lubrication, maintenance and adjustment of any area please refer to the relevant sections in this manual. If you have questions about your ability to properly assemble this unit, please consult a qualified specialist before riding. If you need replacement parts or have questions pertaining to the assembly of your bicycle, call the service line direct at:

INFINITY MODEL: *Crazyhorse XM3 ST*

Here is a picture of your assembled bicycle.

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

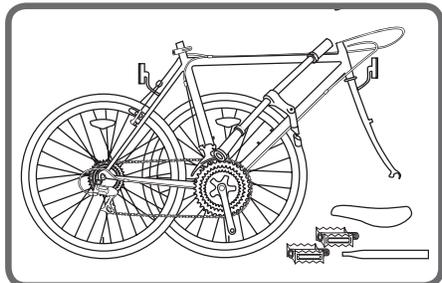
Always wear a helmet.



Tools Required:

- Phillips head screw driver
- 4mm, 5mm, 6mm and 8mm Allen keys
- Adjustable wrench or a 9mm, 10mm, 14mm and 15mm open and box end wrenches
- A pair of pliers with cable cutting ability

GETTING STARTED



Open the carton from the top and remove the bicycle. Remove the straps and protective wrapping from the bicycle. Inspect the bicycle and all accessories and parts for possible shortages. It is recommended that the threads and all moving parts in the parts package be lubricated prior to installation. Do not discard packing materials until assembly is complete to ensure that no required parts are accidentally discarded. Assemble your bicycle following the steps that pertain to your model.

NOTE: Your bicycle may be equipped with different style components than the ones illustrated.

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.

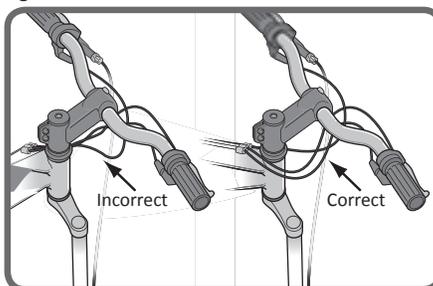
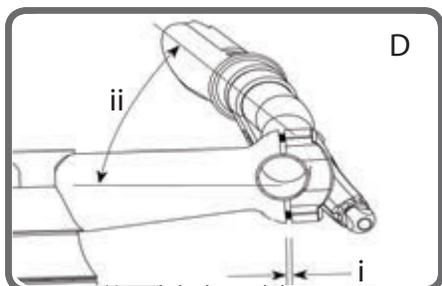
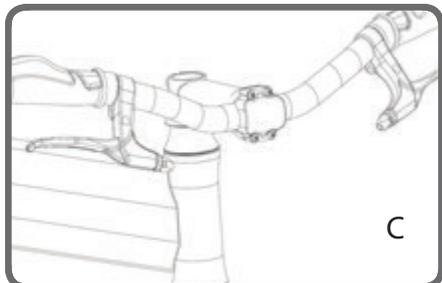
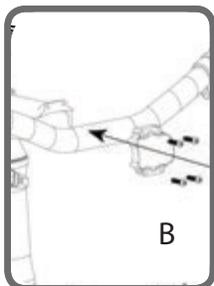
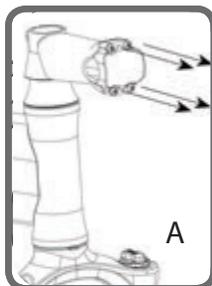
Using the provided hex wrench, remove the four screws holding the stem clamp in place (Fig. A). Place and center handlebars within the stem (some have centerline marks), and replace screws (Fig. B).

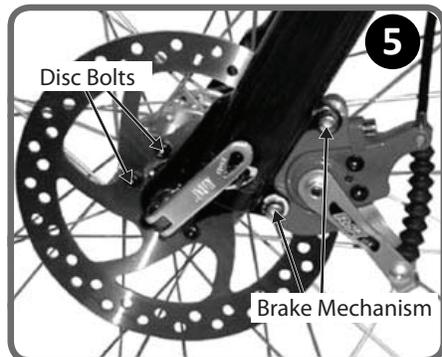
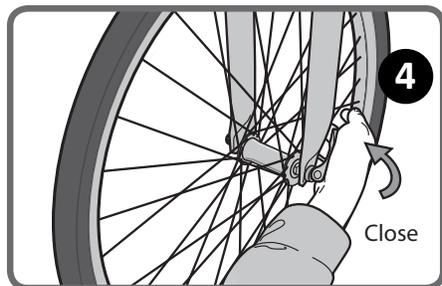
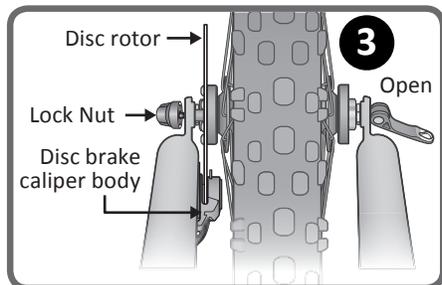
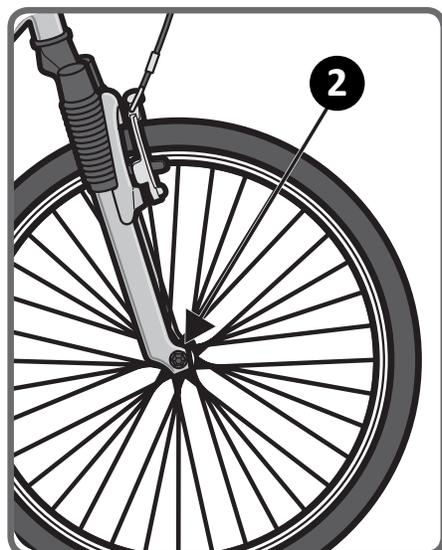
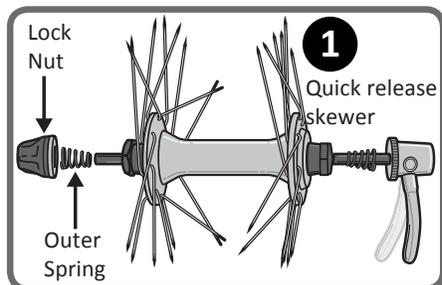
Tighten with the provided hex wrench (Fig. C). Make sure that the gap between the stem is roughly the same on the top and bottom (Fig. D, i), and the handlebars are at a comfortable riding angle (Fig. d, ii).

Check handlebar stem clamp bolts to be sure they are properly tightened, and handlebar can not 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. Retighten 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.

Models with gear and/or brake cables:

Locate the handlebar assembly. If your model bicycle 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 brake 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.





FRONT WHEEL

1. Locate the quick release skewer from the small parts carton of your bicycle.
2. Unscrew the lock nut from the quick release skewer, remove outer spring and slide the skewer through the front wheel axle. **1**
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. Your front wheel has a disc brake, insert the disc rotor into the slot on the caliper body as you insert the wheel axle into the fork drop out.
5. The handle on the quick release has 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. **3**
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, and loosen the lock nut try again. **4**
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 securing the wheel, use the lock nut for adjusting tension.

! All quick release levers should be inspected before every ride to be sure they are fully closed and secure. Failure to properly close the 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.

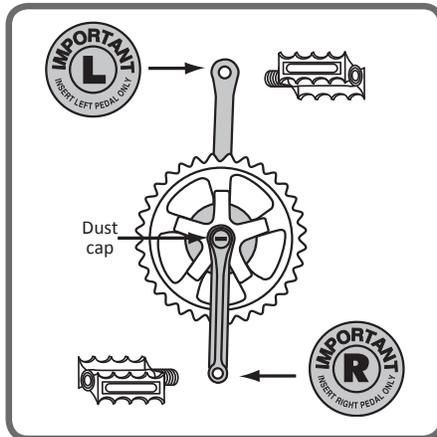
DISC BRAKES **5**

Your bike is fitted with a front disc brake, and the components should already be attached. However, please check all connections before attempting to ride the bicycle. Secure tightly the 6 bolts that hold the disc to the front wheel hub and the 2 bolts that hold the brake mechanism to the fork. Double check that the front hub is inserted into the fork drop outs correctly and that the quick release is closed and secure.

! **DISC GETS HOT!** Severe injury could result from contact with the hot disc! Mind your legs, as well as your hands.

! If your bike is equipped with a front disc brake, be careful not to damage the disc, caliper or brake pads when re-inserting the disc into the caliper. Never activate a disc brake's control lever unless the disc is correctly inserted in the caliper.

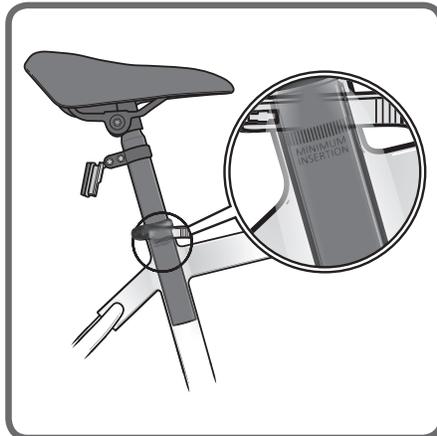
! These brakes require breaking in! Ride and use the brakes gently for a few miles before using the brakes in downhill conditions, for sudden stops, or any other serious braking. Please be aware that your brake system will change in performance throughout the wear-in process. The disc brake should be cleaned before the first ride using rubbing alcohol. **NEVER** use oil or similar products to clean your disc brake system.



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.



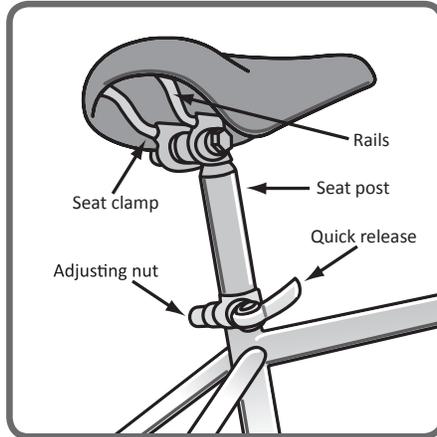
SADDLE ASSEMBLY

! 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.

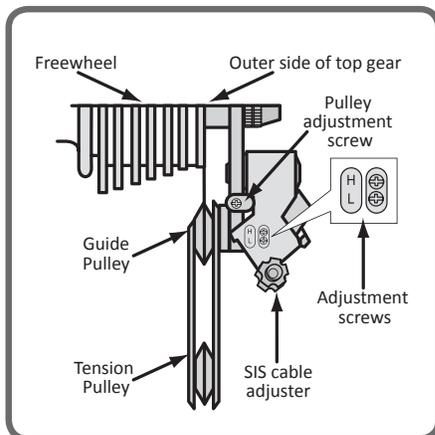
Bolted Seat Clamp

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

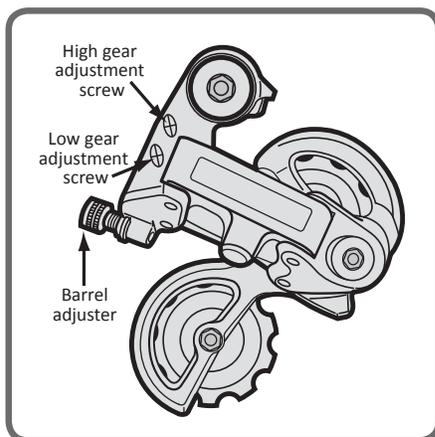


DERAILLEUR

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

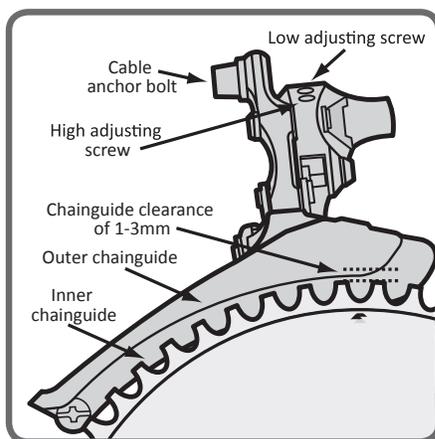
Begin by shifting the rear shifter to largest number indicated and place the chain on the smallest sprocket. Adjust the High limit screw so the guide pulley and the smallest sprocket are lined up vertically. Reconnect the cable, pull out any slack, and retighten the anchor bolt securely. Shift through 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.