SCHWINN®
OWNER'S MANUAL
LIGHTWEIGHT BICYCLES

SCHWINN-APPROVED
LETOUR™

Retail price includes
assembly and freight

INTRODUCTION

Schwinn Approved LeTour Bicycle

The Schwinn approved LeTour bicycle is manufactured in Japan for Schwinn Bicycle Company. The LeTour bicycle was designed, equipped and manufactured according to the same high quality standards demanded of all Schwinn and Schwinn-Approved products to assure your complete satisfaction. The LeTour—like all other Schwinn bicycles—is covered by a comprehensive no time limit guarantee. The guarantee is shown in full on page two of the Owner's Manual.

The LeTour is a special high performance model featuring low weight, a lugged frame, aluminum alloy derailleurs, an aluminum alloy three piece crank set and high pressure gumwall tires.

To assure your continuing satisfaction, the LeTour model bicycle — like all other Schwinn bicycles — is backed by a nationwide network of Factory Trained Authorized Schwinn Dealers.

FREE 30 DAY CHECKUP

Return your bicycle to your Schwinn Dealer from whom you purchased your new Schwinn Bicycle within the first thirty days of operation and you will receive free of charge:

- INSPECTION and ADJUSTMENT of all functional parts
- REPLACEMENT OF ANY DEFECTIVE PARTS

NOTE: Does not include any repair due to accident, abuse, neglect, normal wear, improper assembly or maintenance by anyone other than a Authorized Schwinn Dealer or use of other than Genuine Schwinn Parts or flat tire unless caused by defect.

IMPORTANT—RECORD THE SERIAL NUMBER OF YOUR NEW BICYCLE HERE IMMEDIATELY. IT IS IMPORTANT THAT YOU KEEP THIS FOR YOUR RECORDS.

LOCATION OF SERIAL NUMBER

The serial number is located on the left side of the rear fork end just above the rear wheel axle.

SERIAL NUMBER

_____

NOTICE: Your Schwinn Dealer does not maintain a record of serial numbers and therefore, in the event of loss or theft, will be unable to supply you with serial number.

PURCHASER_____

MODEL_____

COLOR_____

DATE PURCHASED_____

DEALER SIGNATURE OR STAMP_____

SCHWINN GUARANTEE

Schwinn bicycles, and Schwinn parts and accessories manufactured by Schwinn, are warranteed to be free from defects in material and workmanship . . . no time limit. Schwinn-Approved parts and accessories are warranted to be free from defects in material and workmanship for a period of one year from the date of purchase.

Schwinn will replace . . . without charge . . . any original part that is determined by the factory to be defective under the terms of this guarantee. See your Schwinn Dealer for service or replacement under this guarantee.

Failure, loss or damage due to accident, abuse, neglect, normal wear, improper assembly or maintenance by anyone other than an Authorized Schwinn Dealer, or use of other than Genuine Schwinn Parts is not covered.

FREE 30-DAY CHECKUP

Each Schwinn Bicycle will be fully assembled by the Authorized Schwinn Dealer at time of purchase, and will be entitled to receive a Free 30-Day Checkup by the same Authorized Schwinn Dealer within the first 30 days of operation . . . such checkup to include free replacement of any parts found to be defective, free inspection and adjustment of all functional parts and assemblies . . . but not including any repair due to accident, abuse, neglect, normal wear, improper assembly or maintenance by anyone other than an Authorized Schwinn Dealer, or use of other than Genuine Schwinn Parts.

Dealer labor charges are not covered by this guarantee after the Free 30-Day Checkup, except for any labor charges due to free replacement of a defective or broken frame within one year from date of original purchase at retail.

Replacement of defective parts and those dealer charges specified above shall be the sole remedy of any purchaser under the Schwinn Guarantee, and IN NO EVENT SHALL SCHWINN BE LIABLE ON ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS, OR FOR SPECIAL OR CONSEQUENTIAL DAMAGES. THE FOREGOING WARRANTIES ARE IN LIEU OF AND EXCLUDE ALL OTHER WARRANTIES NOT EXPRESSLY SET FORTH HEREIN.

See your Schwinn Dealer for service under the Schwinn Guarantee, or write for assistance to: **Consumer Relations Department, SCHWINN BICYCLE COMPANY, 1856 North Kostner Avenue, Chicago, Illinois 60639.**

YOUR NEW LETOUR™ DERAILLEUR EQUIPPED BICYCLE

Congratulations on your purchase of the new LeTour lightweight bicycle. A lightweight bicycle with derailleur gearing is the finest choice for adult recreational riding and for serious cycle touring.

To increase the enjoyment of your new bicycle, read this Owner's Manual carefully, avoid careless handling and check especially the following points before you ride:

- **DO YOU KNOW WHAT TO EXPECT OF A LIGHTWEIGHT?** Lightweight bicycles roll easily and respond quickly. A little practice away from traffic will acquaint you with the handling characteristics of your new bicycle.
- **DO THE BRAKES OPERATE PROPERLY?** Ride slowly for a while and practice stopping before riding in traffic. *Familiarize yourself with wet-weather braking techniques on page 7.*
- **DO YOU KNOW HOW TO SHIFT GEARS?** See page 5.
- **DOES THE BICYCLE FIT PROPERLY?** See page 9.
- **ARE THE TIRES INFLATED PROPERLY?** See page 15.
- **DO YOU KNOW THE RULES OF THE ROAD?** See page 21.
- **DO YOU KNOW HOW TO GUARD AGAINST THEFT?** See page 23.

DERAILLEUR GEARING

The derailleurs on your new lightweight bicycle provide a system for changing gear ratios between the front sprocket and the sprockets on the rear wheel. The system is relatively simple to operate and maintain and consists of the following parts:

Five different size sprockets on the rear wheel.

Two different size sprockets on the front.

A front and rear derailleur for shifting the chain from one sprocket to another.

A shifting lever and cable for operating each of the derailleurs.

The purpose of equipping a bicycle with gears is to allow the rider to maintain a steady, rhythmic pace on the pedals in spite of changes in road and wind conditions. Instead of alternately straining uphill and pedalling in short spurts downhill, the changes in gears allow you to keep a constant pace on the pedals thus enabling you to ride farther in less time with less effort. The basic principles of the derailleur gearing are as follows:

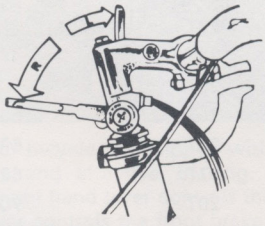
1. Use a LOW GEAR for riding UPHILL OR AGAINST THE WIND. When you shift to a low gear the rear wheel will turn fewer times for every revolution of the pedals and
your forward speed will decrease
but
the pedal speed and pedal effort will remain almost the same as if you were riding on level ground with little wind.

2. Use one of the MIDDLE GEARS for riding on LEVEL GROUND WITH LITTLE OR NO WIND. In the middle gears you should be riding at a relaxed pedal speed with only slight pedal pressure. Experiment and see which gear produces easy, relaxed riding.

3. Use a HIGH GEAR for riding DOWNHILL OR WITH THE WIND. When you shift to a high gear the rear wheel will turn more times for every revolution of the pedals and
your forward speed will increase
but
the pedal speed and pedal effort for this greater speed will remain almost the same as if you were riding on level ground with little or no wind. Thus you can take better advantage of these favorable conditions.

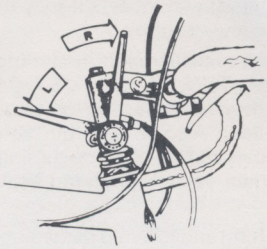
HOW AND WHEN TO SHIFT GEARS

Shifting at exactly the right time to exactly the right gear is a skill and does require some practice. However it is not difficult and you should be able to master shifting techniques relatively quickly. Remember—find your most comfortable pedalling speed and pressure and shift the gears as required to maintain easy relaxed riding.



SHIFTING TO LOWER GEARS

SHIFTING TO LOWER GEARS—Shift to lower gears before changes in terrain require an increase in pedal pressure. Look ahead and learn to anticipate these changes. Shifting the left hand control (which controls the front derailleur) in the direction shown (forward) will lower the gear. Likewise, shifting the right hand control in the direction shown (rearward) will also lower the gear.



SHIFTING TO HIGHER GEARS

SHIFTING TO HIGHER GEARS—To shift to a higher gear, move the left hand control in the direction shown (rearward) and/or move the right hand control in the direction shown (forward).

NOTE: The progression of gears is not simple and straightforward but the above technique of shifting the controls will lower and raise the gears as described. For the actual progression of gears refer to the following gear charts.

GEAR CHARTS
SCHWINN-APPROVED LeTour

FRONT SPROCKET	REAR SPROCKET	GEAR		INCHES OF TRAVEL IN ONE REVOLUTION OF PEDALS
(39-52)	(14-17-20-24-28)			
39T	28T	Low	38	119
39T	24T		44	138
52T	28T		50	157
39T	20T		53	166
52T	24T		59	185
39T	17T		62	196
52T	20T		70	220
39T	14T		75	236
52T	17T		83	261
52T	14T	High	100	314

IMPORTANT POINTS ON SHIFTING

When you are shifting gears, move one lever at a time, firmly and smoothly until you hear the chain seat itself. If there is noise after shifting, move the lever a little forward or backward. On ten-speed models it may be necessary to move the opposite lever slightly.

The most important consideration in shifting gears is that THE WHEELS AND PEDALS MUST BE TURNING. Attempting to shift while coasting or standing still may damage the derailleur. Also, when you are shifting gears, case up on the pedals but do not stop turning them. Do not attempt to shift when you are applying heavy pressure on the pedals.

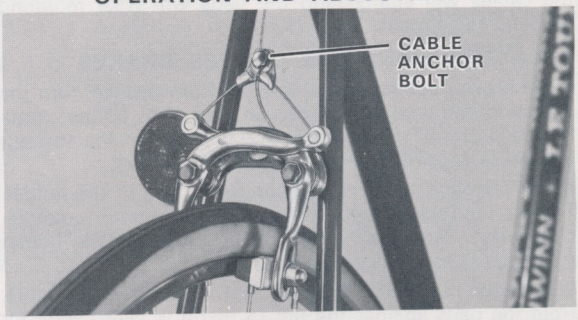
To ensure easy shifting and to avoid damaging the derailleur, observe the following precautions:

- **SHIFT ONLY WHEN WHEELS AND PEDALS ARE IN MOTION**
- **EASE UP ON PEDALS WHEN SHIFTING**
- **SHIFT ONLY ONE OR TWO STEPS AT A TIME**
- **DON'T PEDAL BACKWARDS—ESPECIALLY WHILE SHIFTING**

NEVER FORCE THE SHIFTING LEVER

CALIPER HAND BRAKES

OPERATION AND ADJUSTMENT



Your new LeTour bicycle is equipped with caliper brakes offering positive and effective braking. When properly assembled, the right hand lever controls the rear brake and the left hand lever controls the front brake. To slow down and stop apply the rear brake (right hand) first and then, if needed the front brake (left hand). The front brake should not be applied alone especially when making turns or on loose or slippery pavement.

The auxiliary levers provided with the brake levers allow you to apply gentle pressure on the brakes for slowing down. In case of a sudden emergency stop however, you should apply the brakes with your hands around the actual brake lever rather than the auxiliary levers.

CAUTION IN WET WEATHER BRAKING

No brake works as efficiently under wet conditions as in dry conditions. Caliper brakes, when adjusted properly and used under normal conditions are excellent devices for stopping your bicycle. But in rainy or wet conditions special precautions must be taken to ensure safety in stopping. Proper adjustment and cable lubrication will help but the major precaution rests with you. Increased lever force is required in wet or rainy weather but care must be exercised to maintain safety under these conditions. Ride slower and apply your brakes sooner than normal conditions would require.

MAINTENANCE AND ADJUSTMENT

- Periodically check all nuts and bolts of the brake assembly to insure that they are fully tightened. Check with your dealer if you think something may be wrong.
- Make sure that the sides of the rim are free of dirt, oil, wax and lubricants. Do not wax the rims. Use a clean cloth to wipe off any deposits that may have accumulated after riding on dirty or muddy roads. After lubricating the chain or freewheel cluster, wipe off the rim with a clean cloth.

Check the adjustment of the brakes. In normal usage, the cables will stretch and the pads will wear requiring periodic adjustment.

ADJUSTING THE CALIPER BRAKES

If the brake pads are more than ⅛" from the rim, turn the adjusting barrel counterclockwise (out of its holder), until the pads are ⅛" from the rim. Then, tighten the locknut clockwise (against the adjusting barrel holder).

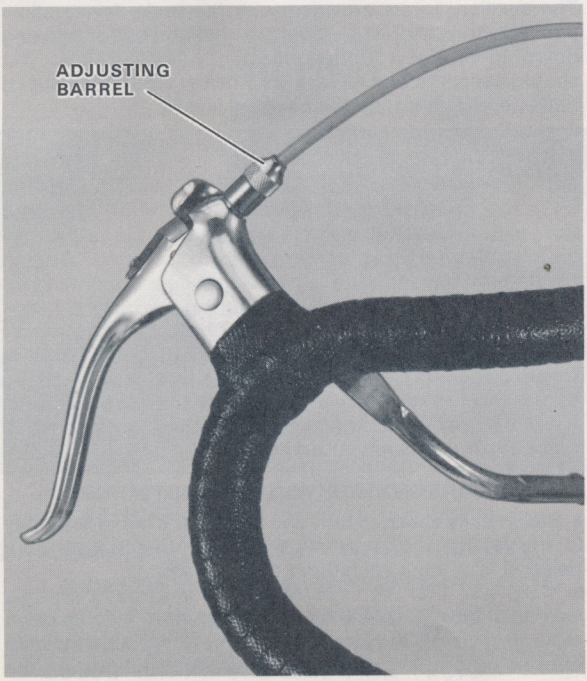
If the adjusting barrel is already almost out of the holder: Tighten the locknut against the adjusting barrel (counterclockwise). Turn the adjusting barrel against the holder (clockwise) as far as possible.

Loosen the nut on the cable anchor bolt to free the cable. Hold the pads against the rim (a friend is very handy for this). Pull the cable through the cable anchor bolt and pull up on the cable carrier as well.

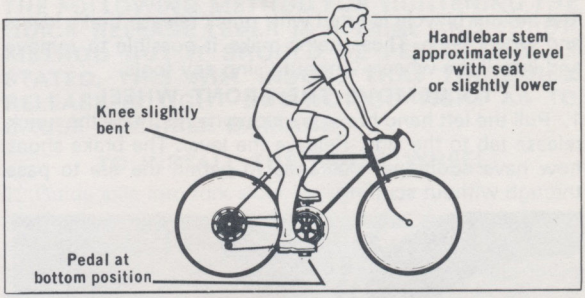
Tighten the nut on the cable anchor bolt.

Check to see if the pads are ⅛" from the rim.

If the brakes still do not seem to operate properly, have your Dealer check and adjust them for you. For safety's sake do not ride with an improperly adjusted brake.



PROPER BICYCLE FIT AND ADJUSTMENT



SADDLE POSITION

As a service from your Dealer, your bicycle was delivered completely assembled, adjusted and ready to ride. If future adjustments become necessary, you may have your dealer make such adjustments, or if you choose to make such adjustments yourself use the following guidelines.

SADDLE HEIGHT

The height of the saddle is very important for riding comfort and riding efficiency. The basic principle of correct saddle height is that when the pedal is in its lowest position there should be only a slight bend at the knee. To easily set this position, sit on the saddle and raise the seat post until your heel (in stocking feet) just rests on the pedal.

Make sure that your leg is completely straight. When the ball of the foot is placed on the pedal—the proper riding position—your knee will have a very slight bend.

The saddle top should be straight or have only a slight tilt upwards.

IMPORTANT: At least two inches of the seat post MUST remain in the frame to assure your safety.

HANDLEBAR HEIGHT: The handlebar should be set so that you can comfortably and easily reach the controls and brake levers. Usually this position will be level with the saddle or below. To adjust the handlebar, loosen the handlebar stem wedge bolt and tap it lightly until the stem is free.

Raise or lower the handlebar as required and FULLY TIGHTEN the bolt.

VERY IMPORTANT: Stamped on the side of the handlebar stem is a line indicating the maximum that the stem can be raised. Under no circumstances raise the stem past this point. At least 2 inches of the stem MUST remain in the fork stem.

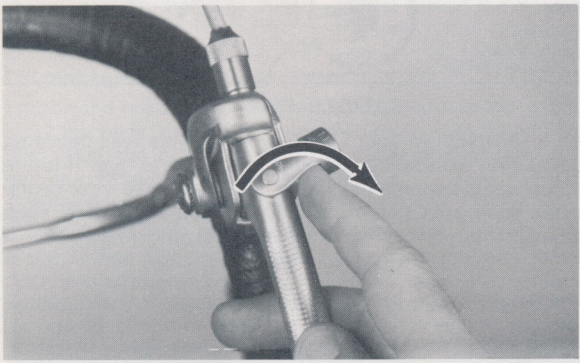
CAUTION: After making any adjustments, see if you can twist the saddle or handlebar sideways. If you can, the nuts and bolts have not been tightened sufficiently. Tighten them until no twisting is possible.

QUICK RELEASE WHEEL HUBS AND BRAKE LEVERS

The LeTour bicycle is fitted with quick release brake levers and wheel hubs. These items make it possible to remove and install the wheels without using any tools.

TO REMOVE THE FRONT WHEEL

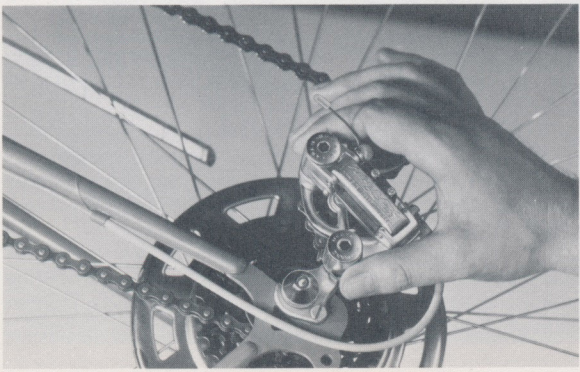
1. Pull the left hand brake lever down and rotate the quick release tab to the side. Release the lever. The brake shoes now have additional clearance to permit the tire to pass through without scuffing.



2. You may, if you wish turn the bicycle upside down although this is not essential. Be sure to protect the saddle from scratching.
3. Turn the quick release lever towards the front of the bicycle.
4. Remove the wheel.

TO REMOVE THE REAR WHEEL

1. Shift the chain onto the smallest rear sprocket.
2. Turn the quick release lever towards the front of the bicycle.
3. Pivot derailleur to the rear.

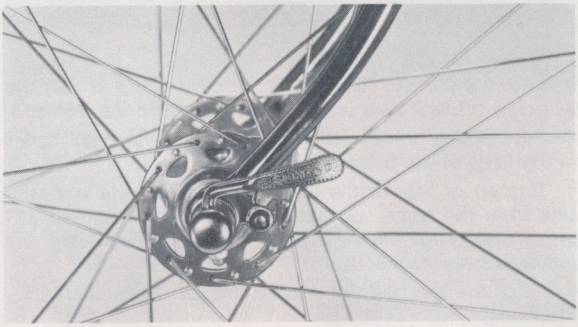


4. Apply pressure to the back of the wheel to free the axle from the fork slots.

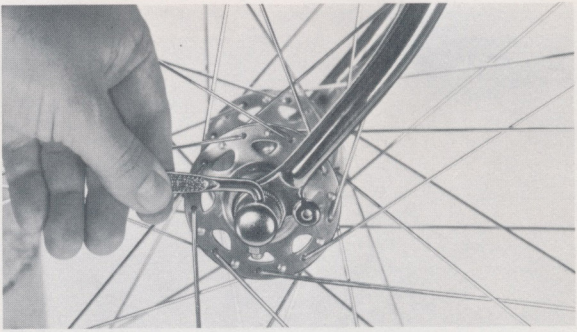
THE FOLLOWING METHOD FOR TIGHTENING THE QUICK RELEASE LEVER IS A TRIAL AND ERROR METHOD BUT IT SHOULD BE PERFORMED AS STATED. THIS WILL INSURE THAT THE QUICK RELEASE IS TIGHT BUT NOT SO TIGHT AS TO CAUSE POSSIBLE DAMAGE.

TO INSTALL THE FRONT WHEEL

1. Guide axle into fork slots.
2. Check to see that the axle is all the way against the slots and that the wheel is centered between the fork sides.
3. Position quick release lever so that it is up and faces to the front.



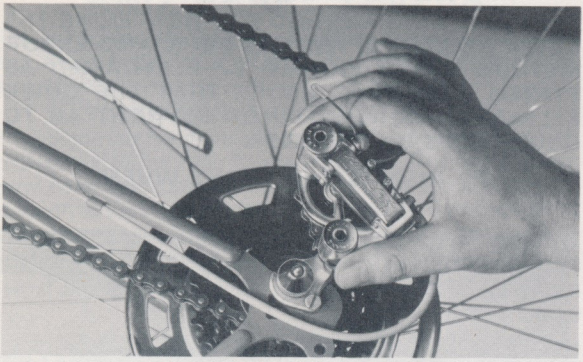
4. Tighten or loosen the adjusting nut (on the opposite side from the lever) so that the lever can be turned approximately ¾ of the way to the rear before meeting any noticeable resistance.



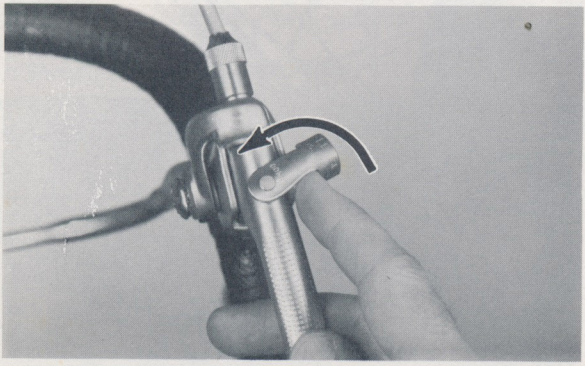
5. Force the lever all the way to the rear to securely lock the wheel.
6. See if you can rotate the lever up and down. If you can, the lever is too loose and the adjusting nut should be tightened some more.

TO INSTALL THE REAR WHEEL

1. Pivot derailleur to the rear.



2. Guide chain onto small rear sprocket.
3. Slide wheel into rear fork slots. Check to see that the wheel is properly positioned and centered in the frame.
4. Position the quick release lever so that it is up and faces to the front of the bicyclе.
5. Tighten or loosen the adjusting nut (on the opposite side from the lever) so that the lever can be turned approximately ¾ of the way to the rear before meeting any noticeable resistance.
6. Force the lever all the way to the rear to securely lock the wheel.
7. See if you can rotate the lever up and down. If you can the lever is too loose and the adjusting nut should be tightened some more.

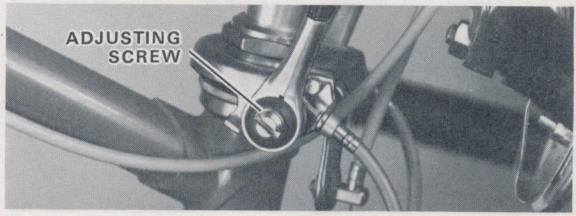


TO RESET THE BRAKE LEVER QUICK RELEASE

Pull down again on the brake lever and rotate the tab to its original position.

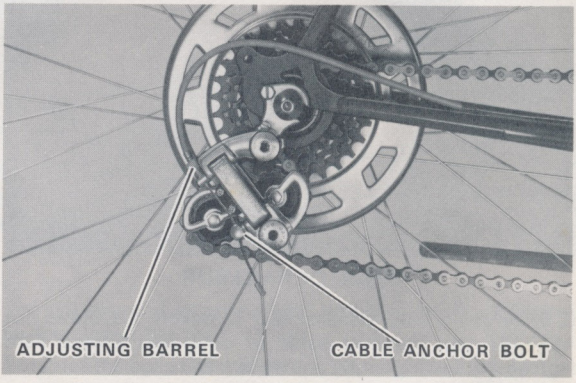
DERAILLEUR ADJUSTMENTS

Derailleur Adjustments—while not necessarily difficult—do require exacting work. For this reason we would recommend that you let your dealer perform derailleur adjustments because he has the tools, the experience and the personnel. If you choose to make such adjustments yourself, use the following guidelines.



Problem—Derailleur shifts to higher gears (smaller sprocket) by itself. The tension adjustment on the shifting lever needs to be tightened. Turn the screw slightly. Do not tighten too much or shifting will be difficult.

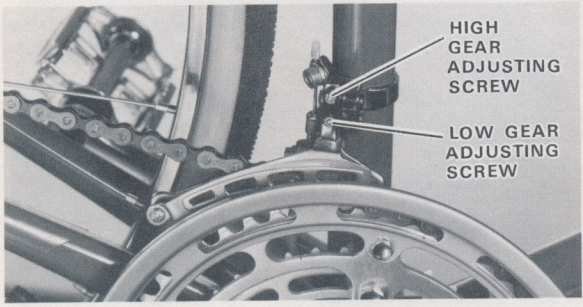
Problem—Chain does not shift to largest rear sprocket. The cable has probably stretched (normal). Turn the adjusting barrel counterclockwise (out of its holder) until the cable is ALMOST taut. If there is no adjustment left on the adjusting barrel, turn it clockwise back into its holder. Loosen the cable anchor bolt and pull cable through until it is ALMOST taut. Retighten the cable anchor bolt. Fine adjustment can now be made with the adjusting barrel.



Problem—Chain does not shift to large front sprocket. Position left lever all the way forward shifting the chain to the small front sprocket. Loosen the cable anchor bolt on the front derailleur and pull cable through until it is almost taut. Retighten the cable anchor bolt.

HIGH AND LOW GEAR ADJUSTMENT

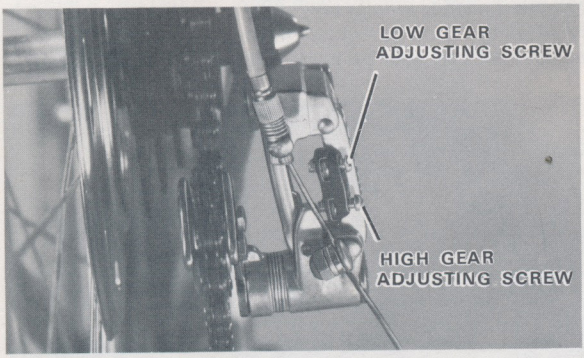
After a period of time it may be necessary to readjust the high and low gear adjusting screws on the front and rear derailleur. If it is inconvenient to have a dealer perform these services, adjust the screws as follows:



FRONT DERAILLEUR

A. Shift chain onto small front sprocket. If chain guide is not centered over the chain and sprocket, turn the low gear adjusting screw until it is centered properly. For this adjustment, the left hand lever should be all the way forward and the cable should be ALMOST taut.

B. Shift chain onto large front sprocket. Turn high gear adjusting screw until chain guide is centered over large sprocket and chain.



REAR DERAILLEUR

C. Shift chain onto smallest rear sprocket. If cable is not ALMOST taut, readjust cable as described above. Turn high gear adjusting screw until rollers and cage are centered over small sprocket and chain.

D. Shift chain onto largest rear sprocket. If guide cage and rollers are not centered over chain and sprocket, turn low gear adjusting screw as required.

TIRES AND TUBES

Tires makes a big difference in the riding qualities of bicycles, even more than the load being carried. Your tires will give you thousands of miles of service if they are kept properly inflated and given reasonable care.

PROPER INFLATION

Perhaps the greatest expense in bicycle maintenance results from tire neglect—especially neglect of proper tire inflation. Due to the slight porosity of rubber, it is normal for inner tubes to slowly lose air. It is therefore very important that tire inflation be maintained. Tire inflation may be checked in several ways. The tire should feel firm when pinched between the thumb and forefinger. The shape of the tire should change very little when riding and when getting off the bicycle. It is a good practice the first few times, to check your accuracy with a tire gauge until you become familiar with how tires should feel and look. If tires are filled at a gas station use care as most gas station air hoses are capable of emitting a large volume of air under high pressure. Bicycle tires hold a small volume of air and can be over-inflated and blown out in only a few seconds. Keep your tires inflated to the pressure shown on the tire chart. The proper pressure is also shown on the side of the tire.

NOTE: Never sit on your bike or ride on under-inflated tires. Not only may the tires be damaged or ruined, but the rims as well.

RECOMMENDED TIRE PRESSURES

	Size	PRESSURE
Schwinn "Puff"	**27 X 1¼**	**75 pounds**

The tire size and recommended pressure are also stamped on the side of the tire.

EMERGENCY TIRE REPAIRS

Sooner or later you are likely to have a flat. For long rides or in remote areas it is a good idea to carry axle nut wrenches, a spare tube or a repair kit and a hand pump. To repair the tire, follow these instructions carefully and completely.

1. Remove the wheel with the flat tire from the bicycle. NOTE: If rear wheel is being removed, disconnect the brake strap from the frame.

2. Depress the valve core and be sure that the tube is completely deflated. Remove the tire from the wheel using care not to puncture the tube. This is most easily done by pressing toward the floor. This forces the tire beads to enter the well in the center of the rim. Hold pressure on the tire, keeping the beads in the well and slide your hands down around the tire towards the floor. When your hands are almost together, grasp the tire firmly and roll it off the rim

3. Repair the puncture in tube with good patch, or replace tube.

4. Examine the tire casing carefully before reinserting the tube. Make sure the casing is clean inside and free from breaks or other conditions which might injure the tube.

5. Dust tube with talc or similar material if available before inserting into tire. This is important to prevent tube from binding in casing.

6. Examine rim carefully. It must not be bent. It must be free from rust and have no loose or rough spoke heads visible which could damage tube.

7. Always use a rim strip. Be sure that the rim strip covers all spoke heads. It is a good practice to use a new rim strip with a new tire or tube.

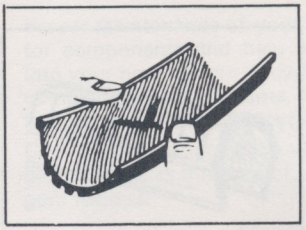
8. Inflate tire until it just starts to regain its shape. Place tube in tire. Insert the valve through its hole in the rim. and carefully mount the tire on the rim using the hands. Avoid the use of tools, especially screwdrivers, when mounting tires.

9. Inflate carefully to about 10 pounds pressure. Check to see that both beads rest properly in bead seats and rim line on tire is visible all the way around on both sides. Deflate tube by depressing the valve core. This permits the tube to free itself, avoiding pinching and binding within the casing.

10. Again inflate carefully to about 10 pounds pressure and examine tire, making sure beads are in place and rim line is visible all the way around on both sides. Then inflate to correct pressure shown on the "TIRE AND TUBE CHART."

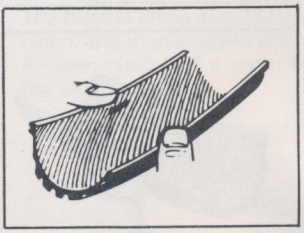
11. Replace the wheel in the frame, and tighten quick release.

COMMON TYPES OF TIRE AND TUBE DAMAGE



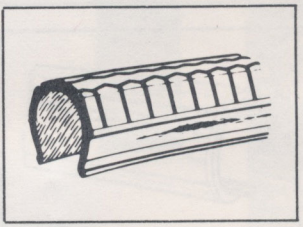
RUPTURES

Ruptures may be caused by running over objects such as curbings, sharp stones, and holes. DON'T JUMP CURBS!



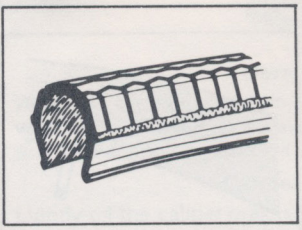
RIM BRUISE

Rim Bruise may result from running into or over curbs, rocks, holes or other objects when tires are under-inflated.



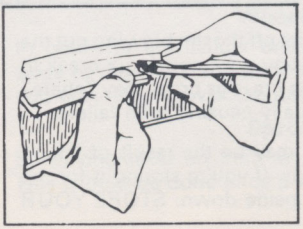
RIM CUTS

Rim Cuts may be caused by rusty rims, overloading the bike, or riding on under-inflated tires. DON'T RIDE DOUBLE.



CHAFING

Chafing may be caused by crooked wheels, improper alignment of the wheel in the frame, bent fork, or improperly positioned generator roller. KEEP WHEELS ALIGNED!



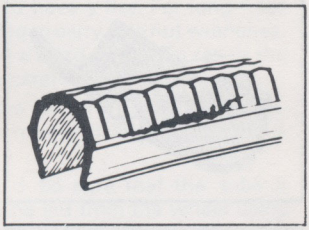
BROKEN BEADS

Broken Beads almost always result from the improper use of tools to mount tires. USE HANDS ONLY TO MOUNT TIRES!

COMMON TYPES OF TIRE AND TUBE DAMAGE

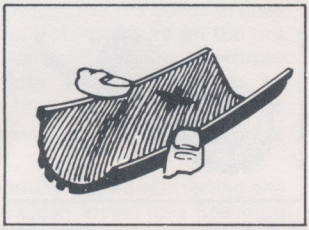
CUTS

Cuts on tread or sidewall may be the result of running over glass, or other sharp objects. AVOID ROUGH STREETS AND ALLEYS!



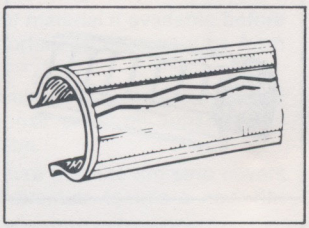
STAR BREAKS

Star Breaks may be caused by running over pointed objects such as sharp rocks or metal. There is often no visible evidence on the outside of the tire.



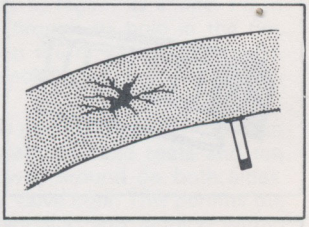
UNEVEN TREAD WEAR

Uneven Tread Wear may be caused by brakes that grab or lock the wheel, skidding stops, or by crooked wheels. AVOID QUICK STOPS!



BLOWOUTS

Blowouts frequently are the result of over-inflation. Blowouts may also be caused by the tire not being properly seated on the rim when inflated. If the tire is not seated properly when inflated, the pressure of the tube against the sides of the tire forces the tire off the rim blowing out the tube. If the tire is damaged in any way, causing a break in the smooth inside surface of the tire, this break may "chafe" or rub against the tube eventually causing tube failure.



DISTORTED TIRE CASINGS may be the result of letting your bike stand for long periods. If you're storing it for the winter, hang it up or turn it upside down. STORE YOUR BIKE PROPERLY!

LUBRICATION AND MAINTENANCE

Proper maintenance of your bicycle will insure a longer life for components and help maintain the riding ease built into your new LeTour Bicycle. Your Schwinn Dealer has a complete line of lubricants, polishes and cleaners specially formulated for use on bicycles and bicycle components.

CAUTION: Do not use a vegetable base oil to lubricate bicycle parts as this type of oil may dry and leave a harmful gum residue.

Bicycle Chain

The bicycle chain should be sprayed with degreaser, wiped clean, and then sprayed with lubricant once a week. NOTE: A clean cloth and a tooth brush are good aids in wiping the chain clean.

Derailleurs

Wipe off accumulated dirt and grime from the derailleur with a clean rag. Periodically put one drop of oil on the pivot bolts. Do not over oil as excess oil will attract dirt.

Caliper Brakes

Lightly oil the caliper brakes between the arms at the pivot bolt.

Wheel Rims

In order for the caliper brakes to operate efficiently, the sides of the wheel rim must be kept free of dirt, lubricants and wax. Do not wax the rims.

Sprockets

Spray degreaser on front and rear sprockets. Wipe clean. This should be done once a week.

Derailleur and Caliper Brake Cables

To ensure the smooth operation of the controls, these cables should be periodically removed from their housing and greased. Since this service requires the removal and installation of the cables and the adjustment of brakes and derailleurs, we recommend that this service be performed by your Schwinn Dealer.

Wheel Bearings, Head Bearings and Crank Bearings

In order to clean and lubricate these components, they must be first disassembled. Since the disassembly requires special tools and knowledge, we recommend that this service be performed by your Schwinn Dealer.

BICYCLE FINISH

Proper care of your bicycle will make it look better, last longer and ride easier. Keep your bicycle clean and dry. Only a few minutes are required to wipe off dirt, oil and moisture. Give all chrome plated and painted surfaces a periodic coat of liquid wax.

Touch-Up Painting

If the paint finish on your bicycle becomes chipped or scratched, use touch-up paints to protect the finish. Paints are available in all colors from your Schwinn Dealer.

OTHER ITEMS

We recommend that your bicycle be given a periodic checkup and overhaul. Although the frequency of this service naturally depends on how often and how hard your bicycle is used, approximately once each year the spokes should be checked, the wheels checked and trued, the bearings checked and adjusted, and the controls and cables checked and lubricated. Approximately every two years, the hubs and bearings should be overhauled and lubricated. Any component which does not seem to be operating properly should of course, be checked immediately.

The performance of these services will help assure your safety, prevent mechanical breakdowns and assure your continuing satisfaction with your new bicycle. Your Schwinn Dealer can best advise you of service requirements and provide these services at modest cost.

PROTECTING YOUR NEW LETOUR™ BICYCLE

- Lock your bicycle EVERY time you must leave it unattended. Don't make the mistake of leaving it unlocked and unattended for "just a minute."
- Use a high quality lock and case hardened chain to lock your new bicycle. Avoid locks which can be easily picked or broken and chains which can be easily cut with pliers.
- Put your bicycle away in a locked shed, garage or basement when you are not riding. Don't leave the bicycle in a yard or driveway where it can be seen.
- Register your bicycle with the police if such a service is available.
- If you have Homeowner's or apartment insurance check to see if the policy covers bicycles.
- Ask your Schwinn Dealer to show you his complete line of Schwinn—Approved locks, cables, and chains.

LOCK YOUR BICYCLE PROPERLY

A lock or chain merely slipped through the front wheel or front sprocket does not provide adequate protection against theift.

To properly lock your bicycle and provide maximum protection, wrap the chain through the frame AND the rear wheel AND around a post or other stationary object. Attach the lock and make sure that the lock is fully closed.

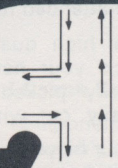
BICYCLE SAFETY

Bicyc

12 RULES

1 OBEY ALL TRAFFIC REGULATIONS!

Red and green lights, stop signs, highway directions.



2 KEEP TO THE RIGHT . . . FOLLOW TRAFFIC.

Always ride in a straight line, never weave in and out.

3 YIELD THE RIGHT OF WAY TO PEDESTRIANS.

Avoid the sidewalks and use care at crosswalks.

4 WATCH OUT FOR CARS.

Beware of cars pulling out or doors opening unexpectedly.

5 CHECK YOUR BRAKES.

Be sure they work efficiently and safely without squeek or failure.

Added caution must be used in wet conditions. See page 7.

6 WATCH THE INTERSECTIONS.

Slow down and look to right and left before crossing.

le Safety

OF THE ROAD

HAVE PROPER LIGHTS FRONT AND REAR.

Never ride at night unless you have a white headlamp in front, and state approved red reflector in the rear.

HAVE A PROPER SIGNALLING DEVICE.

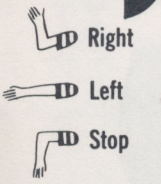
Warn others of your approach with a horn or bell.

NEVER HITCH RIDES.

Hanging on a moving vehicle while riding is extremely dangerous. Never "stunt".

ALWAYS RIDE ALONE.

Bikes made for one rider should never carry two — don't overload.



USE HAND SIGNALS.

Let the other driver know your intent, use hand signals.

NEVER WEAVE OR SWERVE.

Unexpected moves cause accidents. Ride safely and watch out for the other rider.

SCHWINN ACCESSORIES

(1) BABY SEAT. . . complete baby seat with safety belt, foot protectors and soft vinyl covered seat pad. Attaches to seat post clamp and rear frame drop-out ends. Available in colors to match most bicycles $14.50*

(2) ANTIQUE BICYCLE BELLS. . . assorted bells with color illustrations of antique bicycles and riders. Clamps on to handlebar. Chrome plated $1.29*

(3) DELUXE GENERATOR SET. . . complete generator set includes headlight, taillight and generator . . . $9.95*

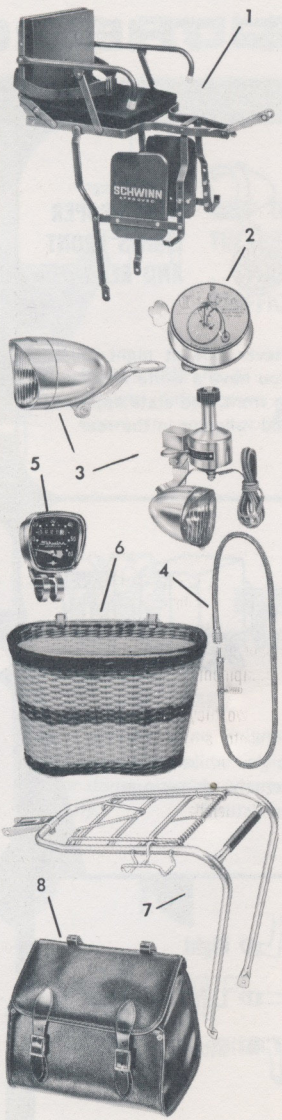
(4) CHAIN LOCK. . . 36" long. Chain is covered with vinyl in glitter colors. Lock has four tumblers $2.99*

(5) DELUXE SPEEDOMETER. . . mounts on handlebar and shows your mileage and speed, 0-60 m.p.h. Chrome case $9.95

(6) WOVEN PLASTIC BASKET. . . white basket with color trim to match most bicycles. Complete with leather straps $3.39

(7) REAR CARRIER. . . with spring package holder and briefcase hanging bracket. Attaches to seat post clamp and rear frame drop-out ends $5.19

(8) TOURING BAG. . . large capacity bag of heavy vinyl cloth with leather straps. Ideal for carrying items on long tours $2.95



*Suggested Price—Does not include installation and subject to change without notice.

CYCLING ACTIVITIES

The bicycle has proven itself to be a leader in recreation, physical fitness, transportation and ecological activities—with the primary use being recreational bicycling. People throughout the United States have begun to discover the beauty of the land in a way possible only on a bicycle, and their discoveries of the natural environment are matched by their discoveries of personal physical vitality.

Your bicycling pleasure can be greatly enhanced by riding your new bicycle further than around the block. Bicycling three times a week for half an hour or more will provide you with a greater degree of physical fitness, as well as many lasting memories of the great outdoors. Often you will be able to find bicycle routes in your city that have been designed to increase your safe bicycling enjoyment. Take advantage of these routes, as they allow you to safely bicycle to schools, shopping areas, or recreational areas. If your city does not have such designated routes, you may want to contact the Schwinn Cycling Activities Department for suggestions on how to help initiate bicycle routes in your community.

Bicycle touring is becoming increasingly popular for reasons in addition to the aesthetic and physical rewards gained. Age is not a limiting factor in bicycle touring, nor is expense or experience. Young and old alike can enjoy the invigorating experience of bicycling toward a destination measured in miles. The main expense involved is the initial purchase of a bicycle, and you already have one. Other necessary requirements include familiarity with how your bicycle operates and an understanding of personal fitness and the basic equipment needed to make your trip enjoyable.

Two bicycling organizations that are attempting to better bicycling in this country are the League of American Wheelmen (L.A.W.), a touring organization, and the Amateur Bicycle League of America (A.B.L. of A.), the governing body of amateur bicycle racing in the United States. For information concerning membership in either of these organizations, write to the following addresses: **League of American Wheelmen, Inc., 3582 Sunnyview Avenue, N.E., Salem, Oregon, 97303 and Amateur Bicycle League of America, 137 Brunswick Road, Cedar Grove, New Jersey, 07009.**

Whether you tour or ride around town, your Schwinn dealer hopes you enjoy your new bicycle to the fullest. If you would like any other information on bicycle touring, clubs, routes or safety, please direct your inquiries to the **Cycling Activities Department, Schwinn Bicycle Company, 1856 North Kostner Avenue, Chicago, Illinois, 60639.**

NOTE: Requests to the L.A.W. should be accompanied by a 10" x 13" self-addressed stamped envelope.

Mfg. No. 9400-04

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