

John Deere 20-Inch High-Rise Bicycles



JOHN DEERE

OPERATORS MANUAL

John Deere 20-Inch High-Rise
Bicycles

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ENGLISH





Safety Precautions

⚠ Improper use or maintenance of your new John Deere 20-Inch High-Rise Bicycle can result in injury. To reduce this possibility, follow these safety precautions.

Preparation

Have your bicycle inspected annually and purchase proper licenses as required by your community. This aids in finding your bicycle if it is stolen.

Check your state and local regulations for proper bicycling procedures and safety equipment. Know the local regulations pertaining to street and sidewalk use.

Adjust bicycle to properly fit the rider. Be sure at least 2-1/2 inches of seat post and handlebar stem remain inside frame.

Avoid wearing clothing that could become tangled in chains, spokes, or other moving parts. Wear light-colored or reflective clothing at night.

Operation

Never carry passengers on your bicycle because they will cause loss of balance and control.

Observe and obey all traffic regulations including traffic lights, stop signs, one-way streets, etc.

Keep to the right. Always ride with traffic. Never ride facing traffic. However, avoid striking pedal on curb or dropping in holes on shoulder of road.

When riding in the right-hand lane, be especially alert for right turning motor vehicles.

Ride defensively. Auto drivers often fail to recognize bicycles or fail to yield the right-of-way to bicycles.

Ride in a straight line and in single file. Do not weave in or out, swerve, race or stunt in traffic.

Be careful at all crosswalks and intersections - signal, slow down, look both ways, then proceed with caution. See pages 5 and 6.

Always use the proper hand signals. See page 6.

Always give pedestrians the right-of-way.

Do not grab or hold onto moving vehicles while riding a bicycle.

Keep both hands on the handgrips except when giving hand signals. Return hand to handgrips as soon thereafter as possible.

Avoid heavy traffic. Observe and obey all restrictions pertaining to the use of bicycles.

Be aware of road surface conditions - loose gravel or rock and wet, slippery surfaces are dangerous.

Do not ride at dusk or night, or at any time visibility is limited, without adequate lights and reflective devices. These are necessary so you can see ahead and be seen by operators of other vehicles. Check local regulations for required safety equipment. Various safety lights and devices are available from your John Deere dealer.

Carry packages only on racks, baskets, or carriers designed for that purpose.

Watch out for dogs or other pets that could cause you to lose control.

Maintenance

Keep your bicycle in good repair so it performs efficiently and safely. Be sure front wheel is securely fastened in fork, and that all axle, handlebar, crank and saddle nuts are tightened. Never ride a bicycle in need of repair.

Check chain condition and adjustment and brakes frequently.

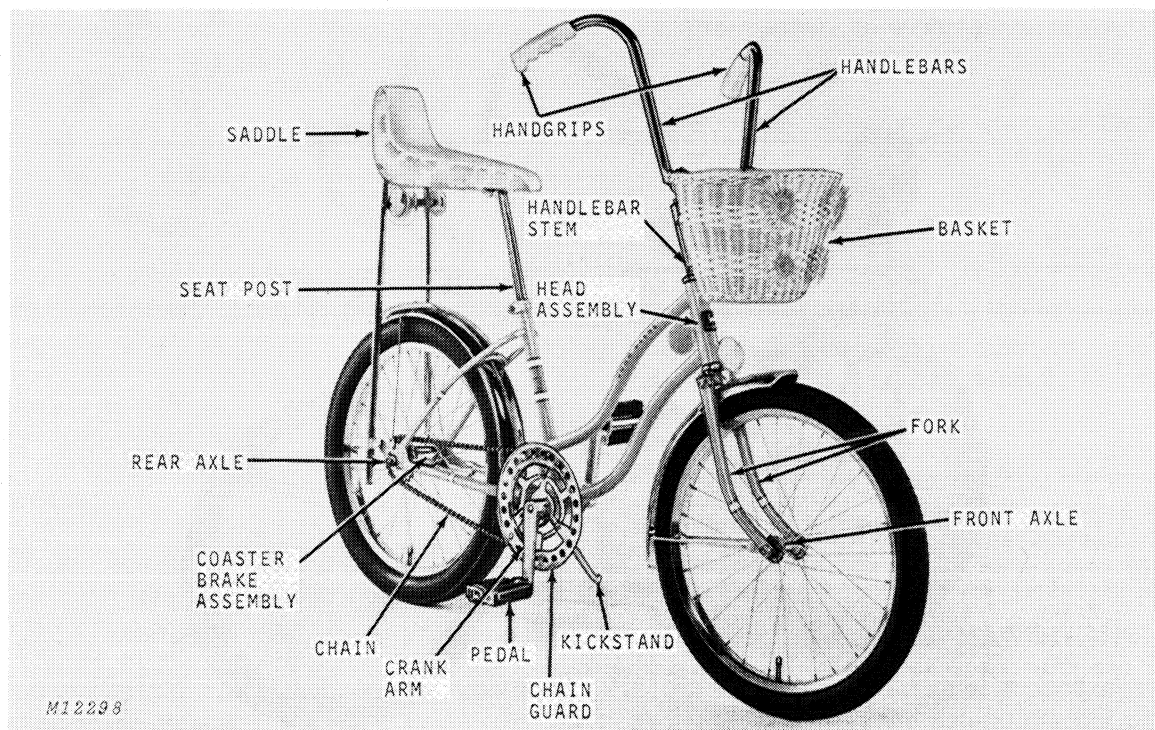
Keep reflectors in place and clean at all times.

Do not overinflate tires. A blow-out may occur if you strike an obstruction.



Contents

	Page		Page
Safety Precautions	Inside front cover	General Maintenance:	
To the Purchaser	2	Treating Tires with Respect	8
Fitting Bicycle to Rider	3	Changing and Repairing Tires and Tubes	8
Adjusting Saddle	3	Checking Tire Pressure	9
Adjusting Handlebars	3	Servicing Coaster Brake	9
Adjusting Handgrips	3	Adjusting Wheel Alignment	9
Riding Instructions	4	Checking Bearing Adjustment	10
Starting Your Bicycle	4	Adjusting Chain	11
Stopping Your Bicycle	4	Replacing Chain	11
Turning Your Bicycle	4	Replacing Reflectors	11
Learning to Ride	4	Replacing Pedals	12
Riding Your Bicycle	5	Replacing Handgrips	12
Parking Your Bicycle	5	Replacing Crank Arm	12
Using Correct Hand Signals	6	Appearance Care and Storage	12
Accessories	6	Assembly	13-14
Lubrication	7	Specifications	15



John Deere Girl's 20-Inch High-Rise Bicycle



To the Purchaser

Look around you. Bicycle riding has really caught on. It's one of the fastest growing forms of recreation in America. You'll see why when you pedal your John Deere 20-Inch High-Rise Bicycle the first time. Take a few minutes to be sure that it's a safe sport. Read this operator's manual carefully. You'll have more fun and fewer problems.

Before operating your new bicycle, check and observe all state and local regulations pertaining to bicycle operation. Respect the rights of pedestrians and motor vehicles. Don't spoil a fine sport for others.



This safety alert symbol identifies important safety messages in this manual. When you see this symbol, be alert to the possibility of personal injury and read carefully the message that follows.

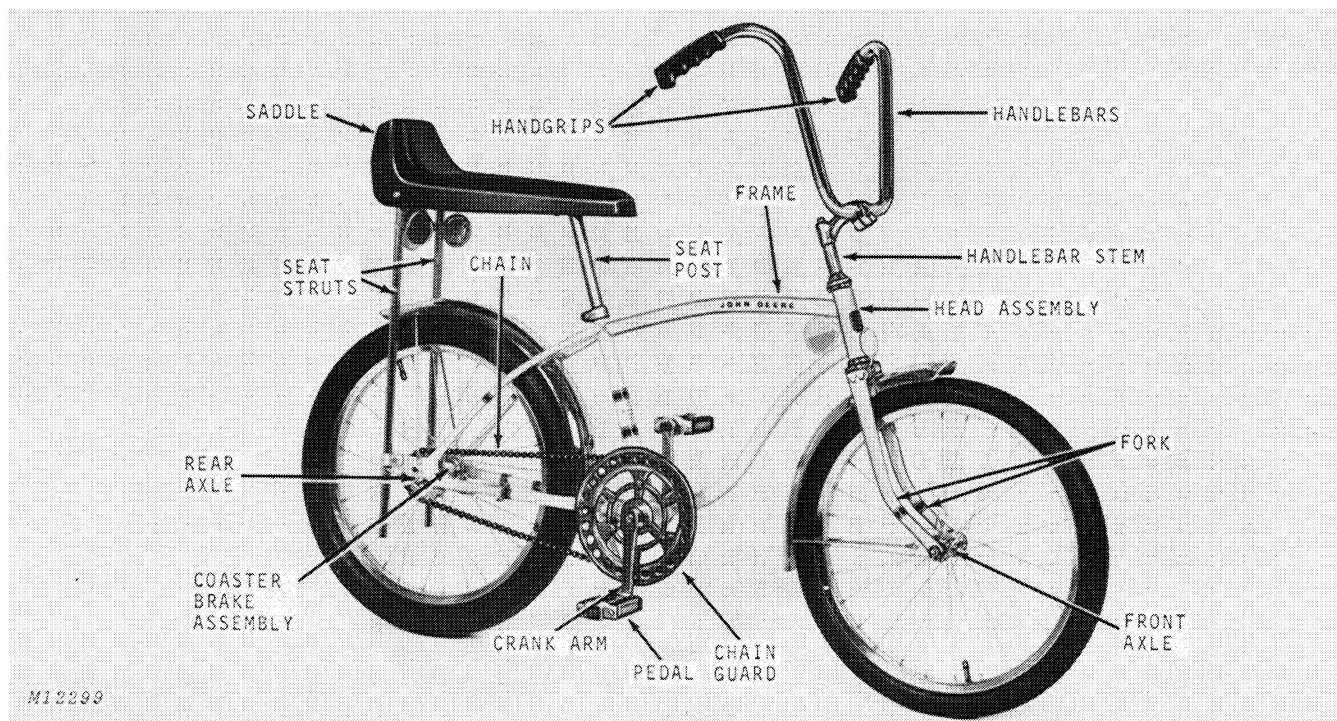
Your new 20-inch High-Rise Bicycle is designed

and manufactured to the traditionally high standards of John Deere. It has many quality features to bring you more fun and adventure. It's an efficient, easy-to-operate bicycle and is easy to maintain. So, give it proper care to preserve its usefulness and beauty.

Right-hand (R.H.) and left-hand (L.H.) references used in this manual are determined by standing at the rear of the bicycle and facing the direction of forward travel.

When in need of parts or major service, see your John Deere Dealer. Be prepared to give him your bicycle serial number.

Your bicycle serial number is stamped in the underneath side of the crank housing. Record this serial number on page 15 to aid in finding your bicycle if it is stolen and to assist you in securing proper parts service.



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John Deere Boy's 20-Inch High-Rise Bicycle



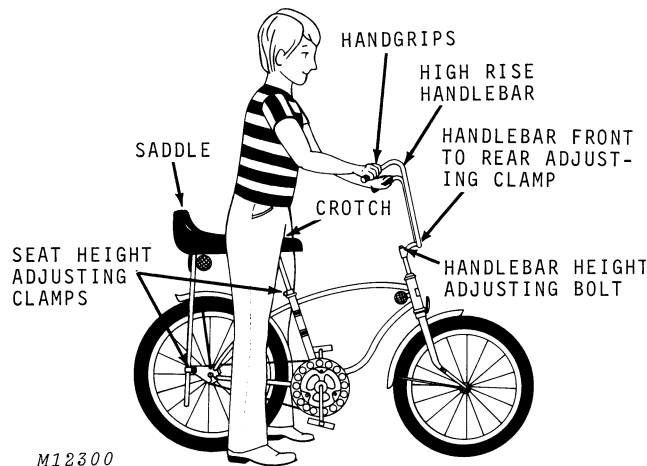
Fitting Bicycle To Rider

When you purchased your bicycle, your John Deere dealer assembled it and adjusted it to fit you, the rider.

However, as you grow, adjustments may be necessary for your comfort. Also, as you grow into a larger bicycle, you may wish to “hand down” your present bicycle to a younger member of the family . . . or sell it to a friend.



CAUTION: A bicycle that is not adjusted to fit the rider could result in injury to the rider or damage to the bicycle.



To adjust the bicycle to fit you, sit upon the saddle and have someone adjust the saddle and handlebars as outlined at the right so that:

1. You are able to reach the pedals when the pedals are in their lowest position; that is, closest to the ground. You should not have to lean to the right or left when pedaling.
2. You are able to swing your arms forward and have your hands fall comfortably upon the handgrips without stretching or straining.
3. You are able to straddle the saddle with both feet resting on the ground.



CAUTION: Do not permit friends to ride your bicycle if they cannot comfortably reach the handgrips . . . if their feet cannot reach the pedals in their lowest position . . . and if they cannot comfortably straddle the saddle with both feet on the ground.

ADJUSTING SADDLE

To adjust the saddle, loosen the clamp on the seat post and the clamps around the two seat struts. Straddle your bicycle with both feet on the ground. Raise the saddle until there is at least 1-inch clearance between the saddle and your crotch area.

Be sure the saddle is level or tipped slightly forward. With the saddle at the proper height, tighten all three clamps securely. See page 14.

ADJUSTING HANDLEBARS

Adjust the handlebars so your hands comfortably fall on the handgrips when you are sitting on the saddle. There should be no straining required. See page 13.

The top of the handlebar stem (or the horizontal part of the handlebars) should be level with the top of the saddle.

To adjust the handlebar height, loosen the adjusting bolt in the top of the handlebar stem. Strike the top of the bolt lightly with a hammer to loosen the tapered plug. Raise or lower the stem in the head and retighten the bolt. Be sure at least 2-1/2 inches of the stem remains in the head.

To adjust the handlebars, front to rear, loosen the clamp at the front of the handlebar stem and rotate the handlebars forward or rearward until they are properly positioned. Tighten bolt in clamp securely.

ADJUSTING HANDGRIPS

The handgrips should be positioned on the handlebars so that they fit the natural contour of the hand without bending the wrists. To replace the handgrips, see page 12.



Riding Instructions

Operating your bicycle is really quite simple once you learn to balance properly; that is, how to keep from tipping to the right or left.

STARTING YOUR BICYCLE

To start your bicycle, place one foot on the ground and one on the highest pedal. Place both hands on the handgrips. Push upper pedal strongly forward, lifting other foot to pedal. Begin smooth pedal action, using the ball of your foot . . . not your arch . . . on the pedal.

STOPPING YOUR BICYCLE

To stop your bicycle, apply backward pressure on the pedals, as if pedaling backwards. Apply brakes gradually so you are not thrown forward when you stop. Lower your feet to the ground as your bicycle comes to a stop.

TURNING YOUR BICYCLE

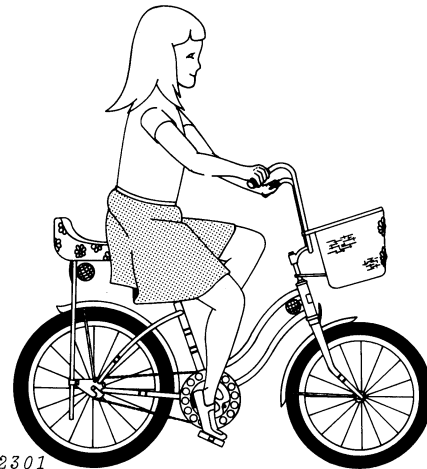
Pull rearward on the right handgrip to turn your bicycle to the right. Pull rearward on the left handgrip to turn left. Do this slowly. Don't turn too sharp.

LEARNING TO RIDE

If this is your first bicycle and you don't know how to ride . . . don't be afraid. More than 60 million Americans are riding bicycles . . . and each had to learn how. If *they* could, then *you* can.

Choose a quiet traffic-free area such as a vacant parking lot at a city park or public school, or a quiet dead-end street. Grassed areas may look softer in case of falls, but they're also more difficult to ride on.

Ask one of your parents or a friend to help you learn to ride. He should hold the back of the seat with one hand as you ride; walk behind you out of sight, and steady the bicycle so it doesn't wobble.



Look straight ahead. Relax. Watch the path ahead. Pedal hard enough to maintain speed. Keep moving steadily forward, but don't go so fast that you lose control.

Learn to pedal your bicycle without leaning to the right or left. Keep your body weight over the center of the frame. Look straight ahead. Keep pedaling, and make the bicycle go where you want it to go.

Don't worry about falling. Think of the fun you'll have as soon as you master your bicycle. Be your bicycle's boss . . . make it do what you want it to do.

Learn to ride straight first. Remember your friend will help you stay upright. Gradually, as you get the feel of the bicycle, pedaling steadily ahead, ask him to let go. See if you can keep it going yourself.

From now on it's just a matter of pedaling your bicycle smoothly . . . turning your handlebars slowly to prevent the front wheel from locking in the side position . . . and applying brakes smoothly to prevent being thrown forward from your seat.

In no time, you will be "soloing"—riding without your helper holding the seat. Then practice turning and riding in circles and stopping and starting without falling over. You're on your way—but still not ready for the street.

RIDING YOUR BICYCLE

When you learn to ride, think about these safety rules before going out into the street with your bicycle.

Read and understand all safety precautions on the inside front cover of this manual.

Avoid speeding. Fast travel may seem fun, but it can be dangerous. You can't predict when a car might back out of a driveway . . . a car door might open in front of you . . . or when a car might force you from the road.

Always slow down when approaching a curve or corner. Avoid applying brakes when turning a curve. Skids could result, causing you to spill.

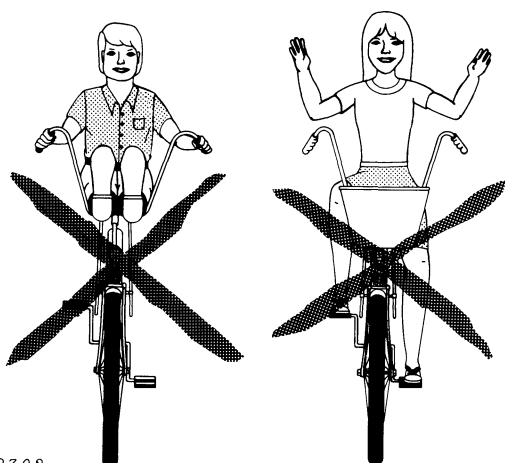
Do not overspeed when riding down hills. Always keep your bicycle under control. Apply and release brakes steadily as you go down the hills. Don't "ride" the brakes in the braking position.

Be especially careful when riding your bicycle on deep loose gravel, dirt, rock or wet surfaces. Stopping and turning are much more difficult under these conditions.

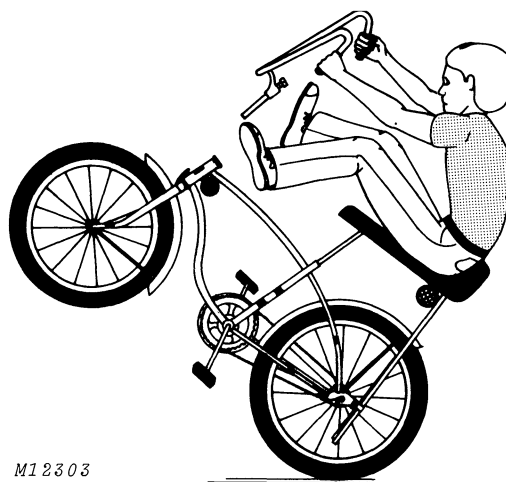
Keep tires in good shape. Check tire pressures frequently. Proper tire pressure is found on the side of your tires. Also see page 9.

Keep tire pressures a bit lower than normal when riding on gravel, dirt or rock surfaces or in hot weather.

Stunting can result in falls that could lead to serious injury. Do not hit curbs at high speeds, stand or lie on the saddle, or perform "stunts" of any kind.



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Always keep all nuts and bolts tight, chains properly tensioned, and your bicycle properly lubricated. A loose saddle, wheel, chain or handlebars could result in a serious accident.

Learn to ride straight at all times . . . do not weave in and out. Practice riding in a straight line. If you weave, motorists cannot predict what you will do next.

Never ride on busy streets unless adequate space is available for both cars and bicycles.

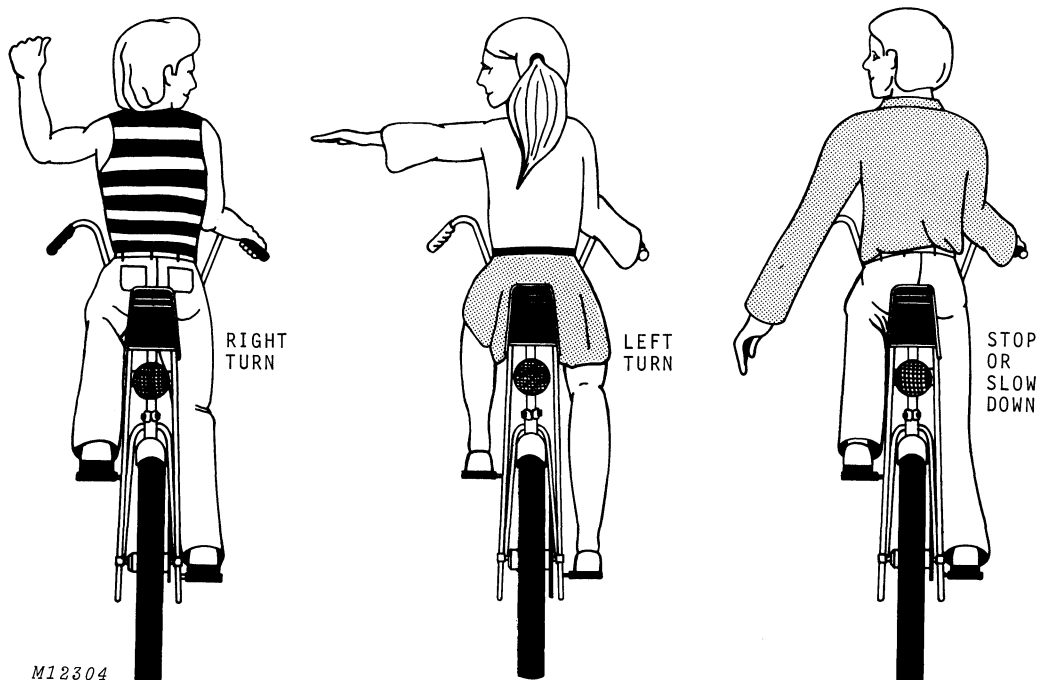
Do not cut diagonally across busy intersections. Always stop at the corner and check for traffic behind you and across the intersection. Walk the bicycle across the intersection, if necessary.

PARKING YOUR BICYCLE

To park your bicycle, lower the kickstand to the ground, and rest the bicycle on the kickstand.

If the bicycle is to be left unattended, thread a plastic-coated chain or cable through the rear wheel and frame tubing. Secure the chain to a light pole or other permanent post or bicycle stand. Padlock the chain to prevent theft.

Case-hardened chains and padlocks are recommended in areas where theft rates are high. See your John Deere dealer for security devices.



USING CORRECT HAND SIGNALS

Know the proper hand signals. Indicate to pedestrians and operator's of cars, trucks, and other bicycles what you intend to do next. Never turn or stop without signaling. As soon as the hand signal is completed, return your hand to the handgrips to insure proper control.

The most commonly used hand signals are illustrated above. However, check your state's traffic rules to be sure they do not differ:

Making Right Turns

When turning right, raise your left arm upward at the elbow to indicate your right turn. Slow down or stop before making turn. Watch for right-turning cars.

Making Left Turns

When turning left, extend your left arm horizontally straight from your shoulder. Be sure there is no on-coming traffic or traffic from the rear. Make your turn.

At busy intersections, walk your bicycle across both streets. Do not cut diagonally across intersection.

Slowing or Stopping

When stopping your bicycle, extend your left arm in a horizontal position and lower your arm to indicate you plan to stop.

Observe all stop signs. These apply to you, as well as to automobiles.

When stopping in traffic, stop so the driver ahead of you can see you in his rear view mirror. Watch for his hand signals or turn signals.

When approaching a crosswalk, signal slowing and stopping and stay next to curb.

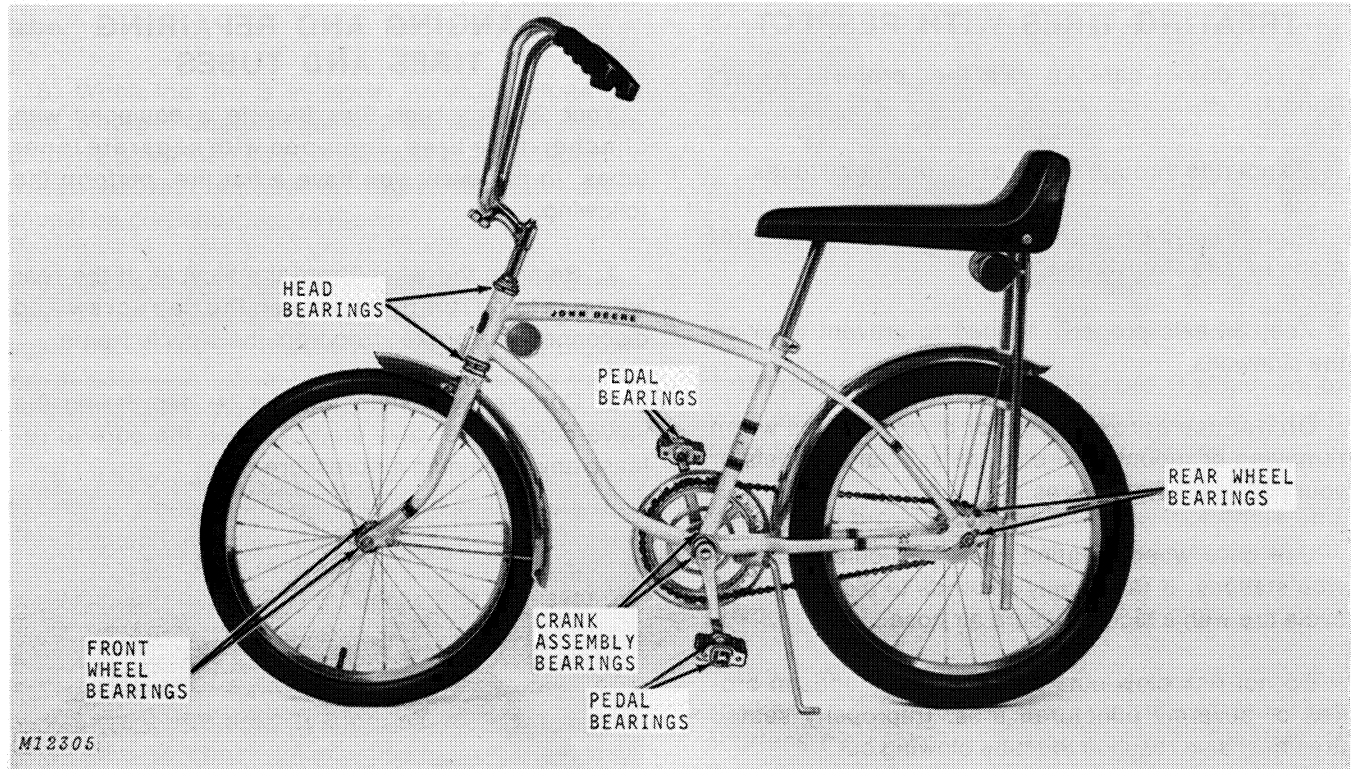
ACCESSORIES

A number of accessories are available for your new 20-Inch High-Rise Bicycle from your John Deere dealer.

Included among these are bells, lights, padlocks, chains, bicycle wrench, spoke wrench, speedometers, and many others.



Lubrication



LUBRICATING BEARINGS

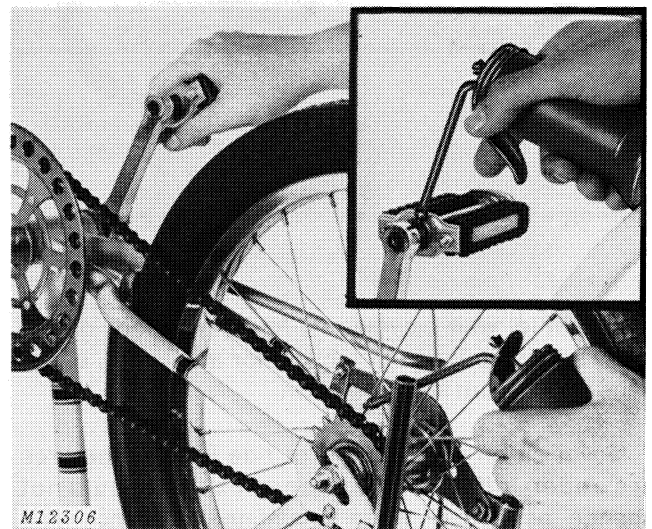
The bearings in the head, wheels and crank are lubricated with grease. It is necessary for these components to be disassembled for proper cleaning and lubrication. This disassembly requires special tools and knowledge; therefore, it is recommended that it be done by your John Deere dealer.

LUBRICATING CHAIN AND PEDAL BEARINGS

Every 30 days, turn your bicycle upside down and apply a lightweight oil to every link of the chain as you turn the crank slowly. Wipe off any excess oil to prevent a build-up of a dirt-and-oil gum which will make pedaling difficult.

Should the chain become extremely dirty, remove the chain (see page 11) and rinse it in kerosene. Reinstall the chain. Lightly oil the chain after cleaning. Wipe off any excess oil with a cloth. If pedals stick, squirt oil into bearing area.

CAUTION: Be careful when using kerosene so that it does not ignite. Use only in a well ventilated area away from any sparks, heat or flames.





General Maintenance

TREATING TIRES WITH RESPECT

If you do not care for your tires properly, expect trouble.

Do not ride through glass, nails, or sharp stones.

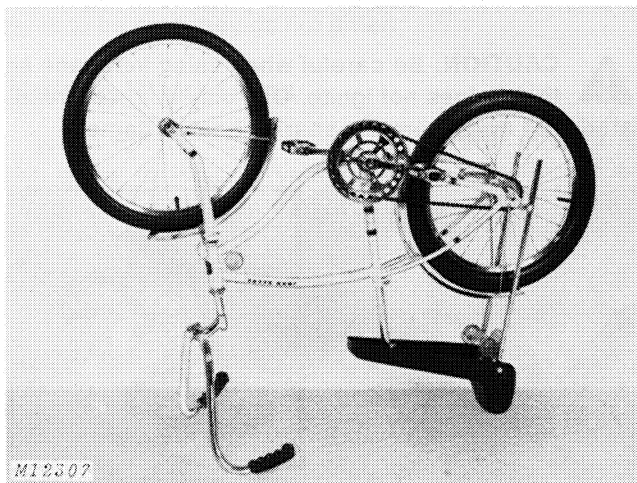
Do not jump curbs or ride double. Tires are not made to take such abuse.

Keep wheels properly aligned to prevent wear on the sidewalls.

Do not use screwdrivers or plier handles when removing or mounting tires. Use special tire tools or your hands to remove tires.

Use care when inflating tires, particularly at service stations. It takes only seconds to blow-out a bicycle tire with a high-pressure air hose.

Do not risk blow-outs by using good tubes in broken or severely punctured tires. Improperly seated tires may also result in the tube blowing out.



Do not let your bicycle rest for long periods on the tires. When storing your bicycle for the winter, either hand it up or turn it upside down.

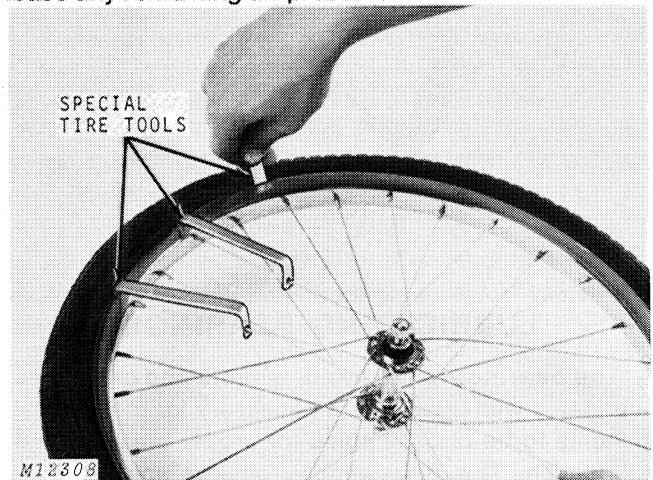
Never sit on your bicycle or ride it when the tires are under-inflated. The shape of a tire should not change noticeably when mounting or dismounting from the bicycle.

CHANGING AND REPAIRING TIRES AND TUBES

Your 20-Inch High-Rise Bicycle is equipped with clincher-type tires, equipped with separate inner tubes. In the event you have a flat tire, perform the following:

1. Remove the wheel from the bicycle. If the rear wheel is to be removed, loosen the cap screw and disconnect the brake strap from the bicycle frame.

2. Completely deflate the tire by depressing the valve core in the valve stem. Loosen the core to release any remaining air pressure.



3. Remove the tire from the wheel using your hands or special tire tools. Do not use screwdrivers or plier handles or other sharp tools to pry the tire from the rim. This could ruin the tire beading or puncture the tube. Start opposite the valve stem and carefully roll the tire off the rim.

4. If the puncture is not too severe, patch the tube. Otherwise, replace the tube with a new one. Check over the tire carefully to be sure that no nails, thumb tacks, pieces of glass or other items remain in the tire to cause repeated tube failure. If the tire is severely cut, replace the tire.

5. Install the tube in the tire. Dust the tube with talcum powder to help prevent the tube from binding or twisting that can place an undue stress on the tube.

6. Check the rim for sharp edges. Be sure the rubber rim strip covers the spoke heads.

7. Tighten the valve core in the tube and inflate the tube until it seeks the shape of the tire. Do not over-inflate. Install the valve stem in the rim and mount the tire on the rim.

IMPORTANT: Use only your hands or special tools when installing tires. Do not use screwdrivers or other sharp tools which could cut the bead or puncture the tube.

8. When the tire is in place, carefully inflate the tube to 12 psi. Check to see that the tire and tube are properly positioned so that the tube is not pinched or the valve stem is not at an angle. The valve stem should be perpendicular to the rim.

9. Deflate the tube momentarily to let the tube seek its own position. Reinflate the tube to 12 psi and again check the valve stem position and tire mounting. If all is well, inflate to proper tire pressure shown on the tire and in the chart below.

10. Replace the wheel on the bicycle, being sure to align it properly in the frame. If installing the rear wheel, attach the brake band to the frame and tighten the cap screw. Adjust the chain as shown on page 11.

CHECKING TIRE PRESSURE

Your 20-Inch High-Rise Bicycle is equipped with two different size tires. It is normal for tubes to lose air slowly, so check inflation pressures frequently. Inflate tires to the pressures indicated below:

Tires	Size	Pressure*
Front	20" x 1-3/4"	40 to 45 psi
Rear	20" x 2-1/4"	30 to 35 psi

Figures above are in pounds per square inch (psi).

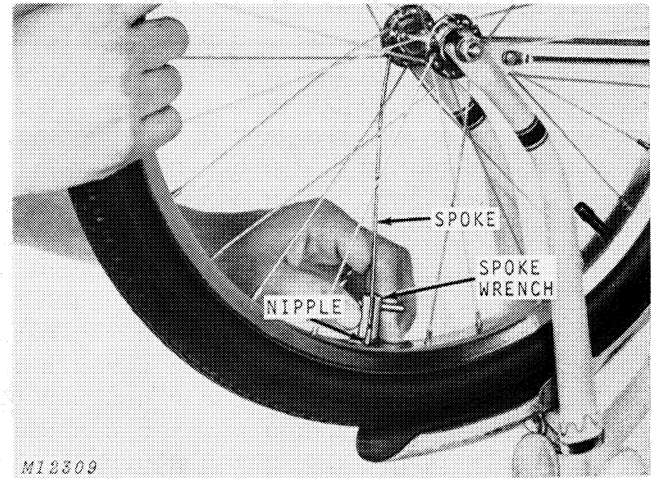
* If the bicycle is to be operated in hot weather or on dirt, gravel, or rock surfaces, decrease pressure 3 psi.

SERVICING COASTER BRAKE

Coaster brakes seldom give trouble and require little service... just lubrication annually. However, if the coaster brake should fail to stop your bicycle, take your bicycle to your John Deere dealer for repair.

Do not attempt to disassemble and repair the coaster brake hub because servicing it is complicated and requires special tools.

ADJUSTING WHEEL ALIGNMENT



If the wheel rim appears to be out of alignment to your eye, slightly twisted or sprung, you can bring it back into alignment by adjusting the spokes.

Turn the bicycle upside down on its saddle and handlebars. Be careful not to scratch the chrome or damage the saddle. Rotate the wheel to check alignment.

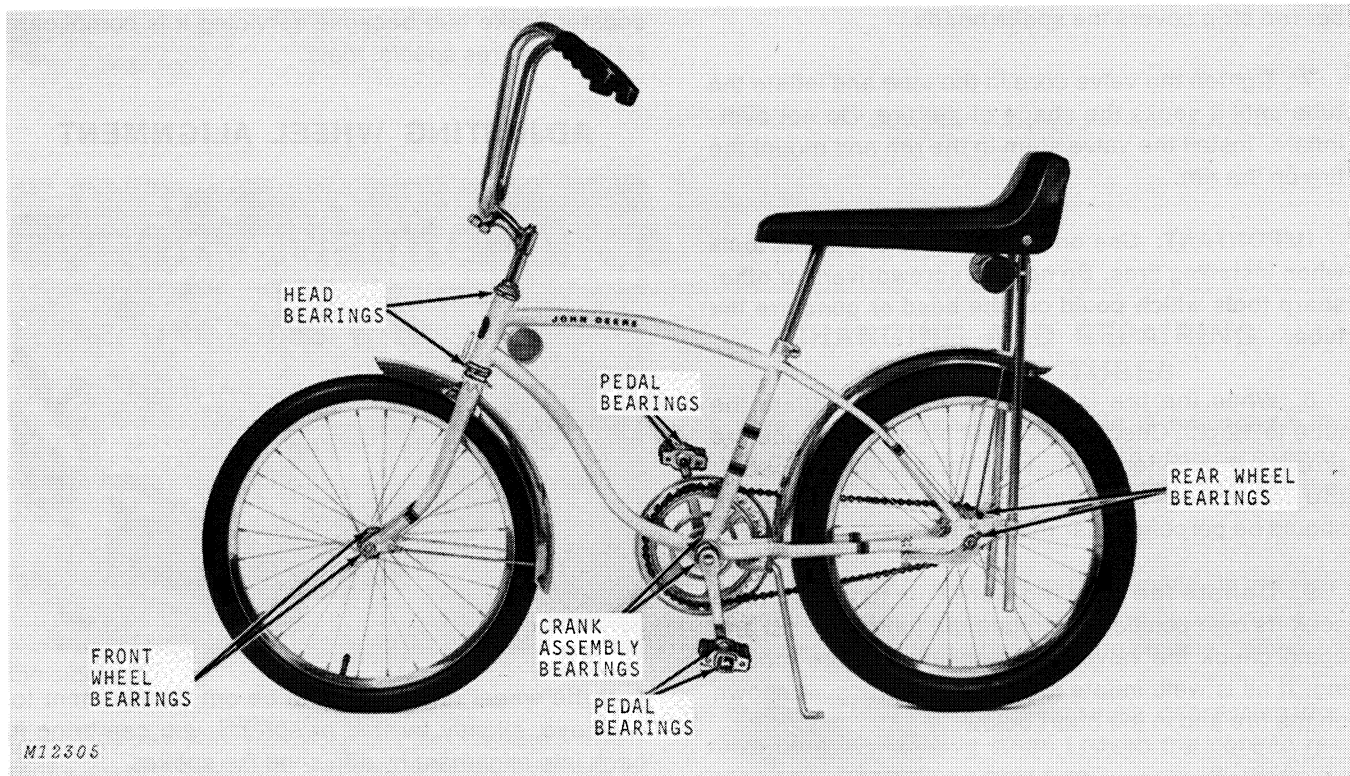
If the rim is twisted slightly to the left, tighten the spokes on the right-hand side of the wheel. This shortens the spokes and pulls the rim to the right. If the rim is pulled to the right, tighten the spokes on the left-hand side of the wheel. To correct alignment, you may have to loosen the spokes slightly on the side opposite the spokes being tightened.

Spokes can best be adjusted by purchasing an inexpensive spoke wrench from your John Deere dealer. Do not use pliers.

Turn spoke nipples onto spoke to tighten . . . off of spoke to loosen.

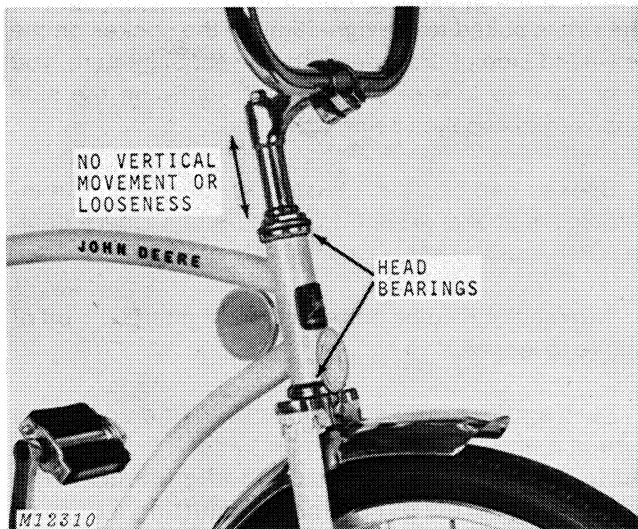
Turn spoke nipples no more than one complete turn at a time. Several spokes may have to be adjusted to bring the wheel back into alignment. If the wheel is severely out of line from hitting a curb or other obstruction, see your John Deere dealer.

CHECKING BEARING ADJUSTMENT



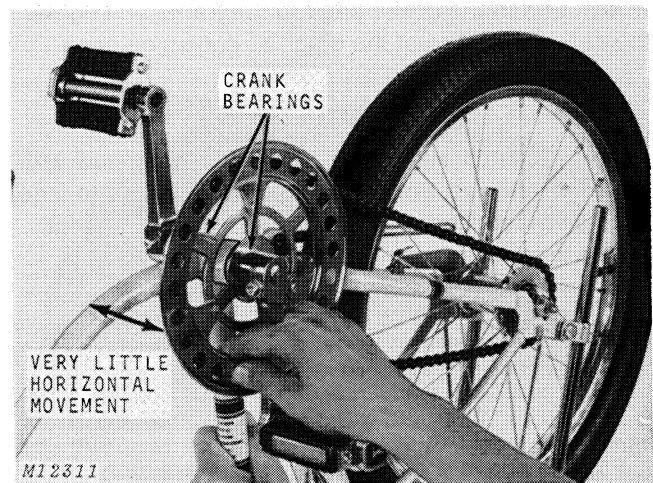
John Deere 20-Inch High-Rise Bicycles are equipped with two bearings in the head, two bearings in the crank and two bearings in each wheel. These should be checked every 30 days to see that they are properly adjusted. If adjustment is needed, see your John Deere dealer.

Checking Head Bearing Adjustment



Head bearing adjustment can be checked by lifting up on the handlebars at the handgrips. There should be no vertical play in the handlebar stem or fork within the frame. The handlebars should turn freely without binding or excessive play.

Checking Crank Bearing Adjustment



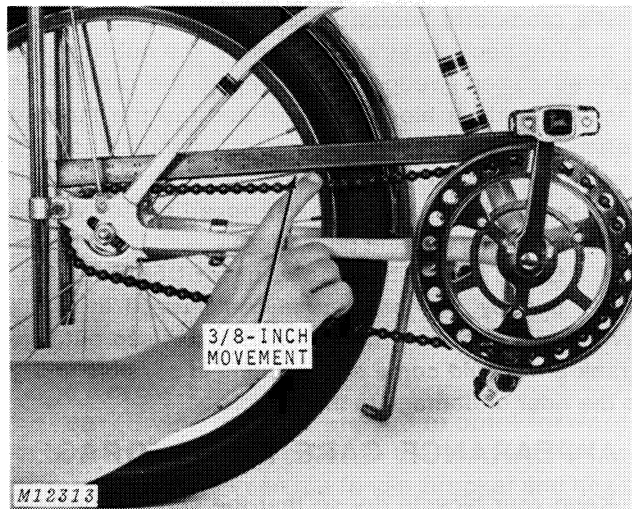
To check adjustment of the crank bearings, grasp the crank and move it horizontally from side to side. There should be very little movement. The crank should turn freely without binding.

Checking Wheel Bearing Adjustment



Lift the wheel being checked off the ground. There should be little horizontal movement of the wheel at the rim, and it should turn freely without binding or wobbling.

ADJUSTING CHAIN



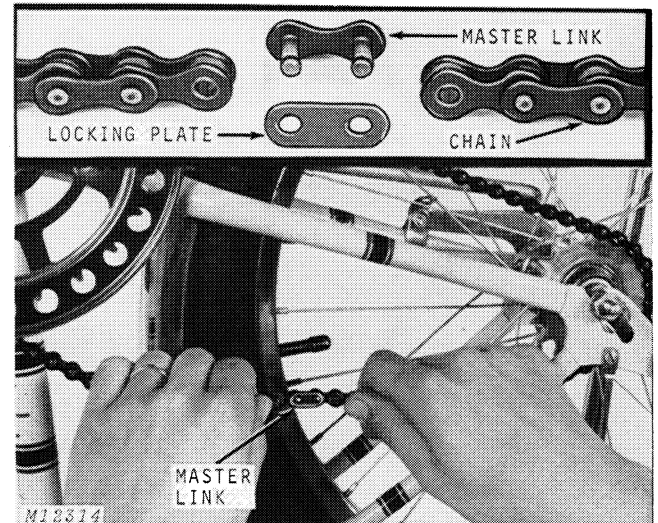
Check chain adjustment every 30 days. Chain tension is correct when there is 3/8-inch up and down movement of the upper chain midway between the front and rear sprockets.

To adjust the chain, loosen the brake band attached to the frame and loosen the two rear axle nuts. Slide the rear wheel forward or backward in the frame, as necessary, until the correct tension is obtained.

When moving the rear wheel in the frame, be sure to keep the wheel centered between the frame sides. This will prevent the tire from rubbing on the frame and permits greater ease in pedaling. Tighten rear axle nuts and secure brake band to frame.

The chain may seem tight when your bicycle is new. This is normal. The chain will loosen with use, allowing normal slack.

REPLACING CHAIN



If the chain requires cleaning or replacement, remove the chain by pressing against the chain on each side of the master link with your thumbs. The locking plate will snap off, allowing the chain to be disassembled. See the inset in the above illustration.

CAUTION: Be careful when using kerosene so that it does not ignite. Use only in a well ventilated area away from any sparks, heat or flames.

Remove the chain from the sprockets and clean it by dipping it in kerosene. Reinstall the chain on the sprockets. Place the two-pronged link through the loose chain ends. Slip the locking plate in place on the master link. Adjust the chain as shown at the left.

REPLACING REFLECTORS

Your bicycle is equipped with reflectors to make your bicycle safer and easier to see. Should these reflectors become broken or lost, see your John Deere dealer and replace them immediately. Keep them clean.

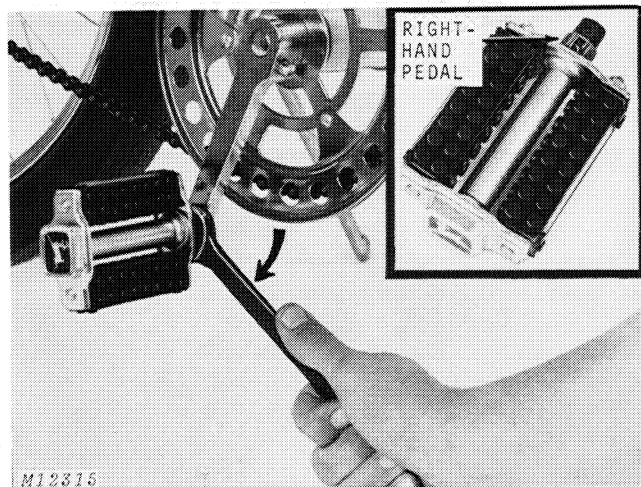
Reflectors are found at the following locations:

Location	Size	Color
Rear, Under Saddle	3-inch	Red
Rear Sides	2-inch	Red
Front Sides	2-inch	Amber
Front on Stem	2-inch	Crystal
Pedals*	-----	Amber

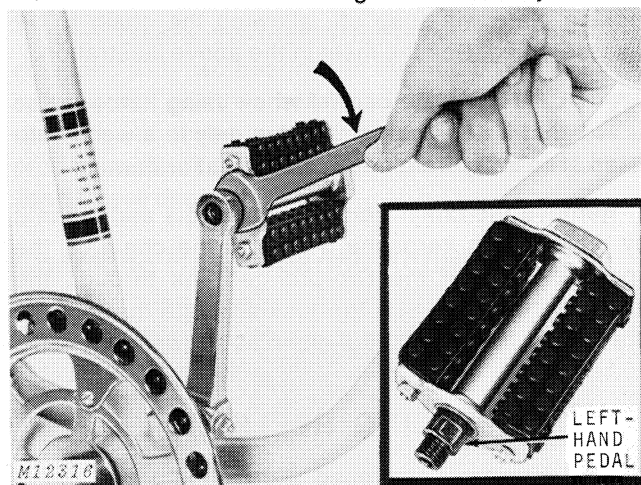
* Must replace pedal to obtain reflectors.

REPLACING PEDALS

Should the pedals become damaged in any manner, replace them with genuine John Deere reflectorized pedals. Pedals have different threads for right- and left-hand installation.



When installing the right-hand pedal (marked "R" on its axle), thread the pedal axle into the crank on the right-hand side of the bicycle. Turn the pedal axle in a clockwise direction and tighten it securely.



When installing the left-hand pedal (marked "L" on its axle), thread the pedal axle into the crank on the left-hand side of bicycle. Turn the pedal axle in a counterclockwise direction and tighten it securely.

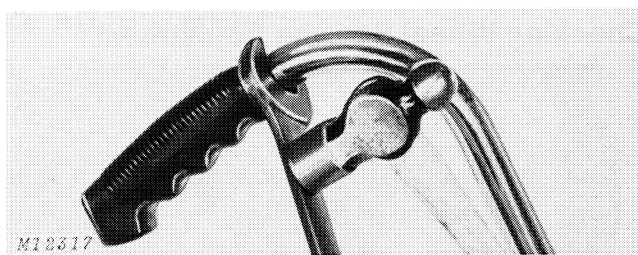
REPLACING HANDGRIPS

To remove the old handgrips, place an open end wrench around handlebar. Tap the wrench with a hammer to drive off the old handgrip. See photo at right above. If handgrip does not come off easily, you may have to cut it off.

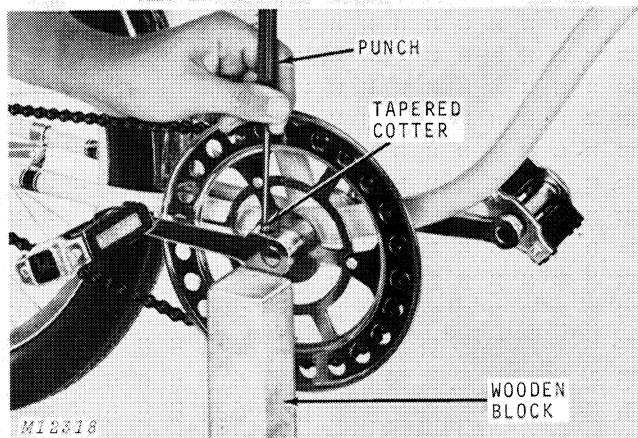
When installing new handgrips, use rubber cement or shellac to insure a tight fit.



CAUTION: Loose handgrips could cause you to lose control and have an accident.



REPLACING CRANK ARM



If a crank arm becomes bent or the pedal threads in the arm become stripped, remove the nut from the tapered cotter (wedge pin). Support the crank arm assembly with a block of wood and tap the tapered cotter from the crank arm, using a punch. Install a new crank arm. Insert the tapered cotter in the arm and install the nut. Tap the tapered cotter with a hammer and tighten the nut securely.

CAUTION: Check the nut for tightness frequently. A loose cotter could result in crank arm damage. Should the tapered cotter slip out, the crank arm could come off, resulting in possible injury to the rider or damage to the bicycle.

APPEARANCE CARE AND STORAGE

Keep your bicycle dry so that the saddle does not become damaged or the chain rusty. Keep your bicycle looking nice by keeping it washed and waxed. Liquid waxes are preferred to protect the finish. Touch-up scratches with matching paint to prevent rust.

Store your bicycle in a dry garage, shed or basement . . . preferably one that can be locked. If possible, hang the bicycle on a wall or from rafters to take the weight off the tires. If this is not possible, store the bicycle upside down with the saddle and handlebars on a dry surface, to take the weight off the tires.

When removing the bicycle from storage, check to see that all hardware is tight and that bearings are adjusted properly. Oil the chain.

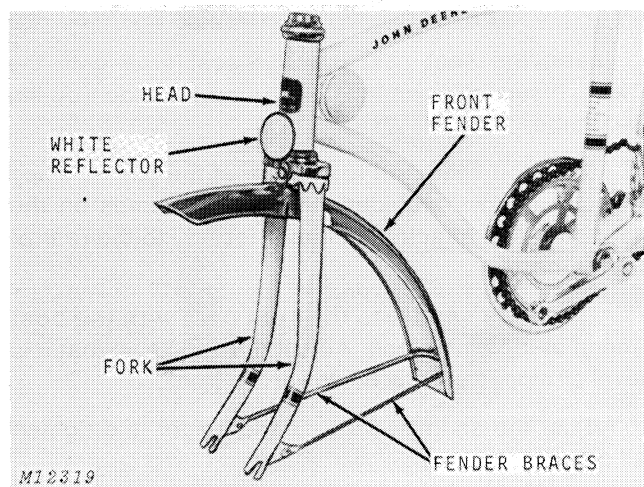


Assembly

ADJUSTING BICYCLE TO RIDER

Before delivering bicycle to customer, assemble it completely and adjust it to fit its rider as explained on page 3 of this manual.

ATTACHING FRONT REFLECTOR AND FENDER



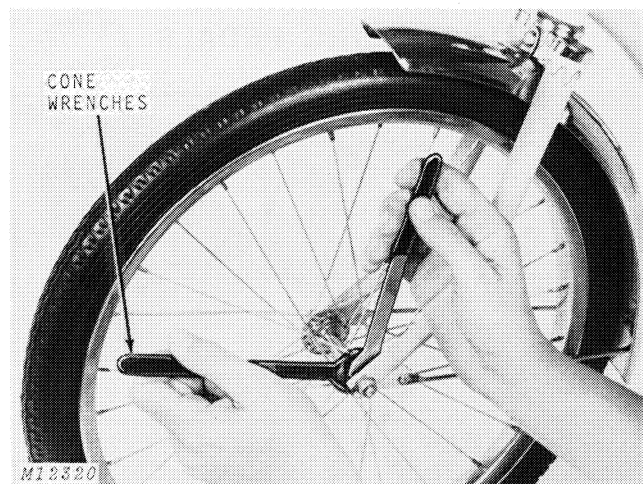
The bicycle is shipped with the fork pointing toward the rear. Swing the fork around to point forward. Place the front fender between the fork with the reflector bracket between the fender bracket and head. Secure the fender and reflector to the fork with cap screw (nut to rear). Attach the fender braces to the fork with screws provided.

INSTALLING FRONT WHEEL

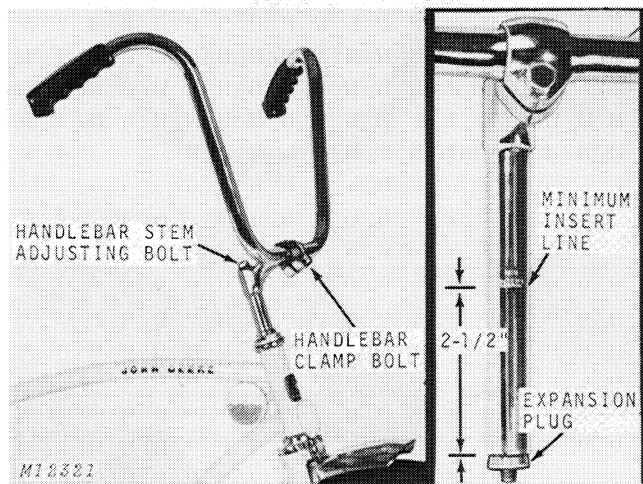
Remove the shipping spacer from the fork. Loosen the nuts as necessary on the front axle and install the wheel assembly in the fork slots. Tighten the axle nuts, keeping the front wheel centered in the fork.

Check the wheel bearing adjustment, page 11, and adjust as necessary with cone wrenches. The wheel should spin freely without binding and with very little horizontal movement of the wheel at the rim.

Bearings are usually considered adjusted properly if when a wheel is positioned with the valve stem in a horizontal (9 o'clock or 3 o'clock) position it drops to the near vertical (5 o'clock to 7 o'clock) position when released to rotate freely.



INSTALLING HANDLEBARS



The bicycle is shipped with the handlebars mounted in the stem and the handgrips installed on the handlebars. Slide the handlebar stem into the head assembly until the words "Min. Insert" (Minimum Insert) can no longer be seen above the head nut.

Tighten the stem adjusting bolt, keeping the horizontal portion of the handlebar parallel with the front axle.

Loosen the handlebar clamp bolt and pivot the handlebars into the desired position. Tighten the clamp bolt securely.

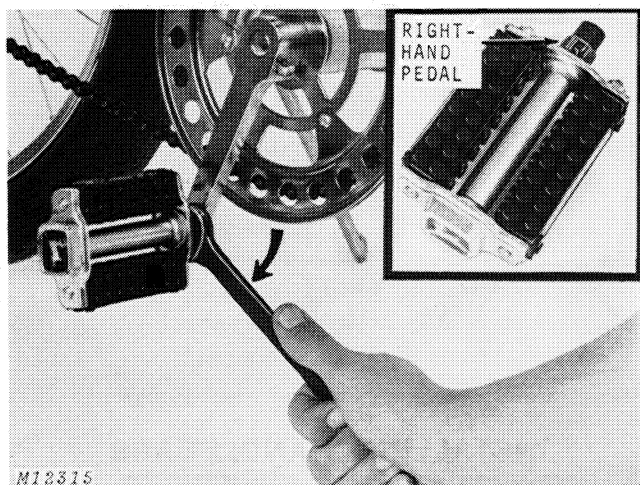
INSTALLING BASKET (Girl's Bicycle Only)

Place the bottom strap around the horizontal part of the stem and tighten. Attach the upper straps to the vertical portions of the handlebar.

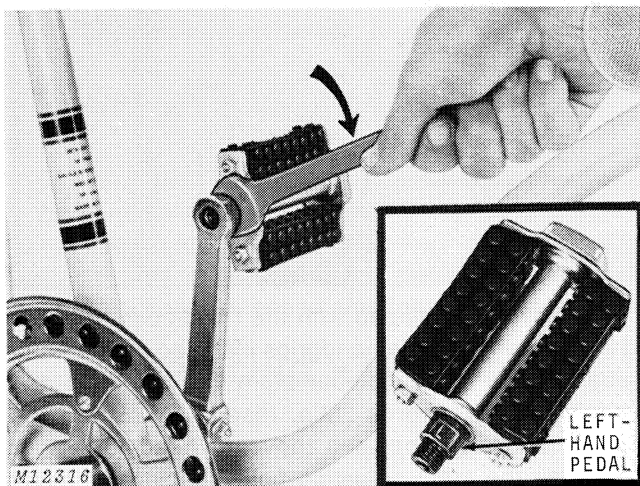
INSTALLING FLOWERS ON BASKET (Girl's Bicycle Only)

Attach flowers to basket by pushing stud through basket. Fasten with plastic push-nuts on inside.

INSTALLING PEDALS

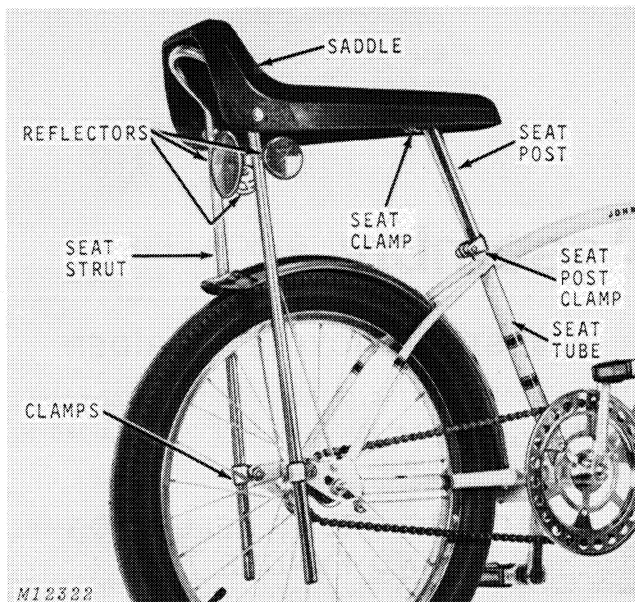


To install the right-hand pedal (marked "R" on the pedal axle), thread the pedal axle into the crank on the right-hand side of the bicycle. Tighten the axle into the crank in a clockwise direction.



To install the left-hand pedal (marked "L" on pedal axle), thread the pedal axle into the crank on the left-hand side of the bicycle. Tighten the axle into the crank in a counterclockwise direction.

INSTALLING SADDLE ASSEMBLY



Insert the seat post into the seat tube until the "Min. Insert" (Minimum Insert) line is hidden by the seat tube.

Attach the seat strut to the rear of the saddle using the cap screws provided. Install the clamps on the seat strut and attach the clamps loosely to the rear of the frame.

Attach the saddle to the seat post with the post ahead of the clamp bolt. Adjust the saddle so that it is level or dipped slightly downward in front.

Adjust the saddle to the rider's height and tighten all clamps securely.

INSTALLING REFLECTORS

Attach the reflectors to the seat strut reflector bracket as shown in photo above.

LUBRICATING BICYCLE

Before delivering the bicycle to the customer, squirt a few drops of oil on the pedal axles and the chain, being sure to wipe off any excess oil. See page 7 of this manual. Other bearings should not need oiling initially.

TIGHTENING HARDWARE

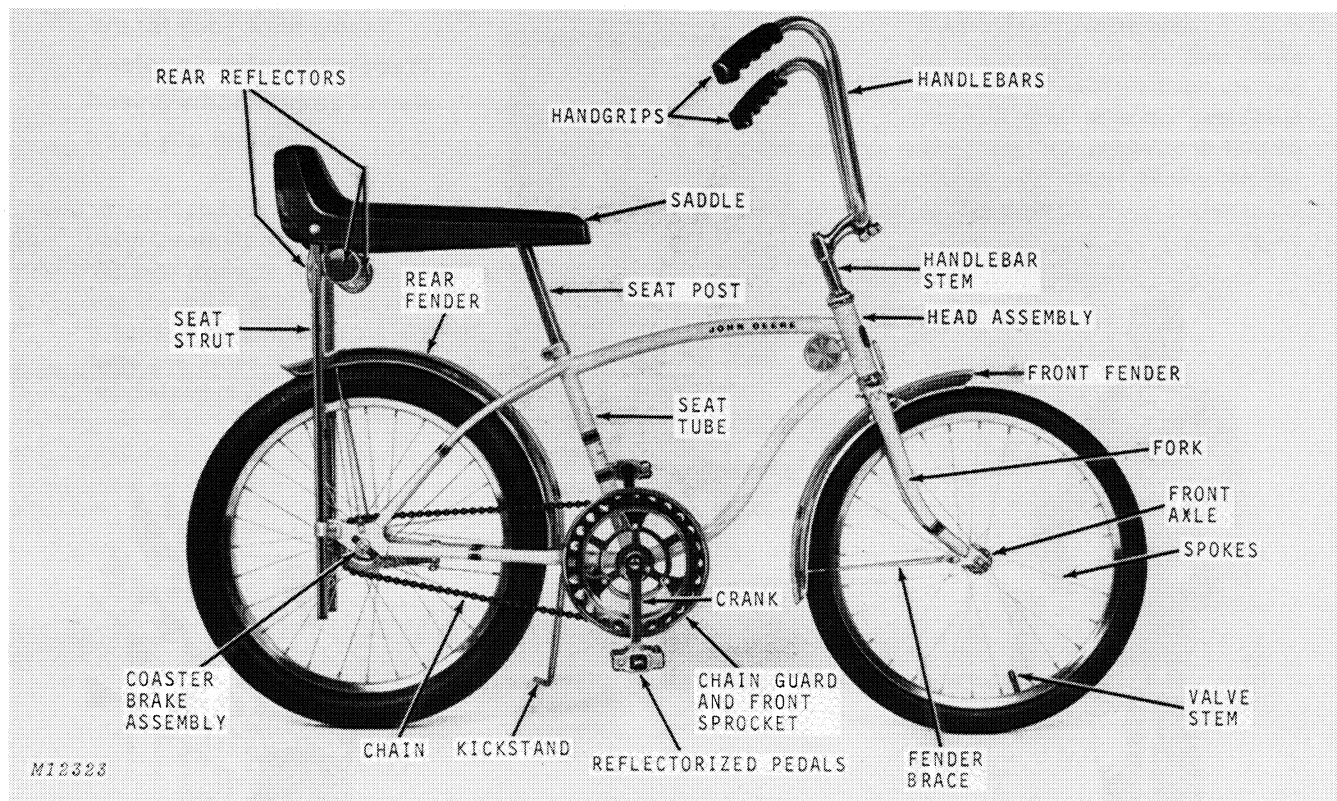
Check to see that all hardware is securely tightened and that the chain and all wheel bearing cones are properly adjusted, page 11.

CHECKING TIRE PRESSURE

Inflate tires to pressures indicated on page 9.



Specifications



Frame Design Tubular steel with
brazed butted joints
Length of Seat Tube 14 inches
Weight 33 pounds
Rear Hub NK-75 Single-speed coaster
brake, 20-tooth sprocket
Chain Wheel 3-piece, 44-tooth
Saddle Banana-style seat

Handlebars High-rise, chrome-plated
Reflectors See page 11
Rims 20-inch, 28-holes
Tires Clincher-type
Front Standard-type, 20 x 1-3/4 inch
Rear Gripper-type, 20 x 2-1/4 inch
Tire Inflation:
Front 40 to 45 psi
Rear 30 to 35 psi

(Specifications and design subject to change without notice.)

SERIAL NUMBER

Serial No. _____

Date of Purchase _____

(To be filled in by Purchaser)

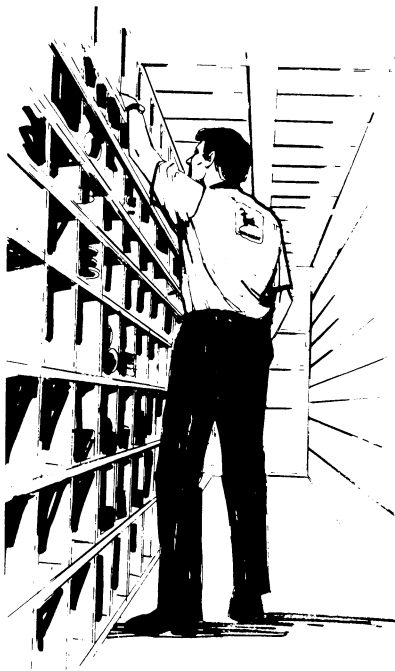
MEMORANDA

Service to keep you going

We, at your John Deere dealer's, pride ourselves in having what it takes to help keep you going. . .

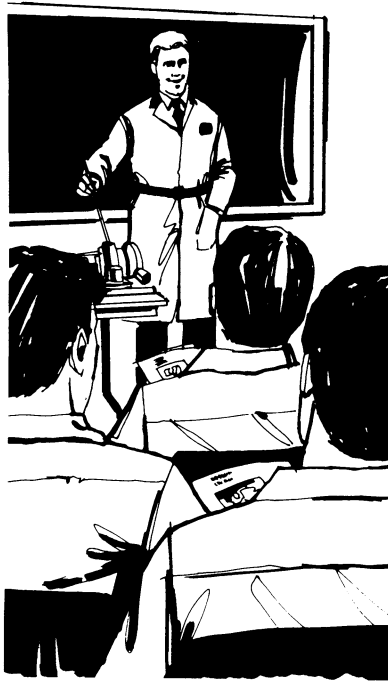
John Deere Parts.

We help minimize downtime by putting the right parts in your hands in a hurry. That's why we maintain a large and varied inventory—to stay a jump ahead of your needs.



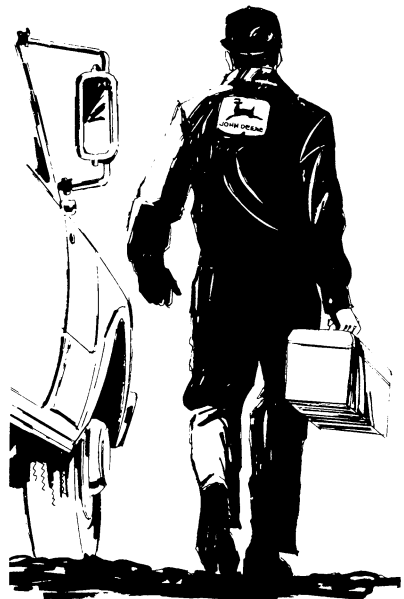
The right tools.

Precision tools and testing equipment enable our Service Department to locate and correct troubles quickly . . . to save you time and money.



Well-trained mechanics.

School is never out for John Deere servicemen. Training schools are held regularly to be sure our personnel know your equipment and how to maintain it. Result? Experience you can count on!



Prompt service.

Our goal is to provide prompt, efficient care when you want it and where you want it. We can make repairs at your place or at ours, depending on the circumstances. See us. Depend on us.

John Deere Service Superiority: We'll be around when you need us

