# **FUNRIDEBIKES**

# **USER MANUAL**

#### **BICYCLE OWNER'S MANUAL**

This manual contains important safety, performance and maintenance information.

Read the manual before taking your first ride on your new bicycle, and keep the manual handy for future reference.

# ASSEMBLY GUIDE

16" TRAINING BIKE, 20", 24", 26" MOUNTAIN BIKES & FATBIKE

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#### **ABOUT THIS MANUAL**

It is important for you to understand your new bicycle. 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 bicycle is taken in a controlled environment, away from cars, obstacles, and other cyclists.

#### **GENERAL WARNING**

Bicycling can be a hazardous activity even under the best of circumstances. Proper maintenance of your bicycle is your responsibility as it helps reduce the risk of injury. This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle. Many of the warnings and cautions 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.

#### A SPECIAL NOTE FOR PARENTS

It is a tragic fact that most bicycle 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 bicycle 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, bicycle, and traffic laws, but also the common sense rules of safe and responsible bicycling. As a parent, you should read this manual before letting your child ride the bicycle. Please make sure that your child always wears an approved bicycle helmet when riding.



WARNING! This bicycle is intended for use as a pedal power bicycle only. It is not designed, intended, or suitable for use with the installation of an internal combustion engine.

# HELMETS SAVE LIVES !!!

ALWAYS WEAR A PROPERLY FITTED HELMET WHEN YOU RIDE YOUR BICYCLE DO NOT RIDE AT NIGHT • AVOID RIDING IN WET CONDITIONS



**CORRECT FITTING** Make sure your helmet covers your forehead.



**INCORRECT FITTING** Forehead is exposed and vulnerable to serious injury.

#### **SIZING GUIDE & CHART**

When choosing the correct size bicycle, there are some guidelines that will help you determine the correct fit. It is important that you are able to safely mount and dismount the bicycle, and that while riding you are comfortable and can operate the brakes, steering and pedal without any added difficulty.



The first rule is when standing over the bicycle, in front of the seat, straddling the top tube of the bicycle, you should have a minimum of 2.5-7.6 cm (1-3 inches) of clearance.



BIKE WHEEL SIZE	YOUR APPROX. HEIGHT
30.5 cm/12 inch wheel	71 - 97 cm/28 - 38 in
41 cm/16 inch wheel	97 - 122 cm/38 - 48 in
46 cm/18 inch wheel	107 - 132 cm/42 - 52 in
51 cm/20 inch wheel	122 - 152 cm/48 - 60 in
61 cm/24 inch wheel	142 - 166 cm/56 - 66 in
66 cm/26 inch wheel	163 - 188 cm/64 - 74 in
700c	163 - 188 cm/64 - 74 in



#### **TOOLS REQUIRED:**

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

To avoid injury, this product must be properly assembled before use. If your bicycle was obtained assembled, we strongly recommend that you review the complete assembly instructions and perform checks specified in this manual before riding.



#### **GETTING STARTED**

Open the carton from the top and remove the bicycle. (Fig.1)

Remove the straps and protective wrapping from the bicycle. Inspect the bicycle and all accessories and parts for possible shortages. It is recommended that the threads and all moving parts in the parts package be lubricated prior to installation (Fig.2, 3 and 4). Do not discard packing materials until assembly is complete to ensure that no required parts are accidentally discarded. Assemble your bicycle following the steps that pertain to your model.

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







Fig. 3



Fig. 1 Lubricate seat tube

Fig. 2 Lubricate head set

Lubricate pedal thread Fig. 4



#### TRAINING WHEELS

It is very important to check the training wheel connection to the bicycle. Failure to properly tighten may cause the training wheel to dislodge and the rider to lose control and fall.

#### **C-SHAPE BRACE**

Remove the outer axle nut and washer from the rear wheel axle. Place the brace stabilizer washer onto the axle and align the washer so that the notch on the washer fits into the rear frame drop out. Next, place the C-shaped wheel brace onto the axle and replace the washer and axle nut. Tighten the axle nut securely making sure that the wheel brace stays in the proper vertical position. The elongated hole on the wheel brace allows the training wheel height to be adjusted for proper fit. (Fig.5)



#### HANDLEBAR ASSEMBLY

Remove all protective packaging from the handlebar if not already done. Turn the fork of the bicycle to face forward. Note that "forward" means that the wheel mounting slots are in the furthest forward position so the wheel axle will be in front of the fork when assembled. (Fig.6)



#### HANDLEBAR HEIGHT

Maximum comfort is usually obtained when the handlebar height is equal to the height of the seat. You may wish to try different heights to find the most comfortable position. (Fig.7)

The stem's "Minimum insertion" mark must be visible above the top of the headset. If the stem is extended beyond this mark, the stem may break or damage the fork's steer tube, which could cause you to lose control and fall.



#### FITTING

- 1. Remove the plastic protector from the handlebar stem (Fig.8)
- 2. Align the stem wedge with the stem (Fig.9)
- 3. Insert the handlebar in the headset (Fig.10)
- 4. Screw the stem wedge bolt with Allen key (Fig.11)



Failure to properly tighten the stem binder bolt or the handelbar binder bolt may compromise steering action, which could cause you to lose control and fall. Place the front wheel of the bicycle between your legs and attempt to twist the handelbar/stem assembly using a reasonable amount of force. If you can twist the stem in relation to the front wheel, turn the handlebar in relation to the stem, or turn the bar end extensions in relation to the handlebar, you must tighten the appropriate bolts accordingly.





#### **FRONT WHEEL**

There are two types of front wheel hubs: nutted and quick release.

#### **Nutted Front Wheels**

Loosen the axle nuts on the front wheel. If there is a washer inside of the axle nut, it belongs outside of the fork dropouts. If the washer has a hook or a step, be sure that it engages the fork before tightening the axel nuts. Slide the front wheel between the fork dropouts. If the wheel has a hook shaped washer, be sure that the hook is hooked into the hole above the wheels slot. If there is a step washer, be sure the step fits into the key hole at the top of the wheel slot. Tighten the two outer axle nuts evenly; tighten one side part way, then tighten the other side and repeat until both sides are tightened securely. Be sure that the wheel is centered between the fork legs. If it is off center, loosen the axle nut on the side that has a smaller gap between tire and fork leg, and use your hand to push the wheel to a centered position; hold the wheel with one hand, and tighten the axle nut with the other and check again. Repeat if needed to be sure the wheel is centered and securely tightened (Fig.12).

#### **Quick Release Wheels**

- 1. Locate the quick release skewer from the small parts carton of your bicycle. Some tire tread patterns have a direction, so compare the front tire and rear tire of the bicycle so that both tread patterns face the same way.
- 2. Unscrew the lock nut from the quick release skewer, remove outer spring and slide the skewer through the front wheel axle so that the lever is on the left side of the bike (the side opposite the chain)(Fig.13).
- 3. Install spring and then start to thread the lock nut back onto the skewer, but do not tighten too far.
- 4. Slide the wheel into the fork wheel slots and be sure that the wheel is centered.
- 5. Inspect the lever, note that there's an "open" and "closed" position. Move the lever so it is in the "open" position. With one hand on the lever and one hand on the lock nut, start to hand tighten the lock nut until you start to feel some resistance with the fork (Fig.14)
- 6. Try to close the lever. If it closes easily, open it up, and tighten the lock nut further. If it is too difficult to close, open the lever up, and loosen the lock nut a little and try again.
- 7. The quick release lever should be difficult to push closed with you palm, but should be possible. Practice opening and closing the lever until you feel comfortable. NO NOT attempt to tighten the wheel by turning the lever to tighten; the lever is for closing, the lock nut (opposite side) is for adjusting the tension (Fig.15).

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

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











# Rails Seat clamp Adjusting nut Fig. 17

## SADDLE ASSEMBLY

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

The saddle assembly should be adjusted with the saddle centered on the rails and level.

Locate the saddle assembly and insert into the frame.

## **Bolted Seat Clamp**

If your bicycle has a seat clamp with a bolt, adjust seat to desired height, and tighten the clamp so that the saddle may not turn left or right, or move up or down. Be sure that the seat post is inserted far enough into the frame to hide the "Minimum insertion" mark on the seat post. Riding a bicycle with the seat post above this line is dangerous and can cause injury to the driver or damage to the bicycle (Fig.16).

#### **Quick Release Seat Clamp**

If your bicycle has a seat clamp with a quick release, adjust seat to desired height, and tighten the quick release lever so that the saddle may not turn left or right, or move up or down. If the saddle moves after locking the quick release lever, open the lever, and tighten the adjusting nut further, then close the quick release lever again. Be sure that the seat post is inserted far enough into the frame to hide the "Minimum Fig.17 insertion" mark on the seat post. Riding a bicycle with the seat post above this line is dangerous and can cause injury to the driver or damage to the bicycle (Fig.17).



#### PEDALS AND CRANKS

Attachment of an incorrect pedal into a crank arm can strip pedal threads and cause irreparable damage. Check the tightness of your pedals frequently to ensure they are tightly attached. Failure to do so could result in serious injury.

## Attaching Left and Right Pedals

Look for the letters "R" for right and "L" for left, stamped on each pedal. Start to screw each pedal spindle by hand to avoid stripping the threads. Note that the right hand pedal attaches to the chainwheel side crank arm with a right-hand (clockwise) thread. The left pedal attached to the other crank arm and has a left-hand (counter- clockwise) thread (Fig.18).

# **Tightening Pedals**

Tighten fully with a 15mm pedal wrench (an open ended wrench will not provide adequate torque and could damage you bike). It is very important that you check the pedals for correct adjustment and tightness before riding your bicycle. There should be no threads showing and you must not be able to loosen pedals by hand. Failure to check pedals frequently could result in serious injury.







#### REFLECTORS

41 cm (16 in) and under bicycles are considered "sidewalk bicycles", and may not be fitted with reflectors. These bicycles should not be ridden on streets, at night or unattended by an adult. All other bicycles are 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. Front & rear reflectors should be mounted so that they are within 5 degrees of vertical (when looking at them from the side of the bike, while the bike is on level ground). The front reflector should aim forward (when viewed from above), and the rear reflectors should be checked to be sure they are tight, and should be kept clean.

#### **BRAKE OPERATION**

There are 2 types of braking systems for bicycles; Foot operated and hand operated.

#### **Foot Operated Brakes**



Foot operated brakes allow the rider to pedal forward to accelerate the bicycle, and pedal backwards to brake. The harder you push back on the pedals, the more braking force is applied to the rear wheel. In most cases a foot operated brake is strong enough to "lock up" (stop the wheel from turning) the rear wheel and cause the tire to skid. While this will decelerate the bicycle quickly, it will also cause unnecessary wear on the tire, and terrain, and can cause a loss of steering control. It is recommended to practice braking so that you have control over how quickly the bicycle comes to a stop. It is also important to know the environment that you are riding on. For example, a dry paved road is very predictable when stopping. But if you add rain, gravel, snow or any thing else, the rider needs to be extra careful, and allow extra stopping distance, and slow down before turning. The rider should also be careful as terrain changes to keep the bicycle at a controllable speed.

Some models may have a combination of foot and hand operated brakes. It is OK to operate them at the same time or independently. However, if the bicycle is equipped with a front wheel hand brake, be careful to use front and rear brake simultaneously, and avoid locking up the front wheel, as this can cause a loss of steering control, and cause a crash. See hand operated brakes (p. 10) for more detail.



#### Hand Operated Brakes

Hand operated brakes have a separate hand lever to operate front and rear brakes (Fig. 21). Front hand brake levers are located on the left side of the handlebar, and rear hand brake levers are located on the right side of the handlebar. Hand operated brakes may be used alone or on some models in conjunction with foot operated brakes. It is OK to operate one brake at a time, or all together, depending on your style, comfort, and riding conditions, however, be careful to pay close attention to front brakes locking up;



If the front brake is applied too quickly or too hard, the front wheel can stop turning and result in the rider being thrown over the handlebars.

To best avoid this, apply the front and rear brakes simultaneously, while shifting your body weight back slightly to compensate for braking force. As terrain changes, the rider must practice and learn how each bicycle will respond in a new terrain or weather change. The same bicycle will react differently if it is wet, or if there is gravel on the road etc. Always test the brakes and be sure you feel comfortable with the reaction. If the riding conditions are too steep (off road for example) and you are unsure, dismount the bicycle and walk past the questionable terrain before riding again. Remember that as you apply the brakes your weight will want to shift forward, and the wheels will want to stop.



Fig. 24

#### **CENTERING DISC BRAKE**

If you squeeze the brake and one side moves more than the other, or one side does not move at all, then the brake is not centered, or the wheel is not centered. First determine if the wheel is centered. Look at the gap between the tire and the fork or frame on either side. If it is not even, loosen wheel axle nuts and center the wheel, then proceed to centering the brake. (Fig. 22, 23)

If the brake is not centered, look at the disc brake caliper for centering adjustment screws at the center of the brake pad on either side. (Fig. 22) Looking down into the brake where the brake pads contact the disc rotor, determine which side needs to move away or towards the disc. Turn the centering adjustment screws so that there is about 1/32 of an inch of clearance on either side of the disc rotor. Spin the front wheel and listen for any rubbing noise or excess friction. Repeat the steps until the brake is centered.

Brake is correctly adjusted when:

- The brake pads do not drag on the rotor when the brake is open.
- Both brake pads move away from the rotor equally when the brake is released.
- When the brake is applied, the brake pads contact the rim before the brake lever reaches about 1/3 of the way to the handlebar. (Fig. 24)

DISC GETS HOT! Severe injury could result from contact with the hot disc! Keep hands and legs away from disc brakes.

#### **CENTERING DISC BRAKE (cont'd)**

These brakes require breaking in! Ride and use the brakes gently for 13 miles before using the brakes in downhill conditions, for sudden stops, or any other serious braking. Please be aware that your brake system will change in performance throughout the wear-in process. The disc brake should be cleaned before the first ride using rubbing alcohol. NEVER use oil or similar products to clean your disc brake system.



# WARNING! Disc brakes are sharp, keep fingers away from brake caliper and rotor. If fingers contact brake while wheel is turning injury can occur.

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

#### CORRECT ROUTINE MAINTENANCE OF YOUR NEW BIKE WILL ENSURE:

#### Smooth running - Longer lasting components - Safer riding - Lower running costs

Every time you ride your bicycle, its condition changes. The more you ride, the more frequently maintenance will be required. We recommend you spend a little time on regular maintenance tasks. The following schedules are a useful guide and by referring to Part 5 of this manual, you should be able to accomplish most tasks. If you require assistance, we recommend you see a bicycle specialist.

WARNING: Do not over lubricate. If lubricant gets on rims, tires or brake shoes, it will reduce control and braking performance and may require a longer stopping distance. Injury to the rider can occur. Avoid getting any excess lubrication on these areas by wiping off excess lubricant, and keeping these areas clean and dry.

FREQUENCY	COMPONENT	LUBRICANT	HOW TO LUBRICATE
Weekly	Chain	Chain lube or litht oil	Brush on or squirt
	Derailleur wheels	Chain lube or litht oil	Brush on or squirt
	Derailleurs	Oil	Oil can
	Brake Calipers	Oil	3 drops from oil can
	Brake levers	Oil	2 drops from oil can
	Freewheel	Oil	2 squirts from oil can
Monthly	Shift levers	Lithium based grease	Disassemble
Every Six Months	Brake cables	Lithium based grease	Disassemble
Yearly	Bottom bracket	Lithium based grease	Disassemble
	Pedals	Lithium based grease	Disassemble
	Derailleur cables	Lithium based grease	Disassemble
	Wheel bearings	Lithium based grease	Disassemble
	Headset	Lithium based grease	Disassemble
	Seat pillar	Lithium based grease	Disassemble

#### LUBRICATION

**NOTE**: The frequency of maintenance should increase with use in wet or dusty conditions. Do not over lubricate - remove excess lubricant to prevent dirt build up. Never use a degreaser to lubricate your chain (WD-40<sup>TM</sup>).



# **INSTALLING THE CELLULAR HOLDER** (Available on selected models only)

For the installation of the cell phone holder, see the video:



#### **TROUBLESHOOTING GUIDE**

PROBLEM	POSSIBLE CAUSE	REMEDY	
Gear shifts not working properly	<ul> <li>Derailleur cables sticking/ stretched/damaged</li> <li>Front or rear derailleur not adjusted properly</li> <li>Indexed shifting not adjusted properly</li> </ul>	<ul> <li>Lubricate/tighten/replace cables</li> <li>Adjust derailleurs</li> <li>Adjust indexing</li> </ul>	
Slipping chain	<ul> <li>Excessively worn/chipped chainring or freewheel sprocket teeth</li> <li>Chain worn/stretched</li> <li>Stiff link in chain</li> <li>Non compatible chain/ chainring/freewheel</li> </ul>	<ul> <li>Replace chainring, sprockets and chain</li> <li>Replace chain</li> <li>Lubricate or replace link</li> <li>Seek advise at a bicycle shop</li> </ul>	
Chain jumping off freewheel sprocket or chainring	<ul> <li>Chainring out of true</li> <li>Chainring loose</li> <li>Chainring teeth bent or broken</li> <li>Rear or front derailleur side-to-side travel out adjustment</li> <li>Cross chaining and shifting under load</li> </ul>	<ul> <li>Re-true if possible, or replace</li> <li>Tighten mounting bolts</li> <li>Repair or replace chainring/set</li> <li>Adjust derailleur travel</li> <li>See gear operation page 21</li> </ul>	
Constant clicking noises when pedaling	<ul> <li>Stiff chain link</li> <li>Loose pedal axle/bearing</li> <li>Loose bottom bracket axle/bearings</li> <li>Bent bottom bracket or pedal axle</li> <li>Loose crankset</li> </ul>	<ul> <li>Lubricate chain/adjust chain link</li> <li>Adjust bearings/axle nut</li> <li>Adjust bottom bracket</li> <li>Replace bottom bracket axle or pedals</li> <li>Tighten crank bolts</li> </ul>	
Grinding noise when pedaling	<ul> <li>Pedal bearings too tight</li> <li>Bottom bracket bearings too tight</li> <li>Chain fouling derailleurs</li> <li>Derailleur wheels dirty/binding</li> </ul>	<ul> <li>Adjust bearings</li> <li>Adjust bearings</li> <li>Adjust chain line</li> <li>Clean and lubricate wheels</li> </ul>	
Freewheel does not rotate	Freewheel internal pawl pins are jammed	Lubricate. If problem persists, replace freewheel	
Brakes not working effectively	<ul> <li>Brake pads worn down</li> <li>Brake pads/rim greasy, wet or dirty</li> <li>Brake cables are binding/ stretched/damaged</li> <li>Brake levers are binding</li> <li>Brakes out of adjustment</li> </ul>	<ul> <li>Replace brake pads</li> <li>Clean pads and rim</li> <li>Clean/adjust/replace cables</li> <li>Adjust brake levers</li> <li>Center brakes</li> </ul>	
When applying the brakes they squeal/ squeak	<ul> <li>Brake pads worn down</li> <li>Brake pads toe-in incorrect</li> <li>Brake pads/rim dirty or wet</li> <li>Brake arms loose</li> </ul>	<ul> <li>Replace pads</li> <li>Correct pads toe-in</li> <li>Clean pads and rim</li> <li>Tighten mounting bolts</li> </ul>	
Knocking or shuddering when applying brakes	<ul> <li>Bulge in the rim or rim out of true</li> <li>Brake mounting bolts loose</li> <li>Brakes out of adjustment</li> <li>Fork loose in head tube</li> </ul>	<ul> <li>True wheel or take to a bike shop for repair</li> <li>Tighten bolts</li> <li>Center brakes and/or adjust brake pads toe-in</li> <li>Tighten headset</li> </ul>	
Wobbling wheel	<ul> <li>Axle broken</li> <li>Wheel out of true</li> <li>Hub comes loose</li> <li>Headset binding</li> <li>Hub bearings collapsed</li> <li>Quick release lever is loose</li> </ul>	<ul> <li>Replace axle</li> <li>True wheel</li> <li>Adjust hub bearings</li> <li>Adjust headset</li> <li>Replace bearings</li> <li>Adjust quick release lever</li> </ul>	
Steering not accurate	<ul> <li>Wheels not aligned in frame</li> <li>Headset loose or binding</li> <li>Front forks or frame bent</li> </ul>	<ul> <li>Align wheels correctly</li> <li>Adjust/tighten headset</li> <li>Take bike to a bike shop for possible frame realignment</li> </ul>	
Frequent punctures	<ul> <li>Inner tube old or faulty</li> <li>Tire tread/casing worn</li> <li>Tire unsuited to rim</li> <li>Tire not checked after previous puncture</li> <li>Tire pressure too low</li> <li>Spoke protruding into rim</li> </ul>	<ul> <li>Replace inner tube</li> <li>Replace tire</li> <li>Replace with correct tire</li> <li>Remove sharp object embedded in tire</li> <li>Correct tire pressure</li> <li>File down spoke</li> </ul>	

#### **YOUR WARRANTY**

Congratulations for your purchase of a FUNRIDEBIKES bicycle. Great value for your money and covered by an excellent warranty!

#### **RETURN POLICY**

Despite the stringent quality control applied throughout the manufacturing and assembly process, some defects in materials and manufacturing may pop up. In such a case, the following conditions apply:

#### **REPLACEMENT WARRANTY \*\***

The replacement warranty only applies to manufacturing defects of the frame or fork. Other components are covered by the repair warranty.

#### FRAME

Steel or aluminium	Lifetime	Warranty*
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#### FORK

Without suspension, steel or aluminium.....Lifetime Warranty\* With suspension, steel or aluminium ......1 Year Warranty

#### **REPAIR WARRANTY\***

The 1-year repair warranty covers any components with a manufacturing defect.

#### **EXCLUSIONS**

Defects caused by abuse, negligence, accident, or improper maintenance; breakage caused by normal wear and tear, bent or buckled wheel, flat tires, bent frame

#### **EXCHANGES AND REIMBURSEMENTS**

A customer shall return a bicycle under the repair or replacement warranty at his own expense, which may however be reimbursed (for a maximum of \$50 per unit) with proof of payment.

\*THIS WARRANTY IS EXTENDED ONLY TO THE INITIAL CONSUMER PURCHASER.

\*\*PROOF OF PURCHASE REQUIRED: THE WARRANTIES HEREUNDER APPLY ONLY ON PRESENTATION OF A PROOF OF PURCHASE BY THE INITIAL CONSUMER PURCHASER, EITHER THE INVOICE OR SALES RECEIPT.



Thank you for having chosen a FUNRIDEBIKES bicycle. To have the most fun, we remind you that it is always important to respect traffic laws and regulations and to always wear a properly adjusted helmet.

The FRB team info@funridebikes.com 1 844 432 8245

