TREK

OWNER'S MANUAL

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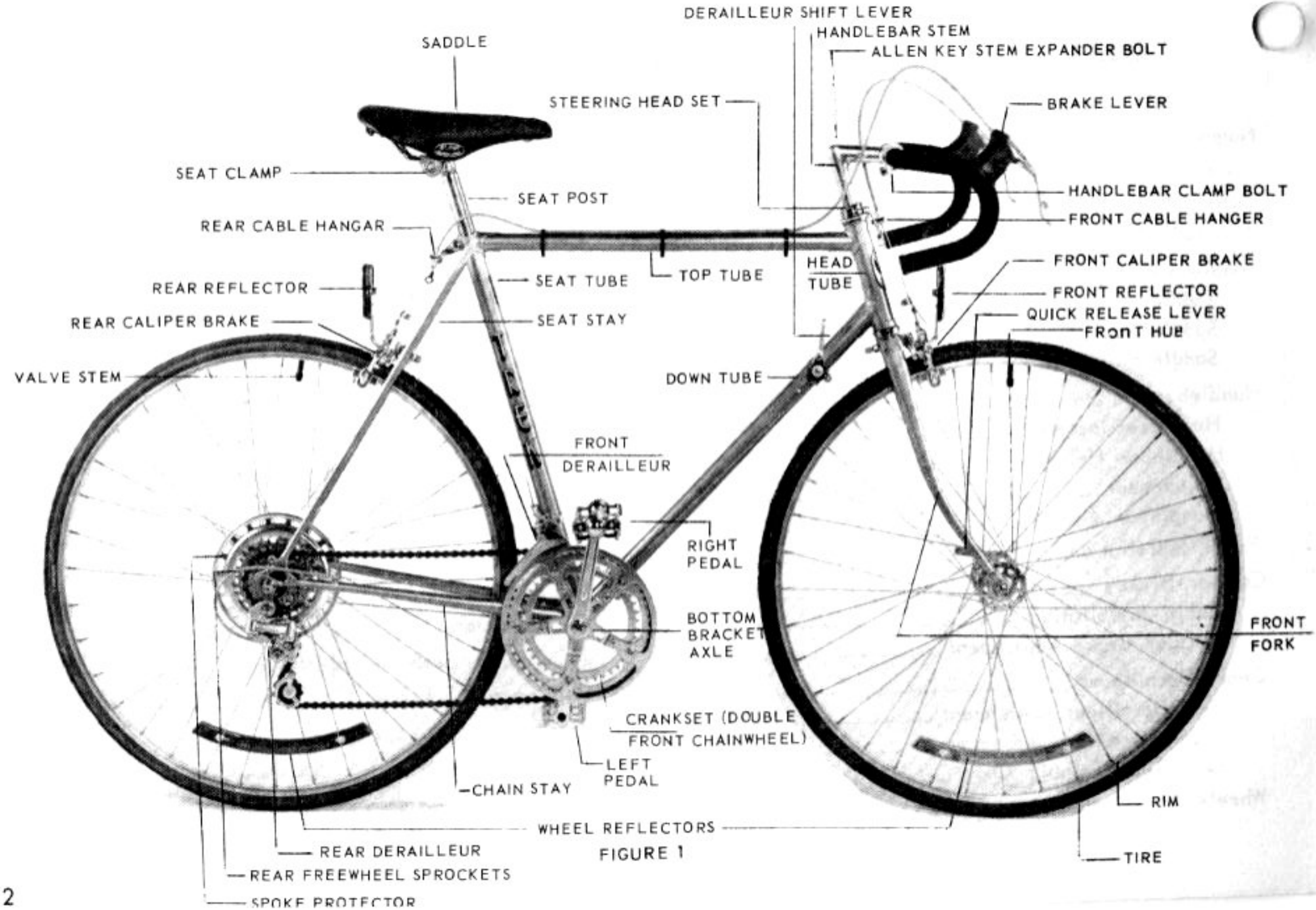
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FIGURE 1

OWNER'S RESPONSIBILITY

1. TREK bicycles are intended for sale only in a fully adjusted and fully assembled condition. You are advised that adjustments to your TREK bicycle should be carried out only by your TREK dealer. If this service is not readily available, any adjustments should be made only within the limits of your own ability and at your own risk.

2. Read your owner's manual carefully. Familiarize yourself with the different sections on installation and adjustment, operation and safety instructions, and maintenence schedule.

3. Safe bicycle riding requires a good knowledge of state and local traffic regulations. Know your highway code.

4. Before riding your TREK bicycle make sure it is in safe riding condition. In particular check the following points.

   a. Make sure your bicycle fits the intended rider (see page 4).

   b. Make sure your saddle and handlebars are correctly positioned and securely fastened. In particular be certain the the minimum insert marks on the side of the seat post and the handle bar stem are not visible above the top of the seat tube or headset (see page 6).

   c. Make sure that the brakes and derailleur gear are correctly adjusted and function properly (see pages 8 thru 12).

   d. Check that the steering is free but not overly loose.

   e. Check that wheels are true.

   f. Check all reflectors for proper positioning and visibility at all times.

   g. Keep tires properly inflated as indicated on the sidewall. Gas station air hoses inflate bicycle tires extremely rapidly and the air pressure indicated is often unreliable. It is recommended that you do not inflate your tires at a gas station, but rather with a hand or foot pump, or at a bicycle shop that has a regulated air supply.

   h. Make sure assembly instructions have been carefully followed and that all nuts, bolts, screws and cables are securely tightened.

CORRECT FRAME SIZING

TREK bicycles come in five frame sizes: 19 3/4", 21", 22 1/2", 24", and 25 1/2". Your authorized TREK dealer can best size your bicycle correctly using the following two step method.

A. Have your inside leg length measured while standing on the floor in your stocking feet. Subtract 11" from this measurement and choose the frame size closest to that figure. Example: Inseam 32" - 11" - 21". The correct frame size would be 21". If the figure falls between sizes, select the next smaller frame size.

B. As a final check straddle the frame (see figure 2). The rider must be able to straddle the bicycle with at least 1" clearance above the horizontal bar when standing.

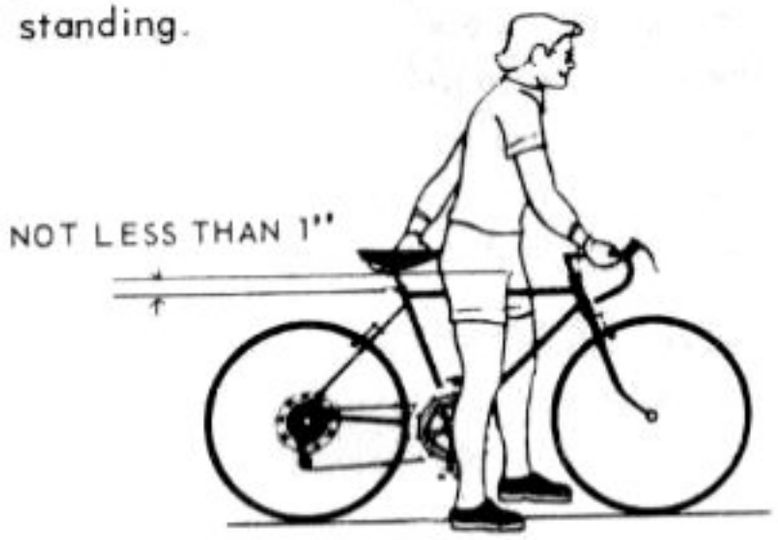

FIGURE 2

ASSEMBLY AND ADJUSTMENT

As a service from your TREK dealer your TREK bicycle comes to you fully assembled and adjusted. If any further adjustments are required we suggest that you have them performed by your TREK dealer. If you choose to make such adjustments yourself, use the following guidelines. We strongly advise that you only make such adjustments within the limits of your own technical ability.

SADDLE AND SEATPOST

SADDLE INSTALLATION

Depending on the model, TREK bicycles are equipped with two different types of seat post.

a Straight tubular type.

b. Micro-adjust integral clamp type.

To attach a type (a) seat post (straight tubular type) to the saddle, insert the small end into the clamp beneath the saddle and tighten the clamp (see figure 3)

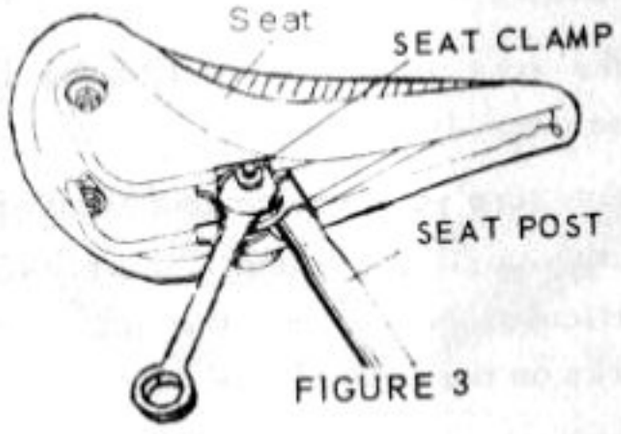

FIGURE 3

To attach a type (b) seat post (microadjust integral type) to the saddle, the two steel support wires under the saddle must be securely engaged and then firmly clamped in the microadjust clamp forming an integral part of the seat post (see figure 4).

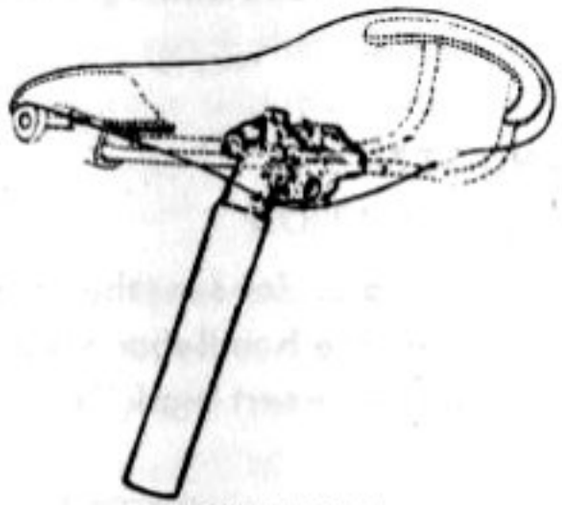

FIGURE 4

Once the saddle is attached to the seat post the seat post may be inserted into the seat tube of the bicycle frame, making sure that the seat post is inserted beyond the minimum insert mark engraved on the side of the seat post. At this point the saddle should be adjusted for angle and height.

CAUTION

YOUR BICYCLE MUST NEVER BE RIDDEN WITH THE SEAT POST RAISED BEYOND THE MINIMUM INSERT MARK.

A MINIMUM OF 2-1/2" OF SEAT POST MUST ALWAYS REMAIN IN THE SEAT TUBE.

SADDLE ANGLE

To adjust the saddle angle, loosen the seat clamp nuts and level the top of the saddle so it is parallel to the top tube of the frame. Tighten the seat clamp nuts on both sides firmly. Under-tightening can cause the saddle to slip while over-tightening can strip the threads or damage the clamp.

SADDLE HEIGHT

The height of the saddle is very important for riding comfort, efficiency and safety. To easily set this position, insert the seat until the maximum height line remains in the frame (NOTE: At least 2-1/2 inches of the seat post must remain in the frame) Never ride the bicycle with the seat raised beyond this height. Then lower the seat until your heel (in stocking feet) just

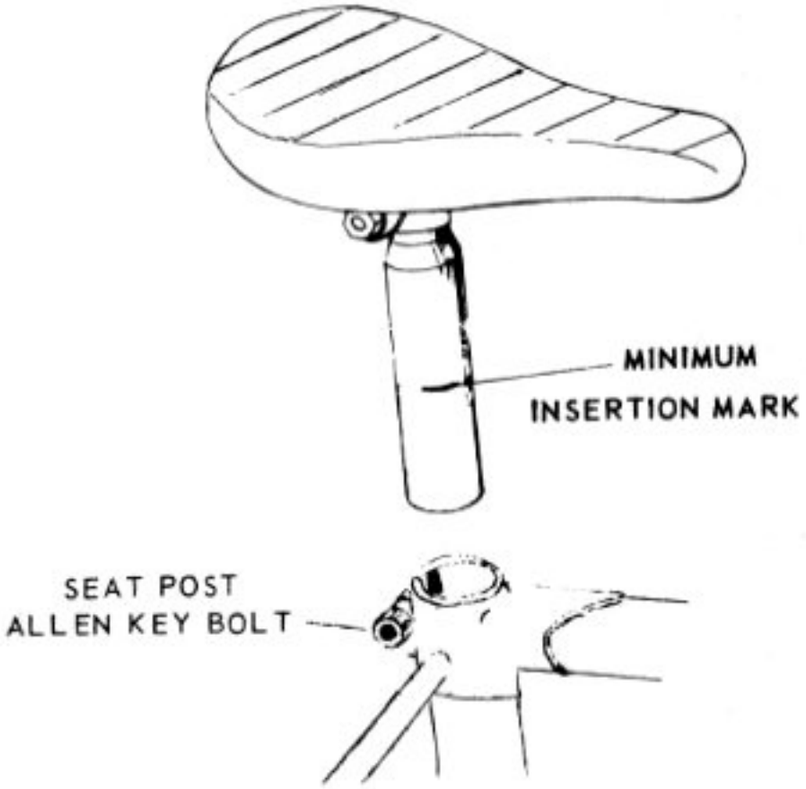

FIGURE 5

rests on the pedal in its lowest position and your leg is straight when sitting comfortably on the seat. This seat position will allow your knee to be slightly bent when in a proper riding position with the ball of your foot (while wearing shoes) on the pedal. When tightening the seat post bolt, be sure the rear cable hanger is aligned so the cable emerges in a straight line to the brake. If the cable hanger is not properly positioned the brakes will be out of adjustment and there could be rapid cable wear and brake failure. Tighten the seat post bolt firmly. Under-tightening can cause the seat post to slip while severe over-tightening can strip the threads or damage the clamp. Keep tightening until the seat will no longer turn or move when grasped and pulled or pushed.

HANDLEBAR AND STEM

HANDLEBAR INSTALLATION

To install the handlebars, loosen the allen key stem expander bolt and insert the handlebar stem into the fork tube so that the minimum insert mark is no longer visible (see figure 6).

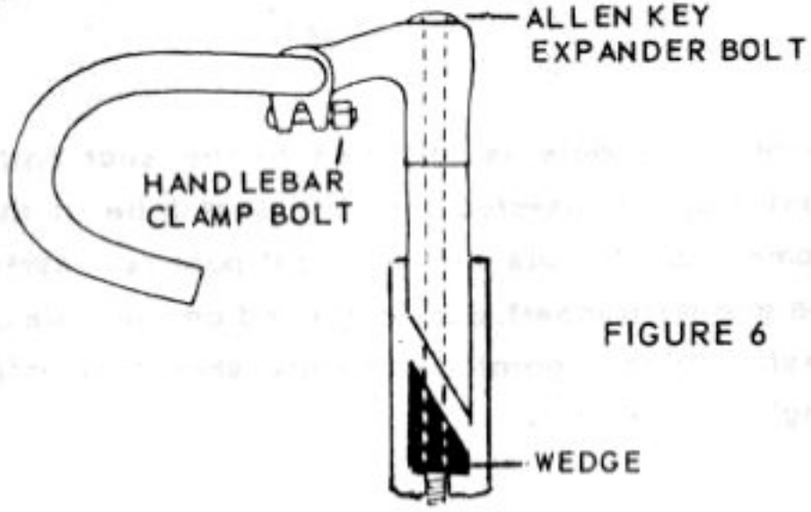

FIGURE 6

CAUTION

YOUR BICYCLE MUST NEVER BE RIDDEN WITH THE HANDLEBAR STEM RAISED BEYOND THE MINIMUM INSERT MARK. A MINIMUM OF 2-3 4" OF STEM MUST ALWAYS REMAIN IN THE FORK TUBE.

HANDLEBAR HEIGHT

The handlebar height should be set so that you can comfortably and easily reach the controls or brake levers. Usually this position will be level with the saddle or slightly below it.

ADJUSTMENT

To raise or lower the handlebars, loosen the stem expander bolt two or three turns then tap it down to loosen the wedge. Use a soft face hammer or block of wood to protect the chrome. When repositioning the handlebar stem, do not raise it above the minimum insert mark (NOTE: At least 2-3/4 inches must remain in the fork stem to provide adequate strength and to prevent damage to the fork threads). Align the front of the stem with the centerline of the front wheel and tighten the stem expander bolt firmly. Over-tightening can cause the handleber clamp bolt to strip.

HANDLEBAR ANGLE

The handlebars should be adjusted so the top of the bar is nearly horizontal and the ends point roughly towards the rear hub (see figure 7) When adjusting the handlebars, keep them centered in the handlebar stem Tighten the handlebar clamp bolt firmly. Over-tightening can cause the handlebar clamp bolt to strip.

CAUTION

AFTER ADJUSTING THE HANDLEBAR ANGLE OR HEIGHT, TEST THE HANDLEBARS FOR LOOSENESS YOUR HANDLEBARS NOW SHOULD NOT MOVE WHEN THE FRONT WHEEL IS LOCKED BETWEEN YOUR KNEES AND TURNING PRESSURE IS APPLIED TO THE HANDLEBARS.

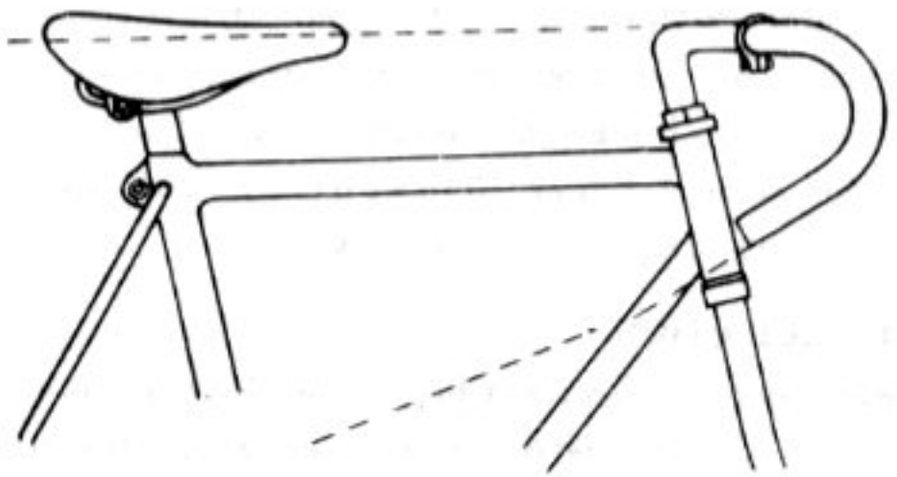

FIGURE 7

PEDAL INSTALLATION

Pedals are stamped "R" and "L" (Campagnolo pedals are stamped D & S, (D=R, S=L) on the end of the pedal spindle or on the flat side of the spindle. Screw pedal marked "R" clockwise into the right-hand crank on the right side of the bicycle. Tighten both pedals securely.

CAUTION

FORCING THE WRONG PEDAL INTO THE WRONG CRANK ARM CAN STRIP THE THREADS IN THE CRANK ARM.

CALIPER BRAKES

It is wise to have all brake adjustments performed by your TREK dealer. Such adjustments often require special tools and technical competence. Before riding your bicycle, make sure you have familiarized yourself with the section in the manual under "Operation and Safety Instructions" pertaining to Caliper Brakes.

CABLE INSTALLATION

The left lever goes to the front brake and the right lever goes to the rear brake. Note the position of all the fittings for proper reassembly. Check the cables for kinks, rust, worn or broken strands, or frayed ends Check the housing for bent ends, crimped holes, streched coils, or worn housing Replace cable or casing if necessary. Grease the cables and reassemble. Open the brake quick release lever and squeeze the brake caliper tight against the rim. (A third hand brake tool or a friend may be of valuable assiatance). Push the brake cable through the hole in the top of the brake lever body until the cable housing stop seats securely against the hole in the brake lever body. Be sure it has cleared the rubber hood when used. Slip the end of the brake cable into the slot inside the brake lever handle. Be sure that the cable end is properly fitted and seated securely. Run the other end of the cable through the adjusting barrel on the cable hanger and through the hole in the brake cable anchor bolt Pull the cable tight and tighten the cable anchor bolt securely. Test the brakes for proper operation

CABLE BRAKE ADJUSTMENT

1. Make sure the front ends of all four aluminum brake shoe holders are closed so the rubber brake shoes do not slide out when the brakes are applied.

2. Apply brakes to make sure the rubber shoes completely touch the side of the wheel rims and do not rub on the tire. If necessary, loosen the brake shoe anchor nuts and move the shoes up or down. Retighten the anchor nuts firmly.
3. In use, the steel brake cable will stretch slightly and rubber shoes will wear down. Check this periodically.

In normal riding position, the brake shoes should clear the wheel rims by approximately 1/8" on each side. Be sure the rims are true and the Brake Quick Release is properly positioned. If the brakes are not this close, turn the adjusting barrel until there is approximately 1/8" clearance. Do not turn the adjusting barrel past the end of the threads.

If the brake cannot be adjusted this way, screw the adjusting barrel all the way down. Hold the brakes against the rim. Loosen the cable anchor bolt, and pull the cable tight. Retighten the cable anchor bolt. Test the brakes by pulling the lever as far as possible by hand several times, then check the brake adjustment as before.

CAUTION

DO NOT RIDE ANY BICYCLE UNLESS THE BRAKES HAVE BEEN CHECKED AND ARE FUNCTIONING PROPERLY.

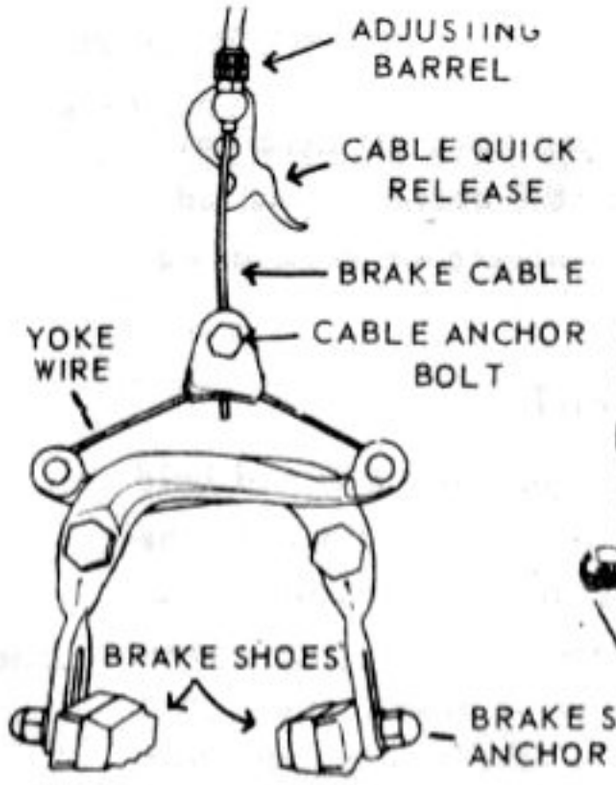

FIGURE 8
CENTERPULL CALIPER BRAKES

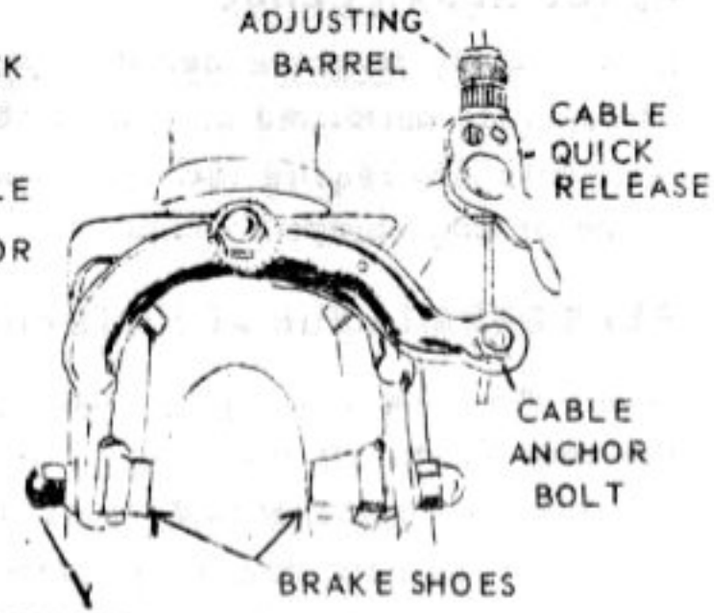

FIGURE 9
SIDEPULL CALIPER BRAKES

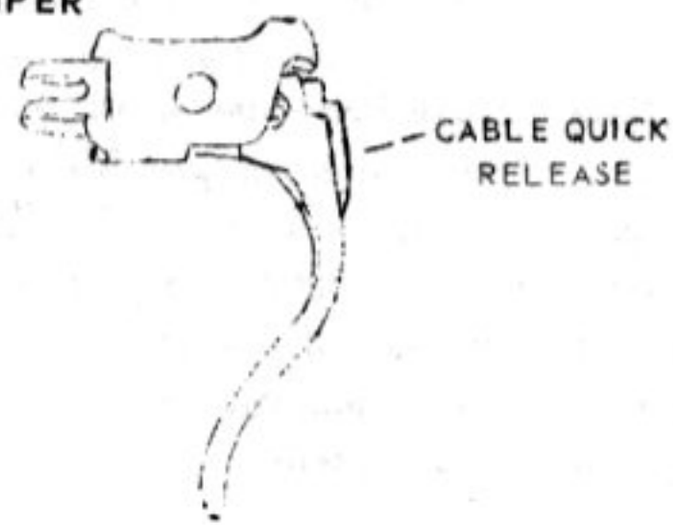

FIGURE 10
QUICK RELEASE LEVER

GEARS/DERAILLEURS

It is strongly recommended that you have all derailleur adjustments performed by your TREK dealer. Such adjustments may require technical competence beyond the scope of many bicycle owners.

REAR DERAILLEUR ADJUSTMENT

Mount the bike in a repair stand, or have a friend hold the rear wheel off the floor. Shift the chain onto the smallest rear sprocket and largest front chainwheel. Adjust the high gear adjusting screw until the chain goes onto the smallest sprocket and the sprocket, chain, and derailleur are all in a vertical line (check alignment from behind the bicycle). Screw the adjusting barrel all the way in. Shift the gear lever all the way forward. Pull the cable snug but not taught and tighten the cable clamp bolt. Note: these bolts are small and require caretul tightening. Over-tightening can break the bolt, while under-tightening may cause the cable to slip. Shift the derailleur carefully on to the largest rear sprocket and smallest front chainwheel and adjust the low gear adjusting screw until the sprocket, chain, and derailleur are again in vertical alignment.

FRONT DERAILLEUR ADJUSTMENT

Shift the front derailleur onto the largest front chainwheel and the smallest rear sprocket (use the smallest front and largest rear for Cyclone, Dura-ace, and Campagnolo derailleurs). Adjust the appropriate high or low gear adjusting screw until the derailleur can be adjusted so that the chain will not rub. Shift the lever all the way forward. Pull the cable snug, but not taught and tighten the cable clamp bolt. Do not over-tighten or the bolt may break. Under-tightening may allow the cable to slip. Shift the rear derailleur all the way to the opposite, largest or smallest, sprocket. Shift the front derailleur to the other chainwheel. Adjust the appropriate high or low gear adjusting screw until the chain does not rub. Shift derailleurs through all combinations of gears. Check that the chain does not fall off while shifting and that the derailleurs do not rub on any part of the wheel, crank, or chain wheel set. Check that the derailleurs operate smoothly through all gears. Check the cable for slippage.

DERAILLEUR TROUBLE CHART

Front Derailleur

PROBLEM	CAUSE	CORRECTION
Derailleur shifts by itself	Incorrect tension	Adjust lever tension
Derailleur won't shift	Incorrect tension	Adjust lever tension
	Rusty cable	Replace cable & housing
	Dirty derailleur	Clean & lubricate derailleur
	Loose cable	Retension cable
	Worn chain	Replace chain and freewheel
	Bent derailleur	Straighten or replace
Chain falls off	Incorrect adjustment	Readjust
	Bent chainwheels or teeth	Straighten or replace
Chain rubs	Incorrect position	Raise or align derailleur
	Incorrect adjustment	Readjust
	Bent derailleur	Straighten or replace
Cage rubs chain wheels	Incorrect position	Raise or align derailleur
Cage hits crank	Incorrect position	Raise or align derailleur
	Bent derailleur	Straighten or replace

DERAILLEUR TROUBLE CHART
Rear Derailleur

PROBLEM	CAUSE	CORRECTION
Derailleur shifts by itself	Incorrect tension	Adjust lever tension
Derailleur won't shift	Incorrect tension	Adjust lever tension
	Rusty cable	Replace cable & housing
	Dirty derailleur	Clean & lubricate derailleur
	Loose cable	Retension cable
	Worn chain	Replace chain & freewheel
	Bent derailleur	Straighten or replace
Chain squeeks	Dry chain	Oil chain & derailleur
Chain falls off	Incorrect adjustment	Readjust
Chain rubs	Bent derailleur	Straighten or replace
Chain jumps	Worn chain or freewheel	Replace both
Derailleur rubs wheel	Incorrect adjustment	Readjust

If derailleurs continue to malfunction, do not ride your bicycle. Take it to your nearest TREK dealer for proper service.

CAUTION

DO NOT RIDE ANY BICYCLE UNLESS THE DERAILLEURS OR GEARS HAVE BEEN CHECKED AND ARE FUNCTIONING PROPERLY.

WHEELS

QUICK RELEASE LEVERS

Quick release brakes allow the brakes to be opened wide for easy removal of the wheel (all TREK bicycles have this feature). Quick release hubs allow the wheels to be removed and installed without tools. (All TREK bicycle models except one have quick release hubs on both wheels. One model has quick release on the front wheel only.)

Caliper Brake Quick Release Lever Operation

Front and rear brakes have separate quick release levers and only one needs to be released for the wheel being removed. Depending on the model there are three different locations for the quick release levers in TREK bicycles

1. On the brake cable hanger (see figure 8 - page 9)
2. On the caliper brake arm (see figure 9 - page 9)
3. On the hand brake lever (see figure 10 - page 9)

(1) To release quick release hand lever, squeeze the brake lever until the brake quick release lever can be pushed to the side, then release the hand lever. The brake caliper should open wider. To re-set the brake quick release, squeeze the lever until the quick release lever can be pushed back in line with the lever. Release the lever and check the brake adjustment.

(2,3) To release the quick release on the cable hanger or caliper brake arm, pull the quick release lever out away from the frame. To re-set the quick release lever push it back towards the frame. Resetting the quick release lever is easier if the brake caliper is lightly squeezed together. When squeezing center pull brakes, be sure the cable carrier does not come loose from the yoke wire.

Quick Release Hubs

1. Front Wheel REMOVAL
   - -Disengage brake quick release as described before.
   - -Pull the quick release lever on the hub away from the wheel and turn it 180° toward the front of bicycle.
2. Front Wheel INSTALLATION
   - -Guide axle into fork slots on fork blades. Be careful not to knock the brake pads loose.
   - -Make sure axle is all the way against the slots and that the wheel is centered between fork blades.
   - -Position quick release lever sothat it is up and that it faces the front.
   - -Tighten or loosen the adjusting nut on the opposite side from the lever so the lever can be turned aprroxi-

mately 1/2 of the way (lever is parallel to axle) before meeting any noticeable resistance.

-Push the lever all the way to the rear, parallel to the frame, to securely lock the wheel in place.

-Test the lever, if you can rotate the lever up and down with your hands, then it is too lose. Further tighten the adjusting nut until there is no looseness.

-Re-engage the brake quick release lever as described above. Squeeze the brakes fully a couple of times and check for proper adjustments.

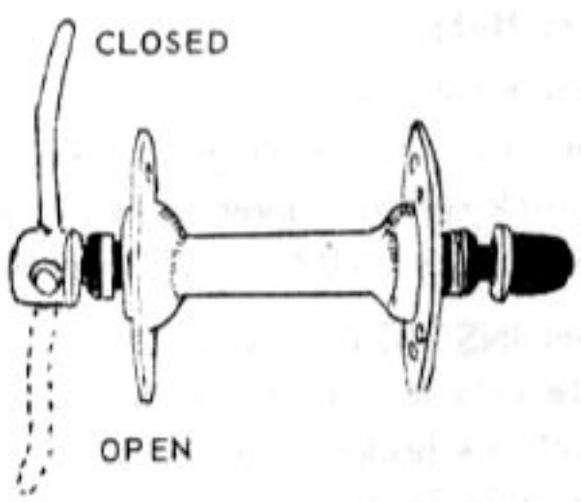

FIGURE 11
HUB QUICK RELEASE MECHANISM

3. Rear Wheel REMOVAL
   -Shift chain onto smallest rear sprocket.
   -Disengage brake release lever as described above.
   -Pull the quick release lever on the hub away from the wheel and turn it 180° toward the front of the bicycle. On the model without quick release loosen axle nuts.

4. Rear Wheel INSTALLATION
   -Shift derailleur for the smallest rear sprocket.
   -Pivot derailleur body to the rear.
   -Slide wheel between rear chain stays.
   -Guide chain onto smallest rear sprocket.
   -Slide wheel into rear fork slots. Release derailleur. Make sure wheel is properly centered.
   -Position the quick release lever so it is up and faces the front of the bicycle.
   -Tighten or loosen the adjusting nut on the opossite side from the lever so that the lever can be turned approximately 1/2 of the way (parallel to axle) before meeting any noticeable resistance.
   -Push the lever all the way to the rear, parallel to frame, to securely lock the wheel in place. On the model without quick release tighten axle nuts securely. Undertightening may allow the wheel to pull loose while overtightening can strip the axle threads.

-Test the lever, if you can rotate the lever up and down with your hands, the lever is too loose. Tighten the adjusting nut until there is no slack.
-Re-engage the brake quick release lever as described above. Test brakes as for front wheel.

CAUTION

IF YOUR BICYCLE HAS BEEN PARKED UNATTENDED, IT IS A GOOD PRACTICE TO CHECK THE QUICK RELEASE LEVERS ON THE HUBS AND ON THE BRAKES TO BE SURE THEY ARE PROPERLY ADJUSTED AND FIRMLY CLOSED.

BEFORE RIDING YOUR BICYCLE, MAKE SURE THAT YOUR WHEELS ARE CENTERED AND SPIN FREELY WITHOUT GRABBING OR RUBBING AGAINST YOUR BRAKE BLOCKS.

OPERATION AND SAFETY INSTRUCTIONS

CALIPER BRAKES

Do not ride any bicycle until the caliper brakes have been checked and are functioning.

OPERATION

Always apply the rear brakes first when stopping. For safe riding always apply brakes before going into a turn. Braking while turning could cause your wheels to skid sideways.

CAUTION: WET WEATHER OPERATION

NO BRAKES WORK AS EFFICIENTLY UNDER WET CONDITIONS AS THEY DO WHEN DRY. SPECIAL PRECAUTIONS MUST BE TAKEN WHEN RIDING IN RAINY OR WET WEATHER. EVEN WHEN PROPERLY MAINTAINED, LUBRICATED AND ADJUSTED, BRAKES REQUIRE EXTRA LEVER PRESSURE AND LONGER DISTANCES TO STOP IN WET WEATHER. SLOW DOWN IN DANGEROUS SITUATIONS AND AVOID LAST SECOND PANIC STOPS. AVOID RIDING OVER WET LEAVES, SEWER GRATES, POTHOLES, RAILROAD TRACKS AND OTHER HAZZARDS WHICH BECOME SUBSTANTIALLY MORE DANGEROUS WHEN THEY ARE WET THAN WHEN ARE DRY. AUTOMOBILE DRIVER VISION IS GREATLY REDUCED IN WET WEATHER. TAKE THIS INTO ACCOUNT. MAXIMIZE YOUR VISIBILITY AT ALL TIMES, ESPECIALLY IN DARK AND RAINY WEATHER. PLAN AHEAD TO AVOID DANGEROUS SITUATIONS WHICH COULD LEAD TO LOSS OF CONTROL OR ACCIDENTS.

EXTENSION LEVERS

Some models of TREK bicycles have dual position extension levers designed so the brakes can be operated with your hands on the top of the handlebars. These extension levers have more play in them and should be used ONLY when gradually slowing down or before making turns. If it should be necessary to make an emergency stop, DO NOT use the extension levers, but rather the hand brake levers themselves.

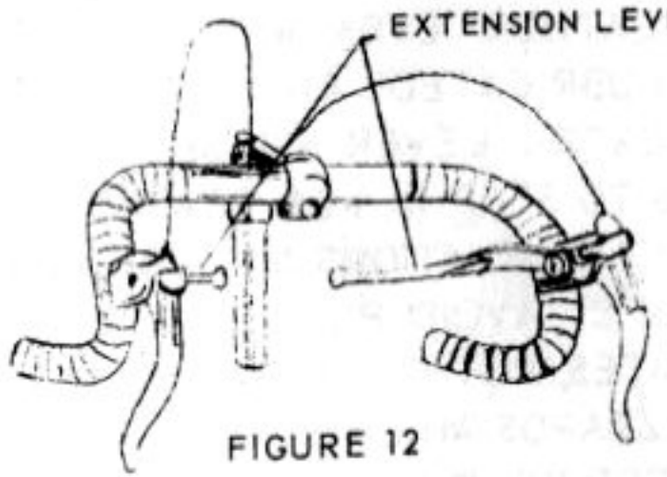

FIGURE 12

RIMS

Wipe rims with clean rag or wash with soap and water, rinse thoroughly, then dry. It is important that rims be kept clean for brakes to work properly. Take precautions to keep oil off rims when lubricating bicycle. Do not wax rims where brake pads rub.

GEARS/DERAILLEURS

The derailleur gear mechanism is so named because it refers to the derailling or shifting of the chain from one sprocket to another.

HOW TO SHIFT GEARS

1. When shifting gears on a bicycle you have to plan ahead because you can only shift gears while the pedals and chain are moving forward. Never attempt to shift gears when stopped or when back pedalling. When shifting, ease up on the pedals as excessive chain tension makes it difficult to shift. Do not shift when going over railroad tracks or other bumpy surfaces as the chain may not shift properly and could come off.
2. The gear shift levers are operated by finger tip control. On a TREK 10 speed bicycle the left hand lever controls the front derailleur mechanism. While the right hand lever controls the rear derailleur gear mechanism. Only shift one lever at a time.
3. Choose the gear combination that is most comfortable for the road conditions. This should enable you to maintain a constant rate of pedalling. It is not essential that various gear combinations be used in sequence.

GEAR INCHES

The gear inch (or number) refers back to the day of the high wheeler or penny farthing bicycle. It was the diameter of the wheel. The size of the wheel was limited by how long the rider's legs were. One turn of the pedals meant one turn of the wheel, and the bicycle went one diameter of the wheel, say 50 inches times pi (3.14) = 157 inches. With a ten speed, the rear wheel can go around faster than the pedals. If the rear sprocket is 15 and the front is 45, this gives a gear ratio of 3 and a gear inch of 3 x the wheel diameter, or 81 gear inches. Eighty-one x pi (3.14) = 245 inches of travel for each turn of the pedals. Since not all bicycles have the same size wheels, the gear ratio is not very meaningful, but when multiplied by the wheel diameter to give gear inches, it becomes a useful number that can be applied to all bicycles.

The following formula will help you find the gear inch for all ten gears on your bicycle.

$$\frac{\text{No front sprocket teeth}}{\text{No. rear sprocket teeth}} \times \text{wheel diameter} = \text{gear inch}$$

To use the formula, count the number of teeth on the front chain wheel and divide it by the number of teeth on the rear sprocket. Multiply this number by the exact diameter of your tire. This gives you the gear inch. If you wish to know how far your bicycle goes for each turn of the pedal, multiply the gear inch by pi (3.14).

BEARINGS

There are four places on every TREK bicycle which contain bearings that may require occassional adjustment. They are the steering head set, front and rear hubs, and bottom bracket axle. Such adjustments are beyond the scope of the average bicycle owner as they require a high level of technical competence and special tools.

CAUTION

IF EXCESSIVE PLAY OR LOOSENESS SHOULD DEVELOP AT ANY ONE OF THESE FOUR BEARING LOCATIONS RETURN YOUR BICYCLE TO YOUR TREK DEALER FOR IMMEDIATE SERVICING.

TIRES

CHANGING FLAT TIRES

1. Check that valve stem is not leaking.
2. Remove wheel from bicycle.
3. Squeeze out air to completely deflate tire.
4. By pushing inward, loosen the tire from the rim all the way.
5. Pry one side of the tire up over the edge of the rim. Note: Use tire tools or other smooth ended tools. Do not use screw driver or you may further damage the tire and tube.
6. Remove tube, leaving tire on rim.
7. Locate leak and patch according to instructions with patch kit or replace tube if warranted.
8. Match the tube with wheel to locate possible source of puncture in tire. Mark the location.
9. Remove tire from rim and check tire to determine the cause. Often the cause is still in the tire. Check entire tire and rim for damage. Correct and replace before installing tire.
10. Remount one side of tire on rim.
11. With a hand pump, put enough air in the tube to give it some shape.
12. Put valve stem in hole in rim and work tube into tire being careful not to get it twisted.
13. Without using tools, push second side of tire on rim. Start on side opposite valve and work in both directions until only the place by the valve is left. You will have to stop several times to let more air out of the tube.
14. To get the last few inches on the rim, keep tight pressure on the tire to slide it over the rim with the palm of one hand and while maintaining that pressure, push the tire away from the edge of the rim into the center. Start opposite the valve and work around both sides to the valve. You should then be able to shove more or all of the tire onto the rim. You may be able to release more air out of the tube and repeat until you can work the last bit of the tire over the rim.

Using tools is a great temptation, but avoid doing so. They can damage the tire, break the wire bead, and puncture the tube. If you cannot get the tire on without using tools, take it to your nearest TREK dealer.

15. Inflate the tire to 25 pounds and check the tire for proper seating. If properly seated, inflate to proper pressure (stamped on side of tire).

16. Reinstall wheel, check gears and brakes.

RIDING AT NIGHT

REFLECTORS

Reflectors must be kept clean and properly aligned. They can be washed with soap and water when necessary. The front and rear frame reflector should be vertical and face directly to the front or rear. If the reflectors become lost, damaged, or need adjustment, it is advisable that you take your bicycle to your nearest TREK dealer to have the reflectors properly aligned or replaced. As good as your reflectors are, they have definite limitations for safe nighttime use. They will not light up the road in front of you, nor illuminate you if someone else does not have lights on. For nighttime riding, a good battery or generator powered head light and tail light are strongly recommended. Other lights are available that provide eye catching motion when strapped to your leg. When wearing long pants, leg bands are useful to keep your pants leg out of the chain. These can be found with bright reflective material that aid nighttime visibility. Silver reflective tape can be usefully applied to helmets, crank arms, seat post, and to spaces between spokes on the inside of the rims. It is best if the latter is not put all around the rim, but for only 6-12 spaces grouped together on each wheel. Sew on reflective material can be applied to jackets or clothing normally used for bicycle riding.

A GUIDE FOR SAFE ON-OFF ROAD OPERATION

1. Familiarize yourself with your bicycle controls. Practice braking and shifting in an empty parking lot or secluded area before taking the bicycle onto roadways.

2. Be sure your bicycle is in good safe mechanical condition.

3. Obey ALL traffic regulations, signs, signals, and markings.

4. Use the proper hand signals to indicate turns and stops to pedestrians, automobiles, and other bicyclists.

5. Ride on the right hand side of the street. Do not ride in the direction opposite to traffic. Never ride more than two abreast and ride single file in traffic.

Ride in a straight line. Avoid dangerous swerving . NOTE: Check local laws, some states prohibit more than one vehicle side by side in a single lane.

6. Beware of parked cars pulling into traffic and car doors opening unexpectedly.

7. Watch out for drain grates, soft shoulders and other road surface hazards. Cross railroad tracks at a 90° angle.

8. Be extremely careful at intersections, especially when making a left turn. Yield the right of way to pedestrians.

9. DON'T hitch a ride on a truck or other vehicle.

10. DON'T stunt or race in traffic.

11. DON'T ride double or carry packages that interfere with your vision or control. Be carefull packages do not come loose from racks or bags and become tangled in wheels.

12 Always LOCK your bicycle properly when unattended. Register your bicycle to facilitate identification and recovery in case of theft.

MAINTENANCE SCHEDULE

I. WEEKLY
   1. Wipe off your bike with a damp rag.
   2. Check tire pressure.
   3. Check brakes.

II. MONTHLY
   1. Inflate tires and check for damage.
   2. Oil cables, chain, pivots (brake levers and calipers, shift levers, and derailleurs). Use proper bicycle oil. Some oils can evaporate and leave a gummy residue. Remove excess oil to avoid attracting dirt to exposed surfaces.
   3. Tighten all loose nuts and bolts.

III. TWO, THREE, OR FOUR TIMES A YEAR
   1. Check wheels and have bicycle shop true them if necessary.
   2. Replace brake blocks if they are worn down past the lugs.
   3. Clean chain and other greasy parts with a brush and kerosene, then re-lubricate.

4. Check gear adjustments.

IV. EVERY ONE OR TWO YEARS

Have a bicycle shop:

1. Clean and repack with grease all bearings in the hubs, crank hanger, and head. Oil or grease pedal bearings.
2. Replace frayed cables; if you have been lubricating them properly, they should run smoothly. Clean or replace them as necessary.
3. Replace tires if cord is split or if cord can be seen anywhere.

This maintenance schedule is based on normal usage. If you ride your bicycle more than normal, or do not ride it at all for prolonged periods of time (lack of use is hard on a bicycle if not properly stored), you will have to check over your bicycle more often than the schedule lists. If any part appears to be malfunctioning, check it and adjust it immediately, or have it repaired by your nearest TREK dealer. Do not ride any bicycle that is not operating properly.

STORAGE

Your bicycle should be cleaned, lubricated, and waxed before storage. It should be hung up so the tires are off the ground (it can be hung in any direction). Approximately 1/2 normal air pressure should be maintained in the tires. When bringing a bike out of storage, it is wise to take this opportunity to have your nearest TREK dealer give it a complete check-up before starting the new season.

TREK Bicycle Corporation
Limited Warranty

ONE-YEAR WARRANTY ON COMPLETE BICYCLE

The TREK Bicycle Corporation warrants this new TREK bicycle when purchased within the United States and operated in a normal manner against defective materials and workmanship for a period of one year from the date of original purchase. TREK will, through its dealers, repair or replace, free of charge, including service and labor, all parts found to be defective and subject to such warranty.

LIFE-TIME WARRANTY ON FRAME

In addition to the one-year warranty on the complete bicycle, if the frame is found to be defective in materials and workmanship during the lifetime of its original owner, TREK will, through one of its dealers, replace the frame. All labor charges for the frame replacement will be the responsibility of the original owner.

This warranty does not apply to damage resulting from accident, misuse, abuse, neglect, normal wear, improper assembly or improper maintenance. The user assumes the risk of any personal injury, damage or failure of the bicycle or any other losses if TREK bicycles are used in any competitive event including but not limited to bicycle racing, bicycle motorcross, dirt biking or similiar activities.

TREK neither assumes nor authorizes anyone else to assume for it any other obligations or liability in connection with this TREK warranty.

TREK BICYCLE OWNER'S RECORD

(Keep this record for future reference)

OWNER'S NAME _____

DATE OF PURCHASE _____ PURCHASE PRICE _____

DEALER NAME _____

MODEL NUMBER _____ MODEL NAME _____

SERIAL NUMBER* _____ COLOR _____

CITY LICENSE NUMBER _____

*The serial number of your TREK bicycle is located on the underside of the bottom bracket shell.

NOTICE: For the name of your nearest TREK dealer, please write or call
TREK Bicycle Corporation, 268 Jackson Street, Waterloo, WI 53594
(414) 478-3700