

# ***KMART***

## **INSTRUCTION MANUAL**

### **BICYCLE ASSEMBLY & MAINTENANCE**

**42042914 SS 29" Everest MTB**

IMPORTANT NOTICE! Do not Return This Product To The Store, Please Keep Your Instructions! Your Model number is necessary should you need to contact us. Please read through this instruction manual book to familiarize yourself with all parts and assembly steps. Kindly refer to the parts identified below and be sure that all parts have been included. Although we are dedicated to giving our customers the best product possible, a question may arise or parts may be missing. If you are missing parts, or, if you have any questions, please contact our fast and friendly service centre on: TEL: 1800-124-125

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**NOTE: YOU COULD HAVE ADDITIONAL INSTRUCTIONS INCLUDED IN YOUR PARTS BAG THAT EXPLAIN THE OPERATION AND ASSEMBLY OF THE SHIFTERS, SHOCK FORK AND REAR DERAILLEUR, REAR AND KEEP THIS INFORMATION FOR FUTURE REFERENCE.**

**IT IS IMPORTANT TO READ THIS MANUAL THOROUGHLY BEFORE ASSEMBLING, RIDING, OR PERFORMING MAINTENANCE ON THIS BICYCLE. KEEP THIS MANUAL FOR FUTURE REFERENCE.**

# RULES OF THE ROAD

1. **IN THE INTEREST OF SAFER CYCLING, MAKE SURE YOU READ AND UNDERSTAND YOUR OWNER'S MANUAL.**
2. **NOTICE:** Some state and local traffic laws may require that your bicycle be equipped with a warning device, such as a horn or bell and a light, if the bicycle is to be ridden after dark.
3. Always wear shoes when riding a bicycle and avoid loose fitting clothes.
4. **CAUTION: WET WEATHER WARNING:** Check your brakes frequently. The ability to stop your bicycle is critical. Roads are slippery in wet weather so avoid sharp turns and allow more distance for stopping. Caliper brakes may become less efficient when wet. Leaves, loose gravel and other debris on the road can also effect stopping distance.
5. The kickstand is designed to support the bicycle only. Not the rider.
6. Replace bent or broken spokes, and bent or damaged wheel rims.
7. Obey all traffic regulations. Most traffic regulations apply to bike riders as well as automobile operators.
8. Follow the traffic flow in a straight line close to the curb. Watch for cars moving in and out of traffic.
9. Always ride alone. Never carry other riders. This is dangerous and it makes the bicycle harder to control.
10. When riding in pairs or in larger groups, from a single line along the right side of road. Set up a sensible distance between riders. Don't tailgate.
11. Always be alert. Animals or people may dart in front of you. Be on the alert. People have the right of way. Be alert to people opening car doors when passing parked cars. Your bicycle was not designed for stunting and experimentation. Enjoy riding it in a safe manner.
12. Be careful at all intersections. Slow down and look both ways before crossing.
13. Use hand signals. Always let other drivers and pedestrians know what you are going to do. Signal 100 ft(30.48 cm). before turning unless your hand is needed to control the bike.
14. **CAUTION: NIGHT TIME OPERATION:** We do NOT recommend riding your bike at night. If you have an emergency that makes it necessary to ride at night, have proper lights and reflectors. Do NOT ride at night without a headlight, taillight, a white front reflector, a red rear reflector and yellow wheel reflectors.
15. Do not carry packages or objects which obstruct vision.
16. Never hitch rides. Never hold onto moving vehicles while riding. Never Stunt.
17. **ON AND OFF ROAD OPERATION:** Avoid the following hazards: drain grates, pot holes, ruts, soft road edges, gravel, and leaves especially when they are wet.

## OWNER'S INFORMATION

Throughout this manual you will find **WARNINGS, CAUTIONS and NOTES or NOTICES.**

**WARNINGS:** Pay special attention to these since failure to do so could result in injury to the rider or others.

**CAUTIONS:** If not followed these could result in mechanical failure or damage.

**NOTES OR NOTICES:** These specify something that is of special interest.

Owner's information continued next page.

## OWNER'S INFORMATION continued

It is the responsibility of the person who initially assembles the bicycle to do so correctly and make any necessary adjustments for proper operations. The owner or principal rider is then responsible for normal maintenance of the bicycle to keep it in good condition.

1. Make certain that all assembly instructions and necessary adjustments have been followed.
2. Perform the safety check list and mark each item listed.
3. Know how to operate all standard and accessory equipment on the bicycle.
4. Make certain that anyone who uses the bicycle has been fully instructed in its operation.
5. If your bicycle was obtained assembled, we recommend that you review the complete assembly instructions and perform checks specified in this manual before riding the bicycle.

## OWNER'S RECORD

Keep this information as a permanent record

In the event of theft or loss, your law enforcement agency will require this information for identification purposes.

The same information will be required when ordering parts and service.

Serial number: \_\_\_\_\_

Wheel Size (On tire sidewall): \_\_\_\_\_

Model Number: \_\_\_\_\_

Color of bike: \_\_\_\_\_

Name of bike (On top tube or chain guard ): \_\_\_\_\_

Date purchased: \_\_\_\_\_

Where Purchased: \_\_\_\_\_



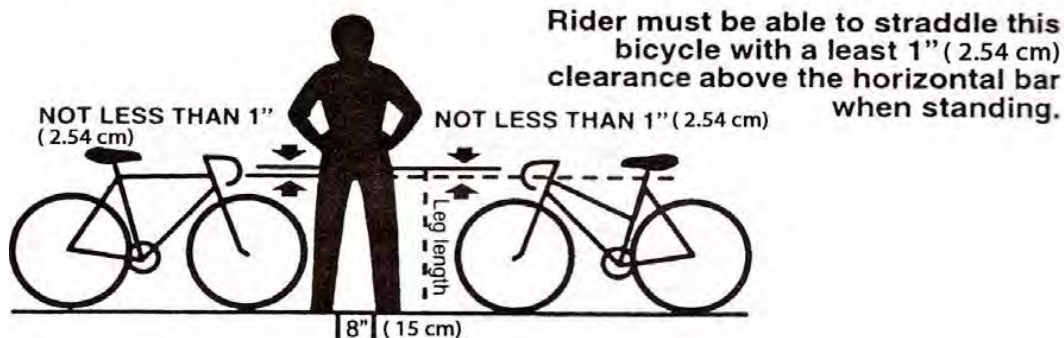
# SAFETY WARNINGS

Before you ride, please read all the following items making sure you understand them. Failure to do so could cause damage to the bicycle or possible injury to yourself or others. Your bicycle meets or exceeds industry standards. It is NOT designed for off-road use, Jumping, stunts and other types of abusive riding.

## BRAKE PRECAUTIONS

1. Do not ride the bicycle until you have checked for proper brake adjustments See “Hand brake lever Assembly” and “Caliper Brake Adjustment” Sections.
2. When riding your bicycle of the first time. Test the brakes at a slow speed on a large level surface without obstructions. Also, never attempt to stop suddenly using the front brake only, as this could throw the rider off the front of the bicycle.
3. Check and adjust the brakes, if necessary, at the first sign of failure. This will enable the rider to make a quick and smooth stop. On caliper brakes, if a brake lever touches the grip when it is squeezed, adjust the brakes.
4. Going downhill fast is dangerous since you can't stop nearly as fast as you can on level around. A curve at the bottom of a hill could force you into oncoming traffic or off the road if you are going at an excessive speed.
5. Use the front brake slowly and carefully, especially while turning or when the road is wet or covered with gravel, sand or leaves. Start braking sooner under these conditions and with less force to reduce the chances of skidding. Wet brake shoes mean that it will require more distance to stop. Start braking sooner than normal in wet conditions.
6. Night time riding:
  - a. You can't see the controls on your bicycle at night so you must know where they are by touch.
  - b. Slow down. Debris and holes are much harder to see at night.
  - c. If possible, ride on streets that are familiar to you. Terrain that you have never seen during the day is dangerous at night.
  - d. Use well lighted streets whenever possible. Avoid unlighted bike paths.
  - e. Comply with all legal requirements in your state. You should at least have a “white light”. (not just a white reflector) On the front and a rear red reflector. All states require that lamp be used that emits a white light.
  - f. Children generally should not be allowed to ride a bicycle at night or during periods of low visibility such as dawn, dusk or bad weather. Adults should avoid night riding if possible.
  - g. It is a good idea day or night to wear a helmet and have a rear view mirror.
7. If the stem is not inserted into the head tube to at least the minimum insertion line, it is possible to over-tighten the handle bar stem bolt and damage the fork stem body. This could cause an unsafe condition and risk injury to the rider.
8. For safe operations, you must secure the pedal spindle tightly against the crank arm with a wrench that fits the shoulder of the pedal spindle. This is important: it avoids stripping threads. Always replace damage pedals.
9. When adjusting the seat height, you must have the minimum insertion mark on the seat post inserted inside the frame.

## SAFE SIZING OF A BICYCLE



The correct frame size is the largest frame that the rider can automatically straddle keeping both feet on the ground and allowing 25 mm (1 inch) clearance between the rider's crotch and the top of the frame tube (see illustration) Noted Ladies can use men's bicycle to determine their correct frame size.

Rider must be able to straddle bicycle with at least 1 inch (2.54cm) clearance above the horizontal bar when standing.

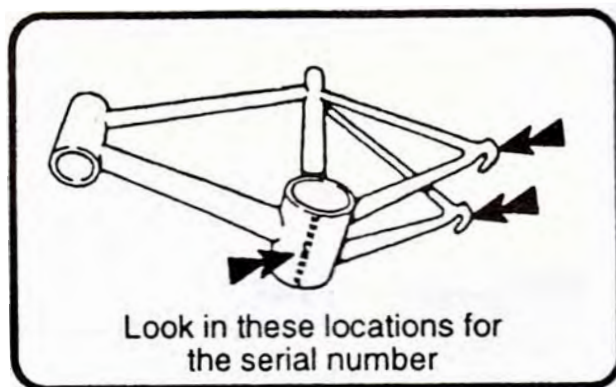
### UNPACKING

Important: Remove the bicycle and all parts from the carton. Lay out all unassembled parts and **READ THE ASSEMBLY INSTRUCTIONS** In this manual before assembling our bicycle. The instructions are a step by step procedure. Follow the steps that pertain to your model.

**NOTE:** Your bicycle may be equipped with a different component than the one illustrated. However, the procedure for assembly or adjustment is basically the same.

### RECORD SERIAL NUMBER

Note: This information is only available on the bicycle itself. Be sure to keep your own record of this number. Each bicycle has a serial number stamped into the bottom of the frame or on the rear fork plate. (See illustration) Record this number on page 2 of your owner's manual to keep it for future reference.



### TOOLS REQUIRED FOR ASSEMBLY

**7mm Phillips screw driver**

**7mm flat edge screw driver**

**Standard slip joint pliers**

**hammer**

2 in 1 of 5mm & 6mm Allen wrenches and open end set of metric flat wrenches 6" (15 cm) and 10" (25.4 cm) Adjustable wrench (Or Open End Set Of Metric Flat Wrenches). These tools should be available to perform the basic steps of assembling the bicycles. They can also be used to make maintenance adjustments outlined in this manual. Special tools are required to disassemble chain, remove the rear hub parts and true wheels. Special tools are not required for assembly and normal maintenance.

**NOTE:** Use a hand or foot pump to Inflate tires. Never inflate tire with an air compressor at a gas station. **WARNING: IMPROPER INFLATION IS THE BIGGEST CAUSE OF TIRE FAILURE. DUE TO THE SLIGHTLY POROUS NATURE OF BICYCLE INNER TUBES, IT IS NORMAL FOR YOUR TYRES TO LOSE PRESSURE OVER TIME. FOR THIS REASON, IT IS CRITICALLY IMPORTANT TO MAINTAIN THE PROPER TIRE INFLATION ON YOUR BIKE.**

Many bicycles are sold unassembled in cartons. For these bikes it is the responsibility of the owner to make sure the assembly instructions in this book are followed exactly. For bicycles that are purchased in an assembled condition, it is the responsibility of the owner to carefully check and test the bike. The bicycle product does not provide above tools.



# PUTTING YOUR BIKE TOGETHER

## REMOVE BIKE FROM CARTON

Be sure all parts are removed from carton. Check before you discard the carton. Remove all protective packing material.

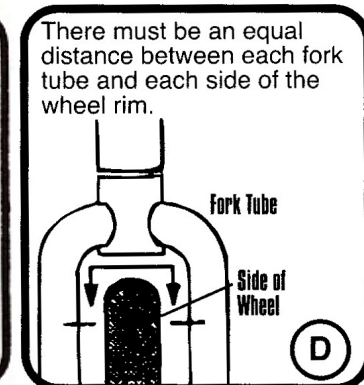
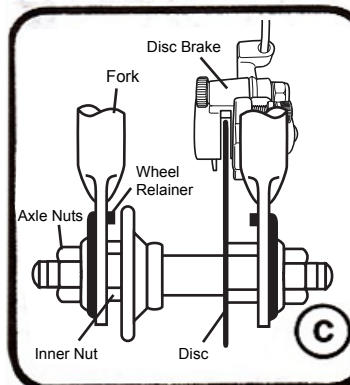
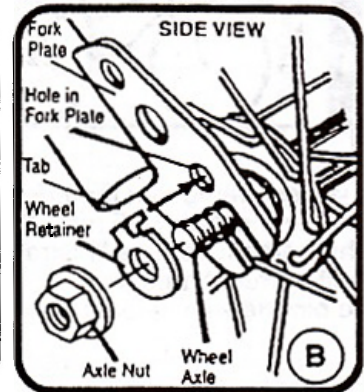
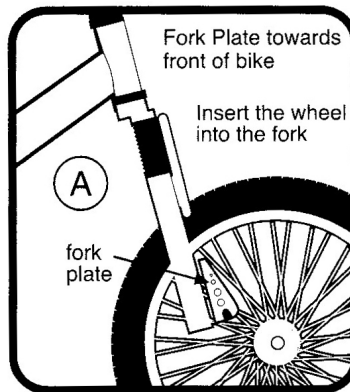
## STEP# 1 – ASSEMBLE THE FRONT WHEEL TO FORK

1. Turn the fork until the fork Plate points to the front of the Bicycle. (see illustration A)
2. Insert the wheel into the fork. (see illustration C)

**NOTE: The disc need be inserted to the disc brake.**

3. Install an axle nut to each side of the axle. (see illustration B)
4. Tighten the axle nuts by hand. Make sure there is an equal distance between each fork tube and the wheel. Then use a wrench and securely tighten the axle nuts. (see illustration C & D)

**TORQUE REQUIREMENTS  
(SEE PAGE 19)**

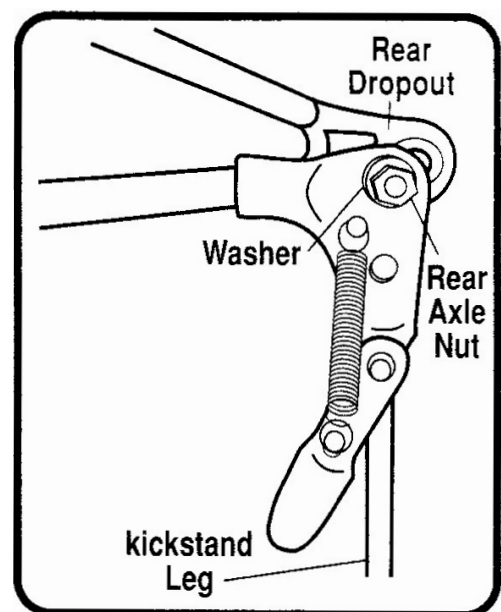


## STEP # 2 KICKSTAND

**TYPE 2A - NOTE: FOR YOUR CONVENIENCE, YOUR KICKSTAND MAY BE PREASSEMBLED AT THE FACTORY.**

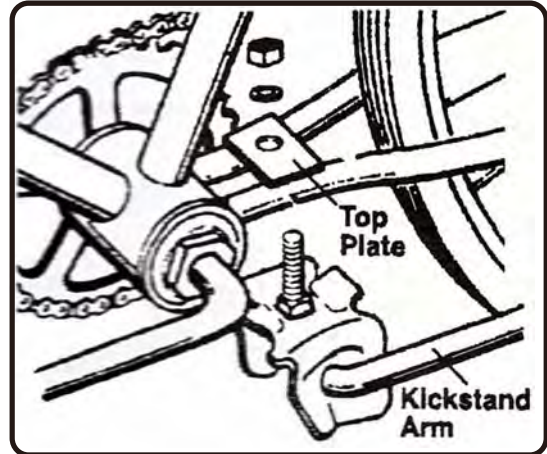
1. Place the right side (sprocket side) of the bike against a wall or have someone hold the bike for you.
2. Remove the rear axle nut and washer from the left side rear wheel.
3. Slide the kickstand plate onto the axle, so that it is seated against the rear dropout.
4. Slide the washer and nut back onto the axle and tighten securely.
5. Leave the kickstand leg down so it will support the bike during the rest of the assembly process.

**CAUTION: THE KICKSTAND IS DESIGNED TO SUPPORT THE BICYCLE ONLY, NOT THE BICYCLE AND RIDER.**



**TYPE 2B - NOTE: YOUR KICKSTAND MAY BE PREASSEMBLED AT THE FACTORY. IF SO, PLEASE PROCEED TO STEP 4.**

1. Place the bicycle in an upright position.
2. Remove the top plate from the kickstand.
3. From the left side of the bicycle side of the bicycle (opposite side from chainguard), place the kickstand in position beneath the two rear fork legs.
4. Place the top plate, flange down, onto the mounting bolt.
5. Replace the washer and nut onto the mounting bolt. Hold the kickstand arm in an up position aligned with the frame stay, then securely tighten the mounting bolt.
6. Leave leg of kickstand down so it will support the bicycle during the rest of the assembly.

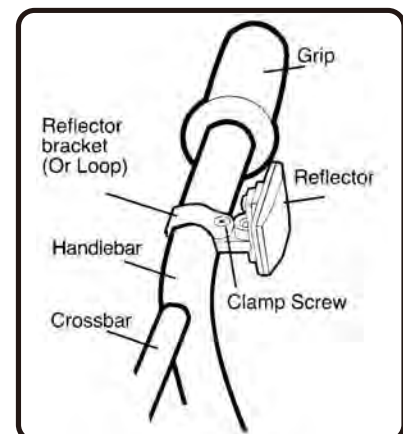


**WARNING: THE KICKSTAND IS DESIGNED TO SUPPORT THE BICYCLE ONLY; NOT THE BICYCLE AND THE RIDER.**

**STEP# 3 FRONT (WHITE) REFLECTOR**

**TYPE 3A - NOTE: For your convenience, your front reflector may have been pre-assembled to the handle bar at our factory.**

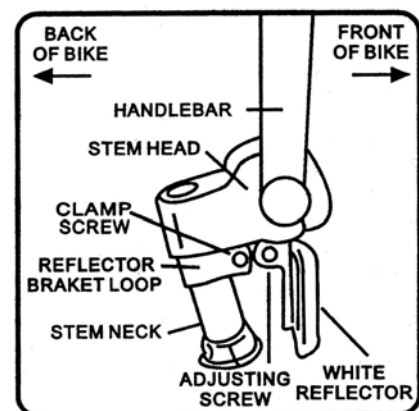
1. Remove the clamp screw from the reflector bracket.
2. Push open the bracket "loop" and slide it onto the handle bar (If there is a sizing insert included with the bracket, please be sure it is inside the clamp loop before mounting.)
3. Position the reflector bracket on the handle bar between the grip and crossbar, about 5" (127cm) from the end of the handle bar.
4. Tighten clamp screw securely.



**CAUTION:** Be sure the reflector is in the same longitudinal plane as the bicycle (horizontal to the ground). If the reflector is aimed up or down, oncoming headlights may not reflect properly in the reflector. If the reflector is not horizontal to the ground, loosen the clamp screw and re-adjust the angle. Tighten clamp screw securely.

**TYPE 3B**

1. Remove the clamp screw from the reflector bracket.
2. Push open the bracket "loop" and slide it around the stem neck. (If there is a sizing insert included with the bracket, please be sure it is inside the clamp loop before mounting.)
3. Position the reflector so that it faces the front of the bike and does not interfere with the operation of the bike in any way.
4. Tighten clamp screw securely.



**CAUTION:** Be sure the reflector is in the same longitudinal plane as the bicycle (horizontal to the ground). If the reflector is aimed up or down, on coming headlights may not reflect properly in the reflector.



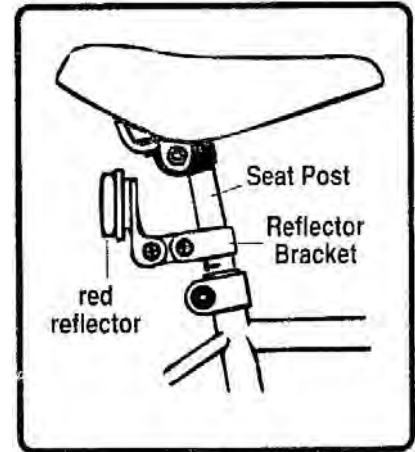
If the reflector is not horizontal to the ground, loosen the adjusting screw and readjust the angle. Tighten adjusting screw securely.

#### STEP# 4 REAR (RED) REFLECTOR

For your convenience, your rear reflector may have been preassembled at the factory.

**NOTE :** It is important to check and adjust the position of the reflectors as you assemble your bike. The reflectors must always be vertical (perpendicular to the ground) and pointed toward the front and rear of the bike. Please make sure that the adjustment is correct as a final step in the assembly of your bike.

1. Put the seat post mounted rear reflector in the correct position by loosening the screws of the rear reflector bracket.
2. Make sure the rear reflector is vertical to the ground and points straight back.
3. Make sure there are at least 3 inches (7.62 cm) of clearance between the top of the seat and the top of the red rear reflector.



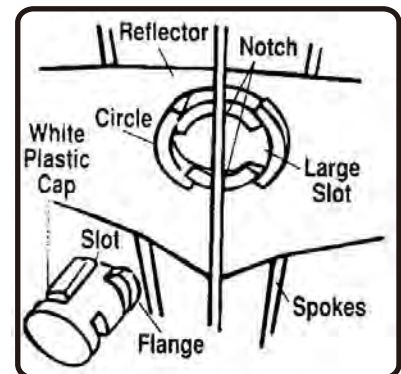
#### STEP# 5 WHEEL REFLECTORS

**NOTE :** FAILURE TO MOUNT AND DISPLAY THE REFLECTORS SUPPLIED COULD CONSTITUTE A VIOLATION OF THE LAW WITH YOUR CITY OR STATE FOR YOUR SAFETY. PLEASE MOUNT ALL REFLECTORS AS INDICATED. FOR ADDITIONAL NIGHT RIDING SAFETY AND TO COMPLY WITH THE LAWS OF MANY CITIES AND STATES, YOUR BIKE SHOULD BE EQUIPPED WITH HEAD AND TAILLIGHTS. FOLLOW INSTRUCTIOS ACCORDINGLY. YOU WILL RECEIVE EITHER TYPE A OR TYPE B WHEEL REFLECTORS.

##### **TYPE 5A** (may already be assembled)

1. Position the reflector between the left and right layers of spokes opposite the valve stem.
2. Then slide notch in circle of reflector onto spoke slide the reflector as close to the wheel rim as possible without bending spokes.
3. Push slot in white cap over spoke so the flanges fit into large slots in circles. Twist white cap towards the right with a flathead screw driver as far as possible. Reflector should be secure.

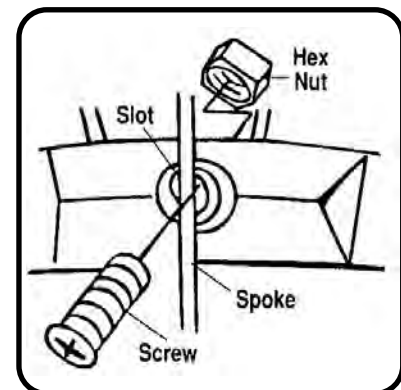
**NOTE:** When assembled, the distance from the center of the reflector to the inside of the wheel rim must be less than 3" (7.62cm).



##### **TYPE 5B** (may already be assembled)

1. Position the reflector between the left and right layers of spokes opposite stem valve.
2. Slide notch in circle of reflector onto spoke and slide reflector as close to wheel rim as possible without bending spokes.
3. Attach with screw and hex nut supplied with reflector.

**NOTE :** When assembled, the distance from the center of the reflector to the inside of the wheel rim must be less than 3" (7.6 cm).

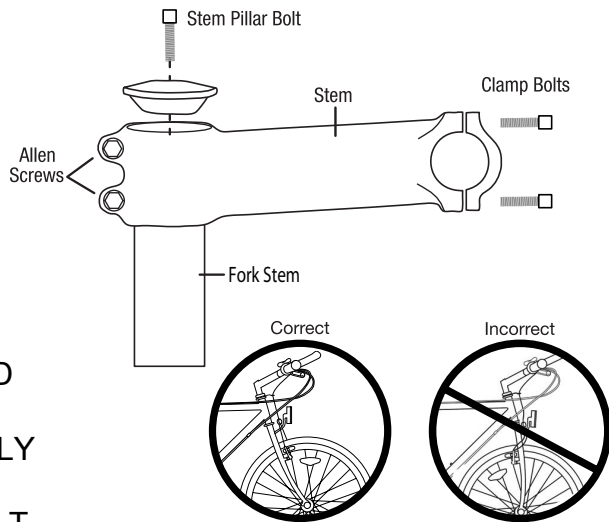


## STEP# 6 A-HEAD STEM ASSEMBLY

**NOTE:** Your stem has been pre-assembled to the head tube at our factory. Please use the following information if you need to adjust the angle.

1. Loosen the two 5mm Allen screws on the handle bar stem, then place onto the fork stem. Face the handle bar stem forward directly in line with the front wheel.
2. Tighten the 6mm stem pillar bolt to a torque of 15 ft.lbs (20 N.M).
3. Tighten the two 5mm Allen screws on the handle bar stem to a torque of 7 ft.lbs (10 N.M).

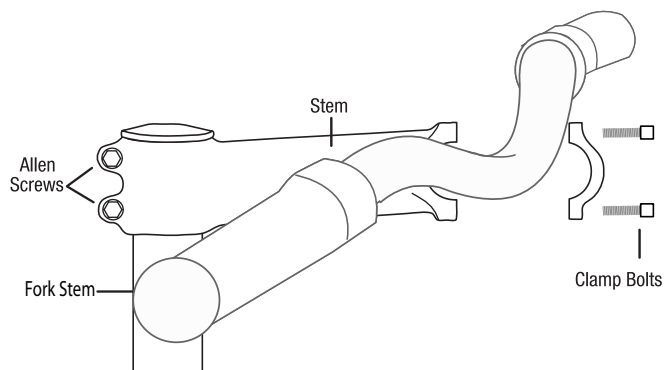
**WARNING:** THE ASSEMBLER IS CAUTIONED AGAINST THE DANGER OF DAMAGING THE HANDLE BAR STEM PILLAR ASSEMBLY AND POSSIBLE INJURY TO RIDER IN OVERTIGHTENING THE STEM PILLAR BOLT.



## STEP# 7 HANDLE BAR ASSEMBLE

**WARNING:** For safe operation, the clamp bolts must be securely tightened.

1. Loose clamp bolts with an Allen wrench.
2. Adjust handle bar to desired angle.
3. Securely tighten clamp bolts. (Recommended torque is 15 ft. lbs or 17-19 Newton Metres)
4. Check handle bar for tightness. If you can move it forward or backward, the clamp bolts are not tight enough.
5. Check steering by straddling the front wheel and trying to turn the handle bar. If you can turn the handle bar without turning the front wheel, the stem is too loose. Line up handle bar with front wheel. Retighten the stem pillar bolt as instructed in step 4.



**WARNING:** HANDLE BAR GRIPS OR TUBE END PLUGS SHOULD BE REPLACED IF DAMAGED, AS BARE TUBE ENDS HAVE BEEN KNOWN TO CAUSE INJURY. IT IS PARTICULARLY IMPORTANT THAT BICYCLES USED BY CHILDREN BE CHECKED REGULARLY TO ENSURE THAT ADEQUATE PROTECTION FOR THE ENDS OF THE HANDLE BARS ARE IN PLACE.

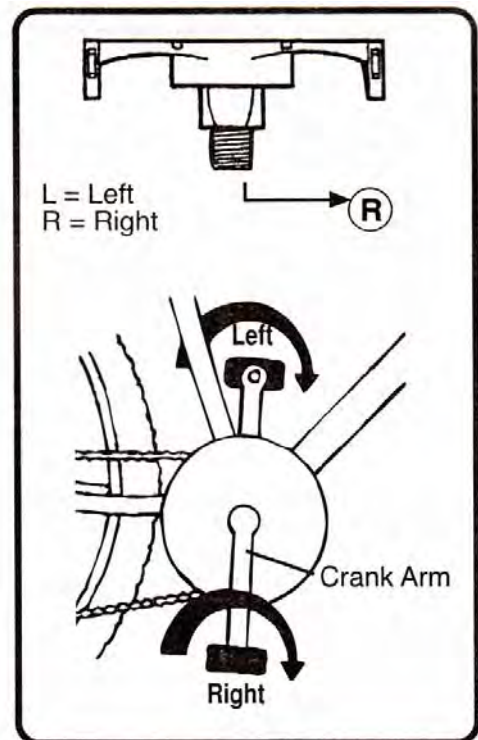
## STEP # 8 INSTALL PEDALS

**WARNING:** For safe operation, the pedal spindle must be securely tightened against the crank arm. Always replace damaged pedals, and always wear shoes or sneakers when riding a bicycle.

**NOTE :** Start each pedal spindle by hand to avoid stripping the threads.

1. Look for the letters "R" or "L" stamped on the pedal spindle.
2. Thread the pedal marked "R" into the crank arm on the "chain side" of the bike. Turn the pedal spindle in a clockwise direction. Securely tighten the pedal spindle.
3. Thread the pedal marked "L" into the crank on the left side of the bike. Turn the pedal spindle in a **COUNTERCLOCKWISE** direction. Securely tighten the pedal spindle.

**NOTE:** Both pedals should be tightened towards the front of the bicycle.

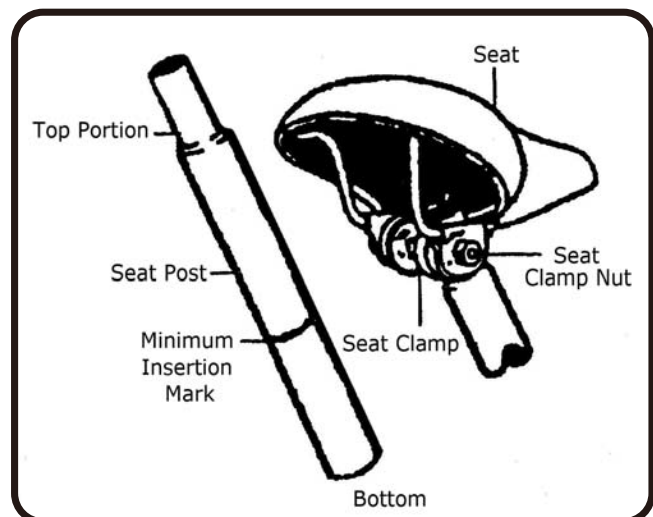


TORQUE REQUIREMENTS 18-20 ft.lbs. or 20-26 N.M

## STEP # 9 INSTALL SEAT POST AND SEAT

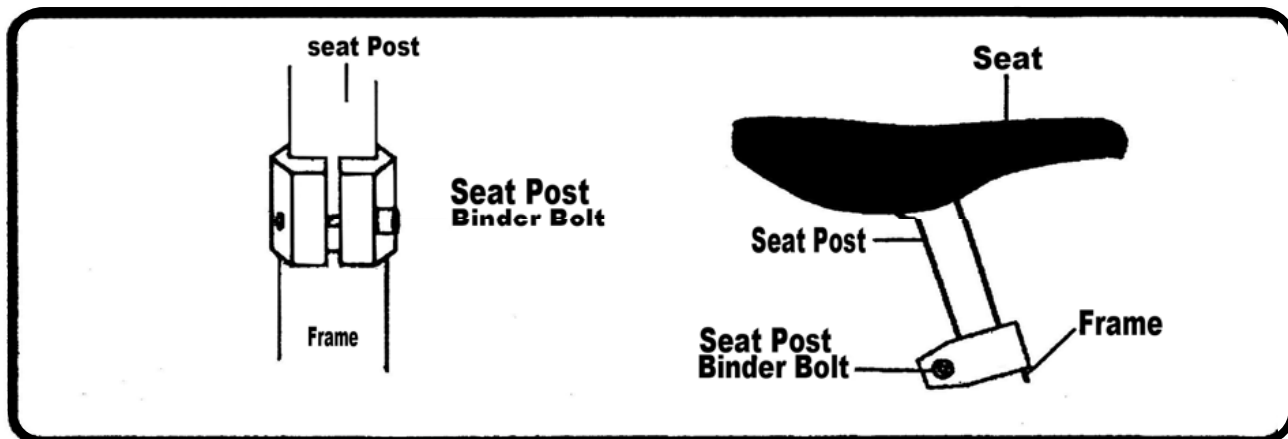
**NOTE:** your saddle has been pre-assembled to the seat post at our factory. Please use this information for adjustment and future reference.

1. Loosen seat clamp nuts.
2. Insert the top portion of seat post into the seat clamp. Be sure seat post is completely inserted into the seat clamp and butted tightly against the end stop.
3. Retighten seat clamp nuts on both sides (Hand tight). These nuts will be tightened later with an adjustable wrench.
4. Insert seat post into bicycle frame. Be sure that seat post is inserted into frame at least 2 1/2" (65mm).



**CAUTION: MINIMUM INSERTION LINE SHOULD BE COMPLETELY INSERTED INTO FRAME AND NOT VISIBLE.**

STEP # 9 SEAT POST AND SEAT continued

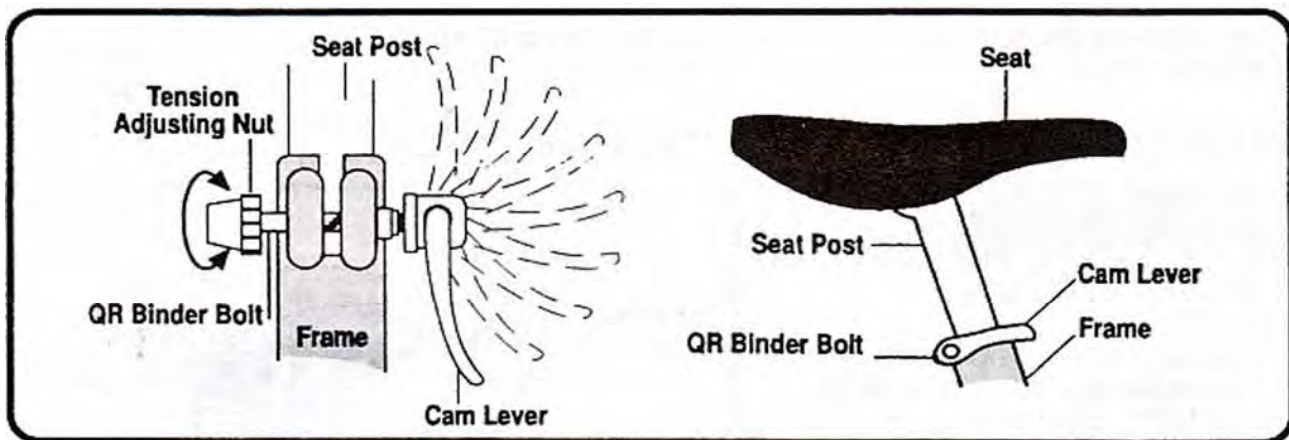


5. Tighten seat post binder bolt securely at desired height.
6. Adjust angle of seat so that top of seat is parallel to the ground or comfortable to the rider.
7. Retighten seat clamp nuts securely with an adjustable wrench.

**NOTE :** Test the seat to pedal distance by having the rider sit on the seat. When the rider's leg is lightly bent, the ball of the foot should rest on the pedal when it is in its lowest position. If it does not, adjust the seat height as necessary. Check for tightness by attempting to twist the seat. If the seat is loose, be sure to tighten the clamp nut and binder bolt nut securely.

**TORQUE REQUIREMENTS (SEE PAGE 19).**

**IF YOUR BICYCLE HAS A QUICK RELEASE SEAT POST:**



5. Tighten the quick release seat post binder bolt securely at desired height. Turning the tension adjusting nut clockwise while keeping the cam lever from rotating increases clamping force, turn it counterclockwise while keeping the cam lever from rotating reduces clamping force. Less than half a turn of the tension adjusting nut can make the difference between safe clamping force and unsafe clamping force.
6. Adjust angle of seat so that top of seat is parallel the ground or comfortable to the rider.
7. Retighten seat clamp nuts securely with an adjustable wrench.

**NOTE :** Test the seat to pedal distance by having the rider sit on the seat. When the rider's leg is slightly bent, the ball of the foot should rest on the pedal when it is in its lowest position. If it does not, adjust the seat height as necessary. Check for tightness by attempting to twist the seat. If the seat is loose, be sure to tighten the clamp nut and binder blot nut securely.

**TORQUE REQUIREMENTS (SEE PAGE 19).**

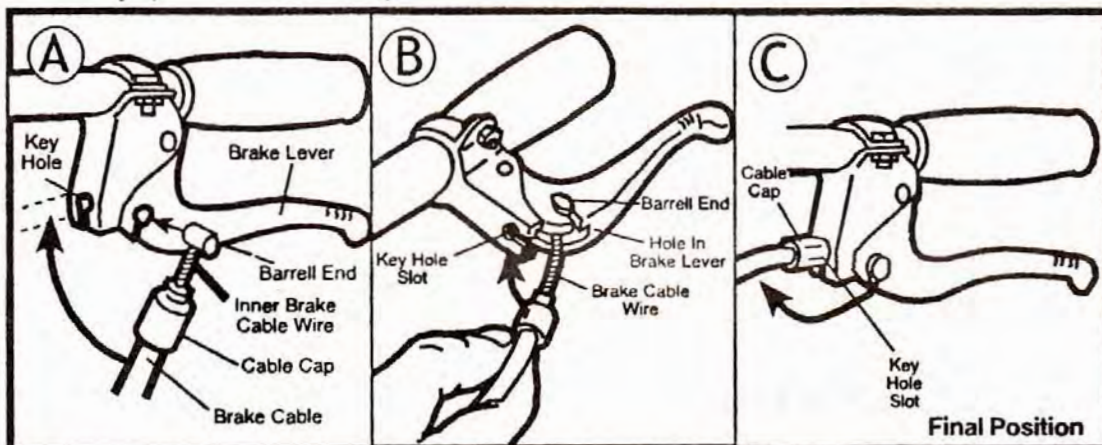


**STEP# 10 - IF YOUR BIKE HAS A SIDEPULL BRAKE FOLLOW THESE INSTRUCTION.**

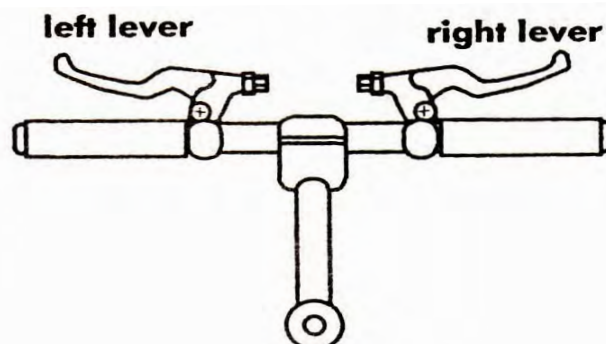
**WARNING:** The hand brakes on this bicycle were NOT adjusted at the factory. Before you ride this bicycle you must assemble and adjust the hand brakes.

The brake levers are pre-assembled. The right side of the handle bar is for the front brake and the left side of the handle bar is for the rear brake.

1. Insert the barrel end of the brake cable into the hole in the brake lever. (See illustration A) Squeeze the rear brake arms with your hand until the brake rubbers are up against the wheel rim. This will enable the inner brake cable wire to be loose, and have enough space for you to easily slip the barrel end of the brake cable wire into the hold in the brake lever.
2. Next, pull the brake cable wire through the key hold slot the front of the brake lever (See illustration B) and then remove your hand. The brake cable cap will automatically spring back into the slotted key hole on the front of the brake lever assembly. (see illustration C)
3. Next, proceed to adjust the hand brake.
  - (a) Loosen the cable fixing bolt.
  - (b) Again squeeze the rear brake rubbers against the wheel rim.
  - (c) Pull the brake cable wire through the fixing bolt hole until there is no slack in the brake wire.
  - (d) Tighten the cable fixing bolt.
  - (e) Squeeze the brake lever hard and then release several times. Rotate the rear wheel, be sure the rear wheel is straight and does not wobble. The brake rubbers should not touch the wheel rim, and there should be about 1/16 inch (1.6mm) clearance between the wheel rim and each brake rubber.



**NOTE:**  
The  
**right lever** controls the  
front brake and the  
**left lever** controls the rear  
brake.



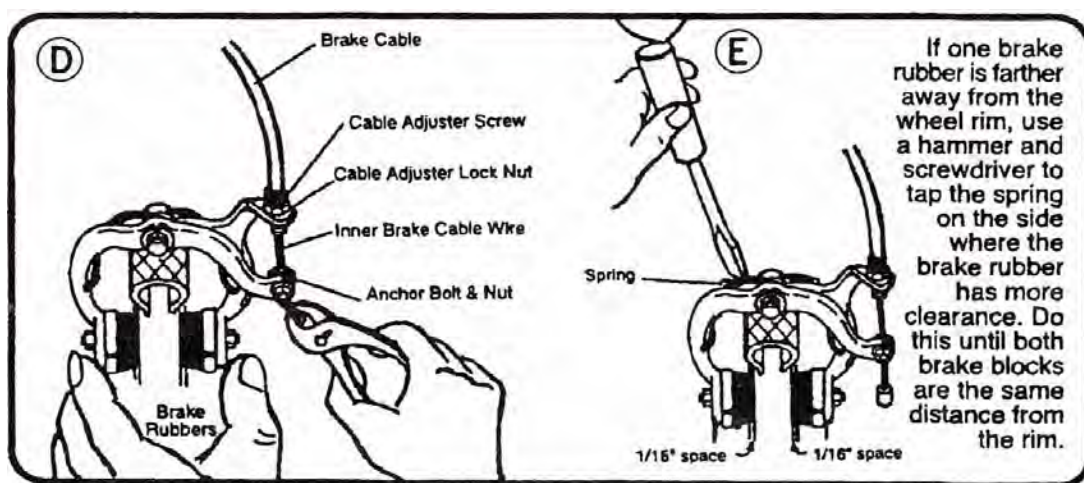


## IF THE BRAKE RUBBERS TOUCH THE WHEEL RIM

Loosen the anchor bolt nut and let the brake rubbers spring open a little, to clear the wheel rim. Retighten the anchor bolt nut and squeeze and release the brake lever. Check the clearance again. Repeat the adjustment if necessary.

**NOTE:** If additional brake adjusting is required – you can bring the brake rubber closer to the wheel rim by turning the adjusting screw counterclockwise. To move the brake rubbers further from the rim, turn the adjusting screw clockwise. Be sure the cable is locked securely through the anchor bolt. (See illustration D). Reset cable adjuster lock nut when adjustment is final.

**WARNING:** If after brake adjustments are made, and the hand brake still does not function, then have brake repaired or adjusted at a bicycle service shop. Do not ride if brakes do not function properly.



## IF YOUR BIKE HAS DISC-BRAKE OR V-BRAKE

**WARNING:** These brakes are highly sensitive and extremely powerful. Before using your new brakes, be sure that you are completely familiar with their operation. Practice your riding and braking techniques on a flat level surface at slow speeds prior to attempting any high speed or off road maneuvers.

### DISC-BRAKE INSTALLATION

**NOTE:** Your Disc-brakes have been pre-installed at the factory, use this information for adjustment and future reference.