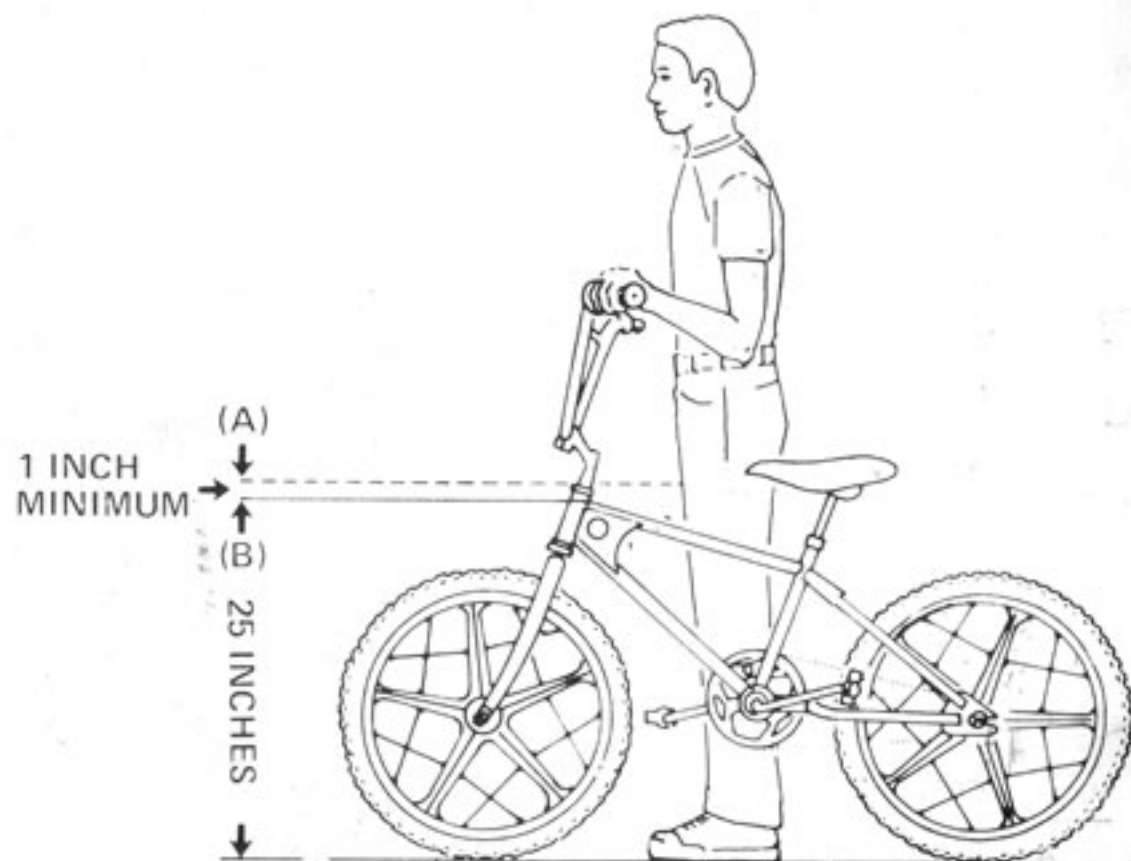




SAFE SIZING OF A BICYCLE

SOME PARENTS MAKE THE MISTAKE OF BUYING TOO LARGE A BICYCLE FOR A YOUNG RIDER. THERE SHOULD BE A MINIMUM OF ONE INCH CLEARANCE BETWEEN THE CROTCH (A) AND THE HIGHEST POINT OF THE TOP TUBE (B) WHEN STRADDLING THE BICYCLE WITH BOTH FEET ON THE GROUND (26 INCHES FOR MONGOOSE).

mongoose

BICYCLE INSTRUCTION MANUAL®

- ASSEMBLY INSTRUCTIONS
- ADJUSTMENTS
- GENERAL OPERATION & SAFETY INSTRUCTIONS
RECOMMENDATIONS
- SERVICE & MAINTENANCE



B.M.X. PRODUCTS, INC.

9621 Irondale Ave., Chatsworth, Ca. 91311 • Phone (213) 341-5455

be repaired. Worn parts can cause total breakdown if neglected. With proper care and maintenance your Mongoose bike will last for many hundreds of miles and hopefully win you many, many trophies at the BMX races.

There are no warranties that extend beyond the description of the goods. Seller disclaims any warranty, express or implied, that the goods are merchantable. The goods are sold "As Is" and "With All Faults". The entire risk as to the quality and performance of the goods is with the buyer. Should the goods prove defective following their purchase, the buyer and not the manufacturer, distributor, or retailer assumes the entire cost of all necessary servicing or repair.

ASSEMBLY INSTRUCTIONS

B.M.X. Products, recommends that you have your authorized dealer assemble your bicycle unless:

1. *You understand* the instructions thoroughly.
2. *You have the mechanical ability* to follow the instructions.
3. You have access to *all of the following tools*:
 - A. Mallet (or hammer & block of wood)
 - B. 6 inch adjustable wrench (crescent wrench)
 - C. 12 inch adjustable wrench (crescent wrench)
 - D. Screwdriver — flat blade
 - E. Water pump pliers (channel locks)
 - F. 17mm cone wrench
 - G. 3/4 inch cone wrench
 - H. Torque wrench — in. lb. calibrations

Good quality lightweight grease

Remember, an adjustable wrench is a poor substitute for an open end wrench of the correct size.

Now you should decide whether to assemble your bike or to have your dealer assemble it.

When you unpack your bike, do not throw away your packing carton, lay out all the parts of the bicycle to be sure no parts are missing. A missing part will occasionally be found caught in the folds of the cardboard.

While you have the parts laid out, check off each part against the parts list.

Next, grease the threads on fork, crank, pedals, stem wedge bolt and stem binder bolt. You may find the stem binder bolt and wedge bolt have been greased at the factory. A light film of grease is all that is necessary.

Now you are ready to proceed with assembly, step-by-step.

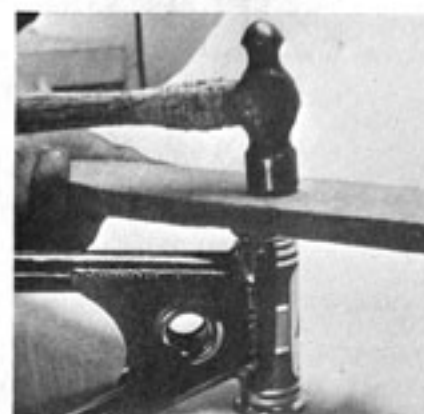
- A. Head & Hanger Cup Installation
- B. Head Assembly
- C. Hanger Crank Assembly
- D. Rear MotomagTM Assembly
- E. Front MotomagTM Assembly
- F. Front MotomagTM Installation
- G. Rear MotomagTM Installation
- H. Handlebar Assembly
- I. Seat & Seat Post Installation
- J. Chainguard Installation

PARTS LIST

PART NO.	QTY.	DESCRIPTION
1030 (or 1040)	1 EA.	Mongoose BMX Competition Frame — Regular
1040 (or 1030)	1 EA.	Mongoose BMX Competition Frame — Long
1074	1 EA.	Front Motomag
1075	1 EA.	Rear Motomag
1085	1 EA.	Front Axle Assembly — Complete 3/8" x 5-1/2" w/Flats
1088	4 EA.	Axle Covers — Black Plastic, 3/8" Hole
1090	1 EA.	Bendix 76 Repair Kit (BB-721)
1095	2 EA.	Knobby MX Tire 20 x 2.125
2005	2 EA.	Inner Tube 20 x 1.75
2015	1 EA.	Ashtabula 20" BMX Fork — Black
2026	1 EA.	Head Set — Complete — Chrome
2030	1 EA.	Handlebars — Hi Rise w/Bar — Black
2035	1 EA.	Ashtabula Stem — Black, MX Type
2045	1 PR.	MX Grips — Natural Gum Color
2070	1 EA.	Racing Saddle, Metal Base, Vinyl Cover
2075	1 EA.	BMX Seat Post — 7/8" Plated
2085	1 EA.	Seat Post Clamp, Complete w/Bolt
2091	1 EA.	Ashtabula 6-1/2" BMX Cranks, Black
2101	1 EA.	Bottom Bracket Cups & Cones, Set
3006	1 PR.	Pedals — Rat Trap, 1/2" Thread
3011	1 EA.	Chainwheel, 44 Tooth, Chrome
3015	1 EA.	Chain 1/2" x 1/8"
3020	1 EA.	Master Link 1/2" x 1/8" (Packaged with chain)
3040	1 EA.	Bendix 19T Sprocket
4060	1 EA.	Reflector Pkg Includes: 1 White Reflector (Front) 1 Red Reflector (Rear) 2 Wheel Reflectors, with Screws 1 Front Brkt 1 Rear Brkt

A. HEAD AND HANGER CUP INSTALLATION

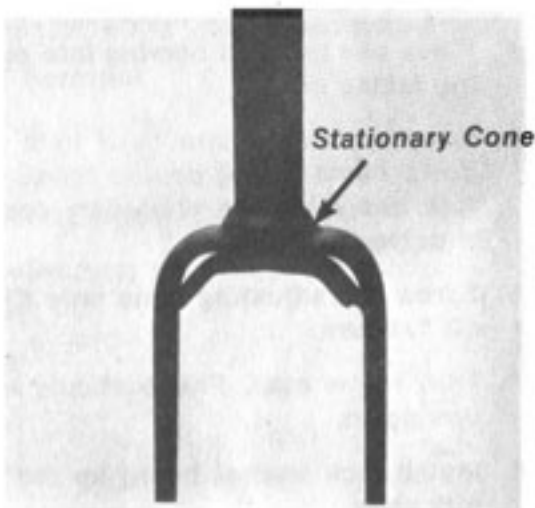
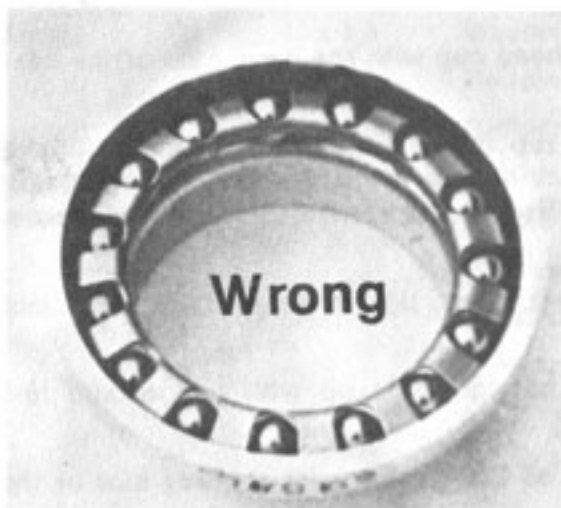
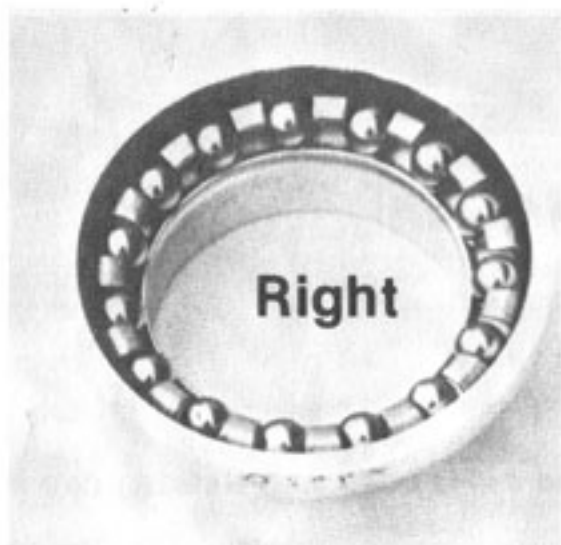
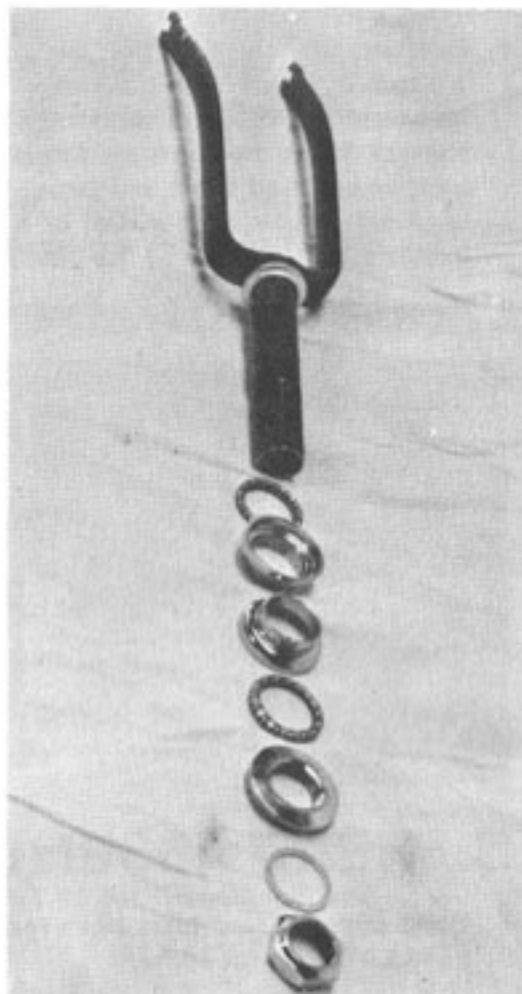
1. Refer to the head set photo and the hanger photo. The head cups are packed in the box containing the head set. The hanger cups are bagged with the hanger parts.
2. Position the frame so that the cup hanger opening is firmly and flatly against a block of wood. Place a hanger cup into the frame using a soft headed mallet or place a block of wood against the cup and use a regular metal hammer. Repeat this procedure on the other side of the frame and install the other hanger cup and the head cups. It is important to use a wooden block under the frame and a soft mallet or a wooden block and metal hammer to prevent damage to the frame or the bearing cups.
3. Be certain that the cups are seated firmly and completely into the frame.



B. HEAD ASSEMBLY

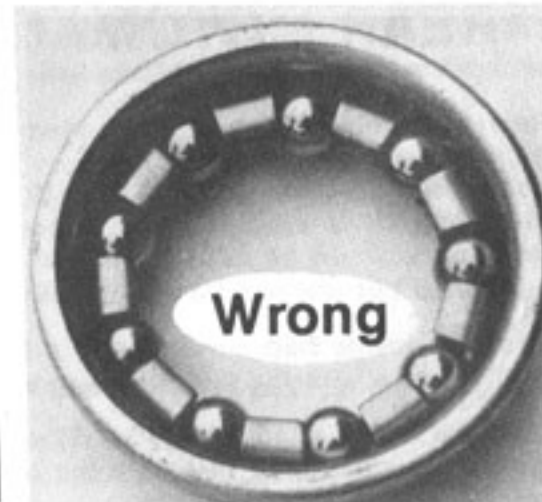
1. Head cups should have been installed during HEAD AND HANGER CUP INSTALLATION procedure.
2. Place frame upside down on the work surface.
3. Grease head cups and head bearings. Be sure to pack the small cavities in the bearing retainers with grease.
4. Place one greased bearing into each head cup with the *open side* of the bearing facing out.
5. Insert fork stem into head from the top (the top as you look at the upside down frame) being careful not to knock out the lower bearing. The Ashtabula fork has a built-in stationary cone. Discard the stationary cone that comes with the head set.
6. Screw the adjusting cone onto the fork stem, tighten finger tight then back off 1/8 turn.
7. Turn frame over. Frame should now be right side up with hanger and fork tips down.
8. Install lock washer lining up the tab of the washer with the key slot in the fork stem.

9. Screw on fork lock nut. Tighten securely. If the fork does not turn freely and without sideplay looseness, loosen the lock nut and refer back to step (6) backing the adjusting cone slightly more or less than 1/8 turn depending on whether the forks are too loose or too tight, then retighten lock nut. Re-check the fork adjustment. It may be necessary to readjust the adjusting cone several time to attain the proper adjustment.

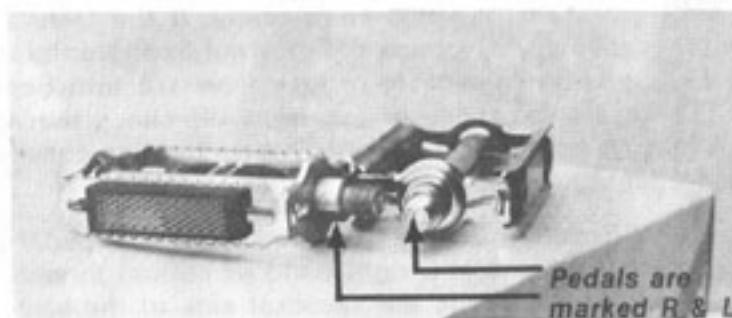
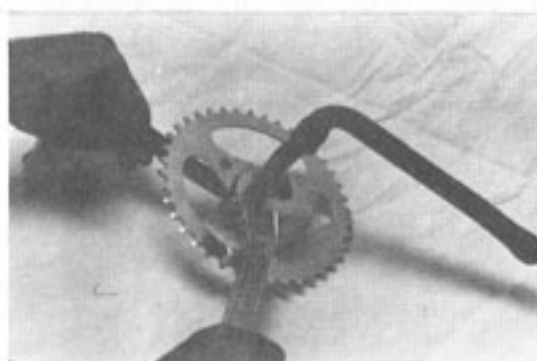
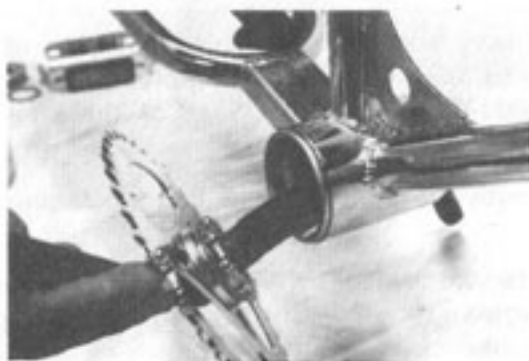
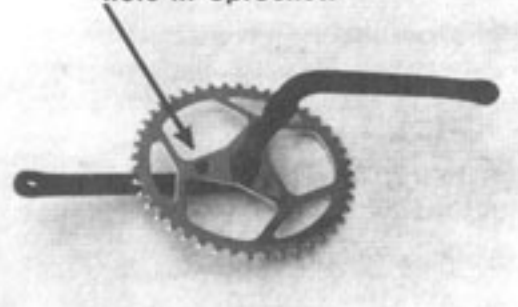


C. HANGER CRANK ASSEMBLY

1. Turn frame assembly upside down so hanger is up.
2. Hanger cups should have been installed in the HEAD AND HANGER CUPS INSTALLATION section.
3. Grease hanger cups and bearings. Refer to HEAD ASSEMBLY Step (3) for proper bearing greasing procedure. Do not install the bearings at this time.
4. Place chain wheel (sprocket) onto crank lining up the hole in the sprocket with the drive rod on the crank.
5. Guide stationary cone over crank arm and screw clockwise. Tighten securely using pliers or a hammer and punch.
6. Slide bearing over crank sprocket assembly and position with solid side of bearing against the stationary cone. Guide the crank assembly into the frame from the right side (frame upside-down and the front of the bike towards you).
7. Slide bearing into the left hanger cup with the solid side of bearing facing out of the cup.
8. Screw adjusting cone onto crank counter-clockwise until it bottoms into the bearing then unscrew 1/8 turn. (The adjusting cone and the lock nut (Step 10) are left handed threads and turn counter-clockwise to tighten.)
9. Guide lock washer onto crank lining up tab in washer with key slot in crank.
10. Guide lock nut onto crank and tighten securely. If the cranks do not turn freely and without looseness, loosen the lock nut and refer back to Step (8), unscrewing the adjusting cone more or less than 1/8 turn depending upon whether the cranks are too loose or too tight. Re-check the adjustment of the cranks. It may be necessary to readjust the adjusting cone several times to attain the proper adjustment.
11. Install the pedals. Pedals are marked R and L. The R pedal goes on the sprocket side of the bike and is a right hand or normal thread. The L pedal goes on the left side or opposite the sprocket side of the bike and is a left hand thread. (Turn counter-clockwise to tighten.) Make sure that both pedals are tightened securely.



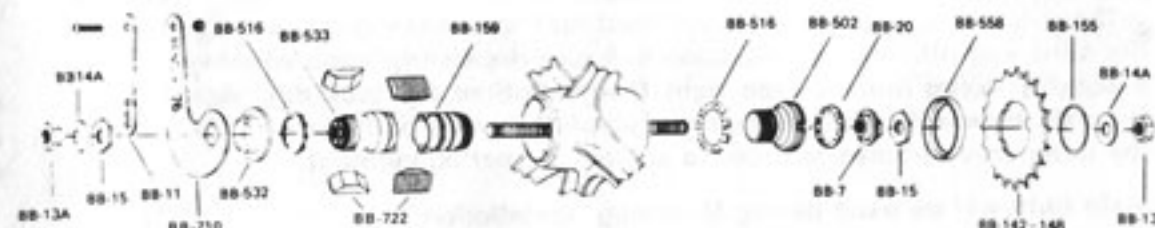
Drive Pin fits into hole in Sprocket.

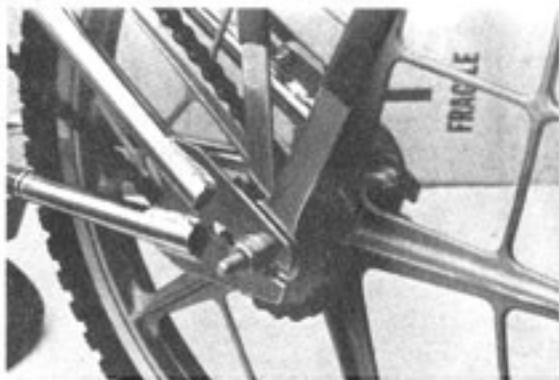
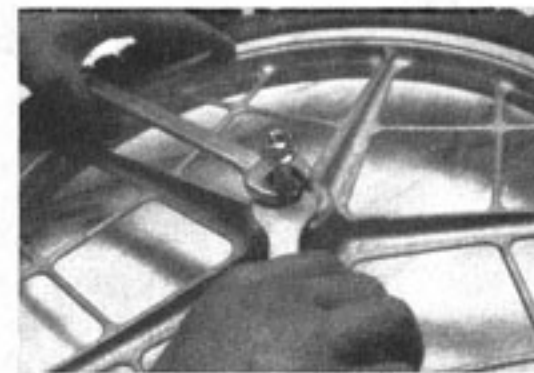
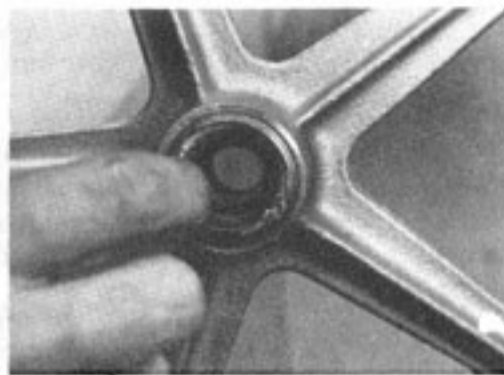


D. REAR MOTOMAG™ ASSEMBLY

1. Refer to Motomag™ assembly illustration for parts detail.
2. Locate the Bendix repair kit (BB-721). The instruction sheet included with the repair kit is specifically designed for repairing an existing Bendix hub unit and will not be used. Some of the parts in the Bendix kit are factory lubricated but will require additional lubrication.
3. Coat the inside hub surface with a light coat of grease and place on the work surface with the large opening up.
4. Coat the clutch assembly (BB-159) with grease. Be sure to lubricate under the spring steel band that hold the two halves together. Drop into the hub, knurled end first.

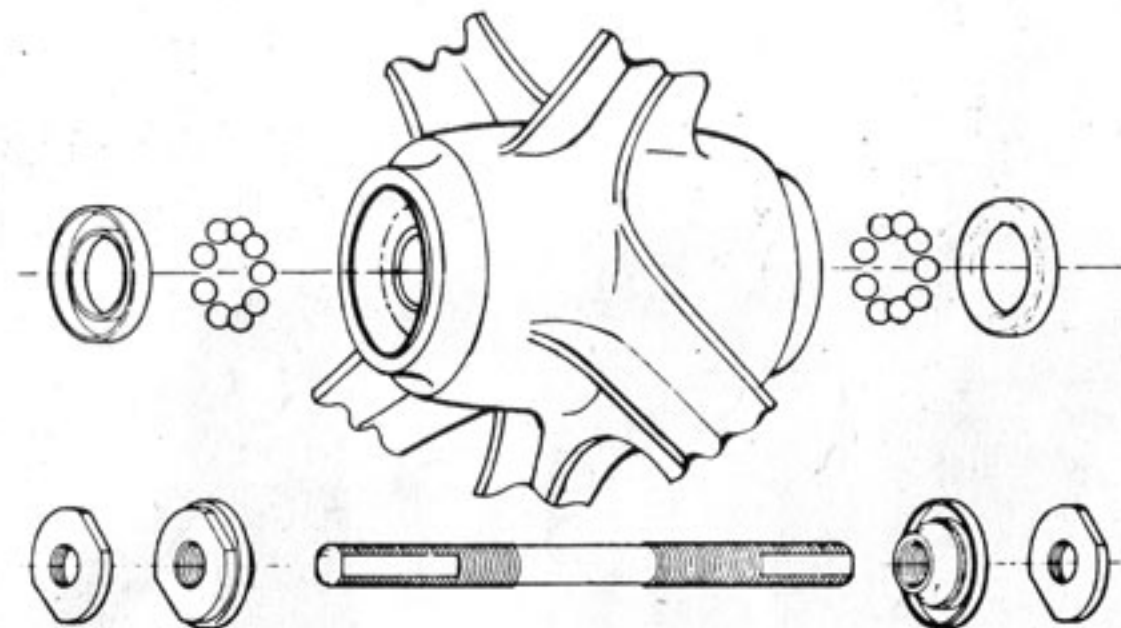
5. Coat both the inside and outside surfaces of the brake shoes (BB-722) with grease and slide them into the hub. Make sure they seat between the two tabs on the clutch.
6. Coat the bearing on the axle assembly (axle, brake arm, bearing etc.) with grease and drop into the hub. Make sure to pack some grease under the bearing and make sure that the tabs on the arm side cone (BB-533) fit between the brake shoes so that the bearing seats completely into the ball race of the hub.
7. Turn rear Motomag™ over making sure to hold the installed pieces in place as it is being turned over.
8. Grease the large bearing retainer (BB-516) and place into the hub with the solid side of the bearing facing out. Refer to the HEAD ASSEMBLY Step 3 for proper bearing greasing procedure.
9. Lubricate the threads of the driver (BB-502) with a light coat of grease or a few drops of oil then screw into the hub. Make sure that the driver seats completely into the bearing.
10. Grease the small bearing (BB-20) and install into the driver with the solid side of the bearing facing out.
11. Thread the adjusting cone (BB-7) onto the axle with the cone surface facing the bearing. Screw the cone on until it seats into the bearing, tighten finger tight then unscrew the adjusting cone 1/4 turn.
12. Screw the lock nut (BB-15) onto the axle. Hold the adjusting cone with a 3/4" cone wrench and tighten the lock nut securely against the adjusting cone. Check the wheel to make sure it rolls freely and without side play. If the wheel does not turn freely and without sideplay loosen the lock and refer back to Step 10 backing the adjusting cone off more or less than 1/4 turn depending upon whether the wheel is too tight or too loose. It may be necessary to readjust the adjusting cone several times to attain the proper adjustment. Make sure that the driver is at a mid-point between full clockwise and full counterclockwise rotation when checking the hub adjustment.
13. Install the dust cap (BB-558) on the driver.
14. Install sprocket onto the driver. The three tabs on the inside of the sprocket will fit into the three slots on driver. The sprocket is packed with the other small Mongoose parts and not with the Bendix repair kit.
15. Pry the snap ring (BB-155) into the groove next to the sprocket on the driver with a small screwdriver.
16. The brake arm strap (BB-11) will not be used but the screw and nut and axle nuts (BB-13) and the axle washers (BB-14A) will be used during rear Motomag™ installation.





E. FRONT MOTOMAG™ ASSEMBLY

1. Refer to Motomag™ assembly illustration for parts detail.
2. Apply grease into cups and install nine balls into each bearing cup.
3. Using a hammer, tap dust caps into the cups with the open sides of the dust caps out. Be sure to refer to the parts detail for the correct direction.
4. Set the wheel aside being careful not to dislodge any of the bearings.
5. Thread one cone then one lock nut onto the end of the axle until there is 1-1/4 inch of axle protruding. Hold the cone with the 17mm cone wrench and tighten the lock nut against the cone with an adjustable wrench.
6. Install the axle/cone assembly into the hub of the Motomag™ being careful not to dislodge any balls.
7. Screw the cone onto the other end of the axle until it seats into the hub. Tighten finger tight, then unscrew 1/8 turn.
8. Screw the lock nut onto the axle. Hold the cone with a 17mm cone wrench and tighten the lock nut against the cone. If the axle does not turn freely and without looseness, loosen the lock nut and refer back to Step 7 unscrewing the cone slightly more or less than 1/8 turn depending upon whether the axle assembly is too loose or too tight then retighten the lock nut. Again check the axle assembly for tightness or sideplay. It may be necessary to readjust the cone several times in order to achieve proper adjustment.
9. Axle nuts will be used during Motomag™ installation.

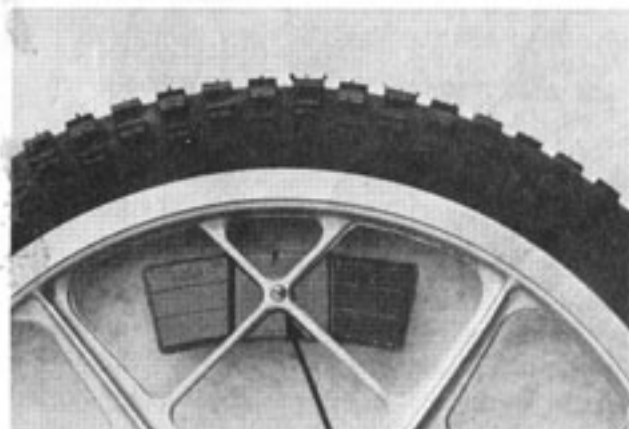


F. FRONT MOTOMAG™ INSTALLATION

1. Bike should still be upside down.
2. Install front Motomag™ into fork ends. Be sure to turn the axle so that the flat sides on the axle are parallel to the fork tips.
3. Install the security washers onto the axle making sure the tabs engage in the slots of the fork tips.
4. Thread the axle nuts onto the axle with the flanged side against the security washer and torque to 210 in. lb. with torque wrench. Make sure the wheel is centered in the fork so that the tire has 1/16" minimum clearance with the fork blades.
5. Spin the wheel checking for tightness or side play at the rim. Readjust cones as necessary. (See Front Motomag™ Assembly Step 8.)
6. Screw on axle protective caps.
7. Assemble wheel (white) reflector with screw provided as shown in photo. (Do not overtighten screw.)



Check for Centered Wheel.
Check for Sideplay.



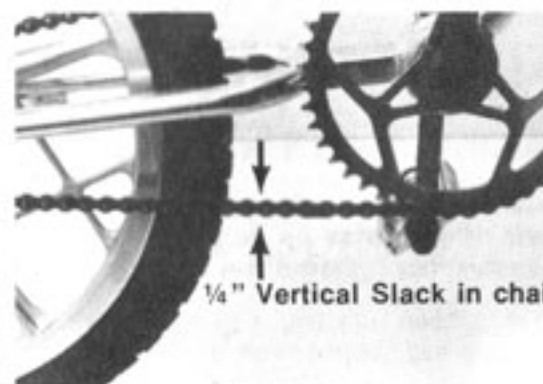
Wheel Reflector
attachment screw



Security
Washers

G. REAR MOTOMAG™ INSTALLATION

1. Bike should be upside down.
2. Slide the rear Motomag™ into the rear axle slots. Make sure that the sprocket is on the same side as the front sprocket, (on the left side as the bike is upside down and the front wheel is away from you.)
3. Assemble an axle washer (BB-14A) then an Axle nut (BB-13) on each end of the axle. These were left over from the REAR MOTOMAG™ ASSEMBLY section. Do not tighten the nuts at this time.
4. Install the brake arm strap screw (with screw head facing out) through the chain stay tab on frame and through the arm hole. Thread nut on finger tight. (This screw and nut are contained in brake kit package.)
5. Locate the chain package being careful not to lose the masterlink which is packed with the chain.
6. Drape the chain over the front and rear sprockets so that the two ends are on the bottom.
7. Connect the chain ends with the master link.
8. Make sure the chain is engaged correctly on both sprockets.
9. Pull the rear Motomag™ back to tighten the chain. Torque axle nuts to 210 in. lb. with torque wrench.
10. Make sure the wheel is centered in the lower portion and the upper portion of the frame. There should be about 1/4" of vertical slack in the chain at the tightest point. Readjust the position of the rear Motomag™ and re-torque as necessary.
11. Make sure the rear Motomag™ spins freely and without side-play.
12. Tighten the brake arm screw and nut.
13. Screw on axle protective caps.
14. Assemble wheel (white) reflector with screw provided as shown in photo. (Do not overtighten screw.)



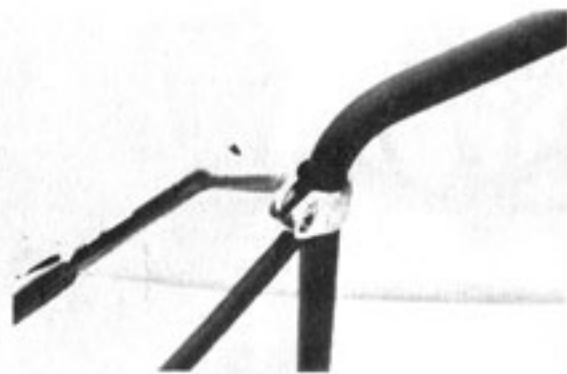
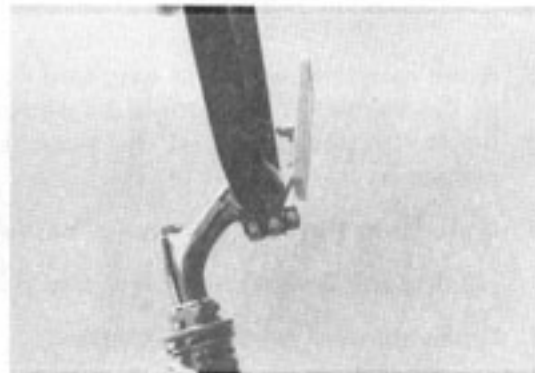
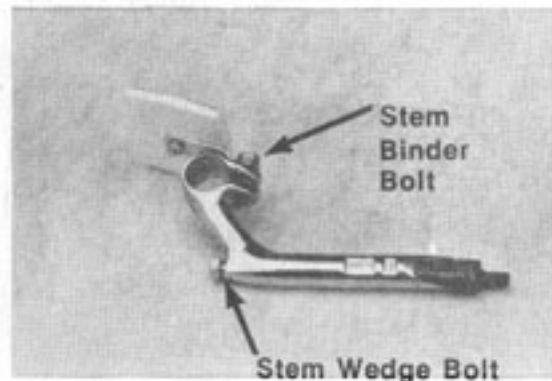
1/4" Vertical Slack in chain.



Brake Arm Screw

H. HANDLEBAR ASSEMBLY

1. Remove stem binder bolt. Slide handlebar stem onto handlebars. The flats at the ends of the cross bar will slide through the slot in the stem. It may be necessary to pry the slot in the stem open *slightly*. Assemble front (white) reflector to bracket pointing upward as shown in photo and assemble on stem binder bolt. Tighten stem binder bolt just until the handlebars will not move easily in the stem.
2. Loosen the stem wedge bolt slightly and insert stem with the handlebars *all the way down into the fork*. (Assure that stem maximum height marking is below top of fork lock nut.)
3. Stand facing the bike with the front wheels between your knees. Sight down the handlebars and align so that the handlebar is at right angles to the front wheel. Torque the stem wedge bolt to 160 in. lb. with torque wrench. Adjust handlebar to upright position and torque stem binder bolt to 290 in. lb. with torque wrench.
4. Slide handle grips onto the handlebars. Make sure they are on as far as possible. Tap on with a hammer if necessary.

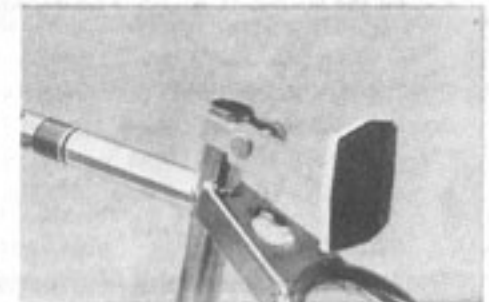


I. SEAT AND SEAT POST INSTALLATION

1. Tap seat post clamp on frame. Make sure that the bolt side of the clamp is to the rear of the bike. Position the clamp so that there is no more than 1/4" of frame tube protruding above the seat post clamp. Slot in frame (seat mast) must align with center of gap in seat post clamp.
2. Assemble rear (red) reflector to bracket as shown in photo and assemble on seat post clamp bolt.
3. Slide the seat post into the frame and torque the seat post clamp bolt to 160 in. lb. with torque wrench. Make sure that the seat post does not exceed the maximum height mark. (Seat post must be at least 4" into frame.)
4. Slide the seat clamp (under the seat) onto the seat post. Make sure that the post is completely through the clamp and touching the bottom of the saddle. Adjust the seat until it is level with the ground then torque the seat clamp bolt to 160 in. lb. with torque wrench.
5. Re-adjust and re-torque the saddle height as necessary in order to achieve comfortable fit.



Seat Clamp Bolt
Seat Post Clamp Bolt



J. CHAINGUARD INSTALLATION

1. Please refer to the instruction drawing on the hardware envelope.
2. All hardware should be assembled finger tight on the chainguard first. Be sure to install all screws with the heads on the outside of the bike; this insures that no threaded parts are exposed to present a protrusion hazard.
3. Fit the chainguard and hardware onto the frame, making sure that the chainguard does not contact the chain drive at any point.
4. Once fitted, tighten all screws and nuts.
5. When properly installed, the chainguard will protect the rider from chain fouling.

This completes the assembly of your new Mongoose bicycle. It is very important that you double check your assembly before you ride.

1. Are your axle nuts properly torqued? Are the security washers properly installed on the fork? Are both front and rear wheels centered and torqued properly?
2. Are your seat and handlebars in a comfortable position?
3. Is your stem binder bolt and stem wedge bolts properly torqued?
4. Are all bearings properly greased? Do the front and rear wheels, crank and fork turn freely and without side play?
5. Is your brake arm strap screw tightened securely?

Be sure to save your assembly instructions for future reference. They may be helpful when it is necessary to repair or provide maintenance on your bike.

Remember, your Mongoose bicycle is a machine and if treated and maintained properly, will last for many hundreds of miles.

NOTICE: IF THIS BICYCLE IS DISPLAYED OR OFFERED FOR SALE TO CONSUMERS IN A FULLY ASSEMBLED CONDITION, IT SHALL BEAR THE HANG TAG ENCLOSED, WITH THE STATEMENT "MEETS U.S. CONSUMER PRODUCT SAFETY COMMISSION REGULATIONS FOR BICYCLES".

GENERAL OPERATION

Your Mongoose bike is one of the strongest motocross bikes made. It has the best designed and built frame in the industry and the first and strongest mag type wheels made. The parts chosen for the kit are the finest, strongest components the industry has to offer. That does not mean that your Mongoose bike will never break or bend.

The reliability of your Mongoose bike is dependent upon your assembly and maintenance skills and more importantly on your skill as a rider. A crash or bad landing can bend or break a one day old bike just as easily as a two year old bike. It doesn't always have to be a big crash, several small ones can create enough fatigue to equal a big one.

The consequence of a crash or bad landing cannot be the responsibility of the manufacturer but rather the responsibility of the user, you the rider.

The design and construction of your Mongoose bicycle are the result of many months of painstaking work by engineers and more importantly, by expert riders on the bicycle motocross tracks. The Mongoose is specifically designed and engineered for off road use. The steering response is much quicker than any average bicycle. The center of gravity has been raised to accommodate the longer cranks.

If you have never ridden a bike like this before, be sure to acquaint yourself with the unique handling qualities before you attempt any type of high speed riding. At times it may be necessary for you to ride your bike "On the Road". At that point your bike becomes a regular bicycle and you must obey all the traffic rules and regulations that apply to bicycles. Always practice your motocross skills "Off the Road". Never jump or stunt in the street or in parking lots. Respect the rights of pedestrians, cars and other cyclists.

EQUIPMENT

If you take your Mongoose to the Motocross races, you will probably be required to have certain safety equipment. That is; a handle bar, cross bar pad, stem pad, frame pad and helmet. That equipment should be used whenever you ride your bike. Remember, most accidents occur during practice, not during racing.

WET WEATHER

The stopping ability of your bike decreases rapidly if the tires or ground are wet or muddy. Be extra careful to allow extra stopping time and distance if those conditions exist. Always double check your grips as they can slide off more easily if wet.

Knobby tires are designed for maximum traction on dirt or gravel surfaces and do not provide exceptional stopping or cornering traction on smooth surfaces like asphalt or concrete. Knobbies will sometimes "Wash Out" or slip without warning when ridden on smooth, hard surfaces.

LOCKING

Always lock your bike whenever you leave it unattended. A six foot cable or chain should be passed through the frame, fork and handlebars and onto a stationary object like a fence or pole to lock the bike. It takes just a second for someone to jump on an unattended bicycle and ride away; it takes just a few seconds to properly lock your bike.

NIGHT RIDING

Your Mongoose bike was designed for Motocross use and therefore is not properly equipped for night riding. If it is necessary to ride your bike at dusk or in the evening, have your bike equipped with a head light and a tail light. Take extra care to make sure the reflectors are clean and properly aligned. Be sure to wear white or light colored clothing. The clothes you wear is the key to being seen at night.

CLEANING

Your Mongoose bike should be cleaned often to retain its sleek, good looks. The Mongoose, like any bicycle, is not waterproofed and should not be hose cleaned, left in the rain, or ridden through deep water or mud holes. Clean your frame, wheels and bars with a damp rag, then use a good quality polish or wax.

TIRES

The correct tire pressure is printed on the side of your tires. Make a habit of checking your tire pressure at least once a week. Riding with low pressure can cause cuts or ruptures in the tires or flats from pinched inner tubes. Be very careful not to over inflate your tires especially at service stations. Use a good pressure gauge.

LUBRICATION

The chain on your Mongoose bike should be lubricated with a few drops of light motor oil about once a month. It is a good idea to completely disassemble, clean then grease your Mongoose bicycle at least twice a year, more often if it is ridden in muddy or wet conditions. Always replace any bent, broken, stripped or worn components as you find them.

RECOMMENDATIONS

Make a habit of checking your bike every time you ride it. Look or feel for low tires, loose fork, hubs or hanger, loose grips and handlebars or any loose nuts. Listen for any squeeks, knocks or scraping noises and take care of those problems immediately. If necessary, take your Mongoose to a reputable bike shop to

Minigoose Bicycle & Mongoose Bicycle (w/wire wheels) Addendum Sheet A

1. For the above models, with wire wheels in lieu of Motomag Wheels:
 - a. Following Instruction Manual provided, refer to page 1, Assembly Instruction. Step 3 (F) 17mm cone wrench — should read 16mm cone wrench.
 - b. Page 2, Parts List, eliminate part nos. 1074, 1075, 1085, 1090 & 2091.

Add part nos.	3045	1 each	Front Wire Wheel
	3046	1 each	Rear Wire Wheel
	2090	1 each	Ashtabula 5½" BMX Cranks.
 - c. Pages 6 & 7, Section D "Rear Motomag Assembly", omit.
 - d. Pages 8 & 9, Section E "Front Motomag Assembly", omit.
 - e. Page 10, Section F "Front Motomag Installation". Step 7. Assemble wheel (white) reflector to spoke with large head screw provided.
 - f. Page 11, Section G. "Rear Motomag Installation". Step 14. Assemble wheel (white) reflector to spoke with large head screw provided.

Roger Decoster Fork — Instruction Manual Addendum Sheet B

1. Installing Roger Decoster Forks into Mongoose Frame.
 - a. Following Instruction Manual provided, refer to page 3, Section B "Head Assembly" Step 5. Do not discard stationary cone. The Roger Decoster Fork does not come equipped with stationary cone.
 - b. Holding fork with fork stem up, slide stationary cone over fork stem. Make sure the curved bearing surface is facing up. Slide cone down fork stem until it stops. Using a small block of wood, tap gently on both sides of cone until it completely seats on machined surface of bearing collar. Complete Step 5 and continue on to Steps 6 through 9.
 - c. Continue with assembly per Instruction Manual to page 10, Section F, "Front Motomag Installation. Step 3. Omit this step. Roger Decoster Forks are designed such that security washers are not required for wheel retention.Continue assembly as outlined.

Red Line Bicycle — Instruction Manual Addendum Sheet C

1. For Installing Red Line Fork into Red Line Frame
 - a. Following Instruction Manual provided, refer to page 3, Section B "Head Assembly" Step 5. Do not discard stationary cone. The Red Line Fork does not come equipped with stationary cone.
 - b. Holding fork with fork stem up, slide stationary cone over fork stem. Make sure the curved bearing surface is facing up. Slide cone down fork stem until it stops. Using a small block of wood, tap gently on both sides of cone until it completely seats on machined surface of bearing collar. Complete Step 5 and continue on to Steps 6 through 9.
 - c. Continue with assembly per Instruction Manual to page 10, Section F "Front Motomag Installation." Step 3. Following instructions using the fork security washers made for the Red Line Forks. Assure washer shoulder seats into fork drop out slot.Continue assembly as outlined.