



Tires and Tubes:

1. The size and pressure rating of your tire is marked on the sidewall of the tire. (16" x 1.5" with a maximum tire pressure of 100psi)
2. We suggest you inflate your tires to 80psi with a bicycle pump (available at a local bicycle shop).
3. Never inflate a tire beyond the maximum pressure marked on the tire's sidewall. Exceeding the recommended maximum pressure may blow the tire off the rim, which could cause damage to the bike and injury to the rider and bystanders.
4. Your tires will perform differently under different weather conditions and tire pressures. High pressure works well on smooth surfaces but allows the rider to feel the irregularities in the road. A lower tire pressure produces a softer ride but will increase the rolling resistance. Too low tire pressure can lead to pinch flats!
5. Do not check the pressure in your tires with gas station air hose gauge or a pencil-type tire gauge as they can be inconsistent. Use a high quality dial gauge.
6. The iXi bike's tube has a "Presta" valve. Be sure to purchase a tire pump that can accommodate this type of valve.
7. The Presta valve has a small stem lock nut that screws down onto the valve to close it. You must unscrew it to the end of the valve before pumping up your tires. Once the correct tire pressure is reached, remove the pump and screw the lock-nut back onto the valve to lock the air in. Replace the plastic cap to keep the valve clean.
8. If you will be using a pump at a local gas station, you will need a Presta adapter. This adapter screws down onto the valve (after unscrewing the lock nut) and allows you to use a gas-station pump.
9. The tires, tubes and Presta adapter are available from us at www.iXibike.com or by calling us at 1-800-474-6615 (U.S) or (508) 698-0606.

If you get a flat front tire:

Be sure to carry a small tool kit with you. Your tool kit should include:

- a. 5mm allen wrench for front wheel bolt (included)
 - b. tire levers (included)
 - c. patch kit (included)
 - d. compact bicycle pump (for emergency use only) (included)
1. Unscrew the lock-nut on the presta valve and depress the valve to allow all of the air out of the tube.
 2. If the front wheel goes flat, loosen the front wheel with the 5mm allen wrench and remove it.
 3. Remove one bead of the tire from the rim by grasping it at a point opposite the valve stem with both hands and, at the same time lifting and peeling one side of the tire off of the rim. If the bead is on too tight to remove it with your hands, use your tire levers to carefully lift the bead over the rim of the tire. Be careful not to pinch the tube with the lever. This could cause damage to the tube.
 4. Remove the inner tube and carefully check the outside and the inside of the tire for the cause of the puncture. Remove all debris from the tire.
 5. If there is a cut or hole in the tire you will need to cover it with something to keep the inner tube from getting damaged once it is replaced. (a dollar bill, spare patch or piece of inner tube is sufficient)
 6. Either patch the tube following the directions on your patch kit or replace the tube with a new one. (it is a good idea to carry a spare tube)

7. Replace the tire and tube on the rim of the wheel. You may need your tire levers to get the tire over the rim. Be careful not to pinch the tube.
8. Inflate the tube just enough to seat it in the wheel. Check that the tire is correctly placed on the rim and that the tube is not protruding. Continue to inflate to the correct pressure.

NOTE: Patching a tube is an emergency repair. Please replace the tube.

NOTE: The pump included is for emergency use only. Please be sure to correctly check tire pressure as soon as possible.

If you get a flat rear tire:

Be sure to carry a small tool kit with you. Your tool kit should include:

- a. 17mm wrench for rear wheel bolt (available at a local hardware or bicycle shop)
 - b. tire levers (included)
 - c. patch kit (included)
 - d. compact bicycle pump (for emergency use only) (included)
1. Unscrew the lock-nut on the presta valve and depress the valve to allow all of the air out of the tube.
 2. If the rear wheel goes flat,
 - a. Loosen the 17mm nuts on the back wheel. (see below)



- b. Loosen the 5mm bolt that holds the Rear Coaster Brake Arm. (see below)



- c. Loosen the 4mm bolts that tension the rear wheel. (see below)



- d. Remove the belt from the bike from the front end first (front chainweel with cranks)
 - e. Remove rear wheel by pulling wheel back from bike
 - f. Detach rear hub from gear cable
3. Remove one bead of the tire from the rim by grasping it at a point opposite the valve stem with both hands and, at the same time lifting and peeling one side of the tire off of the rim. If the bead is on too tight to remove it with your hands, use your tire levers to carefully lift the bead over the rim of the tire. Be careful not to pinch the tube with the lever. This could cause damage to the tube.
 9. Remove the inner tube and carefully check the outside and the inside of the tire for the cause of the puncture. Remove all debris from the tire.
 10. If there is a cut or hole in the tire you will need to cover it with something to keep the inner tube from getting damaged once it is replaced. (a dollar bill, spare patch or piece of inner tube is sufficient)
 11. Either patch the tube following the directions on your patch kit or replace the tube with a new one. (it is a good idea to carry a spare tube)
 12. Replace the tire and tube on the rim of the wheel. You may need your tire levers to get the tire over the rim. Be careful not to pinch the tube.
 13. Inflate the tube just enough to seat it in the wheel. Check that the tire is correctly placed on the rim and that the tube is not protruding. Continue to inflate to the correct pressure.
 14. Replace the rear wheel in the bike by following step 2 in reverse.
 15. **IMPORTANT: SEE STEP 3 IN BELT TENSION SECTION BELOW TO RESTORE INITIAL BELT TENSION SETTING AFTER REPAIRING REAR TIRE.**

NOTE: Patching a tube is an emergency repair. Please replace the tube.

NOTE: The pump included is for emergency use only. Please be sure to correctly check tire pressure as soon as possible.

Belt Tension:

NOTE BELT TENSION IS SET PROPERLY AT FACTORY AND SHOULD ONLY BE ADJUSTED AT THE ADVICE OF A TRAINED PROFESSIONAL OR WHEN REPAIRING THE REAR WHEEL.

1. Loosen the 17mm nuts on the back wheel.
(You do not need to take this completely off.)
(Please see attached Belt01.JPG)



2. Loosen the 5mm bolt that holds the Rear Coaster Brake Arm.
(You also do not need to take this completely off.)
(Please see attached Belt02.JPG)



3. Loosen the 4mm bolts that tension the rear wheel.
Note: You should loosen (and, or tighten) both sides an even amount to keep the wheel in line.
(Please see attached Belt03.JPG)



4. The belt tension is a little tough to explain. If you "pluck" the belt like you would a guitar string, there should be a low tone. It should not be a high tone. It should also not be a dull thud. If it loosened to the "Dull Thud" area, then slowly tightened, you should stop when it starts making a low tone.
5. Tighten the 17mm nuts on the back wheel.
6. Tighten the 5mm bolt that holds the Rear Coaster Brake Arm.