BLACKOPS

SPECOP
ASSEMBLY GUIDE

www.blackops.bike

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Welcome to Black Ops

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Congratulations on the purchase of your new Black Ops bike. This assembly guide provides instructions for the final assembly and setup of your new bicycle.

This assembly guide is intended for individuals with basic mechanical skills and access to common bicycle tools, including a torque wrench. Ongoing repair and maintenance should be performed by a qualified bicycle mechanic.

Before your first ride, read the Black Ops Owner's Manual and this Assembly Guide included with your bike. This guide supplements the Owner's Manual and is not intended to serve as a comprehensive repair or maintenance manual. If you are unsure about any assembly or adjustment procedure, have the bicycle assembled and inspected by a qualified bicycle mechanic before riding.

UPDATES

Periodically, updates and addenda may be issued for this document. To ensure you have the latest information, visit **blackops.bike** or contact Customer Care at **info@blackops.bike**.

WARRANTY

The Black Ops written warranty can be found in the Owner's Manual included with your new bicycle or at **blackops.bike**.

CUSTOMER CARE

info@blackops.bike

ON THE WEB

blackops.bike

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Before You Begin

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1. Gather the required tools and supplies:

15 & 17 mm wrenches/ Sockets

Pliers / Cutters

Flat Blade Screwdriver

Phillips Screwdriver

2, 5, & 6 mm Hex Bits / Wrenches

Torque Wrench
Required for proper assembly

2. Select your work area:

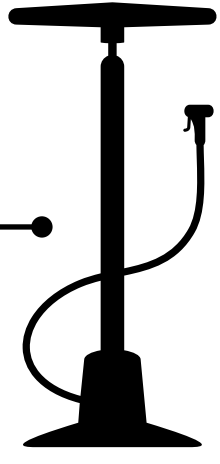
- Choose a well-lit, level work area, such as a garage or outdoor workspace. If available, use a bicycle repair stand to support the bike during assembly.
- Ensure there is enough space to move around the bicycle safely.
- Protect the floor or work surface to help prevent damage (e.g., carpet or hardwood flooring).

3. Additional supplies and equipment:

Clean Shop Towels

Bicycle Pump

Bicycle Assembly Grease



SpecOp-24 (V-brake) Quick Reference

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SpecOp-24 (V-Brake) Quick Reference

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Bike Details	
Model(s)	SpecOp-24 (V-Brake)
Frame size	12.5”
Wheel size	24”
Tire size	24” x 2.30”
Inner tube size	24” x 2.30”
Inner tube valve type	Schrader valve, 32 mm
Tire pressure	40–65 PSI
Max tire width	2.40”
Bike weight	30 lb
Max rider weight	250 lb
Suggested rider height	4’10”-5’6”

Torque Specifications	Tool Size	Torque
Front wheel axle nuts	15 mm wrench	35–40 N·m
Rear wheel axle nuts	17 mm wrench	45–50 N·m
Saddle clamp bolt	6 mm hex key	20–22 N·m
Seatpost clamp bolt	5 mm hex key	6–9 N·m
Stem faceplate bolts	6 mm hex key	16 N·m
Stem pinch bolts	6 mm hex key	16 N·m
Stem top cap bolt (Headset Preload)	5 mm hex key	For preload
Pedals	15 mm wrench	30–40 N·m
Crank arm pinch bolts	6 mm hex key	18–23 N·m
Crank arm spindle bolts (BB Preload)	6 mm hex key	For preload
Brake lever clamp bolt	5 mm hex key	6–7 N·m
Brake lever reach adjustment screw	2 mm hex key	For adjustment
V-brake arm bolts	5 mm hex key	8–10 N·m
V-brake cable anchor bolt	5 mm hex key	6–8 N·m
V-brake pad bolts	5 mm hex key	6–8 N·m
Chain guard bolts	Phillips screwdriver	Tighten securely
Reflector bolts	Phillips screwdriver	Tighten securely

SpecOp-29 (V-Brake) Quick Reference

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SpecOp-29 (V-brake) Quick Reference

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Bike Details	
Model(s)	SpecOp-29 (V-Brake)
Frame size	17”
Wheel size	29”
Tire size	29” x 2.35”
Inner tube size	29” x 2.35”
Inner tube valve type	Schrader valve, 32 mm
Tire pressure	40–65 PSI
Max tire width	2.50”
Bike weight	33 lb
Max rider weight	250 lb
Suggested rider height	5’4” and up

Torque Specifications	Tool Size	Torque
Front wheel axle nuts	15 mm wrench	35–40 N·m
Rear wheel axle nuts	17 mm wrench	45–50 N·m
Saddle clamp bolt	6 mm hex key	20–22 N·m
Seatpost clamp bolt	5 mm hex key	6–9 N·m
Stem faceplate bolts	6 mm hex key	16 N·m
Stem pinch bolts	6 mm hex key	16 N·m
Stem top cap bolt (Headset Preload)	5 mm hex key	For preload
Pedals	15 mm wrench	30–40 N·m
Crank arm pinch bolts	6 mm hex key	18–23 N·m
Crank arm spindle bolts (BB Preload)	6 mm hex key	For preload
Chainring bolt	6 mm hex key	25–30 N·m
Brake lever clamp bolt	5 mm hex key	6–7 N·m
Brake lever reach adjustment screw	2 mm hex key	For adjustment
V-brake arm bolts	5 mm hex key	8–10 N·m
V-brake cable anchor bolt	5 mm hex key	6–8 N·m
V-brake pad bolts	5 mm hex key	6–8 N·m
Chain guard bolts	Phillips screwdriver	Tighten securely
Reflector bolts	Phillips screwdriver	Tighten securely

SpecOp-29 (Disc) Quick Reference

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SpecOp-29 (Disc) Quick Reference

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Bike Details	
Model(s)	SpecOp-29 (Disc)
Frame size	17”
Wheel size	29”
Tire size	29” x 2.50”
Inner tube size	29” x 2.50”
Inner tube valve type	Schrader valve, 32 mm
Tire pressure	35–65 PSI
Max tire width	2.50”
Bike weight	33 lb
Max rider weight	250 lb
Suggested rider height	5’4” and up

Torque Specifications	Tool Size	Torque
Front wheel axle nuts	15 mm wrench	35–40 N·m
Rear wheel axle nuts	17 mm wrench	45–50 N·m
Saddle clamp bolt	6 mm hex key	20–22 N·m
Seatpost clamp bolt	5 mm hex key	6–9 N·m
Stem faceplate bolts	6 mm hex key	16 N·m
Stem pinch bolts	6 mm hex key	16 N·m
Stem top cap bolt (Headset Preload)	5 mm hex key	For preload
Pedals	15 mm wrench	30–40 N·m
Crank arm pinch bolts	6 mm hex key	18–23 N·m
Crank arm spindle bolts (BB Preload)	6 mm hex key	For preload
Chainring bolt	6 mm hex key	25–30N·m
Brake lever clamp bolt	5 mm hex key	6–7 N·m
Brake lever reach adjustment screw	2 mm hex key	For adjustment
Disc brake caliper bolts	5 mm hex key	8–10 N·m
Disc brake adapter bolts	5 mm hex key	6–8 N·m
Disc brake cable anchor bolt	5 mm hex key	6–8 N·m
Disc brake inner brake pad	5 mm hex key	For adjustment
Chain guard bolts	Phillips screwdriver	Tighten securely
Reflector bolts	Phillips screwdriver	Tighten securely

1. Unpack Bike

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1. Opening the carton:

- Remove the staples from the top of the carton with pliers or a flat-blade screwdriver and open box top flaps.
- **Warning:** The staples have sharp edges and should be disposed of in a safe manner to ensure they do not become a hazard to yourself and others.

2. Lift the bike and all parts out of the carton

- To make lifting the bike out of the carton easier, it's a good idea to have a second person to help with this step.
- Double-check the carton to ensure all contents have been removed, including the small parts box and any loose items.

3. Remove all packaging

- First, cut the zip ties securing the front wheel, handlebar, and seat assembly from the rest of the bike and set aside.
- Be mindful not to cut any parts of the bike including spokes and brake cables during this step.
- Next, remove all remaining foam and cardboard packaging.

2. What's in the Box

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Fig. 3

Fig. 4

1. Confirm everything is included:

- Main bike assembly (brake and handlebar pre-connected) (Fig. 3).
- Front wheel (Fig. 3).
- Saddle and seatpost assembly (Fig. 4).
- Small parts box containing the Black Ops Owner's Manual, SpecOp Assembly Guide, pedals, reflectors, rear pegs, and 3-piece padset. (Fig. 4).

NOTE: The SpecOp-24 does not include the 3-piece pad set shown in Fig. 4. This optional accessory is included only with the SpecOp-29 (V-Brake) and SpecOp-29 (Disc) models.

3a. Install Front Wheel

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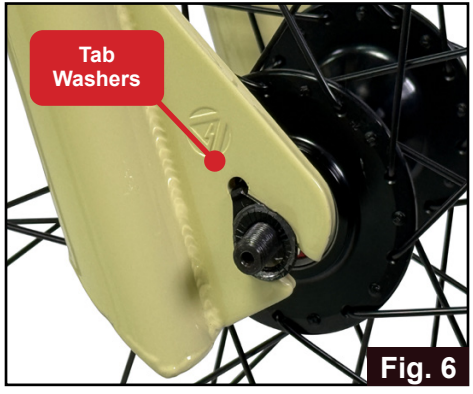

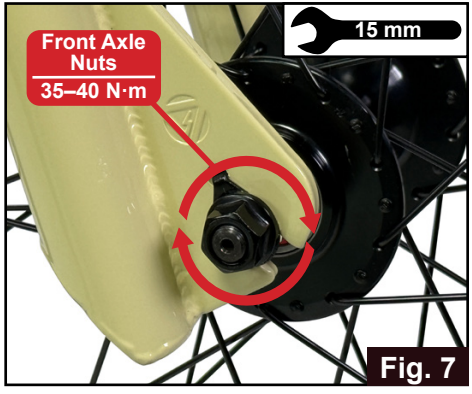

1. Insert the wheel:

- Make sure the axle is fully inserted into the dropout on both sides.
- Lightly apply grease to the axle threads to ensure smooth installation and help prevent corrosion.
- **NOTICE:** Tires may be directional. Please refer to the arrow on the sidewall for proper orientation during installation.

2. Position the washer:

- Install a tab washer each side of the axle, ensuring the tab is fully seated in the dropout slot.

3. Install & tighten the axle nuts:

- Thread the axle nut (clockwise) onto each side of the axle.
- Tighten both axle nuts securely with a 15 mm wrench.

FINAL CHECK: **Ensure the wheel is centered in the fork and spins freely without rubbing. Confirm the tab washers are properly seated in the dropout slots and the axle nuts are tightened to the specified torque.**

3b. Install Front Wheel

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Fig. 8

4. Install Handlebar

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Fig. 9

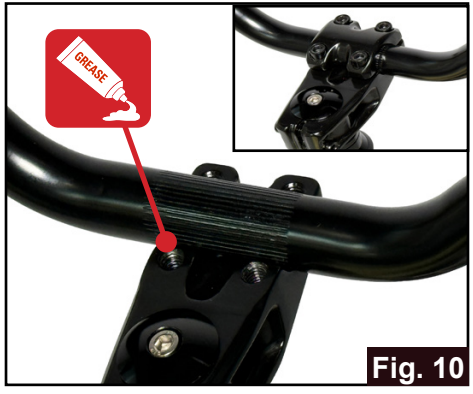

Fig. 10

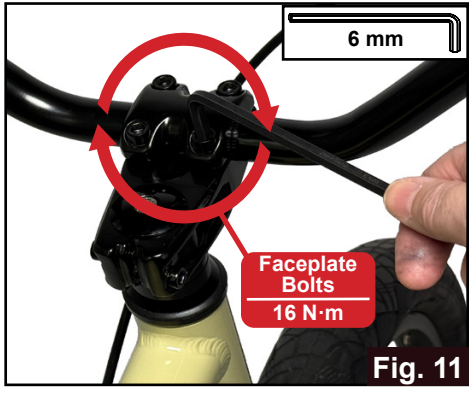

Fig. 11

1. Prepare the stem:

- Loosen (counterclockwise) and remove the four (4) faceplate bolts and stem faceplate.
- Ensure the handlebar clamping surfaces are clean and free of debris.

2. Position handlebar on stem:

- Position the handlebar in the stem clamp and reinstall the faceplate.
- Apply grease to the faceplate bolt threads.
- Tighten (clockwise) the four (4) faceplate bolts just enough to hold the handlebar in place.

3. Tighten the faceplate bolts:

- Adjust the handlebar to the desired riding position.
- Continue tightening (clockwise) the four (4) faceplate bolts in an alternating crisscross pattern until the faceplate is evenly seated. Maintain equal gaps at the top and bottom of the stem clamp.

5. Align Stem & Adjust Headset

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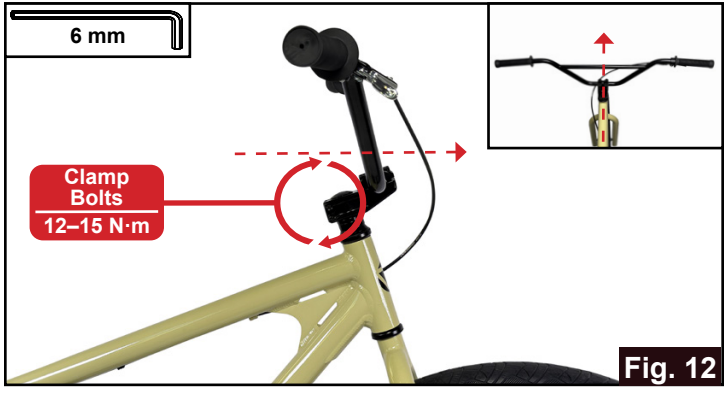

Fig. 12

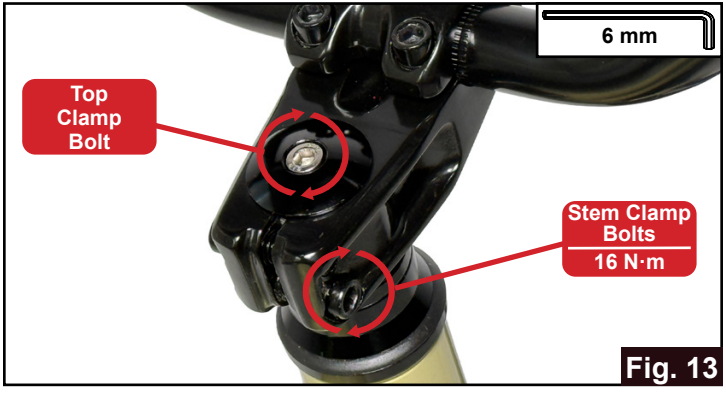

Fig. 13

1. Align Stem:

- Stand over the bicycle, hold the front wheel securely between your legs, and twist the handlebar until the stem is aligned with the front wheel.
- Tighten (clockwise) both stem clamp bolts evenly to the specified torque.

2. Adjust headset:

- Loosen (counterclockwise) both stem clamp bolts.
- Tighten (clockwise) the top cap bolt just enough to remove headset play. Do not overtighten.
- Align the stem with the front wheel.
- Retighten (clockwise) the stem clamp bolts evenly to the specified torque.
- Check that the headset turns smoothly and has no play.

FINAL CHECK: Confirm the stem is aligned with the front wheel and all stem fasteners are tightened to the specified torque. Check for headset play by rocking the bicycle while feeling for movement at the headset. If play is detected, loosen the stem clamp bolts, tighten the top cap bolt just enough to remove the play without causing binding, realign the stem, and retighten the stem clamp bolts to the specified torque. Finally, verify the headset turns smoothly without binding and the handlebar is securely clamped and does not slip under force.

6a. Install Pedals

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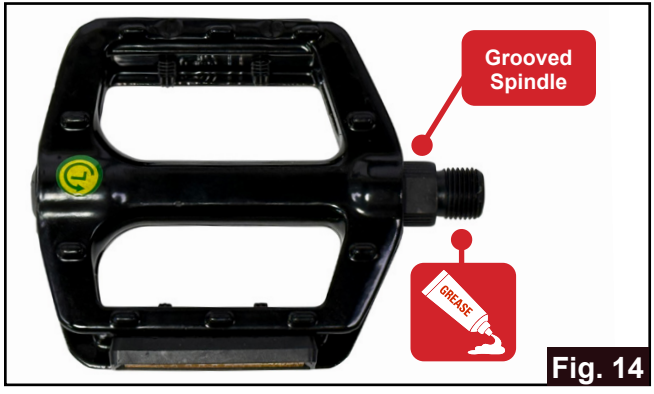

Fig. 14

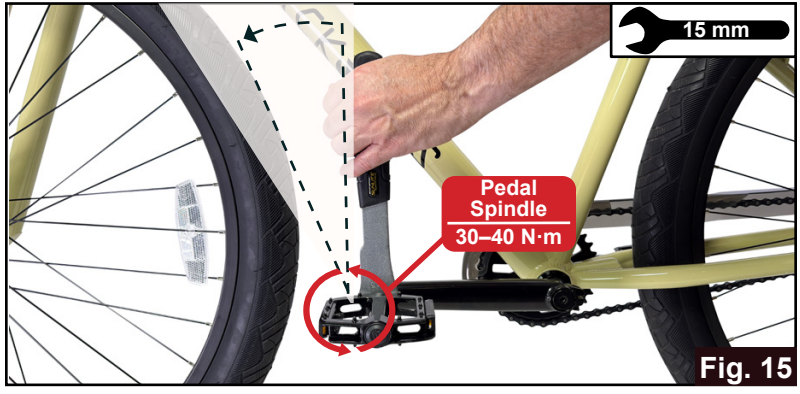

Fig. 15

1. Identify left pedal → How to recognize it:

- Identify the left pedal by the “L” sticker, “L” stamped on the spindle end, and grooves on the spindle.
- The left pedal has a left-hand thread (installs counterclockwise and removes clockwise).

2. Install left pedal → Non-drive side:

- Apply bicycle grease to the pedal threads.
- Thread the left pedal into the left crank arm by turning it counterclockwise. Start the threads by hand to avoid cross-threading.
- Once the pedal is fully threaded, tighten it securely using a pedal wrench or a suitable 15 mm wrench.
- Recheck pedal tightness after the first ride.
- If you are uncertain whether the pedal is properly tightened, have it inspected by a qualified bicycle mechanic before riding.

WARNING: Never force a pedal into the crank arm. The right and left pedals are not interchangeable. If resistance is encountered, stop and verify you have the correct pedal.

6b. Install Pedals – Right Side

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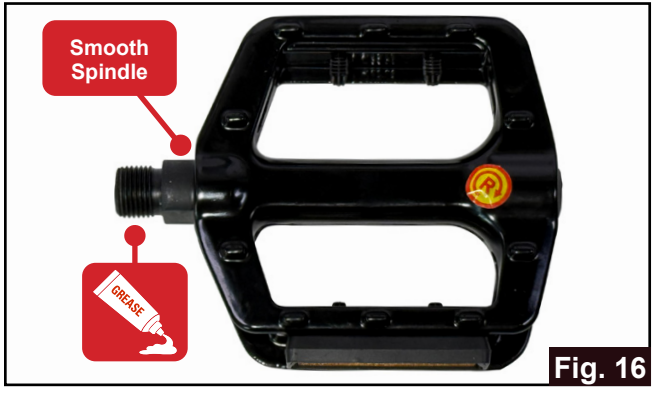

Fig. 16

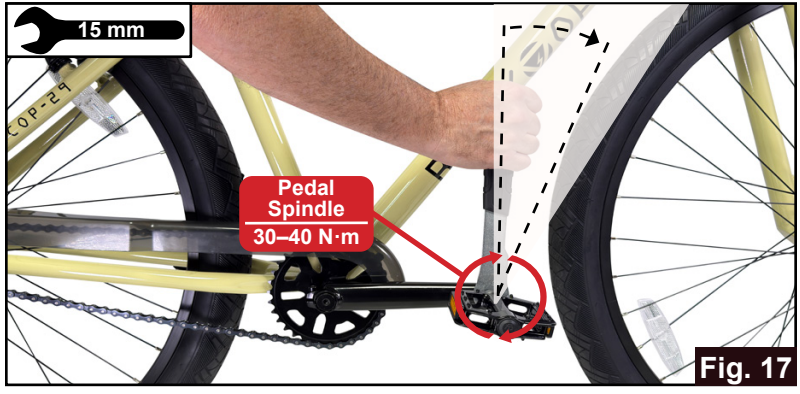

Fig. 17

1. Identify right pedal → How to recognize it:

- Identify the right pedal by the “R” sticker, “R” stamped on the spindle end, and smooth spindle.
- The right pedal has a right-hand thread (installs clockwise and removes counterclockwise).

2. Install right pedal → Drive side:

- Apply bicycle grease to the pedal threads.
- Thread the right pedal into the right crank arm by turning it clockwise. Start the threads by hand to avoid cross-threading.
- Once the pedal is fully threaded, tighten it securely using a pedal wrench or a suitable 15 mm wrench.
- Recheck pedal tightness after the first ride.
- If you are uncertain whether the pedal is properly tightened, have it inspected by a qualified bicycle mechanic before riding.

WARNING: Never force a pedal into the crank arm. The right and left pedals are not interchangeable. If resistance is encountered, stop and verify you have the correct pedal.

7. Install Seatpost

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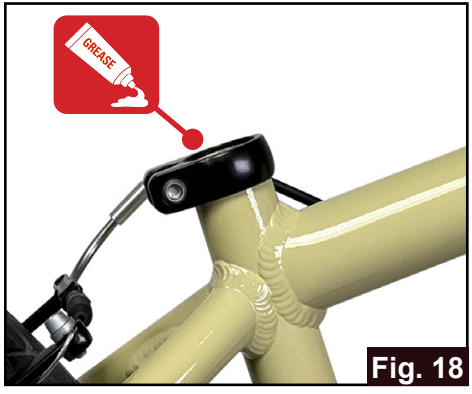
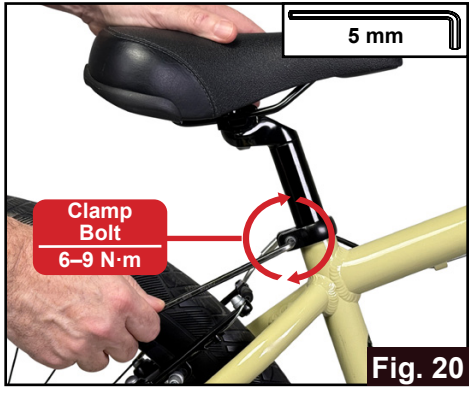


1. Prepare the seat tube:

- Apply a small amount of bicycle grease to the inner surface of the seat tube.
- Applying bicycle grease reduces friction for easier seat height adjustment and prevents the seatpost from getting stuck due to friction or corrosion.

2. Insert the seatpost:

- Loosen the seat clamp bolt.
- Insert the seatpost and saddle assembly into the frame.
- Ensure the seatpost is inserted past the Minimum Insertion line.
- If the line is visible, lower the seatpost further before tightening to avoid damage or safety risks.



3. Tighten the seat clamp:

- With the seatpost at the desired height, tighten the seat clamp bolt with a 5mm hex wrench.

WARNING: Riding with the seatpost installed above the minimum insertion line can damage the frame or seatpost and may result in loss of control.

8. Adjust Saddle

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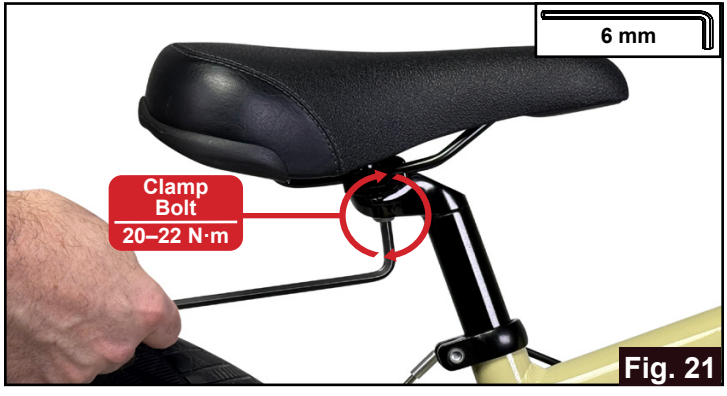

Fig. 21


Fig. 22

1. Position the saddle:

- The saddle can be moved fore and aft as well as angled up and down.
- Loosen the integrated saddle clamp bolt by turning it counterclockwise with a 6 mm hex wrench.
- Adjust the saddle forward or rearward and set the desired tilt.
- Retighten the bolt to lock in the final position.

2. Positioning tips:

- Positioning the saddle too far forward or too far back on the rails can cause damage to the saddle and the seatpost.
- Start with the saddle level to the ground.
- Adjust the saddle forward or backward in small increments until comfortable.

FINAL CHECK: **Confirm that the seatpost and saddle are secure by twisting and pulling; if either moves or slips while riding, retighten the seatpost clamp and seat rail clamp.**

9. Adjust V-Brake

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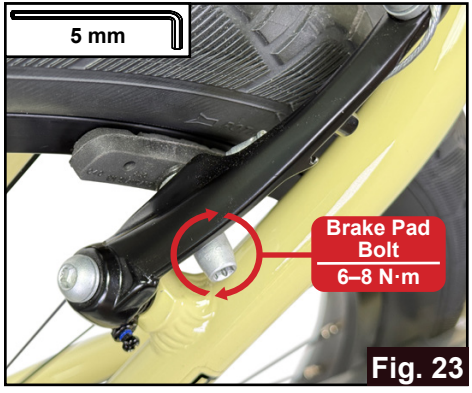
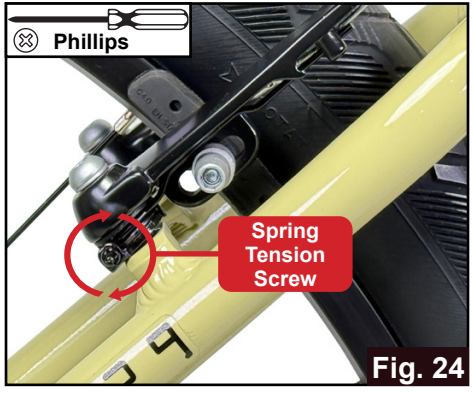


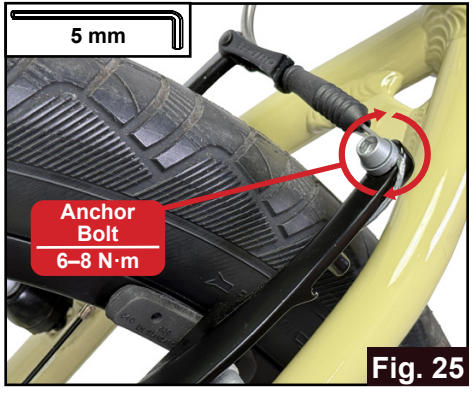
1. Check the brake pads:

- **Check Alignment** - Verify both brake pads contact the rim fully and evenly without touching the tire or extending below the braking surface.



2. Check spring Tension

- **Check Pad Contact** - Squeeze the brake lever to verify both pads contact the rim simultaneously. If needed, adjust the spring tension screws with a Phillips screwdriver. Turn the screw clockwise to increase spring tension or counterclockwise to decrease it until both pads contact the rim simultaneously.



3. Adjust the brake cable:

- **Lever travel:** Squeeze the brake lever to verify proper lever travel.
- **Minor adjustments:** Turn the barrel adjuster counterclockwise to increase or clockwise to decrease tension.
- **Major adjustments:** Loosen the cable anchor bolt with a 5 mm hex wrench, adjust the cable tension, then retighten the anchor bolt.

FINAL CHECK: **Squeeze the brake lever to ensure firm engagement and even pad contact. Check for wheel clearance, secure cable tension, and smooth brake arm movement. Adjust spring tension if needed, then spin the wheel and road test for smooth, noise-free stopping without excessive lever travel.**

10. Adjust Brake Lever

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Fig. 6

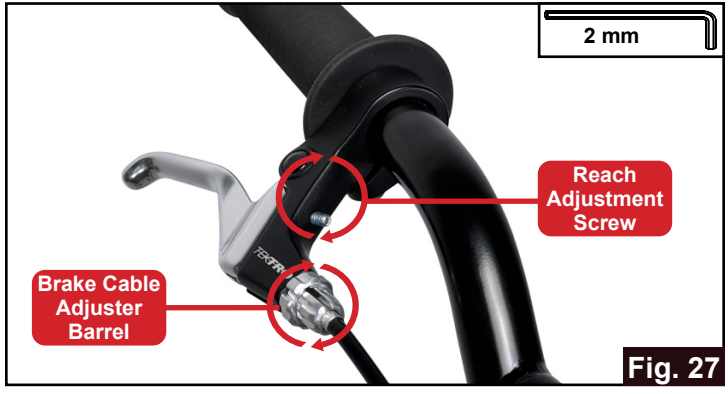

Fig. 27

1. Position the lever:

- Loosen (counterclockwise) the clamp bolt on the underside of the lever with a 5mm hex wrench.
- Position the lever downward at a 30-45° angle from horizontal
- Tighten (clockwise) the clamp bolt on the underside of the lever with a 5 mm hex wrench.

2. Adjust brake lever reach:

- Turning the brake lever reach adjustment screw clockwise moves the lever closer to the grip, allowing smaller hands to reach it comfortably without overextending their fingers.
- Turning the brake lever reach adjustment screw counterclockwise moves the lever farther from the grip, allowing a more comfortable reach for larger hands.

WARNING: **Changing the brake lever reach effectively alters the brake cable's starting position. Significant reach adjustments may affect cable tension, brake pad clearance, and lever travel. Inspect brake operation and readjust the brake cable if necessary.**

FINAL CHECK: **After positioning the brake lever, verify it is securely clamped by attempting to rotate it on the handlebar. If any movement is detected, tighten the clamp bolt to the specified torque and recheck.**

11a. Adjust Disc Brake

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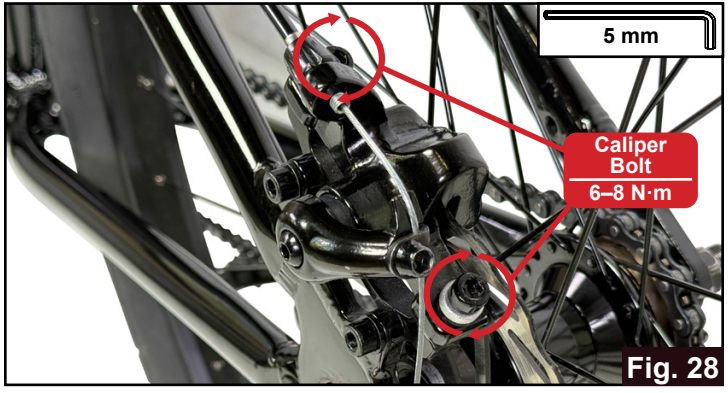

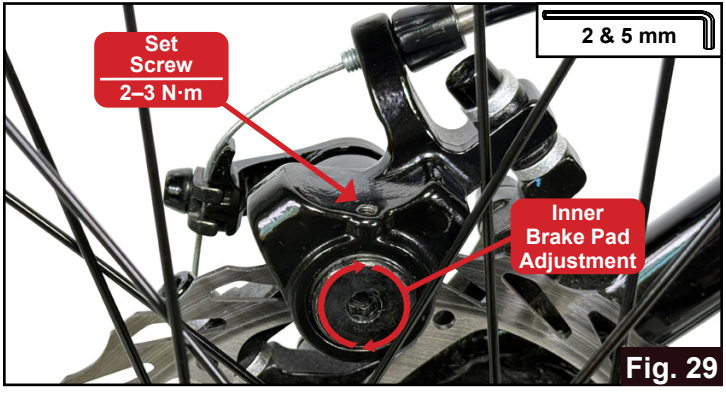

1. Check the brake caliper:

- **Check Rotor Alignment** – Ensure the brake rotor runs freely through the caliper without rubbing the brake pads. Minor intermittent contact may be acceptable until the brake is broken in.
- **Test Brake Operation** – Squeeze the brake lever several times to verify smooth operation and firm braking. The brake lever should engage before reaching the handlebar.
- **Center the Caliper (if needed)** – Loosen the two caliper mounting bolts slightly with a 5 mm hex wrench. Squeeze and hold the brake lever to center the caliper over the rotor, then tighten the mounting bolts evenly.

2. Adjust the brake pad (if needed):

- Loosen the brake pad locking set screw with a 2 mm hex wrench.
- Turn the inner brake pad adjustment screw with a 5 mm hex wrench.
- **Clockwise** moves the brake pad closer to the rotor, reducing brake lever travel.
- **Counterclockwise** moves the brake pad away from the rotor, increasing rotor clearance.
- Adjust until the rotor spins freely with minimal clearance and no excessive rubbing.
- Retighten the 2 mm brake pad locking set screw.

11b. Adjust Disc Brake

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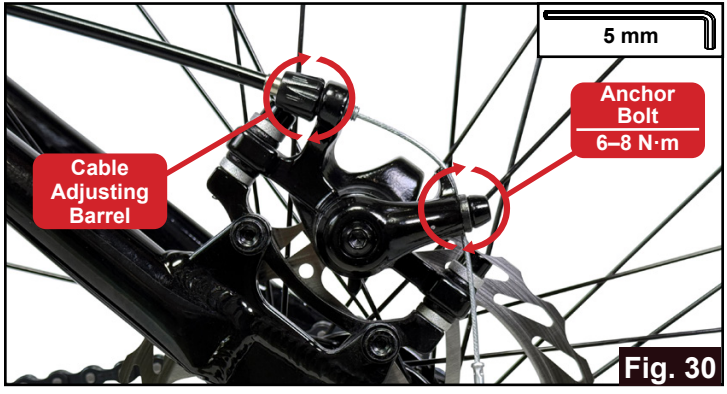

Fig. 30

3. Adjust the brake cable:

- **Lever travel:** Squeeze the brake lever to verify proper lever travel.
- **Minor adjustments:** Turn the barrel adjuster counterclockwise to increase or clockwise to decrease tension.
- **Major adjustments:** Loosen the cable anchor bolt with a 5 mm hex wrench, adjust the cable tension, then retighten the anchor bolt.

IMPORTANT: **New disc brakes require a break-in (bedding-in) period to achieve maximum braking performance. Braking power may be reduced until the brake pads and rotor are properly bedded in.**

BEDDING-IN: **Before riding aggressively, perform 15–20 controlled stops from a moderate speed, applying firm, even brake pressure without locking the wheel. Allow the brakes to cool briefly between stops. Braking performance will improve as the brake pads transfer a thin, even layer of friction material to the rotor.**

FINAL CHECK: **Squeeze the brake lever several times to ensure firm engagement and consistent braking. Verify the rotor spins freely with minimal or no rubbing, all fasteners are tightened to the specified torque, and the brake provides smooth, reliable stopping.**

12. Adjust Cranks

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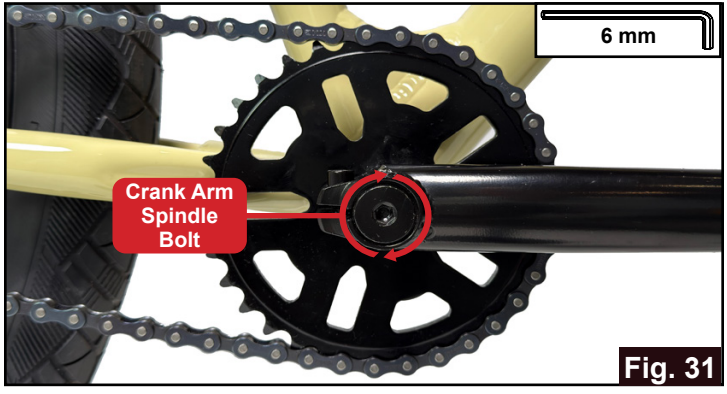

Fig. 31

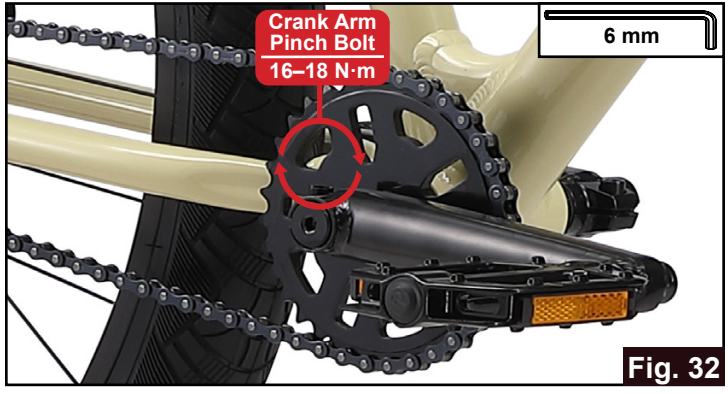

Fig. 32

1. Adjust crank bearing preload:

- Loosen both crank arm pinch bolts (Fig. 32).
- Tighten the crank arm spindle bolts evenly, alternating between sides to seat both crank arms on the spindle. Continue tightening until all side-to-side play is removed while ensuring the crank rotates freely without binding (Fig. 31).
- Retighten both crank arm pinch bolts (Fig. 32).
- Spin the cranks to confirm they rotate smoothly without binding and verify no side-to-side play remains.

WARNING: **Tighten the crank arm spindle bolts only until side-to-side play is eliminated. Overtightening can preload the bearings, causing binding, premature wear, or bearing damage.**

FINAL CHECK: **Inspect the crank assembly to ensure both crank arms are fully seated on the spindle, all fasteners are tightened to the specified torque, and the cranks rotate freely without binding or side-to-side play.**

13. Adjust Chain Guard

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Fig. 33

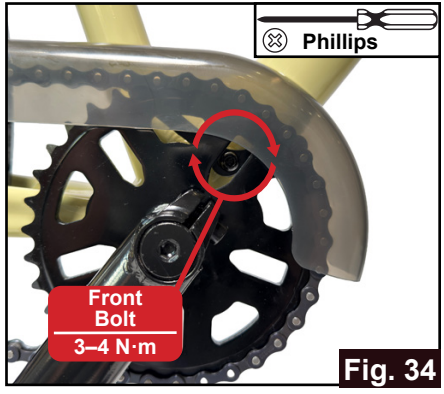

Fig. 34

1. Chain guard adjustments:

- Loosen the chain guard mounting bolts just enough to allow the chain guard to move.
- Position the chain guard so it is centered around the chainring, maintaining even clearance between the chain guard, chain, and drive-side crank arm.
- Tighten all mounting bolts.
- Spin the cranks to verify the chain and drive-side crank arm rotate freely without contacting the chain guard. Readjust if necessary.

WARNING: The chain guard is a safety device designed to help reduce the risk of clothing or body parts contacting the moving chain and chainring. Removing the chain guard increases the risk of injury.

FINAL CHECK: During a controlled test ride, verify there is adequate heel clearance and that your heels do not contact the chain guard while pedaling. Readjust the chain guard if necessary.

14. Install Rear Axle Pegs

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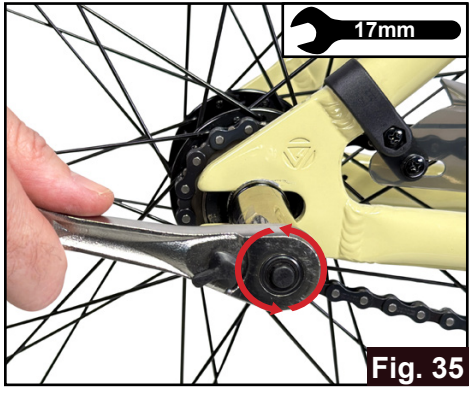

Fig. 35


Fig. 36

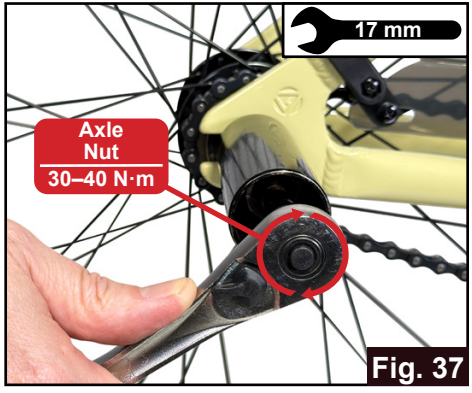

Fig. 37

1. Remove the axle nuts:

- Using a 17 mm wrench, remove both axle nuts by turning them counterclockwise. Set the axle nuts aside for reinstallation.

2. Washer:

- Leave the washers in place.

3. Attach the axle pegs:

- Slide each peg onto the rear axle.
- Using a 17 mm socket, ratchet, and 3 in. extension, thread each axle nut clockwise onto the axle until it just holds the wheel in position.
- Adjust the rear wheel in the dropouts for proper chain tension while keeping the wheel centered in the frame.
- Tighten both axle nuts to the specified torque while maintaining chain tension and wheel alignment.

INSTALLATION TIP: Complete the following steps one side at a time to help maintain rear wheel position and chain tension, minimizing the need for readjustment.

INSTALLATION TIP: Rotate the cranks to locate the chain's tightest spot, then adjust the chain tension at that position. The chain should still have slight up-and-down movement and should not bind.

15. Install Padset

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Fig. 38

1. Attach top tube pad:

- Orient the top tube pad so the foam split aligns with the rear brake cable, allowing the cable to rest within the split without being pinched.
- Center the pad on the top tube with the hook-and-loop straps facing down and the Black Ops logo visible from the side.
- Press the hook-and-loop strips firmly together to secure the pad.

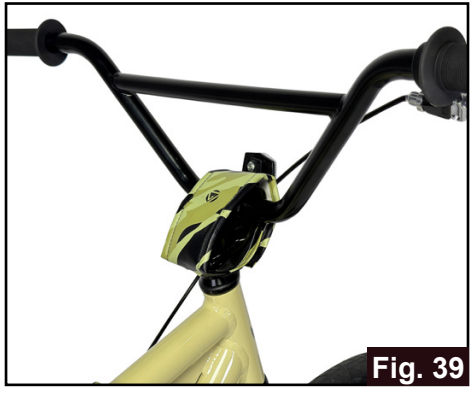
Fig. 39

2. Attach stem pad:

- Orient the stem pad with the Black Ops logo facing upward.
- Wrap the pad around the stem with the hook-and-loop strips facing down.
- Press the hook-and-loop strips firmly together to secure the pad.


Fig. 40

3. Attach handlebar pad:

- Orient the pad on the handlebar brace with the hook-and-loop strips facing down and the Black Ops logo visible from the front.
- Press the hook-and-loop strips firmly together to secure the pad.

16. Install Reflectors

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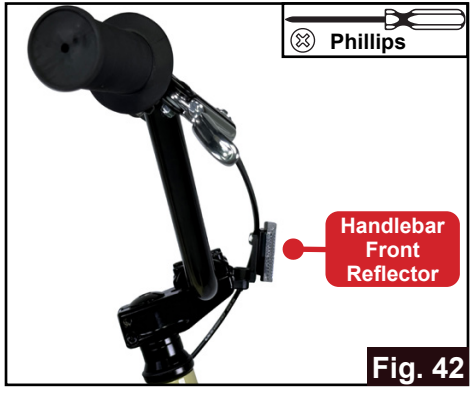
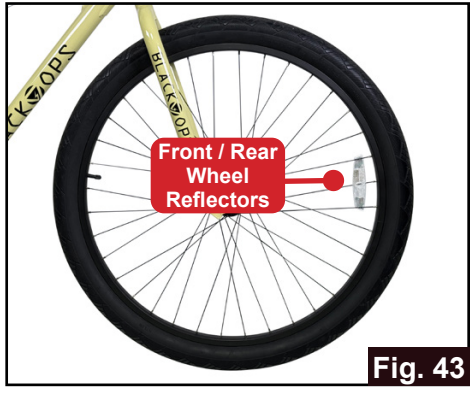
1. Check seatpost reflector:

- Attach the reflector to the seatpost.
- Position the reflective face rearward and perpendicular to the ground, and high enough that it is not blocked by the rear wheel or fender.
- Tighten the mounting screw securely with a Phillips screwdriver.



2. Check handlebar reflector:

- Align the reflector so it is facing directly forward and perpendicular to the ground for maximum visibility.
- Tighten securely with a phillips screwdriver.



3. Check wheel reflectors:

- Align the wheel reflector on each wheel so it faces directly outward and is positioned opposite the inner tube valve. Ensure the mounting clip is secure and that the reflector does not contact the frame, fork, or brakes while the wheel is spinning.

FINAL CHECK: **Ensure the white front reflector is properly attached and facing forward, the red rear reflector is properly attached and facing backward, and both pre-installed wheel reflectors are evenly positioned for side visibility. Verify that the pre-installed yellow pedal reflectors are facing forward and backward, check that all reflectors are tightly secured and do not shift, and perform a visibility test by shining a light from different angles to confirm proper reflection.**

17. Inflate Tires

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Fig. 44

Fig. 45

1. Locate valve and remove the cap:

- Rotate your wheel so the valve is positioned at the 6 O'clock position.
- Remove the valve cap by turning counterclockwise.

2. Inflate tires:

- Attach a pump with a compatible Schrader valve chuck and inflate the tire to the recommended pressure.
- Remove the pump and reinstall the valve cap.
- Repeat for the other tire.

FINAL CHECK: **Use a pump with an accurate pressure gauge to inflate both tires within the PSI range printed on the tire sidewall. For general riding, use a pressure near the middle of the recommended range. Increase pressure for riding on pavement and decrease it for wet or loose surfaces, without exceeding the recommended limits. As the tire is inflated, slowly rotate the wheel to verify the tire bead is evenly seated on the rim with no high or low spots. Spin both wheels to confirm they rotate freely, and listen for any air leaks before riding.**

18a. Safety Check

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Attention!

Before your first ride, and before each subsequent ride, perform the safety check below, along with any additional inspections outlined in the Black Ops Owner's Manual.

Failure to perform these safety checks could result in loss of control, serious injury, or death.

- **Fastener Check** – Ensure all fasteners, including nuts, bolts, and screws, are appropriately tightened for the seatpost, stem, and handlebar. Check their tightness by securing the bike between your legs and attempting to twist, push, and pull the handlebar and saddle. If any component moves, realign it, increase bolt tension, and repeat until there is no movement.

- **Seatpost & Saddle Adjustment** – Adjust the seatpost to the correct height for comfortable riding, ensuring it is inserted below the minimum insertion line and securely tightened.

- **Wheels & Tires** – Check that both wheels spin freely without wobbling and are centered in the frame, with axle nuts securely fastened. Inflate the tires to the recommended pressure shown on the tire sidewall using an accurate pressure gauge. If you are unsure about wheel alignment or tire pressure, refer to the Black Ops Owner's Manual or consult your local Black Ops retailer.

- **Chain & Drivetrain** – Ensure the chain is clean, properly lubricated, and properly tensioned. Inspect the chain, chainring, and rear cog for secure attachment, proper alignment, and signs of excessive wear or damage.

- **Hand Brake Functionality** – Squeeze the brake lever(s) to ensure firm engagement without excessive lever travel. Verify that the brake pads contact the rim evenly without rubbing and that the brake cable fixing bolt(s) are securely tightened. Confirm that the brake pads return evenly when the levers are released, and perform a low-speed test to ensure smooth and controlled stopping. If braking performance feels weak, inconsistent, or uncertain, consult a Black Ops retailer before riding.

Attention!

Make this safety check part of every ride. Regular inspections help identify loose fasteners, worn components, improper adjustments, and other conditions that could affect the safe operation of your bicycle.

If you discover any condition you are unable to correct, or if you are unsure whether your bicycle is safe to ride, stop using the bicycle and have it inspected by a qualified bicycle mechanic before riding.

BLACK OPS

RIDE HARD. RIDE SMART. RIDE SAFE.

Thank you for choosing a Black Ops bicycle.
Ride responsibly. Inspect before every ride.

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