



MONTAGUE[®]

Bicycle Owner's Manual

IMPORTANT: KEEP FOR FUTURE REFERENCE



Even if you have ridden a bike for years, it is important for you and every rider to read this manual before riding this bicycle.

HELMETS SAVE LIVES!

Always wear a properly fitted helmet that complies with CPSC or CE safety standards when you ride your bicycle.



Correct Fitting - Make sure your helmet covers your forehead.



Incorrect Fitting - Forehead is exposed and vulnerable to serious injury.



WARNING

As with all mechanical components, the bicycle is subjected to wear and high stresses. Different materials and components may react to wear or fatigue in different ways. If the design life of a component has been exceeded, it may suddenly fail possibly causing injuries to the rider. Any form of crack, scratches or change of colouring in highly stressed areas indicate that the life of the component has been reached and it should be replaced. Do not ride in an abusive manner.



CAUTION

In this manual, the CAUTION sign shows a hazardous situation which, if not avoided, could cause minor or moderate injury.



WARNING

In this manual, the WARNING sign shows a hazardous situation which, if not avoided, could cause death or bad injury.



WARNING

Great care should be taken when locking the quick release levers on the bicycle. If you do not fully understand how to operate the quick release levers, ask a bicycle dealer for assistance, or call Montague's Customer Support Team at +1 617-491-7200.

DO NOT RIDE YOUR BICYCLE WITHOUT ALL QUICK RELEASES SECURELY LOCKED.

TABLE OF CONTENTS

Warnings	2
-----------------	----------

Table of Contents	3
--------------------------	----------

Section One

Introduction	4
---------------------	----------

Record Your Serial Number	4
Register Your Bicycle	4
Owner's Responsibility	5
Bicycle Type and Use Conditions	6

Parts of your Bicycle	7
------------------------------	----------

Before your First Ride	8
-------------------------------	----------

Make Sure your Bicycle is the Correct Size	8
Know How your Bicycle Operates	8
Check your Brakes, Steering, and Quick Releases	8

Before Every Ride	9
--------------------------	----------

Before Each Ride Checklist	9
Examine the Frame and Fork	9
Examine the Wheels	9
Examine Tire Inflation	10
Examine the Brakes	10
Examine the Steering	11
Saddle and Seatpost	11
Lights and Reflectors	11
Suspension	12
Quick Release	12
General	12

Riding Safely	13
----------------------	-----------

Caution Riding in Wet Weather	14
-------------------------------	----

Riding Instructions	16
----------------------------	-----------

Using your Brakes	16
Changing Gears Correctly	16
Descending	17
Obstacles and Impacts	17

Section Two

Assembling your Montague Bicycle	19
---	-----------

Packing List	19
Assembly	19
Installing the Seatpost	19
Installing the Pedals	20

Unfolding your Montague Bicycle	22
--	-----------

To Unfold your Bike	22
Adjusting the Frame	
Quick Release	23
Attaching the Front Wheel	24
Adjusting your Front Wheel	
Quick Release	25
Securing the Front Brake	25

Folding your Montague Bicycle	28
--------------------------------------	-----------

Section Three

Proper Maintenance and Adjustment	29
--	-----------

Handlebars	29
Stems	29
Seat (Saddle) Adjustments	32
Pedals	32
Single Speed Chain Adjustment	33
Control Cables	33
Rear Derailleur Adjustment	33
Front Derailleur Adjustment	34
Brakes	35
Wheels	36
Fitted Accessories	38

Maintenance Schedule	39
-----------------------------	-----------

Warranty	40
-----------------	-----------

Registration Card	Insert
--------------------------	---------------

INTRODUCTION

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



WARNING

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

Section One of this manual involves safety and bicycle care. Understanding and following this information will help you and your Montague bicycle avoid injury or damage.

Section Two of this manual covers specific operating instructions for your Montague bicycle. Even if you're an experienced rider, you should review this section before your first ride.

Section Three of this manual gives basic instructions for making small adjustments to your bicycle and performing maintenance on a schedule.

Record Your Serial Number

Your bicycle's serial number is stamped on the underside of the bottom bracket shell (Fig. 1). Record the serial number in this manual below in the event that your bicycle is lost or stolen. You may also want to register your serial number with your local police department.

Register Your Bicycle

Bicycle registration is the only record we have of who owns this bicycle. Registration, and proof of purchase are necessary to make a warranty claim. There are two easy procedures to complete the registration (mail or email):

- Fill in the registration form in the back of this manual and mail it to us.
- Go to www.montaguebikes.com/register and submit the registration form to us via the internet.

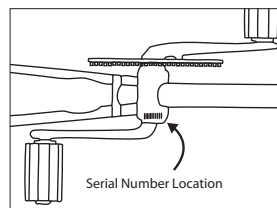


Fig. 1: The serial number is located on the underside of your bike on the bottom bracket.

The frequently updated website also

Model Name:

Color:

Serial Number:

Date of Purchase:

Place of Purchase:

gives you a link to new instructions. If you make a decision not to complete the registration, make sure you visit the website frequently.

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

If you have any questions about your Montague after reading this manual, or encounter any problems when folding or unfolding your bike, please visit the support section of our website at www.montaguebikes.com/support or call Montague's Customer Support Team at +1 617-491-7200. A knowledgeable representative will be happy to answer any questions and help you to fully enjoy your new Montague.

Owner's Responsibility

Before riding your Montague, carefully



WARNING

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

follow all assembly instructions.

Ensure your bike is the correct size for your comfort and safety. When standing over the frame (straddle frame) you should have a minimum of 1.0" clearance between the boom tube and your body (Fig. 3).

Note: Montague does not make

bicycles intended for children. Please make sure all riders are adults.

Bicycle riding can be a hazardous activity even under the best of circumstances. Proper maintenance of your bicycle is your responsibility as it helps reduce the risk of injury.

All quick releases must be securely fastened before riding any Montague bicycle. The quick releases are pictured on page 7 in Fig. 2. They are: the front wheel quick release (#25), the seat post quick release (#8), the frame quick release (#9), the rear wheel quick release (#32, not on all models), and the Octagon stem quick release (Fig. 26). Caliper brakes also have a small brake release (Fig. 19) For instructions on operating the quick release levers read Assembling Your Montague Bicycle and Unfolding Your Montague Bicycle on pages 19-27.

Double check to ensure all bolts and screws are tightened to the correct torque specifications.

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

The owner is responsible for required normal maintenance services, such as those listed in the "Maintenance Schedule" section of this booklet (page 39) in order to keep the bicycle in good operating condition.

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

Bicycle Type and Use Conditions

There are many types of bicycles. Each bicycle type is made for a specified use or use condition. If your use of a bicycle applies more stress than its condition limit specifies, this could cause a failure of the bicycle (or a part of the bicycle).

This section shows the use condition for different types of bicycles. If you are not sure of what condition(s) apply to your bike, consult your Montague dealer or call Montague for more information.

Condition 1

These bicycles are made to ride on a paved surface where the tires are always on the ground.

Condition 1 bicycles typically feature flat or drop style handlebars and 700c wheels and smooth tires. These bicycles may have accessories such as a rack, fenders, or kickstand attached.

Condition 2

Condition 2 bicycles are made to cover all the riding conditions expressed by

condition 1 with the addition of gravel roads and groomed off-pavement trails.

Condition 2 bicycles typically feature flat handlebars and 700c or 26" wheels. These bicycles have "semi slick" tires with light knobs on them and direct pull brakes.

Condition 3

Condition 3 bicycles are made to cover all the riding conditions expressed by conditions 1 and 2 with the addition of rough trails, small obstacles, smooth technical areas, and areas where tires are momentarily not on the ground; NOT FOR JUMPS. These bicycles are typically referred to as Mountain Bicycles or Cross Country Mountain Bicycles.

Condition 3 bicycles typically feature flat handlebars and 26" wheels. These bicycles have wider tires with large knobs on them and direct pull or disc brakes.

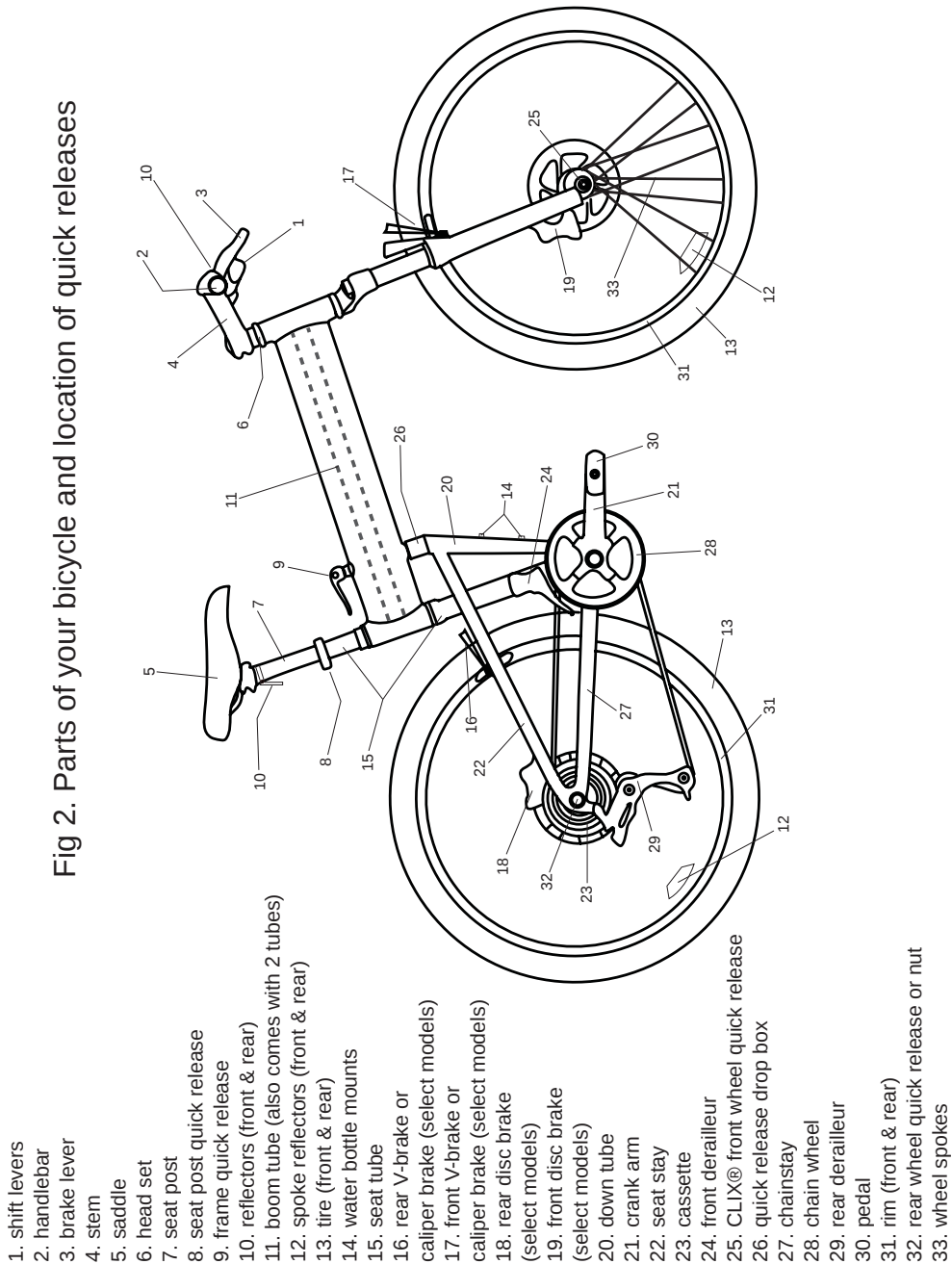


WARNING

If your use of a bicycle applies more stress than the specified use condition of the bicycle, the bicycle or its parts can be broken or have damage. A bicycle that is damaged could decrease your control and cause you to fall. Do not ride in use conditions that apply more stress than the limits of the bicycle. If you are not sure of the limits of the bicycle, consult your dealer.

PARTS OF YOUR BICYCLE

Fig 2. Parts of your bicycle and location of quick releases



BEFORE YOUR FIRST RIDE



WARNING

A bicycle that does not work properly can cause you to lose control and fall. Inspect the entire bicycle thoroughly before every ride, and do not ride it until any problem has been corrected.

Make Sure your Bicycle is the Correct Size

You should ask your dealer or Montague to help you find a bicycle that has the correct dimensions for your body. There should be at least 1" of clearance

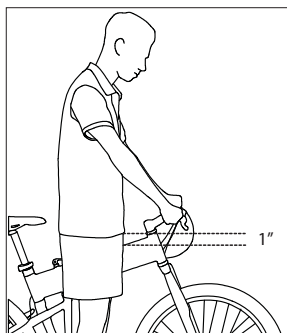


Fig. 3: Bicycle stand over

you when you stand over the bicycle (Fig. 3). You can adjust the saddle (page 32) and handlebar (not on all models) (page 29) to offer the best comfort and performance.

Before you make these adjustments, refer to Proper Maintenance and Adjustments section on page 29. Montague bicycles are designed for a maximum total weight of rider plus luggage of 250lbs or a maximum total weight of rider plus luggage plus bicycle of 280lbs.

Know How your Bicycle Operates

The elements of your bicycle, if not used correctly, can decrease your control of the bicycle. Before you ride fast or outside a controlled environment, learn the operation and performance of all the mechanisms of your bicycle. Practice using the various features of your bicycle at slower speeds in a flat, open area before taking the bike on public roads. If your bicycle does not operate as necessary, or if different parts are necessary for the safe operation of your bicycle, speak to your dealer or call Montague Corporation +1 617-491-7200.

Check your Brakes, Steering, and Quick Releases

Press each hand lever to ensure the brakes are moving freely and stop the bike. Braking performance changes with riding conditions. Practice braking at low speeds before taking your bike out into high traffic areas or trails. If your brakes are not working properly, DO NOT ride your bicycle. Take the bike to your local dealer for service.

Check that all quick releases (front wheel, frame, seatpost, and on some models rear wheel, caliper brake and Octagon) are fastened. Nothing should rattle or be loose.

Review "Riding Safely" on page 13 and "Riding Instructions" on page 16 before attempting to ride your Montague bicycle. Check the steering as shown in Fig. 5.

BEFORE EVERY RIDE



WARNING

This is not a comprehensive maintenance program. Montague recommends that you have your bicycle tuned and safely checked by a bicycle technician on a regular basis but no less than annually. If you notice any irregularities in your bike and/or its performance take it to a bicycle dealer before attempting to ride. Overuse of any brake system may cause loss of control resulting in personal injury.

Ensure that your bicycle is in proper working condition each and every time you ride. If a part of the bicycle does not function correctly, consult this manual and bring the bicycle to your local dealer for repair.



WARNING

A bicycle that does not work properly can cause you to lose control and fall. Do not ride a bicycle with a part that is damaged; replace the part before riding.

stress. Such signs may manifest themselves in the form of:

- Dents
- Cracks
- Scratches
- Deformation
- Discoloration
- Unusual Noises

If your bicycle receives a high force load or impact, fully examine all the parts of your bicycle. High force loads include crashes and strong impacts that do not cause you to crash. If you are unsure whether or not you should replace a part, speak to your local dealer.

Before Each Ride Checklist

- Frame and Fork
- Wheels
- Tire Inflation
- Brakes
- Handlebar and Stem
- Saddle and Seatpost
- Lights & Reflectors
- Suspension
- Quick Releases
- General

Examine the Frame and Fork

Before and after each ride, examine your bicycle for signs of fatigue and

Examine the Wheels

Check the attachment of both wheels. With the quick release lever in the “close” position, pick the front wheel off the ground and apply force to the wheel in a downward motion (Fig.16). The wheel should remain securely in place. Grab your wheel and try to move it from side to side. Check the rims for cracks, discoloration, and trueness. If there is any movement or irregularities in the wheel do not ride your bike. Take it to

your local dealer for service.

When the quick release lever is properly adjusted and in the closed position you should not be able to rotate the lever in a circular motion (parallel to the wheel.) This is different from the “flipping” motion, used to open and close the quick release lever (fig 34). Repeat the same steps to check the rear wheel.

Note that different systems attach bicycle wheels to the frame: threaded axle nuts, and multiple styles of a lever actuated quick-release system.

Make sure the wheels are straight. Turn each wheel and look at the rim when it goes through the brake pads or the frame. If the rim wobbles up and down or from side to side, repair the wheel.

Examine Tire Inflation

Inflate the tires to the air pressure recommended on the sidewall of the tire. Improper tire pressure will cause excessive wear, causing premature replacement. Pressurized, unregulated pumps should not be used for this task.

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

Examine the Brakes

Follow the inspection instructions for the type of brake equipped on your bicycle:

- **Hand-rim brake:** a cable connects a hand lever to the brake. The lever causes the brake-pads to apply pressure to the rim. Pull the brake-lever to make sure the brake moves freely and stops the bicycle. If the brake-lever can be pulled to the handlebar, the brake is too loose. When the brakes are not applied, the brake-pads should be 1 to 2mm from the rim. If the brake-pads are too near to the rim, the brake is too tight. The brake pads should be in line with the rim surface (Fig. 4)

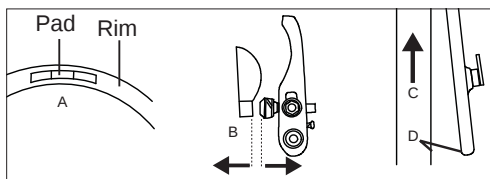


Fig. 4: Pad alignment. A: Brake pad lined up with rim surface. B: Brake pad and rim should be parallel. C: Rim direction. D: Toe-in of .5-1.0mm.

- **Disc brake:** a cable or hydraulic hose connects a hand lever to the brake. The lever causes the brake to apply pressure to a disc attached to the wheel hub.



CAUTION

Disc brakes and discs get very hot during use and could burn skin. Also, the disc edges can be sharp and could cut skin. Do not touch the disc or disc brake when it turns or when hot.

BEFORE EVERY RIDE CONTINUED

Pull the brake-lever to make sure the brake moves freely and stops the bicycle. If the brake-lever can be pulled to the handlebar, the brake is too loose. When the brakes are not applied, the brake-pads should be .25-.75mm away from the disc. If the pads are too near to the disc, the brake is not in line or it is too tight and the brake should be adjusted.

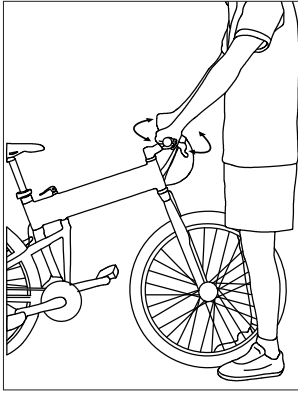


Fig. 5: Try to turn the handle-bars while holding the front wheel between your knees.

To examine the connection of the handlebar, try to twist it in the stem. The handlebar should not move or be loose. Make sure that no cables are pulled or caught on the bicycle when you turn the handlebar. If the handlebar or stem is loose to turn, bring the bike to a local dealer for inspection.

Saddle and Seatpost



WARNING

Without correct lights and reflectors, it will not be easy for you to see and other people could not see you. If you cannot see, or other people cannot see you, you could have an accident. Use a front light, a rear light, and reflectors when you ride in low visibility conditions

Examine the Steering



WARNING

An improperly attached handlebar or stem can cause you to lose control of the bike leading to serious injury or death. Never ride a bike with an improperly adjusted handlebar or stem

Make sure the stem is in line with the front wheel and correctly attached to the fork and handlebar. To examine the connection to the fork, try to turn the handlebar from side to side while you hold the front wheel between your knees (Fig. 5).

Make sure the saddle is correctly attached and the minimum insertion line on the seatpost is not showing. Try to turn the saddle and seatpost in the frame, and try to move the front of the saddle up and down. The saddle should not move or be loose. If the saddle is loose try adjusting it using the instructions on pages 19 & 32.

Lights & Reflectors

Make sure lights operate correctly and that batteries are charged. Make sure all reflectors are clean and in their correct position.

Suspension

Adjust your suspension for your use, and make sure that no suspension component can “bottom-out”, or be fully compressed while riding.

Quick Releases

Check that all quick releases (front wheel, frame, seatpost, and on some models rear wheel, caliper brake, and Octagon® stem) are fastened. Nothing should rattle or be loose.

General

Check to make sure nothing seems loose or rattles. Check that both pedals are properly threaded into the crank arms.

RIDING SAFELY

The first rule in safe bicycle riding is to use common sense. A bicycle is vulnerable; it cannot protect you in a crash, impact, or loss of control in the way a car can. A bicycle can tip over sideways or pitch you over the front wheel. It does not have bumpers or airbags as does a car. This section is a guide of safe riding practices for on and off-road operation. Make sure you are using your bicycle for proper use condition (page 6) as it relates to off road riding.

Different localities and countries have different laws governing bicycle riding on public roads, and the rider should check with local officials to make sure he or she is complying with these laws.

- For your safety, always wear a helmet that meets Snell or American National Standards Institute (Ansi) Z290.4 requirements. In the event of an accident a helmet can protect you from serious injury and even death. A bicycle retailer will be happy to assist you in the selection of a helmet and other useful accessories.
- Obey all local traffic laws. Obey red and green lights, one-way streets, stop signs, etc.
- Ride with the traffic, not against it. Ride single file in a straight line.
- Have a satisfactory signaling device (bell, horn, etc.), to warn of approach. Ride Defensively (expect the unexpected).

- Give pedestrians the right of way. Do not ride too close to pedestrians and alert them if you intend to pass from behind.
- Slow down at all street intersections and look to the right and left before crossing.



WARNING

Proper use of your front brake is vital to ensure safe, efficient stopping. To avoid misuse and potential injury, do not apply sudden or excessive force on your front brake. To do so may cause your rear wheel to lift off the ground and/or, your front wheel to slip from under you. Apply both brakes at the same time and shift your weight backward on the bicycle while braking.

- Always use proper hand signals for turning and stopping. Give signals 100 ft. before stopping or turning and always return both hands to the handlebars before stopping or turning.
- Watch for cars pulling out into traffic and for the sudden opening of car doors.
- Avoid potholes, drainage grates or other road surface hazards. Cross railroad tracks at a right angle. Be careful when riding on soft road edges, gravel, sand and uneven surfaces. Ride slowly and avoid quick turns when riding on these surfaces.
- Never hitch on other vehicles, do not

“Stunt” ride or race in traffic. Don’t weave in and out of the traffic or swerve from side to side.

- Never carry other riders or packages, they may obstruct vision or proper control of the bicycle.
- Do not ride while intoxicated or while taking medications which can make you drowsy.
- Do not ride with loose objects attached to the handlebar or other parts of the bicycle.
- Before riding, check your brakes. Be sure they are operating efficiently and that your bicycle is in perfect running condition.
- Do not ride at night. Always use lights when riding at dawn or dusk. Clear light on front and flashing red light on rear. Wear light colored and/or reflective clothing. Make sure your reflectors are intact and visible. Assume motorists are unable to see you and ride in an appropriately cautious manner.
- Think about safety when you ride. You can prevent many bicycle accidents if you think about safety.
- We do not recommend fitting a child-seat to any Montague bicycle. However, if one is fitted, care should be taken to fit suitable coverings to prevent trapping of children’s fingers.

Caution: Wet Weather Riding

Brakes do not work as well under wet conditions as they do under dry conditions. In wet weather, special precautions must be taken to insure safety in stopping. Proper adjustment and cable lubrication will help, but the major precaution rests with you, the rider. Increased brake pressure is required in wet or rainy weather and care must be exercised to maintain safety under these conditions.

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

When wet surfaces freeze, traction is further decreased. Brake power could decrease. Adjust your speed.

A crash can put extraordinary stress on bicycle components, causing them to fatigue prematurely. Components suffering from stress fatigue can fail



WARNING

Do not ride at night. Your bicycle is equipped with reflectors, however, extreme caution is required when travelling at dawn or dusk. In addition to keeping your reflectors clean, and properly affixed to your bicycle, you must use headlights and tail lights, in addition to wearing bright, reflective clothing when riding in poor lighting conditions. Consult your local bike shop to find accessories appropriate for your riding needs.

RIDING SAFELY CONTINUED

suddenly, causing loss of control, or serious injury. For more information and a guide for safe on-road and off-road riding, see www.montaguebikes.com/support.

RIDING INSTRUCTIONS

Using your Brakes

Always ride with a safe distance between you and other vehicles or objects; use your brakes. Adjust speed, braking distances, and braking force based on the conditions in which you ride.



Fig. 6: Using too much braking pressure on the front wheel can cause you to lose control.

Apply pressure to both brakes at the same time. Overuse or incorrect use of a front brake could cause the rear wheel to lift from the ground which can cause an accident (Fig 6).

Many models of modern brakes are very powerful; they are made to stop a bicycle in wet or muddy conditions. If you think your brakes are too powerful, transport your bicycle to your dealer for adjustment or replacement of the brake system.

Note: In most countries around the world, including the U.S.A., the left brake lever operates the front brake, and the rear brake lever operates the rear brake (note: bicycles manufactured for the United Kingdom and some other

countries switch these and the left brake lever operates the rear brake and the right brake lever operates the front brake).

Changing Gears Correctly

The multi-gear system provides a means of maintaining a constant pedaling rate, regardless of road level conditions.

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

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

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

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

For easiest pedaling (while going up-hill), position the chain over the smallest

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

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

If your bicycle is shifting incorrectly, please review Deraileur Adjustment on page 33-34 or take the bike to your local dealer.

Descending

The keys to safely and effectively descending a hill are speed control, weight distribution, and steering control.

Speed control

Your speed is controlled through experience and good braking, (covered earlier).

Weight distribution

Keep your weight correctly in balance between the wheels on a steep downhill by moving your weight rearward on the bicycle and as low as possible, just like when braking. Keep your feet on the pedals and keep the crankarms horizontal and parallel to the ground (unless you are cornering as you descend; see the next section). Keep your knees and elbows bent to allow your body to absorb some of the bumps and

impacts during the descent. For extra stability, squeeze the seat between your thighs (some folks even like to squeeze the top tube with their legs). Avoid a “death grip” on your brakes, instead using them as outlined in the Braking section.

Steering control

When cornering, do the majority of your braking before you make your turn. Hard braking during the turn can cause your wheels to skid, which could cause you to lose control. Make sure your speed is reasonable, then ease off the brakes when you're about halfway through the turn.

To avoid catching the inside pedal on the ground, make sure that your outside pedal is down and your weight is on the outside pedal. Lean your bicycle in the direction of the turn, but slightly angle your upper body in the opposite direction, keeping your body and head more upright.

Obstacles and Impacts

Always look well down the road to help you anticipate upcoming obstacles. This distance will vary according to your speed, but remember that the closer you get to an obstacle, the less time you have to react to it.

Use caution when you encounter obstacles in the road, whether its a sewer grate, speed bump, gravel, or any other hazard. If you are going fast, even a small obstacle can create a significant impact to your bicycle. If you are unsure of your ability to safely ride over an

RIDING INSTRUCTIONS CONTINUED

object, it is best to either ride around it or dismount and walk around it.

Your body and bicycle will have a natural tendency to go where you are looking. If you focus on an obstacle, you may go through it when you really wanted to avoid it. Focus on the part of the road where you want to go, not on the obstacles.

ASSEMBLING YOUR MONTAGUE BICYCLE

Your new bicycle was assembled and tuned in the factory and then partially disassembled for shipping. You may have purchased the bicycle already fully assembled and ready to ride OR in the shipping carton in the partially disassembled form.

If you have questions or concerns about any of these steps, please see a bicycle dealer or contact Montague's Customer Support Team at +1 617-491-7200.

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

Packing List

Inside your box you will find:

- 1 Mostly Assembled Bicycle, folded with rear wheel attached
- 1 Saddle with seat post
- 1 Front Wheel with quick release
- 1 Small Parts Box which includes:
 - 1 Pedal (Right)
 - 1 15 mm Pedal Wrench



WARNING

Never attempt to ride a bicycle that is not properly assembled.

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



WARNING

CAUTION: Do not raise seat post beyond the minimum insertion line. To maintain rider safety, at least 2½" of seat post must be in the frame at all times (Fig. 8).

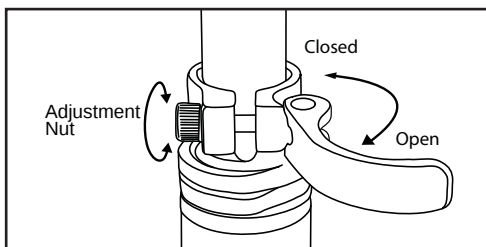


Fig. 7: Opening and adjusting a quick release.

Assembly

Note: If you own a Montague bicycle purchased prior to 2010, your bicycle may be assembled differently. For more information please visit www.montaguebikes.com/support/manuals.

Installing the Seatpost

1. Open the seatpost quick release lever (Figs. 7 & 8).
2. Insert the seatpost into the seat tube to a sufficient depth so that the minimum insertion line is no longer showing.

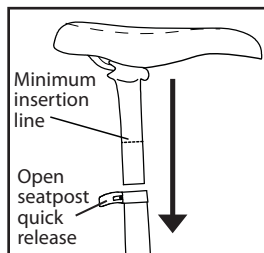


Fig. 8: Insert seatpost beyond minimum line.

3. When you are satisfied with the height of the seatpost, close the seatpost quick release lever. The tightness of the lever is adjusted by rotating the adjustment nut opposite the quick release lever. Turn the nut by hand to adjust the tension while holding the lever stable (Fig. 7).
4. The lever is securely tightened when it leaves an imprint on the palm of your hand from pushing it closed.
5. Once the lever is securely closed, you should not be able to move it unless you open it again. If you can move the seat up and down or side to side with the quick release lever in the closed position, repeat the seatpost installation process from step 3. Repeat until the seat cannot be moved when the quick release lever is closed.
6. If you have adjusted the nut too tightly and cannot push the lever to the “close” position, open the quick release lever again and turn the adjusting nut 1/4 turn counterclockwise. Continue with Step 3.
7. Adjust for comfort of the rider. The saddle is properly adjusted when you can sit on the saddle, and with your knee only slightly bent (approximately 15°), reach the pedal at its lowest point with the ball of your foot.

Installing the Pedals

You will find a single pedal in your small parts box. This pedal is stamped “R” for Right. The left pedal should be located on the bike and clearly marked “L” for Left, on the ends of the axle shaft to differentiate between right and left.

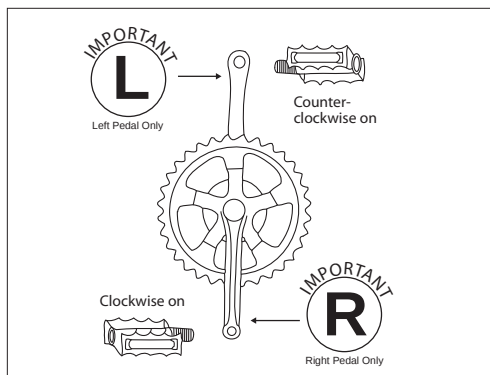


Fig. 9: Install the pedals.



CAUTION

Do not try to insert the wrong pedal into the crank arm as it will strip the threads in the crank. Always check that the pedals are securely tightened before riding.

1. Align the right pedal axle with the threaded hole in the right crank arm and secure the pedal in the crank by hand.

Note: The right hand side of the bicycle is the side of the bicycle with the chain.

2. The **right** pedal is installed by turning the pedal axle clockwise. The **left**

pedal is installed by turning the pedal axle counterclockwise (Fig 9).

3. After the pedals can no longer be turned by hand, use the 15 mm pedal wrench (included in small parts box) and tighten the pedals securely to 350-380 lb •in (40.2-42.9 N•m). Each pedal should fit tightly against the crank arm.

To complete the assembly of your Montague bicycle, continue with the instructions provided in the next section; “Unfolding your Montague Bicycle”.

UNFOLDING YOUR MONTAGUE BICYCLE

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



WARNING

Failure to properly lock the quick release levers for the wheels, seatpost, frame, or brakes can result in loss of control and may result in serious injury or death.

Great care should be taken when locking the quick release levers on the bicycle. After reading this manual if you do not fully understand how to operate the quick release levers, ask a bicycle dealer for assistance, or call Montague's Customer Support Team at +1 617-491-7200. Do not ride your bicycle without all quick releases securely locked.

There are 6 different types of quick release found on your Montague bicycle. They are as follows:

- CLIX® Wheel Release System. See pages 24-25: "Attaching the Front Wheel" Not on models prior to 2007.
- The frame quick release See page 23.
- The seatpost quick release. See pages 19 & 32.
- The rear wheel quick release lever. See pages 36-38. Not on all models.

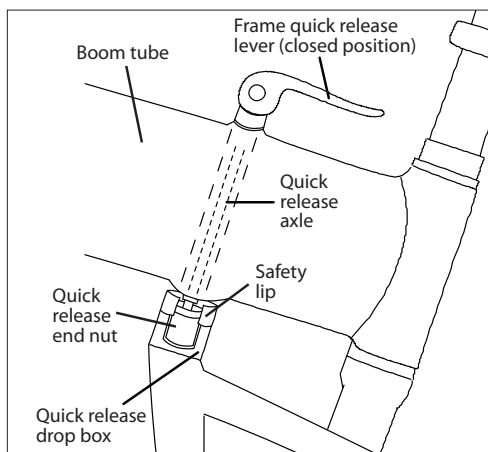


Fig. 10: Parts of the frame quick release.

- The caliper brake release lever (Fig.19). Not on all models.
- Octagon® quick release (Fig.26).

To Unfold your Bike:

1. Undo the Velcro strap holding the handlebar to the rear wheel. This strap should be rolled back onto itself around the handlebar while the bike is unfolded.
2. Place the rear wheel firmly on the ground, grasp the rear wheel with one hand and the handlebar stem with the other and unfold the bike. (Fig. 11).
3. When the frame is almost completely unfolded, push down on the opened frame quick release so the quick release end nut enters the quick release drop box. (Figs. 11 & 12).

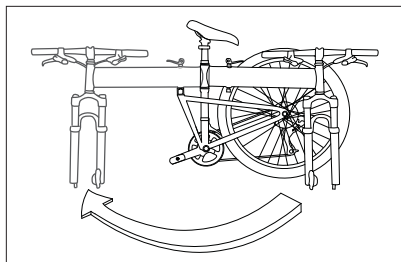


Fig. 11: Unfold the frame.

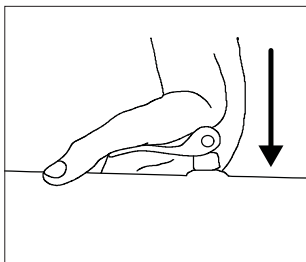


Fig. 12: Open and hold down frame quick release.

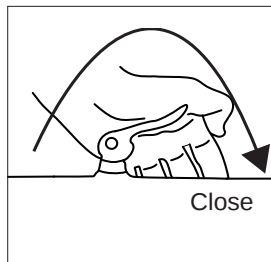


Fig. 13: Secure the frame quick release.

4. Make sure the Quick Release End Nut is completely inside the Quick Release Drop Box (Fig. 10).
5. Secure the frame quick release lever by closing the quick release with the lever pointing towards the saddle. (Figs. 10 & 13)

Note: When closing, if the quick release lever does not leave an imprint on the palm of your hand, Refer to Adjusting the Frame Quick Release.

Adjusting the Frame Quick Release

If the frame quick release becomes loose or does not leave an imprint on your palm when closing the lever, the quick release may need to be adjusted. To adjust the quick release.

1. Make sure your Montague bicycle is in the open position with the frame quick release properly seated in the quick release drop box (Fig. 10).
2. Open the quick release lever so the lever is pointing directly upward

(i.e. vertical). Tighten the adjusting nut until you feel resistance.

3. Close the lever, If there is too much resistance for you to be able to close the lever, open, and turn the adjusting nut counter-clockwise 1/4 turn and try to close again.
4. The quick release is securely closed when it leaves an imprint on the palm of your hand from moving the lever into the closed position. Make sure the word "close" is visible and that the lever is pushed fully to the closed position.



WARNING

Great care should be taken when locking the quick release levers on the bicycle. If you do not fully understand how to operate the quick release levers, ask a bicycle dealer for assistance, or call Montague's Customer Support Team at +1 617-491-7200.

DO NOT RIDE YOUR BICYCLE WITHOUT ALL QUICK RELEASES SECURELY LOCKED.

Attaching the Front Wheel



WARNING

Improper installation or improper use of the quick release system can allow the wheel to **WOBBLE** or **DETACH** from the bicycle causing you to crash. Read and follow these instructions to properly install and use this product to reduce your chance of **SERIOUS INJURY** or **DEATH**.

Once the bicycle frame is in the unfolded position with the frame quick release locked, you will need to attach the front wheel. The front wheel on your bicycle is attached via the CLIX® Quick Release System. For more information on CLIX® please visit www.CLIXqr.com.



WARNING

DO NOT change or swap wheels between different bicycles. Your CLIX quick release wheel may not engage the other bicycle's fork correctly causing an accident. Your CLIX quick release wheel is not compatible with all forks.

1. Make sure that the CLIX quick release is in the open position. (Fig. 14.a)
2. Lower your fork onto the wheel hub so that the fork dropouts are resting on the hub axle. (Fig. 14.b). **NOTE:** For forks with angled dropouts (Fig. 17.a): The dropouts are designed to

slide past the cup and adjusting nut and click onto the hub axle.



WARNING

DO NOT spin the CLIX quick release lever to secure the wheel. Spinning the lever in the open position (like a wing nut) will not fully secure the wheel to the bike, even if it appears to be tight.

3. For forks without angled dropouts (Fig. 17.b): Squeeze the cup and CLIX quick release lever (Fig. 14.b) together like a syringe to allow the fork dropouts to rest on the hub axle.
4. Close the CLIX quick release lever as shown in (Fig. 14.a). The mechanism should emboss the fork ends when closed to the locked position. Check that the word "close" is visible and that the lever is pushed fully to the closed position. The CLIX quick release lever is securely closed when it leaves an imprint on the palm of your hand from moving the lever into the closed position. Make sure the lever is positioned adjacent to the fork leg so it will not catch on any passing objects.

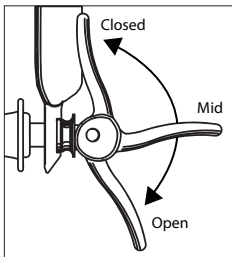


Fig. 14.a: Closed, Mid, Open positions.

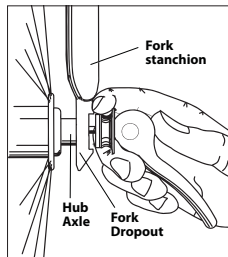


Fig. 14.b: Install the wheel on the fork

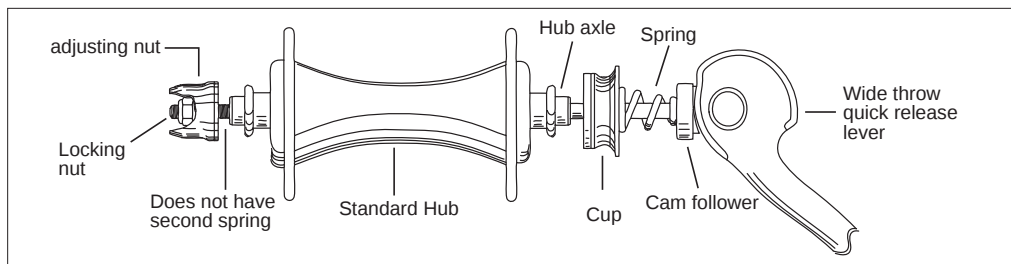


Fig. 15: The CLIX® Wheel Release System

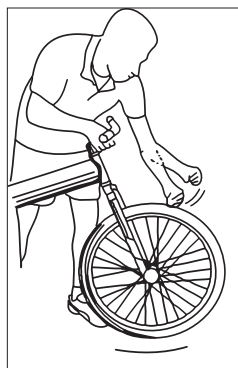


Fig. 16: Strike the wheel in a downward motion.

5. Before riding, lift the front of the bicycle so that the front wheel is off the ground and give the top of the tire a few sharp downward strikes (Fig. 16). The wheel should not wobble or come off.

This does not guarantee that the CLIX quick release

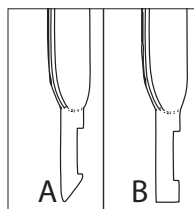


Fig. 17.a:
Angled dropout.

Fig. 17.b:
Standard dropout.

gradually tightening the adjusting nut with your left hand. Continue tightening the nut until you feel resistance on the quick release lever at the mid point (Fig. 14.a) of its travel.

2. If there is too much resistance, turn the adjusting nut counter-clockwise 1/4 turn and try to close again.
3. The CLIX quick release lever is securely closed when it leaves an imprint on the palm of your hand from moving the lever into the closed position. Make sure that the word "close" is visible.
4. Now that the correct tension has been set with the CLIX quick release lever in closed position, tighten the locking nut with 8mm socket wrench until it is next to, but not tight against, the adjusting nut (Fig. 15).

Adjusting your CLIX Front Wheel Quick Release

If your CLIX front wheel quick release is too loose or needs to be adjusted:

1. Open and close the quick release lever with your right hand while

Securing the Front Brake

Depending on the model you have

purchased, your bike will feature one of three kinds of brake:

- V-brake (Fig. 20)
- Caliper brake (Fig. 19)
- Disc brake (Fig. 18)



WARNING

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

Consult the following information to properly install your brakes.

Disc Brakes (Fig. 18):

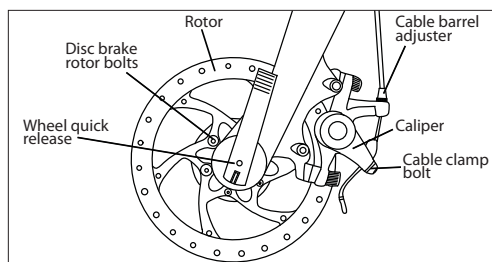


Fig. 18: Disc Brake

Disc brakes should come from the factory pre-adjusted to the correct braking specifications.

To attach the front wheel on a disc brake equipped bike, align the wheel

rotor with the slot in the disc brake caliper attached to the left hand fork stanchion.

Once the rotor is aligned with the caliper slot, review Attaching the Front Wheel on page 24 in order to properly secure the front wheel quick release.

If your front or rear disc brake needs to be adjusted or does not apply adequate stopping power to the wheel, it may need to be adjusted. Be sure to squeeze the brake levers to ensure that the brakes are secured in place and functioning properly before riding. For adjustment instruction, please see “Brakes” on page 35-36.

Note: When installing the front wheel on a disc brake equipped model, the disc brake rotor is lined up between the brake pads in the caliper slot. If the pads are knocked out of place, the rotor may not go into the caliper slot. Reset the pads before attempting to install the wheel.

Caliper Brakes (Fig. 19):

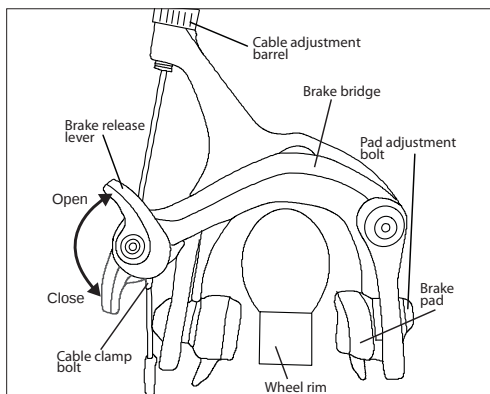


Fig. 19: Caliper brake release lever.

Once the wheel is installed, caliper brakes are engaged by moving the brake release lever to the “close” position (see Fig. 19). To release a caliper brake, move the brake release lever into the “open” position. Be sure to squeeze the brake levers to ensure that the brakes are secured in place and functioning properly before riding. For caliper brake adjustment, see “Brakes” on page 35. Before riding, always check to make sure the brake release lever is in the closed position.

4. Release the brake arches and the hook unit and end cap should lock into place.
5. Squeeze the brake lever a few times to ensure the brakes are secured in place and working properly.

Brakes and Gear System: The brakes and gear system are factory set. However, new brake and gear cables may stretch. Therefore, please check brakes and gear system each time before riding your bicycle. If a problem is identified, refer to the Adjusting Brakes section of this manual or bring your bike to your local dealer. Do not ride the bike with non-functioning brakes.

V-Brakes (Fig. 20):

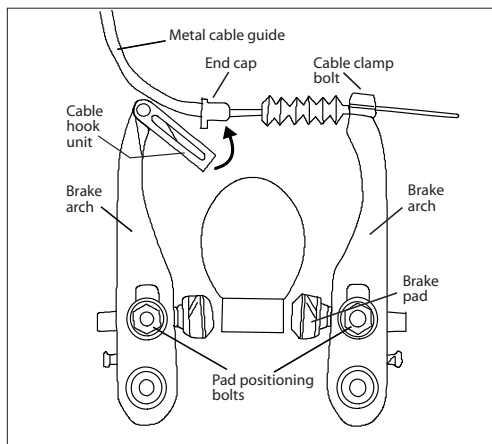


Fig. 20: Assembly of V-brake.

1. To attach a V-brake:
2. Use one hand to pinch the brake arches together and level the cable hook unit.
3. With the other hand, squeeze the end cap into the cable hook unit.

FOLDING YOUR MONTAGUE BICYCLE

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

1. Standing on the chain side of your bike, set the front brake to the open position.
 - For V-brake equipped bikes, see Fig. 20.
 - For caliper equipped bikes, see Fig. 19.
 - For disc brake equipped bikes continue on to the next step.
2. Open the CLIX front wheel quick release lever, then squeeze the cup and quick release lever together using the same motion used when operating a syringe (Fig. 14.b) while removing the wheel (Fig. 21).
3. Lower the seat.
4. Open the frame quick release lever (Fig. 21).
5. With the heel of your hand, press and hold down the quick release in the open position (Fig. 12).
6. While holding the quick release down with one hand, grasp the handlebars with the other and turn them away from you (Fig. 22).
7. Pull the boom tube of the bike toward you and fold the bike in half (Fig. 23).

8. If done correctly, the bike should resemble Fig. 23 with the handlebars secured between the rear wheel and the boom tube.
9. Reattach the Velcro strap from the handlebars to the rear wheel.

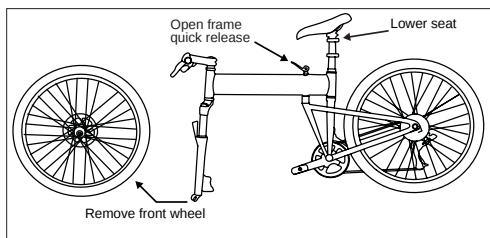


Fig. 21: Remove the front wheel & lower seat.

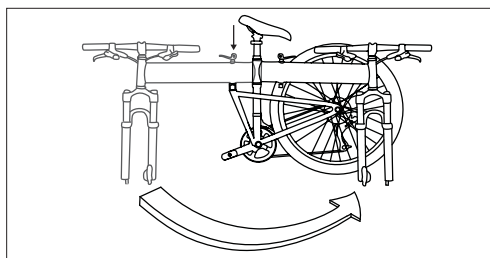


Fig. 22: Fold the bike frame in half.

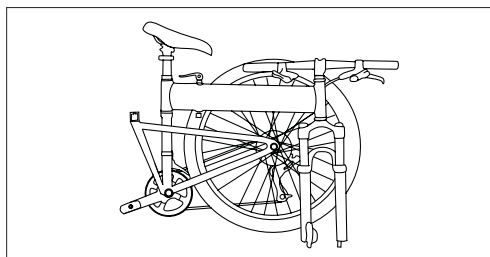


Fig. 23: Folded bike.

PROPER MAINTENANCE AND ADJUSTMENT



WARNING

DO NOT attempt to perform any adjustments while riding your bike.

This chapter lists instructions for adjustment of the parts of a bicycle. After a repair, examine the bicycle as shown in the “Before Each Ride Checklist” on page 9. This manual is not intended to be a repair manual. If you are unsure about adjusting your bicycle or have any questions about adjusting your bicycle, transport it to your local dealer for adjustments and repairs.



WARNING

A bicycle that malfunctions could decrease your control and cause you to fall. Fully examine all of the bicycle before each ride. If there is a problem, do not ride the bicycle, but take it to your local bike dealer for inspection and repair.

It is important to use only genuine replacement parts for several safety-critical components. The Montague frame quick release is one such component. The Octagon stem assembly is another such safety-critical component. Only replace the frame quick release and the Octagon stem with a genuine part sourced from Montague. Do not switch your fork as your CLIX quick release wheel is not compatible with some forks.

If the rider replaces the crank or tires

with different models, the rider should use caution as there is a possible reduction of toe-clearance and the possibility of contact with the ground may be increased.

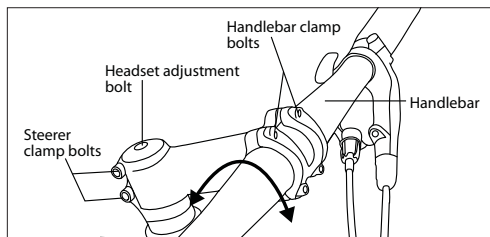


Fig. 24: Handlebar bolts.

Handlebars

To rotate angle of your handlebar:

1. Decrease the tightness of the handlebar clamp bolts on the stem (Fig. 24).
2. Twist the handlebar by rotating it forward or backward. Make sure it remains in the center of the stem (Fig. 24).
3. Tighten the handlebar clamp bolts on your type of stem: Welded stems: 100-120 lb•in (11.3-13.6 N•m). Forged Stems: 150-180 lb•in (17-20.3 N•m).

Stems

There are three types of stems:

- Direct Connect (Fig. 24)
- Quill-type (Fig. 25)
- Octagon® Hand Height Adjustable Stem (Fig. 26)

Some stem models allow for height adjustment. Please read the following instructions to determine if your stem is height adjustable.

Direct connect stem height adjustment:

Handlebar height on bicycles with direct connect stems cannot be adjusted as they are. Please refer to your local dealer for options regarding handlebar height adjustment.

Direct connect stem alignment:

1. Decrease the tightness of the steerer-clamp bolts two to three turns (Fig. 25).
2. Align the stem with the front wheel
3. Tighten the steerer-clamp bolts to 100-120 lb•in (11.3-13.6 N•m).

To align or adjust a quill type stem:

WARNING

A quill stem that is too high can cause damage to the bicycle, decrease your control, and cause you to fall. Make sure the minimum insertion mark is in the frame (Fig. 25).

1. Decrease the tightness of the quill expander-bolt two to three turns (Fig. 25).
2. The stem is held by the stem wedge.

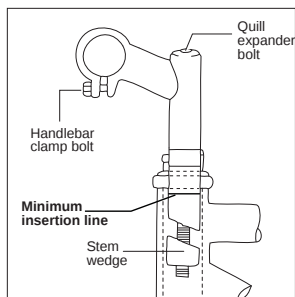


Fig. 25: Quill stem parts

To decrease the tightness of the stem wedge, tap the top of the expander-bolt with a mallet that has a wood or plastic face.

3. Adjust the handlebar to the necessary height. Take note of the minimum insertion point as marked on the stem quill. Never raise the stem beyond the minimum insertion point (Fig. 25). A minimum of 70mm of the stem should always be in the frame.
4. Tighten the expander bolt to 120 lb•in (13.6 N•m).

Handlebar height adjustment with the Octagon® Adjustable Stem.

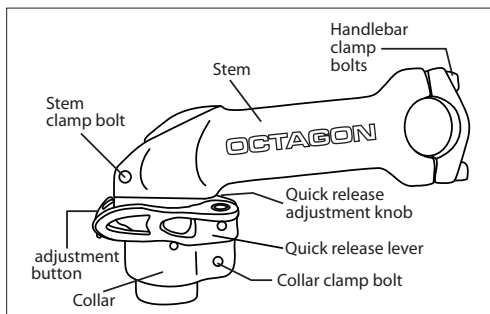


Fig. 26: Octagon® stem parts

The Octagon® height adjustable stem allows you to raise and lower your handlebars without the use of any tools.

This system is only on select Montague models. To change the height of your handlebars with the Octagon® stem follow these steps:

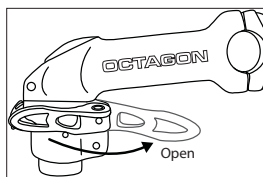


Fig. 27: Open quick release lever.

1. Open the collar quick release lever (Fig. 27).
2. Depress the adjustment button with one hand while grasping the stem with the other. While continuing to hold the adjustment button, raise the stem to the desired height (Fig. 28).

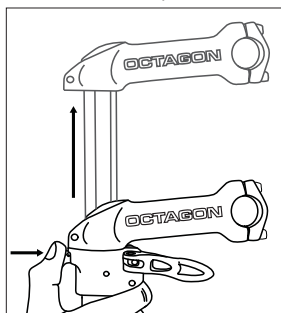


Fig. 28: Push adjustment button and raise stem

3. Once the desired stem height is reached, release the adjustment button and try to move the stem higher or lower. This will lock the stem into position.

4. Close the quick release lever. The tightness of the lever is adjusted by rotating the adjustment nut opposite the quick release lever. Turn the nut by hand to adjust the tension while holding the lever stable (Fig. 29).

5. The lever is securely tightened when it leaves an imprint on the palm of

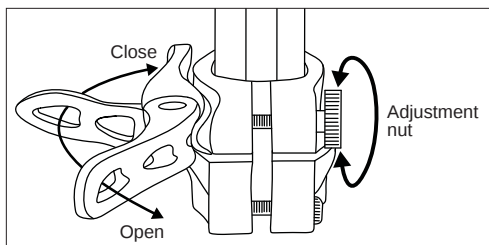


Fig. 29: Octagon® quick release adjustments
your hand from pushing it closed.

6. Once the lever is securely closed, you should not feel any looseness or movement in the handlebars or stem. If you can move the handlebars from side to side or feel any looseness with the quick release lever in the closed position, repeat the Octagon® quick release adjustment process from step 4. Repeat until the handlebars cannot be moved when the quick release lever is closed.
7. If you have adjusted the nut too tightly and cannot push the lever to the “close” position, open the quick release lever again and turn the nut 1/4 turn counterclockwise. Continue with Step 4.

Note: The collar clamp bolt and the stem clamp bolt should be tightened to 88 lb•in (10 N•m).



WARNING

If you complete these adjustments and the quick release is tight, yet the handlebars feel loose, do not ride your bike, but take it to your local dealer for inspection and adjustment.

For more information about the Octagon® height adjustable stem, visit www.Octagoncycles.com.

Seat (Saddle) Adjustments



WARNING

If you ride a saddle that is not adjusted correctly or one that does not correctly support your pelvic area, it can cause injury to your nerves and blood vessels. If your saddle causes pain or numbness, adjust the saddle position or speak to your dealer about a saddle that is more comfortable.

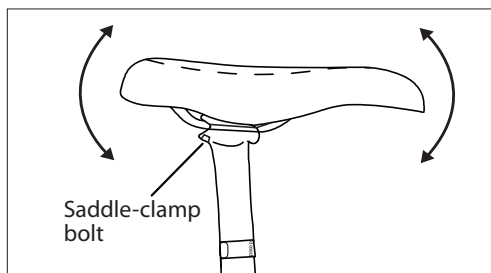


Fig. 30: Saddle bolts and adjustments

Saddle angles can be adjusted to meet your preferences. It is recommended that you first try to ride with the top of the saddle parallel to the ground. The saddle can also be moved forward or rearwards along the seatpost to adjust the distance from the handlebar.

To adjust the angle of the saddle:

1. Decrease the tightness of the saddle-clamp bolt (Fig. 30) until the

saddle can be moved.

2. Put a straight edge, bubble level or ruler across the top of the saddle to better see the angle of the saddle.
3. Adjust the saddle and tighten the saddle-clamp bolt for your type of seatpost:

- One bolt that uses a 13 or 14 mm open-end wrench: 180-220 lb•in (20.3-24.9 N•m).
- One bolt across the seatpost head that uses a 5mm allen wrench: 120-130 lb•in (13.6-14.7 N•m).
- One bolt that uses a 6mm allen wrench: 150-250 lb•in (17-28.3 N•m)
- Two bolts that use a 4mm allen wrench: 45-60 lb•in (5-6.8 N•m).

For saddle height adjustment, see page 19; “Installing the Seatpost”.



WARNING

A seatpost that is too high can cause damage to the bicycle, decrease your control, and cause you to fall. Make sure the minimum-insertion mark (Fig. 8) is in the frame.

Pedals

The right pedal (chainside) is threaded in the standard clockwise to tighten direction. The left pedal is threaded in

the opposite direction (Fig. 9). Tighten pedals into the crankarms to 350-380 lb•in (40.2-42.9 N•m).

The adjustment of pedal bearings requires special tools and training. Only a bicycle dealer should attempt these adjustments.

Single Speed Chain Adjustment

To adjust the chain tension on a single speed bicycle:

1. Slightly decrease the tightness of the rear wheel axle nut on one side of the wheel, then on the other side of the wheel.
2. Slide the wheel rearwards to tighten the chain. Keep wheel centered between seatstays.
3. Tighten the axle nuts 240-300 lb•in (27.1-33.9 N•m).
4. Make sure you have correctly attached the wheel by lifting the bicycle, and hitting the top of the tire with a solid blow. The wheel should not be loose or move from side to side.
5. If the wheel connection fails the test, do these procedures again. If you can not correctly attach the wheel, transport your bicycle to your dealer for repair.

Control Cables

Examine all cables for kinks, rust, broken strands, or frayed ends. Also examine the cable housing for loose wire strands, bent ends, cuts, and worn areas. If you think there is a problem with a cable or housing, replace the cable before riding.

Rear Derailleur Adjustment

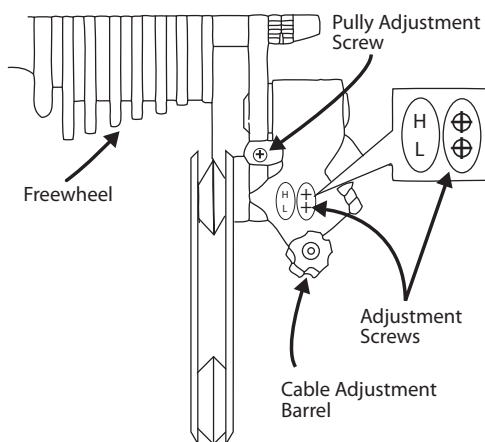


Fig. 31: Rear derailleur parts. View from the rear.

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

1. Shift the chain to the center of the front chainwheel by turning the crank forward and shifting the left twist shifter/shift lever.

2. Shift the chain to the outermost/smallest rear sprocket by turning the right twist shifter all the way away from you, or moving the right shift lever all the way towards you.
3. While turning the crank forward, rotate the right twist shifter or push the right shift lever to the next position.
4. The chain should move to the second quickly and easily. If it stays on the first sprocket, the tension of the shifting cable must be increased (proceed to Step 6).

5. If the chain jumps across the second sprocket or if it scratches the third sprocket, the tension of the shifting cable must be decreased
6. Cable tension is adjusted by turning the Cable Adjusting Barrel, which is located at the junction of the cable and the shifter or rear derailleur (Fig. 31). To increase tension turn the knurled knob counterclockwise, to decrease tension, turn the knob clockwise. Turn until the problem is corrected.

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

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

Front Derailleur Adjustment

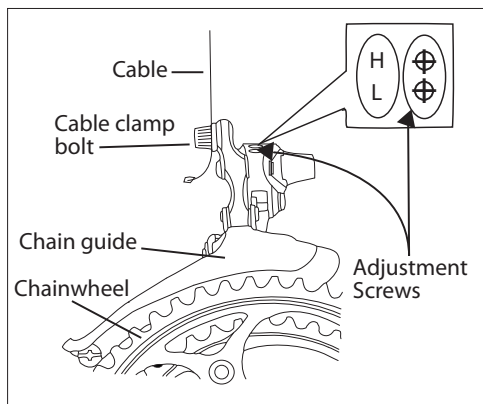


Fig. 32: Front Derailleur Adjustments

To adjust small chainring position

1. Move the chain to the smallest front chainring and the largest rear gear.
2. Cable tension is adjusted by turning the Cable Adjusting Barrel, which is located at the junction of the cable and the shifter or rear derailleur (Fig. 32). To increase tension turn the knurled knob counterclockwise, to decrease tension, turn the knob clockwise. Turn until problem is corrected.

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

3. If the gear system still does not function properly, decrease the tightness of the cable clamp bolt until the cable is loose.

4. Turn the low-gear adjustment-screw (L in Fig. 32) until the inner chain-guide of the derailleur is approximately .5mm from the chain.
5. Put the cable in the groove found near the derailleur-cable-clamp bolt (Fig. 32), pull the cable tight, and tighten the clamp bolt to 44-60 lb•in (5.0-6.8 N•m).

To adjust large chainring position

1. Shift to outermost sprocket in rear and outermost front chainring.
2. Pull inner wire with hand to increase tension to insure derailleur is against H-adjustment screw.
3. Maintain full pressure on inner wire and check gap between chain and outer cage plate. Only a small gap should be visible, about 1/16" or 1mm. Pedal bike slowly and continue to sight gap. Set clearance at tightest point in chainring rotation.
4. If chain is rubbing on the cage, loosen H-adjustment screw 1/8 turn and pull fully on inner wire. Check gap again.
5. If chain is not rubbing, tighten H-adjustment screw repeatedly until chain is 1mm.
6. Test shift to the large ring. If shift is slow, loosen the H-adjustment screw slightly. If chain shifts off the outside of the large chainring, tighten

H-adjustment screw and test shift again.



WARNING

When you apply the brake, the brake pads remove material from the rims. If the brakes remove too much material, the rim can become weak and sudden failure can ensue. Examine the rims regularly and replace them when they are worn.

Brakes

The brake system on your bike lets you slow and stop. The function of this system is crucial to your safety.

The brake system is not easy to adjust without proper training. It is strongly recommended that only your dealer adjust your brakes.

Each month, examine the brake pads for wear. If the grooves in the brake pad surface are less than 1mm deep replace the brake-pads.

To adjust the distance between the rim and brake pads

1. Locate the barrel adjuster along the brake cable. It will either be by the shifter lever or the brake itself (Fig. 19).
2. Turn the barrel adjuster clockwise to increase brake pad clearance.

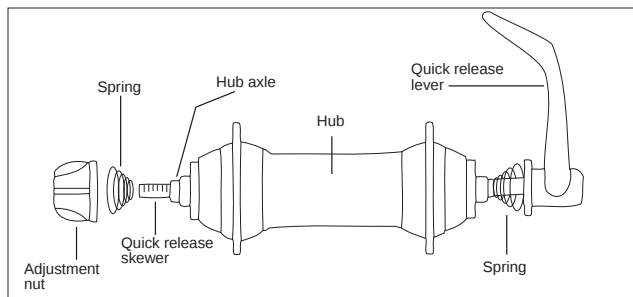


Fig. 33: Traditional quick release; diagram of parts.

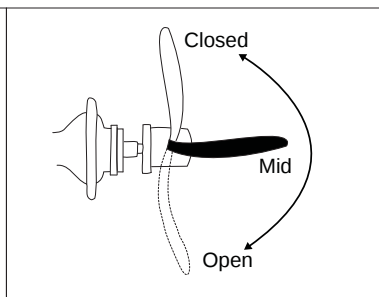


Fig. 34: Positions of a quick release.

3. Turn the barrel adjuster counterclockwise to decrease brake pad clearance.
4. If the brake-pads cannot be adjusted correctly (Fig. 4), decrease the tightness of the cable-clamp bolt and reattach the cable.

To adjust the alignment of the brake-pads on a rim brake

1. Decrease the tightness of the brake pad clamp bolt (Figs. 19 & 20).
2. Align the brake pads (Fig. 4). Tighten the brake pad clamp bolts. Caliper: 40-60 lb•in (4.5-6.8 N•m) Direct-pull 70-80 lb•in (7.9-9 N•m).
3. Examine your brakes after adjusting them. Pull the levers and make sure the brake pads engage the rim strongly at the proper angle, and the brake pads do not come into contact with the tire (Fig. 4).

To align a cable actuated disc brake

First adjust the clearance between the

right (inside) brake pad and the disc.

1. Use a 5mm allen wrench to move the inside pad inward toward the disc rotor till it touches the rotor.
2. Back off slightly until the pad does not touch the rotor surface.

Next adjust the clearance between the left (outside) brake pad and the disc.

1. Turn the barrel adjuster located on the front brake lever clockwise to move the outside brake pad inward until it touches the rotor.
2. Back off slightly (1/4 turn) until the pad does not touch the rotor surface and the wheel spins freely.

If there is contact between the brake pads and rotor after performing the above steps bring your bike to your local dealer for adjustment.

Wheels

Examine tires for worn areas, bulges, and damage. Make sure rims are clean.



WARNING

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

Make sure tires are inflated to proper specifications as listed on the sidewall of the tire. If the wear-indicators on the brake surface show the rim is worn, replace the rim. Make sure there are no loose or damaged spokes. If loose or damaged spokes are found, do not ride the bicycle, take it to your local bike dealer for repair.



WARNING

DO NOT change or swap wheels between different bicycles. Your wheels may not engage the other bicycle's fork correctly causing an accident.

Wheel installation

As mentioned in the assembly section, Montague bicycles use three different types of wheel attachment devices. Carefully read the instructions for the devices on your bicycle.

- CLIX® quick-release (page 24)
- Threaded axle and nut (page 33)
- Traditional quick-release (rear wheel Fig. 33).

To install a wheel with a traditional quick-release:

1. Move the quick release lever to the OPEN position (Fig. 34) and set the wheel so it fully engages the frame dropouts.
2. With the lever in the MID position (Fig. 34), tighten the adjusting nut (Fig. 33) until it is slightly tight.
3. Move the quick release into the closed position (Fig. 34) with the palm of your hand.
4. A properly closed quick release lever should leave a mark on the palm of your hand from closing.
5. If you can lock the lever with little or no resistance, the clamp-force is not sufficient. Go back to step 2 and tighten the adjustment nut 1/4 turn and return to step 3.
6. Examine for correct quick release adjustment. With the quick release closed, lift the bicycle and hit the top of the tire with a solid blow (Fig. 16). The wheel should not come off, be loose, or move from side to side.

To remove the wheel with a traditional quick-release:

1. Open the quick release lever (Fig. 34).
2. Decrease the tightness of the adjustment nut; turn it approximately

three full turns.

3. Move the wheel out of the fork or the frame.

To install a wheel with a threaded axle and nut:

Some rear wheels are attached with nuts threaded on the axle. A toothed washer could be necessary between the nut and fork end.

1. Tighten the rear wheel axle nuts:
Regular front wheel: 180-240 lb•in (20.3-27.1 N•m).
2. Make sure you have correctly attached the wheel. Lift the bicycle, and hit the top of the tire with a solid blow (Fig. 16). The wheel should not come off, be loose or move from side to side.
3. If the wheel connection fails the test, do these procedures again. If you can not correctly attach the wheel, transport your bicycle to your dealer for repair.

Cassette and Freehub Adjustments

Cassette and freehub adjustments require special tools and training and should only be performed by your local bicycle dealer.

Tighten freehub body: 354 lb•in (40 N•m).

Tighten cassette sprocket lockring: 347 lb•in (39 N•m).

Fitted Accessories (Racks and Fenders)

Some Montague bicycles come with accessories fitted as standard equipment. Fenders or mudguards are such accessories. These require no maintenance other than cleaning, and may be left in place during rides, and may be removed during the folding process by simple operation of a lever next to the fender mount. Racks are another such accessory. Racks bolt to the seat post as shown in separate instructions and require no maintenance other than cleaning, and may be left in place during rides, and may be removed during the folding process by removal of the seat and seat post. A rack should never be used as a seat for a person.

Bearing Adjustments

Adjustments to bearing systems found on your bicycle require special training. If your bike requires adjustment to the bearings, take it to your local bicycle dealer.

Lubrication

Bicycle lubrication requires special training. Take your bicycle to your local dealer for lubrication services.

MAINTENANCE SCHEDULE

Many of the items scheduled on the maintenance list are described within this manual. Several items on this maintenance list require special tools and training to complete. We recommend that you bring your bicycle to your local bike dealer to ensure these items are completed correctly.

Before Each Ride

- Examine the frame and fork
- Examine the wheels
- Examine tire inflation
- Examine the brakes
- Examine the handlebar and stem
- Examine the saddle and seatpost
- Examine lights and reflectors
- Pedals are on tight.
- Quick releases are clamping properly

Each Week

- Clean your bicycle with a damp cloth.
- Examine wheels for loose spokes.
- Apply lubricant to suspension forks.

Every Month

- Examine the attachment of the handlebar and stem.
- Examine the attachment of the saddle and seatpost.
- Examine the chain.
- Examine the cables for wear.
- Examine the operation of the shift levers and derailleurs
- Lubricate derailleurs
- Examine headset bearing

adjustment

- Examine brake pads
- Examine attachment of brakepads
- Examine chain tension
- Examine wheel bearing adjustment
- Examine rims and tires for wear
- Lubricate brake levers.
- Examine crankset and bottom bracket.
- Examine the attachment of accessories.

Every Year

- Bring in bicycle for full inspection by your dealer
- Lubricate handlebar stem
- Lubricate seatpost
- Replace grease in the pedal threads and bearings.
- Replace grease in the wheel bearings
- Replace grease in the headset bearings
- Replace grease in bottom bracket
- Lubricate wheel quick releases
- Replace grease and oil in suspension forks.

MONTAGUE CORPORATION LIMITED WARRANTY

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

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

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

Montague Corporation shall not be responsible for incidental or consequential damages. Some states do not allow the exclusion of incidental

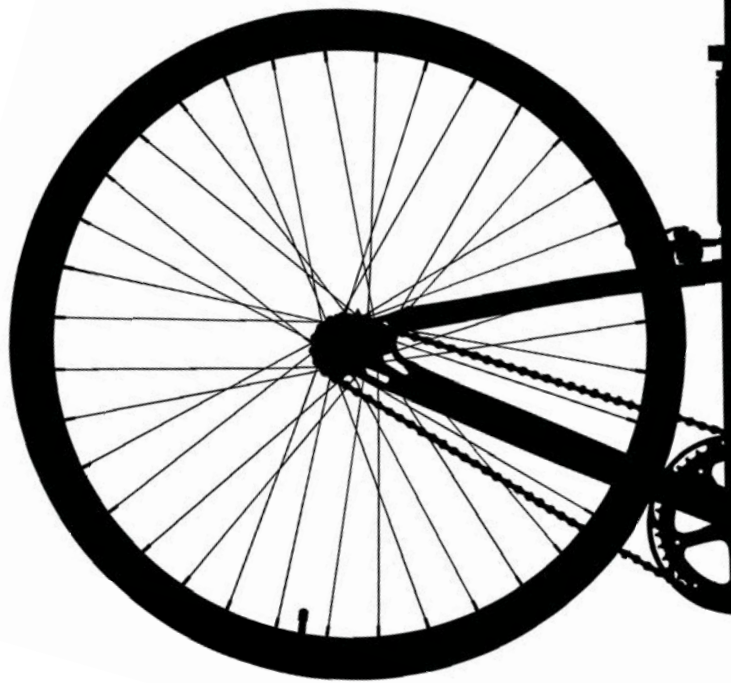
or consequential damages, so the above exclusion may not apply to you.

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

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

This warranty is expressly limited to the repair or replacement of a defective item and is the sole remedy of the warranty. This warranty extends from the date of purchase, applies only to the original owner, and is not transferable.

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IMPORTANT! Please complete and return within the next 30 days OR register online at www.montaguebikes.com/register.

How did you hear about Montague Bicycles?

- ☐ In a magazine/newspaper article.
- ☐ A friend recommended your bikes.
- ☐ A local bike shop recommended your bikes.
- ☐ I found you by browsing online.
- ☐ I saw an ad in a magazine.
- ☐ I'm a repeat customer!
- ☐ Other: _____

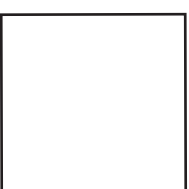
What kind of riding do you do?

- ☐ Bike Trails / Paths
- ☐ Urban / City
- ☐ Commuting / Trekking / Touring
- ☐ Road / Fitness
- ☐ Off Road / Mountain Biking
- ☐ All of the above.

Which group describes your household income?

☐ Under \$25,000	☐ \$200,000 & Over
☐ \$25,000 - \$50,000	
☐ \$50,000 - \$75,000	
☐ \$75,000 - \$100,000	
☐ \$100,000 - \$200,000	

From: _____



MONTAGUE CORPORATION

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