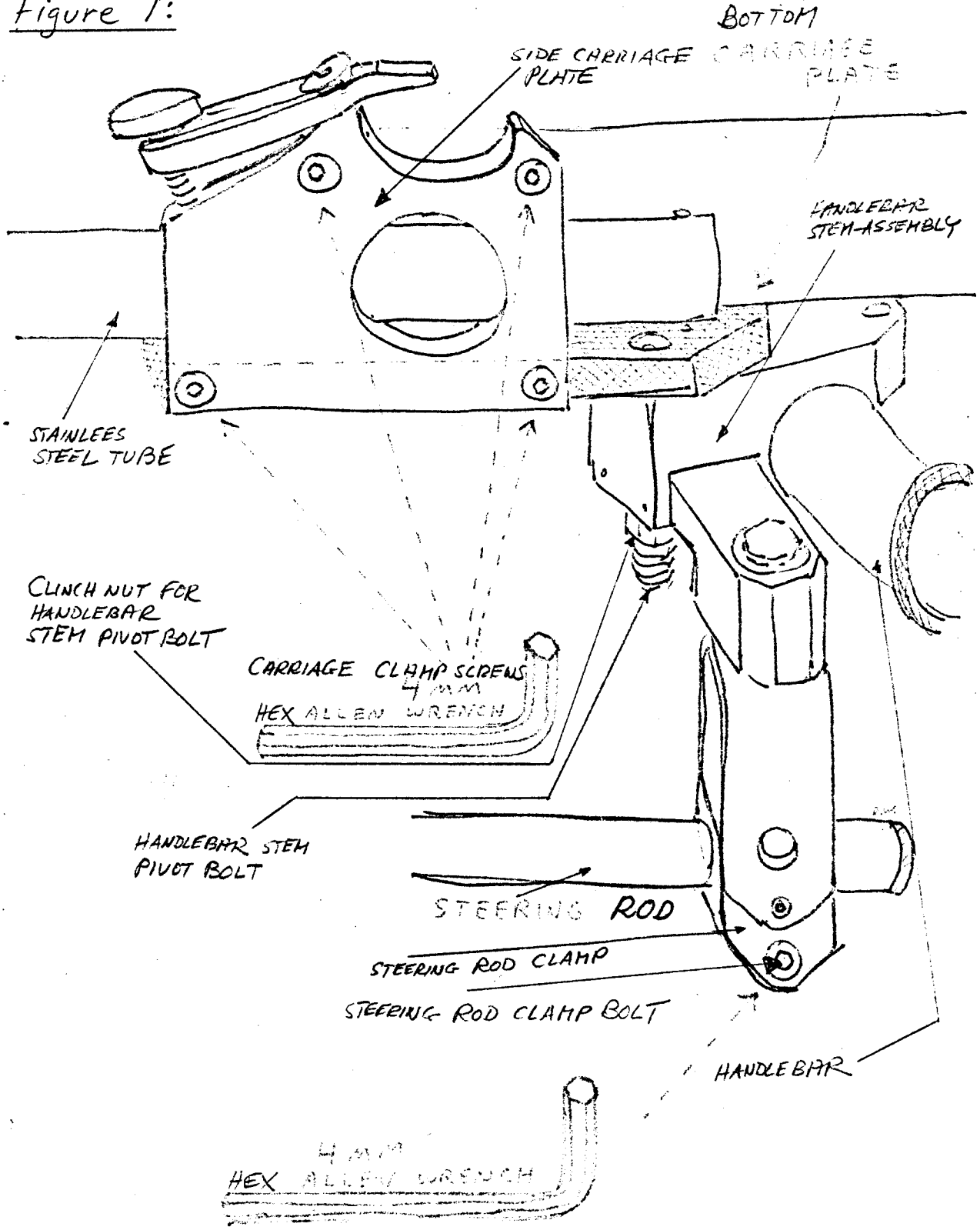


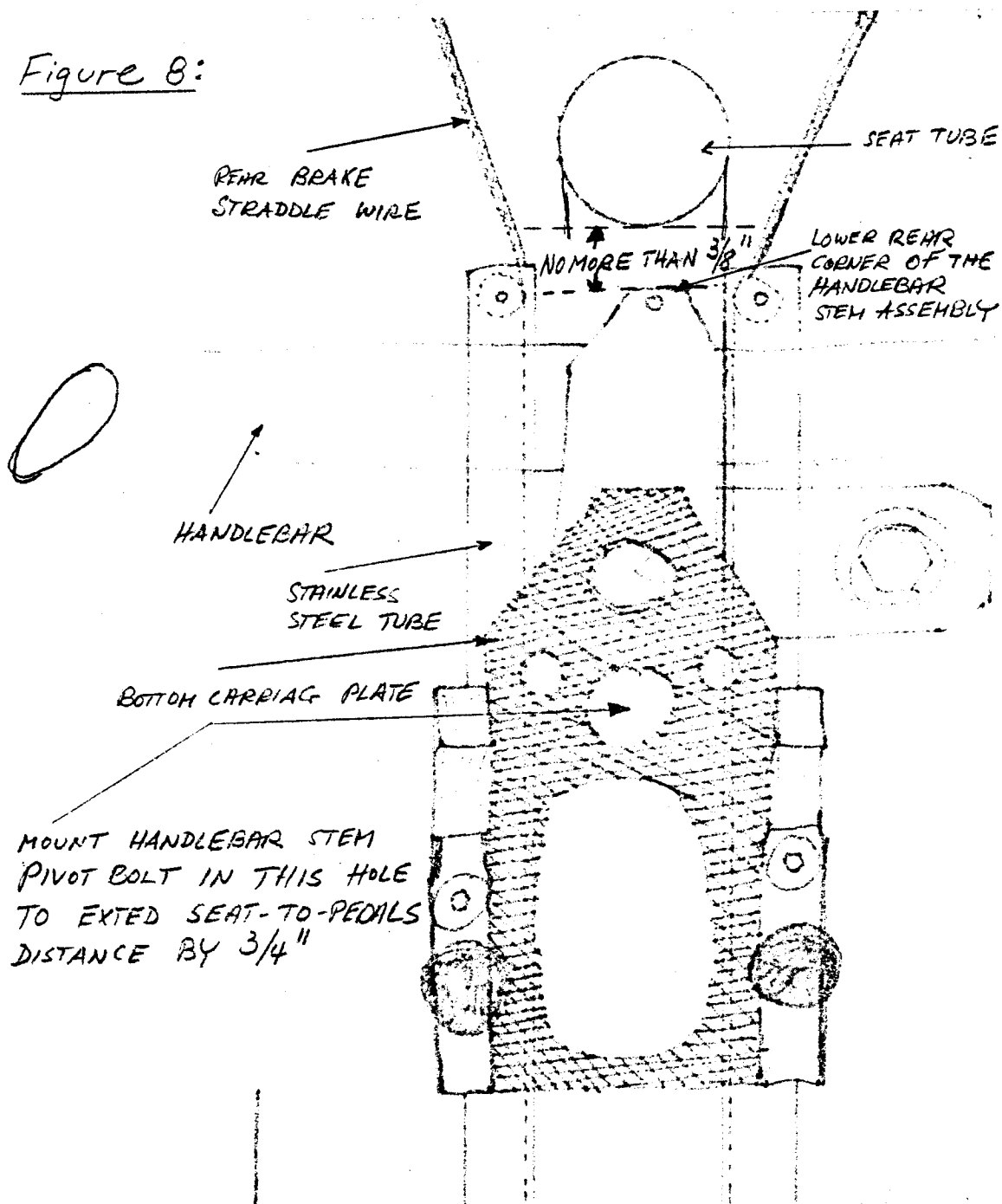
81

clamp screws or the steering rod clamp bolt. Overtightening may strip the threads or crack the bolt which may cause an accident and possible injury. In addition, when sliding the seat all the way back, please leave a minimum distance of 3/8" (0.95 cm) between the seat tube and the lower rear corner of the handlebar stem assembly as illustrated in Figure 8. Failure to do so, will bind up the handlebar which may cause an accident and possible injury.

Figure 7:



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Figure 8:



If your leg length is such that you cannot maintain the above  $\frac{3}{8}$ " (0.39 cm) safety margin, and the seat needs to be positioned further back, mount the HANDLEBAR STEM PIVOT BOLT in the other hole provided in the BOTTOM CARRIAGE PLATE. To do so, proceed as follows: Take off the CLINCH NUT FOR HANDLEBAR STEM PIVOT BOLT as shown in Figure 8 and slide the entire HANDLEBAR STEM ASSEMBLY off the HANDLEBAR STEM PIVOT BOLT. Tap out the HANDLEBAR STEM PIVOT BOLT from the hole in the BOTTOM CARRIAGE PLATE and reinsert it into the other hole (grooves for the hex head are provided). Slide the entire HANDLEBAR STEM ASSEMBLY back on the HANDLEBAR STEM PIVOT BOLT, install CLINCH NUT FOR HANDLEBAR STEM PIVOT BOLT, tighten it until you feel it bottom out

10)

and back off approximately  $\frac{1}{4}$  turn. Then, reclamp the STEERING ROD as shown in Figure 7.

Please note: When sliding handlebar stem pivot bolt through the handlebar stem assembly, two small .002" brass shims may fall out of the bearing bores. Should this happen, simply reinsert them before sliding bolt through the handlebar stem assembly.

The repositioning of the HANDLEBAR STEM PIVOT BOLT moves the HANDLEBAR  $\frac{3}{4}$ " (1.9 cm) forward in relationship to the seat; at the same time, it permits you to slide back the seat an additional  $\frac{3}{4}$ " (1.9 cm) and still maintain the minimum safety margin of  $\frac{3}{8}$ " (0.95 cm) between the seat tube and the lower rear corner of the handlebar stem assembly.

If your leg length still dictates the seat to be positioned further back, please notify us. We would then recommend that you obtain a pair of extended side carriage plates and a pair of seat support extensions - items which we always stock.

CAUTION: If your leg length is such that you cannot reach the pedals, with the seat at the most forward position possible; or, at the other extreme, if, even with the installation of extended side carriage plates and the seat support extensions, with your right foot on the pedal, comfortably angled forward, with your toes pointing toward the 2:00 o'clock position and, with the seat at the most backward position possible, your leg is still not extended, DO NOT MAKE AN ATTEMPT TO RIDE THE BICYCLE - you cannot safely control it. To ride the bicycle under above conditions, may cause an accident and possible injury.

The AVATAR 2000™ is designed for riders with leg lengths from 27" (68.6 cm) through 39" (99.1 cm). Excluding younger children, this range accommodates nearly 100% of the population. Again, should you, in terms of seat-to-pedals reach, not fall within this range, DO NOT MAKE AN ATTEMPT TO RIDE THE BICYCLE. Please contact us immediately. We will, in turn, quickly make arrangements for a return shipment and a prompt refund.

#### (9) Derailleur adjustments:

To prevent damage to rear derailleur during process of shipping, it was necessary to take off the rear derailleur - the control wire, however, is still attached. With a 6 mm hex key provided simply bolt the unit onto frame and place chain over pulleys. If adjustment (s) is (are) necessary, the following tools are needed: 8 mm open-end or box wrench and a flat-bladed screw driver.

Both derailleurs have been preadjusted for your convenience. There is, however, a remote possibility that the derailleurs and/or associated cables and controls may have gone out of adjustment during the process of shipping in which case kindly refer to the enclosed manufacturer's instructions.

CAUTION: When adjusting the high-low limits on the front derailleur, make sure that the chain cannot be completely derailed off to the left of the smallest chainwheel or completely off to the right of the outside large chainwheel. By the same token, when adjusting the high-low limits on the rear derailleur, make sure that the chain cannot be com-