

wheel to be out of the true. Replace damaged and missing spokes, and with a spoke wrench or small adjustable wrench, turn the nipples of loose spokes clockwise to achieve even tension. Then, if the wheel is off center to the left, tighten the spokes on the right, and loosen the spokes on the left. "Hop" is removed by tightening spokes on both sides of the high area. Final spoke adjustments should be done in small increments.

After this adjustment has been completed, if the wheel remains out of alignment, your bicycle should be taken to a professional dealer for servicing.

### 6.3.13 Tires and Tubes

#### A. Disassembly

Remove the wheel as instructed in Sec. 6.3.14. Deflate the tire by pushing in on the pin inside of the tire valve, squeeze the tire to force out as much air as possible. Pinch the tire together all around the rim to break it loose from the rim. Roll the tire off the rim, starting from the opposite side of the tire valve.

**Note:** If tire removal or installation is too difficult to do with your hands, have it done by a bicycle service shop, as special tools may be required.

**Caution:** Do not use screwdrivers or other pointed tools which may damage tire, tube or rim.

Before installing the tire, make certain that the rubber rim strip is not damaged and covers all spoke ends. File down any spoke ends projecting out from the spoke nipple. Check the inside of the tire for damage and any object that might puncture the inner tube.

Then, inflate the tube lightly to help keep it in the tire and gradually push one side of the tire onto the rim, again starting from the side opposite the inflation valve. Pull the valve firmly through the valve hole in the rim, and install the other side of the tire starting at the inflation valve. If the valve does not project straight out of the rim hole after the tire is installed, slide the tire around the rim until it is properly positioned. Inflate the tire slightly and then release air to straighten out the inner tube. Then inflate tire as instructed in Sec. 4.4 of this manual.

### 6.3.14 Mudguards

#### A. Disassembly—front

Take off the nuts (W-125) and washers (W-120) on both sides of the axle, thus freeing the mudguard stay (M-140). Unscrew the brake and mudguard mounting bolt extruding through the fork crown (S-110), and remove the front brake and mudguard.

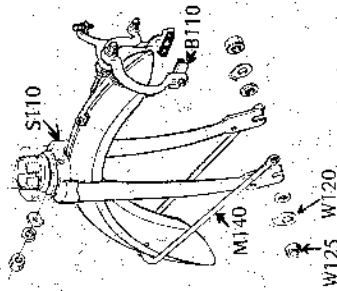
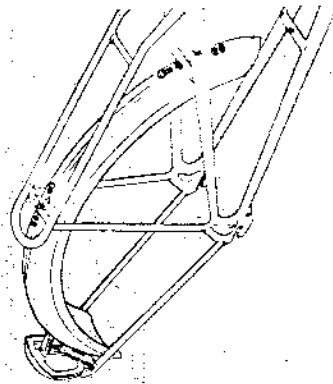
#### B. Disassembly rear

Remove the rear wheel as described in Sec. 6.3.14. Then remove the two mounting bolts, thus releasing it from the rear frame.

#### C. Maintenance:

The mudguards are constructed of plastic, and special care should be taken so as not to break or damage them. They have a fixed form — under no circumstance should this form be altered with pliers or other instruments!

Always be sure that mounting bolts are securely fastened. If the mudguard becomes cracked, chipped or broken, or if it rubs against the tire, replace it so as not to cause a hazard to the tire.



### 6.3.15 Reflectors and Lamps

#### A. Disassembly

Front, rear, pedal and wheel reflectors are easily removed by unscrewing their respective mounting bolts.

#### B. Adjustment and Maintenance

Be certain that mounting bolts are always properly tightened. Often clean your reflectors. If a reflector becomes cracked or otherwise damaged, replace it before riding your bicycle at night.

Although a head lamp may not be included with DAHON Folder, if you ride your bicycle at night, it is strongly recommended—if not required—that an adequate lamp be installed. So that the bicycle can be fully unfolded, this head lamp must be easily removable. When attached, be certain that it provides ample lighting and is properly adjusted.

**Caution:** Never adjust reflectors with levers or pointed tools which may crack, scratch and otherwise damage the reflector or other parts of the bicycle.