

JIFO QUICK RELEASE BIKE MANUAL

Parts Guide

- | | |
|---------------------|------------------|
| 01. Wheel | 09. Frame |
| 02. Chain Tensioner | 10. Fork |
| 03. Chain | 11. Front Brake |
| 04. Crank Set | 12. Rear Brake |
| 05. Pedals | 13. Headset |
| 06. Seat tube | 14. Handlepost |
| 07. Seat post | 15. Handlebar |
| 08. Saddle | 16. Brake levers |



NOTE: The manual is not intended as a comprehensive use service, repair or maintenance manual. Please see your dealer for all service, repairs or maintenance.

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First

All folding bicycles and P.A.Q. mini-bikes are intended for use on paved roads only. P.A.Q. mountain bikes are intended for use on hard-packed trails only, and are not intended for jumps, stunts or other extreme sports.

Make sure your bicycle is used for its intended purpose as the misuse may lead to the failure of some component or part.

Bike Fit

- Is your bike the right size? If your bicycle is too large or too small for you, you may lose control and fall. If your new bike is not the right size, ask your dealer to exchange it before you ride it.
- Is the saddle at the right height? To check, see Section 3.A. If you adjust your saddle height, follow the Minimum Insertion instructions in Section 3.A.
- Are the saddle and seat post securely clamped? A correctly tightened saddle will allow no saddle movement in any direction. See Section 3.A.
- Are the stem and handlebars at the right height for you? If not, see Section 3.B. Can you comfortably operate the brakes? If not, you may be able to adjust their angle and reach.
- Do you fully understand how to operate your new bicycle? If not, before your first ride, have your dealer explain any functions or features that you do not understand.

This Manual

- This manual is not intended as a comprehensive guide to bicycling and maintenance. It can not teach you all the mechanical skills you need to repair a bicycle nor can it teach you all the skills you will need to ride a bicycle. This manual has a great number of tips and advice for the specific bikes it comes with. If you are ever unsure of how to maintain your bike, visit a dealer and ask for advice.

Safety First

- Always wear an approved helmet when riding your bike, and follow the helmet manufacturer's instructions for fit, use and care.
- Do you have all the other required and recommended safety equipment? It's your responsibility to familiarize yourself with the laws of the area where you ride, and to comply with all applicable laws.
- Rider's weight and luggage should not exceed 105kg (230lbs).
- Do you know how to correctly operate your wheel quick releases? Check Section 4.A.1 and 4.A.2 to make sure. Riding with an improperly adjusted wheel quick release can cause the wheel to wobble or disengage from the bicycle, and cause serious injury or death.
- Are your wheel rims clean and undamaged? Make sure the rims are clean and undamaged along the braking surface, and check for excess rim wear. Periodically inspect your rims for excessive wear and if you have any question on whether or not your rims are safe, have them inspected by a bicycle dealer.
- Handlebar and Saddle Alignment: Make sure the saddle and handlebar stem are parallel to the bike's centerline and clamped tight enough so that you can't twist them out of alignment.
- Handlebar Ends: Make sure the handlebar grips are secure and in good condition. If not, have your dealer replace them. Make sure the handlebar ends and extensions are plugged. If not, have your dealer plug them before you ride. If the handlebars have bar-end extensions, make sure they are clamped tight enough so you can't twist them. Please note that with the installation of some TT bars, criterium, aero bars, bar ends or a triathlon style clip-on, your response time for braking and steering may have been adversely affected.



WARNING:

All related components of this bike only specifically use Dahon original standard specifications. Damage caused though the use of non-original genuine parts is not liable by the company.

Safety

The Basics



WARNING:

It is your responsibility to familiarize yourself with the laws where you ride and to comply with all applicable laws, including properly equipping yourself and your bike as the law requires.

Observe all local bicycle laws and regulations. Observe regulations about bicycle lighting, licensing of bicycles, riding on sidewalks, laws regulating bike path and trail use, helmet laws, child carrier laws, and special bicycle traffic laws. It's your responsibility to know and obey your country's laws.

- Always do check the safety of your bike before you ride it.
- Be thoroughly familiar with the controls of your bicycle: brakes (Section 4.B); pedals (Section G); shifting (Section 4.C).
- Be careful to keep body parts and other objects away from the sharp teeth of chain rings, the moving chain, the turning pedals and cranks, and the spinning wheels of your bicycle.

Riding Safety

- You are sharing the road or the path with others—motorists, pedestrians and other cyclists. Respect their rights.
- Ride defensively. Always assume that others do not see you.
- Look ahead, and be ready to avoid:
 - »» Vehicles slowing or turning, entering the road or your lane ahead of you, or coming up behind you.
 - »» Parked car doors opening.
 - »» Pedestrians stepping out.
 - »» Children or pets playing near the road.
 - »» Potholes, sewer grating, railroad tracks, expansion joints, road or sidewalk construction, debris and other.
 - »» The many other hazards and distractions which can occur on a bicycle ride.

- Ride in designated bike lanes, on designated bike paths or as close to the edge of the road as possible, in the direction of the traffic flow or as directed by local governing laws.

- Stop at Stop signs and traffic lights; slow down and look both ways at street intersections. Remember that a bicycle alone loses in a collision with a motor vehicle.

- Use approved hand signals for turning and stopping.

- Never ride with headphones.

- Never carry a passenger.

- Never hitch a ride by holding on to another vehicle.

- Don't weave through traffic or make unexpected moves.

- Observe and yield the right of way.

- Never ride your bicycle while under the influence of alcohol or drugs.

- If possible, avoid riding in bad weather, when visibility is obscured, at dawn, dusk or in the dark, or when extremely tired. Each of these conditions increases the risk of accident.

Wet Weather Riding



WARNING:

Wet weather impairs traction, braking and visibility, both for the bicyclist and for other vehicles sharing the road. The risk of an accident is dramatically increased in wet conditions.

Under wet conditions, the stopping power of your brakes (as well as the brakes of other vehicles sharing the road) is dramatically reduced and your tires don't grip nearly as well. This makes it harder to control speed and easier to lose control. To make sure that you can slow down and stop safely in wet conditions, ride more slowly and apply your brakes earlier and more gradually than you would under normal, dry conditions. See also Section 4.B.

Night Riding

Riding a bicycle at night is many times more dangerous than riding during the day. A bicyclist is very difficult for motorists and pedestrians to see. Therefore, children should never ride at dawn, at dusk or at night. Adults who choose to accept the greatly increased risk of riding at dawn, at dusk or at night need to take extra care both riding and choosing specialized equipment that helps reduce that risk. Consult your dealer about night riding safety equipment.



WARNING:

Reflectors are not a substitute for required lights. Riding at dawn, at dusk, at night or at other times of poor visibility without an adequate bicycle lighting system and without and motorists if the necessary lights reflective is dangerous and may result in serious injury or death.

Bicycle reflectors are designed to pick up and reflect car lights and streetlights in a way that may help you to be seen and recognized as a moving bicyclist.



CAUTION:

Check reflectors and their mounting brackets regularly to make sure that they are clean, straight, unbroken and securely mounted. Have your dealer replace damaged reflectors and straighten or tighten any that are bent or loose.

If you choose to ride under conditions of poor visibility, check and be sure you comply with all local laws about night riding, and take the following strongly recommended additional precautions:

- Purchase and install a generator or battery powered head and taillight that meet all local regulatory requirements and provide adequate visibility.
- Wear light-colored, reflective clothing and accessories, such as a reflective vest, reflective arm and leg bands, reflective stripes on your helmet, flashing lights attached to your body and/or your bicycle.
- Make sure your clothing or anything you may be carrying on the bicycle does not obstruct a reflector or light and securely mounted reflectors.
- Make sure that your bicycle is equipped correctly with reflectors.

While riding at dawn, at dusk or at night:

- Ride slowly.
- Avoid dark areas and areas of heavy or fast-moving traffic.
- Avoid road hazards.

If riding in traffic:

- Be predictable. Ride so that drivers can see you and predict your movements.
- Be alert. Ride defensively and expect the unexpected.
- Ask your dealer about traffic safety classes or a good book on bicycle traffic safety.

Saddle Position

Correct saddle adjustment is an important factor in getting the most performance and comfort from your bicycle. If the saddle position is not comfortable for you, see your dealer.

The saddle can be adjusted in three directions:

- Up and down adjustment. To check for correct saddle height:
 - »» Sit on the saddle.
 - »» Place one heel on a pedal.
 - »» Rotate the crank until the pedal with your heel on it is in the down position and the crank arm is parallel to the seat tube.

If your leg is not completely straight, your saddle height needs to be adjusted. If your hips must rock for the heel to reach the pedal, the saddle is too high. If your leg is bent at the knee with your heel on the pedal, the saddle is too low. Once the saddle is at the correct height, make sure that the seat post does not project from the frame beyond its "Minimum Insertion" or "Maximum Extension" mark.



WARNING:

If your seat post projects from the frame beyond the Minimum Insertion or Maximum Extension mark, the seat post may break, which could cause you to lose control and fall.

- Front and back adjustment. The saddle can be adjusted forward or backward to help you get the optimal position on the bike. Ask your dealer to set the saddle for your optimal riding.
- Saddle angle adjustment. Most people prefer a horizontal saddle; but some riders like the saddle nose angled up or down just a little. Your dealer can adjust the saddle angle.

NOTE:

If your bicycle has a suspension seat post, periodically ask your dealer to check it.

NOTE:

Small changes in saddle position can have a substantial effect on performance and comfort. To find your best saddle position, make only one adjustment at a time.



WARNING:

After any saddle adjustment, be sure that the saddle adjusting mechanism is properly tightened before riding. A loose saddle clamp or seat post binder can cause damage to the seat post, or can cause you to lose control and fall. A correctly tightened saddle adjusting mechanism will allow no saddle movement in any direction. Periodically check to make sure that the saddle adjusting mechanism is properly tightened.

Handlebar Height and Angle



WARNING:

The stem's Minimum Insertion Mark must not be visible above the top of the headset. If the stem is extended beyond the Minimum Insertion Mark, the stem may break or damage the fork's steerer tube, which could cause you to lose control and fall.

NOTE:

Your dealer can also change the angle of the handlebar or bar-end extensions.



WARNING:

An insufficiently tightened stem binder bolt, handlebar binder bolt or bar-end extension clamping 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 handlebar/stem assembly. If you can twist the stem in relation to the front wheel, turn the handle-bars in relation to the stem, or turn the bar-end extensions in relation to the handlebar, the bolts are insufficiently tightened.

Wheels

Installing a Quick Release Front Wheel



CAUTION:

If your bike is equipped with disk brakes, be careful not to damage the disk, caliper or brake pads when re-inserting the disk into the caliper. Never activate a disk brake's control lever unless the disk is correctly inserted in the caliper. See also Section 4.B.

- Move the quick-release lever so that it curves away from the wheel. This is the OPEN position.
- With the steering fork facing forward, insert the wheel between the fork blades so that the axle seats firmly at the top of the slots that are at the tips of the fork blades - the fork dropouts. The quick-release lever should be on the left side of the bicycle.
- Holding the quick-release lever in the OPEN position with your right hand, tighten the tension-adjusting nut with your left hand until it is tight against the fork dropout.
- While pushing the wheel firmly to the top of the slots in the fork dropouts, and at the same time centering the wheel rim in the fork, move the quick-release lever upwards and swing it into the CLOSED position.
- The lever should now be parallel to the fork blade and curved toward the wheel. With the right amount of force, the lever should make a clear embossed mark on the surface of the fork.



WARNING:

Securely clamping the front and rear wheels takes considerable force. If you can fully close the quick release without wrapping your fingers around the fork blade for leverage, and the lever does not leave a clear embossed mark in the surface of your fork, the tension is insufficient. Open the lever; turn the tension-adjusting nut clockwise a quarter turn; then try again

- If the lever cannot be pushed all the way to a position parallel to the fork blade, return the lever to the OPEN position. Then turn the tension-adjusting nut counterclockwise one-quarter turn and try tightening the lever again.
- Re-engage the brake quick-release mechanism to restore correct brake pad-to-rim clearance; spin the to make sure that it is centered in the frame and clears the brake pads; then squeeze the brake levers and make sure that they work.

Installing a Quick Release Rear Wheel

- Make sure that the rear derailleur is still in its outermost, high-gear position.
- Pull the derailleur body back with your right hand.
- Move the quick-release lever to the OPEN position. The lever should be on the side of the wheel opposite the derailleur and free-wheel sprockets.
- Put the chain on top of the smallest free-wheel sprocket. Then, insert the wheel up and back into the frame dropouts and pull it all the way in to the dropouts.
- Tighten the quick-release adjusting nut until it is finger tight against the frame dropout; then swing the lever toward the front of the bike until it is parallel to the frame's chain stay or seat stay and is curved toward the wheel. To apply enough clamping force, you should have to wrap your fingers around a frame tube for leverage, and the lever should leave a clear embossed mark in the surface of your frame.

Brakes – Rim Brakes & Disc Brakes

Riding with improperly adjusted brakes or worn brake pads is dangerous and can result in serious injury or death.

Applying brakes too hard or too suddenly can lock up a wheel, which could cause you to lose control and fall. Sudden or excessive application of the front brake may pitch the rider over the handlebars, which may result in injury or death.

Some bicycle brakes, such as disc brakes and linear-pull brakes, are extremely powerful. Exercise particular care when using them.

Disc brakes can get extremely hot with extended use. Be careful not to touch a disc brake until it has had plenty of time to cool.

See the manufacturer's instructions for operation and care of your brakes. If you do not have manufacturer instructions, call your dealer or the brake manufacturer.

Brake Controls and Features

It's very important to learn and remember which brake lever controls what brake. Your bike will come already set and adjusted so that the right brake lever controls the rear brake. The left lever controls the front brake. Make sure your hands can reach and squeeze the brake levers.

NOTE:

In the UK and Japan, the right lever controls the front brake while the left lever controls the rear brake. All brakes should be adjusted according to local regulations.

How Brakes Work

The action of a rim-actuated brake on a bicycle is a function of the friction between the brake surfaces - usually the brake pads and the wheel rim. To make sure that you have maximum friction available, keep your wheel rims and brake pads clean and free of dirt, lubricants, waxes or polishes. Another important bicycle brake is a disc brake. To install disc brakes, special disc brake mounts on the frame and fork and special hubs are necessary. These brakes are small and rely on brake pads that squeeze both sides of a small disc rotor that is mounted on each wheel. Disc brakes are quite resistant to weather and provide very strong stopping power on steep hills or on wet terrain and are well suited for heavy riders.

Brakes are designed to control your speed, not just to stop the bike. Maximum braking force for each wheel occurs at the point just before the wheel "locks up" (stops rotating) and starts to skid. Once the tire skids, you actually lose most of your stopping force and completely lose directional control.

NOTE:

Make sure that no oil or lubrication touches your brake pads or the bicycles rims' braking surfaces. Please replace worn brake shoes only with factory authorized brake replacements.

Shifting Gears

Your multi-speed bicycle will have a derailleur drive train, an internal gear hub drive train or, in some special cases, a combination of the two.

How a Derailleur Drive Train Works

If your bicycle has a derailleur drive train, the gear-changing mechanism will have:

- » » A rear cassette or freewheel sprocket cluster.
- » » A rear derailleur.
- » » Usually a front derailleur.
- » » One or two shifters.
- » » One, two or three front sprockets called chain rings.
- » » A drive chain.

Shifting Gears

There are several different types and styles of shifting controls: levers, twist grips, triggers, combination shift/brake controls and push buttons. Ask your dealer to explain the type of shifting controls that are on your bike, and to show you how they work.

A downshift is a shift to a “lower” or “slower” gear, one that is easier to pedal. An upshift is a shift to a “higher” or “faster”, harder to pedal gear. To select a gear that will make pedaling

easier on a hill, make a downshift in one of two ways: shift the chain down (the gear “steps” to a smaller gear at the front) or shift the chain up (the gear “steps” to a larger gear at the rear.) So, at the rear gear cluster, what is called a downshift actually moves the chain up to a larger gear. The way to keep things straight is to remember that shifting the chain in towards the centerline of the bike is for accelerating and climbing and is called a downshift. Moving the chain out or away from the centerline of the bike is for speed and is called an upshift.

Whether upshifting or downshifting, the bicycle derailleur system design requires that the drive chain be moving forward and be under at least some tension. A derailleur will shift only if you are pedaling forward.

Shifting the Rear Derailleur

The right shifter controls the rear derailleur.

The function of the rear derailleur is to move the drive chain from one gear sprocket to another. The smaller sprockets on the rear wheel gear cluster produce higher gear ratios. Pedaling in the higher gears requires greater pedaling effort, but takes you a greater distance with each revolution of the pedal cranks. The larger sprockets produce lower gear ratios. Using them requires less pedaling effort, but takes you a shorter distance with each pedal crank revolution. There are two set screws or limit screws on the rear derailleur body that limit the

travel of the rear derailleur. Tightening the rear derailleur high gear adjustment screw keeps the chain from shifting off the small (high) gear that is on the rear axle. Tightening the rear derailleur low gear adjustment screw keeps the chain from shifting off the large (low) gear into the rear wheel. Moving the chain from a smaller sprocket of the gear cluster to a larger sprocket results in a downshift. Moving the chain from the smaller sprocket on the chain rings to a larger sprocket results in what is called an “upshift.” In order for the derailleur to move the chain from one sprocket to another, the rider must be pedaling forward.

Shifting the Front Derailleur

The front derailleur, which is controlled by the left shifter, shifts the chain between the larger and smaller chain rings. Shifting the chain onto a smaller chain ring makes pedaling easier (a downshift). Shifting to a larger chain ring makes pedaling harder (an upshift). There are 2 (two) adjustment screws on the front derailleur: one is to limit the travel of the front derailleur so that the chain can be shifted upwards towards the larger, higher or harder to pedal gears but will not allow the chain to “overshift.” The other screw limits the travel of the front derailleur towards the smaller or easier-to-pedal chain - wheel. By limiting travel, it prevents the chain from “undershifting” and keeps the chain from falling off the chainwheel onto the frame.



WARNING:

Never shift a derailleur onto the largest or the smallest sprocket if the derailleur is not shifting smoothly. The derailleur may be out of adjustment and the chain could jam, causing you to lose control and fall.

Which Gear Should I Be In?

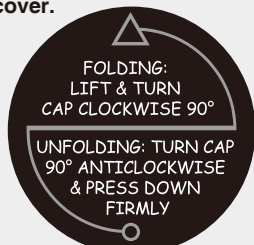
The combination of largest rear and smallest front gears is for the steepest hills. The smallest rear and largest front combination is for the greatest speed. It is not necessary to shift gears in sequence. Instead, the "starting gear" which is right for your level of ability --a gear which is hard enough for quick acceleration but easy enough to let you start from a stop without wobbling -- and experiment with upshifting and downshifting to get a feel for the different gear combinations. At first, practice shifting where there are no obstacles, hazards or other traffic until you've built up your confidence. Learn to anticipate the need to shift, and shift to a lower gear before the hill gets too steep. If you have difficulties with shifting, the problem could be mechanical adjustment. See your dealer for help.

Bicycle folding and unfolding instruction

Jifo 16 folding and unfolding steps:

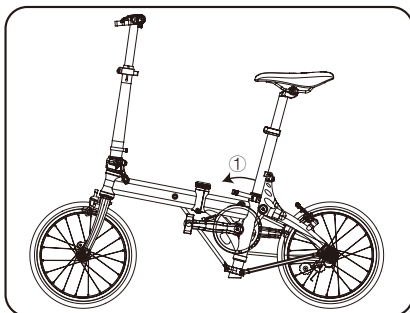
Bike folding:

Please pay attention to the contents of the warning on the frame quick release cover.

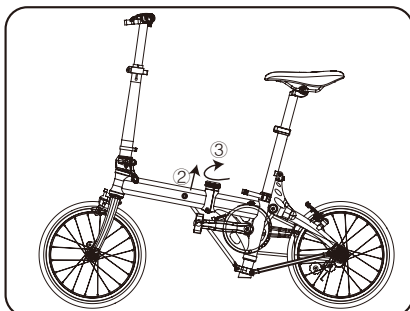


NOTE:

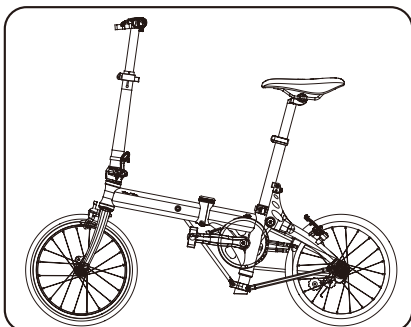
For easier folding, hold the middle of the handlebar in the left hand and at the same time pull up and rotate frame quick release cover with right hand.



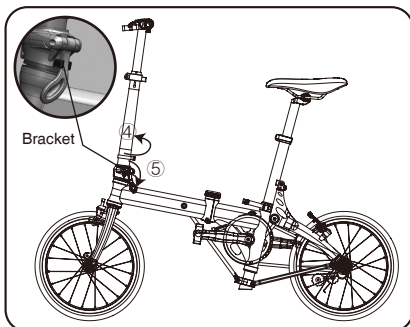
Step 2: important before folding the bike, you must open the quick release lever that holds the seat tube – the larger lever where the frame meets the seat tube. (as picture)



Step 3: Pull up on the frame quick release cover and rotate it 90 degrees (as picture ②、③)

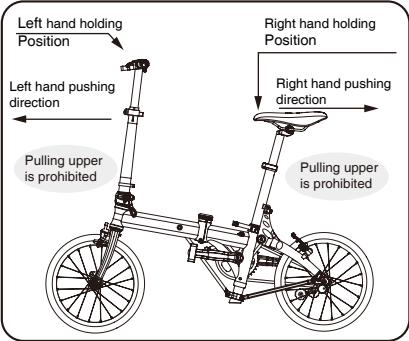


Step 1: turn the left crank between horizontal and 30 degree

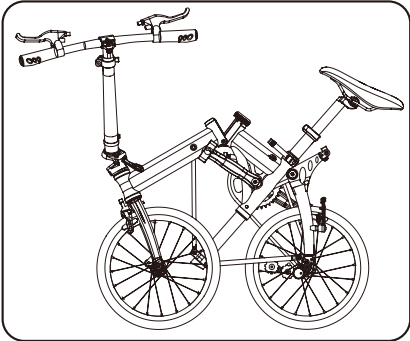


Step 4: To fold handlebars down, rotate the plastic safety retaining device at base of stem about 20 degrees counter clockwise. Open the stem quick release lever and fold it over until it clips into the bracket (as picture ④、⑤)

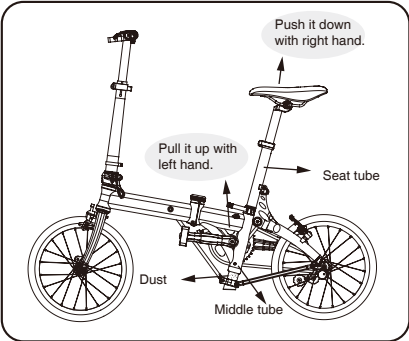
Step 5: Hold the middle part of the handlebar in the left hand and rotate forward. At the same time hold the front tip of the saddle in the right hand and rotate backwards (seat tube will slide down into the frame and out the bottom of the bike) Continue folding until the magnetic buckle connects. (Front wheel and fork must slide past seat tube as bike is folded – as picture 5-d). Now fold down handlebars until close to frame.



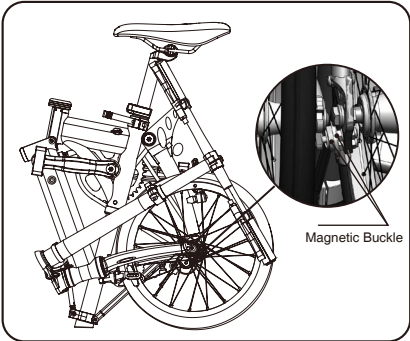
Picture 5- a



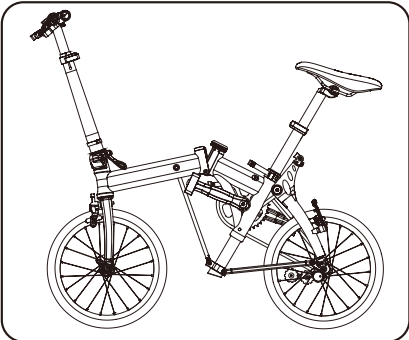
Picture 5- d



Picture 5- b



Picture 5-e

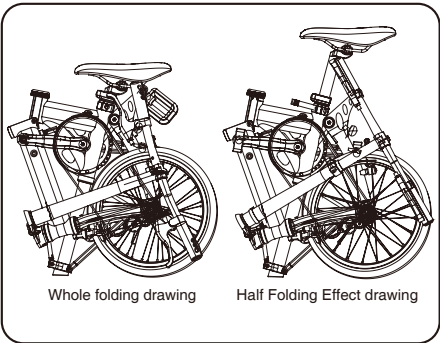
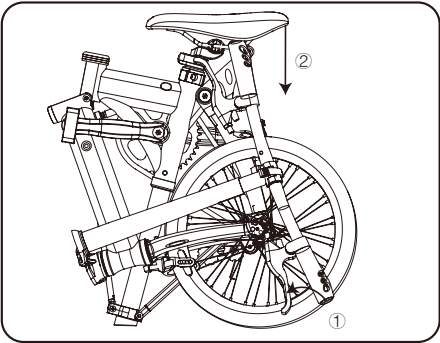


Picture 5- c

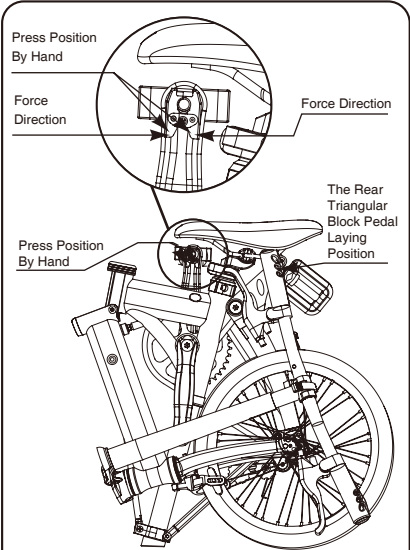
After riding the bike for a period of time, dust is likely to slip into the gap between the middle tube and the seat tube. You may need to push down on the seat tube to help the folding process as shown in figure 5-b. Clean the dust from seat tube before unfolding.

Step 6: Hold the saddle in one hand and open the seatpost quick release with the other hand. Lower the seatpost to the lowest position and close the quick release properly – as picture ②. For specific operation directions, please read “Seatpost Height Adjustment”

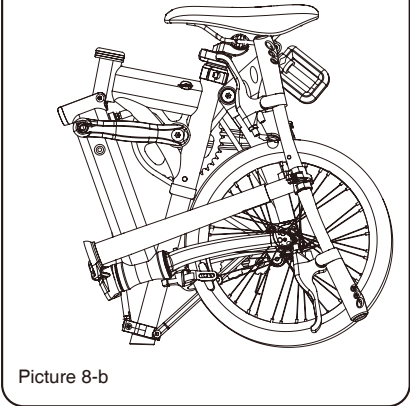
Step 7: Open the handlebar quick release and rotate clockwise so brake levers are aligned with stem (flat to the front wheel) and close the quick release properly – as picture ①. For specific operation directions, please read “Handlebar Adjustable Set Use”



To remove the pedals, pinch quick release on inside of crank arm. Slide pedal outwards and insert into one of the holes in the block attached to rear triangle by seatpost – as pictures 8-a and 8-b.



Picture 8-a



Picture 8-b

NOTE:
This model can be fully folded (Steps 1-8) or half folded (Steps 1-5)

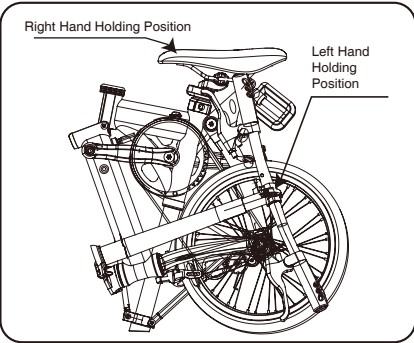
Bike Unfold Step:



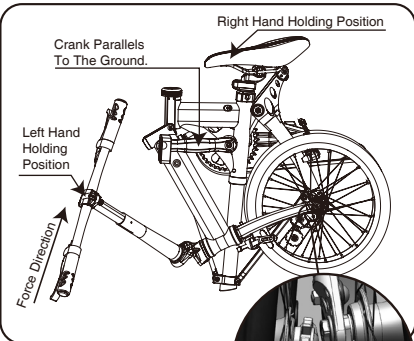
WARNING:

Please ensure the pedals are fully inserted into the proper locked position before riding. When fully inserted the red circle on the front surface of the crank arm will be completely covered. If you see any red showing, the pedal is NOT fully inserted and needs to be pushed farther into the crank arm until locked.

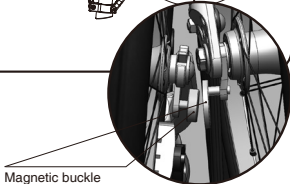
Step 1: Remove each pedal from the rear triangle block and properly insert into the holes at the end of each crank arm until it locks. When fully inserted the red circle on the front surface of the crank arm will be completely covered. If you see any red showing, the pedal is NOT fully inserted and needs to be pushed farther into the crank arm.



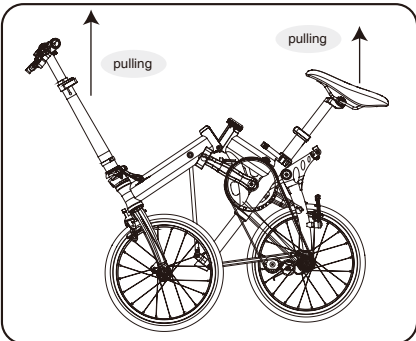
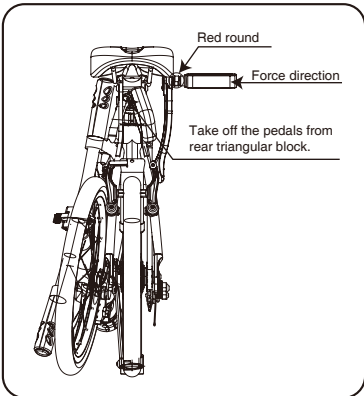
Picture 3- a



Picture 3- b

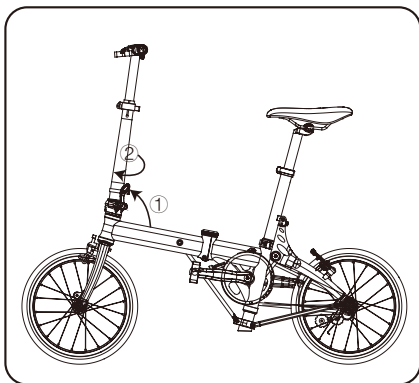


Step 2: Hold the front tip of the saddle with your right hand and hold the middle part of the handlebar with the left hand (as picture a). Unfold the handlebar (as picture b) and pull outward to open the magnetic buckle. Lift bike with both hands and rotate the frame as the weight of the bike unfolds itself. (as picture c)

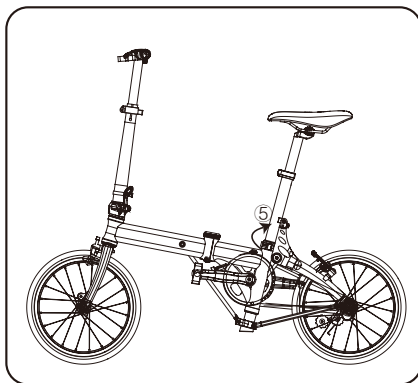


Picture 3- c

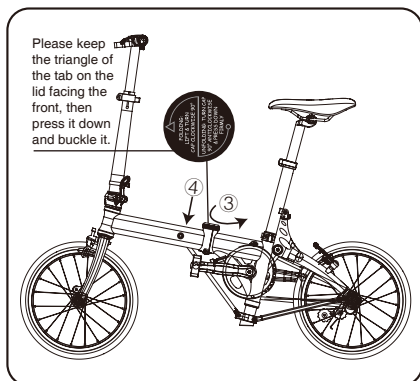
Step 3: Align stem with handlebars and close stem quick release lever. Rotate the plastic safety retaining devise at base of stem about 20 degrees clockwise to cover lever and hold it closed (as picture ①②)



Step 5: Properly close the quick release lever at the bottom of the seat tube (as picture ⑤)



Step 4: Rotate the frame quick release cover until it slides down over the frame joint and locks (as picture ③④)



Step 6: Open the handlebar quick release and adjust the brake levers to riding position. Close quick release properly. For specific operation direction, please read "Handlebar Adjustable Set Use"

Step 7: Open the seatpost quick release and adjust the seatpost to riding position. Close quick release properly. For specific operation direction, please read "Seatpost Height Adjustment"

Handlebar Adjustable Set Use

You can rotate the handlebars forward and backwards to adjust them to suit the riders height and preference. The following instructions show how the handlebar adjustment works.

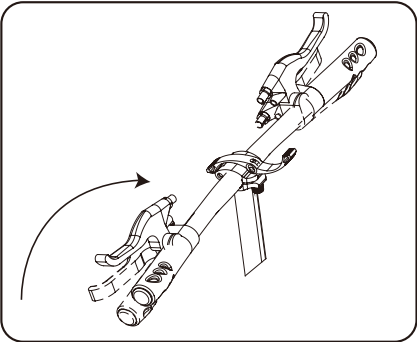


WARNING:

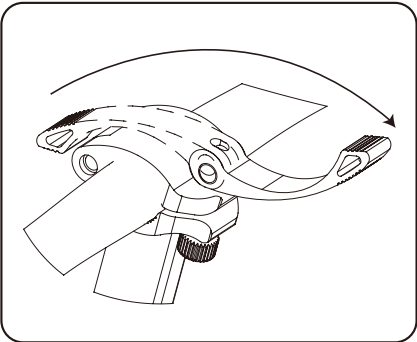
Failure to tighten the handlebar quick release properly after adjustment may cause harm to the rider. If you are in any way unsure of how to adjust the handlebars, please take your bike to a qualified bicycle technician for professional adjustment.

NOTE:

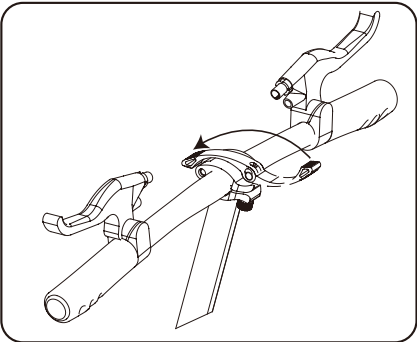
Please be sure to position the brake levers to an appropriate angle for easy use.



Step 2: According to your preferred riding position, you can rotate the handlebar to position the brake levers up and down.



Step 1: Open the latch handle to the position as picture.



Step 3: After adjusting the position as needed, close the latch handle to original position. And lock on the handlebar.

Binodal Stem Adjustable Set Use

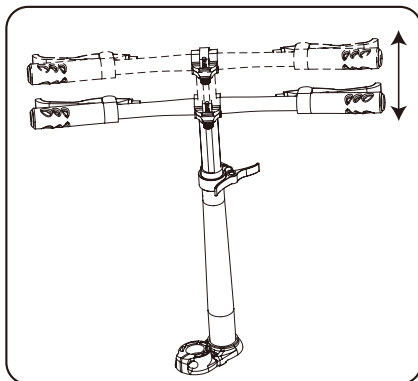
The Binodal stem allows the rider to adjust the handlebar height easily. The integrated groove in the handlepost will automatically keep the handlebar in the proper vertical position with the bikes frame.

The distance mark in the handlepost will let the rider know specific height he/she should adjust the handlebar to.

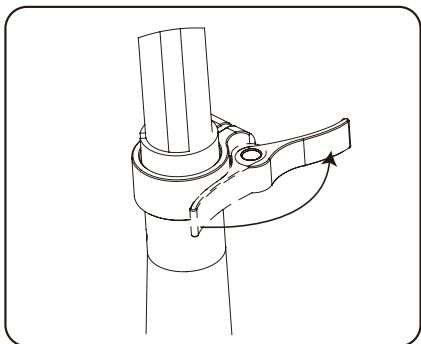


WARNING:

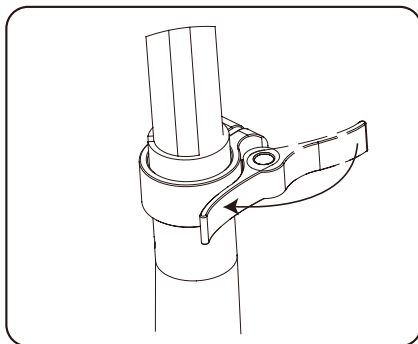
Failure to tighten the handlepost quick release properly after adjustment may cause harm to the rider. If you are in any way unsure of how to adjust the stem, please take your bike to a qualified bicycle technician for professional adjustment.



Step 2: Adjust the handlepost to the height as needed.



Step 1: Pull the latch handle, so the latch opens.



Step 3: Properly close the lever to lock the handlepost at desired height.

Stem Connector Adjustable Set Use

You should check to ensure that the stem quick release locks and holds the stem connector tight before every use. When properly locked, the stem connector should hold tight and have no movement between the parts. If the stem connector does not hold tight you will need to adjust the stem connector.

NOTE:

If the stem quick release and stem connector are not tight, please do not ride your bike.



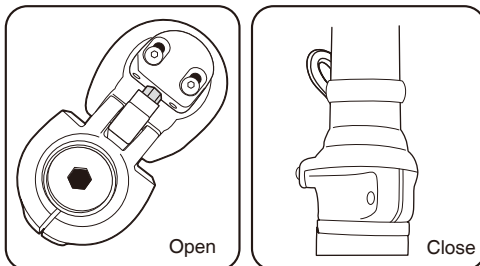
WARNING:

A loose stem connector may cause harm to your bike and the rider. If you are in any way unsure of how to make these adjustments yourself, please take your bike to a qualified bicycle technician for professional adjustment.

There are various versions of stem connectors for Dahon bikes. Although parts look a little different, the adjustment methods of two versions of stem connectors are basically same. Please check which version your stem connector is, then adjust the connector latch as the instruction.

The instruction in the manual shows how the stem connector is adjusted. For the headset adjustment instruction, please read "Headset adjustment".

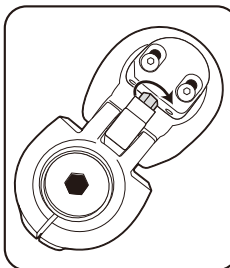
Different version stem connectors



Stem connector adjustable set use

NOTE:

Please adjust only 1/16 turn at a time to ensure connector is not too tight or too loose. The adjustment happens quickly so use caution when adjusting.



Use a 8mm spanner to adjust the stem connector. Adjust the latch bolt with a force of 29 – 49 Nm (22 – 35 Ft/Lbs).

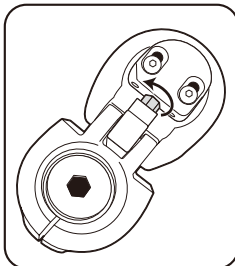
Loosen:

Turn the adjustment bolt of the stem connector in the direction of the arrow. (Clockwise)



WARNING:

If the connector is too tight, the connector maybe damaged because of excessive tension.



Loosen:

Turn the adjustment bolt of the stem connector in the direction of the arrow. (Counter clockwise)

Headset Adjustment

Your headset should be checked periodically. If there is play or looseness in the fork or handle-post, the headset may need to be adjusted. A properly adjusted headset eliminates play or loose-ness while allowing the handlebars to be turned easily. The following instructions explain how to adjust the headset.



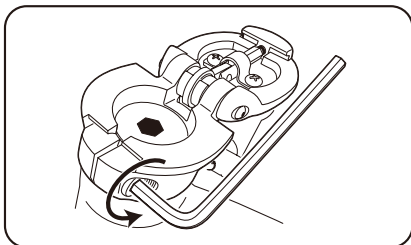
WARNING:

If you are in any way unsure of how to make these adjustments, take your bike to a qualified bicycle technician for professional adjustment.

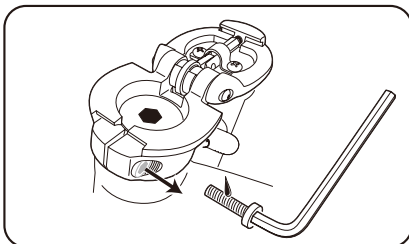


WARNING:

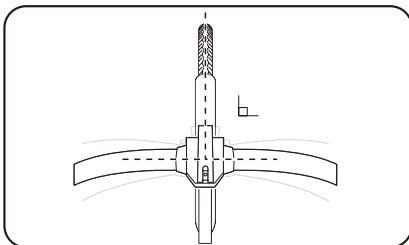
Failure to appropriately tighten the headset can lead to damage to the bicycle or injury to the rider.



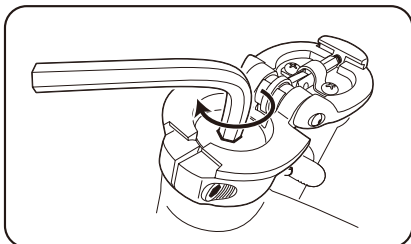
Step1 - First open the stem quick release. Loosen the stem clamp screw with a 6mm Allen key by turning it counter-clockwise as indicated by the arrow.



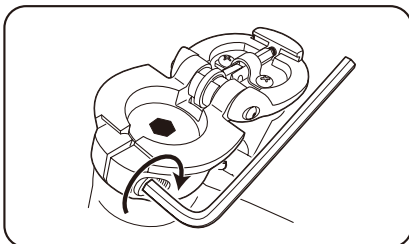
Step3 - Occasionally apply some Loctite 222 (Loctite 242 is also acceptable) to the stem clamp screw. In this case take out the stem clamp screw and place a small drop of Loctite 222(or Loctite 242) on the threads of this screw. Then replace the stem clamp screw.



Step4 - After the adjustment and before you tighten the stem clamp screw again please check again to make sure that the handlepost and handlebar are in correct alignment, and that they are perpendicular and that they are perpendicular to the front wheel as shown in the picture above.



Step2 - Tighten the headset screw with a 10 mm Allen key. Turn the headset screw clockwise as indicated by the arrow. Tighten the screw with a torque of 6.8-11.3Nm.



Step5 - Tighten the stem clamp screw by turning it clockwise as indicated by the arrow. Tighten the screw with a torque of 11.3 Nm.

Frame Lock Adjustable Instruction

The frame connector is a most important part of a folding bicycle. Before every ride, please carefully check that the frame connector is properly adjusted.

The frame connector must be adjusted regularly. If there is a gap or the frame joint is loose, then the frame connector must be adjusted. When properly adjusted the frame joint will lock together and hold very tight. You can feel the frame is very strong.



WARNING:

If the frame connector latch is loose or does not hold tight, please do not ride your bike.



WARNING:

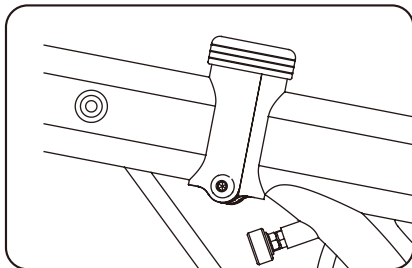
A loose frame connector may cause harm to your bike and the rider. If you are in any way unsure of how to make these adjustments yourself, please take your bike to a qualified bicycle technician for professional adjustment.

Round Connector

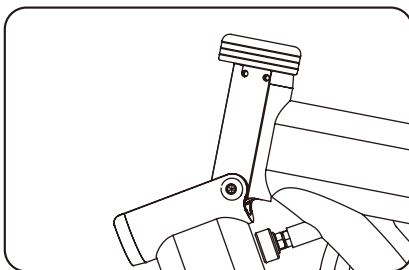
Lock or loosen the connector by 4mm (roof cover bolt) and 5mm (lower shaft bolt) hexagon spanner. Adjust the connector bolt: open and close the connector for aluminum alloy frame with 49-59N power and steel frame with 29-59N power.

NOTE:

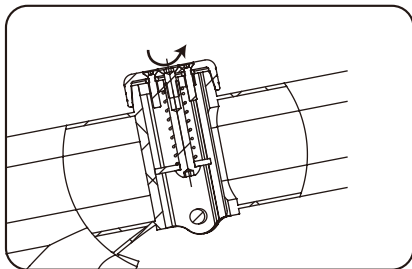
Please adjust only 1/16 turn at a time to ensure connector is not too tight or loose. The adjustment happens quickly so use caution when adjusting.



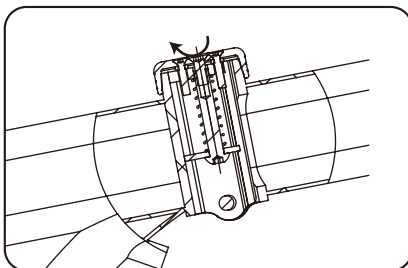
Close



Open



Lock: Do not move the lower spanner, turn the lower upper fixed bolt of frame latch counter-clockwise as the arrow shown.



Loosen: Do not move the lower spanner, turn the lower upper fixed bolt of the frame latch clockwise as the arrow shown.

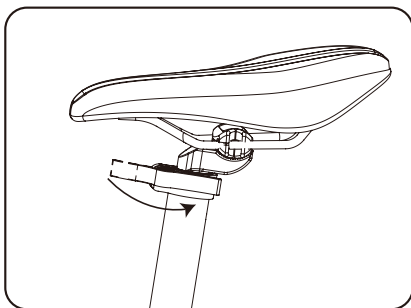
Adjustment Of The Seat Post Height

Move the seat post up and down so the saddle can be easily adjusted according to the rider's height or preference. The following instruction indicates how you adjust the seat post.

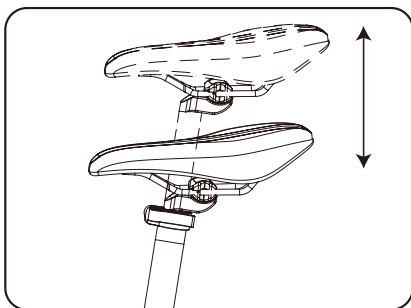


WARNING:

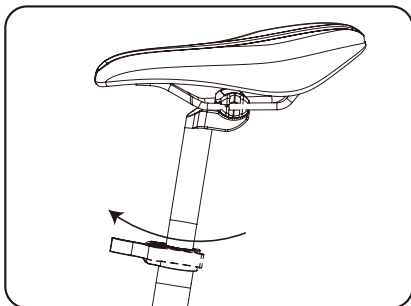
If you are in any way unsure of how to make these adjustments yourself, please take your bike to a qualified bicycle technician for professional adjustment.



Step 1: The hand holds the saddle.
Open the seat quick release.



Step 2: Adjust the saddle according
to the rider's height or preference.



Lock on the middle tube clamp latch.
Close the seat quick release properly.

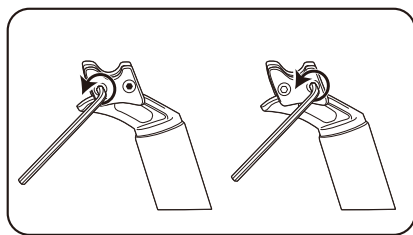
Kore I-Beam Seat Adjustment

The Kore I-beam saddle is a revolutionary new saddle system that cuts down dramatically on weight, while at the same time allowing the maximum in saddle adjust-ability to the rider. The saddle can be moved forward and backward on the rail, while the tilt can be adjusted up or down as well.

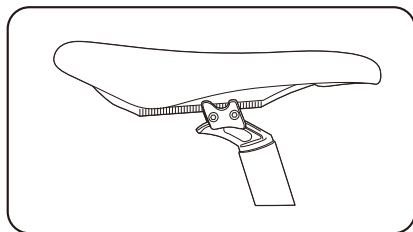


WARNING:

If you are in any way unsure of how to make these adjustments yourself, please take your bike to a qualified bicycle technician for professional adjustment.



Step 1 - Loosen the Kore I-Beam seat rail clamp with a 4mm Allen wrench.



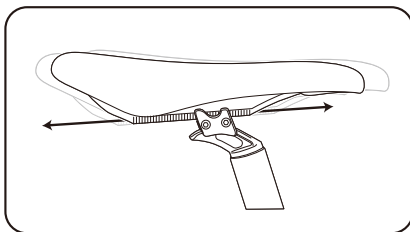
Step 2 - Fit the saddle onto the rails.

Chain tension and adjustment method

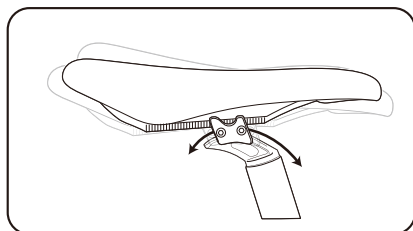
All Jiffo bikes come with an automatic chain tension devise.

Under normal conditions the rider will not need to adjust the chain.

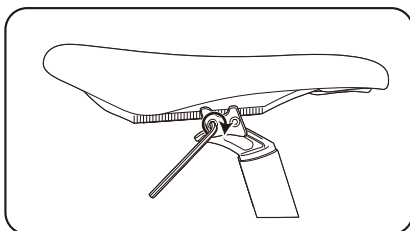
If you have problems with your chain tension devise, please take your bike to a qualified bicycle technician for professional adjustment.



Step 4 - Adjust the fore and aft position.



Step 3 - Adjust the tilt of the saddle.



Step 5 - Tighten the pre-greased bolts to 85 in/lbs or 9.5 NM.

Transporting Your Bike

All 16- and 20-inch wheeled folding bicycles can be transported by the methods described in sections a, b, c, and d below. Bikes with 24- and 26-inch wheels, as well as road bikes with 700c wheels, have limited carrying ability and will not fit in public conveyance overhead compartments. Of course, using the methods described in sections c and d below are no problem. Our suggestion for commuting and medium distance travel is that it is best to use a nylon bag carry bag. For long distance travel, the 24- and 26-inch wheeled bikes, and 700c road bicycles, should be packed in a sturdy travel case.

Carrying

Carrying a 16- to 20-inch wheeled folded bicycle is quite easy for extra short to medium distances. For Jetstream full suspension bicycles, make sure you have the black nylon strap that came with your bike to bind the wheels together. Simply grab the bicycle and carry by the saddles edge. When crossing a threshold, boarding a bus, train or airplane or stowing the bike in an overhead compartment, you will need to pick your bicycle up. When the occasion arises that you need to travel or commute and want your bicycle with you, feel confident knowing your bike is ready when you are.

Rolling

A much easier and more efficient method to transport your 16 to 20-inch wheeled bicycles is to roll them on their wheels. Remember that the Jetstream fork and frame must be bound together so the wheels will roll. Raise the folded bikes seatpost and saddle approximately 305mm (12 inches) and tilt or angle the folded bike towards you. Then simply push the bicycle forward. This conveyance method is perfect for travel from parking lots to a bus, train or airplane terminal and transition from rough tarmac or driveways to smooth granite or tile floors.

Bag

This is a clean and efficient method of packing and carrying any of the many Dahon bicycles. Simply place the folded, collapsed or packed-away bicycle on the opened bag that is lying on the floor. There are spacious internal pockets for any parts that must be removed such as pedals and any tools that you might need later. A nice neat package is visible when the sides of the bag are pulled up tight and the handle/shoulder strap is fastened. The entire operation takes only a few seconds. It is perfect to carry your bike on any sort of public conveyance or to carry in a car. However, the bag is not approved for airline check in.

Travel Case

A semi-hard travel case is a perfect long distance transportation solution for many folding bicycles. They work well on any public transportation system. Many travel cases are safe enough to withstand the most difficult luggage safety challenge, which is checking luggage in at the airport. You can find travel cases large enough for most 16-, 20-, and 24-inch wheeled bicycles. However, when carrying bikes with 26-inch wheels, the wheels must be removed.

Service



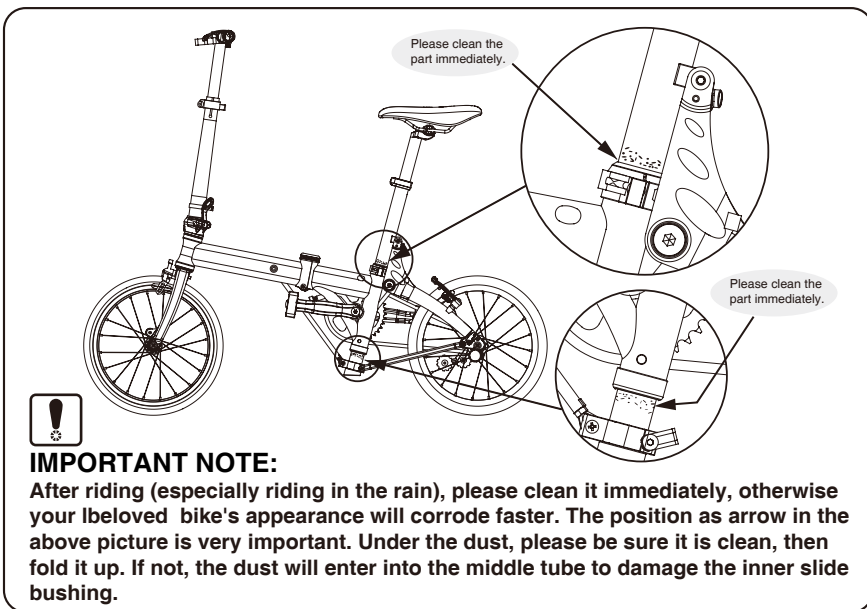
WARNING:

Under the technology improvement, the bike's parts are getting more complex. And the pace of innovation in advancing continued. So the manual can not provide all information of right repair or maintenance for your bike. In order to decrease the rate of accident and consequence of injuries, Please have your dealer perform the manual's exclusion of specific repair and maintenance. According to geographical location and other methods from riding conditions to determine your individual maintenance requirements is also a very important matter.



WARNING:

Many bikes' maintenance and repair require special (techniques and tools. Before you learn how you adjust or maintenance from your distributor, please do not start any adjustment or maintenance. Wrong adjustment or maintenance may damage bikes or result in the serious accident of injury or death.



IMPORTANT NOTE:

After riding (especially riding in the rain), please clean it immediately, otherwise your beloved bike's appearance will corrode faster. The position as arrow in the above picture is very important. Under the dust, please be sure it is clean, then fold it up. If not, the dust will enter into the middle tube to damage the inner slide bushing.

Service Interval

Some service and maintenance can and should be performed by the owner, and requires no special tools or knowledge beyond what is presented in this manual. The following are examples of the type of service you should perform yourself. All other service, maintenance and repair should be performed in a properly equipped facility by a qualified bicycle mechanic, using the correct tools and procedures specified by the manufacturer.

Break-in Period

Your bike will last longer and work better if you break it in before riding it hard. Control cables and wheel spokes may stretch or “seat” when a new bike is first used and may require readjustment by your dealer. Your Mechanical Safety Check will help you identify some things that need readjustment. But even if everything seems fine to you, it is best to take your bike back to the dealer for a checkup. Dealers typically suggest you bring the bike in for a 30-day checkup. Another way to judge when it is time for the first checkup is to bring the bike in after three to five hours of hard off-road use, or about 10-15 hours of on-road or more casual off-road use. But if you think something is wrong with the bike, take it to your dealer before riding it again.

After Every Long Hard Ride

If the bike has been exposed to water or grit, or at least every 100 miles, clean it by wiping it clean and lightly oil the chain with a dry Teflon lubrication or a synthetic based chain lube. Then, very importantly, wipe off excess oil. Long lasting lubrication is a function of climate. (Hot or cold, wet or dry.) For general cycle lubrication, Dahon suggests using lightweight mineral based oil that is commonly available in most bike shops or hardware stores. If you have any questions, please talk to your dealer as an incorrect lubricant can damage the painted surfaces.

After Every Long Hard Ride or After 10 to 20 Hours of Riding

Squeeze the front brake and rock the bike forward and back. If you feel a clunk with each forward or backward movement of the bike, you probably have a loose headset. Have your dealer check it.

Lift the front wheel off the ground and swing it from side to side. If you feel any binding or roughness in the steering, you may have a tight headset. Have your dealer check it.

Grab one pedal and rock it toward and away from the centerline of the bike; then do the same with the other pedal. Anything feel loose? If so, have your dealer check it.

Take a look at the brake pads. Starting to look worn or not hitting the wheel rim squarely? Time to have the dealer adjust or replace them.

Carefully check the control cables and cable housings. Any rust? Kinks? Fraying? If so, have your dealer replace them.

Squeeze each adjoining pair of spokes on either side of each wheel between your thumb and index finger. Do they all feel about the same? If any feel loose, have your dealer check the wheel.

Check to make sure that all parts and accessories are still secure, and tighten any that are not. When replacement parts are necessary, be sure to use factory authorized replacement parts from your local authorized Dahon dealer.

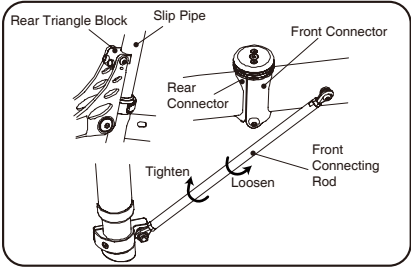
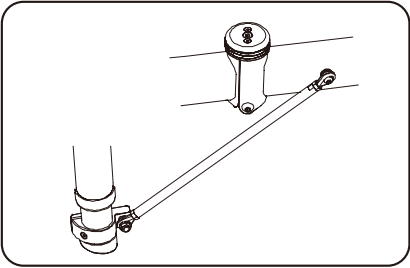
Check the frame, particularly in the area around all tube joints; the handlebars; the stem; and the seat post for any deep scratches, cracks or discoloration. These are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced.



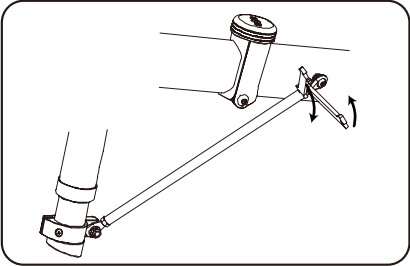
WARNING:

Like any mechanical device, a bicycle and its components are subject to wear and stress. Different materials and mechanisms wear or fatigue from stress at different rates and have different life cycles. If a component's life cycle is exceeded, the component can suddenly and catastrophically fail, causing serious injury or death to the rider. Scratches, cracks, fraying and discoloration are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced. While the materials and workmanship of your bicycle or of individual components may be covered by a warranty for a specified period of time by the manufacturer, this is no guarantee that the product will last the term of the warranty. Product life is often related to the kind of riding you do and to the treatment to which you submit the bicycle cannot be broken or will last forever. It only means that the bicycle is covered subject to the terms of the warranty.

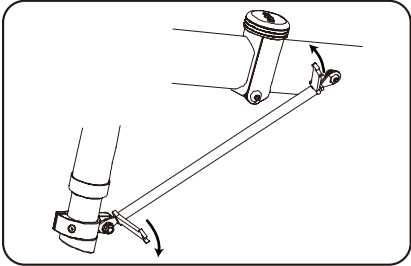
NO.1 NOTE: Adjust the front connecting rod with 10mm open end wrench



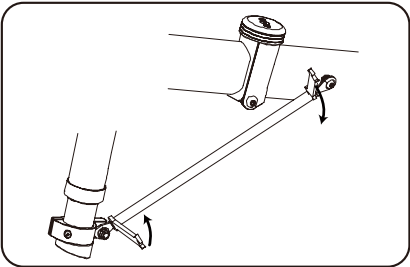
Step 3 –Adjust the front connecting rod to ensure zero clearance between rear triangle block and slip pipe, front and rear connectors.



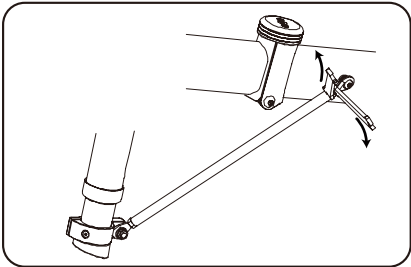
Step 1 –Loosen the left-handed nut on the top of the front connecting rod with a 10mm open end wrench.



Step 4 –Tighten the nut in the bottom of the front connecting rod with a 10mm open end wrench.

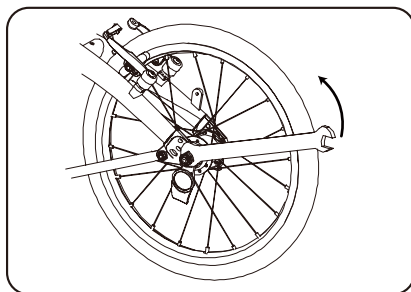
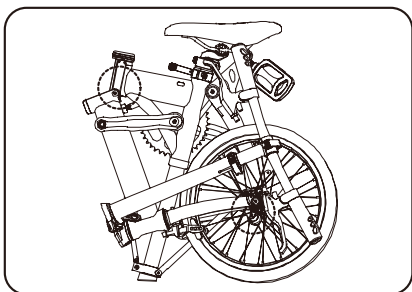


Step 2 - Loosen the right-handed nut in the bottom of the front connecting rod with a 10mm open end wrench.

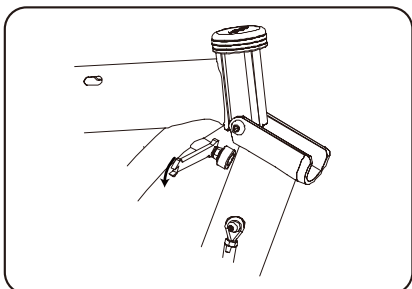


Step 5 - Tighten the nut on the top of the front connecting rod with a 10mm open end wrench.

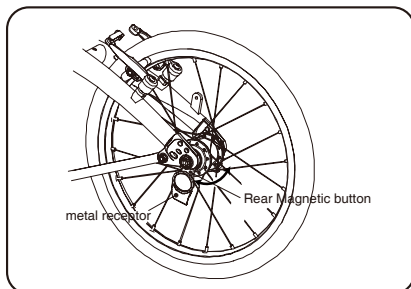
NO 2 NOTE: After fold, adjust nylon limit column and magnetic buckle assembly with 2 sets of open end 10mm wrenches and 1 set of 15mm.



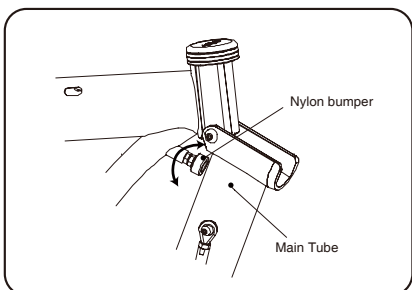
Step 3 - Loosen the locknut on the rear wheel with a 15mm open end wrench.



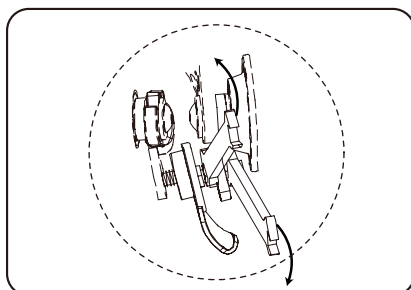
Step 1 -Loosen the nut with a 10mm open end wrench.



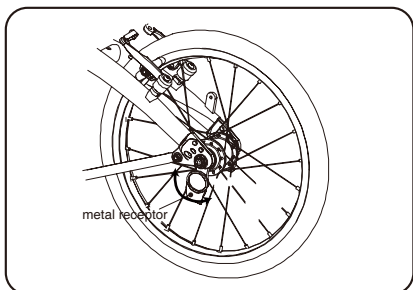
Step 4 - Turn and adjust rear magnetic button.



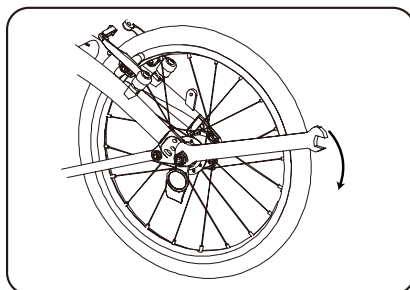
Step 2 - Adjust the nylon bumper that is against the main tube.



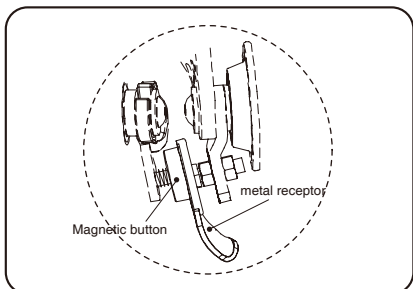
Step 5 - Loosen the locknut with 2 sets of open end wrenches in 10mm.



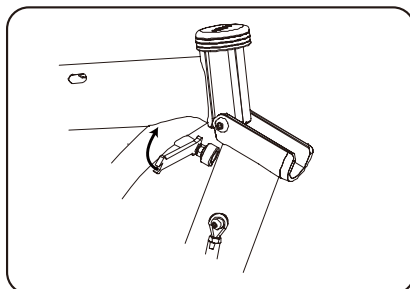
Step 6 - Turn and adjust the round metal receptor.



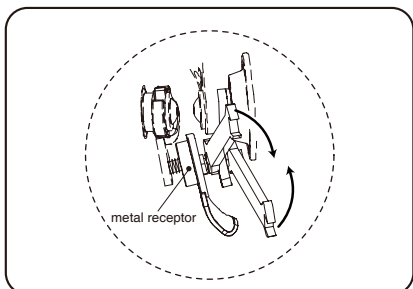
Step 9 – Tighten the nut on the rear wheel with a 15mm open end wrench.



Step 7 – When performing the above adjustments, ensure the magnetic button is in proper contact with the round metal receptor.



Step 10 – Tighten the nut with a 10mm open end wrench.



Step 8 – Tighten the nut with 2 sets of open end wrenches in 10mm.



Warranty

Dahon Three-Year Limited Warranty

Dahon warrants its bicycle frames to be free from defects in materials and workmanship for a period of three years. In addition, Dahon warrants stem, front fork, handlebar, latch(handlepost and frame) etc. for a period of one year from the date of purchase. Dahon warrants pedal, freewheel, crank set, F.&R. axle, rim, brake,derailleur, bottom bracket, seatpost and carrier, for a period of three months. No warranty for other consumable parts. E.g.: tire, inner tube, chain, spoke, bell, brake rubber parts, light, brake cable, derailleur cable, and basket etc. they are not within parts' warranty round. (We will implement as to national standard for others) In the warranty period, the case made for the following failure, damage. It is not covered under warranty, and stores will be happy to provide repair services, subject to appropriate closing costs or time charge

- In accordance with manual not to use the provisions of (such as ride number, size or weight and other load operating precautions, etc.)
- Not in accordance with maintenance manual for proper maintenance
- Collision accidents or misuse
- Ride in the wrong place for bikes
- lease or non-valid use under no permit.
- Force majeure
- Other stores that Dahon do not warrant the stores repair.
- Modified or changed the original spec, color and the original brand of non-specified parts.
- By nails, glass, cutting debris, sharp stone etc. external objects stabbed, resulting in leakage or puncture tires.
- Due to the consumption of consumers, no in time for proper maintenance or replacement, resulting in failure or loss of other parts.

Exclusions

For all city, road or trekking bikes, damage resulting from commercial use, accident, misuse, abuse, neglect or from anything other than normal and ordinary use of the product.

For all mountain bikes, damage resulting from uses beyond cross-country and marathon riding or from anything other than normal and ordinary use of the product.

Making a Warranty Claim

You must at your own expense, deliver, mail or ship the damaged part, a photo of the defective part, and a description of the defect, together with both the original bill of sale and this limited warranty statement as proof of warranty coverage, to your place of purchase. A warranty registration card must be completed and received by Dahon before a warranty claim can be processed. The retailer from whom you bought your bicycle will contact Dahon to determine if the necessary repairs are covered by the warranty.

NOTE:

this warranty does not affect the statutory rights of the consumer. Where applicable, local laws will take precedent over this contract.

Other notice items

Riding safety

Before every riding, please carefully check bicycle brake, tires, handlebar, folding machines etc parts, to ensure that the bicycle is in good condition.

You are responsible with obeying the relevant laws in the riding zone, included the relevant sets law to obey for yourself and bike set.

Raining will affect the traction and brake system function of the tires. In the rain, the bike's friction drag will be decreased drastically, so it is difficult for you to control the speed and easier lose the control of the bike. If you want to determine you can slow the speed down in a rainy day and safety, please keep the speed lower than general weather, and brake slowly earlier.

If the frame or stem, quick release are adjusted too loose. Rider may fall down or and get injured. The folding place also maybe serious damaged. If too tight, it will damage the latch bolt. Before riding, check the frame and stem latch again. After you ride your first 30 miles, please be sure to check the crank's nut. Be sure the nut is tight for rider's safety.

Please check the reflectors and reflector truss regularly. To be sure if they are clean, straight, no cracks or fixed strongly. If the reflectors are damaged, please go to the dealer to exchange them: If it is deflection or loose, please pull straightly or lock it.

Brake Adjusting and Brake Pad Changing Advice

Under poor brake adjustment or serious brake pad abrasion condition, it will threat rider's safety, please adjust or replace the fittings. Your bike's brake has been set and adjusted. So left brake lever controls rear brake, right brake lever controls front brake, Please be sure your hand can touch and press the brake lever. Please adjust it according to consumer habits.

Bicycle rim brake is based on the brake mechanism of the friction between the sides. In general, the friction is between the rim and brake block. To ensure maximum wiping friction, please keep clean for rim and brake block, and be sure no dust, lubrication, wax or brightener for decreasing friction factor materials.

Brake pads are the loss products. In accordance to the wear of them, you should properly adjust the brake or brake pads.



WARNING:

Be sure there is no oil or lubrication on the rim or brake pads surface.

Only with factory authorized replacement parts to replace the brake brake pads

Lubrication

Front/Rear axle, B.B. set, headset should be lubricated regularly. The general use is butter. When some precise parts should lubricate, please use the liquid lubrication (e. g.:air-tool oil). Chain should lubricate with chain specialized lubrication.

NOTE:

In general, lubricate two months a time regularly.

Unassembly Parts, Available Parts and Accessories

Before unassembled parts, available parts and accessories are shipped, right pedal is unassembled. Right foot fix as per right rotation screw direction before riding. If every axle bearing damages, you should immediately exchange for safety. The different rim spec. Maybe need match with different spec's parts. e.g.: tire, inner tube, brake block etc. Please confirm by yourself according to the model as your purchasing. Or please contact the local distributor. No attachment with bike.

Torque Values

Handlebar, Headset, Saddle, and Seat Post

Component	in•lbs	Newton Meters (Nm)	kgf•cm
Dahon large hex key headset screw (10mm)	52~87	6.8~11.3	60~100
Dahon handlepost clamp screw (6mm)	87	11.3	100
Stem steer tube binder bolts; threadless headset	115~145	13~16.4	132~167
Dahon threadless infinite adjustable stem h/bar clamp	44~53	5~6	51~61
Dahon threadless infinite adjustable stem rear stem clamp	62~71	7~8	71~82
Stem handlebar clamp 1 or 2 binder bolts	175~260	19.8~29.4	201~299
Stem handlebar clamp 4 binder bolts	120~145	13.6~16.4	138~167
MTB bar ends, alloy	144	16.3	164
MTB bar ends, magnesium	70	7.9	81
Seat rail binder	35~60	4~6.8	40~69
Kore I-beam rail clamp	85	9.6	98

Brake-Rim and Disc and Brake Lever

Component	in•lbs	Newton Meters (Nm)	kgf•cm
Brake lever - MTB type	53~60	6~6.8	61~69
Brake lever - drop bar type (including STI & ERO types)	55~80	6.2~9	63~92
Disc rotor to hub (M5 bolts)	18~35	2~4	21~40
Disc rotor to hub (M965 rotor locking)	350	39.5	402.5~
Disc rotor to hub (Avid)	55	6.2	63
Caliper mount	55~70	6.2~7.9	63~81

Crankset, Bottom Bracket and Pedal Area

Component	in•lbs	Newton Meters (Nm)	kgf•cm
Pedal into crank	307	34.7	353
Crank bolt - including spline and square type spindles	300~395	33.9~44.6	345~454
Crank bolt - one key release	44~60	5~6.8	51~69
Crank bolt - one key release (Truvativ)	107~125	12.1~14.1	123~144
Bottom bracket adjustable type	610~700	68.9~79.1	702~805
Bottom bracket cartridge type	435~610	49.1~68.9	500~702

Front and Rear Hubs; QR and Nutted Axles

Component	in•lbs	Newton Meters (Nm)	kgf•cm
Freehub body	305~434	34.5~49	35~499
Cassette sprocket lockring; disc brake lockring	260~434	29.4~49	299~499
Front axle nuts	180	20.3	207
Rear axle nuts to frame (non-quick release type wheels)	260~390	29.4~44.1	299~499

Frame and Fork

Component	in•lbs	Newton Meters (Nm)	kgf•cm
BAB lower frame coupling	35	4	40
BAB upper seat binder bolt	35~55	4~6.2	40~63
BB mid seat mast binder bolt	35~55	4~6.2	40~63
Kickstand mounting bolt	60	6.8	69
H2O cage mounting screw	25~35	2.8~4	29~40
Frame front or rear rack braze-on bolt torque	25~35	2.8~4	29~40
Fender to frame mounting bolt torque	50~60	5.6~6.8	58~69

Formulas for converting to other torque designations:

$$\text{in}\cdot\text{lb} = \text{ft}\cdot\text{lb} \times 12$$

$$\text{in}\cdot\text{lb} = \text{Nm} \times 8.851$$

$$\text{in}\cdot\text{lb} = \text{kgf}\cdot\text{cm} / 1.15$$

Free Warranty Contents

	Free Repair Contents	Limited Warranty
Special parts	Folding frame, Frame latch, Frame latch buckle, single stem, double-stem, stem latch, stem latch buckle, patch.	three-year
Universal parts	pedal, kickstand, freewheel, chain, crankset, rim, front axle, rear axle, seatpost clamp, carrier, mudguard	three-month

Certificate

<p>frame number: _____</p> <p>model: _____</p> <p>color: _____</p> <p>production date: _____</p>	
<p>inspector:</p>	<p>inspection results:</p>



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Jifo Quick Release Bike Manual

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