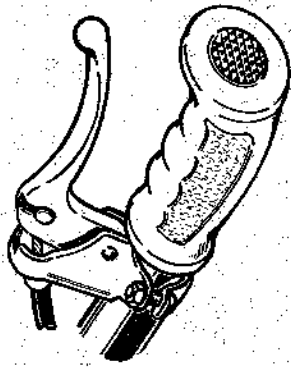
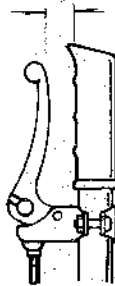


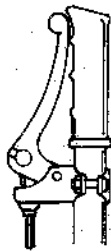
There is a metal anchor fastened to the end of the cable wire which fits inside the brake lever. You'll have to look up under brake lever to see the anchor. Make sure that each anchor is properly seated in its recess, and has not jumped out. If anchor is out of position, squeeze caliper arms in against wheel rim in order to slacken the cable wire and allow repositioning of anchor.



Firmly squeeze each brake lever and, if either one touches the handlebar grip, recheck cable adjustment.



Satisfactory



Out of Adjustment

E. Other Maintenance and Lubrication

It is important to often check the brake cables for broken strands. If the cable wire is rusted or the cable sheath (covering) is bent and can't be straightened without damaging the cable, it is necessary to replace the brake cable at once.

The brake pivots and cable should be lubricated once every 4 months, or more often if the brake does not operate smoothly and freely. To lubricate the cable, put several drops of light-weight oil into each end of the cable sheaths or take it to a service shop so that sheaths can be removed and cables thoroughly inspected and lubricated.

Warning: Do not get any oil on caliper brake shoes as it will reduce braking effectiveness. Clean oil from the shoes or rim with a rag wet with soapy water, and rinse.

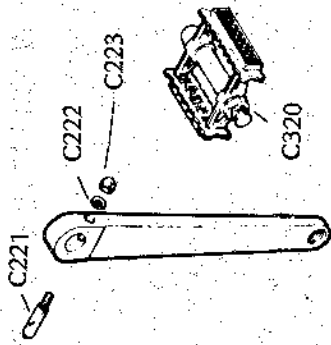
Warning: If brakes do not work well, have them repaired or replaced at a bicycle service shop before riding your bike.

6.3.3 Crank System and Pedals

Left Crank and Pedal

A. Disassembly

The left crank is disassembled by removing the nut (C-223), washer (C-222), and cotter pin (C-221). The pedal is removed by turning the pedal bolt (C-320) counterclockwise.



B. Adjustment, Trouble Shooting and Maintenance

The crank can be slightly adjusted in or out (horizontally, to right or left), by loosening the nut C-223 and tapping the crank to the desired position.

Note: Positioning the crank too far out may interfere with folding.

It is very important that the crank and pedal are always firmly attached. If the crank becomes loose, first check to make sure that the nut C-223 is tightened. If looseness continues, one or more of the following parts is excessively worn and must be replaced; 1) cotter pin 2) inner crank grooves 3) axle grooves. If pedal wobbles after being tightened, check; 1) lower crank threads, 2) pedal bolt threads.

If the crank or pedals are cracked or bent, appropriate pieces must be replaced. Also, pedals should be lubricated by laying the bicycle on its side and applying 2 or 3 drops of oil to the bearings once every month or when pedals do not spin smoothly. If rough spin continues, pedals should be replaced.

Right Crank

A. Disassembly

