

The word "Salsa" is written in a white, cursive script font. A single, thick white horizontal line underlines the entire word, starting from the beginning of the 'S' and ending at the end of the 'a'.

Youth Bicycle Owner's Manual

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1st Edition, 2016.

This Manual meets CPSC CFR 1512, CEN 14765, ISO 4210, ISO 8098, JIS D 9301:2008, and AS/NZS 1927:1998.

IMPORTANT:

This manual contains important safety, performance and service information. Read it before you take the first ride on your new bicycle, and keep it for reference.

Additional safety, performance and service information for specific components such as suspension or pedals on your bicycle, or for accessories such as helmets or lights that you purchase, may also be available. Make sure that your dealer has given you all the manufacturers' literature that was included with your bicycle or accessories. In case of a conflict between the instructions in this manual and information provided by a component manufacturer, always follow the component manufacturer's instructions.

If you have any questions or do not understand something, take responsibility for your safety and consult with your dealer or the bicycle's manufacturer.

NOTE:

This manual is not intended as a comprehensive use, service, repair or maintenance manual. Please see your dealer for all service, repairs or maintenance. Your dealer may also be able to refer you to classes, clinics or books on bicycle use, service, repair or maintenance.

Thank you for your purchase!

For questions regarding assembly, operation, or warranty, please contact our Customer Service Department by calling 877-668-6223 or emailing support@salsacycles.com. We highly recommend using a local bike shop for service and maintenance of your bicycle.

For specific information about the appropriate use of your bicycle, luggage carrier compatibility, maximum weight limits, accessories, and other specifics, please refer to manufacturer's bicycle instructions or specifications sheet.

Countries and states have different requirements for bicycles and riders. Helmet laws, lighting laws, road use, hand signals, and various other aspects of biking are regulated differently all over the world. Check with your local authorities to find out what the requirements are for your area.

This Manual complies with CPSC CFR 1512, CEN 14765, ISO 4210, ISO 8098, JIS D 9301:2008, and AS/NZS 1927:1998.

This Manual is considered a part of the bicycle. Please give this Manual to the new owner if you sell the bike.

ASSEMBLY OF THIS BICYCLE MUST BE DONE AT AN AUTHORIZED BICYCLE RETAILER.

READ ALL OF THIS MANUAL. IT INCLUDES IMPORTANT SAFETY AND MAINTENANCE INFORMATION. READ ALL OF THE WARNINGS AND KEEP THIS MANUAL FOR FUTURE REFERENCE.

FAILURE TO FOLLOW THE SAFETY AND MAINTENANCE INFORMATION IN THIS MANUAL COULD RESULT IN SERIOUS INJURY OR DEATH. WEAR A HELMET! RIDE SAFE! BE CAUTIOUS!

Table of Contents

INTRO.....	2
BASICS.....	4-8
SAFETY CHECKLIST	9-14
SAFE RIDING RULES.....	15-20
TRAIL RIDING	21
SAFEGUARDING YOUR BIKE	22
HOW TO RIDE.....	23-25
TECHNICAL INFORMATION	26-37
REGULAR MAINTENANCE	38
WARRANTY	39
ASTM USE CONDITIONS	39

Basics

BICYCLE REGISTRATION

Register your bicycle with us so we have a record of ownership. Registration and proof of purchase are necessary to make a warranty claim. Registration of this product also allows us to contact you with product updates or other important product information. For complete warranty information, visit salsacycles.com/support/warranty.

USEFUL LIFE

This bicycle won't last forever. A bicycle's useful life can be prolonged when ridden within its intended use, components are properly installed and compatible, and by performing regular care and maintenance. Hard riding, rough conditions, or high mileage can shorten the lifespan of your bike, and requires more frequent inspection and replacement of parts.

Cracks, scratches, or color changes may indicate that the life of a component has been reached. Consult your dealer if you are unsure if a part needs to be replaced.

DISPOSAL

Bicycles can often be taken to a dealer for disposal. If a bicycle has become unsafe and you choose to recycle it, first make it completely unusable by cutting the frame and fork into pieces.

▲ WARNING: Bicycles are subjected to wear and high stresses. Different materials and components may react to wear or stress in different ways. If the design life of a component has been exceeded, it may suddenly fail, causing injuries to the rider.

All bicycles and bicycle components should be periodically checked for signs of wear, damage, stress, or other signs of failure. We recommend this inspection be done by a professional bicycle mechanic. Complete a visual inspection of the bicycle before every ride in addition to the regular inspections performed by a professional bicycle mechanic.

NOTE TO PARENTS OR GUARDIANS

This Manual contains important safety and service information. Adults should make sure children or others who may not understand the content of this Manual are instructed on correct operation, warnings, and bicycle safety before their first ride.

GENERAL WARNING

Bicycling, like any sport or activity, involves risk of injury to the rider or damage to equipment. Practicing safe and responsible riding and proper bicycle maintenance reduces risk of injury. This Manual contains a lot of information about the consequences of failure to inspect and service your bicycle, or follow safe bicycling practices.

Any fall from a bicycle can result in serious injury, even at a slow speed. There is no way to anticipate every unsafe situation, condition, or accident producing event. There are risks associated with biking that cannot be predicted or avoided and are solely the responsibility of the rider. This Manual attempts to point out the most common risks and is not meant to be an exhaustive catalog of every possible hazard.

The following symbols indicate important and potentially hazardous situations that may result in injury or death:

WARNING:

This symbol indicates a potentially hazardous situation which, if not avoided, could result in serious injury.

CAUTION:

This symbol indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury, or is an alert against unsafe practices.

As a guardian, you are responsible for the safety of your minor child and other minor children or vulnerable adults under your care. This responsibility includes ensuring the bicycle is the correct size and fit for the rider, that it is in safe operating condition, and that it is appropriately serviced and maintained. It is your responsibility to make sure your rider knows and obeys local motor vehicle and bicycle traffic laws. Read this Manual and review all the warnings and bicycle functions (including braking) before allowing your rider to go on a ride.

Make sure you review the contents of this Manual with the rider(s) from time to time.

▲ WARNING: Entrapment resulting in injury is possible during normal use and maintenance of a bicycle. Review entrapment points with rider(s) and always use safe practices when riding and servicing this bike. Clothing may also become entrapped in the bicycle. Do not wear loose clothing, including scarves, boas, capes, or other loose dress-up or play clothing while riding. Some parts of your bicycle can injure you or your child. Sharp points include the teeth of the chainrings and some pedals. Brake parts can get hot. Moving parts can cut and pinch skin and even break bones.

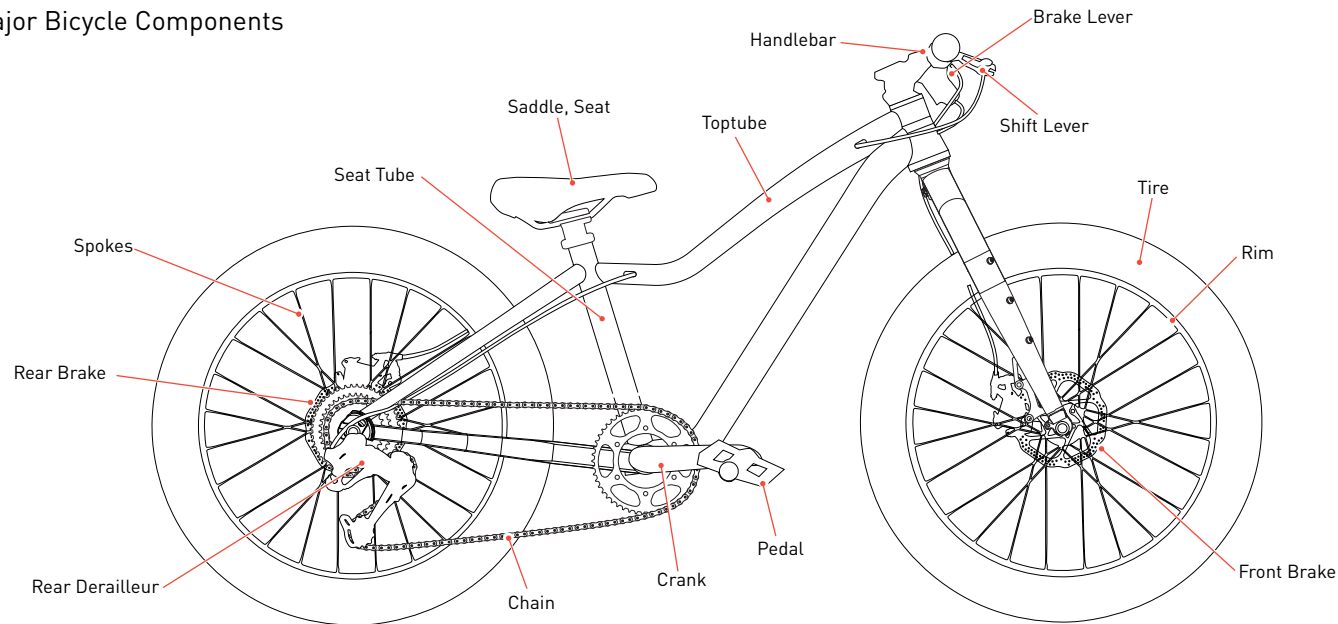


▲ WARNING: Always wear a CPSC-certified bicycle helmet while riding. Make sure your rider understands bicycle helmets are for bicycling only and are not to be worn when off of the bike. A helmet must not be worn in play areas, on playgrounds, when climbing trees, or at any other time other than while riding the bicycle. Failure to follow this warning could result in serious injury.

All of the original parts included on this bicycle are compatible. Some aftermarket parts and components may not be compatible with your bike or frame. Consult with a local bike shop before installing non-factory specified products. Using non-compatible components can damage the bike and/or rider. Loss of control of the bicycle is possible, which could result in serious injury to the rider. Damage caused to the bicycle due to use of a non-compatible component may not be covered under warranty. Do not modify any part of your bicycle, it may become unsafe to ride resulting in injury. Modified bicycles and components may not be covered under warranty.

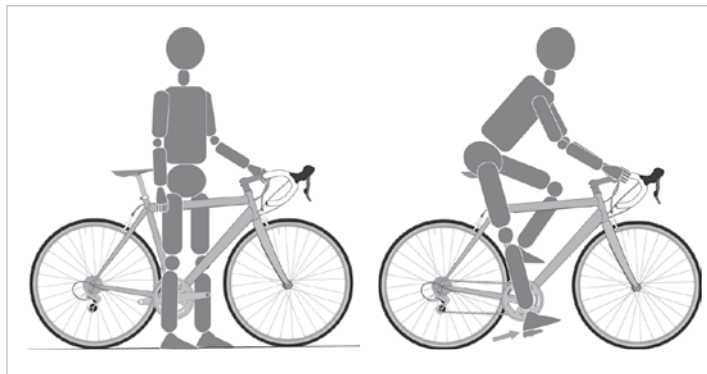
▲ WARNING: Replacement forks must have the same rake and inner tube diameter as the fork originally provided with the bicycle. Installation of a non-compatible fork may lead to serious injury.

Major Bicycle Components



BICYCLE FIT:

Proper Bicycle Fit

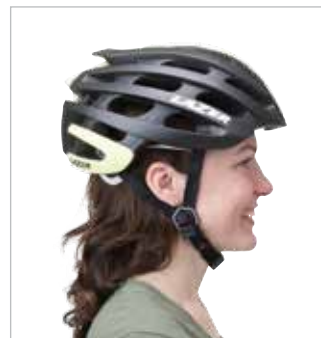


There should be at least 1" of stand over clearance between the toptube and the rider. For mountain bicycles, 2-3" is recommended. Saddles, stems, and handlebars can be adjusted to provide the best control and most comfort for the rider. Check the adjustments section or have a local bike shop help you get the correct fit.

Proper Helmet Fit



INCORRECT



CORRECT

Safety Checklist: Before Each Ride

The checklist that follows shows critical areas for you to check. If your bicycle has a carbon fiber composite frame, fork, or parts, also read the special **Note on Carbon** on page 14. If a part of your bicycle does not function correctly, use the instructions in this manual to make adjustments. If more complicated service is needed, take your bicycle to your dealer for service. Do not ride a bicycle with a part that is damaged. This is not a complete maintenance program.

▲ **WARNING:** A bicycle that does not operate correctly can decrease your control and cause you to fall. Fully check all of your bicycle before each ride, and do not ride your bicycle until problems are corrected.

FORK AND FRAME

Check for dents and cracks, especially near welds. Make sure no parts of the frame or fork are bent or broken. Do not ride if fork and frame are damaged.

BRAKES

Make sure all brakes work correctly and you have two independently working brakes for the front and rear wheel. Pull each brake lever to make sure the brakes moves freely and stop your bicycle.

Ensure brake cables are in good condition and are not worn or damaged. Make sure brake levers are secured to handlebars and are fully operational.

▲ **WARNING:** A damaged or improperly adjusted brake system may cause a loss of control, resulting in a fall. Fully inspect brakes before each ride. Do not ride your bike if brakes do not operate correctly. Adjust the brakes or take your bicycle to your dealer for service.

▲ **WARNING:** Rim brakes remove material from the rim when the brake is applied. Over time the rim can become weak and break, resulting in a loss of control and fall. Check rims regularly and replace worn rims.

Hand-Rim Brake

Brakes are controlled by a cable connecting a hand lever to the brake pad (fig. 1).



Figure 1

The hand lever pulls the cable, causing the brake pads to apply pressure to the rim. Pull the lever to make sure the brake moves freely and stops your bicycle.

Disc Brake

Brakes are controlled by a cable or hose connecting a hand lever to the brake pad. The hand lever pulls the cable, causing the brake to apply pressure to a disc attached to the wheel hub (fig. 2).



Figure 2

CAUTION: A disc brake and disc rotor get very hot during use and could burn skin. Disc edges can be sharp and could cut skin. Do not touch the disc rotor or disc brake when hot or when the disc turns.

Internal Hub Brake

Brakes are controlled by a cable connecting a hand lever to a mechanism inside the hub.

▲ WARNING: An internal hub brake gets very hot during use and could burn skin. Do not touch the hub, frame, fork, or cooling fins when hot.

Coaster Brake

The brake engages when you move the pedals to the rear. The brake should engage before the crankarms turn 60° (1/6 turn) (fig. 3).



Figure 3

The chain operates the brake. Make sure the chain tension is correct so that the chain can not come off. Make sure the coaster brake arm is securely attached to the bicycle chain stay before every ride. Periodically tighten the bolt attaching the brake arm to the chain stay strap (fig. 4).



Figure 4

CHAIN

Chain should be clean and lubricated. Check to make sure chain runs smoothly through cogs.

WHEELS

Check rims for wobbling, a true wheel is important for safe riding. Check for broken spokes. Riding wheels with broken spokes may cause failure of the entire wheel, leading to a fall and serious injury.

Make sure the wheels are attached correctly. Lift your wheel and hit the top of the tire with a solid blow (fig. 5).



Figure 5

The wheel should not come off, be loose, or move from side to side.

▲ WARNING: A wheel attachment device that is not properly secured can allow the wheel to loosen or come off, suddenly stop the wheel, decrease your control, and cause you to fall.

TIRES

Inflate tires to pressure recommended on the tire or rim, whichever is less. Check tread and sidewalls for damage and to ensure rubber is in good condition.

▲ WARNING: Excess air pressure can cause your tire to explode off the rim, causing permanent hearing loss or, if riding, a loss of control. Use a hand pump with a reliable pressure gauge and do not over-inflate the tire.

HANDLEBAR AND STEM

Ensure handlebar and stem are tightened and secure. Make sure handlebar is aligned correctly with fork and capable of accurate steering and full range of motion (fig. 6).

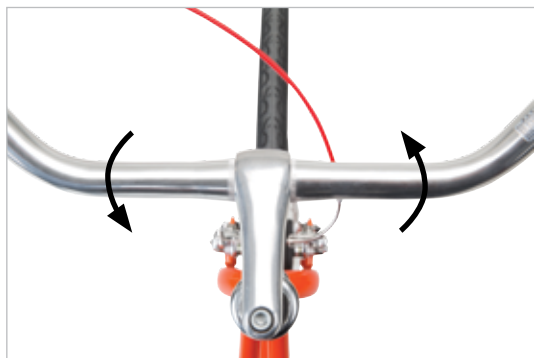


Figure 6

Make sure grips are secure and that ends of the handlebar are covered or that plugs are correctly inserted into the ends of the handlebar (fig. 7).



Figure 7

▲ WARNING: Handlebar hand grips or plugs should be replaced if damaged. Bare tube ends are known to cause injury. Adults should regularly inspect a child's bike. Replace damaged or missing grips.

SADDLE AND SEATPOST

Saddle should be tightly secured to seatpost. Adjust seatpost to the correct height for the rider. Do not adjust seatpost beyond the marked minimum insertion line.

LIGHTS AND REFLECTORS

Make sure all lights and reflectors are securely attached to the bike. Reflectors should be visible from the front, rear, and sides of the bicycle (including pedals). Reflector surfaces should be clean. Check lights to make sure the batteries are charged.

▲ WARNING: Riding without reflectors and lights can make the rider and bicycle difficult to see and could lead to a serious accident. Always use caution when riding in low visibility conditions. Use reflectors and lights on both the front and back of the bicycle in low visibility conditions.

SUSPENSION

Adjust suspension for appropriate use. Make sure it is not possible to fully compress any suspension component.

A Note on Carbon

Carbon fiber is very strong and behaves differently than metals when damaged or broken. Carbon often does not deform or bend before failing. It might look completely normal before suddenly breaking. Internal damage to carbon fiber products, especially forks and frames, may not be visible. Carbon is also easily damaged by incorrect maintenance and service.

▲ CAUTION: Carbon bicycles and components may be damaged by exposure to heat, and should not be stored in vehicles or near heat sources.

Check your carbon components in the same way you would any metal component for scratches, gouges, cracks, or other surface anomalies. Also check for loose fibers, frayed fibers, and delamination, especially around attachment areas. Check parts for unusual flex and noises. Sit on the bike and have someone else watch how the bike responds to your weight. Take your bicycle to a professional bicycle mechanic if you are unsure.

If your bike is involved in an impact or crash, have it inspected immediately by a professional bicycle mechanic.

▲ WARNING: If you experience an impact or crash stop riding immediately and take the bicycle in for service. Carbon fiber may fail catastrophically if damaged and result in serious injury. Do not ride a carbon fork/frame/component that shows delamination or cracking.

Safe Riding Rules:

1. BASICS

- a. Obey all traffic regulations, signs, and signals. Give pedestrians the right of way.
- b. Wear shoes and a CPSC-certified helmet when riding.
- c. Ride with traffic on the correct side of the road. Ride in a predictable way and stay within the driving lane. Do not ride up onto and off of sidewalks, or in and out of traffic.
- d. Bikes with wheels smaller than 20" are not intended for road use and should not be ridden on roadways.
- e. Reflectors should be clean and correctly positioned. Avoid riding in low visibility, at night, or at dusk or dawn. Do not cover reflectors or otherwise obscure them.
- f. Use extra caution in bad weather, including rain and high wind.
- g. Ride slowly on wet surfaces. Tires may slide and braking may take longer than in dry conditions.
- h. Avoid surface hazards such as grates, pot holes, ruts, uneven paving, soft shoulders, gravel, and sand. Surface hazards may cause wheel damage or loss of control of the bicycle resulting in injury.
- i. Railroad tracks should be crossed at a 90° angle and at low speed or walked across. Check to make sure there are no trains coming before crossing tracks.
- j. Do not carry passengers on your bicycle.
- k. Do not carry or lead animals while riding, as animals may behave unpredictably.
- l. Do not carry items on your bicycle that could contribute to a loss of control, or impedes your vision or hearing. Do not attach items to your bicycle.
- m. Do not use a mobile phone or other handheld electronic devices while riding, including headphones.
- n. Use one hand to signal turns and stops when necessary. Otherwise, ride with both hands on the handlebar.
- o. Only access water bottles, frame bags, or other bags when stopped.

▲ WARNING: Accessing water bottles, bags, or other accessories while riding greatly increases the risk of a fall or accident.

▲ WARNING: Training wheels prevent bicycles from achieving their regular lean angle when turning. Turning suddenly or at a fast speed may cause a fall. If training wheels are in use, teach the rider to ride and turn slowly.

2. OFF ROAD

Children should be accompanied by an adult if riding off of paved roads. Bike handling skills should be within the requirements of the chosen course or trail. Difficult terrain increases the likelihood of accident or injury.

Wear additional safety or protective gear. Do not ride alone in remote areas. If riding with others make a plan for where and when to meet up in case you get separated. Ride with a form of identification, water, a cell phone, and a few dollars in case you need a snack. Yield to pedestrians and animals. Take a small tool kit and an extra tube with you. Do not attempt stunt, downhill, or race riding unless your bicycle is specifically intended for that use.

3. WET WEATHER

Wet weather decreases the stopping power of your brakes. Even if your brakes are in good condition, it will take more pressure and a longer distance to stop. Road surfaces can become slippery, resulting in a loss

of traction. Leaves, metal grates, and some painted surfaces may also become slick when wet. Wet surfaces that freeze can be dangerous and cause loss of control of the bicycle. Give yourself more time to brake and stop when riding in wet weather. Ride slowly and defensively, wet weather decreases visibility for all traffic and may make it more difficult for drivers and riders to see each other. Always use head and tail lights when riding in wet weather.

4. WINTER RIDING

Riding in winter weather conditions requires special clothing, bicycle accessories, components, and skills. Riding on ice and snow may contribute to a loss of control resulting in a crash or fall. Children should not participate in winter riding without direct supervision. Adults are responsible for making sure minors have the skills necessary to participate in winter riding activities. Always wear clothing appropriate for the weather and use head and tail lights when winter riding.

5. NIGHT RIDING

Children should not ride their bicycles at night. Biking at night is much more dangerous than riding during the day. Children should also not ride at dusk or dawn.

Older minors who ride at night should be equipped with specialized reflective clothing or reflective accessories such as armbands, vests, leg bands, etc.

Reflective clothing and lights may be required by state or local laws. Check with your local authorities for more information.

Reflectors should be visible, clean, and on the front and back of the bicycle. Head and tail lights that provide sufficient illumination for the rider to see potential hazards should be used when riding at night, dusk, or dawn. Additional flashing lights or reflectors can be added to the bicycle, bags, helmets, or clothing. There is no such thing as being too visible!

Ride slowly and predictably in well-lit areas. Do not ride in heavy or fast-moving traffic. Ride familiar routes and avoid unfamiliar detours.

▲ WARNING: Riding at dusk or dawn, at night, or in other low visibility conditions (fog, rain, snow, high wind, etc.) require the use of bicycle lights. Riding without lights is extremely dangerous and may result in serious injury. Reflectors are not a substitute for head and tail lights.

6. BIKING IN TRAFFIC

Follow traffic rules and signs. Never ride against traffic. Ride in a straight line and in a predictable manner. Do not weave in and out of traffic or between parked cars. Do not pass cars on the right, drivers may not see you while they are turning and may hit you. Give pedestrians an audible warning (verbal or with a bell) when passing. Watch for traffic pulling out of driveways and parking spots, and for people getting into or out of vehicles.

If being chased by a dog try ignoring the dog or tell them “No!” If that does not work, get off of your bike and put the bike between you and the dog (fig. 8).



Figure 8

7. DOWNHILL AND STUNT RIDING

Extreme and aggressive riding does lead to injury. If you ride your bicycle in this manner you voluntarily assume the associated risk of injury or death.

Not all bicycles are designed for extreme riding. Check with your bicycle manufacturer on the proper use of your bike before using your bike for extreme riding.

Riding at high speeds increases the risk of a crash or fall. Even small hazards may cause you to lose control of your bicycle and result in injury. Bicycles are capable of reaching speeds similar to motorized vehicles when riding downhill. Make sure your bicycle is conditioned for the activity or trail. Be aware of your surroundings and hazards you are approaching.

Wear appropriate safety gear for the activity in which you are participating. This may include a full-face helmet, full-finger gloves, and body armor. Know your skill level and your limits. Do not ride courses or participate in activities beyond your skill level. Even with safety gear it is possible to be seriously injured or killed during any form of extreme riding.

8. DRIVEWAY OR SIDEWALK RIDE-OUT

Children are often struck by vehicles when exiting a sidewalk onto a street, or when riding into or out of a driveway. These accidents account for almost 40% of accidents involving children. Many driveways are obstructed from clear view by landscaping, buildings, or street parking. Start rides outside of the driveway, in an area with high visibility to passing motorists. Teach rider(s) the following rules:

- a. Stop before entering the street
- b. Look left, right, and left again for oncoming traffic
- c. If there is no traffic, proceed into the roadway

Bikes with wheels smaller than 20" are not intended for road use. Teach riders on smaller sized bikes to be aware of cars driving into or out of driveways and alleys. Riders on these kinds of bikes should always be supervised by an adult.

9. OBEYING TRAFFIC SIGNS

Basic traffic signs and what they mean



Stop

Come to a complete stop. Remain stopped until pedestrians and vehicles with the right of way have cleared the intersection. Then proceed with caution.



Yield

Slow down or stop, if necessary. Give the right of way to all other vehicles and pedestrians, and wait until it is safe to proceed.



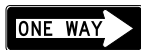
Do Not Enter

Do not enter that lane or road if this sign is facing you.



Wrong Way

You have entered a lane of oncoming traffic. You are traveling in the wrong direction.



One Way

Traffic in the specified lane flows only in the direction of the arrow.



Pedestrian Crossing

These signs direct drivers to watch for pedestrians crossing the road. Slow down and be prepared to stop for pedestrians. Yield the right of way to pedestrians crossing at intersections and crosswalks.



Bicycle Lane

A portion of a roadway or shoulder designed for exclusive or preferential use by persons using bicycles.



10. INDICATING TURNS

How to Indicate Turns

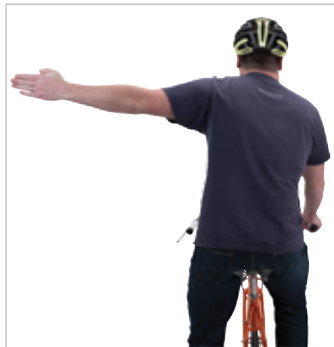


Figure 9 - LEFT TURN

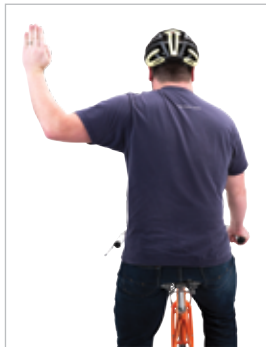


Figure 10 - RIGHT TURN

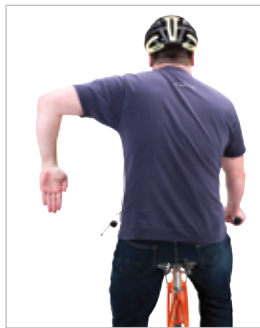


Figure 11 - SLOW OR STOP

11. FOLLOWING THE LEADER

Children often follow the rider ahead of them, sometimes into dangerous situations. Teach riders to assess traffic situations for themselves, regardless of what the cyclist in front of them does. Children should be instructed to always stop at stop signs, look both ways for traffic, check behind themselves before turning left, signal turns, etc. Teach riders to learn to think for themselves and to always follow the rules when riding. Set a good example by doing the same things when you ride!

Trail Riding

1. ONLY RIDE OPEN TRAILS

Do not ride on closed trails or roads. When in doubt, ask. Obtain permission to ride on private land. Get appropriate permission or permits when required. Know that state and federal wilderness areas do not allow bicycles.

2. LEAVE NO TRACE

Stay on existing trails. Pack it in, pack it out. Avoid riding wet and muddy trails as they are vulnerable to damage.

3. CONTROL YOUR BICYCLE

Inattention puts yourself and others at risk. Follow speed regulations and recommendations. Know your bike handling limits and stay within them.

4. YIELD THE TRAIL

Let other trail users know you are coming with a greeting or a bell. Anticipate other users as you ride around corners or through blind spots. Give uphill cyclists the right of way. Always yield to pedestrians and other non-motorized trail users. Slow down and move over when passing other trail users.

5. DO NOT SCARE ANIMALS

Animals scare easily and behave unpredictably when startled. Give animals space. Avoid sudden movements and loud noises. When passing horses follow the directions of the horseback rider. Running cattle and disturbing wildlife are serious offenses.

6. BE PREPARED

Know your ability. Know your equipment. Know the area you are riding in. Service and maintain your equipment, and carry supplies for changes in weather. Always wear a helmet and safety gear.

The information above is a summary of the “Rules of the Trail” developed by IMBA (International Mountain Bicycling Association). For more information about IMBA go to www.imba.com.

Safeguarding Your Bike

THEFT PREVENTION

Write down your bicycle's serial number, model, color, and place of purchase. Register your bicycle with your local police department or a bicycle registry. Buy a quality bicycle lock appropriate for the area in which you will be riding. Always lock your bike to a bike rack or to a fixed object.

STORAGE

Bicycles should be stored in a dry covered area, protected from weather and sun exposure. Sunlight can damage tires and grips, and may cause paint to fade. Some weather conditions may contribute to rust and corrosion. Dry your bike when it is wet. Hang it upside down to drain if possible. Warranty does not cover cosmetic damage, corrosion, or rust. Proper storage and cleaning will help prolong the life and appearance of your bike.

CLEANING

Wipe your bike with a damp cloth or rag. Do not spray your bike with a power washer or hose. Use of a power washer or hose may damage bearings or force water inside tubing, causing rust and corrosion. Mild cleaners may be used, consult with your local bike shop for appropriate cleaning supplies.

Nail polish or touch-up paint can be used to cover chipped paint and prevent rust. A bike shop or local hobby store will have a variety of touch up paint options. Stripping the original paint from your bicycle will void the Warranty.

How to Ride

BRAKING

Ride with a safe distance between you and any other vehicles or hazards. Apply braking power evenly and with consistent force. If your bike uses hand brakes, activate both at the same time. Over relying on the front brake can cause the rear wheel to lift off of the ground, resulting in a loss of control and fall.

▲ CAUTION: Road and weather conditions or other hazards may slow response times for both riders and other traffic. Use caution, leave extra space between yourself and other traffic, and always ride defensively.

Typically the left hand lever controls the front-wheel brake, and the right hand lever controls the rear-wheel brake (fig. 12).



Figure 12

Check your bicycle before you ride to confirm brake routing. Some countries require the brakes to be swapped. Have this work performed by a professional bicycle mechanic if it is required.

Coaster brakes are controlled by pedaling backwards. Position crankarms horizontally (parallel to the ground) to apply the greatest force (fig. 13).



Figure 13

CHANGING GEARS

If your bicycle is equipped with front and rear derailleurs, only use one shift-lever at a time. Change gears when the pedals and gears are moving forward. Apply less pressure to the pedals when changing gears. This allows some slack in the chain and may help prevent stress and damage to the drivetrain.

Do not change gears when riding over bumps, as this can cause the chain to miss the gear or fall off.

Do not ride with the chain in the “cross-over” position (fig. 14).

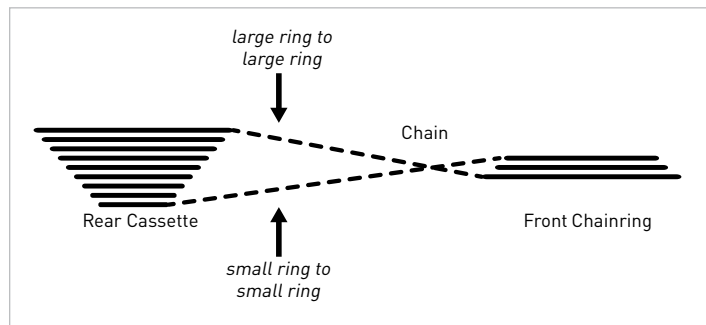


Figure 14

The extreme angle of the chain will cause components to wear at a faster rate and may cause damage to your drivetrain.

PEDAL SYSTEMS

If you choose to ride with toe-clips or clipless pedals make sure your shoes are compatible with the pedal system you are using. Practice getting into and out of the pedals until you are comfortable with this technique before going on a ride for the first time. We recommend practicing with the bicycle on a flat, grassy surface, next to a stationary object you can hold on to (fig. 15).



Figure 15

Keep pedals and shoes clean and free of dirt, rocks, or other debris. Make sure the pedal system and shoes operate correctly together before riding. Make adjustments if necessary.

Toe-clips and clipless pedals may interfere with the front tire or fender. Small frames and bicycles commonly have toe overlap, so this is important to check during installation of your pedal system. Attach your shoes to the pedals and check the front tire clearance with the tire aligned forward and turning both directions (fig. 16).



Figure 16

▲ WARNING: Pedal systems that operate incorrectly may entrap your feet or release your feet unexpectedly, causing loss of control. Check your pedal system for correct operation and adjustment before you ride.

▲ WARNING: Toe overlap can lead to a loss of control of the bike resulting in serious injury.

Technical Information

TOOLS REQUIRED

Use of a torque wrench is highly recommended (fig. 17).

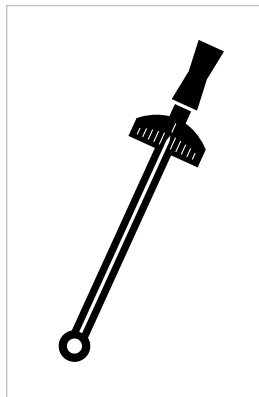


Figure 17

ADJUSTMENTS

Minimum Insertion Marks

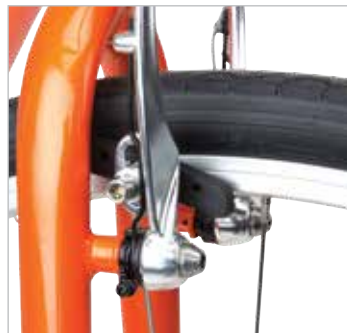
Handlebars, stems, seatposts, and some other components are permanently marked with a minimum insertion depth. Never adjust a component so that the minimum insertion depth mark becomes visible.

Max Torque Values

Handlebars, handlebar stems, saddles, seatposts and collars, wheels, and most other bicycle components have maximum torque values that should not be exceeded during installation. Refer to the instructions and specifications provided by the component manufacturer in order to correctly install and adjust components.

Hand Rim Brakes

If the lever can be pulled to the handlebar, the brake is too loose. The brake-pads should be in alignment with the rim surface (fig. 18).



INCORRECT

Figure 18



CORRECT

When the brake is not applied, the brake-pads should be 1 to 2 mm from the rim (fig. 19). If the brake-pads are too near the rim, the brake is too tight.



Figure 19

Disc Brakes

Brake-pads should be 0.25–0.75mm away from the disc rotor when brakes are not being applied (fig. 20). If the pads are too near the disc rotor, then the brake is not in alignment or the brake is too tight. Hydraulic brake systems should not leak brake fluid.

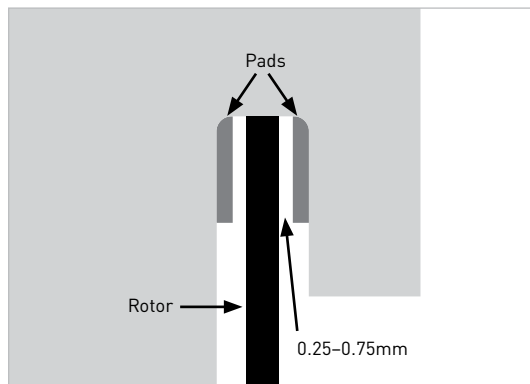


Figure 20

Internal Hub Brakes

If more than 15mm (5/8") of lever movement is necessary to stop your bicycle, the brake is too loose. If less than 7mm of lever movement stops your bicycle, the brake is too tight (fig. 21).



Figure 21

Coaster Brakes

There should be between 1/4 to 1/2" (6–12 mm) total vertical movement of the chain (fig. 22).

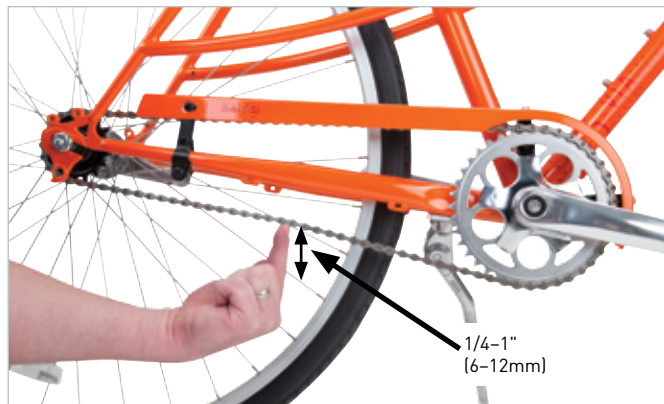


Figure 22

Chain

Chain tension is adjusted by moving the rear wheel or adjusting dropouts. If your bike has adjustable dropouts, consult your dealer.

To adjust chain tension by moving the rear wheel, slightly loosen the rear wheel security device on one side, then the other. Slide the wheel rearward to tighten the chain, or forward to loosen the chain. Center the wheel in the frame again. Retighten wheel security device (fig. 23).



Figure 23

WHEELS

The most common wheel attachment devices are thru-axle, threaded axle and nut, and quick release shown here from left to right (fig. 24).



Figure 24

Quick Release Installment:

1. Move lever to open position and set wheel fully into fork ends (fig. 25).



Figure 25

2. Tighten the adjustment nut until it is slightly tight (fig. 26).



Figure 26

3. Close the quick release. Use the palm of your hand. You should feel some resistance. If there is no or little resistance, open the lever and tighten the adjustment nut more, then try closing it again (fig. 27).



Figure 27

4. **DO NOT** turn the lever to tighten. It will not provide sufficient force to hold the wheel (fig. 28).



Figure 28

5. Align levers so they do not touch any part of the bicycle or accessories, and can not come in contact with obstacles (fig. 29).



Figure 29

6. Check installment of the quick release by lifting the bicycle and hitting the top of the tire with a solid blow. The wheel should not come off, be loose, or move from side to side (fig. 30).



Figure 30

7. Make sure the closed quick release lever can not be turned (fig. 31).



Figure 31

The quick release clamp-force should be sufficient to emboss the dropout surfaces when correctly locked.

▲ WARNING:

Quick releases may interfere with disc rotors and wheel rotation, causing a fall and serious injury. Make sure quick releases are installed correctly and quick release levers have at least 5mm clearance from a disc rotor or wheel component. Use a #2 pencil to check.



Quick Release Removal:

1. Open quick release (fig. 32).



Figure 32

2. Loosen the adjustment nut slightly (fig. 33).



Figure 33

3. Move the wheel out of the fork or frame. For a rear wheel you may need to fully remove the skewer and disengage the chain from the rear derailleur (figs. 34, 35).

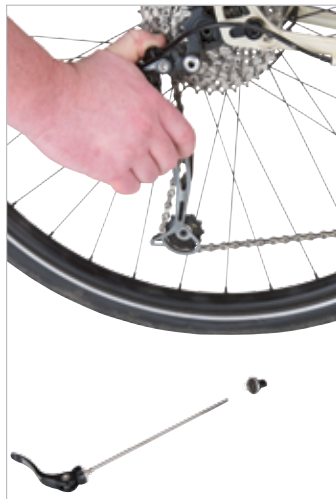


Figure 34

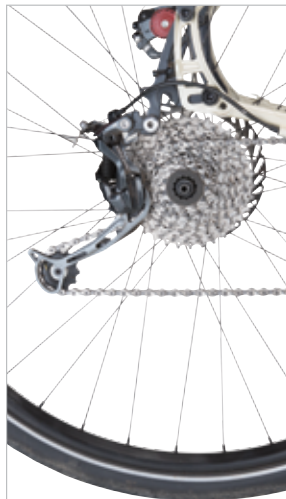


Figure 35

Threaded Axle and Nut Installment and Removal:

A toothed washer is required between the nut and fork end (fig. 36).



Figure 36

1. Center wheel in the fork/frame with hub centered on fork ends/dropouts.
2. Tighten axle nuts to 20.3–27.1Nm for a front wheel and 27.1–33.9Nm for a rear wheel.

3. Check installment of the quick release by lifting the bicycle and hitting the top of the tire with a solid blow. The wheel should not come off, be loose, or move from side to side [fig. 37].



Figure 37

4. To remove, loosen axle nuts and slide wheel out of frame or fork. For a rear wheel you may need to fully remove the skewer and disengage the chain from the rear derailleur [fig. 38, 39].

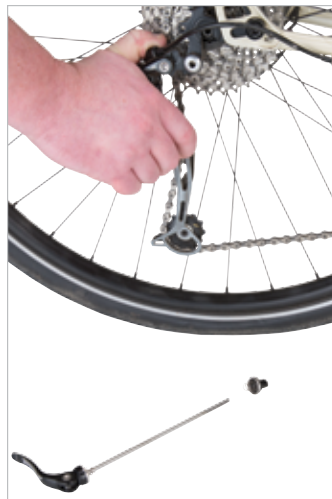


Figure 38

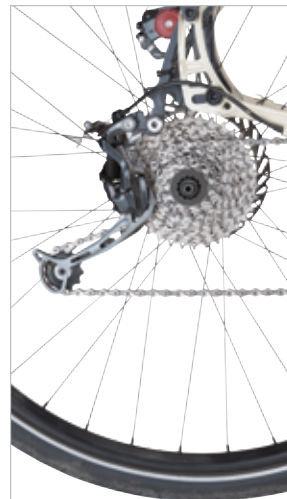


Figure 39

Thru-Axle Installment:

Thru-axes vary in adjustment design and closure. Refer to the instructions provided by the thru-axle manufacturer or consult your dealer.

▲ WARNING: If your wheel retention mechanism will not install properly take your bicycle to a dealer for service. Riding with improperly installed wheels may cause loss of control resulting in a fall and serious injury.

Training Wheels:

1. Put bike on a flat, smooth surface.
2. Properly inflate tires.
3. Loosen rear axle-nuts (see instructions in Wheel section).
4. Holding bicycle upright, adjust distance between training wheels and the ground. Leave approximately 1/4" on both sides (fig. 40).

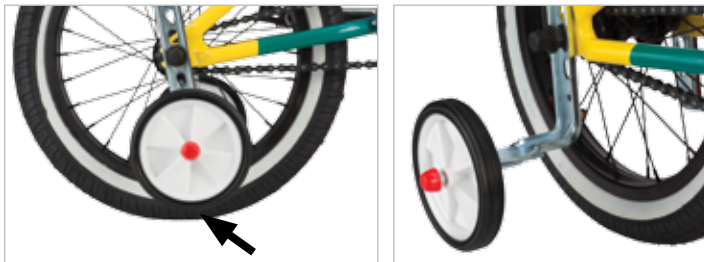


Figure 40

5. Adjust chain tension and tighten axle-nuts (see instructions in Wheel section).

INSTALLING A TIRE AND TUBE:

1. Inspect rim and rim tape. Clear debris from inner tire surface of rim. Replace rim and rim tape if damaged. Ensure all spoke holes and nipples are covered.
2. Install one side of the tire onto the rim.

3. Inflate tube slightly so that it is round but smaller than the tire.
4. Insert tube valve into the valve hole on the rim. Install lock nut onto the valve, leave loose against the rim.
5. Push tube into the partially installed tire. Ensure the tube is not twisted. Valve should be perpendicular to the rim.
6. Carefully push the loose tire sidewall over the rim lip, starting opposite of the valve. Do not pinch tube between the rim and tire. Work around the tire until the tire is fully installed. If unable to install the tire by hand, use a tire lever to gain leverage. Do not to pinch the tube or damage the rim with a tire lever.

Note: Check with rim manufacturer before using tire levers.

7. Visually inspect the space between the tire sidewall and both sides of the rim by squeezing the tire. Make sure the tube is not pinched between the rim and tire.
8. Inflate tube so that it is pressing against the tire in all locations and then repeat Step 7.
9. Continue to inflate tube slowly. If the tire is migrating off of the rim, stop, deflate the tube, and repeat. Inflate the tube until the tire bead is fully seated on the rim.

10. Adjust pressure to the pressure limit indicated on the tube or the tire, whichever is less.
11. Close air valve, finger tighten lock nut against the rim, and install valve cap.
12. Inspect the tire for any bulges, delamination or obvious defects.

ANY UNASSEMBLED PARTS

▲ WARNING: Incorrectly positioned seatposts can damage saddle rails or clamps, causing a fall. Only clamp flat portions of saddle rails.



▲ CAUTION: Incorrectly adjusted saddles may cause injury to the pelvis, pelvic nerves, or blood vessels. Adjust the saddle position if you experience discomfort. If adjusting the saddle does not solve the problem, consult your dealer for other adjustments or a different saddle.

▲ WARNING: A stem that is too high can damage your bicycle, decrease your control, and cause a fall. Make sure the minimum insertion mark is hidden by the frame.



▲ WARNING: A seatpost that is too high can damage your bicycle, decrease your control, and cause a fall. Make sure the minimum insertion depth mark is hidden by the bicycle frame.



Lubrication Schedule: Use a good quality lubricant that is appropriate for your riding conditions and weather. Ask your local bike shop what kind of lubricant would be best if you are not certain.

▲ WARNING: Do not grease or lubricate brake pads or rims, disc brakes, or disc rotors.

Lubrication of the braking system will damage the braking components and can lead to loss of control and may result in serious injury. Do not lubricate chain excessively as lubricant can move from the chain onto rims and brakes.



Regular Maintenance

MONTHLY CHECKLIST

Bolts
Pedals
Cables
Shifters
Derailleurs
Brakes
Rim wear
Reflectors
Chain

CHAIN LUBE:

Brake pivots
Derailleur pivot points (front and rear)
Suspension fork

THREE MONTH CHECKLIST

Clean and polish
Crankarms and bottom bracket

SIX MONTH CHECKLIST

Inner brake cable
Freewheel

YEARLY CHECKLIST

SYNTHETIC GREASE:

Seat tube

Pedal threads

Bottom bracket threads

Bottom bracket bearings

Wheel bearings

Headset bearings

Stem

Note on suspension bikes: full-suspension bicycle pivots and shocks should only be serviced by a professional bicycle mechanic. The oil in a suspension fork should be replaced every year. Contact a local bicycle shop for this service and any other services related to front or rear suspension.

PROFESSIONAL SERVICE

Two months after purchase of this bicycle have it checked by a professional bicycle mechanic. Yearly service of the bicycle should be performed by a professional bicycle mechanic in addition to any time a repair or replacement is required.

Salsa Cycles Limited Warranty

All Salsa products are warranted against manufacturing defects in materials and workmanship from the date of retail purchase of the product, subject to the limitations detailed below. Every Salsa frame, component, and apparel has a useful product life cycle. The length of that useful product life cycle will vary depending on the construction and the materials of the product, maintenance and care the product receives, and the amount and type of use the product is subjected to over its life. Your bike has an intended level of use as defined by the ASTM Riding Condition Classification Chart. Failure to adhere to the use cases identified in this chart will void your warranty. Save your dated receipt for proof of purchase.

NOTE: All warranty periods below apply to original owner only.

Five-Year Warranty

Steel frames
Titanium frames
Carbon frames
Carbon front triangle of suspension frames

Three-Year Warranty

Aluminum frames
Aluminum front triangles of suspension frames
All Salsa forks

All Salsa components

Two-Year Warranty

Aluminum chainstays of suspension frames
Aluminum seatstays of suspension frames
Carbon seatstays of suspension frames
All other suspension frame parts (excludes hanger, pivot hardware, bearings)

One-Year Warranty

All apparel
All frame bags

Salsa Cycles does not guarantee the compatibility of original components with a warranty replacement frame. Salsa Cycles is not responsible for parts or labor required to remove and/or refit and re-adjust the product within the bicycle assembly, including wheel rebuilds.

Salsa Cycles cannot guarantee a color match to the original frame, component, or apparel in the event of a replacement.

This warranty applies to 2014 and newer model bicycles and covers only Salsa Cycles branded product. Any other original part or component shall be covered by the stated warranty of the original manufacturer. Any products not specifically included above are hereby excluded.

This warranty does not cover the following:

- Damage due to improper assembly or follow-up maintenance or lack of skill, competence or experience of the user or assembler
- Bicycles that were not assembled or serviced by an authorized Salsa Cycles dealer
- Products that have been modified, neglected, used in competition, or for commercial purposes such as rental, courier, police, security, etc, misused or abused, involved in accidents or anything other than normal use
- Installation of components, parts, or accessories not originally intended for use with or compatible with Salsa frames and components
- Salsa Cycles bicycles, frames, components or softgoods purchased from an unauthorized dealer
- Salsa Cycles bicycles, frames, components or softgoods purchased from third-party internet sites, including auction websites, and regional trading websites (examples: Amazon, eBay, and Craigslist) are not covered under this warranty, even if you have a receipt
- Sandblasting, sanding, grinding, wire brushing, filing, welding, brazing, drilled holes, anodizing, refinishing, powder coating, or chrome plating the bicycle, frame, or component will void the warranty

- Internal rust perforation on all steel frames
- Wear, scratches, chips and cracks to paint, finish, or coating on all Salsa frames and components
- Bent or broken derailleur hangers or Alternator plates
- Labor required to remove and/or refit and re-adjust the product within the bicycle assembly, including wheel rebuilds
- Damage to carbon fiber caused by any carbon assembly paste
- Normal wear and tear

Legal Disclaimer

This limited warranty is expressly limited to the repair or replacement of a defective product, at the option of Salsa Cycles, and is the sole remedy of the warranty. This limited warranty applies only to the original purchaser of the Salsa Cycles product and is not transferable. This warranty applies only to Salsa Cycles products purchased through an authorized dealer or distributor. In no event shall Salsa Cycles be liable for any loss, inconvenience or damage, whether direct, incidental, consequential, or otherwise resulting from breach of any express or implied warranty or condition of merchantability, fitness for a particular purpose, or otherwise with respect to our products except as set forth herein. This warranty gives the consumer

specific legal rights, and those rights and other rights may vary from place to place. This warranty does not affect your statutory rights.

TO THE EXTENT NOT PROHIBITED BY LAW, THESE WARRANTIES ARE EXCLUSIVE AND THERE ARE NO OTHER EXPRESS OR IMPLIED WARRANTIES OR CONDITIONS INCLUDING WARRANTIES OR CONDITIONS OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

Warranty Registration:

Proof of purchase is required before a warranty claim is processed. Salsa Cycles therefore strongly encourages warranty registration at salsacycles.com. Failure to register will not affect consumer rights under the limited warranty stated above, so long as the consumer can show in a reasonable manner proof of original ownership and the date the Salsa Cycles product was purchased.

SALSA CYCLES

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www.salsacycles.com

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ASTM Use Conditions - Bicycles

CONDITION	DESCRIPTION
	This is a set of conditions for the operation of a bicycle on a regular paved surface where the tires are intended to maintain ground contact.
	This is a set of conditions for the operation of a bicycle that includes Condition 1 as well as unpaved and gravel roads and trails with moderate grades. In this set of conditions, contact with irregular terrain and loss of tire contact with the ground may occur. Drops are intended to be limited to 15cm (6") or less.
	This is a set of conditions for operation of a bicycle that includes Condition 1 and Condition 2 as well as rough trails, rough unpaved roads, and rough terrain and unimproved trails that require technical skills. Jumps and drops are intended to be less than 61cm (24").
	This is a set of conditions for operation of a bicycle that includes Conditions 1, 2, and 3, or downhill grades on rough trails at speeds less than 40km/h (25 mph), or both. Jumps are intended to be less than 122cm (48").
	This is a set of conditions for operation of a bicycle that includes Conditions 1, 2, 3, and 4; extreme jumping; or downhill grades on rough trails at speeds in excess of 40km/h (25 mph); or a combination thereof.

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