

MONTAGUE[®] USA

Full-size, High-performance bicycles that fold

Bicycle Owner's Manual for Montague[®], SwissBike[®], and Paratrooper[®] Bicycles



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1. INTRODUCTION

CONGRATULATIONS on the purchase of your new MONTAGUE. This manual is designed to give you the information you need for the safe operation and maintenance of your new bicycle. Please read it thoroughly before riding your bicycle.

Your bicycle's serial number is stamped on the underside of the bottom bracket shell. Record the serial number in this manual in the event that your bicycle is lost or stolen. You may also want to register your serial number with your local police department.

MODEL NAME

COLOR

SERIAL NUMBER

DATE OF PURCHASE

PLACE OF PURCHASE

Since all the components on your Montague are industry standard, repairs or replacements can be performed at virtually any retail bicycle dealer.

If you have any questions about your Montague after reading this manual, or encounter any problems when folding or unfolding your bike, please call Montague's Customer Support Team toll free at (800) 736-5348. A knowledgeable representative will be happy to answer any questions and help you to fully enjoy your new Montague.

2. OWNER'S RESPONSIBILITY

Before riding your Montague, carefully follow all assembly instructions.

Ensure your bike is the correct size for your comfort and safety. When standing over the frame (straddle frame) you should have a minimum of 1.0" clearance between the boom tube and your body. Personal adjustment of the saddle is also necessary to assure maximum safety and comfort. Open the quick release lever on the seat tube and adjust the height of the saddle. When seated, your leg should be fully extended with the knee slightly bent and the ball of the foot on the pedal at the lowest pedal position.

All of the X-Bike's quick releases must be securely fastened before riding the bicycle. The quick releases are pictured on the following page in Fig. 1. They are: the front wheel quick release lever (**#23**), the seat post quick release lever (**#8**), the boom tube quick release lever (**#9**) and, the rear wheel quick release lever (**#30**, not on all models). For instructions on operating the quick release levers, see pages 5-6.

Double check to ensure all bolts and screws are tight.

Make sure that anyone to whom you loan your Montague understands how to work the quick release levers and how to fold and unfold the X-Bike properly.

The owner is responsible for required normal maintenance services, such as those listed in the "Maintenance" sections of this booklet (pages 28-31) in order to keep the bicycle in good operating condition.

Damage or injury resulting from negligence, improper operation, improper or unauthorized repair or from maintenance, environmental influences, and improper use are not warranted by Montague Corporation. Montague Corporation excludes incidental and consequential damages.

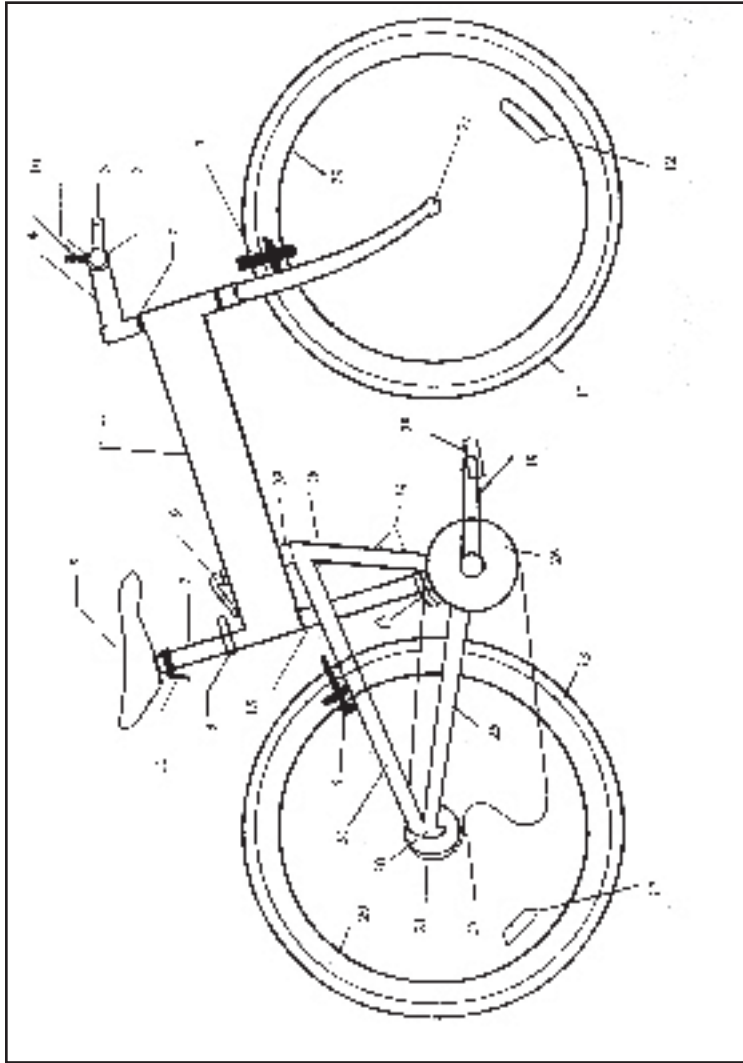


WARNING

Make sure to read this complete manual before riding your bike. Failure to do so, or failure to follow its guidelines could lead to serious injury or death.

3. FIG. 1: PARTS OF YOUR BICYCLE AND LOCATION OF QUICK RELEASES

1. shift levers
2. handlebar
3. brake lever
4. stem
5. saddle
6. head set
7. seat post
8. seat post quick release
9. boom tube quick release
10. reflectors (front & rear)
11. boom tube
12. spoke reflectors (front & rear)
13. tire (front & rear)
14. water bottle mounts
15. seat tube
16. rear brake
17. front brake
18. down tube
19. crank arm
20. seat stay
21. cassette
22. front derailleur
23. front wheel quick release
24. quick release drop box



25. chainstay
26. chain wheel
27. rear derailleur
28. pedal
29. rim (front & rear)
30. rear wheel quick release

4. ASSEMBLY AND ADJUSTMENT

Although your Montague is 99% assembled, there are a few steps that must be completed before it is ready to ride. If you have questions or concerns about any of these steps, please see a bicycle dealer or contact Montague's Customer Support Team toll free at (800) 736-5348.

Carefully follow the "Final Assembly Instructions" attached to your bike. Once you have completed the assembly, read the remainder of this Owner's Manual.

NEVER ATTEMPT TO RIDE A BICYCLE THAT IS NOT PROPERLY ASSEMBLED.

Inside your box you will find:

- 1 99% Assembled Bicycle, folded with rear wheel attached
- 1 Saddle with seat post
- 1 Front Wheel
- 1 Small Parts Box which includes:
 - 2 Pedals (Right and Left)
 - 1 Front Wheel Quick Release
 - 1 15 mm Pedal Wrench

Carefully remove the bicycle and all accessories from the box to avoid scratching the frame. Check the carton for loose parts before discarding.

4. ASSEMBLY AND ADJUSTMENT

OPERATION OF QUICK RELEASES (FIG. 2):

Since your Montague relies on quick releases for folding and general assembly and adjustment, it is crucial that you fully understand how to operate the levers.

Great care should be taken when locking the quick release levers on the bicycle. **Failure to properly tighten the quick release levers for the wheels, seatpost, or frame can result in loss of control and may result in serious injury or death.** If you do not fully understand how to operate the quick release levers, ask a bicycle mechanic for assistance, or call Montague's Customer Support Team toll free at (800) 736-5348. **Do not ride your bicycle without all quick releases securely locked.**

The quick releases are (See Fig. 1):

CLIX Wheel Release System (standard front wheel quick release found on bike models prior to 2007) (#23)

The seatpost quick release lever (#8)

The boom tube quick release lever (#9)

The rear wheel quick release lever (#30, not on all models)

1. To release a quick release lever, pull it away from the bike and towards you until it turns over 180° and the word "open" is visible facing the outside, away from the bicycle. If your quick release lever is not marked "open" and "closed", it is open when the lever curves away from the bicycle.

2.

The tightness of the lever is adjusted with the nut opposite the release lever and by rotating the quick release lever. Turn the nut by hand to adjust the tension while holding the lever stable (Fig. 2).

3. To lock the release lever, push lever up and over towards the bike frame until it turns over 180° and the word "open" is no longer visible (Fig. 2), or the lever curves toward the bicycle. The lever is securely tightened when it leaves an imprint on the palm of your hand from pushing it closed.

5.

4. ASSEMBLY AND ADJUSTMENT

4. Once the lever is securely closed, you should not be able to move it unless you open it again, Step 1. If you can easily move it, open the quick release lever again and tighten the nut another half turn clockwise. Continue with Step 3.
5. If you have adjusted the nut too tightly and cannot push the lever to the "close" position, open the quick release lever again and turn the nut a half turn counterclockwise. Continue with Step 3.

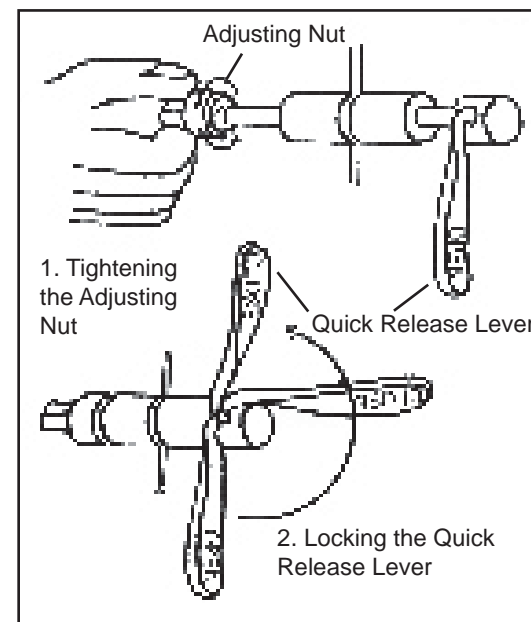


Fig. 2: Operation of Quick Release Levers



WARNING

Use extreme care when operating Quick Release Levers. Your personal safety depends on proper and secure operation of the Quick Release Levers.

6.

4. ASSEMBLY AND ADJUSTMENT

INSTALLING OR ADJUSTING THE SEAT:

1. Loosen seatpost quick release lever (Fig. 3).
2. Insert the seatpost into the seat at least to the minimum insertion line.

CAUTION: Do not raise seat post beyond the minimum insertion line. To maintain rider safety, at least 2½" of seat post must be in the frame at all times (Fig. 4).

3. To adjust seat height, loosen the seat post quick release lever (see page 5 for proper operation of quick release levers). Raise or lower the seat post accordingly. Retighten the quick release lever securely so that when the quick release lever is closed, the seat post cannot be rotated in the frame.

Adjust for comfort of the rider. The saddle is properly adjusted when you can sit on the saddle, and with your knee only slightly bent (approx. 15°), reach the pedal at its lowest point with the ball of your foot.

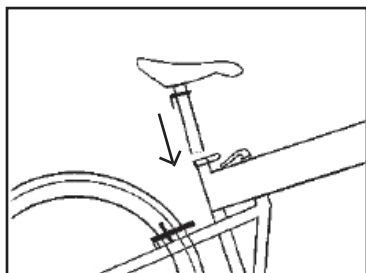


Fig. 3: Seat Post Installation

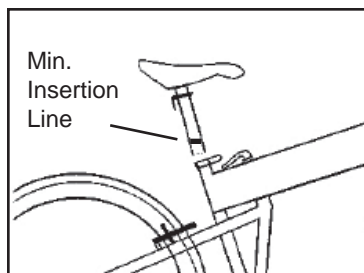


Fig. 4: Insertion Line

4. ASSEMBLY AND ADJUSTMENT

INSTALLING THE PEDALS (FIG. 5):

You will find a pair of pedals in your small parts box. The pedals have different threads and are stamped "R" for Right and "L" for Left, on the ends of the axle shaft to differentiate between right and left. **Do not try to insert the wrong pedal into the crank arm as it will strip the threads in the crank.**

1. Align the pedal axle with the threaded hole in the respective crank arm and secure the pedal in the crank by hand.
 - The **right** pedal is installed by turning the pedal axle clock-wise.
 - The **left** pedal is installed by turning the pedal axle counterclockwise.
2. After the pedals can no longer be turned by hand, use the 15 mm pedal wrench (included) and tighten the pedals securely. The shoulder of each pedal should fit tightly against the crank arm.

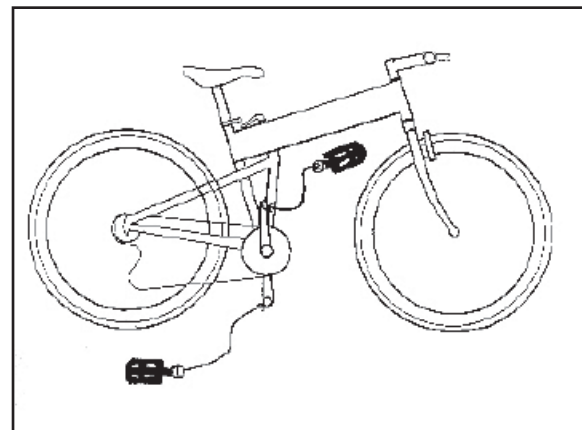


Fig. 5: Pedal Assembly

CAUTION: Always start threading the pedals into the crank by hand to prevent stripping the threads. Do not ride the bike if pedals are loose.

NOTE: Left and right are determined from riding position on the bicycle.

4. ASSEMBLY AND ADJUSTMENT

V-BRAKES (FIG. 6):

To release the brakes:

1. Pinch the brake arches together with one hand.
2. Pull the cable guide out and up while pushing the cable hook unit down.
3. Release the brake arches, allowing them to fall open on either side of the wheel.

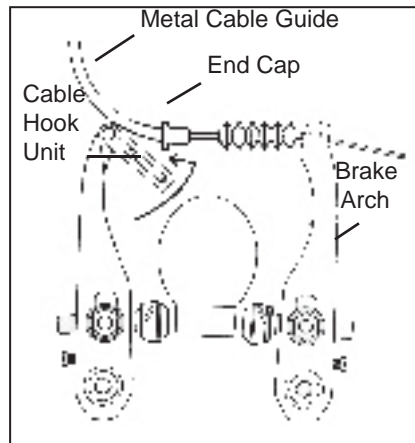


Fig. 6: Assembly of Front V-brakes

To attach the brakes:

Use one hand to pinch the brake arches together and level the cable hook unit.

With the other hand, squeeze the end cap into the hook unit.

Release the brake arches and the hook unit will lock into place

Squeeze the brake lever a few times to ensure the brakes are secured in place.



WARNING

Always inspect the brakes before riding to be sure they are functioning properly. If you are not comfortable with the assembly instructions, please see a bicycle mechanic or call for assistance. Brakes that are not properly adjusted may result in loss of control and serious personal injury or death. NEVER ATTEMPT TO RIDE A BICYCLE WITHOUT PROPERLY FUNCTIONING BRAKES.

Brakes and Gear System: The brakes and gear system are factory set. However, new brake and gear cables may stretch. Therefore, please check brakes and gear system before riding your bicycle. If necessary, adjustments to brakes and gear system can be made by you (refer to the "Operation of Gear System" and "Inspection and Maintenance" sections of this manual) or by a bicycle mechanic.

9.

4. ASSEMBLY AND ADJUSTMENT

Front Wheel Installation (FIG. 7):



WARNING

Riding with an improperly adjusted wheel quick release can allow the wheel to wobble or disengage from the bike, causing damage to the bicycle, and serious injury or death to the rider.

1. Remove the front wheel quick release unit from the small parts box.
2. Unscrew the adjusting nut from the quick release unit, and remove it and the corresponding spring from the quick release axle.
3. Insert the quick release unit through the wheel hub with the lever on the left side of the wheel.

Note: Left and right are determined from riding position on the bicycle and can be found in one of the following ways:

- If an arrow is embossed or printed on the sidewall of the tire, the wheel should be positioned so the arrow points in the direction of rotation while riding the bicycle.
- If the manufacturer's labels are on the tire, the wheel should be positioned so they are on the right side of the tire.

4. Put the spring back on the quick release unit and loosely screw on the adjusting nut, leaving room on either side of the hub for the axle to fit into the front fork.
5. Position the wheel in the center of the front fork, keeping the opened quick release lever on the left side of the bicycle.
6. Guide the axle into the fork slots, being careful not to knock the brake shoes loose.
7. With axle inserted all the way into the fork slots, center the wheel between the fork blades.
8. Tighten the adjusting nut until you feel a definite resistance in the quick release lever when you push it $\frac{1}{2}$ the way to closed position.
9. Push the lever all the way to the closed position to lock the wheel securely in place.

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4. ASSEMBLY AND ADJUSTMENT

10. Test the quick release lever. If you can rotate it up and down, it is too loose.
11. If the quick release is too loose, re-open the lever and tighten the adjusting nut until you can not rotate the lever in the locked position.
12. Re-engage the brakes (see page 9). Squeeze the brake lever tightly few times and check that brakes are operating properly.
13. Tires should be inflated to the pressure indicated on the tire side wall. If tire does not have enough air, inflate it using a regulated hand or foot pump before riding. Do not ride with tires that are not properly inflated.

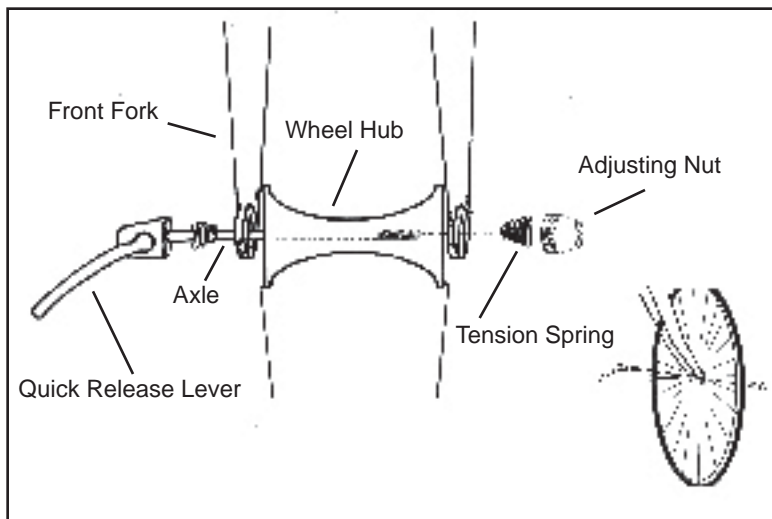


Fig. 7: Front Wheel Assembly

Removal:

1. Disengage the front brakes. (See page 9).
2. Open the hub quick release by pulling the lever away from the wheel and turning it 180°.
3. Slip the wheel out of the fork. If the wheel does not slide out easily, loosen the adjusting nut several turns. Do not force the wheel.

5. BEFORE EVERY RIDE - CHECKLIST

Your new Montague bike is designed and manufactured with the utmost care and attention to detail. Montague utilizes high quality, industry standard components to compliment our patented, FIT™ frame. We are sure you will find your bike not only meets your needs, but exceeds them.

If you wish to replace any parts or components on your Montague, you do so at your own risk. Montague recommends that all modifications to components and parts be supervised by a trained bicycle technician.

Familiarize yourself with the use of all moving parts on your new bike, including the wheels, chain and especially, your brakes. Montague has specifically chosen an appropriate braking system for the design of our bikes. The braking power (ability to stop) varies among different braking systems. If you wish to change the braking system on your bike Montague recommends you consult a bicycle dealer for appropriate options.

Practice riding your bike at slow speeds in an area with no-traffic, such as an empty parking lot, your driveway, or back yard before you attempt to ride in traffic, or on trails.



WARNING

Avoid contact between your foot or toe clip and the front wheel or fender of your bike when turning. Doing so may cause loss of control and may result in serious personal injury. If you experience a frame vibration or "shimmy" slow your speed immediately and take your bike to a bicycle mechanic.



WARNING

This is not a comprehensive maintenance program. Montague recommends that you have your bicycle tuned and safely checked by a bicycle technician on a regular basis. If you notice any irregularities in your bike and/or its performance take it to a bike dealer before attempting to ride. Overuse of any brake system may cause loss of control resulting in personal injury.

5. BEFORE EVERY RIDE - CHECKLIST

Ensure your bicycle is in proper working condition each and every time you ride. Use the following checklist as a guide.

✓ Check your brakes. Press each hand lever to ensure the brakes are moving freely and stop the bike. If your brakes are not working properly **DO NOT** ride your bicycle. Practice braking at low speeds before taking your bike out into high traffic areas or trails.

✓ Check the attachment of both wheels. Pick the front wheel off the ground and apply force to the wheel in a downward motion, (Fig. 8). The wheel should remain securely in place. Grab your wheel and try to move it from side to side. If there is any movement of the wheel do not ride your bike. Take it to a bike dealer for service.

When the quick release lever is properly adjusted and in the closed position you should not be able to rotate the lever in a circular motion (parallel to the wheel). This is different from the “flipping” motion, used to open and close the quick release lever. Repeat the same steps to check the rear wheel.

✓ Test the security of the handlebar and stem by attempting to turn the handlebars in the stem and by twisting them from side to side with the front wheel locked between your knees (Fig. 9). Make sure that no cables are stretched or pinched by rotating the handlebars.

Your handlebar and stem control your ability to steer your bike, therefore, if any part of your handlebar or stem shows signs of damage or fatigue you should not ride your bike. Once a month check the alignment of your handlebar and stem with your front wheel. Ensure all stem bolts are tight.



Fig. 8: Checking your Wheel



Fig. 9: Checking your Handlebar and Stem

6. FOLDING YOUR MONTAGUE BIKE

Your Montague bike is designed for quick folding and unfolding without the use of tools. The following simple steps should be observed to ensure the rider's safety and to prevent damage or scratches when folding or unfolding the bicycle.

1. Standing on the chain side of your bike, release the brake wire from the front wheel brake (Fig. 10). To release the brakes, pinch the brake arches together and swing the cable hook unit down. Push the end cap and cable guide out of the hook unit. Release the arches.
2. To unlock the front wheel quick release lever swing the lever to the open position. Hold the adjusting nut in place while turning the quick release lever counter clockwise 5 or 6 times to release the wheel. Remove the front wheel from the fork and set it aside (Fig. 11).



Fig. 10: Release of Front Brake



Fig. 11: Removal of the Front Wheel

6. FOLDING YOUR MONTAGUE BIKE

3. Pull the bike up into the vertical position and stand on the chain side with the rear tire on the ground between your feet. Open the quick release lever on top of the boom tube (Fig. 12). Spin it counterclockwise 5 to 6 complete rotations, then with the heel of your hand press and hold down the quick release to lower quick release nut out of the quick release drop box while folding the bike with the handlebars turned away from you so they fold into the rear wheel (Fig. 13). This is best done by placing your other hand on top of the frame and pushing away from you.

For extra compactness: open the quick release below the saddle and lower the saddle all the way down. Then close the quick release below the saddle (Fig. 14).



Fig. 12: Open Boom Tube Quick Release



Fig. 13: Folding the Montague Bike

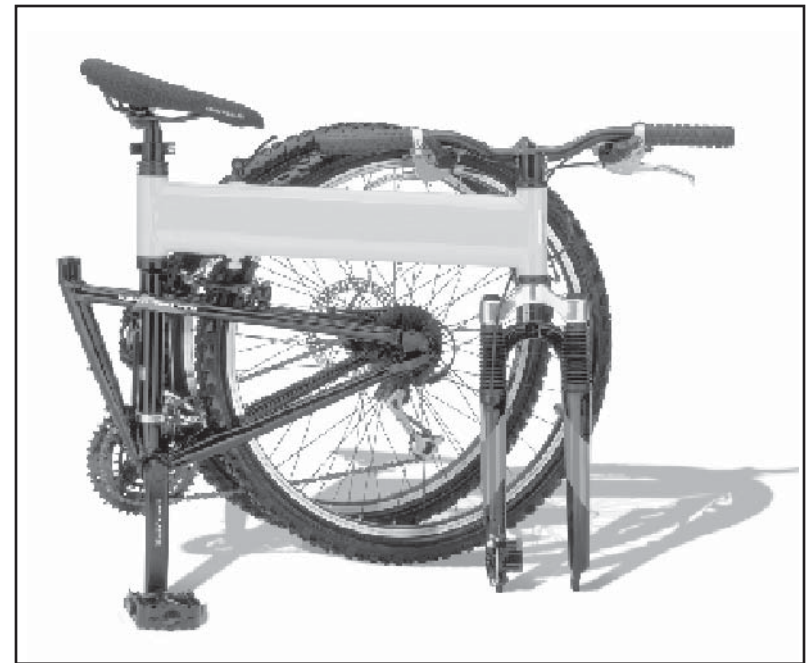


Fig. 14: Final Folded Position of the Montague Bike

7. UNFOLDING YOUR MONTAGUE BIKE

1. To unfold the bike place the rear wheel firmly on the ground, grasp the rear wheel with one hand and the handlebar stem with the other and unfold the bike. When the frame is almost completely unfolded, push down on the opened boom tube quick release so the quick release nut enters the quick release drop box. Secure the boom tube quick release lever by rotating it in the open position clockwise 5 to 6 times (Fig. 15a & 15b). Lock the quick release lever with the lever pointing towards the saddle. Make sure the Quick Release End Nut is completely inside the Quick Release Drop Box. See "Operation of Quick Releases", page 5.

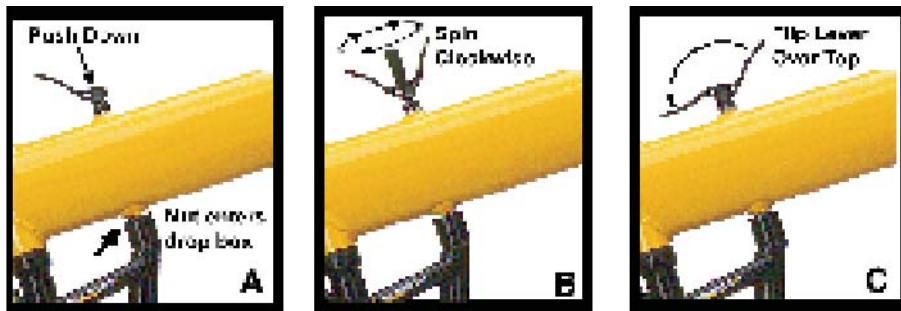


Fig. 15a: Quick Release Operation for Final Assembly



WARNING

Do not use the quick release lever like a wing nut.

2. Put the front wheel on the bicycle, with the quick release lever positioned on the non-chain side. Guide the axle into the fork slots and center the wheel between the fork blades. Hold the quick release lever in the open position and tighten the adjusting nut so that you feel resistance half way when you are closing the quick release lever. Close the quick release lever all the way over to lock the wheel securely. The quick release should be tight enough that it leaves a mark on the palm of your hand when closing it. If you can rotate the quick release lever it is too loose. Reopen the quick release lever and tighten the adjusting nut until you can't rotate the lever up and down when the lever is in the locked position (see page 10, Front Wheel Installation).
3. To attach the front brakes, pinch the brake arches together and swing the hook unit up. Push the end cap and cable guide into the hook unit, allowing the cable to feed through the end of the hook unit. Release the brake arches and the hook unit will lock into place over the end cap (see page 9, To Attach the Brakes).

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7. UNFOLDING YOUR MONTAGUE BIKE

4. Adjust the saddle to proper height and lock the quick release lever. The quick release should be tight enough so that it leaves a mark on the palm of your hand when closing it (see page 7).



WARNING

If you do not fully understand any of the steps for unfolding your Montague bike, be sure to ask your bicycle dealer for assistance, or call Montague's Customer Support Team toll free at (800) 736-5348.

DO NOT RIDE THE BICYCLE UNLESS ALL FOUR QUICK RELEASES ARE SECURELY LOCKED!

NOTE: some models do not have rear wheel quick release.

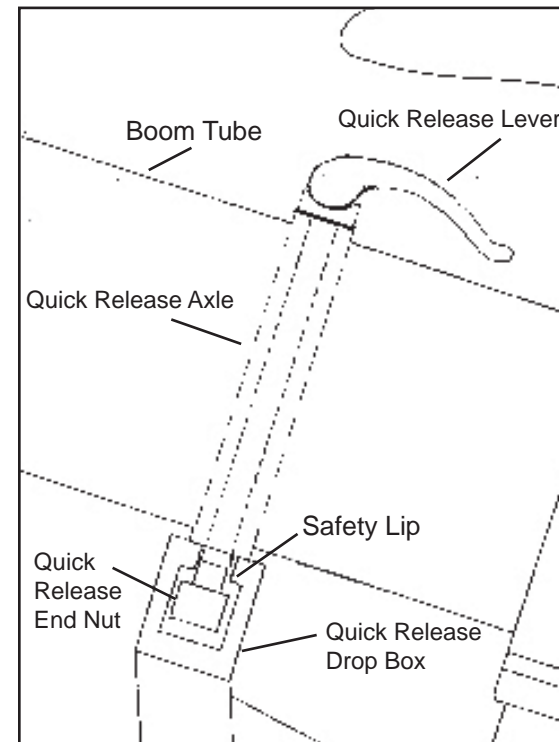


Fig. 15b: Boom Tube Quick Release

18.

8. ROAD SAFETY

- For your safety, always wear a helmet that meets Snell or American National Standards Institute (Ansi) Z290.4 requirements. In the event of an accident a helmet can protect you from serious injury and even death. A bicycle retailer will be happy to assist you in the selection of a helmet and other useful accessories.
- Obey all traffic laws. Obey red and green lights, one-way streets, stop signs, etc.
- Ride with the traffic, not against it. Ride single file in a straight line.
- Have a satisfactory signaling device (bell, horn, etc.), to warn of approach. RIDE DEFENSIVELY (expect the unexpected).
- Give pedestrians the right of way. Do not ride too close to pedestrians and alert them if you intend to pass from behind.
- Slow down at all street intersections and look to the right and left before crossing.
- Always use proper hand signals for turning and stopping. Give signals 100 ft. before stopping or turning and always return both hands to the handlebars before stopping or turning.
- Watch for cars pulling out into traffic and for sudden opening of car doors.
- Avoid potholes, drainage grates or other road surface hazards. Cross railroad tracks at a right angle. Be careful when riding on soft road edges, gravel, sand and uneven surfaces. Ride slowly and avoid quick turns when riding on these surfaces.



WARNING

Use your front brake properly to ensure safe, efficient stopping. To avoid misuse and potential injury, do not apply sudden or excessive force on your front brake. To do so may cause your rear wheel to lift off the ground and/or, your front wheel to slip from under you.

8. ROAD SAFETY

- Never hitch on other vehicles, do not “Stunt” ride or race in traffic. Don’t weave in and out of the traffic or swerve from side to side.
- Never carry other riders or packages, they may obstruct vision or proper control of the bicycle.
- Before riding, check your brakes. Be sure they are operating efficiently and that your bicycle is in perfect running condition.
- When riding at night, always use lights, clear light on front and flashing red light on rear, and wear light colored and/or reflective clothing. Make sure your reflectors are intact and visible. Assume motorists are unable to see you and ride in an appropriately cautious manner.
- When braking always apply stronger braking pressure to the rear wheel (right lever). If the front brake pressure (left lever) is applied too strongly or quickly, the bicycle may flip forward. Avoid strong braking while turning.

CAUTION IN WET WEATHER RIDING

No brakes work as well under wet conditions as they do under dry conditions. In rainy wet weather, special precautions must be taken to insure safety in stopping. Proper adjustment and cable lubrication will help, but the major precaution rests with you. Increased brake pressure is required in wet or rainy weather and care must be exercised to maintain safety under these conditions.

Ride slower than normal and apply your brakes sooner than normal conditions would require.

A crash can put extraordinary stress on bicycle components, causing them to fatigue prematurely. Components suffering from stress fatigue can fail suddenly, causing loss of control, or serious injury.



WARNING

Your bicycle is equipped with reflectors, however, extreme caution is required when travelling at dusk or night. In addition to keeping your reflectors clean, and properly affixed to your bicycle, you must use headlights and taillights, in addition to wearing bright, reflective clothing when riding in poor lighting conditions. Consult your local bike shop to find accessories appropriate for your riding needs.

9. OPERATION OF THE GEAR SYSTEM

The multi-gear system provides a means of maintaining a constant pedaling rate, regardless of road level conditions. This is the most effective cycling technique to prevent tiring over long distances.

The gears are activated by cables connecting the twist shifters or shift levers located on the handlebar to the derailleurs.

If your bicycle is equipped with twist shifters, rotating the twist shifters towards you moves the chain from one chainwheel (or sprocket) to the next larger chainwheel (or sprocket). Rotating the twist shifters away from you moves the chain from one chainwheel (or sprocket) to the next smaller chainwheel (or sprocket).

If your bicycle is equipped with shift levers, pushing the thumb shift lever away from you moves the chain from one chainring (or sprocket) to the next larger chainring (or sprocket). Pulling the index finger shift lever towards you moves the chain to the next smaller chainring (or sprocket).

The left shifter controls the front derailleur and the right shifter lever controls the rear derailleur. To shift, continue pedaling at a steady pace while operating the shifters and engage the gear you find most comfortable.

For easiest pedaling (while going up-hill or slowly), position the chain over the smallest chainring in front and the largest sprocket in back. For hardest pedaling (while going down-hill, or quickly), position the chain over the largest chainring in front and the smallest sprocket in back.

Pedals and wheels must be turning forward while shifting gears. **Never pedal backward while shifting gears and never force the twist shifters or shift levers.**

9. OPERATION OF THE GEAR SYSTEM

ADJUSTMENT OF THE CABLE TENSION:

If the gear system is not functioning properly, ensure that the rear derailleur follows each shifting command of the right twist shifter/shift lever. Cable stretching could affect the function after some time, so that synchronization may no longer be assured. Check and adjust as follows:

1. Shift the chain to the center of the front chainwheel by turning the crank forward and shifting the left twist shifter/shift lever.
2. Shift the chain to the outermost/smallest rear sprocket by turning the right twist shifter all the way away from you, or moving the right shift lever all the way towards you.
3. While turning the crank forward, rotate the right twist shifter or push the right shift lever to the next position.
4. The chain should move to the second rear sprocket after a maximum of one full turn of the wheel. If it stays on the first sprocket, the tension of the shifting cable must be increased (proceed to Step 6).
5. If the chain jumps across the second sprocket or if it scratches the third sprocket, the tension of the shifting cable must be decreased (proceed to Step 6).
6. Cable tension is adjusted by turning the Cable Adjusting Barrel, which is located at the junction of the cable and the rear derailleur (Fig. 16). To increase tension turn the knurled knob counterclockwise, to decrease tension, turn the knob clockwise.

If the tension is adjusted according to the above steps, the chain should follow all shifting commands on the twist shifters.

If the gear system still does not function properly, please contact a bicycle retailer for assistance.

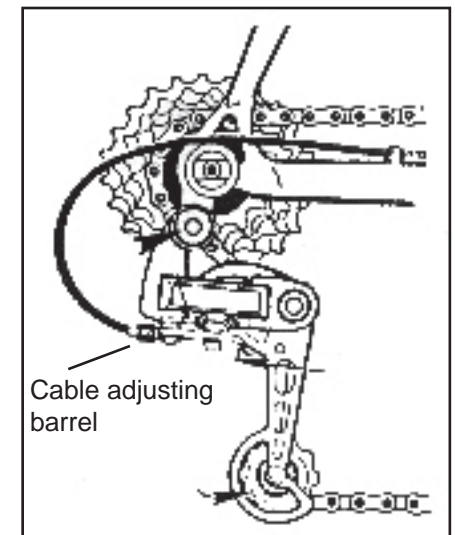


Fig. 16: Adjustment of Cable Tension

10. ADJUSTMENT OF HANDLEBAR AND SEAT

HANDLEBAR STEM ADJUSTMENT:

Your handlebar's primary function is to steer and control your bicycle, therefore proper installation, adjustment and maintenance are crucial for your enjoyment and safety.

To change the handlebar height, loosen the stem expander bolt two to three turns, then tap the top of the stem handlebars to the desired height, and retighten very tightly (175-260 lb.●in or 19.8-29.4Nm). **MAKE SURE THE MINIMUM INSERTION LINE IS NOT SHOWING ABOVE THE HEADSET.**

Some bikes are equipped with a stem that has an adjustable rise, or angle. These bikes require that you tighten the angle adjusting bolt to 150-170 lb.●in (17-20.3 Nm) after first making sure the teeth are correctly engaged with the corresponding teeth entered between the teeth of the mating part.

Note: Some bikes are equipped with handlebar stems that are not adjustable in height.

Test the security of the handlebars in the stem and the stem in the frame, by attempting to twist the handlebars in the stem and by attempting to turn them from side to side with the front wheel locked between your knees (Fig. 17). Make sure there are no cables stretched or pinched by rotating the handlebars.



WARNING

If you are unsure of the safety of your handlebar system, do not attempt to ride your bike. Never ride your bicycle with the stem raised above the minimum insertion mark as this may cause loss of control resulting in personal injury or death. A minimum of 2 3/4 inches (70mm) of the stem must always remain in the frame.

10. ADJUSTMENT OF HANDLEBAR AND SEAT

SEAT ADJUSTMENT:

Your seat and seatpost are the primary means of support for the rider. Proper adjustment is important for your comfort and pedaling efficiency. Ensure your seat and seatpost are securely tightened in a comfortable position for your riding style.

Ensure that the seat is secure by attempting to turn the seat and seatpost in the frame. Grabbing the saddle, attempt to move the front of the saddle up and down and side to side. If it rotates, is loose, or moves up and down, tighten the quick release and repeat the test until there is no movement. (see page 5 for Operation of Quick Release Levers).

Your seat post has a "Minimum Insertion Mark" 2 1/2 inches above the bottom. When you adjust the height, always make sure this mark is inside the frame and NOT showing.



WARNING

When adjusting the seatpost ensure the minimum insertion mark remains inside the frame. A minimum of 2 1/2 inches (64mm) of seatpost must remain in the frame. Riding with the seat raised above this height may cause loss of control resulting in personal injury or damage to your bike.



Fig. 17: Hold Wheel and Try to Turn Handlebar

11. SCHEDULED MAINTENANCE

We recommend that you take your bicycle in to an authorized bicycle dealer before riding it and then once a year for maintenance so that you can enjoy your Montague bike for as long as possible. Maintenance of your bicycle should include the following:

Maintenance service by a dealer

1. Crank set: check play, adjust and retighten if necessary.
2. Head set assembly: check play, adjust and tighten if necessary.
3. Brake system: replace brake cables, check brake pads and replace if necessary, adjust lever play.
4. Gear system: grease shifting cables, check and adjust setting and indexing function.
5. Wheels: check alignment, realign if necessary. Check and adjust air pressure.
6. Chain: check, replace if necessary.
7. Tighten mounting bolts on handlebar, saddle, brakes and hubs.
8. Boom Tube quick release box: keep free of debris.
9. Quick releases: check function.

Regular performance of these maintenance services will afford carefree enjoyment of your Montague bike.



WARNING

Failure to properly maintain your bicycle may lead to damage to the bicycle, or a loss of control resulting in personal injury.

12. INSPECTION AND MAINTENANCE

Regular care preserves the value and safety of your bicycle. You can carry out the following care and inspection procedures yourself or bring the bicycle to a dealer for maintenance. We recommend that you do take your bicycle in to a dealer once a year for maintenance so you can enjoy your Montague for as long as possible.

TOOLS NEEDED FOR MAINTENANCE OF YOUR MONTAGUE BIKE:

- Small adjustable wrench
- Large adjustable wrench
- Set of 4, 5, 6 mm Allen keys
- Medium Phillips screwdriver
- Slip-joint pliers
- Flat thin open end wrench 15mm
- Air pump
- Tire levers

GENERAL INSPECTION: Every week or two tighten all nuts and bolts. Check all hardware to see that no parts are worn or damaged, that there is correct fork and frame alignment, and that all components are seated in proper position.

CLEANING: Clean the frame and all parts regularly with a moist cloth or sponge. Bicycle shops offer special cleaning agents for easy care.

REFLECTORS: Reflectors should be kept clean, securely fastened and positioned for bicycle identification at night from front, rear and lateral visibility. Damaged units should be promptly replaced.

CONTROL CABLES: Replace worn or damaged cables. Do not kink cables. Cables stretch with use; adjust accordingly. Keep control cable lubricated.

HANDLEBAR/STEERING: On some models, the handlebar stem may be adjusted for your comfort. The bearing of the fork in the frame (headset) should rotate easily without play. Adjustment of the headset requires special tools and should be performed by a bicycle mechanic.

GRIPS: Replace worn grips. Make sure they fit snugly.

12. INSPECTION AND MAINTENANCE

BRAKES: The brake levers should be easy to operate without too much play. **Too much play will cause insufficient braking power.** The play is properly adjusted if the brake pads meet the rim fully when the brake lever is pulled one third of the way.

Adjust the brake play by turning the adjusting nuts located at the junction of the brake cable and brake lever. When you have determined the proper setting, turn the knurled knob at the shaft of the adjusting bolt all the way down to the brake lever to lock the brake setting in place.

- The right brake lever controls the rear brake. To tighten brakes, turn the adjusting nut clockwise. To loosen brakes, turn the adjusting nut counterclockwise.
- The left brake lever controls the front brake. To tighten brakes, turn the adjusting nut counterclockwise. Too loosen, turn the adjusting nut clockwise.

Note: Left and right controls are reversed on bicycles sold in some countries.

Check brake pads regularly for wear and make sure they are properly toed in. Viewed from the side, the brake pads should be exactly at the height of the rim and slightly toed in the direction of the rotation of the wheel. The brake pads must display tread. When the tread is worn down, the brake pads must be replaced.

For safety reasons, the brake cables must be replaced every 12 months. This should be included in the annual maintenance service by a certified bicycle repair and maintenance shop.

ALIGNMENT: If the bicycle does not align properly, immediately bring to a bicycle mechanic or call Montague's Customer Support Team toll free at (800) 736-5348.

12. INSPECTION AND MAINTENANCE

WHEELS: Make sure the quick release lever on the front wheel is properly closed and the axle nuts, or quick release lever on the rear wheel are tight. Wheels should be centered in fork or dropouts. Irregular noise from the wheels or the brakes touching the rim indicates that the wheel requires maintenance. Wheels should be checked regularly for spoke tightness and true alignment.

WHEEL ALIGNMENT: Wheels should rotate smoothly without wobbling from side to side. Check the bearing play of the hubs by lifting the bicycle and spinning the wheel. The wheel should continue to spin for several rotations and finally cease spinning. To check the play of the hubs: try to move the rim from side to side between the fork. During this test, no substantial play should exist. If you detect play or if the wheel is difficult to turn, the hub bearings must be adjusted. Please contact a bicycle mechanic to have the hub bearings adjusted.

RIMS: The rims must be smooth and without cracks, breaks, or bulges. Check that they are smooth on the inside to prevent puncturing the inner tube.

SPOKES: Check spoke tension regularly. Approximately the same tension should be applied to all spokes. If there is minor loosening of the spokes, you may tighten the nipples, but it is recommended that you take the bicycle to a bicycle mechanic. If you detect a loose spoke or if the rim has a side play of more than 4mm, immediately have the wheel trued by a technician. **Riding with loose spokes may cause the wheel to fail, resulting in serious injury or death.**

TIRES: Maintaining proper inflation levels of your tires ensures a smooth, efficient and safe ride. Make sure that the tires are inflated according to pressure indicated on tire sidewall. Improper tire pressure will cause excessive wear, causing premature replacement. A foot or frame pump should be used. Pressurized, unregulated pumps should not be used.

The tire should be properly seated in the rim and the fitting of the tire bead and rim bead should be checked. If the tube is pinched between the tire and the rim, it will explode when inflated. Ensure that the tire is not cracked or unevenly worn. Check for bulges. Check that the valve is straight in the rim. Irregular tires should be replaced immediately.

12. INSPECTION AND MAINTENANCE

CHAIN: Check frequently for damage and stretch and replace if necessary. Lubricate several times each season and after each washing or ride in the rain. Use a lightweight, all-purpose oil, being careful to oil each link. Chain specific oil is available from any bicycle shop. The chain must be replaced after a maximum of 1250 miles. This requires special tools and should be performed by a certified bicycle mechanic.

CHAINRINGS: Replace if chainring teeth are bent or damaged. Keep chainrings tight on crank.

CRANKS & PEDALS: Crank assembly should turn freely without side play. Check the bearing play of the cranks by grasping the end of the crank near the pedal thread and trying to wiggle it laterally. If you detect play, have it corrected by a dealer. Keep locknut tight and keep bearings clean and well adjusted. Check crank bolt or nut (depending on axle type) regularly to make sure crank arms stay tight.

Replace bent cranks immediately! Do not attempt to straighten.

Replace pedals if bearings are tight or frozen and if thread is lost or badly worn. Keep pedal bearings lubricated.

REFLECTORS: Your reflectors are an important safety feature of your bike. Do not remove them. Every three months, check the nuts and bolts holding the front, rear, pedal and wheel reflectors and make sure that they are tight. Also check the alignment of the front and rear reflectors, their reflective surfaces should be perpendicular to the ground. The rear reflector should be at least three inches below the top of the seat. **KEEP REFLECTORS CLEAN AT ALL TIMES.**

12. INSPECTION AND MAINTENANCE

FRONT DERAILLEUR ADJUSTMENT: (FIG. 18)

The derailing cage must be positioned high enough to clear the chain wheels while shifting. If an adjustment is necessary, loosen the frame clamp and reposition accordingly. When re-tightening the frame clamp bolt, make sure the curvature of the derailing cage is concentric to the curvature of the chainwheel and that the derailing cage is in line with the chainwheel.

The front derailleur should shift smoothly and easily between the chainwheels. If the front derailleur does not shift correctly, it can be adjusted as follows:

1. Place left lever all the way forward, or twist shift all the way back, and adjust screw "H" to center derailing cage and chain over the large chainwheel.
2. Move left shift lever all the way back or twist shift all the way forward and adjust limiting screw "L" so the derailing cage and chain are centered over the smaller chainwheel.
3. Loosen the cable anchor nut and pull all slack out of the cable through the anchor bolt. Re-tighten the cable anchor bolt securely.

These adjustments will limit the inward and outward movement of the derailing cage so the chain will not derail to the left of the inside chainwheel or to the right of the outside chainwheel.

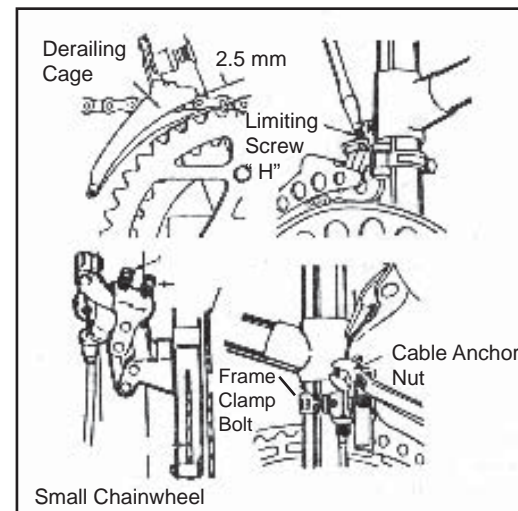


Fig. 18: Front Derailleur Adjustments

12 . INSPECTION AND MAINTENANCE

REAR DERAILLEUR ADJUSTMENT (FIG 19):

With the right shift lever all the way back or the twist shift all the way forward, the rear derailleur should position the chain on the smallest rear sprocket with no trace of slack in the control cable.

If the chain does not reach the smallest sprocket:

Adjust limiting screw "H" (moving it out, away from the derailleur housing) allowing the necessary additional outward travel of the derailleur.

Once adjusted, limiting screw "H" should be moved to bottom against the derailleur housing, stopping any additional outward travel of the derailleur and preventing the chain from running off the smallest sprocket.

If there is slack in the cable:

Turn the barrel adjustment counterclockwise to remove slack. If the slack is not taken up, or if the derailleur does not have a barrel adjuster, a cable adjustment is necessary. Loosen the cable-fixing bolt freeing the cable. Pull the cable tight and retighten bolt securely.

With the right shift lever all the way forward, or the twist shift all the way back, the derailleur should position the chain on the largest rear sprocket.

If the chain does not reach the largest sprocket:

Adjust limiting screw "L" to allow for this and position it to bottom against the derailleur housing to prevent any additional inward travel of the rear derailleur. This will stop the chain from running off the inside of the large rear sprocket.

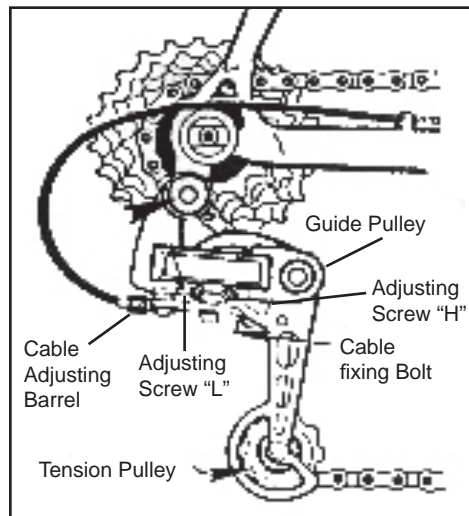


Fig 19: Rear Derailleur Adjustment

13. ACCESSORIES FOR YOUR MONTAGUE

Optional Accessories:

Folding Pedals: Folding pedals will reduce the folded width of the bicycle by four inches and are available to fit on all models.

Carrying Case: A water resistant 420 Denier nylon carrying case is available. It has an over-the-shoulder strap and an inner pocket for the front wheel. See your dealer for more details.

Additional Accessories: More custom Montague accessories are also available, and since your Montague uses standard parts and components, you can customize your bike in numerous ways. Check out your local bike dealer's selection of parts and accessories.

INSTALLATION OF RACKS: Montague does not manufacture rear racks, but recommends you use a seat post mount rack. Contact your local bicycle retailer for further details.

14. MONTAGUE CORPORATION LIMITED WARRANTY

Montague Corporation warrants each new Montague bicycle frame against defects in workmanship and materials for the lifetime of the original owner. Montague Corporation also warrants all original parts, excluding suspension forks, for a period of one year from the date of purchase. Forks shall be covered by the stated warranty of their original manufacturers. Paint and decals are warranted for one year. This warranty is expressly limited to the repair or replacement of a defective frame, fork, or defective part and is the sole remedy of the warranty. This warranty is not transferable from the original owner.

Claims must be made through an authorized Montague dealer. Proof of purchase is required. In addition, a warranty registration card must be completed and received by Montague Corporation before a warranty claim may be processed.

This warranty does not cover normal wear and tear, improper assembly, damage or failure due to accident, misuse, abuse or neglect, follow-up maintenance, or installation of parts or accessories not originally intended or compatible with the bicycle as it was sold. Modification of the frame or components shall void this warranty.

Montague Corporation shall not be responsible for incidental or consequential damages. Some states do not allow the exclusion of incidental or consequential damages, so the above exclusion may not apply to you.

Labor charges for parts changeovers are not covered by the warranty.

This warranty gives the consumer specific legal rights, and those rights may vary from place to place. This warranty does not effect the statutory rights of the consumer.

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MONTAGUE BICYCLE WARRANTY REGISTRATION CARD

Name: _____

Mailing Address: _____

Place of Purchase: _____

Location - City: _____ State: _____ Date of Purchase ____ / ____ / ____

Purchase Price: _____ Bicycle Color: _____ Model Name: _____

Serial #: _____ Frame Size: _____ User's Sex: M / F Age: _____

Used of Folded Montague Bicycle (if more than one applies, number by priority)

_____ Store in home _____ Commute _____ Airline Travel _____ Sailboat _____ Powerboat

_____ Car Trunk _____ Private Plane _____ RV _____ Other: _____

Is use: Personal _____ Government/Military _____ Corporate _____

What type of riding do you mainly use your Montague Bicycle for?

_____ City _____ Bike Trails/paths _____ Off-road _____ Touring

How did you hear about Montague Bicycles?

_____ Bicycle Dealer _____ Consumer shows/Expos _____ Friend _____ Internet

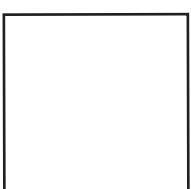
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Advertisement (specify where): _____

News Article (specify where): _____

Comments: _____

From: _____



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