

CYCLE OWNER'S HANDBOOK



WINDSOR

The Handcrafted Bicycle

YOUR WINDSOR IS FULLY GUARANTEED

Windsor Cycles are fully guaranteed. Ask your dealer for the factory warranty card.

Windsor cycles are *entirely handmade* by skilled artisans, using only the best components such as Campagnolo, Cinelli, Regina, Columbus Tubing, Sun-Tour, Sugino, Shimano, Windsor, Dia-Compe and Torpedo.

The Windsor frame is finished in acrylic baked enamel with intricate hand-made connections.



OWNER'S GUIDE

You are now the proud owner of one of the best possible, high quality bicycles available on the market today; and we, in turn, are proud of your choice. We have produced millions of bicycles over the last twenty-five years and have exported thou-

sands to North America. Your bicycle is, therefore, backed by one of the largest manufacturers in North America with a great deal of experience in designing and manufacturing; including race-developed technology and craftsmanship. For your infor-

mation, the Windsor factory in Mexico City produces 40,000 bicycles monthly, employs 3,200, and encompasses over 500,000 square feet. The Windsor Racing Team is the best in North America, with many Olympic racers on Windsor Pro models.

owner's guide

You may be familiar with bicycling - in case you are not, may we give you a few tips so that you enjoy your new bicycle at its best for a long time.

**ALWAYS RIDE CAREFULLY
AND OBSERVE ALL TRAFFIC
REGULATIONS**

NEVER RIDE YOUR BICYCLE WITHOUT :

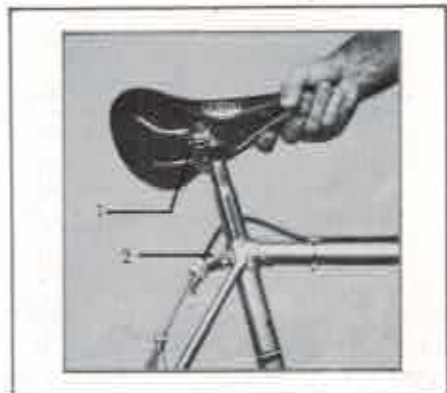
1 - Making sure that at least 3" of the seat post and 3" of the handlebar are inserted into the bicycle frame and front fork respectively. Correct position is reached when leg is stretched.



**IN ANY CASE ALL NUTS AND
BOLTS HAVE TO BE PROPERLY
TIGHTENED.**

Adjust handlebar for best individual position. Adjust angle.

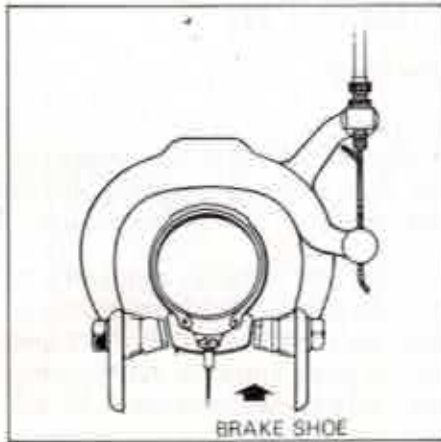
Unscrew 4 turns and give a little tap on top of bolt to free stem.



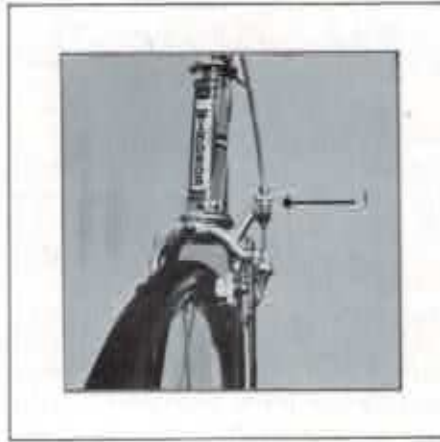
Adjust seat accordingly with proper bolts. (1,2).



2 - Make sure that brakes are correctly adjusted and work properly ; test to be sure that your bicycle operates safely and that you can bring it to a smooth safe stop
Keep brake shoes adjusted to rim.



Replace worn out or damaged shoes
Do not wax or oil rim,
Replace worn out or damaged control cables. Cables stretch with use.
Adjust regularly through adjusting screws.(1)



3 - Check tires for inflation pressure as indicated on sidewalls. If not indicated see that the pressure holds rider without flattening of the bottom of the tire. Keep front wheel axle nuts tight. Wheel should be centered in fork. Keep wheel

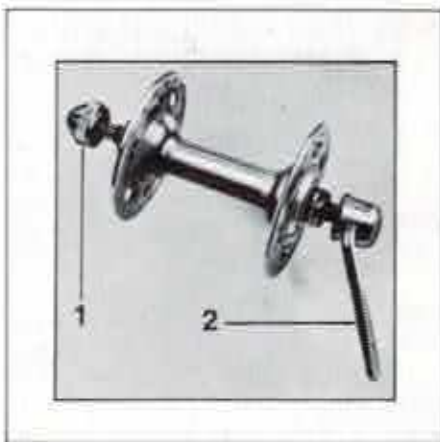
bearings adjusted and wheel in proper alignment. Lubricate bearings every six months.

Keep rear wheel axle nuts tight and wheel centered in lower rear frame stays.

Wheel should rotate smoothly without wobbling from side to side. Have it readjusted if necessary. Keep axle nuts tight.

In case your wheel(s) is equipped with a quick release system be sure that screw No. 1 is properly,

fitted and tightened before moving back lever No. 2.



in general

If lights are installed, check to see that they are correctly fitted and in proper operation condition.

Inspect your bicycle frequently in order to ensure that all nuts, bolts and hardware items are tight and that no parts are worn out or damaged. This is most important for the first few hundred miles.

GIVE YOUR BICYCLE PROPER CARE AND SERVICE REGULARLY

1 - Head bearings : keep tight and well lubricated. The handlebar must turn freely.

2 - Bottom bracket : crank assembly should turn freely without side play. Keep locknut tight and keep bearings clean and well adjusted. Lubricate every six months.

3 - Keep brake centre bolts and brake levers well lubricated.

4 - Keep chainwheels, cog wheels and chain clean and all chain links well lubricated.

Replace sprockets if teeth are bent or damaged.

Check chain frequently for damage, stretch and have readjusted if necessary. Lubricate several times each season. Use a lightweight all purpose oil and be sure to oil each link.

5 - Replace bent cranks. Do not attempt to straighten. Replace pedals if bearings are tight or frozen and if thread is lost or badly worn. Be sure that cotter pins are tight at all times.

6 - Keep enamelled and chromed parts clean. Use appropriate soft detergent only.

WHEN YOUR BICYCLE IS EQUIPPED WITH A MULTI SPEED SYSTEM

In case it is a five or ten speed derailleur(s) : keep unit adjusted and well lubricated with light oil. Do not allow bicycle to fall on derailleur unit.

Never forget derailleurs are most efficient and helpful when perfectly adjusted. A few hours after initial riding when control cables have slightly slackened, it is

especially important to check and adjust as necessary.

NOW, REMEMBER :

Shift levers only while riding. NEVER CHANGE GEAR WHEN NOT PEDALING, PEDALING IN REVERSE, OR WHEN GOING UP HILL TOO SLOWLY.

Rear gear has to be parallel to wheel and move from side to side with regard to rear cog sprockets.

In case it is a two or three speed enclosed within the rear hub : lubricate hub with oil every 30 days. Damage could occur if not properly adjusted. Check frequently.

REFER TO THE GEAR MANUFACTURERS INFORMATION SUPPLIED FOR MORE DETAILED INSTRUCTIONS.

FOR YOUR OWN CONVENIENCE WE GIVE YOU A FEW
EXAMPLES OF TROUBLES YOU MAY EXPERIENCE WITH
DERAILLEURS AND SIMPLE REMEDIES TO CURE THEM

front derailleur

Conditions	Possible causes	Corrections
Chain on high gear slips off.	1 - High gear adjustment screw.	1 - Readjust properly
	2 - Loose wire	2 - Tighten wire to correct tension
Abnormal sounds	1 - Improper adjustment of chain and guide plate	1 - Adjust properly
	2 - Improper adjustment	2 - Arrange guide plate and gear in parallel
		3 - Adjust gear and guide plate to the proper clearance
		4 - Readjust the adjustment screw

rear derailleur

Conditions	Possible causes	Corrections
It is difficult to change from high gear to low gear	1 - Loose wire	1 - Tighten cable, use cable adjuster fitted on gear
	2 - Low gear adjustment bolt too tight	2 - Operate control lever to grip bottom gear and adjust screw
It is difficult to change from low gear to high gear	1 - Wire too tight	1 - Untighten cable, use cable adjuster fitted on gear
		2 - Readjust screw to limit outward movement of derailleur body
Chain on high gear tends to slip off	Loose high gear adjusting screw	Retighten adjusting screw
Chain on low gear tends to slip off	Loose low gear adjusting screw	Retighten adjusting screw

Conditions	Possible causes	Corrections
Chain jumping gear teeth	1 - Wearing of chain or gear	Replace with new one in the case of 1 or 2
	2 - Loose wire or improper lever operation	Adjust tension of wire or set lever to proper position
Chain has too much play	1 - Length of chain	1 - Tighten chain by loosening rear axle nuts and moving wheel towards rear of frame. If too much slack in chain remains it will be necessary to shorten or replace the chain
	2 - Defect in tension spring	2 - Replace tension spring
When reversing front gear chain slips off	1 - Observe from back of frame and check if guide pulley and tension pulley are at right angle with rear gear	1 - Adjust them properly if caused by bicycle being toppled over, replace with new ones.
	2 - Units are not properly installed	2 - Disassemble and reassemble properly
	3 - Front derailleur or front gear is bent	3 - Adjust them properly if caused by bicycle being hit replace with new ones

