



3-Speed Bicycles



JOHN DEERE

OPERATORS MANUAL

3-Speed Bicycles

OMM64317 F3 English

John Deere
Lawn & Grounds Care Division
OMM64317 F3

LITHO IN U.S.A.
ENGLISH





Safety Precautions



Improper use or maintenance of your New John Deere 3-Speed Bicycle can result in injury. To reduce this possibility, follow these safety precautions.

Preparation

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 whoever is going to ride it. Be sure at least 2-1/2 inches of seat post and handlebar stem remain inside frame. Observe "MINIMUM INSERT" line. See page 3.

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 unless they are small children in approved baby seats. Carry packages only in racks, baskets, or carriers designed for that purpose. Avoid loss of control due to obstructed vision or poor balance.

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 into holes on shoulder of road or into sewer gratings.

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

Ride defensively. Auto drivers may 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 other 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, rocky, wet, or slippery surfaces are dangerous.

Always apply the rear wheel brake first. Never stop suddenly using the front wheel brake only.

Do not ride at dusk or night, or at any time visibility is limited, without adequate lights and reflective devices 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.

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.

Keep brakes adjusted so you can stop safely. Frequently check brake shoes for wear. Keep wheel rims and brake shoes free of oil and wax. Be especially careful when brake shoes are wet.

Check chain condition and adjustment frequently.

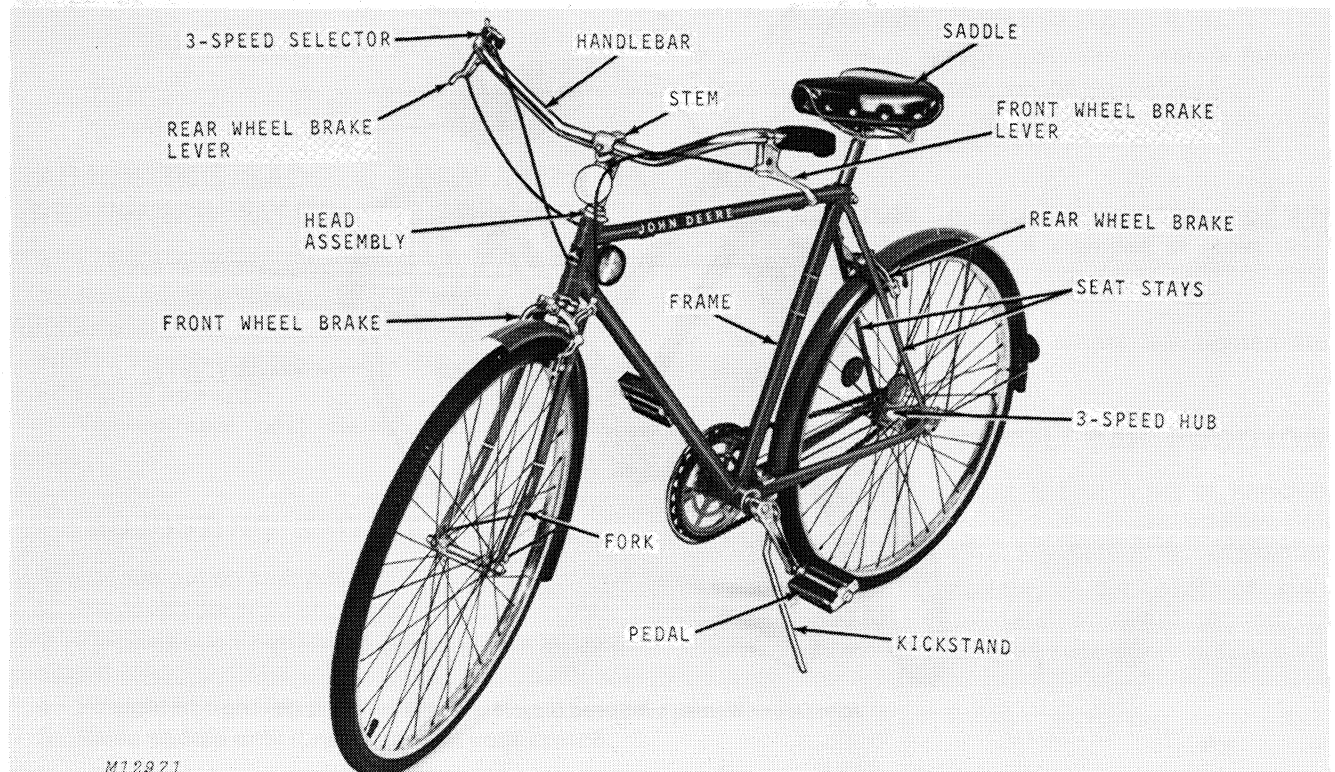
Keep reflectors in place and clean at all times.

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 Forward or Rearward		Checking Tire Pressure	9
(Also Angle)	3	Truing Wheels	9
Adjusting Saddle Height	3	Adjusting Bearings	10
Adjusting Handlebar Height	3	Adjusting 3-Speed Shift Mechanism	11
Adjusting Handlebar Position	3	Servicing 3-Speed Hub	11
Riding Instructions	4	Adjusting Brakes	11
Starting Your Bicycle	4	Replacing Brake and Shifter Cables	12
Turning Your Bicycle	4	Replacing Crank Arm	12
Selecting Your Speed	4	Replacing Pedals	12
Stopping Your Bicycle	4	Adjusting Chain	13
Learning to Ride	5	Servicing Chain	13
Riding Your Bicycle	5	Replacing Handgrips	14
Using Correct Hand Signals	6	Replacing Reflectors	14
Lubrication	7	Appearance Care and Storage	14
		Assembly	15-19
		Specifications	20



M12971

John Deere Men's 3-Speed Bicycle



To the Purchaser

Thank you for buying a John Deere Bicycle. Because we want you to be satisfied with your purchase, we have written this operator's manual to help you keep your bicycle in top running condition. In this way, you'll have more fun and fewer problems.

Before riding your new bicycle, read this manual. Pay particular attention to the safety precautions throughout the manual.

! 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.

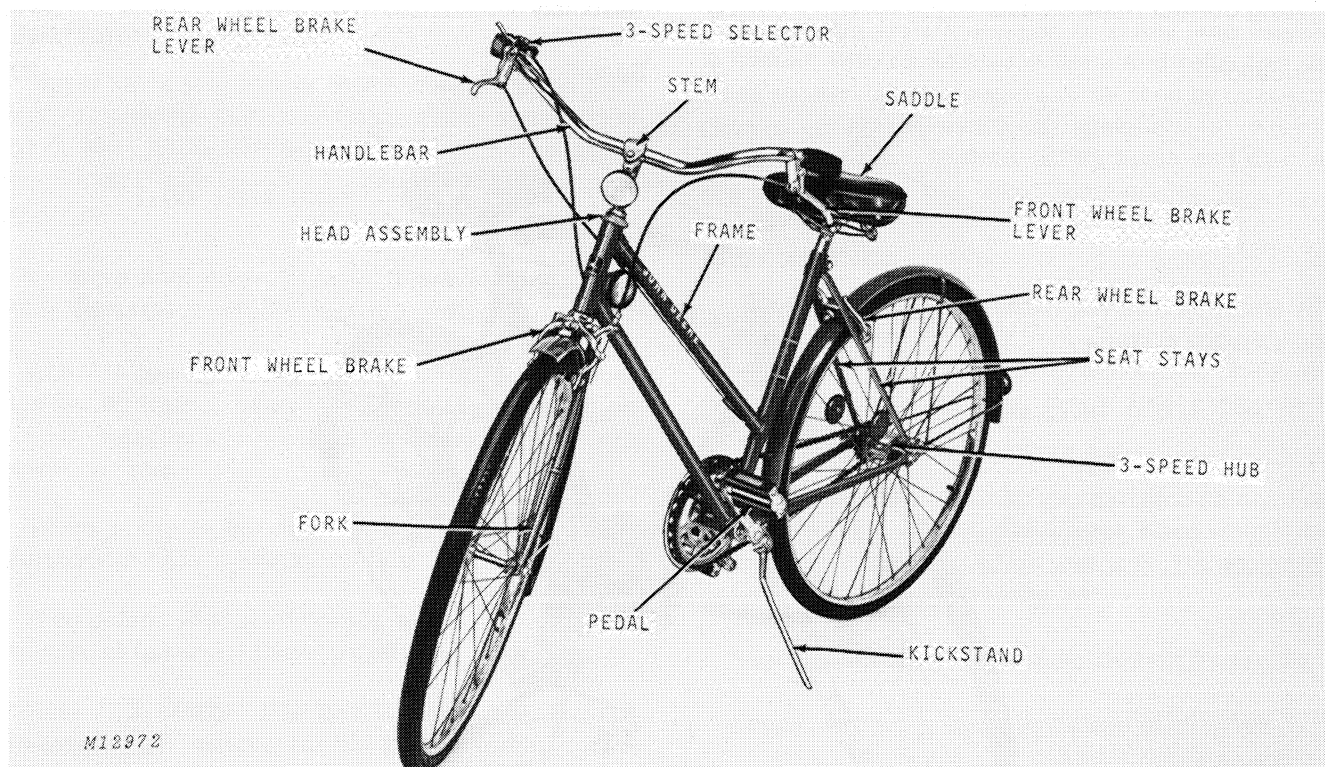
Check and observe all state and local regulations pertaining to bicycle operation. Respect the rights of

pedestrians and motor vehicles. Don't spoil a fine sport for others.

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 20 to aid in finding your bicycle if it is stolen and to assist you in securing proper parts service.

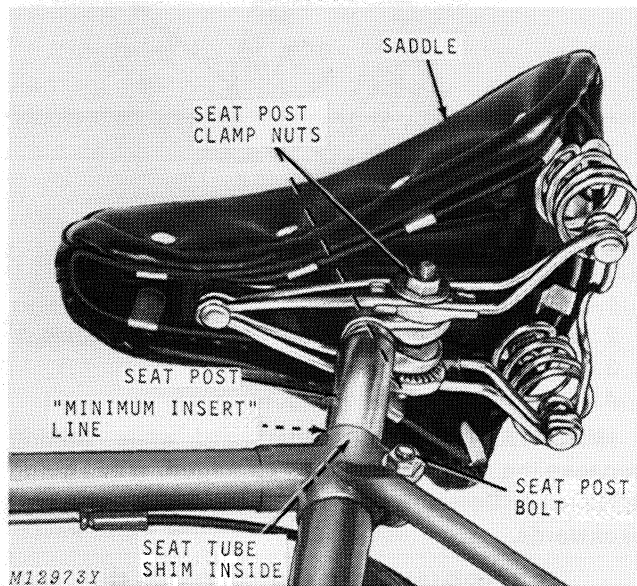


John Deere Women's 3-Speed Bicycle



Fitting Bicycle To Rider

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 . . . or if they cannot comfortably straddle the top front tube (men's model) with both feet on the ground.



ADJUSTING SADDLE FORWARD OR REARWARD (ALSO SADDLE ANGLE)

1. Loosen seat post clamp nuts.
2. Slide saddle forward or rearward until a comfortable position is obtained.

NOTE: Position saddle parallel with ground or tip front slightly upward.

3. Tighten seat post clamp nuts (behind seat post).

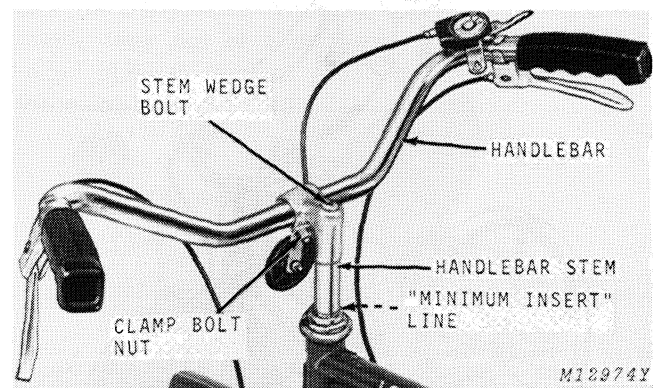
ADJUSTING SADDLE HEIGHT

1. Loosen nut on seat post bolt.
2. Remove your right shoe and straddle bicycle.
3. Place heel on right-hand pedal (pedal in lowest position).
4. Straighten right leg completely.
5. Raise saddle until it rests against your crotch.

CAUTION: Do not pull seat post out beyond "MINIMUM INSERT" line stamped in seat post (2-1/2 inches from lower end).

6. Tighten nut on seat post bolt and test saddle position.

ADJUSTING HANDLEBAR HEIGHT



1. Loosen stem wedge bolt two full turns.
2. Tap top of wedge bolt lightly with a mallet or wooden block to loosen wedge inside head.
3. Position top of stem about level with top of saddle.

CAUTION: Do not pull stem out beyond "MINIMUM INSERT" line stamped in stem (2-1/2 inches from lower end).

4. Align stem with front wheel and tighten stem wedge bolt.

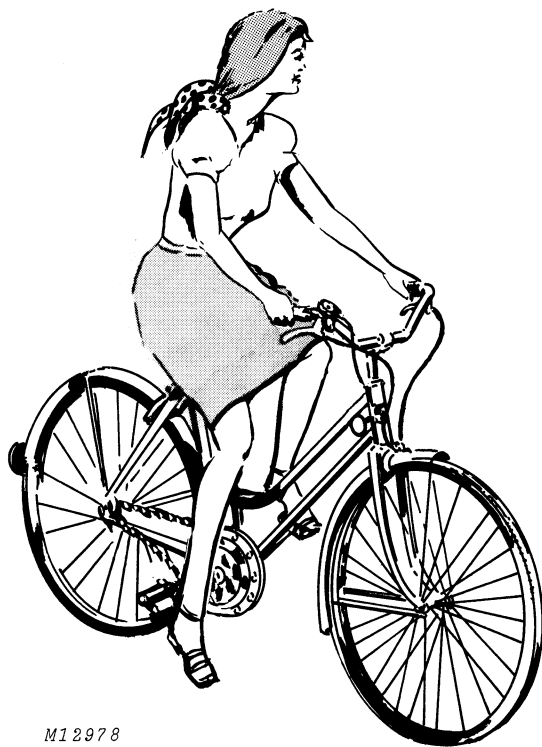
ADJUSTING HANDLEBAR POSITION

1. Loosen clamp bolt nut at front of handlebar stem.
2. Sit on saddle. Pivot handlebars up or down until your hands fall comfortably on the handgrips. Handgrips should be approximately parallel to ground.
3. Tighten clamp bolt nut securely.



Riding Instructions

STARTING YOUR BICYCLE



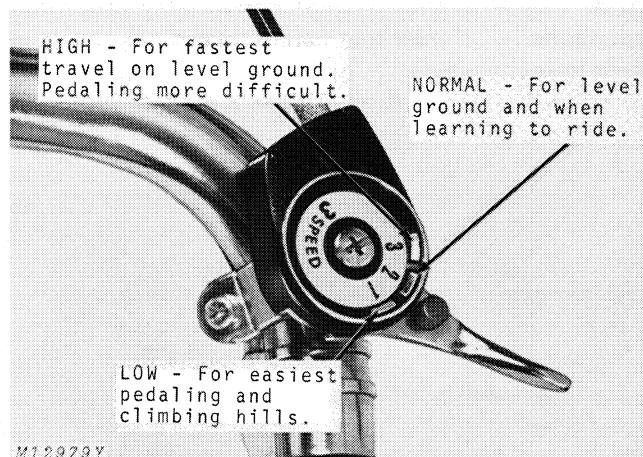
M12978

1. Place one foot on ground.
2. Place other foot on pedal (pedal slightly forward of highest position).
3. Place both hands on handgrips.
4. Push upper pedal strongly forward, lifting other foot to its pedal.
5. Pedal smoothly using ball of foot (not arch).

TURNING YOUR BICYCLE

1. Give appropriate hand signal. See page 6.
2. Pull back on right handgrip to turn right.
3. Pull back on left handgrip to turn left.
4. Return hand to handgrip.

SELECTING YOUR SPEED

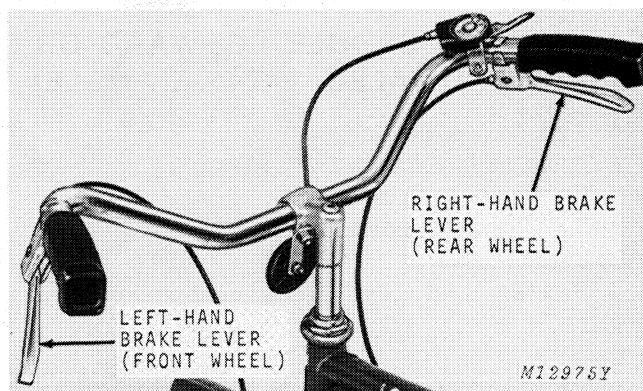


M12979Y

1. Pedal to increase speed.
2. Keep pedaling, but relieve pressure on pedals.
3. Shift to desired speed.
4. Resume normal pedaling.

IMPORTANT: Do not pedal hard while shifting because the rear hub could be damaged. When going uphill, shift before losing momentum. Do not pedal backwards.

STOPPING YOUR BICYCLE



M12975Y

1. Gradually squeeze right-hand (rear wheel) brake lever.
2. Gradually apply same pressure to left-hand (front wheel) brake lever.
3. Lower feet to ground.



CAUTION: Never stop suddenly using only the front brake. Keep oil and wax from brake shoes and rims. Be extra careful in rainy weather.

LEARNING TO RIDE



After fitting the bicycle to you, the rider, and familiarizing yourself with the controls, choose a quiet **traffic-free** area such as a vacant parking lot at a city park or public school as a place to learn to ride. A quiet, dead-end street is also good, but watch for cars.

Ask someone to help you learn to ride. Have him hold the back of the saddle to steady your bicycle. This will help you ride straight without weaving.

Learn to pedal without leaning to the right or left. Keep your body weight over the center of the frame.

Relax. Watch your path straight ahead. Don't look down. Know what's in front of you.

Pedal hard enough to maintain speed and forward travel. Keep moving steadily, but don't lose control.

Gradually, as you get the feel of your bicycle, ask your friend to let go. See if you can pedal steadily ahead.

From now on, it's just a matter of pedaling smoothly. Turn your handlebars slowly. This will prevent the front wheel from locking in the side position, causing a possible upset.

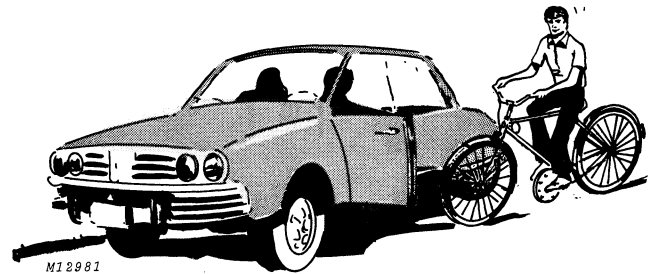
Apply brakes smoothly. Use right-hand lever (rear wheel brake) first when braking. This will keep you from being thrown from the saddle.

In no time, you'll be "soloing"...riding without your helper. Practice stopping and starting without falling over. Then practice turning and riding in circles.

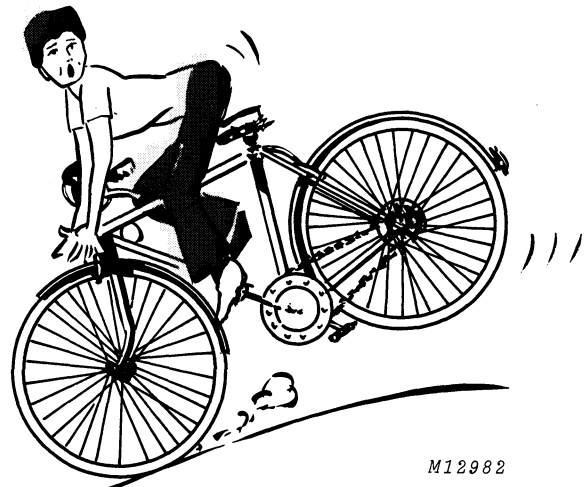
RIDING YOUR BICYCLE

When you have learned to ride, think about these safety rules before riding in the street.

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



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...when a car door might open in front of you...or when a car might force you from the road.



Do not speed when going down hills. Always keep your bicycle under control. Apply rear wheel brake first; then, front wheel brake. Apply pressure evenly on both brake levers.

RIDING YOUR BICYCLE—Continued

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

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

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

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.

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.

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

Do not ride in areas where hazards such as glass, nails or sharp stones are known to be. Do not jump curbs or ride double. Tires are not designed to take such abuse. Keep wheels properly aligned to prevent wear on the sidewalls.

Never sit on your bicycle nor ride it when tires are under-inflated. The shape of a tire should not change noticeably when mounting or dismounting from the bicycle.

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

USING CORRECT HAND SIGNALS

Know and use the proper hand signals. Indicate to pedestrians and operators 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 below. However, check your state traffic rules to be sure they do not differ.

Making Right Turns



Making Left Turns



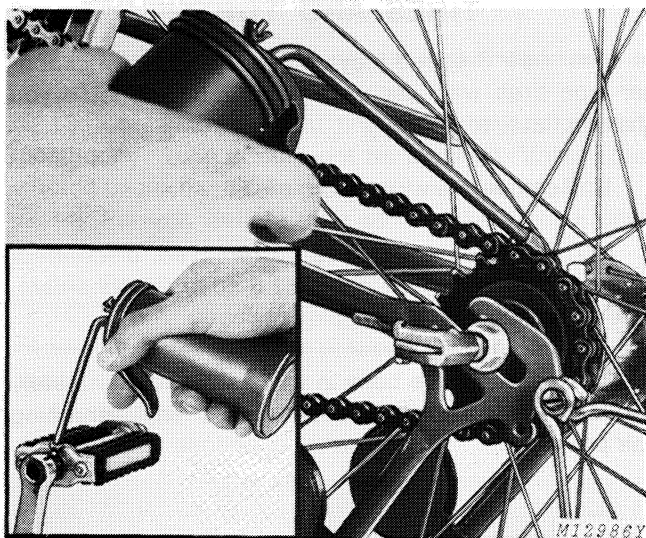
Slowing or Stopping





Lubrication

LUBRICATING CHAIN



Every 30 days lubricate the chain as follows:

1. Turn bicycle upside down and rotate crank slowly.
2. Apply SAE 30 or 10W-40 oil to each link of chain.
3. Wipe off excess oil to prevent dirt and oil-gum buildup.

If chain is excessively dirty:

1. Remove chain as shown on page 13.
2. Rinse chain in kerosene and reinstall.



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

3. Oil chain lightly after installation.
4. Wipe off excess oil with a cloth.



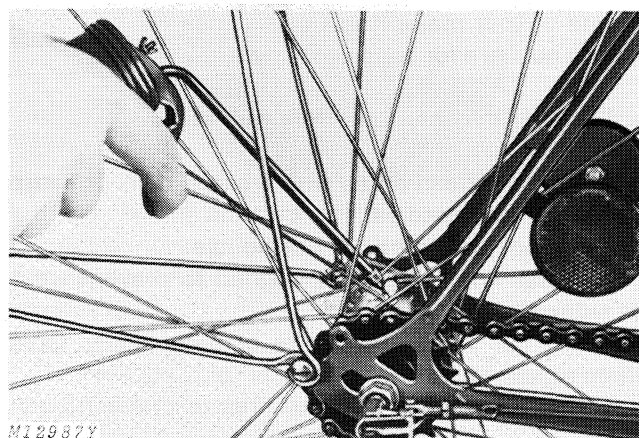
CAUTION: Do not get oil on brake shoes or on braking surface of rim.

LUBRICATING PEDALS

Every 30 days lubricate the pedals as follows:

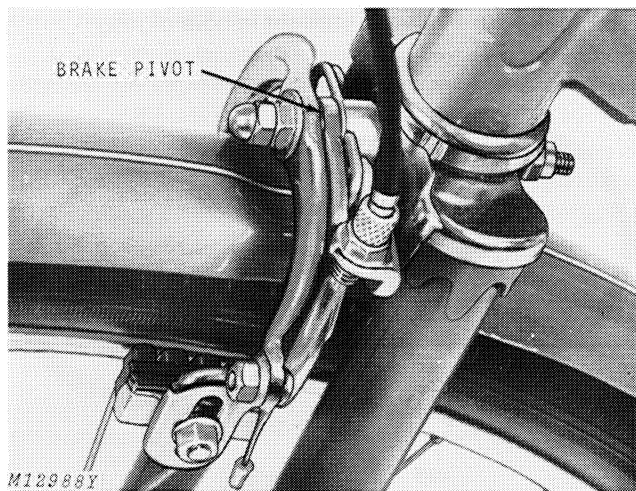
1. Spin pedals slowly.
2. Apply SAE 30 or 10W-40 oil to bearing area (see inset above).

LUBRICATING 3-SPEED HUB



Every 30 days squirt several drops of SAE 30 or 10W-40 oil into the oil fitting on the 3-speed hub.

LUBRICATING BRAKE PIVOTS



Every 30 days apply a drop of lightweight oil on the front and rear wheel brake pivots. Do not get oil on brake shoes or rim.

LUBRICATING BEARINGS

Bearings in the head, wheels and crank are lubricated with grease. These components must be disassembled for proper cleaning and lubrication. Because disassembly requires special tools and knowledge, it is recommended that this be done annually by your John Deere dealer.



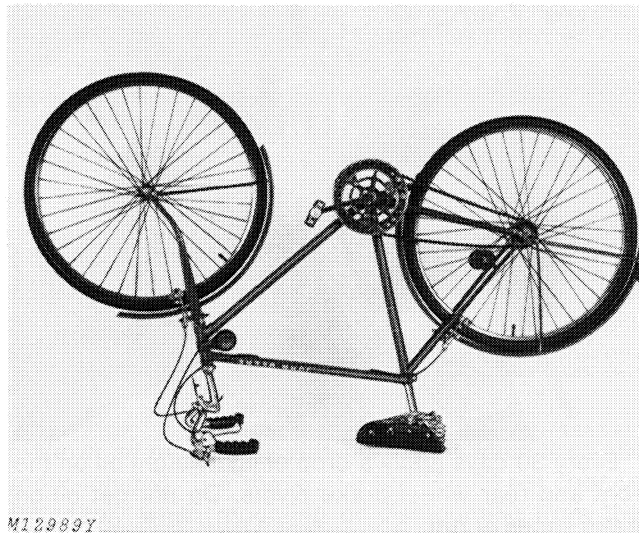
General Maintenance

TREATING TIRES WITH RESPECT

One of your major items of expense will be tires if you do not care for them properly.

To obtain maximum life from your tires:

1. Do not ride in areas where glass, nails or sharp stones are known to be.
2. Do not jump curbs or ride double.
3. Keep wheels properly aligned to prevent wear on sidewalls.
4. Do not use screwdrivers or other sharp tools when repairing tires.
5. Use care when inflating tires to prevent blow-outs.
6. Do not use good tubes in broken, cut or severely punctured tires.
7. Always seat tires properly to prevent pinching tubes.
8. Make sure valve is straight in hole of rim.



9. Do not let bicycle rest long periods on the tires. To store bicycle, hang it up or turn it upside down.
10. Never sit on bicycle nor ride it when tires are underinflated.

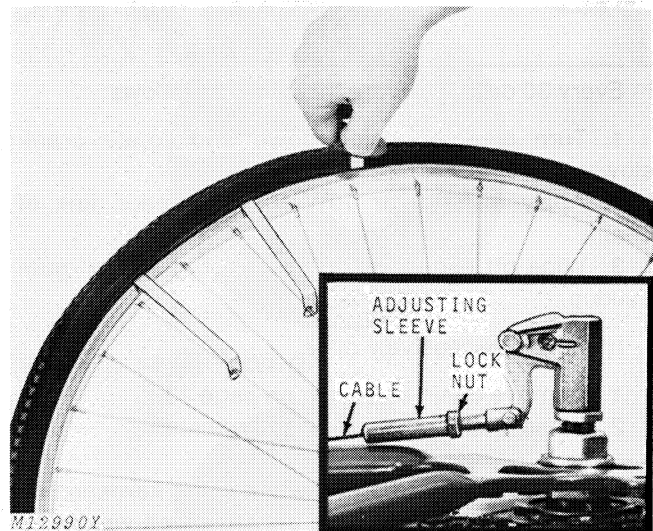
CHANGING AND REPAIRING TIRES AND TUBES

Your new 3-speed bicycle is equipped with clincher-type tires with separate inner tubes. Should you have a flat tire:

1. Remove the wheel from the bicycle.

NOTE: If rear wheel is to be removed, disconnect adjusting sleeve from cable at 3-speed mechanism, (see inset below).

2. Depress valve core in valve stem to completely deflate tire. Loosen core to release any remaining air pressure.



3. Remove tire from wheel using only special tire tools available from your dealer. Start opposite valve stem and carefully roll tire off rim.
4. Patch tube if possible. Follow patch manufacturer's instructions. Otherwise, replace tube with a new one.
5. Check tire carefully. Be sure no nails, thumb tacks, pieces of glass or other items remain in tire to cause repeated tube failure. If tire is severely cut, replace it.
6. Check wheel rim for sharp edges.
7. Be sure rubber rim strip covers spoke heads.

8. Install tube in tire.

NOTE: Dust tube with talcum powder to prevent tube from being pinched or twisted.

9. Tighten valve core in valve stem.
10. Inflate tube until it seeks shape of tire. Do not over-inflate.
11. Install valve stem in rim and mount tire on rim.

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

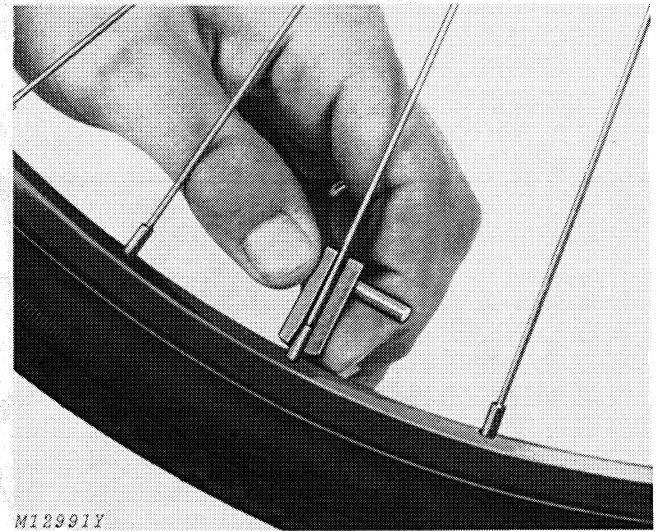
12. When tire is in place, carefully inflate tube to 12 psi.
13. Check to see that tire and tube are properly positioned. Tube should not be pinched. Valve stem should be perpendicular (90-degree angle) to rim.
14. Partially deflate tube so it seeks its own position.
15. Reinflate tube to 12 psi.
16. Again check valve stem position and tire mounting. Inflate tube to pressure shown on tire side-wall (50 to 60 psi).
17. Install wheel on bicycle. Be sure wheel is true and properly aligned in frame.

NOTE: When installing rear wheel, attach cable to 3-speed shifting mechanism and adjust as shown on page 11. Adjust chain as shown on page 13.

CHECKING TIRE PRESSURE

Check tire pressure each week because inner tubes lose air slowly. Use a tire gauge and inflate front and rear 26 x 1-3/8-inch tires to 50 to 60 psi.

TRUING WHEELS



If wheel rim appears out of true, that is, slightly twisted or sprung, bring it back into true by adjusting the spokes. Adjust spokes and true wheels as follows:

1. Turn bicycle upside down on its saddle and handlebars.

NOTE: Be careful not to scratch chrome or damage saddle or 3-speed selector.

2. Rotate wheel and check it for wobble as it rotates through caliper brake.

3. If rim is twisted slightly to left, tighten spoke nipples on right-hand side of wheel. This shortens spokes and pulls rim to right.

4. If rim is pulled to right, tighten spoke nipples on left-hand side of wheel. To true wheel, you may have to loosen spoke nipples slightly on side of the wheel opposite spokes being tightened.

NOTE: See your John Deere dealer for an inexpensive spoke wrench. Do not use pliers.

5. Turn spoke nipples onto spokes to tighten . . . off spokes to loosen.

NOTE: Turn spoke nipples no more than one complete turn at a time. Several spokes may have to be adjusted to bring wheel back into true.

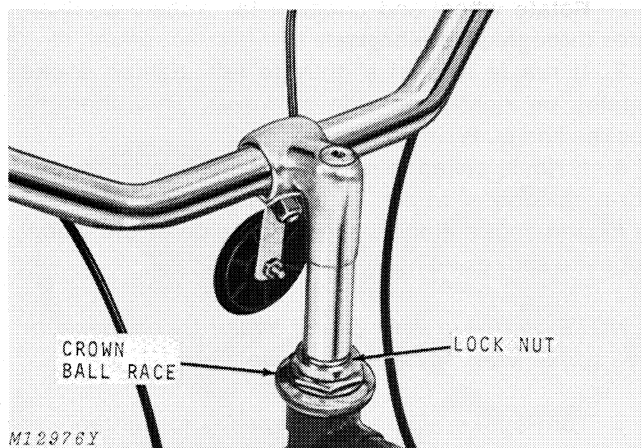
If wheel is severely out of line from hitting a curb or other obstruction, see your John Deere dealer.

ADJUSTING BEARINGS



John Deere 3-Speed Bicycles are equipped with two bearings in the head, lower bracket (crank assembly), each pedal and in each wheel.

Checking Head Bearing Adjustment

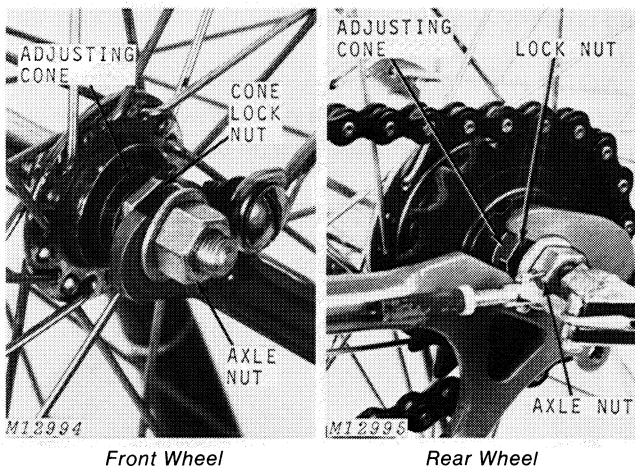


To check head bearing adjustment, lift up on handlebars at handgrips. There should be no vertical or horizontal play in either the handlebar stem or the fork within the frame. Handlebars should turn freely without binding or excessive play.

To adjust head bearing:

1. Loosen lock nut.
2. Tighten crown ball race until handlebar stem turns freely in head without play.
3. Tighten lock nut.

Checking Wheel Bearing Adjustment



Front Wheel

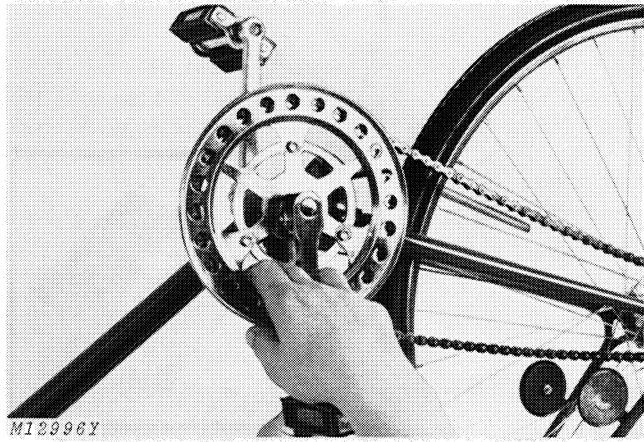
Rear Wheel

To check wheel bearing adjustment, lift wheel off ground. There should be little horizontal movement of wheel at rim . . . none at hub. Wheel should turn easily without binding or wobbling.

To adjust wheel bearing:

1. Loosen axle nut and cone lock nut on one side of wheel.
2. Using a thin open-end wrench (cone wrench), adjust flat-sided cone until the wheel has nearly no side play at the rim and wheel spins freely without binding.
3. Adjust only the right-hand side of rear wheel hub.
4. Hold cone in this position with cone wrench and tighten cone lock nut and axle nuts.

Checking Crank Bearing Adjustment



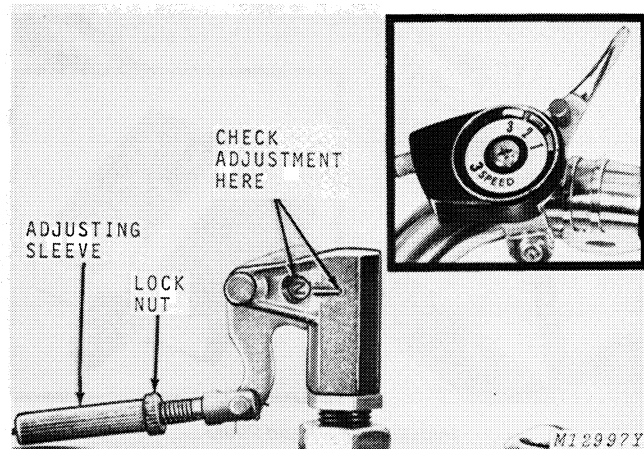
To check adjustment of crank bearings in lower bracket, grasp crank and move it horizontally from side-to-side. There should be very little horizontal movement. Crank should rotate freely without play.

If crank bearings need adjustment, see your John Deere dealer.

Checking Pedal Bearings

If pedals begin to bind and cannot be freed by lubrication, replace the pedals. See page 12.

ADJUSTING 3-SPEED SHIFT MECHANISM



Place speed selector lever in No. 2 position. When 3-speed mechanism is properly adjusted, letter "N" on shifter mechanism will be centered in circle and line is in slot of shifting mechanism.

To adjust to this position:

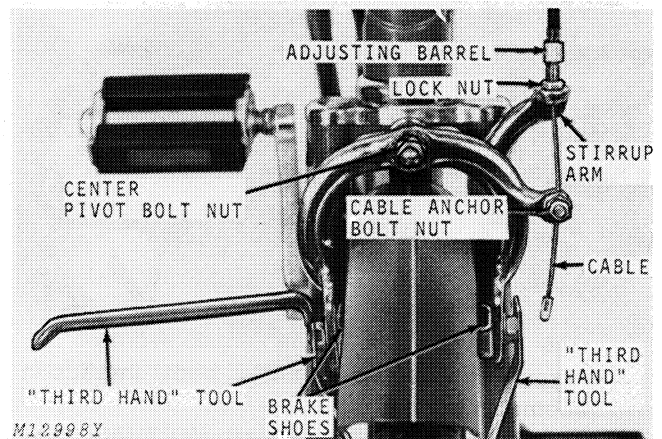
1. Loosen lock nut on cable adjusting sleeve.
2. Turn adjusting sleeve on or off threads until "N" is centered in circle and line is in slot of shifting mechanism.
3. Tighten lock nut against adjusting sleeve.

IMPORTANT: If 3-speed mechanism is not kept in proper adjustment, internal damage to hub will result.

SERVICING 3-SPEED HUB

Do not attempt to disassemble and repair your 3-speed hub. Servicing the assembly is somewhat complicated and requires special tools. If 3-speed hub requires adjustment, adjust as shown at left below. For other service, see your John Deere dealer.

ADJUSTING BRAKES



As brake shoes wear, loosen lock nut. Turn adjusting barrel counterclockwise until shoes clear rim by 1/16 to 1/8 inch. Retighten lock nut.

When initial brake adjustment has been used up:

1. Turn lock nut and adjusting barrel clockwise all the way into brake stirrup arm.
2. Hold brake shoes in braking position using a "third hand" tool or an adjustable clamp.
3. Loosen nut on cable anchor bolt.
4. Pull cable tight.
5. Secure nut on cable anchor bolt.
6. Readjust using the adjusting barrel if necessary.

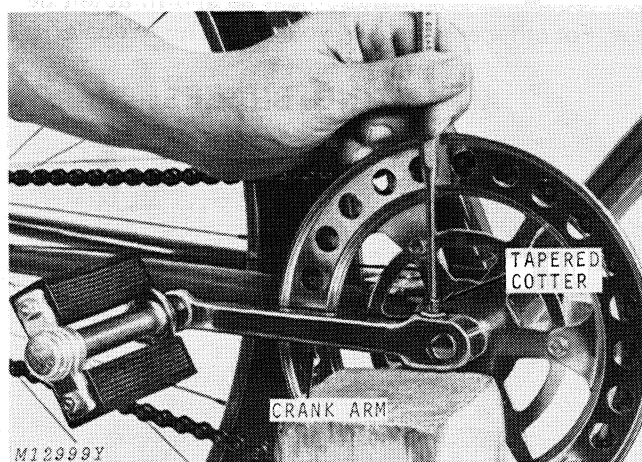
If one brake shoe is closer to rim than other:

1. Loosen center pivot bolt nut at rear of fork.
2. Center unit around rim.
3. Tighten pivot bolt nut.
4. Be sure brake shoes strike rim and not sidewall of tire.
5. Adjust brake shoe assemblies as shown on page 17.

REPLACING BRAKE AND SHIFTER CABLES

If cables leading from brake and shifter controls become damaged and require replacement, see your John Deere dealer.

REPLACING CRANK ARM



If a crank arm becomes bent or pedal threads in arm become stripped:

1. Remove nut from tapered cotter (wedge pin).
2. Support crank arm assembly with a block of wood.

IMPORTANT: The crank must be firmly supported to prevent damage to bearings or axle when you strike the cotter.

3. Tap tapered cotter from crank arm, using a hammer and punch.
4. Install new crank arm.
5. Insert tapered cotter in arm.

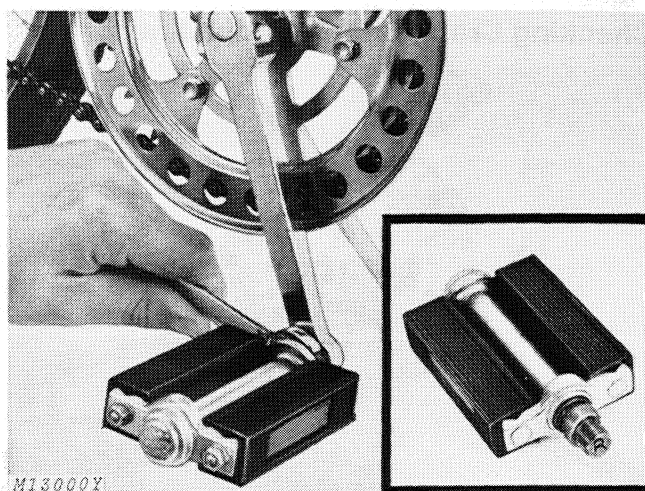
NOTE: Tapered cotters must be installed in opposite direction on each side (one nut up, one down) to provide proper position of crank arm.

6. Strike cotter a solid blow to seat it until at least 1/4 inch of thread is exposed.
7. Install and tighten nut securely.
8. Strike cotter solidly again, and torque nut to 45 to 50 in-lbs.

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

REPLACING PEDALS

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

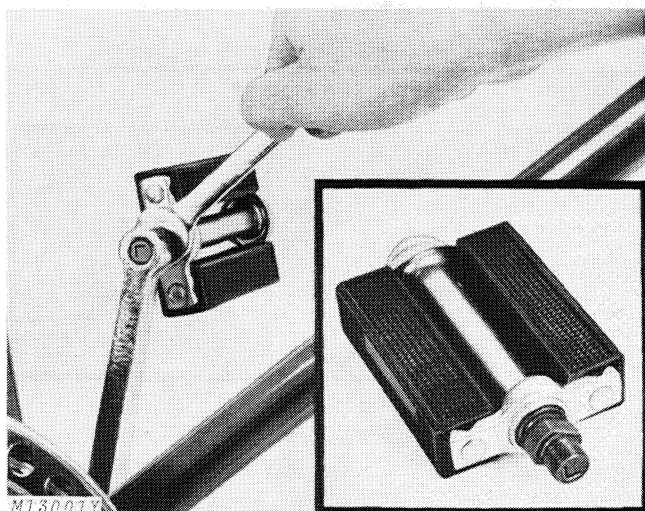


Installing Right-Hand Pedal

To remove damaged right-hand pedal, turn pedal axle counterclockwise.

When installing right-hand pedal (marked "R" on axle):

1. Thread pedal axle into crank on right-hand side of bicycle.
2. Turn pedal axle clockwise.
3. Tighten securely.



Installing Left-Hand Pedal

To remove damaged left-hand pedal, turn pedal axle clockwise.

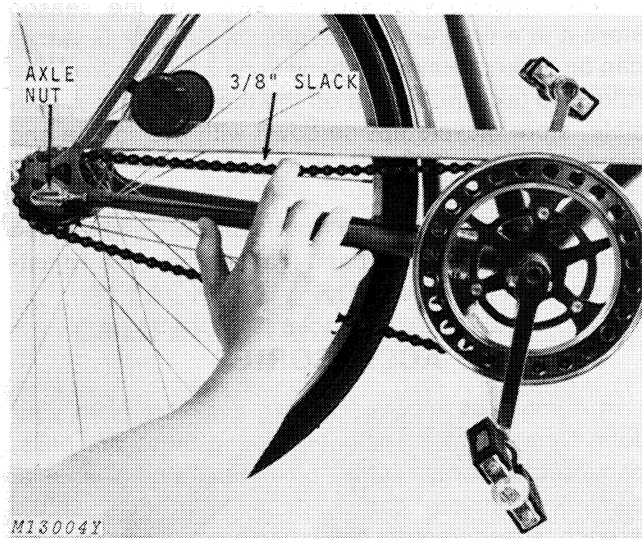
When installing left-hand pedal (marked "L" on axle):

1. Thread pedal axle into crank on left-hand side of bicycle.
2. Turn pedal axle counterclockwise.
3. Tighten securely.

ADJUSTING CHAIN

Check chain adjustment every 30 days. To adjust:

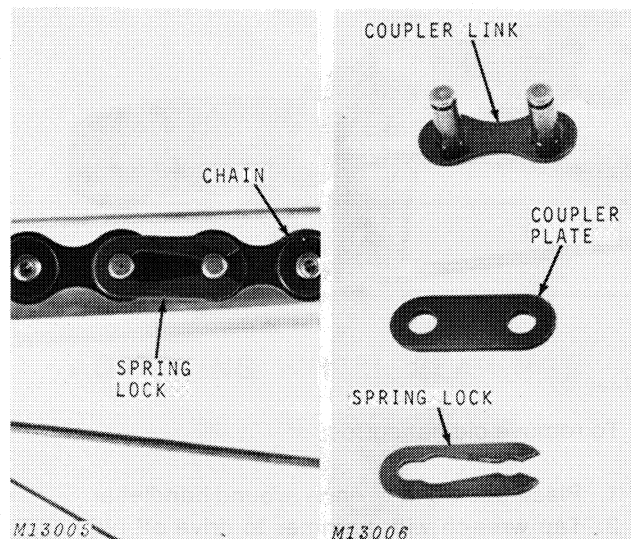
1. Loosen rear axle nuts and slide wheel forward or rearward in frame until there is 3/8 inch slack of upper chain midway between front and rear sprockets.



2. Be sure rear wheel is centered between frame sides.
3. Tighten rear axle nuts and readjust 3-speed mechanism and brakes (page 11), if necessary.

NOTE: When bicycle is first delivered, the chain may seem tight. This is normal. As bicycle is used chain will loosen, allowing normal slack.

SERVICING CHAIN



If chain requires cleaning or replacement:

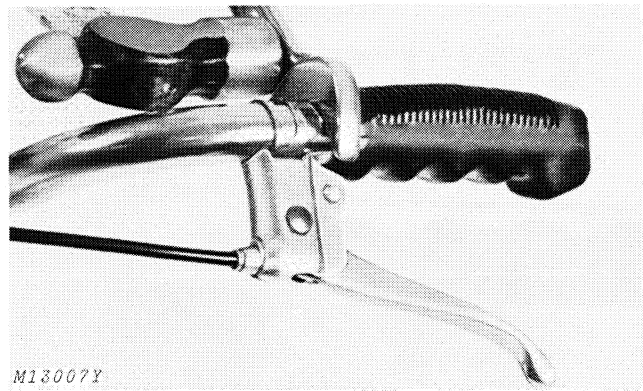
1. Remove spring lock.
2. Remove coupler plate.
3. Remove coupler link to disassemble chain.
4. Remove chain from sprockets.

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

5. Wash chain in kerosene.
6. Wipe chain dry.
7. Submerge chain in SAE 30 or 10W-40 oil. Wipe off excess oil.
8. Reinstall chain on sprockets.
9. Place coupler link through loose chain ends.
10. Slip coupler plate on coupler link and install spring lock.
11. Adjust chain as shown at left.

CAUTION: Be sure braking surface of wheel rim is free of oil. Wipe dry.

REPLACING HANDGRIPS



To remove old handgrips:

- 1. Place open end wrench around handlebar.
- 2. Tap wrench with hammer to drive off old handgrip. See photo above.
- 3. If handgrip does not come off easily, cut it off.

When installing new handgrips, position them on handlebars so they fit the natural contour of the hand without bending the wrists.

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

REPLACING REFLECTORS

Your bicycle is equipped with reflectors to make it safer and easier to see. Should 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 Fender	2 inch	Red
Rear Sides	2 inch	Red
Front Sides	2 inch	Amber
Front on Stem	1 inch	Crystal
Pedals		Amber

APPEARANCE CARE AND STORAGE

Keep your bicycle dry to prevent saddle from being damaged and chain from rusting. Wash and wax your bicycle frequently. Use liquid waxes to protect its finish. Touch-up scratches with matching paint to prevent rust.

When putting your bicycle away for the season store it in a dry garage, shed or basement—one that can be locked. Hang the bicycle on a wall or from the rafters to take the weight off the tires. If this is impossible, store bicycle upside down with the saddle and handlebars on a dry surface.

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

ACCESSORIES

A number of accessories are available from your John Deere dealer. Included among these are bells, baby seats, horns, lights, baskets, training wheels, padlocks, chains, cables, bicycle wrench, spoke wrench, speedometers and many others.

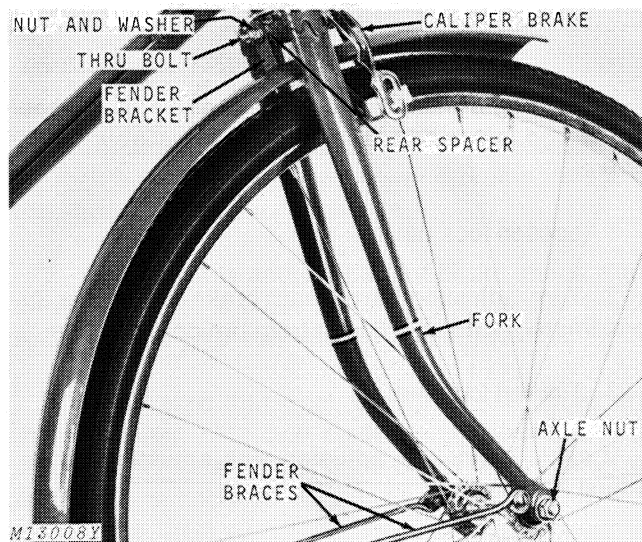


Assembly



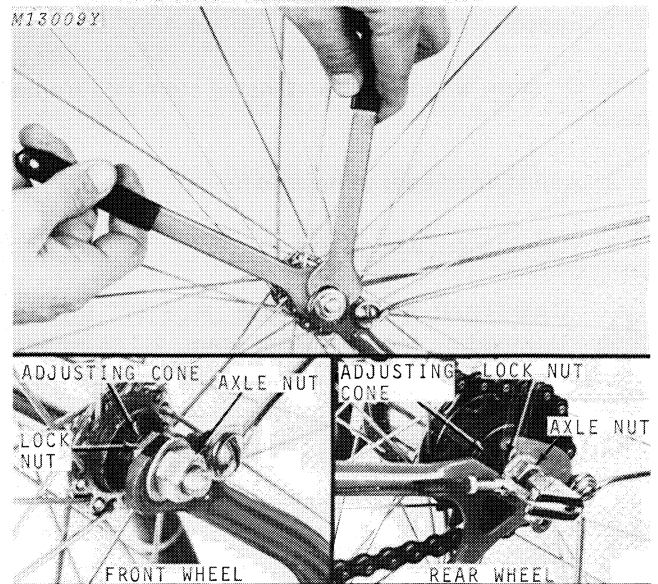
CAUTION: To make the bicycle as safe as possible, assemble it carefully, especially the front wheel and fork.

ATTACHING FRONT FENDER CALIPER BRAKE AND WHEEL



1. Bicycle is shipped with fork pointing toward the rear. Swing fork around to point forward.
2. Remove nut, washer and rear spacer from caliper brake assembly.
3. Install caliper brake thru bolt into hole in fork.
4. Install rear spacer, fender bracket, washer and nut on thru bolt. Tighten nut.
5. Attach fender braces to fork with screws provided.
6. Loosen nuts on front axle and install wheel assembly in fork slots.
7. Center wheel in fork and secure axle nuts.

ADJUSTING WHEEL BEARINGS



Tip bicycle upside down.

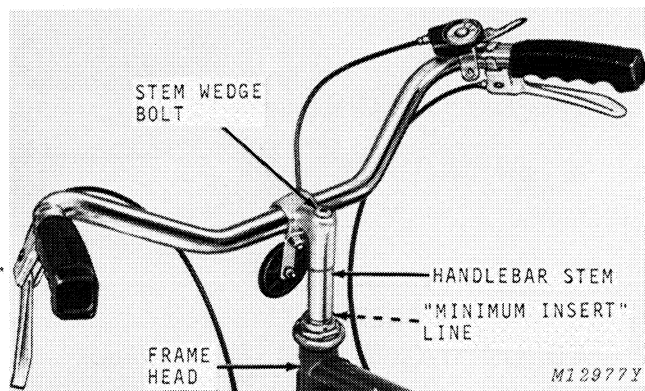
NOTE: Wheels should spin freely without binding and with nearly no horizontal movement at rim.

Check bearing adjustment on front and rear wheels. If necessary adjust as follows:

1. Loosen axle nut.
2. Loosen lock nut with a cone wrench.
3. Loosen or tighten adjusting cone, using a cone wrench.
4. Hold adjusting cone and secure with lock nut.
5. Tighten axle nut.

IMPORTANT: Tightening lock nut tends to tighten adjusting cone. Recheck bearing adjustment after lock nut is secured.

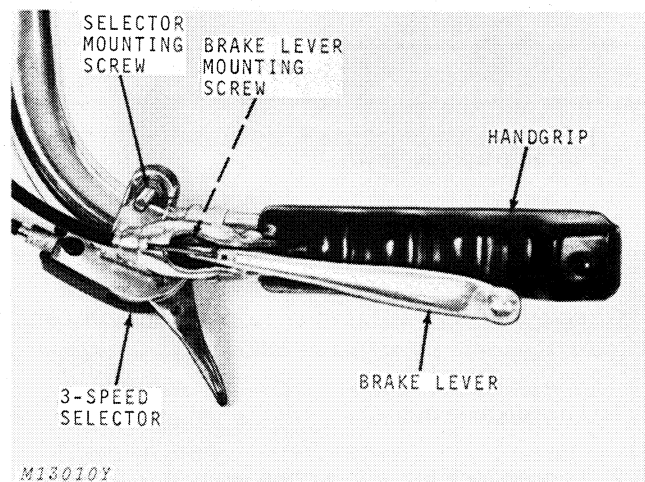
INSTALLING HANDLEBAR



1. Loosen stem wedge bolt.
2. Oil stem wedge bolt and install stem into frame head.
3. Adjust handlebar to desired height, page 3.
4. Tighten stem wedge bolt.

CAUTION: A "MINIMUM INSERT" line is stamped on the handlebar stem, 2-1/2 inches from lower end. Do not pull stem out beyond this line.

INSTALLING LEVERS AND HANDGRIPS



1. Loosen mounting screw and install 3-speed selector loosely on right-hand handlebar.
2. Loosen mounting screws and install brake levers loosely on end of each handlebar.

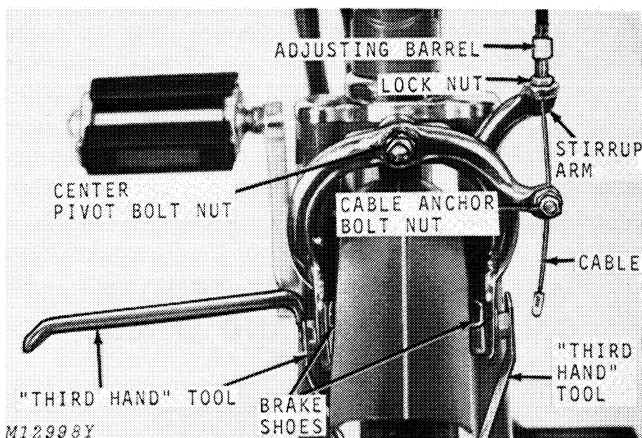
NOTE: Right-hand brake lever controls rear wheel brake and left-hand brake lever controls front wheel brake.

3. Install handgrips so they fit comfortably as rider reaches forward from saddle.

4. Position brake levers in a comfortable position in front of handgrips and tighten mounting screws.

5. Position 3-speed selector in a comfortable position in front of right-hand brake lever and tighten mounting screw.

ADJUSTING BRAKE CABLES



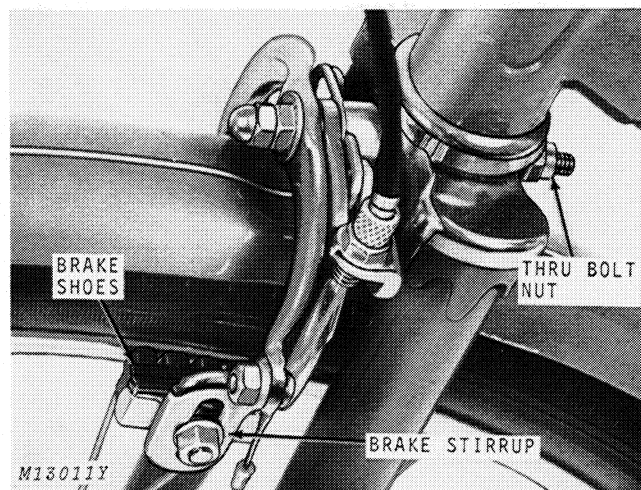
NOTE: Right-hand brake lever controls rear wheel brake and left-hand brake lever controls front wheel brake.

1. Loosen lock nut.
2. Turn adjusting barrel until brake shoes are approximately 1/16 to 1/8 inch from rim on each side.
3. Tighten lock nut.

If cable cannot be adjusted with adjusting barrel, adjust as follows:

1. Turn lock nut and adjusting barrel clockwise all the way into brake stirrup arm.
2. Hold brake shoes in a braking position using a "third hand" tool or an adjustable clamp.
3. Loosen nut on cable anchor bolt.
4. Pull cable tight.
5. Tighten nut on cable anchor bolt.
6. Readjust using the adjusting barrel if necessary.

ADJUSTING BRAKE SHOES



Front Wheel Brake Illustrated

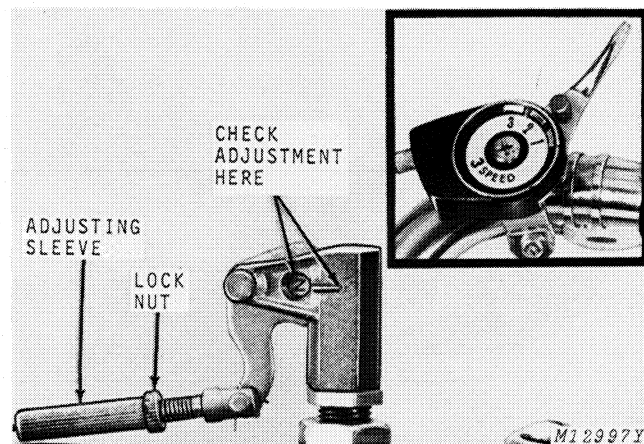
NOTE: Wheels must be centered in fork and seat stays before adjusting brakes.

1. To center brake assembly over rim, loosen nut on thru bolt. The distance between brake shoe and rim should be equal on each side.

2. Apply brakes and check that brake shoes align evenly with rim without touching tire. Loosen brake shoe nut to align shoes with rim and tighten nut.

3. Make sure that front edge of brake shoes are approximately 1/32-inch closer to rim than the rear edge. If not, carefully bend the brake stirrup using an adjustable wrench.

ADJUSTING SPEED SELECTOR CABLE



1. Place speed selector lever in No. 2 position.

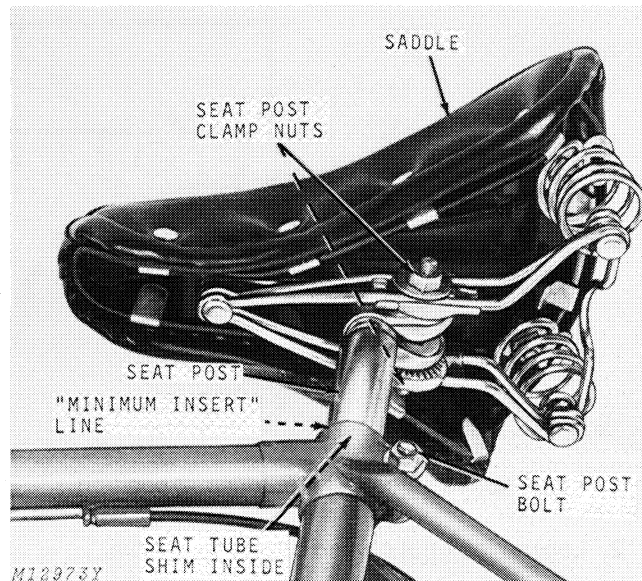
2. Loosen lock nut on end of selector cable.

3. Thread adjusting sleeve on or off threads until "N" is centered in circle and line is in slot of shifting mechanism.

4. Tighten lock nut.

NOTE: When "N" is in centered position, the hub is adjusted to work properly in all speed selections.

INSTALLING SADDLE



NOTE: A seat tube shim is included with the bicycle. If seat post can be installed into shim, do so. If seat tube shim is not required, discard shim.

1. Place seat post in seat tube.

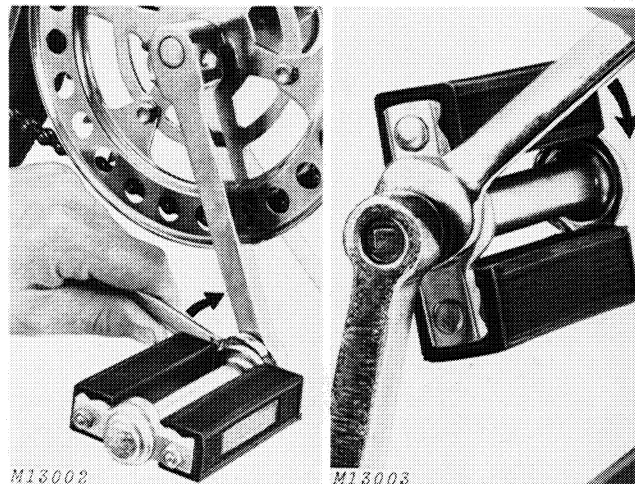
NOTE: Be sure saddle is attached to seat post as shown, with clamp nuts to rear of post.

2. Raise or lower seat post in seat tube until desired height is achieved. See page 3.

3. Tighten seat post bolt.

CAUTION: A "MINIMUM INSERT" line is stamped on the seat post 2-1/2 inches from the lower end. Do not install post any higher than this line.

INSTALLING PEDALS



1. Install right-hand pedal (marked "R" on pedal axle) on right-hand crank arm. Thread clockwise into crank arm.

2. Install left-hand pedal (marked "L" on pedal axle) on left-hand crank arm. Thread counterclockwise into crank arm.

3. Tighten pedals securely.



CAUTION: Be sure pedals are tightened securely.

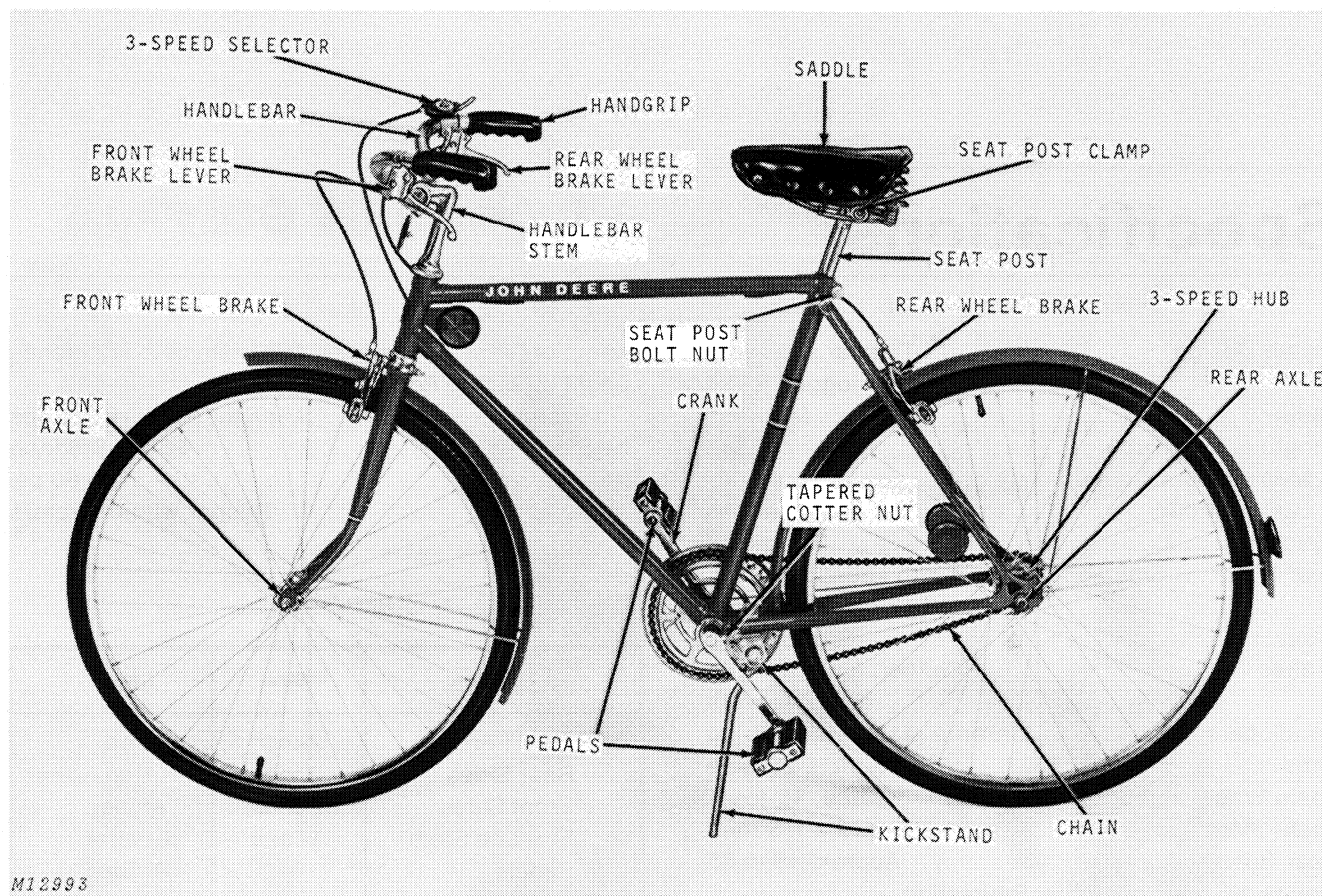
INFLATING TIRES

1. Check valve stems to be sure they are not being pinched or cut.
2. Inflate tires from 50 to 60 psi.

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.

PREDELIVERY SERVICE



Before delivering bicycle to customer, adjust and/or tighten:

1. Wheel axle nuts.
2. Pedal axles in crank arms.
3. Seat post clamp nuts.
4. Seat post bolt nut.
5. Crank arm tapered cotter nuts.*
6. Brake mounting bolts.
7. Brake shoe nuts.
8. Handlebar stem wedge bolt.
9. Handlebar stem clamp nut.
10. Kickstand nut.
11. Head lock nut and crown ball race.
12. Crank bearing lock nut.
13. Brake lever mounting screws.

* Follow procedure outlined in Step 8, page 12, supporting crank arm with wood block. Torque to 45 to 50 in-lbs.

Before delivering bicycle to customer lubricate with SAE 30 or 10W-40 oil:

1. 3-speed hub.
2. Brake pivot points.
3. Pedal axles.
4. Chain links
5. Kickstand sliding surface.
6. Brake lever pivots.



Specifications

Frame Design Tubular steel with
lugged joints
Saddle Mattress
Length of Seat Tube
Men's Model 21 inches
Ladies' Model 19-1/2 inches
Weight 35 pounds
Rear Hub . . . Shimano, 3-speed with speed selector,
and 18-tooth sprocket
Front Hub Small flange
Brakes Caliper, side-pull with
hooded levers
Handlebars Chrome-plated, flat touring
Rims 26-inch, 36-hole
Chain Wheel and Crank Assembly . 3-piece, 46-tooth
Chain Size 1/2 x 1/8-inch
Gear Ratio Approx. 49 to 88
Inches of Travel per Pedal Revolution
Low (No. 1) 156 inches
Normal (No. 2) 209 inches
High (No. 3) 278 inches

Length of Stem in Head . . . Minimum of 2-1/2 inches
Length of Saddle Post
in Frame Minimum of 2-1/2 inches
Tire Size 26 x 1-3/8 inch
Tire Inflation 50 to 60 psi
Pedals Rubber with reflectors

REFLECTORS

Location	Size	Color
Rear Fender	2-inch	Red
Rear Sides	2-inch	Red
Front Sides	2-inch	Amber
Front on Stem	1-inch	Crystal
Pedals		Amber

Specifications and design subject to change without notice.

SERIAL NUMBER

Model - Men's _____ Ladies' _____

Serial No. _____

Date of Purchase _____

(To be filled in by Purchaser)

Service to keep you going

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

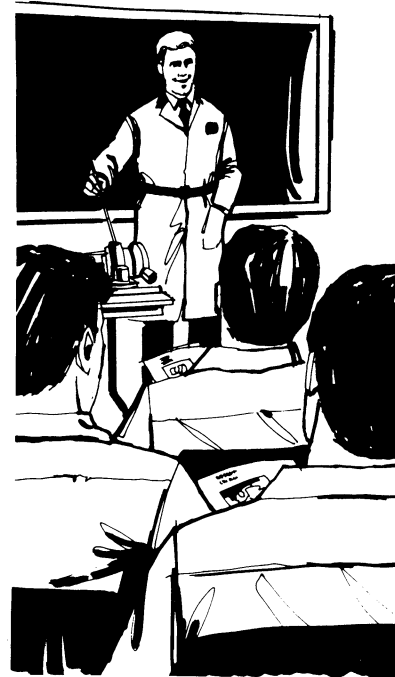
John Deere Parts.

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.



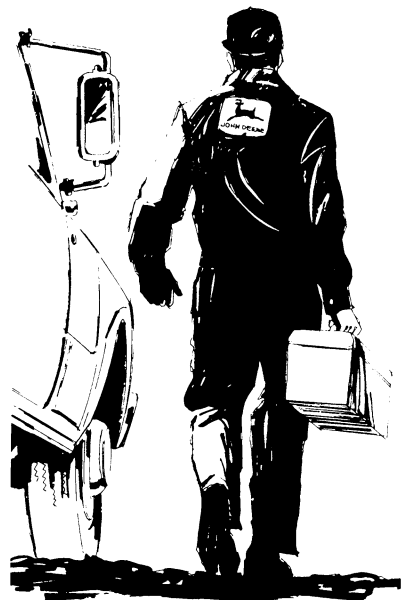
The right tools.

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

