



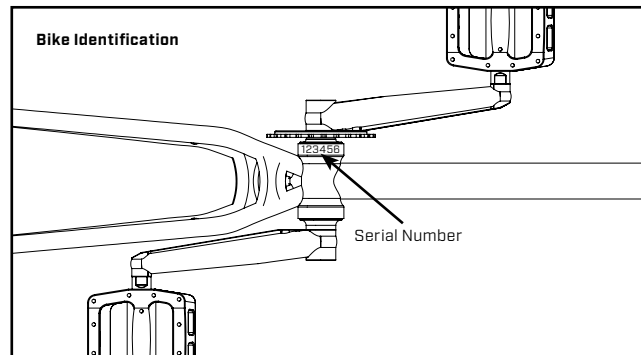
W Harmon → AVE 3800

Harmon → AVE 3800

WELCOME

Congratulations and welcome to the growing family of Kink BMX bike owners! Before proceeding through the rest of this manual we urge you to locate your bike's serial number which is permanently stamped into the bottom bracket of the frame. Record the number in this manual and keep it in a safe place in the event your bike is lost or stolen. It may also come in handy if required for possible local registration or licensing.

We strongly recommend you also register your bike with us online. This will validate your warranty coverage, and we will also keep a record of your serial number on file in the event your bike is stolen.



YOUR PURCHASE RECORD

Owner's Name _____

Model Name _____

Serial Number _____

Color/Finish _____

Date of Purchase _____

Place of Purchase _____



Register your bike with us at
kinkbmx.com/register

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THINGS TO KNOW

ABOUT THIS MANUAL

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

GENERAL WARNING

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

SPECIAL NOTE FOR PARENTS

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



WARNING/IMPORTANT

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

ASSEMBLY

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

All of the original equipment affixed to the bike at the time of the original sale were selected as being compatible with your frame and with all other components on the bike. Certain aftermarket products and/or components may not be compatible for use with this bike or frame. Consult with your authorized dealer before you attach any non-factory specified product to your bike. Use of components that are not factory specified could result in damage to the bike which would not be covered by the warranty and could further cause you to lose control of the bike and fall, all of which could cause serious injury to the rider.

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



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

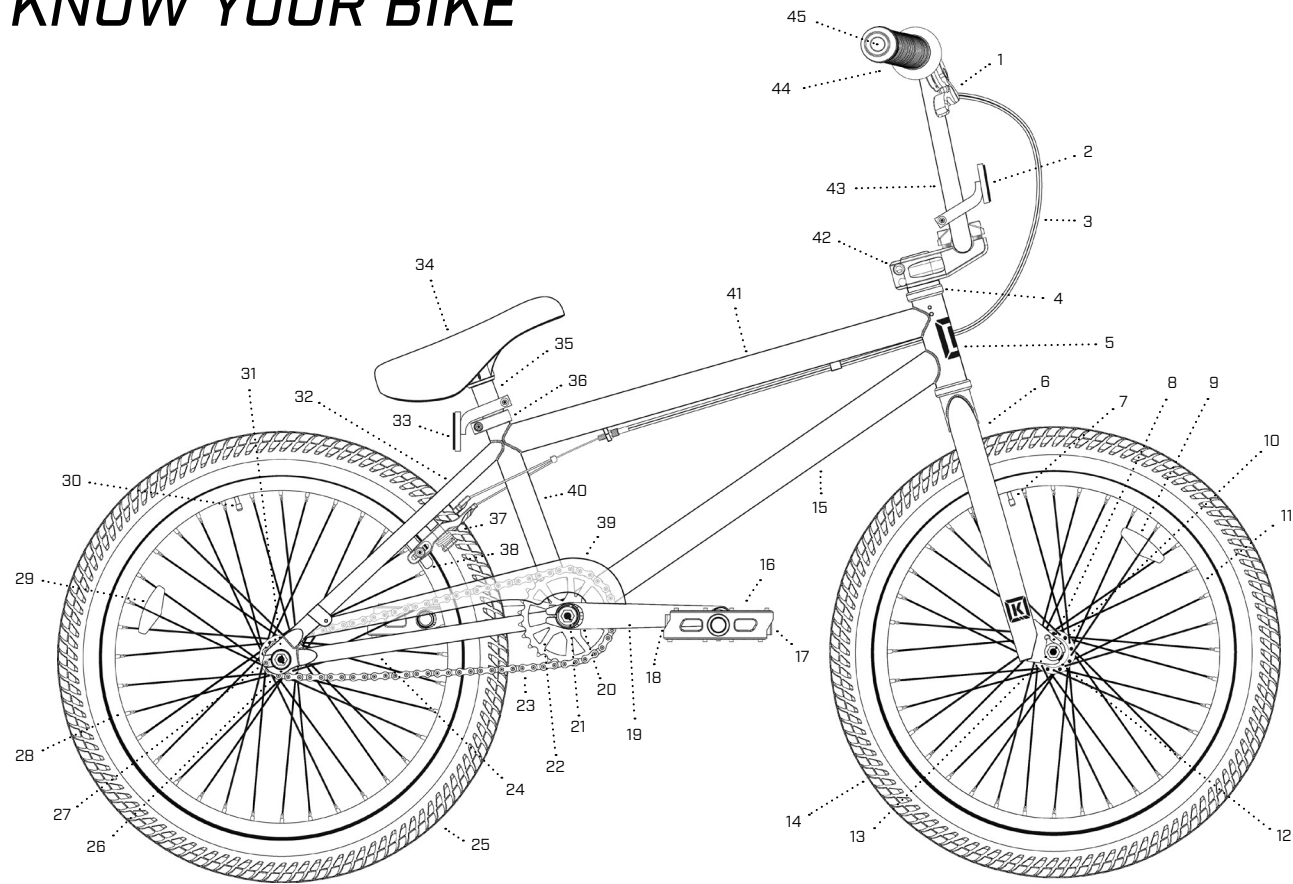


To find an authorized dealer near you visit kinkbmx.com/dealers



For access to all of our guides visit kinkbmx.com/guides

KNOW YOUR BIKE



#	PART NAME
1	Brake Lever
2, 9, 17, 18, 29, 33	Reflector
3	Brake Cable
4	Headset
5	Headtube
6	Fork
7, 30	Tire Valve
8	Safety Washer
10	Front Axle
11, 28	Rim
12	Front Hub
13	Fork Dropout
14, 25	Tire
15	Downtube
16	Pedal
19	Crank Arm
20	Bottom Bracket
21	Crank Spindle
22	Sprocket [Chainwheel]
23	Chain

#	PART NAME
24	Chainstay
26	Rear Dropout
27	Rear Hub Driver
31	Rear Axle
32	Seatstay
34	Seat
35	Seatpost
36	Seatpost Clamp
37	Brake
38	Brake Pad
39	Chain Guard
40	Seattube
41	Toptube
42	Stem
43	Handlebars
44	Grips
45	Bar Ends

CORRECT FRAME SIZE

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

For BMX bikes, the frame sizing will be primarily based on the length of the frames toptube. However, personal preference and intended use may also play a roll in selecting the appropriate frame size. You should consult your authorized dealer for proper sizing considerations.

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

Please note that these size recommendations are only general guidelines to help you determine the proper fit. It is important that the rider still be able to straddle the bike while standing flat-footed over the toptube. This should allow for a minimum stand over clearance of 1-2 inches.

RIDER HEIGHT	BIKE SIZE	TOPTUBE LENGTH
2' 4" - 3' 0" (71-91cm)	12"	12"-12.5"
2' 8" - 3' 6" (81-106cm)	14"	14"-14.5"
3' 2" - 4' 0" (96-122cm)	16"	16"-16.5"
4' 0" - 4' 10" (122-147cm)	18"	18"-18.5"
4' 10" - 5' 3" (147-157cm)	20"	19.75"-20.25"
5' 3" - 5' 6" (157-168cm)	20"	20"-20.5"
5' 6" - 5' 9" (168-175cm)	20"	20.25"-20.75"
5' 9" - 6' 0" (175-183cm)	20"	20.5"-21"
6' 0" - 6' 3" + (183-190cm +)	20"	20.75"-21.5"
5' 4" - 6' 2" + (162-188cm +)	26"	22"-22.5"

Note: If the rider is still growing, you may want to buy the next bike size up. We strongly recommend visiting your local Kink BMX dealer for proper fitting and adjustments for the best ride. Kink complete bikes are intended for riders ages 13 and over.

RIDING POSITION



SEAT HEIGHT

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

Prior to your first ride, be sure to tighten the saddle adjusting mechanism properly. A loose seat or seat post clamp can cause damage to the bike or can cause you to lose control and fall. Periodically check to make sure that the seat adjusting mechanism is properly tightened.

⚠ Under no circumstances should the seat post project from the frame beyond its "Minimum Insertion" or "Maximum Extension" mark. If your seat post projects from the frame beyond these markings, the seat post or frame may break, which could cause you to lose control and fall.

SAFETY CHECKLIST

CHECKLIST

COMPONENTS	TASK
Brakes	Ensure front and rear brakes work properly Ensure brake shoe pads are not over worn and are correctly positioned in relation to the rims Ensure brake control cables are lubricated, correctly adjusted and display no obvious wear Ensure brake control levers are lubricated and tightly secured to the handlebars
Steering	Ensure handlebar and stem are correctly adjusted and tightened to allow proper steering Ensure that the handlebars are set correctly in relation to the forks and the direction of travel Check that the headset locking mechanism is properly adjusted and tightened
Wheels and tires	Ensure chain is oiled, clean and runs smoothly More frequent service is required in wet or dusty conditions
Wheels and tires	Ensure tires are inflated to within the recommended limit as displayed on the tire sidewall Ensure tires have tread, no bulges, or excessive wear Ensure rims run true and have no obvious wobbles or kinks Ensure all wheel spokes are tight and not broken Check to ensure that wheels are properly seated in the forks Check that axle nuts are tight

COMPONENTS	TASK
Bearings	Ensure all bearings are lubricated, run freely and display no excess movement, or grinding Check headset, wheel bearings, pedal bearings, and bottom bracket bearings
Cranks and pedals	Ensure pedals are securely tightened to the cranks Ensure cranks are securely tightened to the axle and are not bent
Frame and fork	Check that the frame and fork are not bent or broken If either are bent or broken, they should be replaced
Accessories	Ensure that all reflectors are properly fitted and not obscured Ensure all other fittings on the bike are properly and securely fastened, and functioning Ensure the rider is wearing a helmet



Avoiding this checklist could cause damage to the bike or cause you to lose control of your bike and fall. Please revisit this checklist on a regular basis to ensure your bike is safe to ride.

RIDING SAFELY

GENERAL RULES

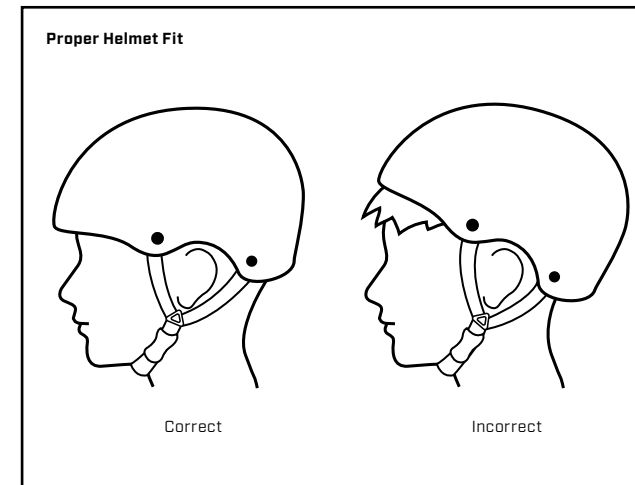
- When riding obey the same road laws as all other road vehicles, including giving way to pedestrians, and stopping at red lights and stop signs.
- For further information, contact the Road Traffic Authority in your state.
- Ride predictably and in a straight line. Never ride against oncoming traffic.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

HELMETS

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

The correct helmet should:

- Be comfortable
- Be lightweight
- Have good ventilation
- Fit correctly
- Cover forehead



! Always wear a properly fitted helmet which covers the forehead when riding a bike. Many states require specific safety devices. It is your responsibility to familiarize yourself with the laws of the state where you ride and to comply with all applicable laws, including properly equipping yourself and your bike as the law requires.

RIDING SAFELY CONTINUED

WET WEATHER: TAKE EXTRA CARE

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



We highly recommend that you do not ride in wet weather. If you do, please ride with extreme caution.

PEDALING TECHNIQUE

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

NIGHT RIDING

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



We highly recommend that you do not ride at night. If you do, please ride with extreme caution.

BRAKING TECHNIQUE

- It's important to familiarize yourself with the braking system of your bike.
- Modern braking systems are quite powerful and do not normally require a great deal of force to operate.
- It is recommended that you practice using the brakes in a controlled environment such as a driveway or empty parking lot to gain a feel for how they function and how much force is required to safely stop the bike. Remember that additional distance may be required when descending down hills.
- Always avoid using excessive force when operating the brake levers. A gradual and smooth pull of the lever is all that is needed to safely reduce your speed and come to a stop.



The Consumer Protection Safety Commission advises that riding small wheel diameter bikes at high speeds can lead to instability and is not recommended.

RULES FOR CHILDREN

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

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

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



ANTHONY PERRIN

Kink BMX Pro Rider

BIKE CARE

BASIC MAINTENANCE

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

- For painted frames, dust the surface and remove any loose dirt with a dry cloth. To clean, wipe with a damp cloth soaked in a mild detergent mixture. Dry with a cloth and polish with car or furniture wax. Use soap and water to clean plastic parts and rubber tires. Chrome plated bikes should be wiped over with a rust preventative fluid.
- If the hub and bottom bracket bearings of your bike have been submerged in water, they should be taken out and re-greased. This will prevent accelerated bearing deterioration.
- If paint has become scratched or chipped to the metal, use touch up paint to prevent rust. Clear nail polish can also be used as a preventative measure.
- Regularly clean and lubricate all moving parts, tighten components and make adjustments as required. The use of alloy components and Black ED surface treatments minimizes the number of places where rust can surface.

MAINTENANCE SCHEDULES

Every time you ride your bike, its condition changes. The more you ride, the more maintenance will be required. We recommend you spend time on regular maintenance tasks. The following schedules are a useful guide to tasks you can do. If you need assistance, we recommend you see a bike specialist.

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

SCHEDULE 1 - LUBRICATION

FREQUENCY	COMPONENT	LUBRICANT
Monthly	Chain Brake Pivots Brake Levers Brake Rotor	Chain Lube Chain Lube Chain Lube Chain Lube
Every six months	Brake Cables Freewheel/Driver	Chain Lube Chain Lube
Yearly	Bottom Bracket Pedals Wheel Bearings Headset Seatpost	Synthetic Grease Synthetic Grease Synthetic Grease Synthetic Grease Synthetic Grease

SCHEDULE 2 - SERVICE CHECKLIST

FREQUENCY	TASK
Before every ride	Check tire pressure Check brake operation Check wheels for loose spokes and any wobble Check wheel bolts Inspect tires for wear and damage Check handlebars, cranks, frame, and fork for cracks
Weekly	Check brake and cable adjustment Check tire wear and pressure Check wheels are true and spokes tight Check hub, head set and crank bearings for proper adjustment Check that handlebars are tight Check that pedals are tight Check that reflectors are tight and secure Check seat and seat post are tight and comfortably adjusted Check that all nuts are tight
Monthly	Check and replace brake pads, if required Check chain for excess play or wear Disassemble, clean, and regrease freecoaster every 30-60 days, if applicable to your bike

TOOLS AND STORAGE

TOOLS NEEDED

The following set of tools will be needed to service and maintain your new bike.

- Phillips Screwdriver
- 4mm, 5mm, and 6mm Allen Keys
- Adjustable or a 10mm Wrench
- Large Adjustable or 32mm Wrench
- 17mm Open and Box End Wrenches
- Pliers with Cable Cutting Ability
- Optional 3/8" Drive Ratchet
- Optional 3/8" Drive Ratchet Extension + 17mm Socket [Peg Installation]
- Optional 10mm, and 3/8" Sockets
- Optional Torque Wrench
- Cone Wrenches

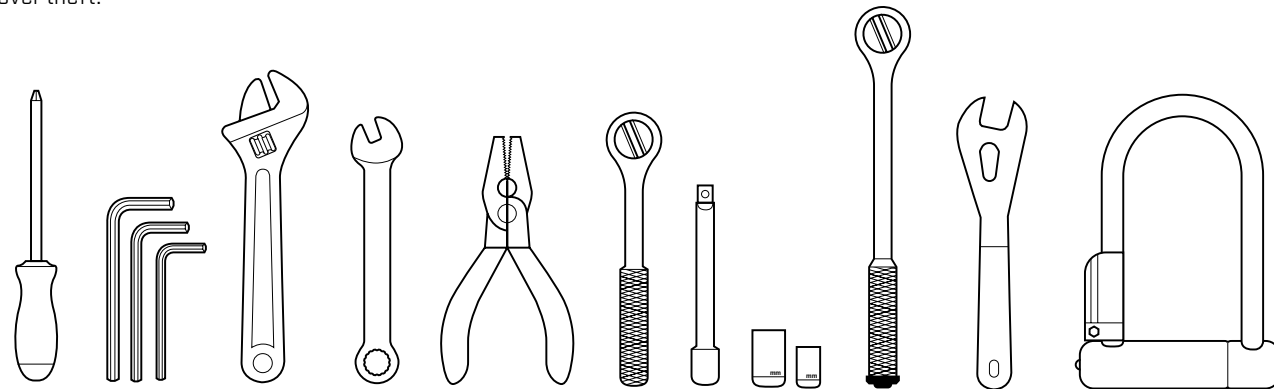
TRAVEL TOOLS

In addition to the tools on the left, it's advised to keep the following tools on hand when your riding away from home.

- Spare Tube
- Patch Kit
- Pump
- Tire Levers
- Multi-Tool
- Cell Phone

STORAGE

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



SECURITY

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

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

WHEEL CARE

INSPECTION

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

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

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

TIRE CARE

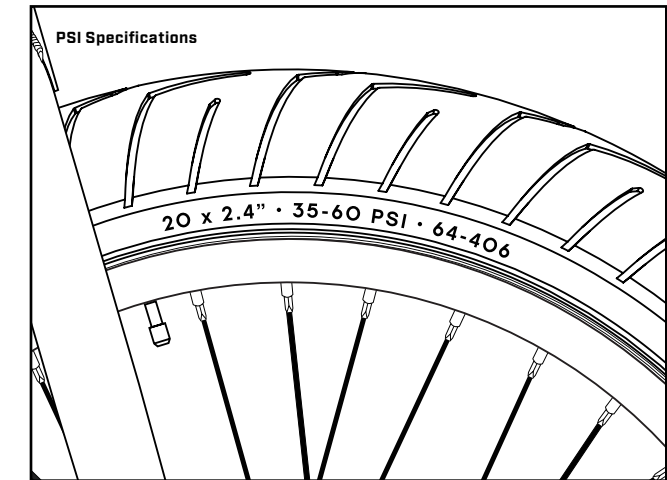
INSPECTION

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

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

RECOMMENDED TIRE PRESSURES

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



HOW TO FIX A FLAT TIRE

STEP BY STEP

1. Remove the wheel from the bicycle.
2. Deflate the tire completely via the valve. Loosen the tire bead by pushing it inward all the way around.
3. Make note of the tube and tire orientation before fully removing from the rim. This will help locate the puncture and cause of the leak[s].
4. Pull one side of the tire bead up over the edge of the rim.

Note: Use tire levers, not a screwdriver, otherwise you may damage the rim.



5. Remove tube from tire and rim. Inflate tube and use soapy water to locate leak[s].
6. Remove the tire completely. Line up your mark on the tire with the mark on the tube and inspect tire for a nail, glass, etc. at leak site and remove if located. Check the rest of tires just in case, including inspecting the tire bead for damage. Replace if needed.
7. Now line up the mark on the rim with the mark on the tube and inspect the inside rim at leak site to ensure there are no protruding spokes, rust or other potential causes. Replace the rim tape which covers the spoke ends, if damaged.
8. Replace the tube or patch leak using a tube repair kit, carefully following the instructions.
9. Remount one side of the tire onto the rim.

Note: Ensure that the replacement tube size matches the size stated on the tire sidewall and that the valve is the correct type for your bike.

10. Using a hand pump, inflate the tube just enough to give it some shape. Place the valve stem through the hole in the rim and work the tube into the tire.

Note: Do not let it twist.

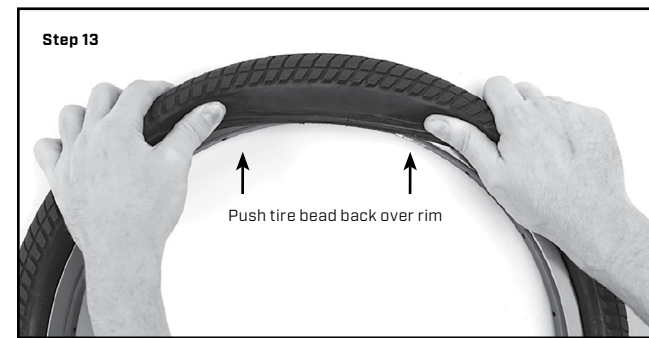
11. Using your hands only, remount the other side of the tire by pushing the edge toward the center of the rim. Start on either side of the valve and work around the rim.

Note: Check that the tube is not caught between the rim and the tire bead at any point.

12. Before the tire is completely mounted, push the valve into the rim to make sure the tire can sit squarely in position.

13. Fit the rest of the tire, rolling the last, most difficult part on using your thumbs.

Note: Avoid using tire levers as these can easily puncture the tube or damage the tire.



14. Using a hand pump, inflate the tube until the tire begins to take shape, and check that the tire bead is evenly seated all the way around the rim.

Note: An unseated tire bead can cause a blowout, damaging the tube, tire, and rim. When properly seated, fully inflate the tire to the pressure marked on the sidewall. Use a tire air pressure gauge to check.

15. Replace the wheel into the frame and check brakes and ensure axle nuts are secure.



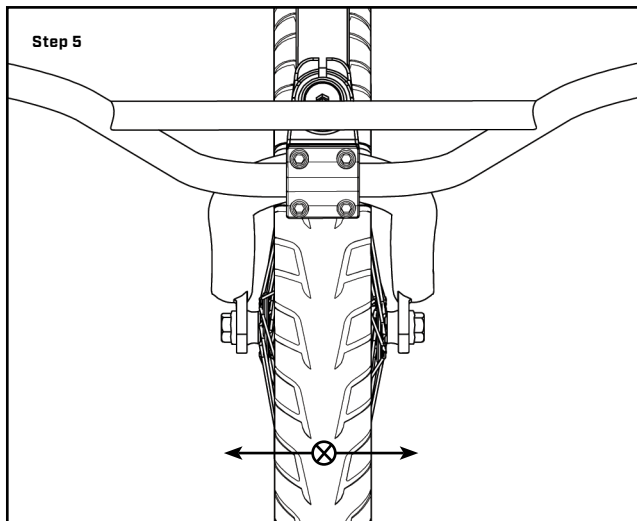
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HUB CARE

HUB BEARING ADJUSTMENT

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

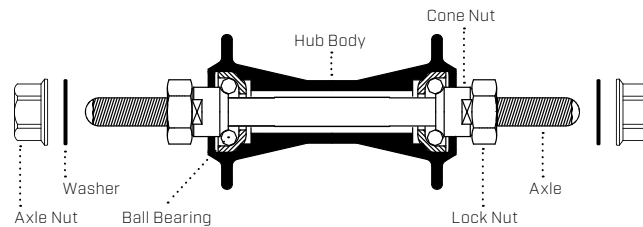
1. Check to make sure neither locknut is loose.
2. To adjust, remove wheel from bicycle and loosen the locknut on one side of the hub while holding the bearing cone on the same side with a flat open end wrench.
3. Rotate the adjusting cone as needed to eliminate free play.
4. Re-tighten the locknut while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



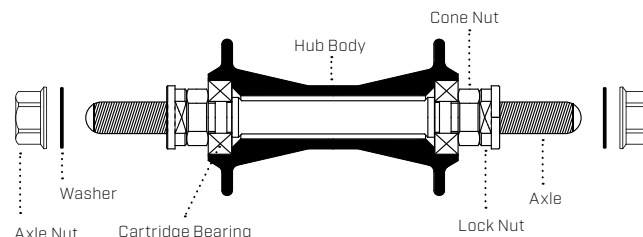
Note: The hub illustrations on the following page are meant as a guide only, exact hub designs may vary.

! For proper slack adjustment of freecoaster rear hubs, please visit your local qualified bike mechanic. Please take care not to overtighten the hub cone nuts as it could damage the bearings.

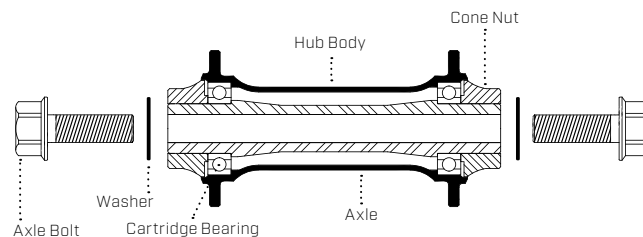
Loose Ball Front Hub



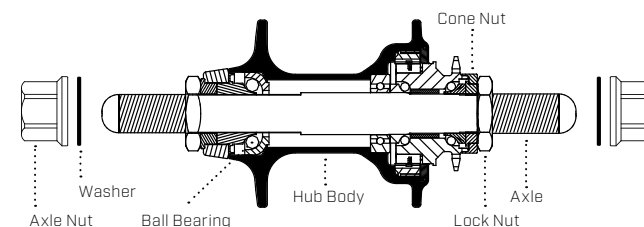
Sealed Front Hub



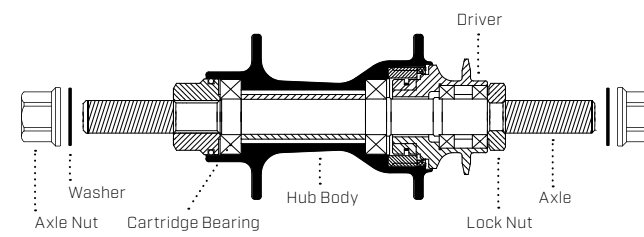
Sealed Bolt-In Front Hub



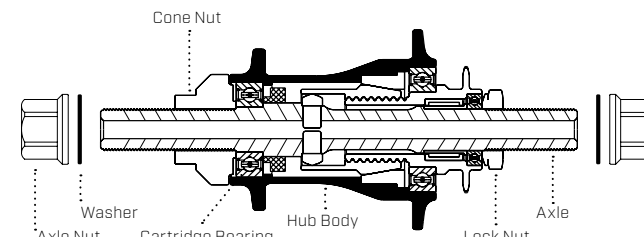
Semi-Sealed Rear Cassette



Sealed Rear Cassette



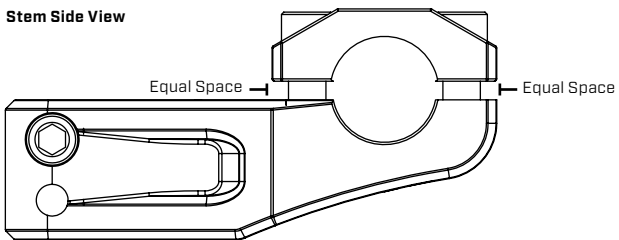
Sealed Rear Freecoaster



STEM

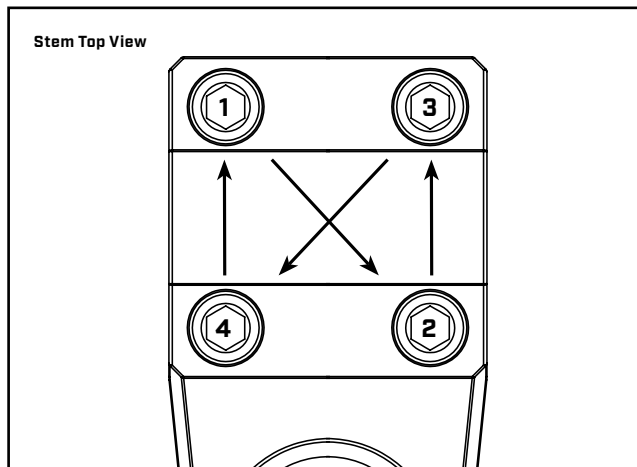
THREADLESS STEMS

Threadless type stems can not be raised from their original height. They can however be lowered by switching the spacers from beneath the stem to above the stem. If you find that you need to have the handlebar raised, there are a number of options that are available. Your authorized dealer will be able to demonstrate the various options and help you choose the best one for your needs. If you have any questions on adjustment of your stem, please see your authorized dealer for assistance. When tightening the stem cap bolts, ensure the spacing remains even and equal front to back by tightening the bolts slowly in a star pattern.



TIGHTENING YOUR STEM

You should tighten your stem bolts in a star pattern. Refer to the diagram below for guidance. 1, 2, 3, 4... 1, 2, 3, 4... Repeat.

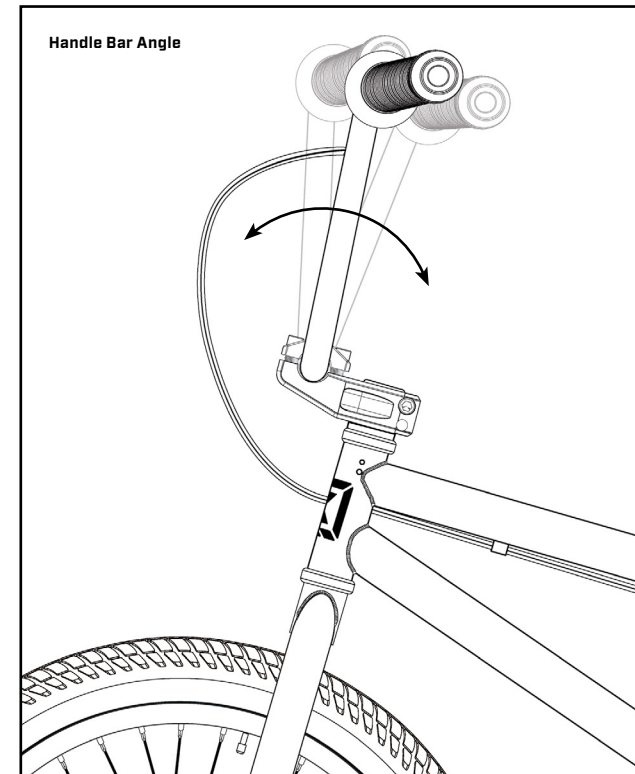


! Over-tightening the stem bolts may damage the bike and/or cause injury to the rider.

HANDLEBARS

BARS POSITION

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



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

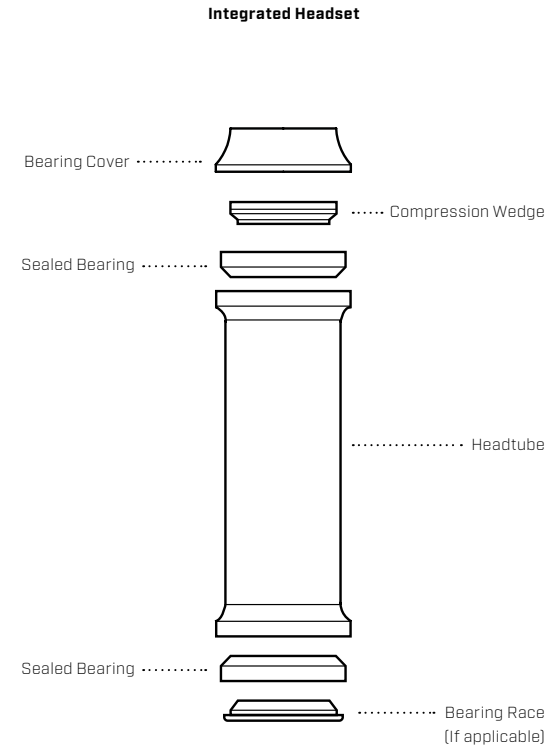
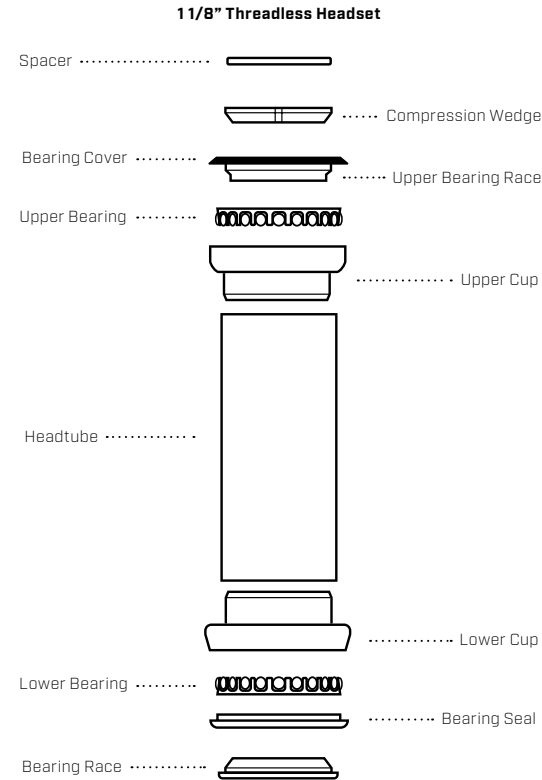
HEADSET

HEADSET TYPE

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

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

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



INSPECTION

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

ADJUSTMENT

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

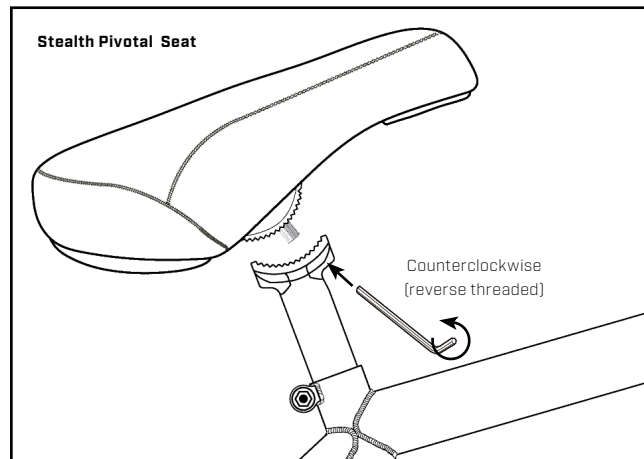


Properly adjusted and fully tightened the headset before riding. Do not to over-tighten the headset as it may cause damage to the bike and/or injury to the rider.

SEAT AND SEAT POST

INSPECTION

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



ADJUSTMENT

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

There are 2 types of seat systems commonly in use on Kink BMX bikes:

1. The first system is a combination seat/seat post, which comes at a fixed angle and is only adjustable vertically.
2. The second system is Stealth Pivotal. To adjust the angle of the seat, loosen the Allen key bolt from under the seat using a 5mm Allen key wrench. Note, the Allen key bolt is reverse threaded and loosens in the CLOCKWISE direction. After loosening the bolt, tilt the seat to your preferred angle. Then re-tighten the bolt, now in the COUNTERCLOCKWISE direction, to secure the seat in place.

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

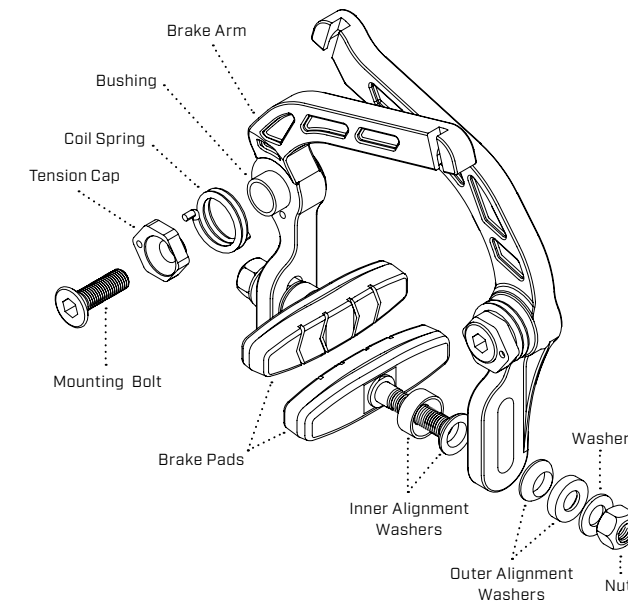
BRAKES

INSPECTION

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

Note: Additional details can be found in the “Trouble Shooting” section of this manual.

Brake Parts



Never ride a bike unless the brakes are functioning properly.

BRAKES CONTINUED

ADJUSTMENT

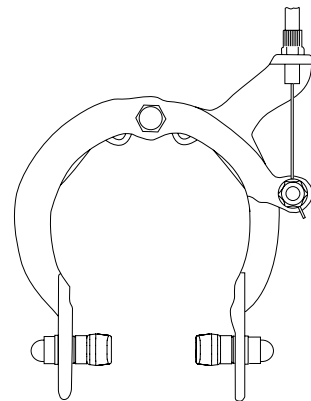
The correct adjustment and operation of your bike's brakes is extremely important for safe operation. Brakes should be checked for effective operation before every ride. Frequent checking of adjustment is necessary as the control cables will stretch and the brake pads will become worn with use.

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

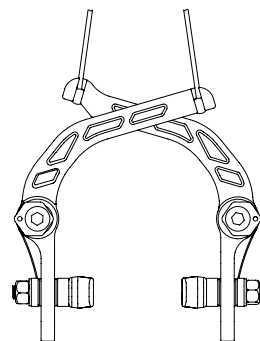


Ensure the brake attachment bolts are secured tightly. Failure to do this may cause the brake assembly to dislodge from the frame or fork.

Brake Types



Side Pull Caliper Brakes
(on select front brake models)



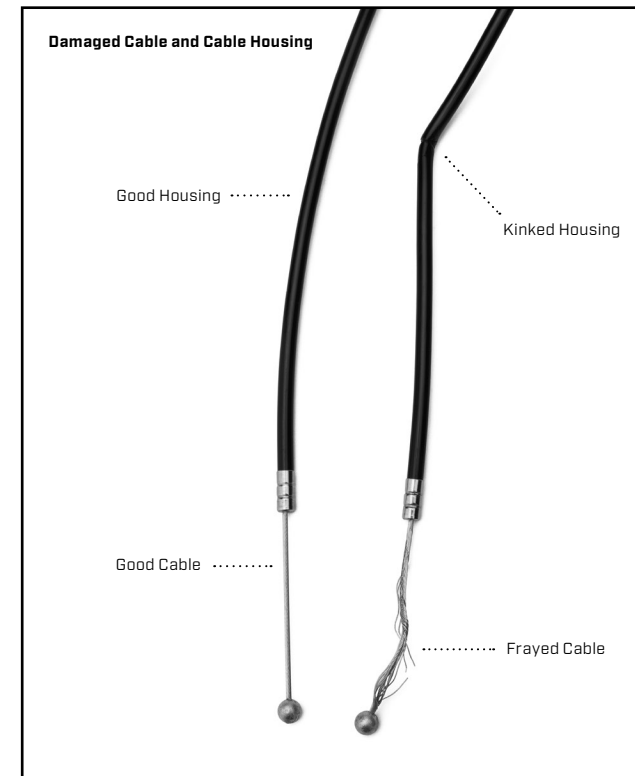
Cantilever U-Brakes

CABLES AND CABLE HOUSING

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



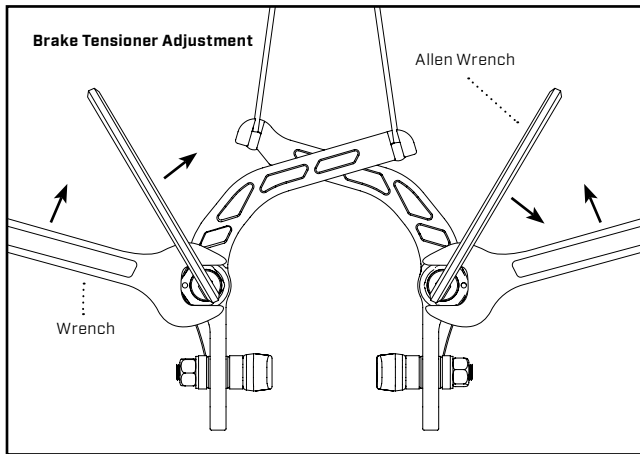
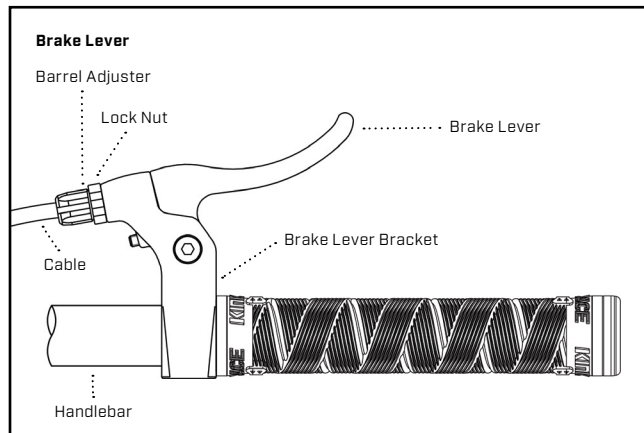
Do not ride a bike if there are kinks or frays in the cable or housing.



BRAKES CONTINUED

ADJUSTMENT - CANTILEVER U-BRAKE

As with most brake systems, minor adjustments can be made with the barrel adjuster on the brake lever. To adjust, loosen the barrel adjuster locknut and turn the barrel adjuster out counter-clockwise to reduce brake pad clearance and lever pull. To increase brake pad clearance and lever pull, turn the barrel adjuster in clockwise. When adjustment is complete, hold the barrel adjuster in place and turn the lock ring so that it is tight against the brake lever body. This will lock the

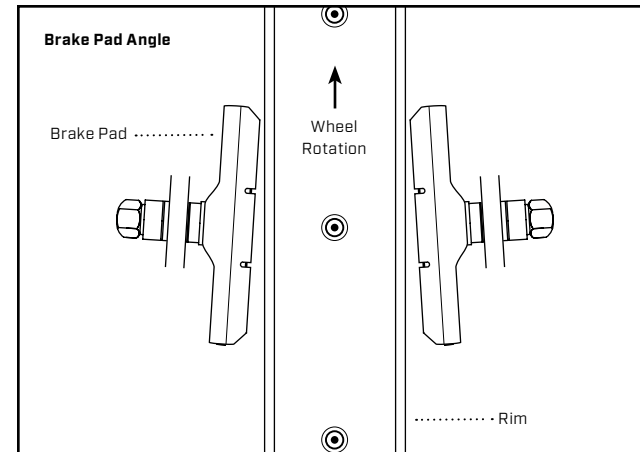


adjustment in place. Note that this process should only be done for very minor brake adjustments. As with any new brake adjustment, compress and release the brake lever at least 10 times to ensure proper brake operation.

Your bike may have the rear cantilever u-brake located on the underside of the frame seatstays. BMX cantilever u-brakes also have a number of different ways that the brake cables can be routed, each requiring different considerations regarding

their adjustment and maintenance. If you have any questions regarding your bikes specific brake set-up or operation, please contact your authorized dealer for assistance or service.

To adjust the brakes so that the brake pads are an equal distance from the rim, you will need to adjust the brake arm spring tension. The main type of spring tension adjustment is a spring tension-adjusting nut located at the brake arm-mounting bolt. If the left brake pad is too close to the rim, turn the left



side tension-adjusting nut clockwise to increase clearance. If the right brake pad is too close to the rim, turn the right side tension-adjusting nut counterclockwise to increase clearance. You should also ensure that the brake pads contact the rim in a parallel fashion and are centered on the rims brake wall surface. For optimal braking, the brake pads should be toed-in slightly.

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

LUBRICATION

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

PEDALS

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

TOOLS NEEDED

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

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

ADJUSTMENT

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

PEDAL ATTACHMENT

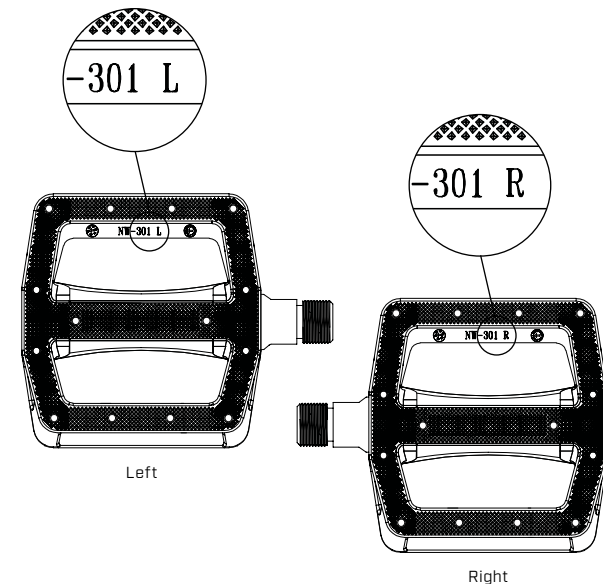
Insert the correct pedal into the crank arm and begin to turn the thread with your fingers only. When the axle is screwed all the way in, securely tighten using a 15mm wrench. Keep in mind the left pedal is reverse threaded and it installs in a counter clockwise direction.

If replacing the original pedals with a new set, make sure the size and the axle thread is compatible with the cranks on your bike. Bikes use one of two types of cranks and these use different axle threads. Your bike may be equipped with cranks that are a one piece design with no separate axle. These operate with pedals that have a 1/2" [12.7mm] thread. Bikes equipped with three piece crank sets with a separate axle, left crank and right crank, use a slightly larger 9/16" [14mm] thread.



The right and left pedals of a bike each have a different thread and are not interchangeable. Never force a pedal into the incorrect crank arm.

Pedal Label Locations



Note: The right pedal, which attaches to the right crank arm, is marked 'R' on the inside of the pedal body, and screws in with a clockwise thread. The left pedal, which attaches to the left crank arm, is marked 'L' on the inside of the pedal body, and screws in with a counter-clockwise thread.

CRANKSET AND BOTTOM BRACKET

CRANKSET

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



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

BOTTOM BRACKET

There are two types of bottom brackets found on Kink BMX bikes. All one-piece cranks and some three-piece crank sets utilize a standard adjustable bearing bottom bracket. This type of system (American BB – p.42) consists of two bearing

cups that are pressed into the frame, a series of loose ball bearings, an adjustable bearing race that threads directly on to the spindle, and a lock nut, which also threads on to the spindle to lock the adjustment into place. The second type of bottom bracket (Mid BB – p.43) consists of two bearings that are pressed directly into the frame and do not require adjustment or lubrication. Mid bottom brackets require a specially designed bottom bracket shell that accommodate specifically sized sealed bearings.

In addition to the different bottom bracket bearing assemblies, there are also two main types of spindles used. These types differ in the way that the crank arm interfaces with the spindle itself. The first type uses an 8-spline interface between the crank arm and spindle. With this type of spindle, the crank arm slides on easily and is secured to the spindle with a pinch bolt. The second type uses a 48-spline interface between the crank arm and spindle. This type requires the crank arm be pressed onto the spindle with a specific tool, and does not require a pinch bolt due to the tight fit.

Note: When working with a splined spindle system, it is important to be sure that the crank arms are properly lined up with one another once installed. It is also important to apply grease to the splines before any reassembly.

INSPECTION

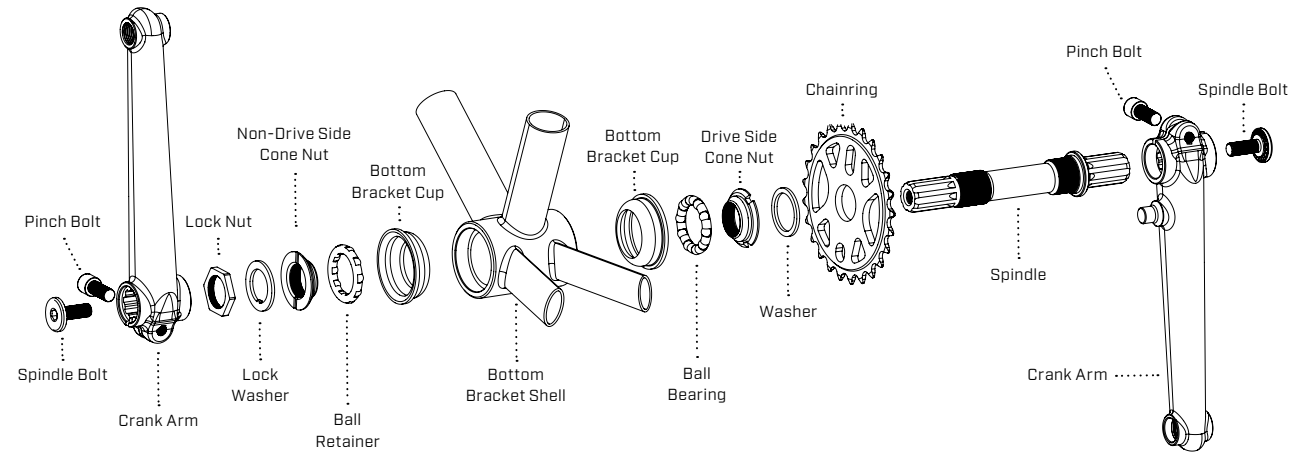
It is important to check your crankset and bottom bracket for proper adjustment on a regular basis. For 3-piece type cranks, you should make sure that both the crank axle bolts as well as any crank arm pinch bolts are properly tightened. To check for proper adjustment for any crank, grab the crank arms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

ADJUSTMENT

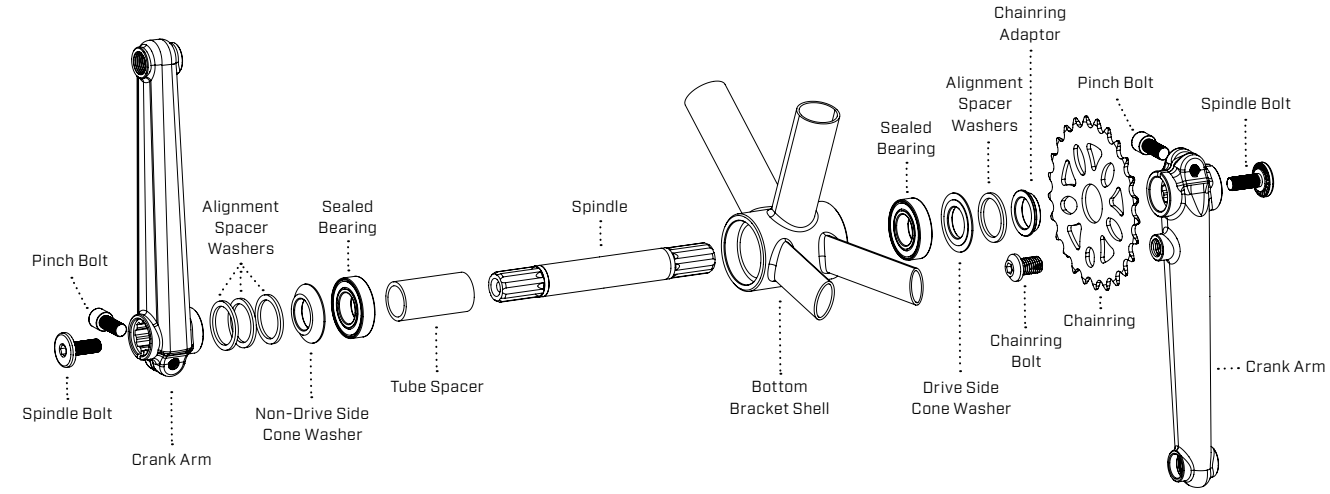
When tightening or adjusting 3-piece cranks with a mid type bottom bracket, please be sure the spindle is centered within the bottom bracket and is equally and sufficiently inserted into both crank arms. In general, bottom bracket bearing adjustment and service usually requires specialized tools and knowledge. It is recommended that you bring your bike into your local authorized dealer for this service.

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

BOTTOM BRACKET CONTINUED



American Bottom Bracket



Mid Bottom Bracket

MISCELLANEOUS

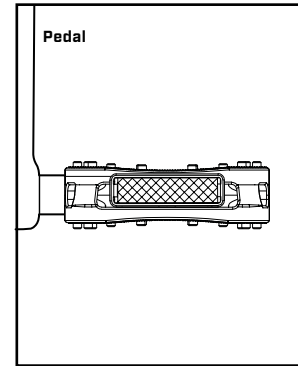
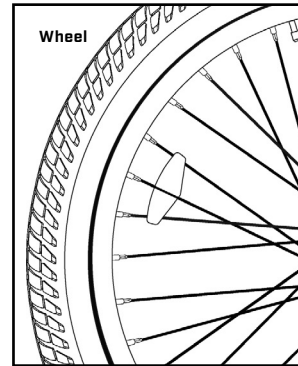
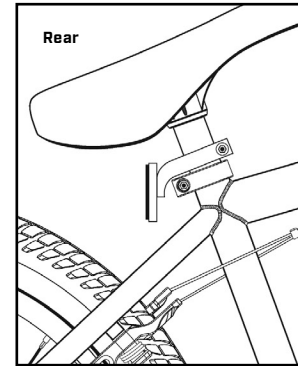
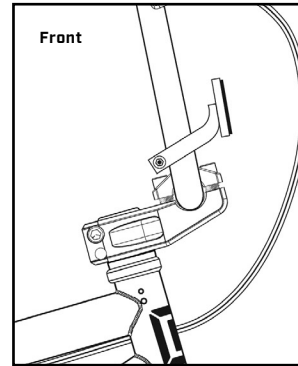
REFLECTORS

Your bicycle is supplied with one front (white), one rear (red), two wheel (white), and four pedal (orange) reflectors. These are an important safety and legal requirement, and should remain securely fitted and in good, clean condition at all times. Periodically, inspect all reflectors, brackets and mounting hardware for signs of wear or damage. Replace immediately if damage is found.

Note: Sidewalk bikes, 12" and under, may not have reflectors.



Reflectors are important safety devices which are designed as an integral part of your bike. Federal regulations require every bike to be equipped with front, rear, wheel, and pedal reflectors. These reflectors are designed to pick up and reflect street lights and car lights in a way that helps you to be seen and recognized as a moving bike rider. Check reflectors and their mounting brackets regularly to make sure they are clean, straight, unbroken and securely mounted. Have your dealer replace damaged reflectors and straighten or tighten any that are bent or loose.



TROUBLESHOOTING

WHEELS AND TIRES

PROBLEM	POSSIBLE CAUSE	SOLUTION
Wobbling wheel	Axle broken Wheel out of true Hub comes loose Hub bearings collapsed Loose spokes Tire bead not seated correctly	Replace axle True wheel Adjust hub bearings Adjust headset Replace bearings Tighten spokes Reset tire bead
Steering not accurate	Wheels not aligned in frame Headset loose or binding Front forks or frame bent Wheel and bars not aligned	Align wheels correctly Adjust/tighten headset Go to bike shop for possible frame alignment Align stem and fork
Frequent punctures	Inner tube old or faulty Tire tread/casing worn Tire unsuited to rim Tire not checked after previous puncture Tire pressure too low Spoke protruding into rim	Replace inner tube Replace tire Replace with correct tire Remove sharp object embedded in tire Correct tire pressure File down spoke

TROUBLESHOOTING CONTINUED

BRAKES

PROBLEM	POSSIBLE CAUSE	SOLUTION
Brakes not working effectively	Brake pads worn down Brake pads/rim greasy, wet or dirty Brake cables are binding/stretched/damaged Brake levers are binding Brakes out of adjustment	Replace brake pads Clean pads and rim Clean/adjust/replace cables/lube Adjust brake levers/lube Center brakes
When applying the brakes they squeal/squeak	Brake pads worn down Brake pad toe-in incorrect Brake pads/rim dirty or wet Brake arms loose	Replace pads Correct pad toe-in Clean pads and rim Tighten mounting bolts
Knocking or shuddering when applying brakes	Bulge in the rim or rim out of true Brake mounting bolts loose Brakes out of adjustment Fork loose in head tube	True wheel or take to a bike shop for repair Tighten bolts Center brakes and/or adjust brake pad toe-in Tighten headset

DRIVETRAIN

PROBLEM	POSSIBLE CAUSE	SOLUTION
Slipping chain	Worn/chipped chainring or driver teeth Chain worn/stretched Stiff link in chain Non compatible chain/chainring/driver	Replace chainring, sprockets and chain Replace chain Lubricate or replace link Seek advice at a bike shop
Chain jumping off driver sprocket or chainring	Chainring out of true Chainring loose Chainring teeth bent or broken Improper chain adjustment	Re-true if possible, or replace Tighten mounting bolts Repair or replace chainring/set
Constant clicking noises when pedaling	Stiff chain link Loose pedal axle/bearings Loose bottom bracket axle/bearings Bent bottom bracket or pedal axle Loose crankset	Lubricate chain/adjust chain link Adjust bearings/axle nut Adjust bottom bracket Replace bottom bracket axle or pedals Tighten crank bolts
Grinding noise when pedaling	Pedal bearings too tight Bottom bracket bearings too tight Rear hub issues	Adjust bearings

DOING IT YOURSELF

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

A. REMOVING AND INSTALLING BOLT-ON WHEELS

Removing a bolt-on front wheel

1. Open up the brake caliper (if equipped with front brake).
2. With a 17mm box wrench or a six inch adjustable wrench, loosen the two axle nuts.
3. If your front fork has a clip-in retention device or safety washer, disengage it from the fork dropout.
4. Raise the front wheel a few inches off the ground and tap the top of the wheel with the palm of your hand to knock the wheel out of the fork ends.

Installing a bolt-on front wheel

1. With the fork facing forward, insert the wheel between the fork dropouts so that the axle seats firmly at the top of the slots which are at the tips of the fork blades. The axle nut washers should be on the outside, between the fork blade and the axle nut. If your bike has a clip-on type secondary retention device, engage it.
2. While pushing the wheel firmly to the top of the slots in the fork dropouts, and at the same time centering the wheel rim in the fork, use a six-inch adjustable wrench or a 17mm box wrench to tighten the axle nuts as tight as you can.
3. Close the brake calipers; then spin the wheel to make sure that it is centered in the frame and clears the brake shoes.

Removing a bolt-on rear wheel

1. Open the rear brake calipers.
2. With a 17mm box wrench or a six-inch adjustable wrench, loosen the two axle nuts.
3. Remove chain from driver by pushing axle against dropouts. If your chain is too tight you may need to break it in order to remove your wheel. *See page 51.*

4. Lift the rear wheel off the ground a few inches and push the wheel forward and down until it comes out of the rear dropouts.

Installing a bolt-on rear wheel

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

B. BRAKES

How brakes work

It's important to your safety that you instinctively know which brake lever controls which brake on your bike. In the U.S., bikes

are required to be set up with the right brake lever controlling the rear brake, and the left lever controlling the front brake. The braking action of a bicycle is a function of the friction between the brake surfaces -- usually the brake shoes and the wheel rim. To make sure that you have maximum friction available, keep your wheel rims and brake shoes clean and free of lubricants, waxes or polishes.

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

Most brakes have some form of quick release mechanism to allow the brake shoes to clear the tire when a wheel is removed or reinstalled. When the brake quick release is in the open position, the brakes are inoperative. Make sure that you understand the way the brake quick release works on your bike and check each time to make sure both brakes work correctly before you get on the bike.

Brakes are designed to control your speed, not just to stop the bike. Maximum braking force for each wheel occurs at

DOING IT YOURSELF CONTINUED

the point just before the wheel “locks up” (stops rotating) and starts to skid. Once the tire skids, you actually lose most of your stopping force and all directional control. You need to practice slowing and stopping smoothly without locking up a wheel. The technique is called progressive brake modulation. Instead of jerking the brake lever to the position where you think you’ll generate appropriate braking force by squeezing the lever, progressively increasing the braking force. If you feel the wheel begin to lock up, release pressure just a little to keep the wheel rotating just short of lockup. It’s important to develop a feel for the amount of brake lever pressure required for each wheel at different speeds and on different surfaces. To better understand this, experiment a little by walking your bike and applying different amounts of pressure to each brake lever, until the wheel locks.

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

your body toward the rear of the bike, to transfer weight back on to the rear wheel; and at the same time, you need to both decrease rear braking and increase

Note: For most effective braking, use both brakes and apply them simultaneously (if equipped).

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

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

Adjusting you brakes

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

C. BREAKING YOUR CHAIN

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

1. Loosen rear wheel to remove chain from the sprocket and driver. This should allow you to maneuver the chain easier.
2. Find the breaker rivet on the chain if equipped. Some chains have mushroomed rivets to help keep the links together. The breaker rivet will look slightly different than the regular chain rivets.
3. Place chain in the breaker tool with the breaker rivet aligned with the breaker pin on the tool. If you do not center the breaker pin with the breaker rivet you won’t be able to force the rivet out correctly. This can also cause damage to the breaker pin on the tool and your chain links.

4. Slowly drive the breaker pin through the chain. Stop when the breaker rivet is flush with the inside chain plate. This will leave the breaker rivet protruding from the lower chain plate, allowing reinstallation of the chain to be much easier.
5. Sometimes a simple twist with the hands will be needed to disconnect the inside chain link from the outside link. Repeat process to adjust chain to a desired length.
6. To reinstall chain. First insert inside chain link into the outside link with the protruding breaker rivet.
7. Use adjustable pliers to press the breaker rivet back through the inside link and outside chain plate. Adjustable pliers eliminate the chance of damaging the breaker pin on the chain breaker tool. If you do not have adjustable pliers, use the chain breaker tool to press the breaker rivet through. Just be sure to go slow and to align everything straight.
8. Use the chain breaker tool to finish pressing the breaker rivet evenly through each outside chain plates.
9. Once the breaker rivet is evenly protruding out of the chain plates, you can use your hands to flex the chain back and forward to loosen and tight spots.
10. Reinstall chain back on to the driver and the sprocket.
11. Adjust chain slack and retighten rear wheel.

DOING IT YOURSELF CONTINUED

D. TIRES AND TUBES

Tires

Bike tires are available in many designs and specifications, ranging from general-purpose designs to tires designed to perform best under very specific weather or terrain conditions. Your bike has been equipped with tires which the bike's manufacturer felt were the best balance of performance and value for the use for which the bike was intended. If, once you've gained experience with your new bike, you feel that a different tire might better suit your riding needs, your dealer can help you select the most appropriate design.

The size, pressure rating, and on some high-performance tires the specific recommended use, are marked on the sidewall of the tire.

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

Tire pressure is given either as maximum pressure or as a pressure range. How a tire performs under different terrain or

weather conditions depends largely on tire pressure. Inflating the tire to near its maximum recommended pressure gives the lowest rolling resistance; but also produces the harshest ride. High pressures work best on smooth, dry pavement. Very low pressures, at the bottom of the recommended pressure range, give the best performance on smooth, slick terrain such as hard-packed clay, and on deep, loose surfaces such as deep, dry sand. Tire pressure that is too low can cause a puncture of the tube by allowing the tire to deform sufficiently to pinch the inner tube between the rim and the riding surface.

Pencil type automotive tire gauges and gas station air hose pressure settings can be inaccurate. Instead, use a high quality dial gauge.

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

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



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

Tire Valves

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

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

Rim Tape

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

WHAT YOU NEED TO KNOW

WARRANTY GUIDELINES

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

WARRANTY DETAILS

- One (1) year warranty against material defects, workmanship defects, breaks, cracks and defective or malfunctioning parts. Complete bikes are designed for different level riders, therefore the technology and components used may vary between models. We offer this warranty to assure you we stand behind all of our products and that they are built with the best materials and workmanship possible.
- Regardless of the place of purchase, your bike must be assembled by a qualified bike shop. Assembling a Kink bike yourself, could void all warranty coverage. Your bike will come semi-assembled for shipping only. All parts pre-assembled are not properly adjusted for riding and must be checked over and adjusted by a qualified bike shop. We also strongly recommend that ongoing maintenance and/or upgrades are done by a qualified bike shop.
- Issues that are not covered after being built by a reputable bike shop include; stripped threads and/or rounded nuts, bent dropouts, bent axles, tires, tubes, grips, minor paint and cosmetic finishes, dents, rider abuse, misuse, neglect, or improper maintenance. The rider is also responsible for purchasing a bike appropriate to their riding level.



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



For warranty information or to file a claim visit kinkbmx.com/warranty

PRODUCT REGISTRATION

Thank you again for choosing Kink BMX! You must register your new bike with us to validate it's warranty, and we will also log your serial number in the case your bike is stolen. You may register online at:



kinkbmx.com/register

Please be sure to fill out all details accurately, and we will send you a free Kink BMX sticker pack by mail upon registration.

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