



O W N E R S M A N U A L

A
Casket plc
COMPANY

Welcome to the world of Coventry Eagle Cycles. You are now the proud owner of a handcrafted cycle which offers you the ultimate cycling experience. Please ensure that you fill out your bicycle log book and guarantee card. These details will be useful to the Police in the unfortunate event of your bicycle being stolen. They also act as a record of your guarantee.

Coventry Eagle Cycle Company Limited reserve the right to modify their models, designs, specification and equipment where necessary. Due to Coventry Eagle's continuous product development programme, literature and models can become outdated. Alterations and improvements to the products are constantly being made. For this reason this brochure and these specifications are only a general guide. It is necessary to check all details with your Dealer's sales staff.

OWNER'S RESPONSIBILITY

In this handbook we describe and illustrate how to ride safely and keep your bicycle in safe trouble - free operating condition.

OWNER'S RESPONSIBILITY AND IMPORTANT POINTS

Point 1.

Carefully and thoroughly read this manual and follow the instructions.

Point 2.

Your Dealer should carry out any major service or adjustments on your bicycle; however if this service is not available and you wish to make adjustments yourself, this manual contains important tips on how to do it.

CAUTION:

Any adjustments you make are entirely your own risk

Point 3. CAUTION:

To use your bicycle for freestyle and stunt riding, competitive events, off-road use or any similar activities can be dangerous and you are warned that you assume the risk for personal injury, damages or losses incurred from such use. The Dealer shall not be liable to the purchaser of the bicycle or to third parties for consequential or special damages.

Point 4.

Bicycles are built with a variety of equipment and accessories. Familiarise yourself with their function and purpose, making sure you can operate them correctly.

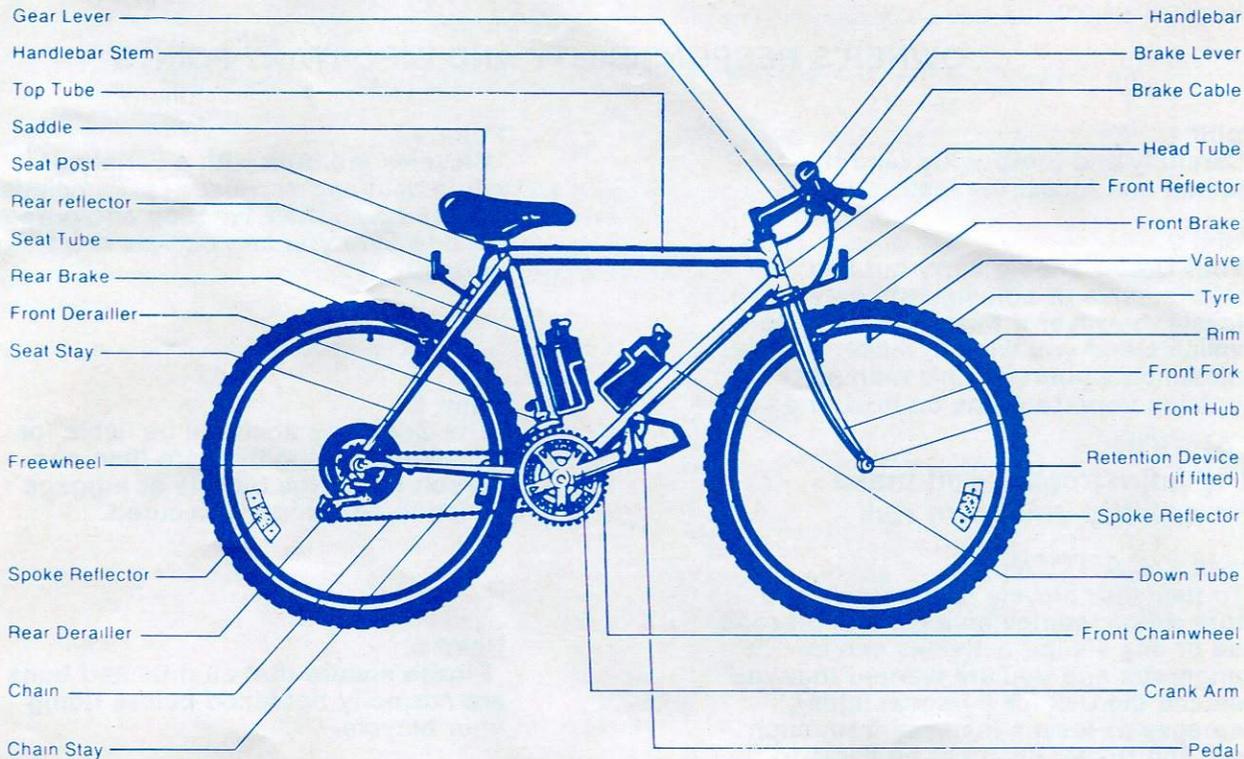
Point 5.

The Company shall not be liable for accidents caused by more than one person riding the bicycle or luggage which is not properly secured.

Point 6.

Please ensure that all nuts and bolts are correctly tightened before riding your bicycle.

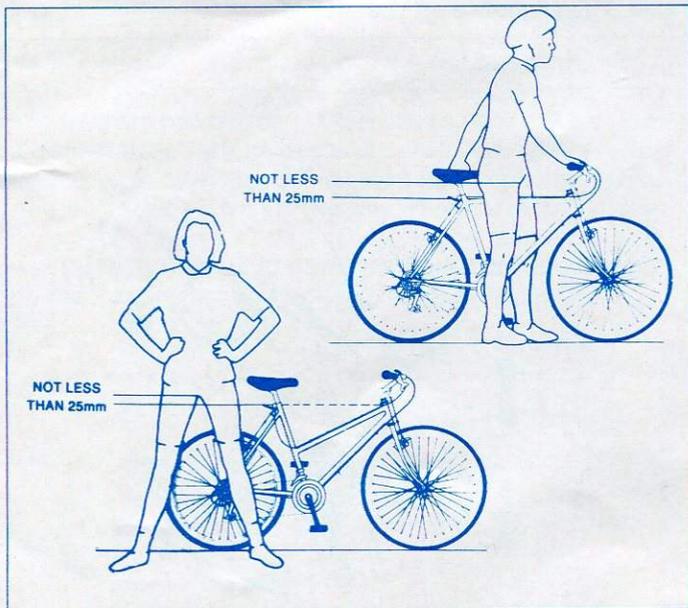
PARTS DESCRIPTION OF AN ALL-TERRAIN BICYCLE



IMPORTANT: Please carefully note the names of all the parts of your bicycle for ease of assembly.
The items shown may not all appear on your bicycle.

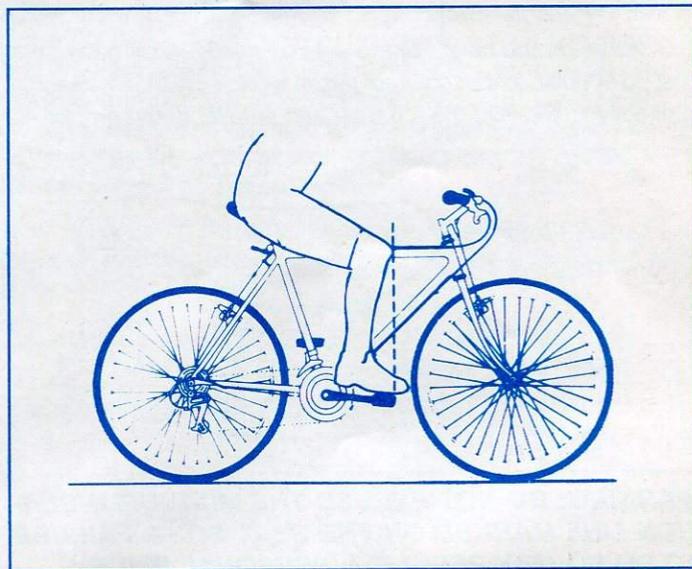
SIZING OF THE BICYCLE

Determining the correct size of bicycle and riding position is the first step to comfortable and safe cycling. The correct frame size is determined by measuring your inside leg measurement less 30-32.5cm for mountain bikes and 23-25.5cm for a road frame. However as some of our mountain bikes utilize the latest sloping frame design you will need to subtract a further 2.5cm from your inside leg. You should always allow at least 2.5cm clearance above the top tube when straddling the bicycle.



Once the correct size of bicycle has been determined it is equally important to adjust the riding position by adjusting the saddle and handle bar height.

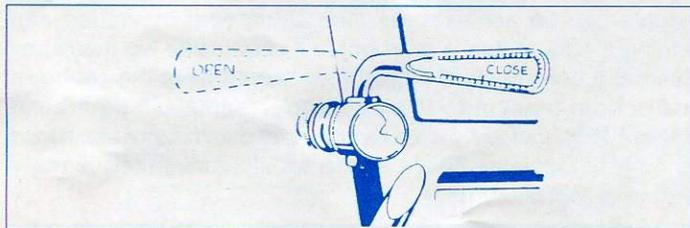
The correct position, when seated on the bike is to have your knee joint directly above the pedal axle when the crank is parallel to the ground. The correct saddle height for most people can be achieved by measuring your inside leg and adding 9-10% to this. For example if your inside leg measures 80cm the correct saddle height measured from the centre of the bottom bracket to the top of the saddle will be around 88cm. The handlebars are usually most comfortably positioned at roughly the same height as the saddle, though this is really up to the individual rider.



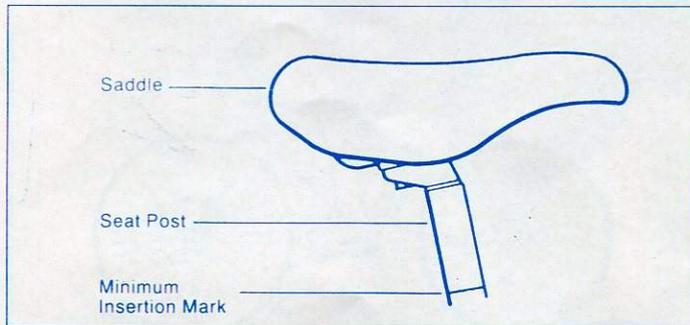
SADDLE ADJUSTMENT

The correct saddle height is attained by:

1. Loosen the seat post quick release lever. (If you are unsure about this refer to the section on quick release levers).



2. Adjustment the height of the seat by gently moving the seat post up or down to the required height. Make sure that the saddle is directly in line with the top tube and parallel to the ground.

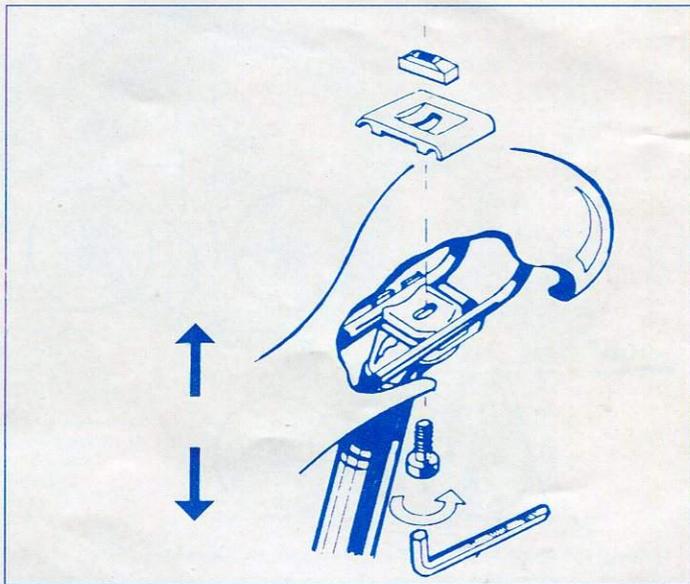


WARNING: DO NOT EXCEED THE MINIMUM INSERTION LINE MARKED ON THE SEAT POST. FAILURE TO DO SO MAY RESULT IN PERSONAL INJURY.

3. Tighten up the quick release lever so that the seat post does not move.

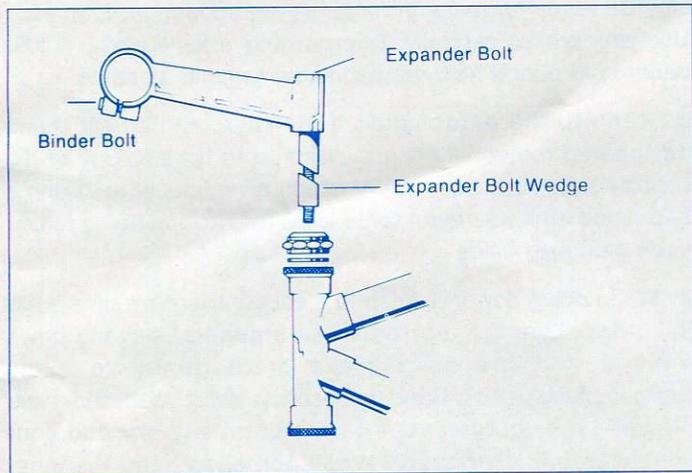
TO ADJUST THE TILT OF THE SADDLE

1. Loosen the seat post bolt until the nut is almost off.
2. Place the two guide rails on the seat post with the saddle facing forward. By sliding the saddle backwards and forwards you can adjust your riding position accordingly. Tighten the seat postbolt with your fingers to secure the saddle in place.
3. Adjust the seat angle so that the seat is parallel with the frame. Then tighten seat post bolt fully.



HANDLEBAR ADJUSTMENT

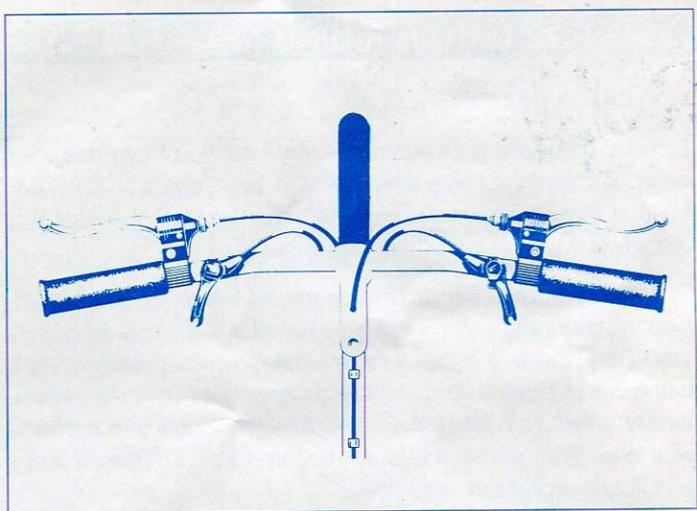
1. Loosen the stem expander bolt using a 6mm allen key. Make sure that you do not undo the bolt fully as the expander wedge may fall into the frame.



2. Adjust the height of the handlebar by gently moving the stem post up or down until you reach the position where you can easily reach the brake levers.

WARNING: DO NOT EXCEED THE MINIMUM INSERTION LINE MARKED ON THE SEAT POST. FAILURE TO DO SO MAY RESULT IN PERSONAL INJURY.

3. Position the handlebar so that it is perpendicular to the front wheel and the stem is in line with the front wheel.



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4. Tighten the stem expander bolt firmly so that when the wheel is held between your legs and the handlebar is twisted the handlebars do not move.

Remember: If you do adjust the height of your handlebars on your ATB you might have to adjust the setting of your brakes.

ANGLE ADJUSTMENT

To adjust the angle of the handlebars loosen the binder bolt on the handlebar stem. Position the handlebars as desired (flat handlebars should be roughly parallel to the ground. On sports bikes the bottom of the bars should be parallel to the ground). Re-tighten the binder bolt firmly.

TIPS FOR URBAN RIDING

1. WEAR A HELMET.

2. Ride defensively. Always assume that you have not been seen. Be ready to give way to other road users even if you believe that you have the right of way. Cyclists always come out worst when in collisions with cars.

3. Beware of road hazards such as pot holes, large puddles, broken glass etc... Always try to be aware of what is behind you. Don't swerve out suddenly, instead move out gradually using hand signals. If a hole is unavoidable try to prevent a heavy impact by lifting the front wheel slightly and then the rear one. With practice this will become second nature and if possible practice off road first.

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4. Be on the lookout when passing parked cars or traffic jams. People (and animals) have an unnerving habit of suddenly emerging from in between cars or opening doors right in front of you.

5. When riding at night always use lights. It is against the law not to. Make sure the lights are working properly and are brightly illuminated. Reflectors must be fitted and kept clean. Wearing reflective clothing increases your chances of being

6. Use your gears sensibly. Prepare for pulling away from traffic lights by changing gear before you stop. Try to maintain an easy pedalling rhythm. Do not over exert yourself by crunching the bicycle gears all the time.

TIPS FOR OFF-ROAD RIDING

1. WEAR A HELMET.

2. The unexpected will occur just as often off-road as in the city. Be ready for loose ground, gravel, sudden inclines etc... Use your brakes carefully. Change gear when the bike is fully under control and hold the handlebar grips at all times.

3. Keep to the established brideways. Riding off these designated routes will cause damage to the ecology of the country side. Also this type of action gives mountain biking a bad name and may even force legal restrictions being forced upon mountain bikes.

4. When riding downhill, keep to a speed where the bike is still in control. Use the rear brake as a general slowing down method and the front brake more gently to avoid (uncontrollable) skids. For long descents lower your saddle and sit well back to keep your centre of gravity low and your weight evenly distributed. When cornering keep the inner pedal uppermost to avoid grounding.

5. Be polite to other bridleway users. Give way to walkers and horse riders and use caution when overtaking others.

6. Neither you nor your bicycle are indestructable. Stunt riding while tempting can also be dangerous. Ride carefully and remember the Mountain Bike Code.

TOOL KIT

Before attempting any maintenance on your cycle it is essential that you have the correct tools for the job.

A portable tool kit should include the following:

A set of 8,9,10,11,12 and 15mm spanners

A set of 2,4,5 and 6mm Allen Keys

A chain rivet extractor

A puncture repair kit

For home maintenance the following tools will also be required:

A set of headset spanners

A crank extractor tool

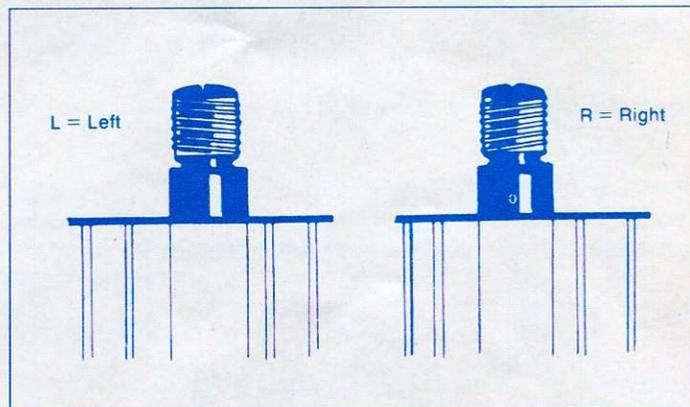
A set of bottom bracket fitting and removal tools

A set of Phillips and flat head screwdrivers

If you are unsure about any aspect of bicycle maintenance consult your dealer as he has trained mechanics and the correct professional tools. This manual acts only as a guide. For a comprehensive guide on servicing your bicycle we recommend purchasing a detailed bicycle maintenance book.

PEDALS

Great care is required when fitting pedals as there is a right hand and left hand pedal, which relates to rider position and threading. The Right hand pedal has a right hand thread that tightens clockwise. The Left hand pedal has a left hand thread which tightens anti-clockwise. Forcing the pedal into the wrong crank arm will destroy the threads in the crank arm. Lightly grease the threads and then screw the pedals in by hand to ensure matching threads. Tighten down with a 15mm spanner. We recommend a torque of 40Nm.



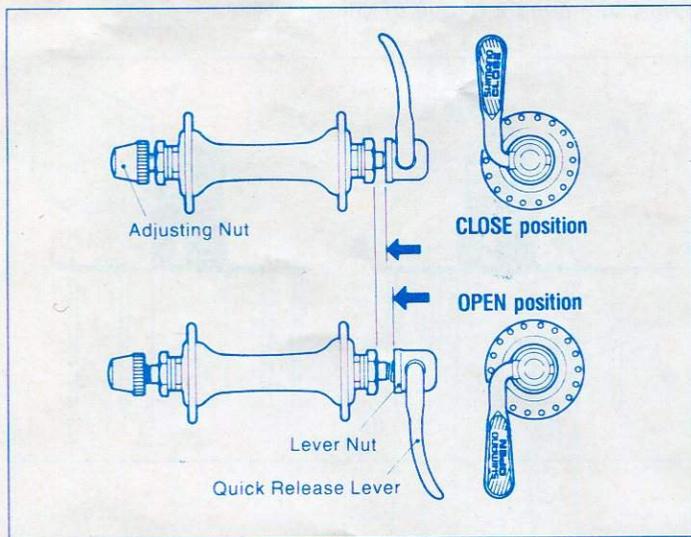
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WARNING: NEVER RIDE A BICYCLE WITH LOOSE PEDALS. IF YOU DO YOU MAY HAVE AN ACCIDENT RESULTING IN PERSONAL INJURY.

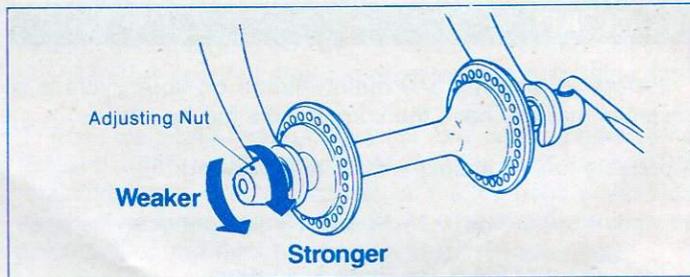
QUICK RELEASE LEVERS

HOW DOES QUICK RELEASE WORK?

Quick release levers operate on a cam system so they are quite different from the conventional nut and bolt system. When the quick release lever is brought into the closed position, the lever nut moves inwards. The force of this clamps the wheel to the frame holding the wheel securely in place.

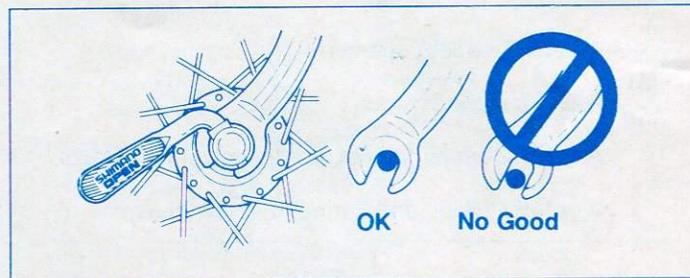


The clamping strength is adjusted by turning the adjusting nut. Turn it clockwise and the clamping strength increases, turn it anti-clockwise and the clamping strength decreases.



FITTING QUICK RELEASE WHEELS

1. Move the quick release lever to the OPEN position and set the wheel so it FIRMLY TOUCHES THE INTERIOR OF THE FORK END.



2. Move the quick release lever so that it is half way between the open and closed positions. Hand tighten the adjusting nut until it can no longer be turned.

3. Turn the lever to the closed position. The lever should point to the rear of the bike. Make sure the lever is all the way to the **CLOSE** position.

SHIMANO GEAR SHIFT MECHANISMS

Your cycle will be fitted with one of two gear shift mechanisms. SIS (Shimano Index System) or STI (Shimano Total Integration). Both are easy to operate and can increase performance by increasing the speed and accuracy of your gear shifting.

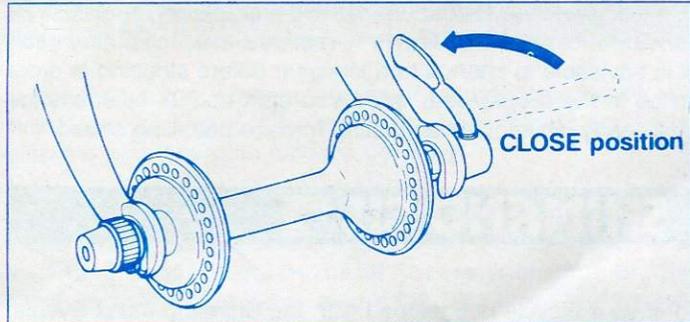
The SIS system takes the guess work out of derailleur shifting, the shift lever clicks into the next gear so that there is no need to adjust the lever.



The Shimano STI Rapid Fire shift levers are positioned underneath the handlebar and in front of the thumb. The upshift and downshift levers work with a push only ratchet action. **THERE IS NO NEED TO FORCE THE SHIFT.**

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Your Racing Cycle may be fitted with the revolutionary STI Dual Control lever. For details on how to install and operate this lever please read the Shimano instruction leaflet.

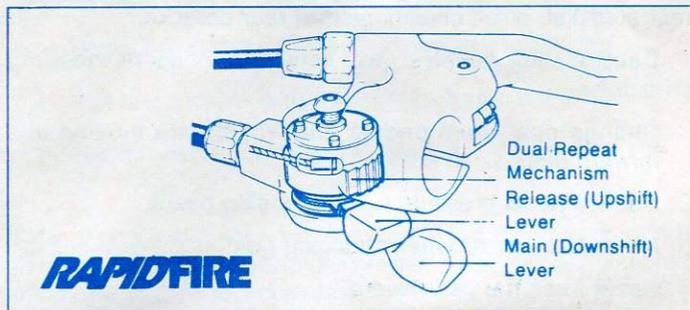


WARNING: If the lever can be easily pushed into the **CLOSE** position this means that the clamping strength is insufficient. Move the lever into the halfway position and re-tighten the adjustment nut.

If the lever cannot be pushed into the **CLOSE** position then the clamping strength is too strong. Release the lever into the half way position and release the adjustment nut. When releasing the nut do so by 1/8 of a revolution at a time.

IF YOU ARE EVER UNSURE ABOUT HOW TO OPERATE THE QUICK RELEASE MECHANISM CONSULT YOUR DEALER. FAILURE TO DO SO MAY RESULT IN PERSONAL INJURY.

MAKE SURE YOUR QUICK RELEASE LEVER IS PROPERLY ADJUSTED EVERY TIME YOU RIDE.



HOW TO KEEP YOUR DERAILLEUR DERAILING

DERAILLEUR GEAR MAINTENANCE

To help ensure that your derailleur gear works efficiently and to prolong its life, it must be kept clean and free from excess dirt build-up and should be properly lubricated.

GEAR CHANGING

The left gear lever controls the front derailleur and chain wheels. The right gear lever controls the rear derailleur and sprockets.

The large rear sprockets generate low gears for hill climbing. The small rear sprockets develop high gear ratios for speed work and downhill riding.

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The small front chainring produces low gear ratios while the large front chainring produces higher gear ratios.

To operate your derailleur gear system efficiently and reduce damage, wear and noise to a minimum, avoid using the maximum crossover gear ratios of large chainring/large rear sprocket, small chainring/small rear sprocket.

Caution: For positive gear selection, observe these for precautions:

Change only when pedals and wheels are moving in a forward motion.

2. Reduce pedal pressure while changing gears.
3. Never back pedal when changing gear.
4. Never force the gear levers.

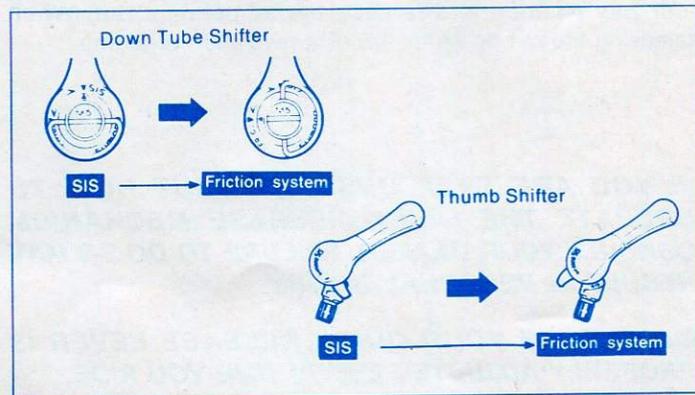
Gear selection should be made in anticipation of need since forward motion of the bicycle is required when changing gear. It is advisable to change to a low gear before stopping in order to be in the proper gear when you start up. On hills, change gear early while still maintaining forward pedalling speed.

SHIMANO SIS

If your bicycle is equipped with the Shimano Index System (SIS) you can pre-set the gear shifter to change gear simply by clicking the shifter up or down to the required gear. This is just like the automatic transmission on a car.

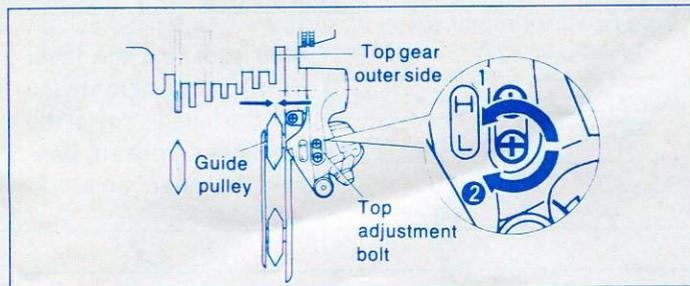
The next few pages and diagrams show you how to set this up (if your dealer has not already done it). If you have any problems you should get your dealer to set up the SIS.

Adjust with the lever at the friction position.



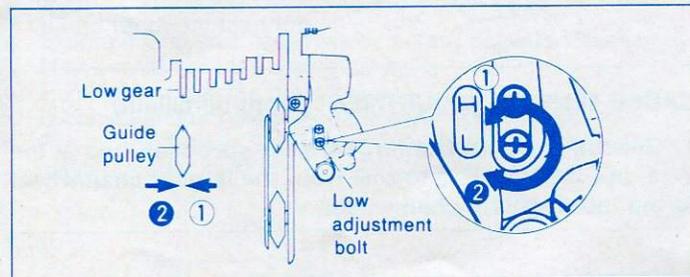
TOP ADJUSTMENT

Turn the top adjustment screw on the rear gear mechanism so that, looking from the rear, the guide pulley is below the outer line of the top gear.



LOW ADJUSTMENT

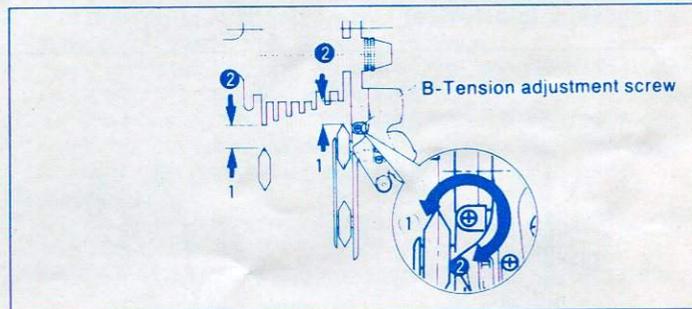
Turn the low adjustment screw so that the guide pulley moves to a position directly below the low gear.



HOW TO USE THE B-TENSION ADJUSTMENT SCREW

Mount the chain on the smallest chainwheel gear and the largest freewheel gear, and turn the crank backwards. Turn

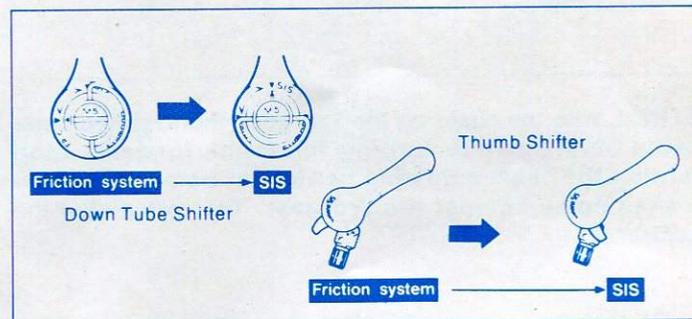
the B-tension adjustment screw to adjust the guide pulley (1) as close to the gear (2) as possible but not so close that it touches. Next, set the freewheel to the smallest gear and repeat the above to make sure that the pulley does not touch.



SIS ADJUSTMENT

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1. Move the shifting lever from friction to SIS, and make the SIS adjustment.

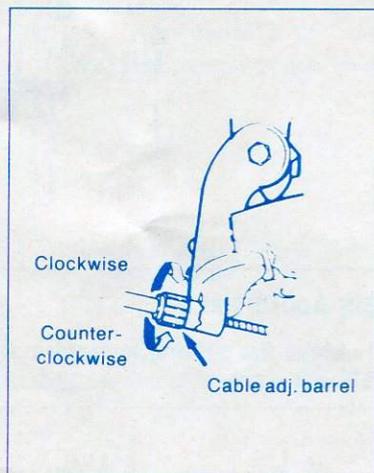
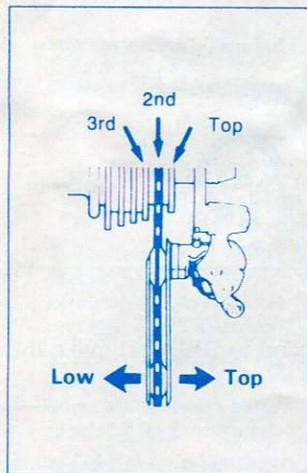


2. Operate the shifting lever to shift the chain from the top gear to 2nd gear.

*If the chain will **not** move to the 2nd gear, turn the cable adjusting barrel to increase the tension 1 (**anti-clockwise**)

*If the chain **moves past** the 2nd gear, decrease the tension 2 (**clockwise**)

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3. Next, with the chain on the 2nd gear, increase the inner cable tension while turning the crank forward. Stop turning the cable adjusting barrel just before the chain makes noise against the 3rd gear. This completes the adjustment.

Be sure to perform oil maintenance at each part of the transfer mechanism. The optimum oil is dry molybdenum oil or the equivalent.

SHIMANO TOTAL INTEGRATION RAPIDFIRE

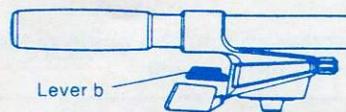
NOTES WHEN SECURING THE INNER CABLE

REAR



After pressing the lever (B) **six times or more** (so that the lever is set for the smallest sprocket), connect the inner cable.

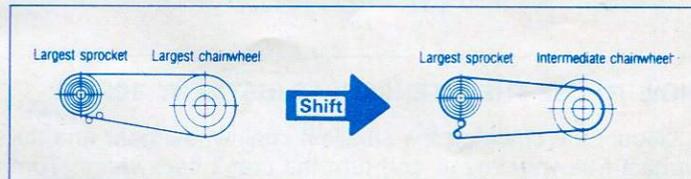
FRONT



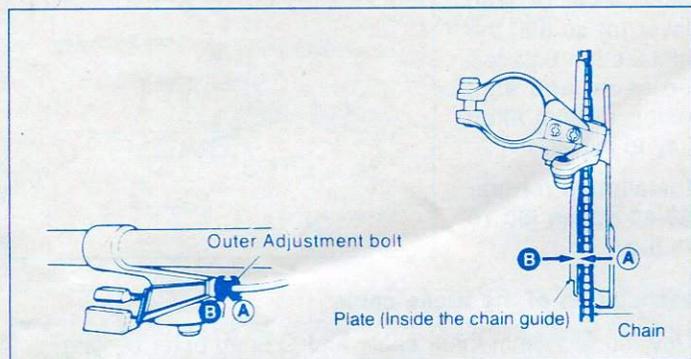
After pressing the lever (B) **three or four times** (so that the lever is set for the smallest chainwheel), connect the inner cable.

CABLE TENSION ADJUSTMENT (front derailleur)

1. Set the chain to the **largest rear sprocket**, and at the front, use the Rapidfire to shift from the **largest chainwheel to the intermediate chainwheel**.

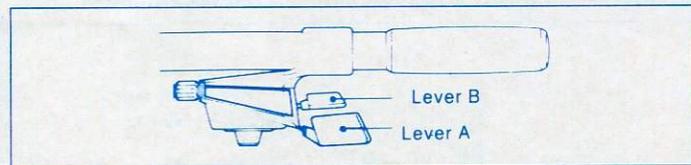


2. Adjust, by using the outer adjustment bolt, so that there is the minimum clearance, but so that the chain and the plate (inside the chain guide) do not contact.



OPERATION

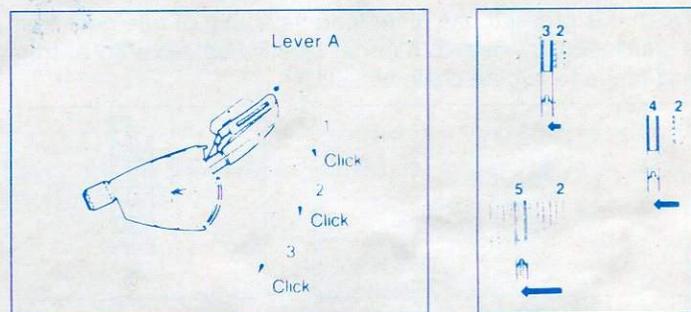
Rear Lever Operation



Lever (A)
(shifting from a small sprocket to a larger sprocket)

1. To shift one gear at a time from a small sprocket to a larger sprocket. **Example:** from 2nd to 3rd.
2. To shift two gears at a time from a small sprocket to a larger sprocket. **Example:** from 2nd to 4th.

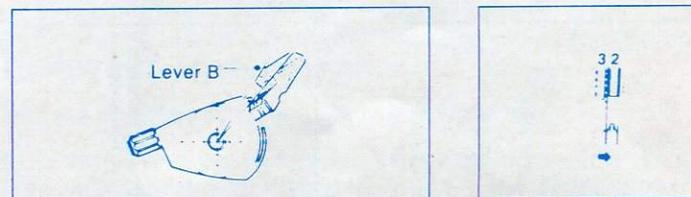
3. To shift three gears at a time from a small sprocket to a larger sprocket. **Example:** from 2nd to 5th.



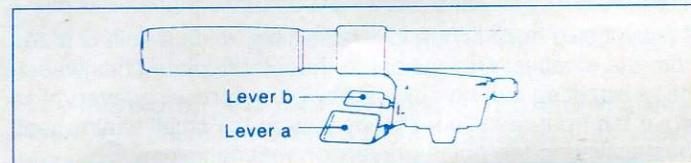
Lever (B)
(shifting from a large sprocket to a small sprocket)

When lever (B) is pressed once, there is a one step shift from a larger gear to a smaller gear. **Example:** from 3rd to 2nd.

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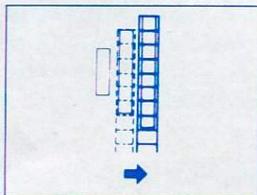
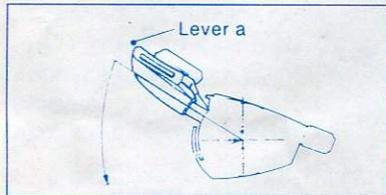
Front Lever Operation



Lever (a)

(shifting from a small chainwheel to a larger chainwheel)

When it is pressed one time, there is a shift of one gear from a smaller chainwheel to a larger chainwheel. **Example:** from mid-range to largest chain wheel.

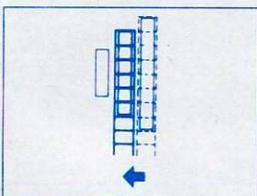
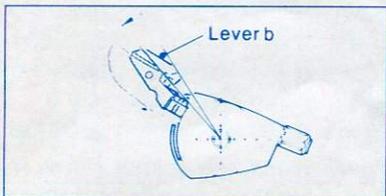


Lever (b)

(shifting from a large chainwheel to a smaller chainwheel)

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When it is pressed one time, there is a shift of one gear from a large chainwheel to a smaller chainwheel. **Example:** from largest chainwheel to mid-range.



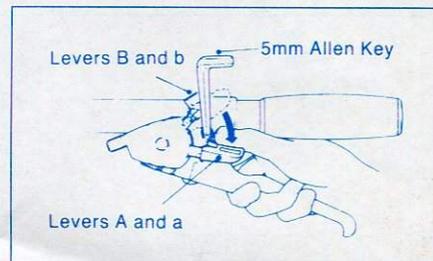
Noise-prevention mechanism (trimming)

If chain noise occurs, due to overshifting, when a shift is made from the smallest chainwheel to the intermediate chainwheel, the overshifting can be adjusted by gently pressing lever (b) to move the front derailleur slightly toward the small chainwheel, thus activating the noise-prevention mechanism.

INSTALLATION

Installation to the Handlebar

Move lever (A) and lever (a) so that the installation bolt can be seen, and then using a 5mm allen key to install.

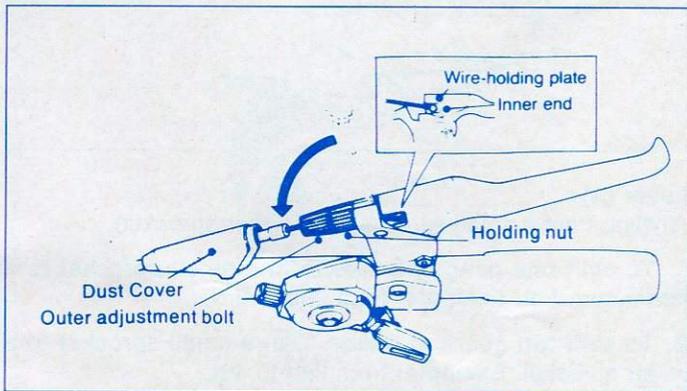


Installation torque:
60-80 kgfcm (50-70 in.lbs.)

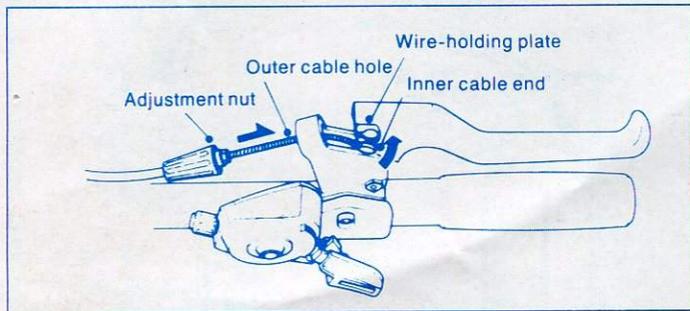
Installation of the brake cable

Use the \varnothing 1.6mm inner cable and \varnothing 5mm outer casting.

1. Attach the inner end of the wire holding plate.
2. Align the groove of the outer adjustment bolt and the groove in the lever, and then connect the brake cable.

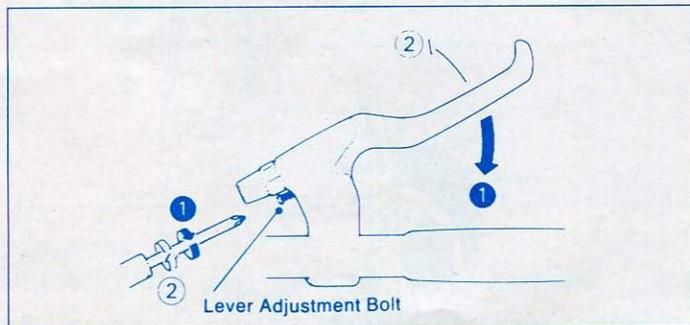


1. Insert the cable into the outer cable hole.
2. Hook the inner cable end to the wire-holding plate.



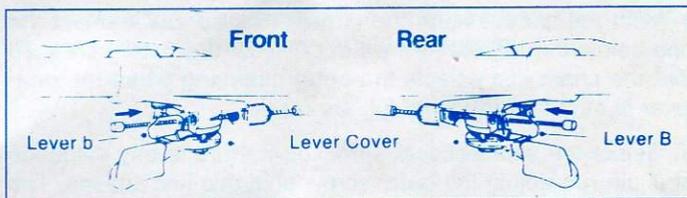
Note: Check to make sure that the adjustment nut is seated in the outer cable hole.

Turn the lever adjustment bolt to the desired grip width.

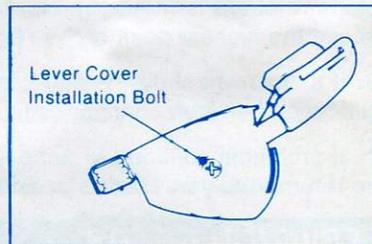


Connection of the Shifting Cable

First, for the rear, press lever (B) six times or more, and then, for the front, press lever (b) three or four times.



Never remove the lever cover. Do not loosen the lever cover installation bolt.



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FRONT DERAILLEUR

The adjustment of the sideways movement of the front changer is by means of two gear adjusting screws situated on the body of the change mechanism.

Use the following procedure for adjustment:

1. While turning the pedals forward select the middle (on a triple c/set) or the top c/ring then select the smallest rear sprocket.
2. While turning the pedals adjust the inner screw on the front changer so that the chain will just drop into the lower ring with the gear lever fully forward.
3. Select the largest rear sprocket and if there is any evidence of chain rub adjust the inner screw until this just ceases.

4. With the chain still on the largest rear sprocket select the ring below the largest at the front. Adjust the outer screw so that the chain just selects the outer chaining when the gear lever is moved through its full arc range.

5. Select the smallest rear sprocket, if there is any evidence of chain rub adjust the outer screw until this just ceases. The lower edge of the outside plate should be positioned approximately 2mm above the largest outside chaining. If a biopace chain is fitted the clearance should be measured above the highest point of the ring.

6. If a chainwheel disc is fitted, make sure there is sufficient clearance between changer cage and chainwheel disk.

7. If problems continue to arise, we suggest that the bicycle be returned to your dealer for additional adjustments.

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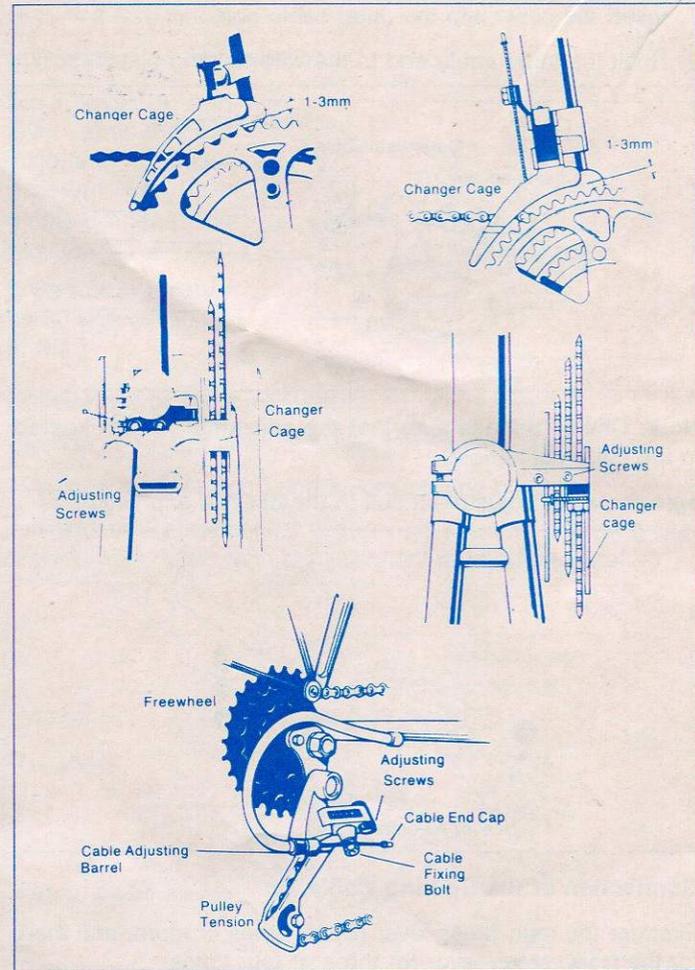
FRICION GEARS

Unlike index gears, friction gear positions are felt rather than selected by a positive position. If when changing gear you hear a clicking sound, move the gear lever forward or backwards slightly until the noise is eliminated.

If you are experiencing difficulties selecting the correct sprocket use the following procedure.

1. While turning the pedals forward, push the right hand gear lever and change to the second largest sprocket. With the pedals still turning gently change to the largest sprocket. If this is not possible use the appropriate adjusting screw to move the derailleur inwards until the chain travels to the sprocket.

2. If you can change gear to the largest sprocket but continued movement of the lever causes the chain to override, use the appropriate adjusting screw to move the derailleur outwards away from the wheel.



GRIP SHIFT - Service Instructions

Lubrication

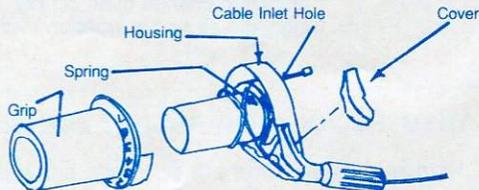
If regreasing should become necessary due to excessive exposure to water and grit:

1. Disassemble and wash parts in kerosene for degreaser. Blow parts clean with compressed air before lubricating.
2. Using a silicone based teflon grease apply to areas shown. Phil Wood waterproof grease may be substituted. Do not use lithium grease.



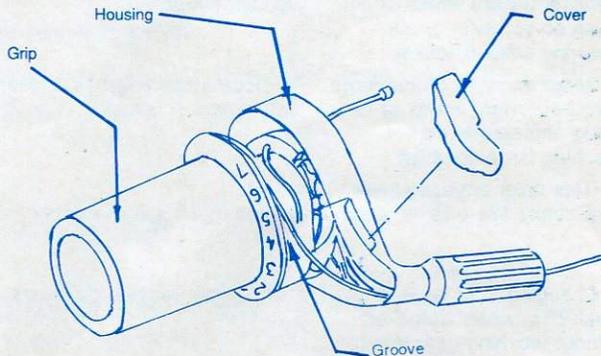
Cable Changes

1. Rotate Grip Shift until cable is fully released and disconnect cable from derailleur.
2. Remove cover.
3. Separate Grip shift assembly by pulling outward. The spring may unseat from the spring cavity.
4. Remove and discard old cable.
5. Lubricate shifter before reassembling. See 'Lubrication'.
6. Replace with Grip Shift approved cable only. Thread new cable through housing cable inlet hole.



GRIP SHIFT

7. Loop the cable around housing. Exit cable through barrel adjuster.
8. Put the spring in spring cavity. If necessary apply a small amount of grease to hold spring in place.
9. Slide grip over housing. Rotate grip to align gear indicator mark with the largest number on grip. Lift the loop of cable off the housing and lay the cable into the groove in grip. Push the grip inward while pulling the cable out of the barrel adjuster until grip is flush with housing.
10. Replace cover.
11. Check for proper assembly by rotating grip and listening for Indexing clicks.
12. Adjust indexing per derailleur manufacturers specifications.



GEAR CHANGING TROUBLE-SHOOTING CHART

We strongly suggest that you return your bicycle to your dealer for gear adjustments. However, in case of emergency and for minor adjustments, the fault finding chart should help you.

Finding and Correcting Problems

REAR				
Problem	Cause	Cure	Comments	
1. Changing from gear selected without touching gear lever.	1. Improper tension on gear levers.	Tighten gear tension lever screws.	Do not tighten so tight you are unable to change gear. Do not lubricate as levers work on friction.	
	2. Cable slip.	Tighten cable pinch bolt.	Ensure cable adjustment is correct before tightening. Ensure tension in gear cable is not acting as a stop.	
2. Chain throwing off the small sprocket toward wheel or not riding on sprocket or not reaching small sprocket.	1. Incorrect setting of high gear adjustment screw.	Readjust.	Ensure tension in gear cable is not acting as a stop.	
3. Chain throwing off the large sprocket toward wheel or not riding on sprocket or not reaching large sprocket.	1. Incorrect setting of low gear adjustment screw.	Readjust.	Ensure that the chain never derails toward the wheel as extensive damage can be incurred.	
4. Gear lever engages lever stop before low gear is obtained.	1. Too much slack in cable.	Readjust cable.	Ensure cable is not used as a stop.	
FRONT				
1. Changing from large to small chainwheel sprocket without touching gear lever.	1. Improper tension on levers.	Tighten gear tension lever screws.	Do not tighten so tight you are unable to change gear. Do not lubricate as levers work on friction.	
2. Chain throwing off large chainwheel or not engaging chainwheel.	1. Incorrect setting of outer chainwheel adjust screw.	Readjust.		
3. Chain throwing off small chainwheel or not engaging chainwheel.	1. Incorrect setting of inner chainwheel adjust screw.	Readjust.		

GIVE YOUR BRAKES A BREAK!

For safe riding, amongst the most important parts of your bicycle are the brakes. Check their operation before each ride assuring that they both function correctly.

There are two brake mechanisms working independently—one on the front wheel and the other on the rear wheel. The brakes are operated by hand levers fastened to the handlebars. The right lever controls the front brake and the left lever controls the rear brake. To stop with safety:

1. Operate the rear brake (left lever) slightly before the front brake (right lever).
2. Apply firm pressure to both front and rear brake levers.
3. Never apply the front brake on a turn. This is especially dangerous when cornering or riding on slippery or loose surface roads.

Caution: Brakes are less effective in wet weather. Ride slower and allow more distance for stopping.

WARNING: NEVER RIDE YOUR BICYCLE IF THE BRAKING SYSTEM IS NOT WORKING CORRECTLY. IF YOU ARE IN DOUBT, TAKE YOUR BICYCLE TO YOUR DEALER.

BRAKE ADJUSTMENT

The brakes on your bicycle should have been adjusted

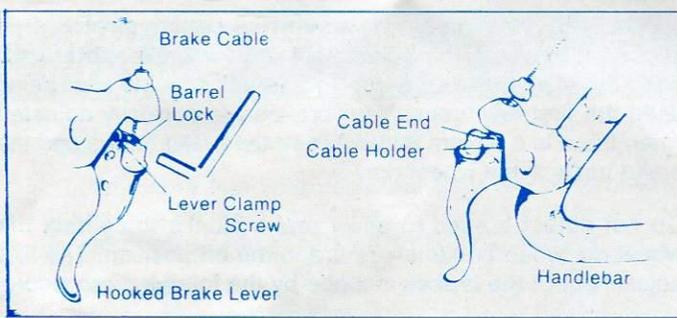
correctly by your dealer; however, as cables stretch, it is important to check the adjustment of your brakes after your first ride. Most brakes will need some adjustments after being used the first few times. Your brakes are correctly adjusted when there is a 0.5mm gap between the brake blocks and the brake track of the wheel rim.

Do not adjust brakes to allow brake blocks to contact the wheel rim when brake levers are in the off position. The fine adjustment of the brakes is made by the following procedure:

1. Turn adjuster A to set blocks C just clear of rim 0.5mm.
2. Ensure that the brake blocks meet the rim parallel and central to the rim brake tracks. Adjust by nuts D if necessary, then tighten securely.
3. When all fine adjustment is taken up on adjuster A, it will be necessary to reset the cables as follows:
 - a. Turn adjuster A all the way down as far as it will go into its mounting.
 - b. Loosen cable clamp bolt B.

Press both brake shoes firmly against wheel rim.
 - c. Pull brake cable wire through its clamp bolt.
 - d. Tighten cable clamp bolt B securely.

Note: If one brake shoe is closer to the rim than the other first check that the wheel has been centred between the forks then adjust the brakes as necessary.



BRAKE EXTENSION LEVERS

Certain models are equipped with extension levers which are attached to the sides of the brake lever and allow braking with hands resting on the top horizontal portion of the handlebar.

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Use the extension levers only when slowing down gradually. For emergency stops, use the brake lever, not the extension

Caution: Never alter the position of brake levers fitted with extension levers as this can adversely affect the braking performance.

BRAKE QUICK RELEASE MECHANISMS

Some brakes are fitted with quick release units which allow you to open the brake stirrups further than normal, letting the tyre pass through the brake locks without deflating, thus making the removal and fitting of wheels much simpler.

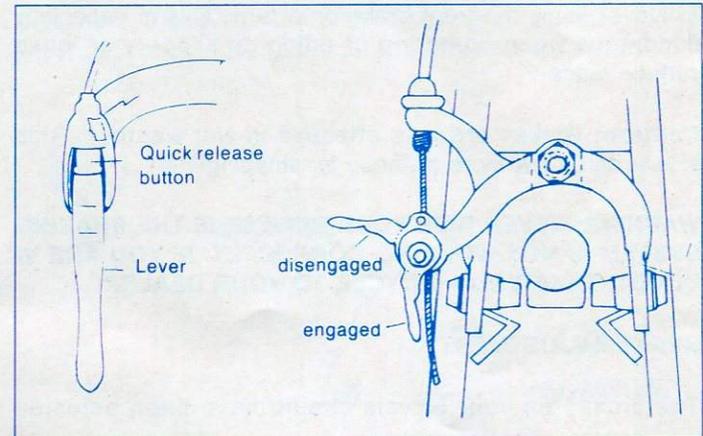
There are two main types of quick release mechanisms as follows:

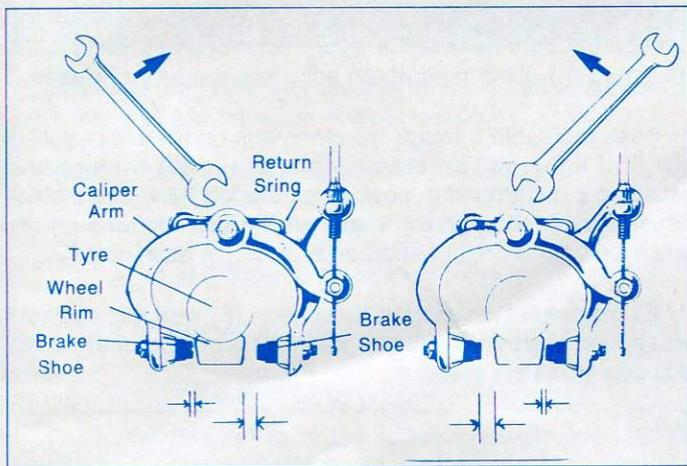
1. The Brake Lever Quick Release Mechanism— To operate slightly depress the brake lever and press the quick release button upwards. The brake lever will then lift and the brake blocks open wider than normal to allow the tyre to be released freely.

2. Brake Stirrup Quick Release Mechanisms Mounted on the Cable Side of the brake stirrup— To operate pull the lever upwards.

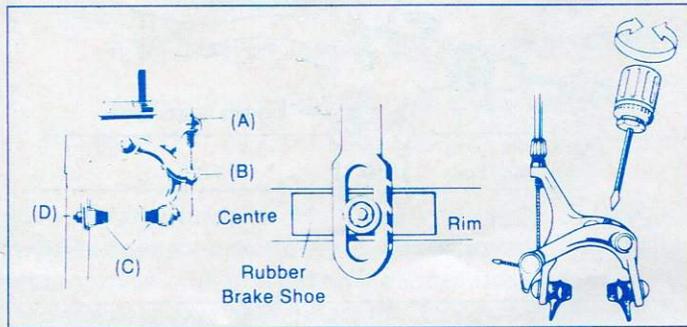
Warning: Before riding, test your brakes. Make sure that the quick release mechanism is returned to its normal correct position, otherwise your brakes will not operate effectively.

Note: For your own safety, brakes must work efficiently without vibration. Worn brake blocks and damaged cables should be replaced immediately, using exact manufacturer's replacement parts for best results.





To centre side pull brakes first slacken the retaining nut and then centre the brake using a spanner on the front retaining



To adjust brakes that have central caliper adjuster simply screw as shown until brakes centralise.

BRAKE MAINTENANCE

To maintain cable brakes in efficient working order, regularly check the brake adjustment and lightly lubricate brake pivots and springs. Oil the exposed parts of the cable to prevent corrosion. Slow or inefficient braking often indicates that the brake cables themselves require lubrication. As this job requires the removal of the complete brake cable, we recommend strongly that your dealer undertake this service.

Note: To assure smooth braking, wheels must run true and be correctly adjusted, with the rim brake tracks free from dents and kinks. The brake blocks should be in correct alignment with the rim brake track. See your dealer if you are in any doubt regarding wheel and brake adjustment.

Protect yourself from frayed cable ends by maintaining the end pieces fitted over the cable ends.

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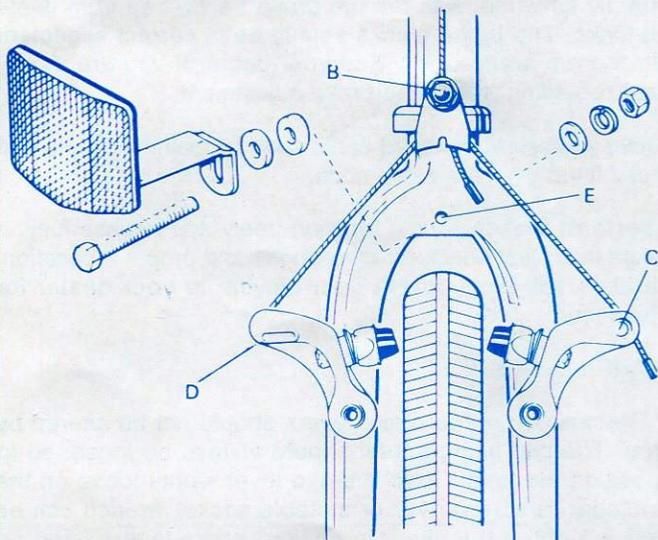
Important: Brakes should function freely and release fully. If brakes bind, first check for cleanliness and proper lubrication. If brakes still bind, return your bicycle to your dealer for adjustment.

BRAKE LEVERS

The position of the brake levers should not be altered by force. The clip fixing screw should always be loosened to reposition the lever. If your brake lever works loose on the handlebar, a screwdriver or suitable socket wrench can be used to tighten the clip. On hooked brake levers used on downturn handlebars, to gain access to the securing screw, you have to pull brake lever towards the handlebar and you will see the fixing screw behind the brake cable.

WARNING

FRONT AND REAR REFLECTOR BRACKETS
**MUST NOT BE REMOVED FROM THIS
BICYCLE AT ANY TIME.**
THEY ARE A SAFETY BRACKET
FOR THE BRAKE SYSTEM

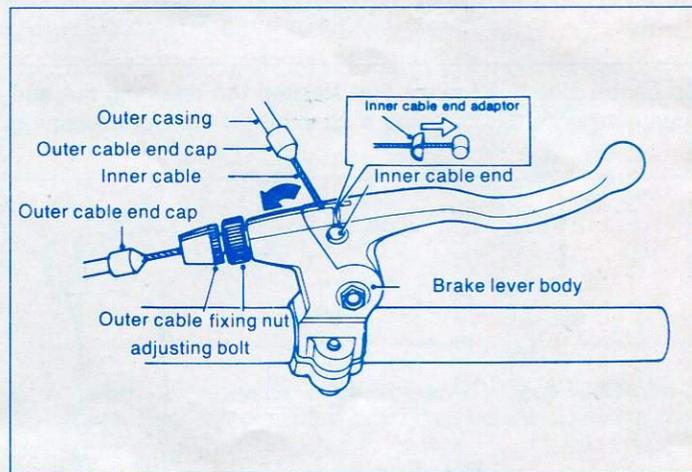


22

Take the nipple end of the front brake cable and hook it through the right hand brake lever and through the slots in the adjusters (A) ensuring that the adjusters are fully retracted.

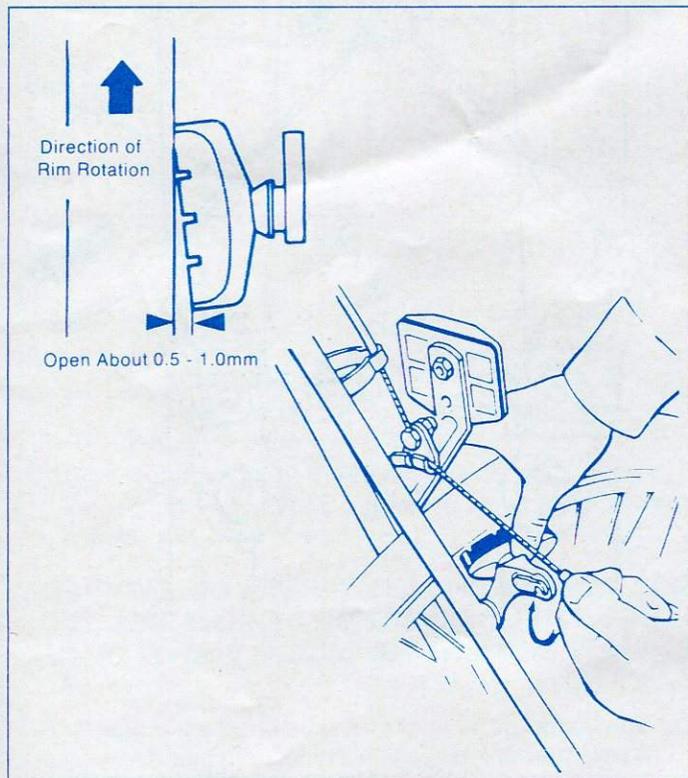
Pass the cable through the pinch bolt on the brake stirrup (B) and tighten. The cross cable is passed through the retaining pin cramped in position on the left hand brake block assembly (C) through the brake stirrup (B) and through the pinch bolt on the right hand brake block (D) assembly.

Fit front reflector bracket to location (E) with nut, bolt and washer provided. We fit the front reflector bracket in this position for safety reasons.



WARNING: Always keep your brakes properly adjusted. Check them regularly.

Move the brake shoe to adjust it to the rim. Turn the adjustment washer and adjust so that the rim surface and shoe surface are as shown in the figure. After the adjustment is completed, use the 5mm Allen key to secure the shoe-holding bolt, and then tighten and secure the shoe-holding



BRAKE ADJUSTMENT

Your bicycle will be fitted with one of two types of brake: calliper or cantilever. It is very important to check your brakes regularly for proper adjustment and excess wear.

BRAKE BLOCK REPLACEMENT AND ADJUSTMENT

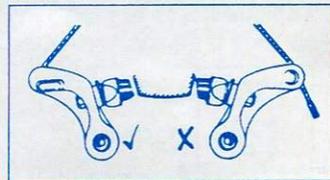
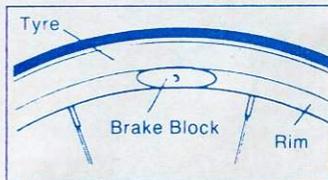
If your blocks are worn down or if they are not lined up with the wheel rim as shown below, replace and/or adjust as follows:

Open the quick release lever, if fitted, or slacken the cable adjuster. Undo the brake block nut using a spanner and replace the blocks if necessary. Always replace brake blocks in pairs. It is imperative that new blocks are fitted the right way round, as shown.

WARNING: Remember to close the quick release mechanism or rest the cable adjuster.

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Apply the brakes and position the blocks so that they hit the rim squarely as shown. With the brakes still applied to hold the blocks in place, tighten the nuts securely with a spanner.



Note: The clearance of blocks from rims on Shimano low profile brakes can only be done using the threaded adjuster at the brake lever. The cable hanger should not be adjusted unless the correct tool is used. We strongly recommend you return your cycle to the dealer for major adjustment.

SHIMANO LOW PROFILE BRAKES

These will be fitted to most of the models using Shimano group sets. Low profile brakes differ from other cantilevers in that the inner cable fixes to one side of the cantilever, after running through a cable carrier attached to a fixed link wire. (see diagram)

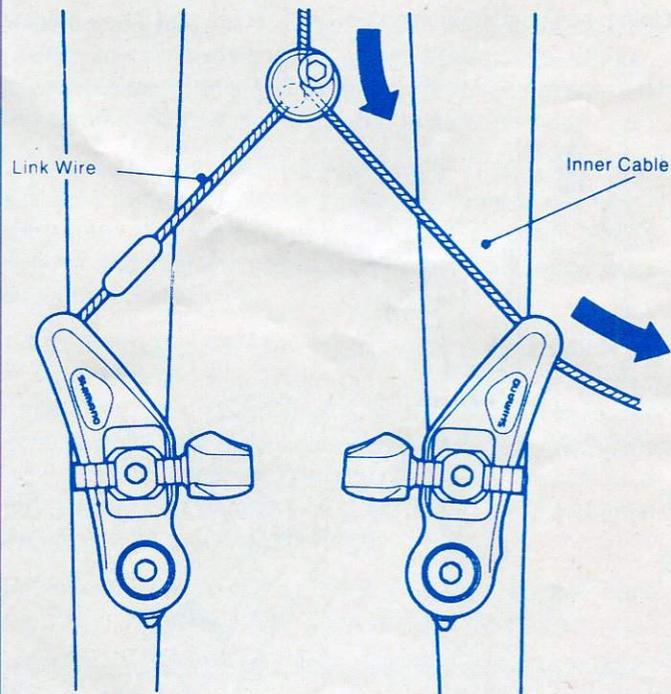
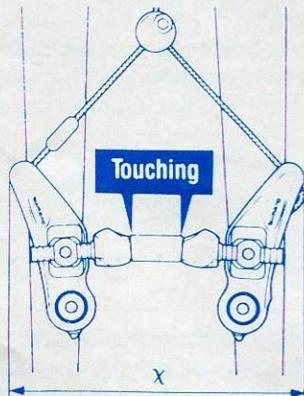
The length of the link wire can differ for each model of cantilever brake, this is stated on a die cast tag on the wire.

Your dealer will use a special tool to set the brake correctly. If you need to adjust the brake yourself after use refer to measurement x for the length of link wire to ensure brake operates correctly.

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Use the values of the outside width when the shoe touches the rim as a guide.

Link wire	X
A/73 B/82	138mm
C/106 D/93	181mm



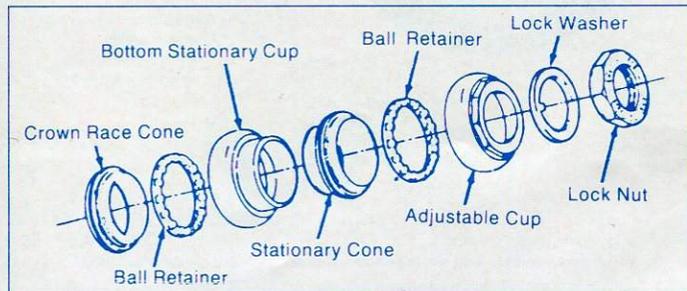
HEADSET AND BOTTOM BRACKET

WARNING: IF YOU ARE UNSURE HOW TO PROPERLY SERVICE THESE PARTS CONSULT YOUR DEALER.

Headset Adjustment

To check for play in the headset apply the front brake and gently rock the bike forwards and backwards. If there is any movement adjust as follows:

1. Loosen the lock nut with the headset tools. Adjust the adjustable cap as necessary and then re-tighten the lock nut and re-check.
2. To lubricate the headset remove the handlebar assembly, the lock nut and adjustable cup. Pull the forks out of the frame and remove the ball retainers. Clean grease from all the parts and inspect them for rust and wear. Regrease all the parts using enough to cover the O-ring seals. Place one ball retainer on the fork steerer. Insert the forks back into the frame, making sure that the O-ring slips into the stationary cup. Screw the adjustable cup down until the play is taken up. Apply the lock washer and lock nut, readjust and tighten.

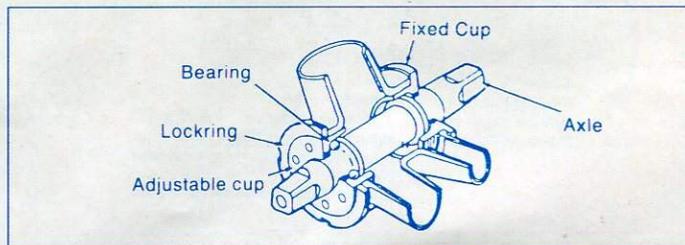


Bottom Bracket Adjustment

To check for play in the bottom bracket take hold of both the crank arms and feel for movement. If there is a small amount of play adjust as follows:

1. Remove the crank arms using a crank removing tool.
2. Using the correct bottom bracket spanner, remove the lock ring. Remove the adjustable cup and pull the spindle away from the frame. Pull the ball retainers away from the spindle and fixed cup. Clean the grease away from all the parts and check for rust and wear. It is not necessary to remove the fixed cup unless it needs replacing.
3. Regrease the fixed cup, the adjustable cup and the ball retainers. Insert one ball retainer into the fixed cup and put the other ball retainer on the spindle, place the spindle into the fixed cup and put the other ball retainer onto the spindle, 25 Screw the adjustable cup into the frame until there is no free play. Replace the lock nut and tighten. Check the spindle for play and re-adjust if necessary.

If your bicycle is fitted with the new Shimano cartridge system do not attempt to service this unit. Ask your dealer for details.



ROUTINE MAINTENANCE CHECKS AND LUBRICATION

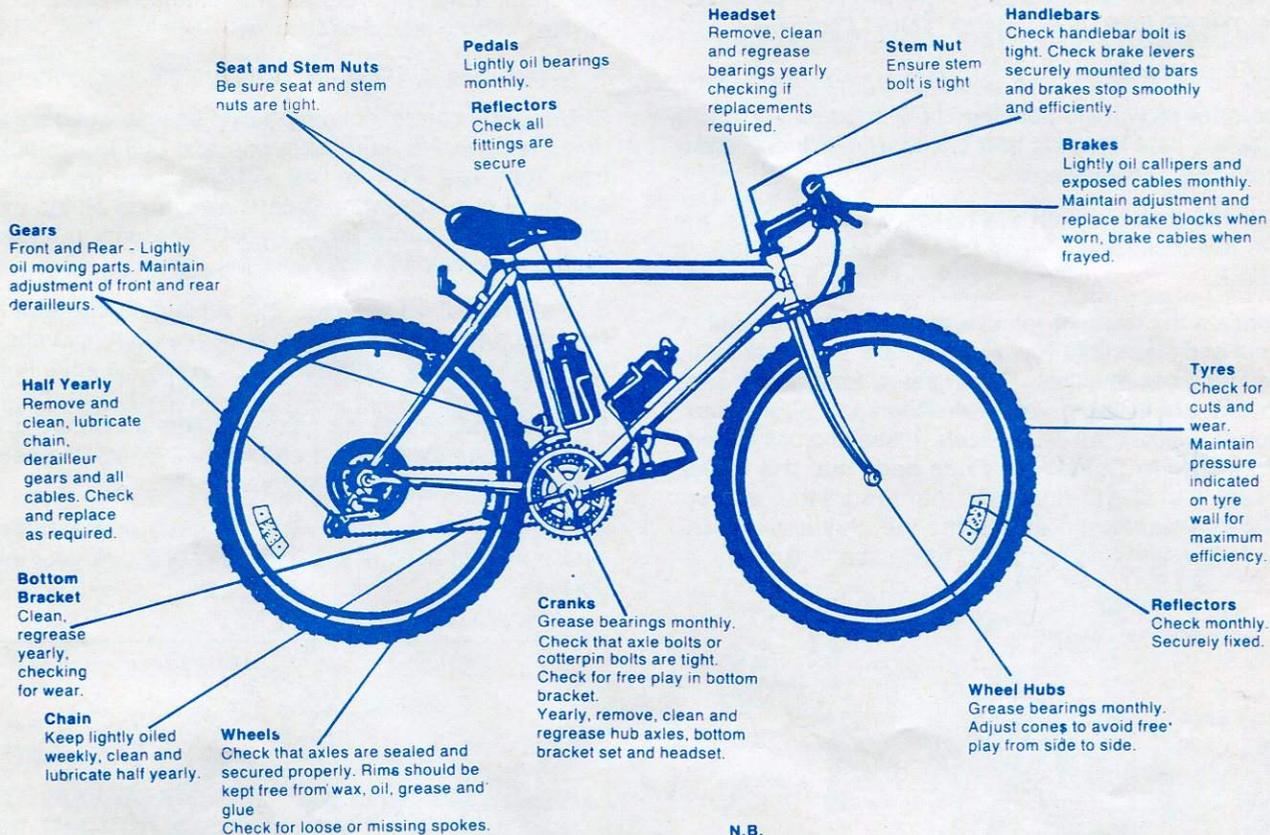
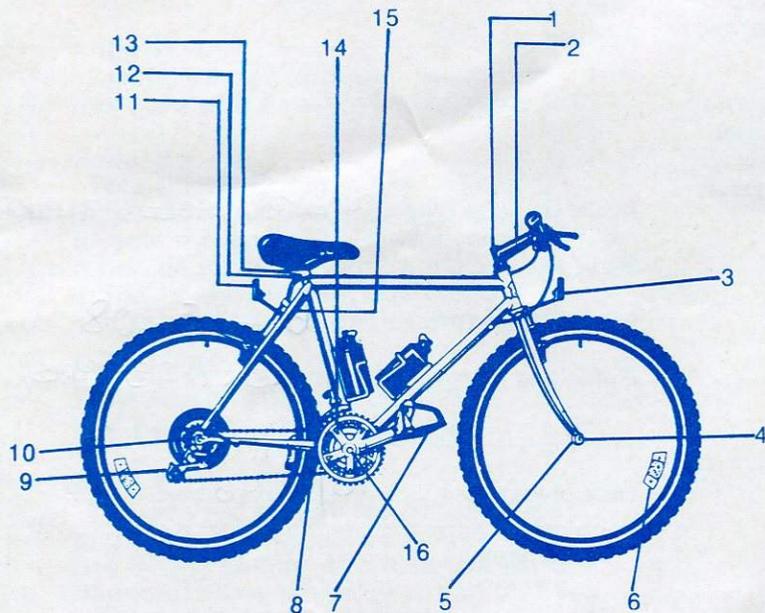


TABLE OF RECOMMENDED TORQUE VALUES



DESCRIPTION		
1	Stem Expander Bolt	20.00 Nm
2	Stem Binder Bolt	25.00 Nm
3	Brake Anchor Bolt Brake Fixing Bolt	5.50 Nm 5.50 Nm
4	Front Axle Nut Front QR Axle	30.00 Nm 5.00 Nm
5	Retention Device Bolt	4.00 Nm
6	Spoke Reflector Mounting Bolt	2.50 Nm
7	Pedal	39.00 Nm
8	F/Derailleur Cable Fixing Bolt	4.00 Nm
9	R/Derailleur Cable Fixing Bolt	4.00 Nm
10	Rear Axle Nut Rear QR Axle	30.00 Nm 5.00 Nm
11	Front & Rear Reflector Mounting Nut	3.00 Nm
12	Seat Pin (Hexagonal Head) Seat Pin (Allen Head)	17.00 Nm 14.50 Nm
13	Saddle Clamp Bolt	20.00 Nm
14	F/Derailleur Clamp Bolt	5.50 Nm
15	Lock Nut for Brake Pivot Bolt	8.00 Nm
16	Chainset End Bolt	50.00 Nm

TYRES, LOCKS AND TOOLS

For normal road use inflate your tyres to the pressure indicated on the sidewall. Off road users can fit low pressure tyres which can improve grip on loose and slippery surfaces. After every ride we recommend inspecting the tyres for glass and sharp stones. Also make sure that the tyre beads are properly seated in the rims. The "trueing" of wheels is best left to your dealer.

We would recommend using a U-lock to secure your bicycle as other types of locks are easily broken by thieves. Always carry a pump with you and make sure the pump connecting valve fits the one on your bike! A small investment in a good set of tools is worth making.

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The Golden Rule is plan to get the most from your bike.

BICYCLE LOG BOOK

Complete this bicycle model record and keep it in a safe place. In the event of your machine being lost or stolen this information should be passed on to the police.

Name _____

Address _____

Model Name & Type COVENTRY EAGLE BLACK ROCK

Serial No. _____

Frame Size & Colour B 425408

Extras and Identifying Marks 26x1.95 (TYRES)

Date of Purchase 10/7/96

Dealer Stamp

COVENTRY EAGLE WARRANTY

The Coventry Eagle Cycles Company Ltd. (Coventry Eagle) warrants to the original owner that this new Coventry Eagle bicycle shall be free of defective materials and workmanship for the period of one year.

Coventry Eagle further undertake to guarantee through an authorised dealership to repair or replace any part of the front forks or frameset in the event of a defect that is a result of bad workmanship or defective materials within a period of 10 years from the original date of purchase by the original owner. All other components excluding tyres, tubes, handlebar grips and cables are guaranteed for a period of 12 months.

This limited warranty does not apply and is void to normal wear and tear, racing, mis-use, abuse, neglect, modification and improper maintenance. This limited warranty applies only to the original owner and is non-transferable. A purchase record or proof of date of original purchase will be required before implementation of this warranty. This limited warranty is in addition to your statutory rights and is no way seeks to diminish them. Under these terms Coventry Eagle will bear the cost of replacement parts. Labour charges will be borne by the purchaser at the discretion of the Coventry Eagle dealers.

**REMEMBER THE ASSOCIATION OF CYCLE
TRADERS WARNS
NO BICYCLE IS INDESTRUCTABLE**

GUARANTEE CARD

Thank you for your purchase of a Coventry Eagle mountain bike. Please fill in and return this card so that we can register your guarantee.

(Mr/Mrs/Ms) _____

Address _____

_____ Post Code _____

Age _____ Model/Size _____

Dealer name _____

Dealer location _____

Date of purchase _____

Please answer the following questions to help us maintain the high quality of Coventry Eagle bikes and service.

Do you own any other bikes? Yes _____ No _____

(If yes) type/make _____

What was your main reason for choosing Coventry Eagle?
(Please number in order of preference 1 to 5. 1=Main Choice for purchasing 5=least choice for purchasing)

Reputation _____ Technical spec. _____ Price _____

Availability _____ Colour/Design _____

Where did you first hear about Coventry Eagle?

Bicycle shop _____ catalogue _____

Cycle press: Advert _____ Article _____

General interest magazine _____ Friend _____

Other (please specify) _____

Signed _____ Date _____



Put an envelop and send to this address:

COVENTRY EAGLE CYCLE COMPANY LTD.
GUARANTEE DEPARTMENT,
EAGLE CYCLE WORKS,
MOCHDRE, NEWTOWN,
POWYS,
WALES
SY16 4LD.

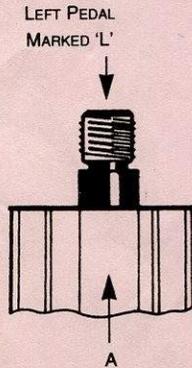
important

assembly notice

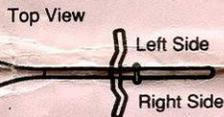
To ensure this product is ready for the road please carry out the following steps:-

1 pedals

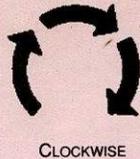
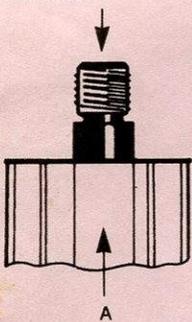
- TOOLS REQUIRED: 15mm Spanner
- DIRECTION OF ROTATION



Left Hand pedal turn anticlockwise to tighten looking in direction A.



RIGHT PEDAL MARKED 'R'

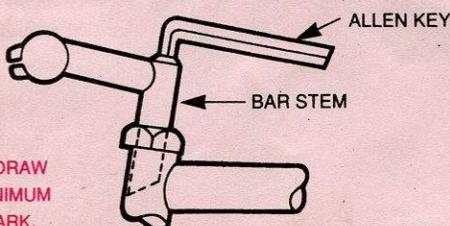


Right Hand pedal turn clockwise to tighten looking in direction A.

For further information see handbook.

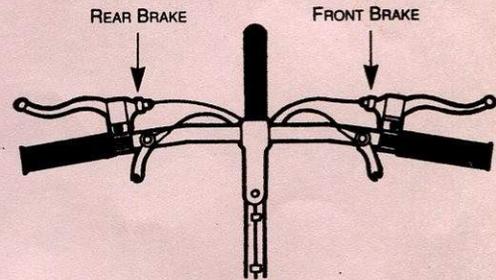
2 handlebars

- TOOLS REQUIRED: 6mm Allen Key
- SETTING POSITION: Turn bar stem through 90 and tighten.



⚠ DO NOT WITHDRAW STEM PAST MINIMUM INSERTION MARK.

3 brake adjustment

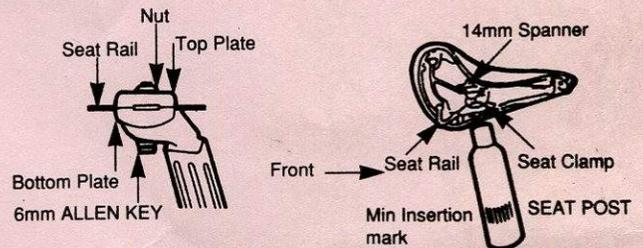


Adjustment for rear is affected by turning the lever mounted adjusters.

4 saddle

- TOOLS REQUIRED: Type A – 6mm Allen Key
- Type B – 14mm Spanner
- Seat Post Frame Clamp – 13mm Spanner

- SETTING POSITION:



For further information see handbook.

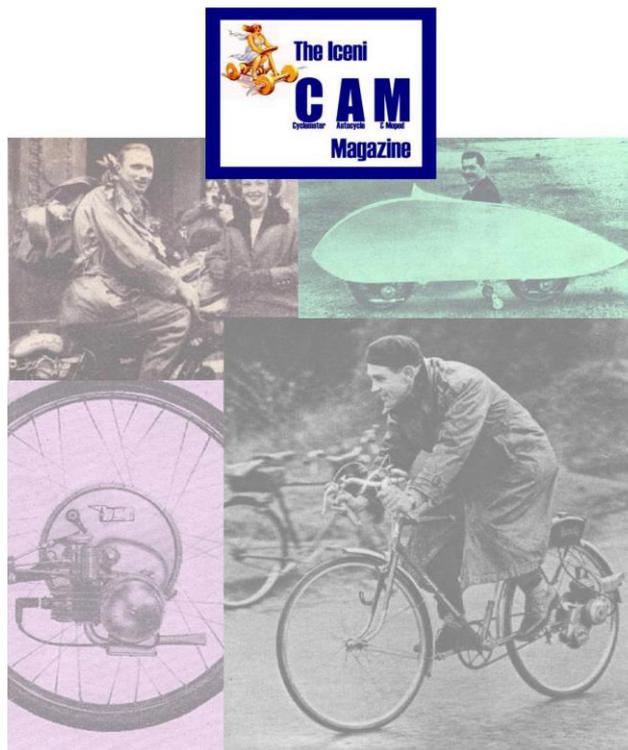
⚠ DO NOT WITHDRAW SEAT POST PAST MINIMUM INSERTION POST.

5 tyres

- Inflate as instructed on side wall of tyre.

For further information see handbook.
PLEASE CONSULT MANUAL FOR ALL OTHER ADJUSTMENTS.

IceniCAM On-Line Library



www.icenicam.org.uk