

HALF WAY

Model Year 2001

Owners Manual

November 2000



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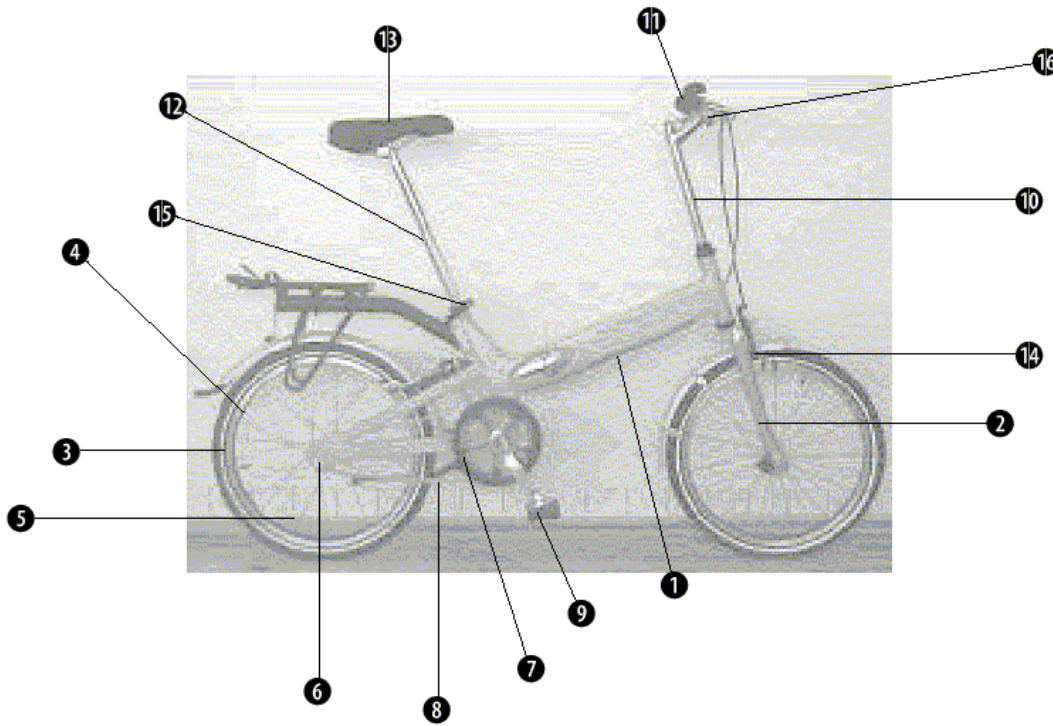
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1 WHY YOU SHOULD READ THIS MANUAL.

Even if you've been riding a bike all your life, you probably need to update your cycling knowledge. Bicycles recently have gone through some pretty dramatic changes in their technology, which affects their performance. This manual will help you get the best from your new bike. It's important to understand your new bike, its features and its operation.

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2 YOUR BIKE.



- | | | |
|----------|--------------------|-----------------|
| 1. Frame | 7. Crank | 13. Saddle |
| 2. Fork | 8. Chain | 14. Brake |
| 3. Tyre | 9. Pedal | 15. Seat binder |
| 4. Rim | 10. Handlebar stem | 16. Brake lever |
| 5. Spoke | 11. Handlebar | |
| 6. Hub | 12. Seat post | |

2.1 Folding instructions.

6 Steps.

In order to allow the folding bike to stand upon the ground properly after folding, please perform the following first:

1. Set the kickstand to the parking position.
2. Adjust the seat post to its lowest possible position.
3. Crank position should be adjusted as shown below (fig. 5).

Step 1 Loosen the seat binder (quick release) and push the saddle almost to the bottom. Then tighten the quick release again.

Step 2 Rotate the knob of the handlebar stem in an anti-clockwise direction. After release, the stem can be folded downward. Click the upper part into the plastic holder on the frame.

Step 3 Grab the frame with both hands and loosen the frame release.

Step 4 Fold the frame.

Step 5 Pedal folding: turn to the backside of the pedal, then you can fold it by rotating the switch 90 degrees .

Step 6 Place the bike inside the travel bag.

Refer to the pictures below for an illustrated example of folding the bike.

Unfolding is the reverse procedure.

Make sure all releases for frame, seat post and handlebar stem are fixed.

Refer to chapter 3 and 4.

IMPORTANT NOTES.

Figure 4 and 6: these pictures show another type of handlebar stem than the one that is used on Halfway bicycles !

The frame quick release (fig. 3) has an adjustment nut that controls the clamping force of the quick release and the force that is needed to open/close this quick release.

MAKE SURE THAT THE FUNCTION OF THE QUICK RELEASE AND THE ADJUSTMENT NUT ARE DEMONSTRATED BY THE BICYCLE DEALER BEFORE USING THE BIKE.



3 FIT AND SAFETY.

3.1 Fit.

Make sure the bike is appropriate for your size. A bike that's too big or too small for the rider is harder to control and can be uncomfortable.

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3.2 Saddle position.

Correct saddle adjustment is an important factor in getting the best performance and comfort from your bicycle. Your dealer will have positioned the saddle where experience tells him most people find it comfortable. If you find the saddle position uncomfortable, there are a few adjustments you can make.

a. Up and down adjustment.

Your leg length determines the correct saddle height. To check for correct saddle height:

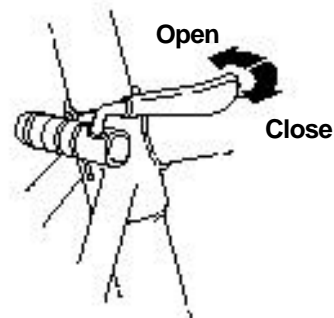
- Sit on the saddle
- Place one heel on a pedal
- Rotate the crank until the pedal with your heel on it is in the lowest position and the crank is parallel to the seat tube.

Your leg should be almost straight. If not, your saddle height needs adjusting.

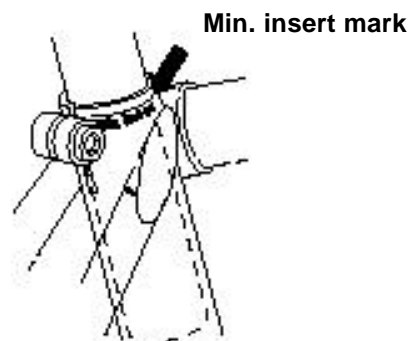
To adjust the saddle height, loosen the seat post fixing bolt (see Section 6.4 for details) and move the seat post up or down as required.

Then, make sure that the saddle is parallel to the top tube of the bike, and retighten the seat post, fixing the bolt tight enough so that you cannot twist the saddle out of alignment.

Check the adjustment as described above.



The seat post must NOT project from the frame beyond its Minimum Insertion or Maximum Extension marks.



b. Front and back adjustment.

To find the most comfortable position, loosen the saddle clamp and adjust the saddle forward or back to suit you. Retighten the saddle clamp.

c. Your most favourable position.

Most people prefer a horizontal saddle, but some riders prefer to have the saddle tilted up or down a little. Adjust the saddle tilt by loosening the saddle clamp, tilting the saddle to the desired position, and re-tightening the saddle clamp.

Very small changes in saddle position will make a big difference. Make only one change at a time, and only in small steps until you have found your most comfortable position.

WARNING

After any saddle adjustment, be sure to tighten the saddle adjusting mechanism properly before riding. Periodically check to make sure that the saddle adjusting mechanism is properly tightened.

3.3 Handlebar height.

After you have set the saddle position, adjust the handlebars for a safe and comfortable ride. Loosen the stem bolt (below the hinge) by turning it counter-clockwise three or four turns . Adjust the stem position as desired. Align the stem with the tyre and retighten the stem so that you cannot twist the stem and handlebars. The Maximum Insertion or Maximum Extension marks must NOT be visible. Now check to make sure that the handlebars can rotate freely in both directions without the brake cables catching or binding on anything. It is essential to thoroughly check that your bars and stem are tight and cannot be moved after you have made any adjustments .



3.4 Control position adjustments.

The brake and shifting controls on your bicycle are positioned where they work best for most people. The angle of the controls and the position on the handlebars can be changed. Ask your dealer to show you how, or to make the adjustment for you.

3.5 Brake reach.

Many bicycles have brake levers that can be adjusted for “reach”. If you have small hands and find it difficult to squeeze the brake levers, a qualified bicycle mechanic can either adjust the reach or fit shorter reach brake levers.

3.6 Helmet.

Our advice is to wear a good quality helmet at all times whilst riding your bike!

3.7 Reflectors.

Reflectors are important safety devices that are designed as an integral part of your bicycle. In some countries, regulations require every bicycle to be equipped with front, rear, wheel and pedal reflectors .



3.8 Lights.

If you ride your bike after dusk, your bicycle must be equipped with lights so that you can see the road and avoid road hazards and so that others can see you. In some countries, the law requires your bike to be delivered to you with front and rear lights. In these countries, your dealer is not allowed to deliver you the bike without front and rear lights.

3.9 Night riding.

- Make sure that your bicycle is equipped with correctly positioned and securely mounted reflectors.
- Purchase and install an adequate battery or generator powered head and tail light.
- Wear light coloured, reflective clothing and accessories, such as a reflective vest, reflective arm and leg bands, reflective stripes on your helmet, flashing lights.... any reflective device or light approaching motorists, pedestrians and other traffic.
- Make sure your clothing or anything you may be carrying on the bicycle does not obstruct a reflector or light.

While riding at dusk or at night:

- Ride slowly.
- Avoid areas of heavy traffic, dark areas, and roads with speed limits over 35 mph.
- Avoid road hazards.
- If possible, ride on routes already familiar to you.



3.10 Wet weather riding.

WARNING:

Wet weather impairs traction, braking and visibility, both for the bicyclist and for other vehicles sharing the road. The risk of accident is dramatically increased in wet conditions.

Under wet conditions, the stopping power of your brakes (as well as the brakes of other vehicles sharing the road) is dramatically reduced and your tyres don't grip nearly as well. This makes it harder to control speed and easier to lose control. To make sure that you can slow down and stop safely in wet conditions, ride more slowly and apply your brakes earlier and more gradually than you would under normal, dry conditions.

3.11 Luggage.

If you carry luggage on the luggage carrier, make sure everything is securely fixed and free from the rear wheel. Make sure the total weight of the luggage does not exceed the maximum weight of 10 Kg.



4 SAFETY CHECK.

You should do this simple, one-minute safety check every time you ride your bike.

4.1 Nuts and bolts.

Check to see if anything feels or sounds loose by lifting the front wheel off the ground by two or three inches and letting it bounce on the ground. If so, secure them.

4.2 Tyres and wheels.

Check to see that your tyres are correctly inflated by bouncing your weight on the bike whilst looking at the tyre deflection. Compare what you see with how it looks when you know the tyres are correctly inflated and adjust if necessary. Look for cuts in the tyre tread or side-wall. Replace damaged tyres before riding. Spin each wheel. If a wheel wobbles side to side, get the wheel trued before riding (see Section 6.2 for details).

4.3 Brakes.

Check to see that the brake quick releases are closed. Check that when you squeeze the levers hard they do not touch the handlebar. If they do, adjust your brakes before riding your bike (see Section 6.1 for details).

4.4 Quick releases.

Check that the seat post quick releases are properly adjusted and locked (see Section 6.4 for details).

4.5 Handlebar and saddle alignment.

Check that the saddle, handlebar stem and bar ends cannot be twisted out of alignment. Check that the handlebar grips are secure. If not, replace them. Don't ride with unplugged bars or bar ends.



5 RIDING SAFETY AND RESPONSIBILITY.

By choosing to ride a bicycle, you assume the responsibility for that risk.

5.1 Before you start a ride.

- a. Always do the Safety Check (Section 4) before you ride your bike.
- b. Always wear a cycling helmet that meets the latest European standard.
- c. Be thoroughly familiar with the controls of your bicycle.
- d. Wear bright visible clothing that is not so loose that it can catch on moving parts of the bicycle or be snagged by objects at the side of the road or trail.
- e. Don't jump with your bike. It places far higher stress on all the components, including the frame, than they are designed to take.

When riding, ride defensively. Allow for other users to make mistakes. Watch out for:

- Vehicles slowing or turning in front of you or turning onto the road
- Parked cars opening doors in front of you
- Pedestrians stepping out
- Pot holes, drains, railway tracks and other obstructions that could cause you to swerve.

Never carry a passenger, unless it is a child in a proper child seat.

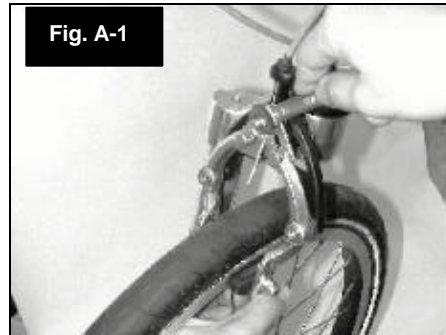
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6 HOW THINGS WORK?

6.1 Brake.

A. Front & rear brake.

1. Loosen the fixing bolt with a 10 mm wrench (See fig. A-1), then adjust the brake pads until the distance between the brake pads and rim is 2-3 mm, then lock the fixing bolt.
2. Both front and rear brakes can be adjusted in this way.



B. Adjusting your brakes.

1. If either brake lever on your bike fails the Mechanical Safety Check, you can restore the brake lever travel by turning the brake cable-adjusting barrel.
2. First turn anti-clockwise, then lock the adjustment in by turning the barrel's lock nut clockwise as far as it will go. If the lever still fails the Mechanical Safety Check, have your dealer check the brakes.

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6.2 Wheels.

These are specially designed wheels. It is strongly advised to contact your dealer if you experience problems.

Removing and installing Mono-Blade wheels.

a. Removing a Mono-Blade front wheel.

Open up the brake shoes (see Section Brake, fig. A-1).

1. Open plastic cap on the side of the hub (see fig. B-1). It can be taken off with a flat screwdriver.
2. Loosen the bolt in the hub with a 13 mm box spanner and remove the bolt and washer (see fig. B-2).
3. Take off the front wheel (see fig. B-3).

b. Installing a Mono-Blade front wheel.

1. Put the front wheel onto the hub axle.
2. Lock the bolt and washer with your hands first, then use a 13 mm box spanner to lock it tightly. But make sure the wheel can rotate smoothly (recommended tightening torque: 10 Nm.).
3. Replace the plastic cap.

c. Removing a Mono-Blade rear wheel.

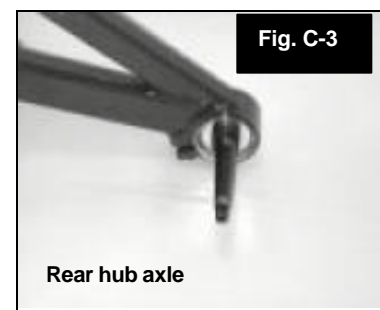
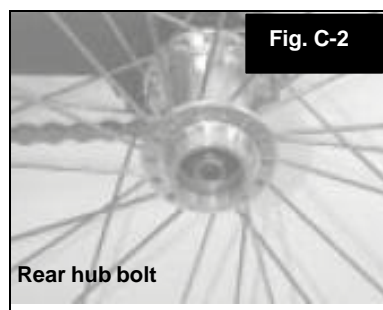
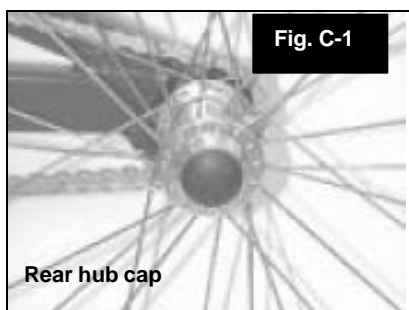
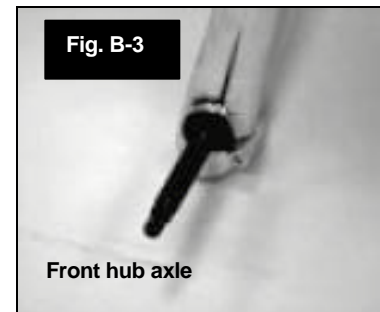
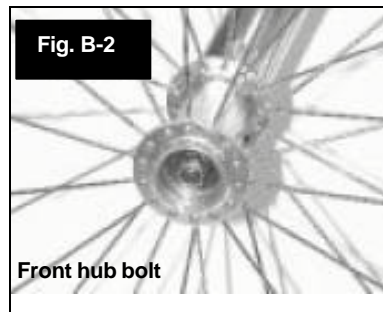
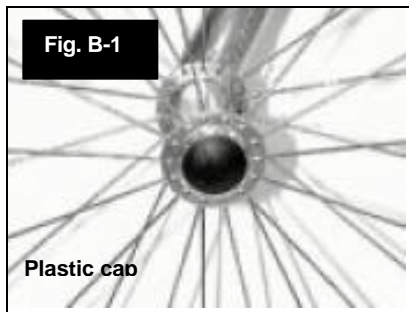
Adjust the chain to a loose position (refer to Section: Chain tension adjustment).

Open up the rear brake shoes (refer to Section: Brake).

1. Open plastic cap on the side of hub (see fig. C-1). You can use a flat screwdriver to take it out.
2. Loosen the screw in the hub with a 13 mm box spanner, then remove the bolt and washer (see fig. C-2).
3. Take off the rear wheel (see fig. C-3).

d. Installing a Mono-Blade rear wheel.

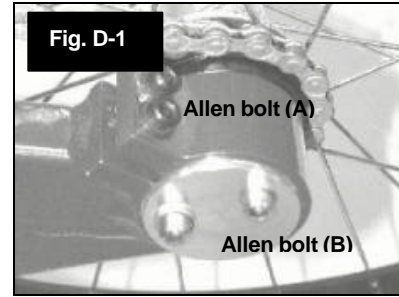
1. Put the rear wheel onto the hub axle.
2. Lock the bolt and washer with your hands first, then use a 13 mm box spanner to lock it tightly. But make sure the wheel can rotate smoothly (recommended tightening torque: 10 Nm.).
3. Adjust the chain to a loose position (refer to Section: Chain tension adjustment).
4. Replace the plastic cap.



6.3 Chain tension adjustment (for single speed):

it is advised to check with your dealer for correct chain tension setting.

1. Loosen the rear dropout bolt (bolt A) with a 5 mm. Allen Key (see fig. D-1).
2. Loosen the rear hub bolt (bolt B) with the Allen Key.
3. You can adjust the chain tension by rotating the rear hub with your hands.
Make sure the chain can work smoothly while adjusting it.
4. Lock the loosened screws (Bolt B & A) with a 5 mm Allen Key.

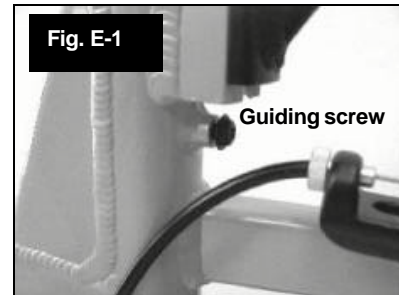


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6.4 Adjusting the quick release mechanism.

Unique Design: "Guiding Screw".

In order to offer the convenient storage function and an easy way to adjust the height of the seat post, we have designed a guiding screw (see fig E-1) on the seat post. This will ensure that the riding position will be maintained whilst adjusting the height of the seat post. This keeps you from having to check seat post alignment every time you adjust the height of the seat post.

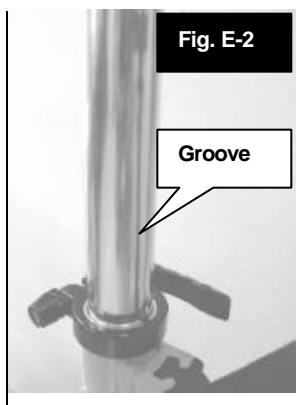


When you adjust the height of the seat post to its lowest position, the saddle or seat post may ram into the carrier, so please make sure to adjust the carrier to the appropriate position (not too much forward, see section 6.6).

The saddle won't move when the seat post and the saddle are aligned. You can try to loosen the black guiding screw on the seat tube (see fig. E-1), then you can easily move the saddle. But the alignment function will disappear.

Watch out when you fold the frame and the saddle is NOT aligned with the bike. The saddle may damage the frame when you fold it.

The action of the quick release cam squeezes the seat collar around the seat post to hold the seat post securely in place. The tension-adjusting nut controls the amount of clamping force. Turning the tension adjusting nut clockwise while keeping the cam lever from rotating increases clamping force; turning it anti-clockwise while keeping the cam lever from rotating reduces clamping force. Less than half a turn of the tension-adjusting nut can make the difference between a safe clamping force and an unsafe clamping force (see fig. E-3 & 4).



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6.5 Folding pedal.

This pedal is of a foldable design, so you can reduce the profile of the bike when folded.

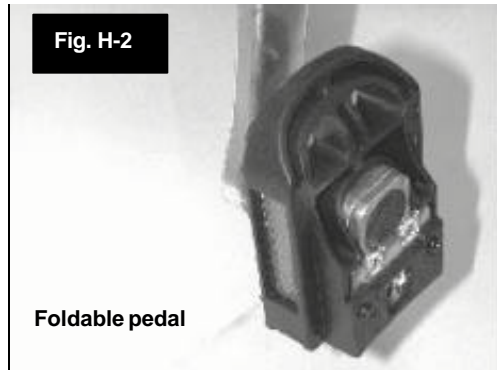
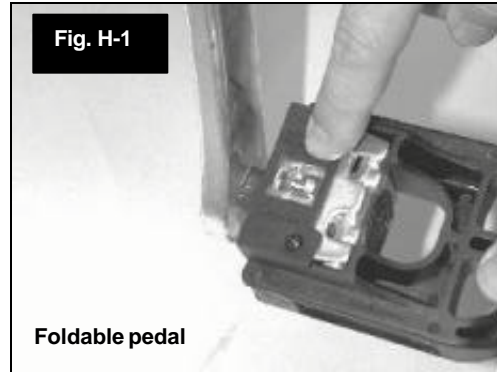
Turn to the underside of the pedal (see fig. H-1).
Rotate the controlling switch to 90 degrees to loosen the stopper, then you can fold it (see fig H-2).

NOTE:

This pedal is used only for single side usage, please make sure your feet are on the flat side of the pedal while cycling.

When putting the pedal back to the riding position, make sure the controlling switch is in the locked position.

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6.6 Carrier.

How to adjust the carrier.

1. There are two sets of bolts on the carrier (see fig. I-1 & I-2). One is fixed on the frame (Bolt A); the other is fixed on the beam and top plate (Bolt B).
2. If you want to move the top plate on the carrier, just loosen Bolt B, the top plate can be moved on the beam, tighten the bolt after adjusting it to a proper position.
3. You can use a 5 mm Allen Key to loosen Bolt A, then you can remove the carrier.

How to take full advantage of the versatility of the carrier:

- If you have flat articles to carry, just pull up the lever on the top plate, then fix the article by binding the elastic tape to the rail of the top plate (see fig. J-1).
- If you have rectangular articles to carry, use the same way as mentioned above to fix it, but adjusting the position slightly (see fig. J-2).

How to adjust the position when folding.

In order to prevent any rubbing when folding the frame, please refer to Section: How to adjust the carrier. Then adjust the top plate to the proper position (see fig. K-1 & K-2).

NOTE:

The carrier has a max. load capacity of 10 Kg.
Do not overload the carrier.

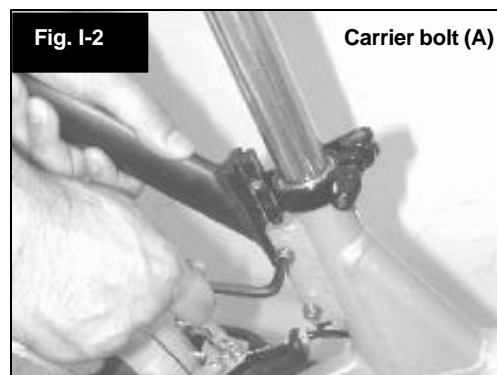
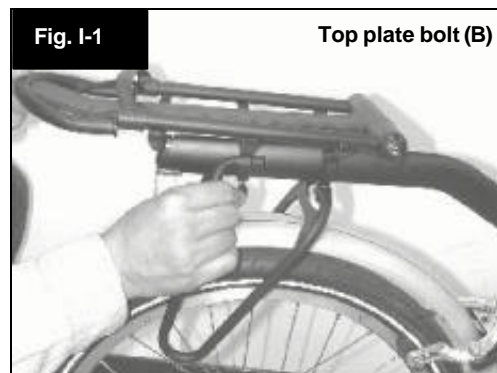




Fig. J-1

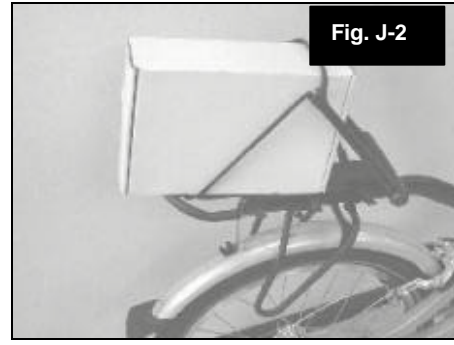
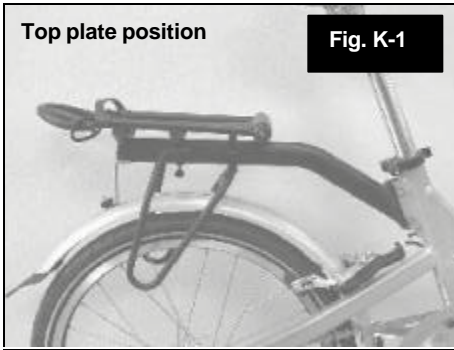
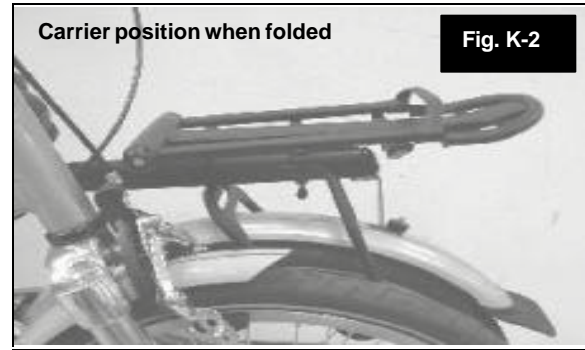


Fig. J-2



Top plate position

Fig. K-1



Carrier position when folded

Fig. K-2



TOP



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6.7 Handlebar stem.

1. Loosen the knob on the stem a bit by turning it anti-clockwise. Fold the upper part of the stem downward and click it into the plastic holder on the frame (see fig. L-1).
2. Unfold the stem by moving the upper part upward. Put the wedge in place and tighten the black knob well.

NOTICE:

Make sure the handlebar stem has been fixed well before cycling.



Fig. L-1

6.8 Correct tyre pressure.

This kind of tyre can take air pressure to a maximum of 80 PSI. You can find "80 PSI" printed on the side of the tyre. Please keep the tyre pressure at 80 psi (approx. 5.5 bar) for optimum performance.



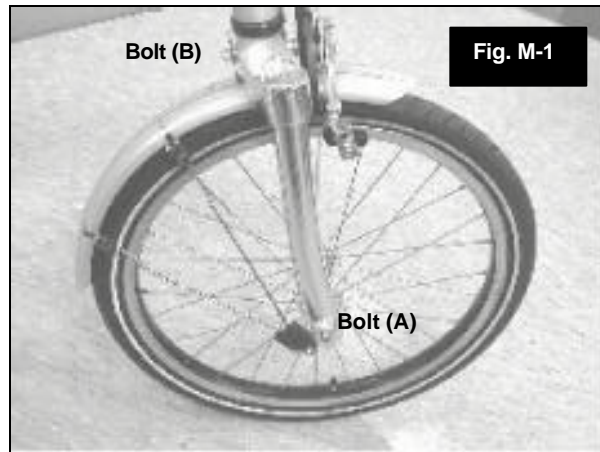
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6.9 How to remove & fix the set of fenders.

There are two fenders on this folding bike; one is for the front wheel and the other for the rear wheel.

How to remove & fix the front fender.

There are two fixed bolts for the front wheel (see fig. M-1), one is for the fork dropout and the other is for the fork crown. When you want to remove the front fender, you have to use a 5 mm Allen Key to loosen the fixing bolt (A) on the dropout, then use a 10 mm wrench to loosen the fixing bolt (B) on the front brake. The fixation process is similar. Follow the same procedure, but in reversed order.



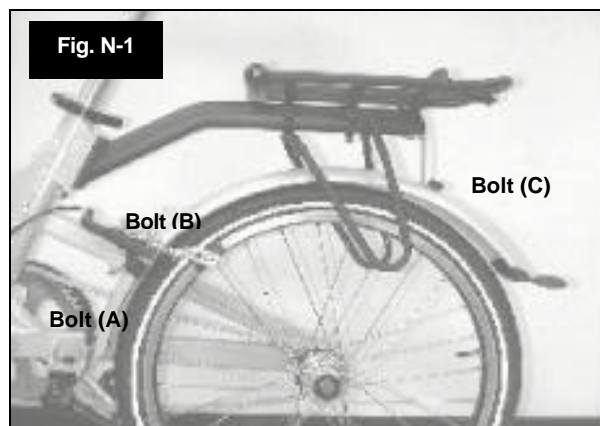
How to remove & fix the rear fender.

Step 1.

There are three fixing screws for the rear fender. When you want to remove the rear fender, you have to loosen the fixing screw (A) on the carrier with your hands and loosen the fixing screw on the frame, then remove the rear fender in an anti-clockwise direction, then you can take off the rear fender from the (A) & (C) position.

Step 2.

Use a 10 mm wrench to loosen the fixing bolt (B) on the rear brake, then you can remove the rear fender.



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