



THE LARRY VS HARRY

OWNERS MANUAL



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GENERAL INFORMATION

GENERAL INFORMATION

If you're holding this manual, you know us. You know we're a little bit different, and maybe that's part of why you're now the proud owner of a brand-new Bullitt.

We like to have fun, but we build our bikes very seriously. We love our fellow Bullitteers, and we want you to enjoy riding your new Bullitt as much as we love riding ours.

Face it, most manuals suck. Sure, they may be chock-full of useful information, but in terms of keeping your attention they fail miserably. And maybe that's fine for most companies,

but as usual we want to try to do things a bit differently. We're going to try to add some fun to the User Manual Experience, and we hope you enjoy it. And maybe, just maybe, for once, you'll actually read the whole thing!

Oh, and in addition to loving Bullitts, we love music, so each section of this Bullitt Owner's Manual comes with its own soundtrack. We've gathered all of them together on a Spotify playlist 🎧 (cleverly named "[Bullitt Owner's Manual Playlist](#)" – go ahead, check it out on Spotify, it should be there so long as Spotify is still there and lets us do this for free) if you'd like some background music while you read.



SIGNS AND SYMBOLS AND WHAT THEY ALL MEAN

Just to be clear: by “Signs and Symbols” we don’t mean to suggest we can help you figure out what it means when that albino raven keeps perching on your garden gnome and giving you accusing looks (though our gut tells us it’s not good). But every other bike manual we’ve ever

read seems to use clever little pictures to alert you to the parts of the manual where it tells you about the bad shit that might happen if you don’t pay attention. Typically there are two or three levels of bad shit that these wee pictures address: stuff that’s a pain; stuff that causes

pain; and stuff that could end all of your pain permanently.

Not wanting to be left out, we’ll go along with the crowd and invite you to keep a special eye out for the following:



Read this part, because if you don't pay attention to it, you could get **hurt**.



Read this part, because if you don't pay attention to it, you could get **really hurt**.



Read this part, because if you don't pay attention to it, you could get **ultimately hurt**.

Of course the fact that the other manuals use little pictures to highlight the stuff you should really read because potentially bad shit could happen if you don't, suggests that the other manuals know in advance that they are boring and that people won't pay attention to everything in the manual.

We'd like to think that both we and you are better than that.

But just in case one of us isn't, do keep an eye out for these little pictures as you read your way through.



STAYING ALIVE AND WELL ON YOUR BULLITT

This is the part of the manual where we tell you what we hope you know already, but what our lawyers tell us we should tell you so then we and they can say we told you so.

Make sure you're comfortable with your new Bullitt. Take some time away from the hustle and bustle of the mean streets of your local metropolis to get to know how it starts, rides, turns, shifts, and stops. If you plan to carry stuff on your Bullitt, which of course you do or why bother owning one, have yourself a bit of practice riding with a cargo load in addition to

your own personal meatsack before you go out in public and embarrass yourself by dumping the week's groceries or the family dog in the middle of some intersection.

And here's our first safety symbol:



We include a bell on all of our fully-built Bullitts. It's there for two reasons:

1. To delight small children as they stare dumbly at your badass machine, their tiny brains barely able to process the magnificence that is a fully-equipped Bullitt.

And **2.** To alert people to your presence whilst riding so they get the hell out of your way. Get familiar with your little dinger so you don't have to fumble around when you need it. The same goes for your bell.

Our eBullitts come with front and rear lights. These also will delight small children, and are also there to save your sorry ass, in this case

by making you and your Bullitt visible to those around you.

We certainly want you to use the lights when it's dark, and depending on where you live you may want to use them when it's a bright sunny day too, because too many of our fellow humans seem to believe that getting behind the wheel of a motorized vehicle is an excuse for acting as though they are temporarily lobotomized.

Bright flashy lights can help draw their attention to your magnificent machine and those chiseled calves you've been working so hard on. We shouldn't have to say but will say anyway don't ride like an idiot. Pay attention to your



surroundings, the terrain, the road surface, the weather, other riders, pedestrians, vehicles, traffic laws, small animals, large animals, babies in prams, babies wandering aimlessly, birds in flight . . . you get the idea.

Don't ride when under the influence of whatever mind-altering substances are available in your location. If you should find yourself repeating yourself over and over repeating yourself over and over or laughing maniacally at nothing or any of the other usual indicia of inebriation, lock up your Bullitt and take a cab or a ride-share or public transport or call a friend or walk or curl up under a bridge or on a park bench (don't do those last two, it rarely ends well). But don't try to ride your Bullitt.

And text yourself the location of your locked Bullitt because we have heard of people who forgot where they parked their bikes and either mistakenly reported them stolen or spent anguished days wandering around the metrop in search of their trusty steeds, either of which is embarrassing but makes a good story the next time you're out with friends.



STUFF OUR LAWYERS MAKE US TELL YOU

Follow your local traffic and bicycle equipment laws. Keep your bike properly assembled and in tune. Ride responsibly. Basically, don't be a dick.



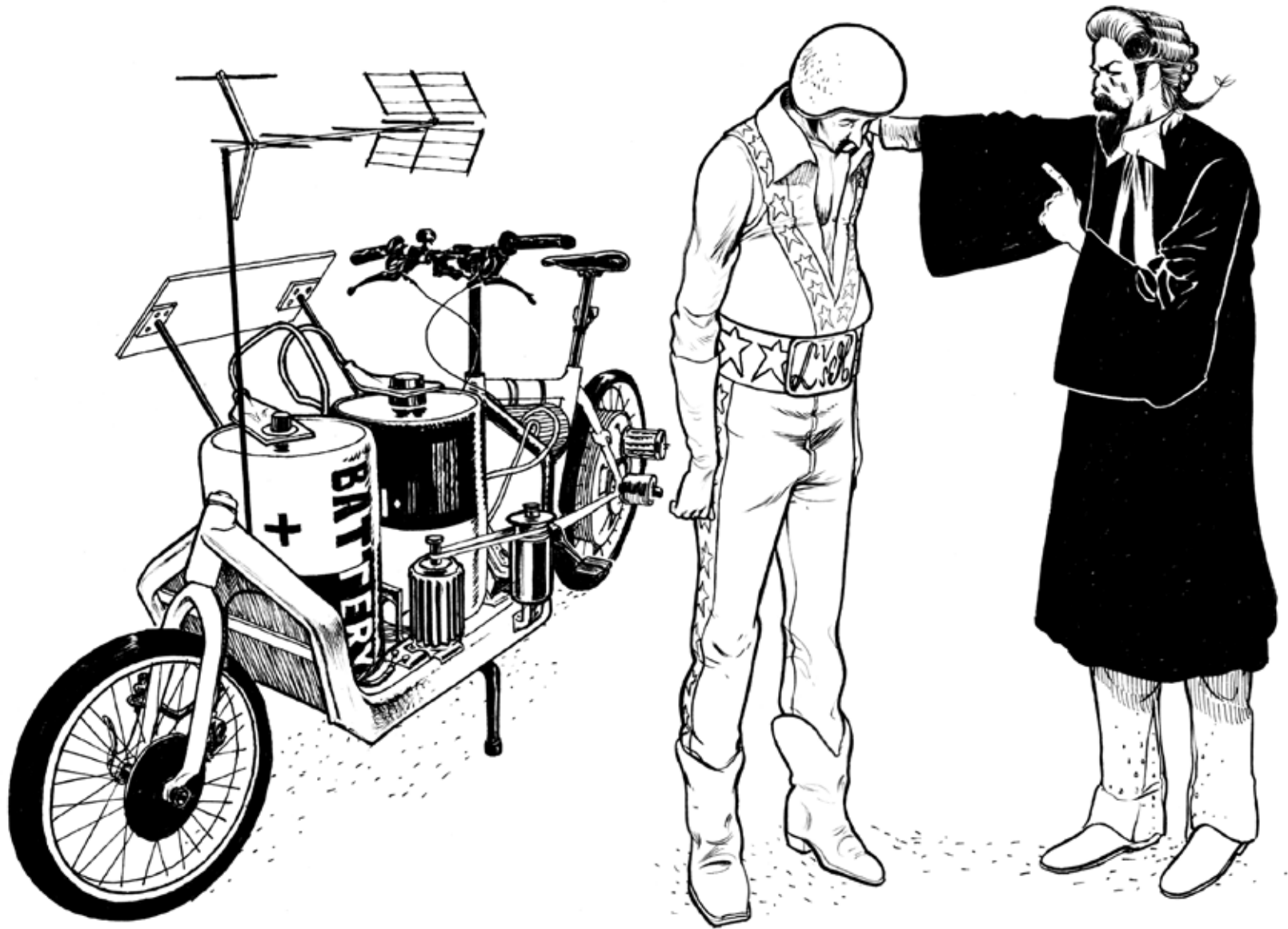
If you have an eBullitt, keep in mind that laws relating to e-bikes vary considerably from place to place. The variety and pace at which they change are positively dizzying, we very often get faint and have to go have a lay-down when we try to keep up, so pay attention to what's currently required in your area and look out for

changes. Our Bullitts and eBullitts generally qualify as bicycles under EU, US, and other countries' laws. But like we said, governments all over are still figuring out how to deal with ebikes, so pay attention to the laws where you'll be using your eBullitt.

Also, if you have an eBullitt, we are not responsible if you hack the operating system or any other part of the battery, motor, or controller in any way that voids the warranty of the motor or controller manufacturer. So if you decide to get clever with your programming or electrical

engineering skills, understand that there may be consequences and perhaps even a reckoning and we are not responsible for any fallout.

Oh, and speaking of eBullitts, don't do stupid shit with your battery or charger. Basically treat the battery as you would a puppy. Keep it out of extreme heat or cold, don't cut it open, and feed it (electricity) regularly and properly. The battery comes with a manual – probably a boring one, alas, because we can't write every manual – but read it anyway and follow its instructions. We'll give you some links to the



boring stuff at the end of this amazing and genre-busting piece of instructional literature.

Lithium-ion batteries (that's what we use) store lots of energy very well, but really bad things like major fires can happen if they're punctured or mistreated. Those fires look totally cool on a YouTube video (go now and Google "Lithium battery fire" if you want to see for yourself, but don't forget to come back and finish this), except that when they happen in your laundry room they are not nearly as much fun.



This seems obvious, but again – blame the lawyers – if something on your Bullitt is broken, get it fixed before you ride. This is particularly the case for structural parts like front or rear forks, the frame, spokes on your wheels, pedals, and cranks.

Bad things can happen if you ride with a broken bike. Like a broken face. You may not like your face now, frankly we're on the fence about it ourselves, but you're likely to like it less if you break it. So fix your damn bike.



“YOU WANNA DO WHAT WITH THAT BIKE???”

Bullitts are amazing bikes and yours can be used as a regular bike to carry only you, or as a wheeled mule to carry all sorts of things in addition to you.

Keep in mind that the maximum rated capacity of the bike is 180kg (396 lbs) including your

weight, so if your total load is going to exceed that you'll want to lose a few first.

Don't be stupid with your loads. We all want to win our local “Carryshit Olympics,” but if your load blocks your view or is heavier on one side than the other or extends way in front or behind or off to the side, you risk crashing

your Bullitt or running in to things or both. This could be bad for the long-term life of both you and your Bullitt.







More and more companies are building stuff that you can attach to your Bullitt. Cargo boxes, speaker systems, seating platforms, portable kitchens, frozen sperm coolers shaped like a giant sperm (really!), trailers, space rocket launchers . . . okay, maybe not space rocket launchers. At any rate, we are not responsible for any of these, except for the ones we sell on our website.

Don't get us wrong, we think a lot of them are great, but we can't keep up with both building and selling our wonderful bikes and also keeping track of all of the accessories that other companies are making for our wonderful bikes. So we'll be responsible for what we sell at LarryvsHarry.com, and you can be responsible for anything you add to the bike that doesn't come from us.



**UP
CLOSE
AND
PERSONAL
WITH
YOUR
NEW
BULLITT**



Get to know your Bullitt.

Check out these points, where we've identified each of the major parts of Bullitts and eBullitts.

Make sure your Bullitt fits you the way you want it to. We realize that this seems like a terribly obvious statement, but a Bullitt is one of the most adjustable bikes you can own, so there are many ways to set yourself up. Want to go full TdeF? *Pas de probleme, mon ami!* Prefer a more Dutch-style "sit-up-and-beg"? *Woof-woof, the Bullitt just wants to be your dog!*

All of this means you may need to fiddle with it a bit to get your fit and, yes, we are proud of that phrase. It can also mean that you change your setup depending on how you're going to ride on any given day. If you're off with no load

on a fast ride through the country, you can set yourself up for more speed; if you are picking up some bags of sand for a project at home, go ahead and set yourself up for more control.

There are four major ways to adjust fit: Saddle height; saddle orientation, handlebar height, and handlebar orientation.

You adjust the saddle height by loosening the seat post clamp and moving the seat post up or down.

Don't forget to re-tighten the seat post clamp or you'll find yourself riding with your knees up around your ears, the object of public stares, ridicule, and viral video footage.

Your saddle can also be moved forward or backward, and can be angled up or down. The way



this is done varies from saddle to saddle, so we can't give you instructions that work for every saddle. Generally, there is a clamp just underneath the saddle that if loosened will allow you to move the saddle back and forth. Sometimes the same clamp will allow you to angle the saddle up or down. Angling it properly can spell the difference between general bum comfort and excruciating groinal pain, so be careful with that one. Check with the saddle manufacturer for the instructions that apply to your particular saddle.

You adjust the standard Bullitt saddle forward/back and angled up/down.

But wait! There's more adjusting to be done!

Your handlebars can also be moved up or down. Loosen the clamp, and adjust them to your preferred fit.

And we're still not done yet: your handlebars can also be rotated around their axis (yes, geometry matters) by loosening the handlebar stem as shown below until the orientation works for you.

FINALLY, once you've found your preferred handlebar height and rotation setup, adjust all

of the stuff that is attached to your handlebars – grips, brake levers, shifters, bell, lights – so that they are comfortable to use.

Yes, all of that is a lot, but the difference between riding a properly fit bike versus one that doesn't fit is like the difference between something that is really good versus something that is not good at all. (In future versions of this manual we will come up with a better simile, but this is all we got for now.)

In the end, figuring out the right fit for you is a mix of art and science. Generally, you want to

make sure your legs extend a bit less than fully on your downward pedal stroke; that you are able to keep the bike stable when you come to a full stop without too much effort; and that your reach to the handlebars does not impair your ability to see around you. There is probably more than one way to set up your bike while achieving all of these goals. A good bike mechanic may also be able to help you experiment and achieve a fit that works best for you.

Aside from fit, you want to make sure your Bullitt is ready for the road. Before your first voyage with your new bike, make sure all nuts

are properly tightened; tires are inflated to spec; brakes are operating well; all spokes are taut; your gears are working properly; and you are familiar with how to operate the kickstand.





PRE-FLIGHT

Even though you've done your adjusting and initial inspection, it's still a good idea to look your bike over before every ride. As the Buddha said, "*The universe itself is change . . .*" and we have intentionally made our Bullitts to be very much a part of the universe, so your Bullitt can change even from one day to another.

Before each ride we check our tires, brakes, and shifter to make sure they're in good shape and are working. If we are going to use our lights, we make sure they work too. Are our reflectors still mounted and in good

shape? Yes? Good! And it never hurts to pay attention to your spokes, to make sure none are loose or broken. If you have an eBullitt, is your battery attached properly? What's your charge level? Cuz take it from us, it really sucks to be relying on your e-assist only to find out half-way up Mount Youllnevermakeit that you have no juice left.



CARRYING ALL YOUR SHIT

This is another area where common sense should prevail. But the fact that we've included this section in our manual tells you that common sense isn't as common as it should be.

Basically, just pay attention when you are loading and securing stuff to your Bullitt cargo deck. Just because you can carry something doesn't mean you should; particularly with loads that are odd-shaped or that extend beyond the dimensions of the bike itself. And whatever you carry, make sure you secure it to the bike with appropriate straps, ropes, clamps, bungees, tape, and the like. You want to avoid a situation where your load is shifting while you ride; this can throw off your balance and lead to one of those situations where we are compelled to insert one of our little pictures:



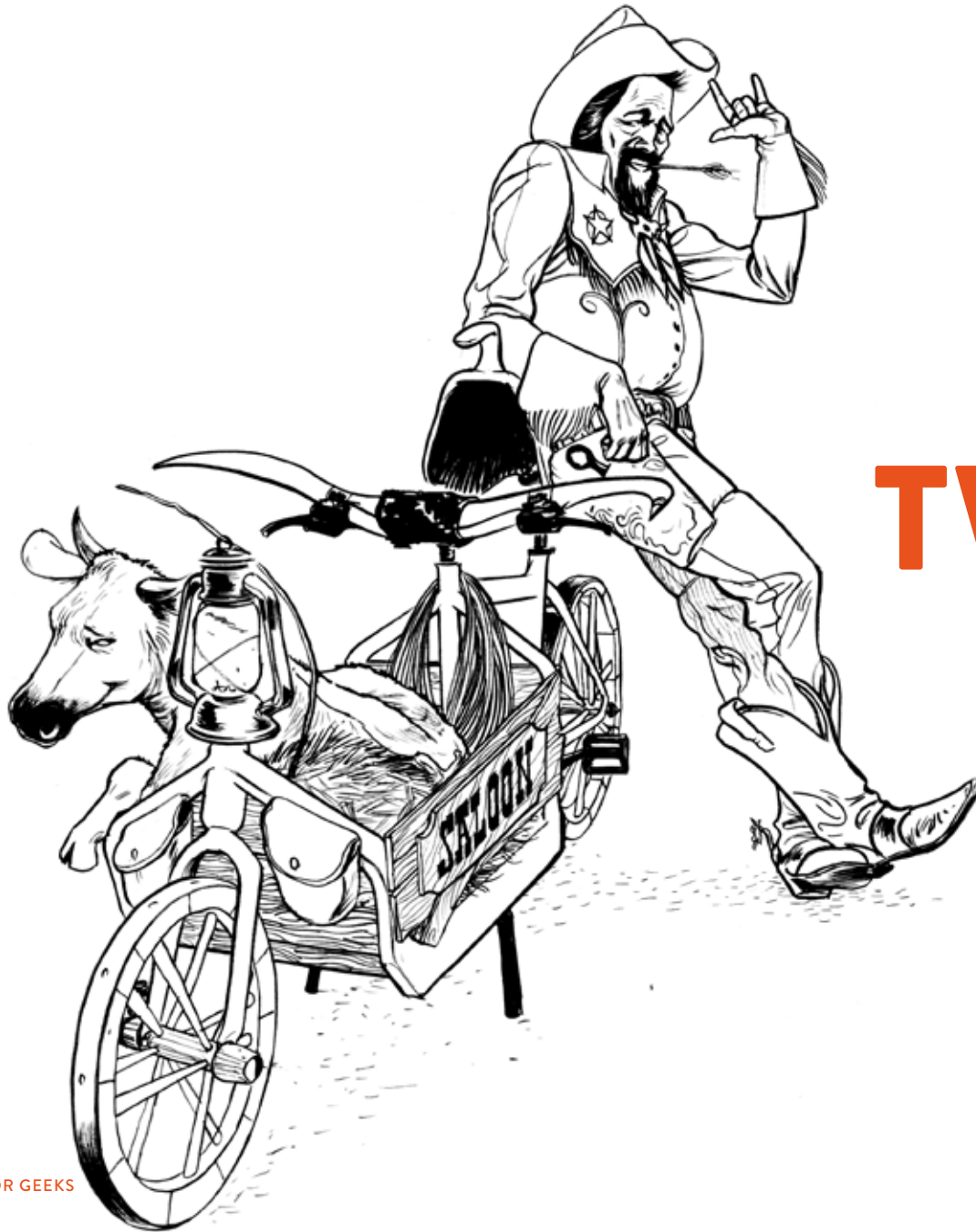
Bullitts can carry humans and other living things too. These tend to move around no

matter how tightly you strap them down, so be extra careful with this kind of precious cargo. Be ready for those little balance changes that come from when Kid 1 starts to strangle Kid 2 or when Sparky the Wonder Dog lunges at a menacing-looking squirrel. It's generally much easier to handle these sorts of weight shifts if you anticipate them. It's something to be careful for, so here's your little picture:



Finally, always keep your weight limit in mind. We have had very, very, very few instances where a Bullitt frame has broken due to overloading or any other reason for that matter (our frames truly rock), but as strong as these suckers are they are not capable of carrying infinity kg/lbs of a load.





TWEAKS FOR GEEKS

Let's talk fit for a second.

Bullitts are so adjustable, you can set yours up for a whole bunch of different riding positions. But whether your preference is for a hyper-aggressive Go Speed Racer Go!

Bullitt or a laid-back next-stop-is-the-playground kid-courier, be sensible about it and remember that you want to ride and arrive safely. In other words, you want to be able to start and stop safely without toppling over to one side or hopping around on tiptoes like a demented ballerina.

But do experiment from time to time.

We love seeing the many different ways our fellow Bullitteers configure their cockpits to account for their particular tastes.

We designed these bikes to be if not all things to all people, then many things to many people.

Surprise us!



PARKING AND UNPARKING

We recognize that, few as they may be, there will be times when you will want to dismount and leave your Bullitt safely parked somewhere. We have designed a very sturdy stand that is easy to use with just a wee bit of practice. It pops up out of the way when you're riding, and drops down to hold your Bullitt steady when you want to park it.

The way you park is to first stop your Bullitt. This is important, because parking a moving Bullitt is, as one of our teachers used to say when she was trying to make a point and we were as usual not paying attention, "a trap for

the unwary." Never try to park a moving Bullitt. Also, make sure you stop someplace where the ground is reasonably solid and level so you don't have to dig your sunken Bullitt out the next time you want to ride it.

After the Bullitt-stopping part comes the stand-lowering part. Use your toe or the front part of your foot as you prefer and push one leg of the stand down so the little feet (there are two of them, not really feet in the human sense because they lack cute little toesie-wosies, but let's call them feet in the chair sense because they are at the end of the legs) . . . where were

we? Oh, the little feet. Push the leg down on one side (don't worry, we've trained the leg on the other side to magically follow along) until the little toesie-wosie-less feet are touching the ground. Then pull back on your handlebars and the front part of your Bullitt will lift up while the stand securely thunks! into place. And yes, it will make just that noise: "Thunk!" Exclamation point included.

When you've tired of the pedestrian life and want to rejoin the ranks of the amazing people who ride Bullitts, all you have to do is grab your handlebars and give your Bullitt a gentle push

forward. The stand will spring back up into place under the cargo bed, issuing another hugely-satisfying “Thunk!” and you’re good to go. Just make sure when you do this that you’re ready to assume full control of your steed, especially if you have a cargo load or your grandma up front. We at Larry vs Harry are and always have been very much on the anti-side of the fence when it comes to spilling grandmas into the street, and we denounce any and all of our competitors who are pro-grandma spilling.





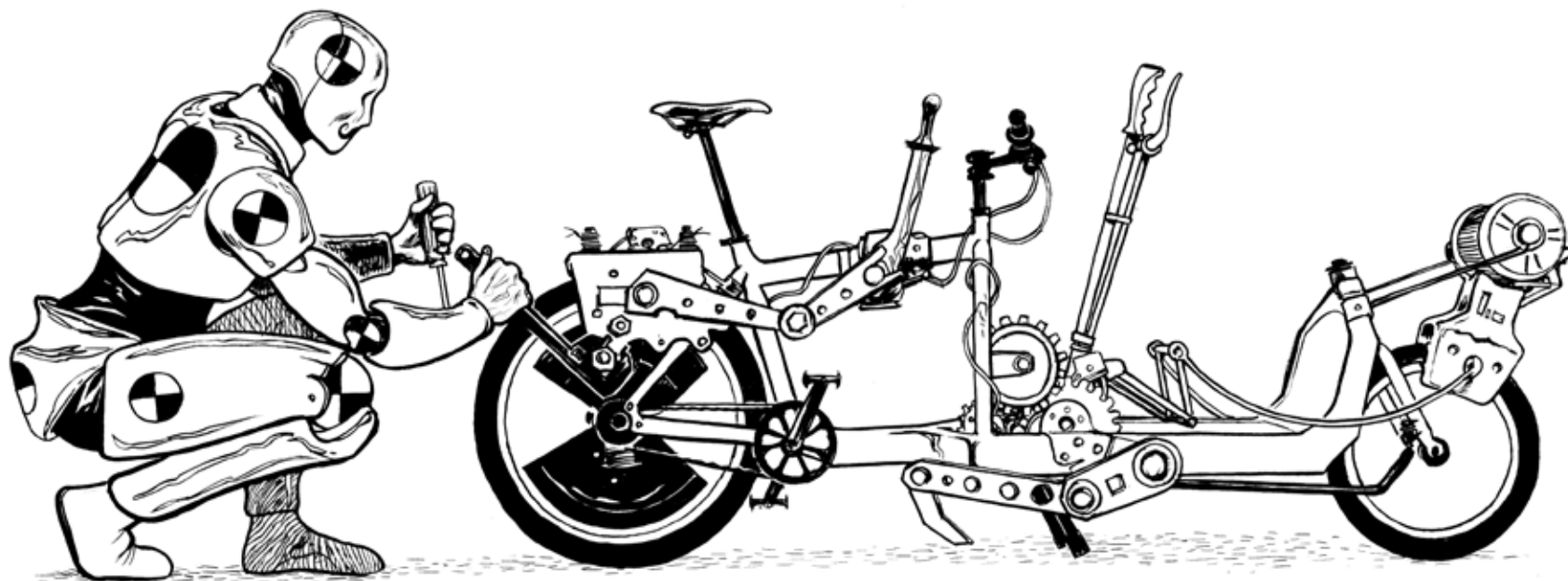
HOW DO YOU STOP THIS CRAZY THING?

As much as we have a need for speed at Larry vs Harry, we recognize the unarguable (or is it arguable? We can never figure out the difference) benefit of being able to bring our Bullitts to a safe stop from time to time.

During our product development phase we

tested unbraked vs braked Bullitts and those of us who survived expressed an almost unanimous preference for the braked version. We use hydraulic disc brakes because they rock, and we source them keeping in mind all the weight we might be carrying when riding our own Bullitts. Your brakes have pads that will need to be

changed as they get used and wear down. Just as the universe is relentlessly trending towards an eventual state of complete disorder some unknown billions of years hence, so too the lining on your brake pads will gradually dissipate with use and shed its matter into the cosmos.



Just to be clear, this brake pad wear-down will happen much more quickly than the eventual demise of the universe.

In fact, you should make it part of your mechanic's yearly inspection (did we mention – have a mechanic give your Bullitt an annual

once-over, just to make sure you're not missing anything) to check your pads and replace them with fresh ones as necessary.

And – yes, we've mentioned it before but it's worth repeating – if you experience a problem with stopping, or notice any weakness in your

brakes, stop riding, and take your Bullitt to a qualified bike mechanic to have them checked over.



FIND ‘EM, GRIND ‘EM, MIND ‘EM.

We deliver our fully-built Bullitts with two general types of gears: internal and external. You can tell the difference thusly: If your rear wheel has a bunch of different-sized spikey round things on it and what looks a bit like a robot arm jutting out of the right side of the rear axle as you look from the back to the front, you have external gears. Fancy folk call that robot thingy a *derailleur*, because fancy folk just loooove to pretend they know French.

If, on the other hand, you only have one spikey round thing on your rear wheel and zero robot-like arms sticking out, we’ve sold you a Bullitt with internal gears. French people don’t call this anything, because once you’ve invented the word “*derailleur*” there really isn’t any place

else go to. (Actually we looked it up on Google and apparently the French call the internal gear hub a “*moyeu à engrenages internes*” which we are pretty sure even they can’t pronounce.)

Our gearing systems, whether internal or external (or do I say “*le derailleur*,” *mon chère*?) are made by Shimano. They make damn good ones too, and bike mechanics all over the world know how to adjust, fix, and otherwise care for these babies. So instead of trying to tell you everything about them here, we’ll refer you to the probably-a-lot-duller-but-no-doubt-complete Shimano manuals that we will provide the links for at the end of this.

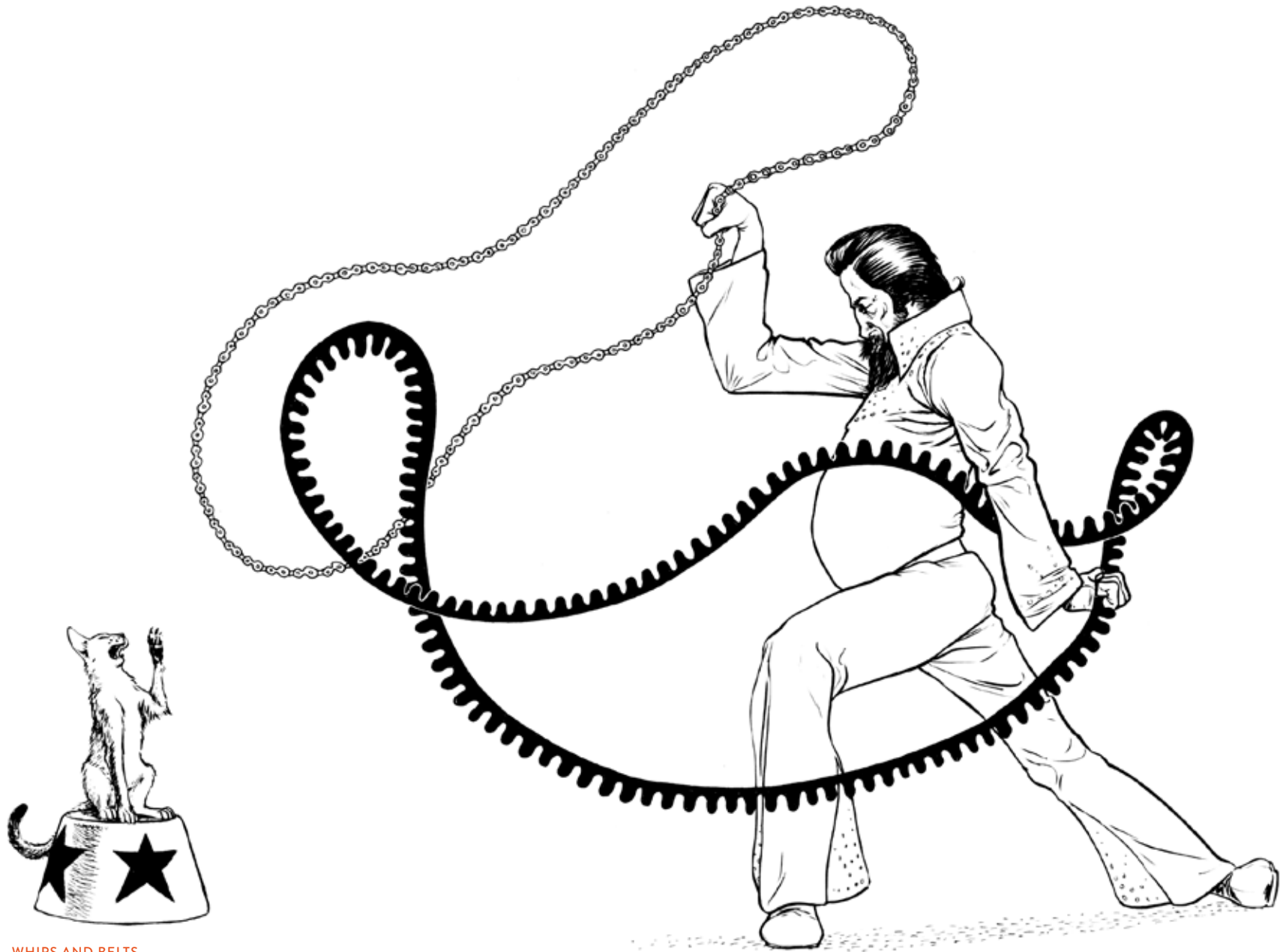
One important thing to note even before you

let the Shimano manual put you to sleep is that when shifting an internal-gear bike, you have to pause your pedaling while shifting. This takes pressure off of those internal gears so they can more easily slide their little internal doohickey thingies from one gear to the other.

Funny thing is it is **TOTALLY THE OPPOSITE** for the external gear bikes! You have to shift while pedaling or the damn thing won’t change gears. [Wait for MIND TO BLOW]

It’s kind of like life, ya’ know? Just when you think you’ve figured it all out, they go and change it all around on you.





WHIPS AND BELTS AND CHAINS BUT NOT WHIPS

If your Bullitt uses a typical bike chain just know that it's not really a typical chain, because we went the extra mile to give you a really good one so it will most likely last a lot longer than your typical chain. We did that because shitty chains just suck. They do, they really do – have you ever taken out a bike that's been sitting for a bit and the chain is all rusty and creaky and gross? It sucks. So we try very hard to give you a not-sucky bike chain, but we can use your help to keep it non-sucky.

In particular, make sure your chain is clean and lubricated – use a bike chain lubricant, not any of that do-it-all spray stuff, which attracts dirt – and check it frequently. If your Bullitt has an internally-gear hub, your chain should be reasonably tight, with maybe 10-12mm (about half an inch) of 'up and down' play. Any more than that and you risk the chain coming off over bumps, and less than that and it's too tight. If you're riding a derailleur-equipped Bullitt, the derailleur should usually self-adjust the chain



tension. But if you have any questions, check with your friendly local bike mechanic.

For those of you with belt drives, well you have read all the way through the “caring for your chain” stuff only to learn that your belt is basically self-caring. Once it’s properly set up, that’s pretty much it. If it gets dirty you might want

to wash it (soap and warm water just like your mommy used on you STOP TICKLING MOMMY IT’S NOT FUNNY), and maybe a wee squirt of silicon spray on the toothy side (not like your mommy used on you we hope).

But please, no silicon spray near the brakes. That can be very bad because the brakes will just

act like they’re not there instead of acting like brakes. WE SHOULD NOT HAVE TO TELL YOU THIS IT IS BASIC SCIENCE BUT HERE IT IS.

Your belt should last you four to five times longer than the chain would have, so pedal on smugly with that in mind my friend.



WHERE THE RUBBER

Face it, without wheels your Bullitt is just a bunch of pieces of oddly-shaped metal dragging noisily across the pavement. So to benefit from the full-Bullitt experience, we strongly recommend that you attach your wheels to your frame and treat them with the love and care they deserve.

First off – your tires. They’ll have a range of operating pressures printed on the sidewall, sometimes in raised rubber letters and numbers the same color as the tire itself which makes finding and reading what the range is an anger-inducing experience. Be patient. The numbers are there.

Once you find them, celebrate by making sure the tires are inflated within the recommended range. And keep in mind it’s a range – on days when you may want a bit more traction, go with the lower end of the range; for greater speed, go with the higher end.

Also, always check your tire pressure before you ride. Temperature changes can affect your tire pressure and there are sometimes idiots who get sick thrills out of letting air out of people’s tires which is objectively wrong and bad but happens because the world includes sad evil people like that. You’ll be surprised at how tire pressure can change from one day to the next. It’s like the opposite of your dog, who always loves you no matter what.



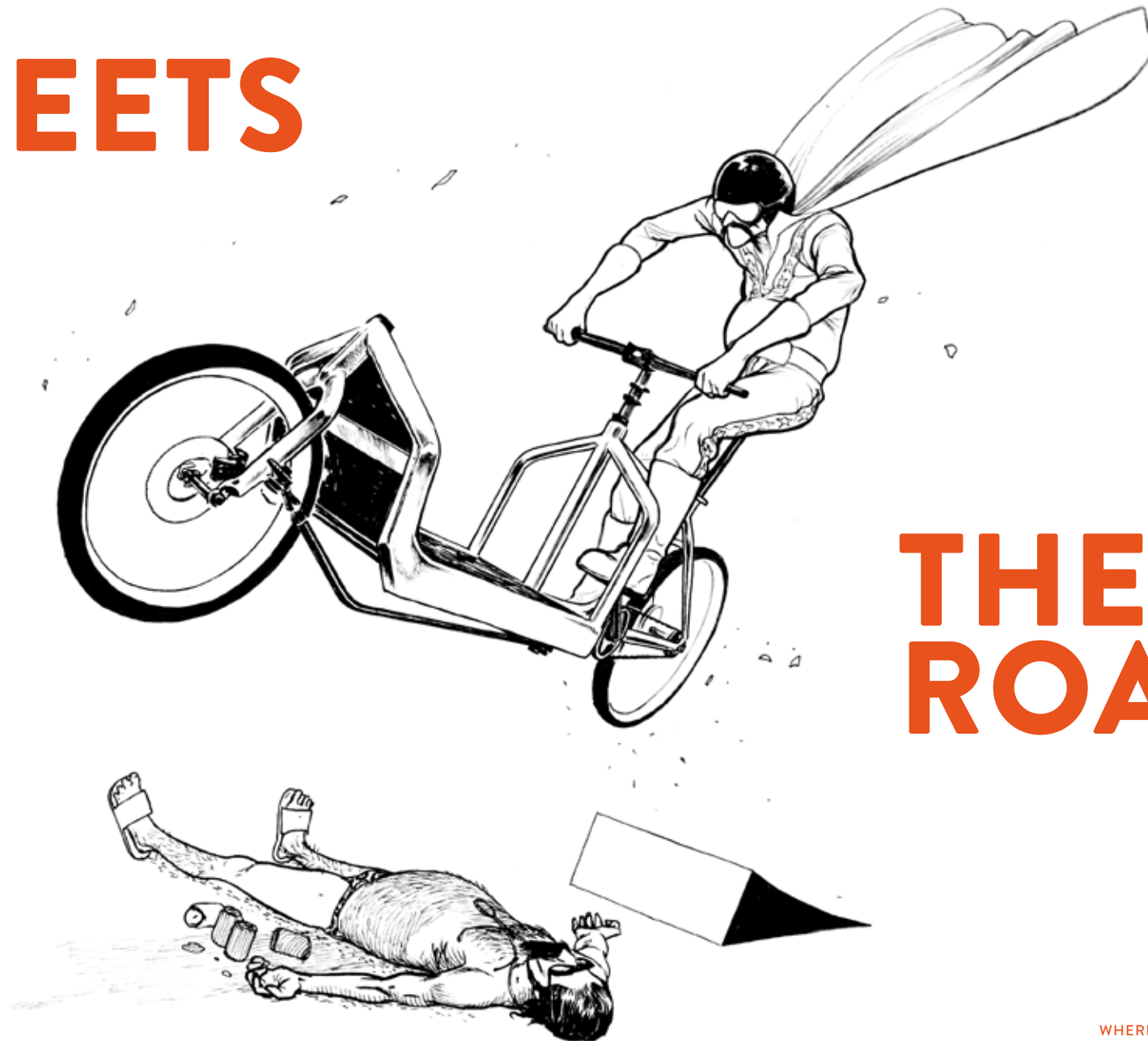
Next up – your rims. Which are connected to your hubs by your spokes, which is where you should also pay some attention. Spokes sometimes break, and a broken spoke can lead to an untrue wheel, and nothing hurts deep down in your soul like a wheel that is no longer true. When you notice a broken spoke, head

over to your favorite bike mechanic and have it replaced before your wheel goes all wobbly on you. And at the center of each rim is a hub and an axle, and that axle (some fancy folk call them “skewers” but we will stick with “axle” because we are honest, simple, plain-speaking types) is what connects your wheels to your frame.

Here’s a no-brainer, so of course we are writing it down here because lawyers make us write these things in case someone with no brain is reading it: Tighten your axle so your wheel is securely attached to the bike. Because there is very little that sucks more than riding merrily along contemplating the deep mysteries of life as one does when riding only to have one’s wheel suddenly disengage from one’s bike.



MEETS



THE ROAD



BASIC MAINTENANCE

To keep your Bullitt in tip-top condition, give it some love and care as follows:

Grease – use a good-quality multipurpose bicycle grease. We're not fancy folk who demand you use that curated, small-batch, locally-sourced, artisanal grease. Just some good basic bike grease. And what to grease on your Bullitt? Grease the seatpost, bottom bracket cups, rubber covered balljoint, 12mm axle for front wheel (Deore 27 groupset), and pedal axles. But DO NOT grease your brake pads or discs! Grease and braking surfaces are incompatible, like asparagus and chocolate.

But what about those **disc brakes**? Pads should be changed every 5000km on average. (That's about 3100 miles in the United States, Liberia, and Myanmar). This is obviously dependent on where you primarily ride; if you ride a lot of hills and use your brakes on the way down instead of MADLY SOAKING UP EVERY BIT OF SPEED THAT GRAVITY WILL DELIVER FASTER PUSSYCAT, KILL! KILL!, your brake pad life will be significantly shortened.



We also recommend that if you ride regularly, like several times a week for a decent distance, you change your **cassette and chain** every year simultaneously. Always change the cassette and chain together to ensure good compatibility. (Chains stretch – really, they do!)

Change your **grips** whenever they get manky on you, we usually change ours about once a year on average. If you suffer from Sweaty Palm Syndrome you may need to do it more often.

THINGS SOMETIMES BREAK



We believe in our Bullitts.

We build them the best way we know how, and design them to be durable and reliable. We do this because you deserve it but also because we ride what we build, and we deserve it too and Mama always said if you can't be good to yourself you won't be good to other people.

Of course Mama was usually fixing one of her “after-lunch pick-me-ups” when she'd say that, but we think the general principal is still sound. Sometimes, alas, entropy intrudes on our well-intentioned plans and things break. If that happens to you, know that we warrant our Bullitts as follows, starting from the date you purchase yours. Here are the specific terms of our warranty:

★ 2 year warranty on frame, all other components are covered in accordance with Danish consumer rights; this is for the original purchaser only, but we bet you'll keep your Bullitt for a lot longer than that.

★ Guarantee on installed and mounted hardware applies only to materials and workmanship.

★ Damage caused by misuse or mistreatment is not covered under the warranty. We don't abuse our Bullitts, please don't abuse yours!

★ The warranty is limited to the repair, or in some cases (in our sole discretion), the replacement of parts.

★ The warranty is provided under the assumption that all servicing and maintenance is conducted in a professional bike shop, by trained bicycle mechanics. We suggest all bikes be serviced three times during the two-year warranty period (not including the initial build, if your bike is assembled after you receive it): the first service should be 2 months after you receive the bike, the second 9 months after receipt, and the third 16 months after receipt.

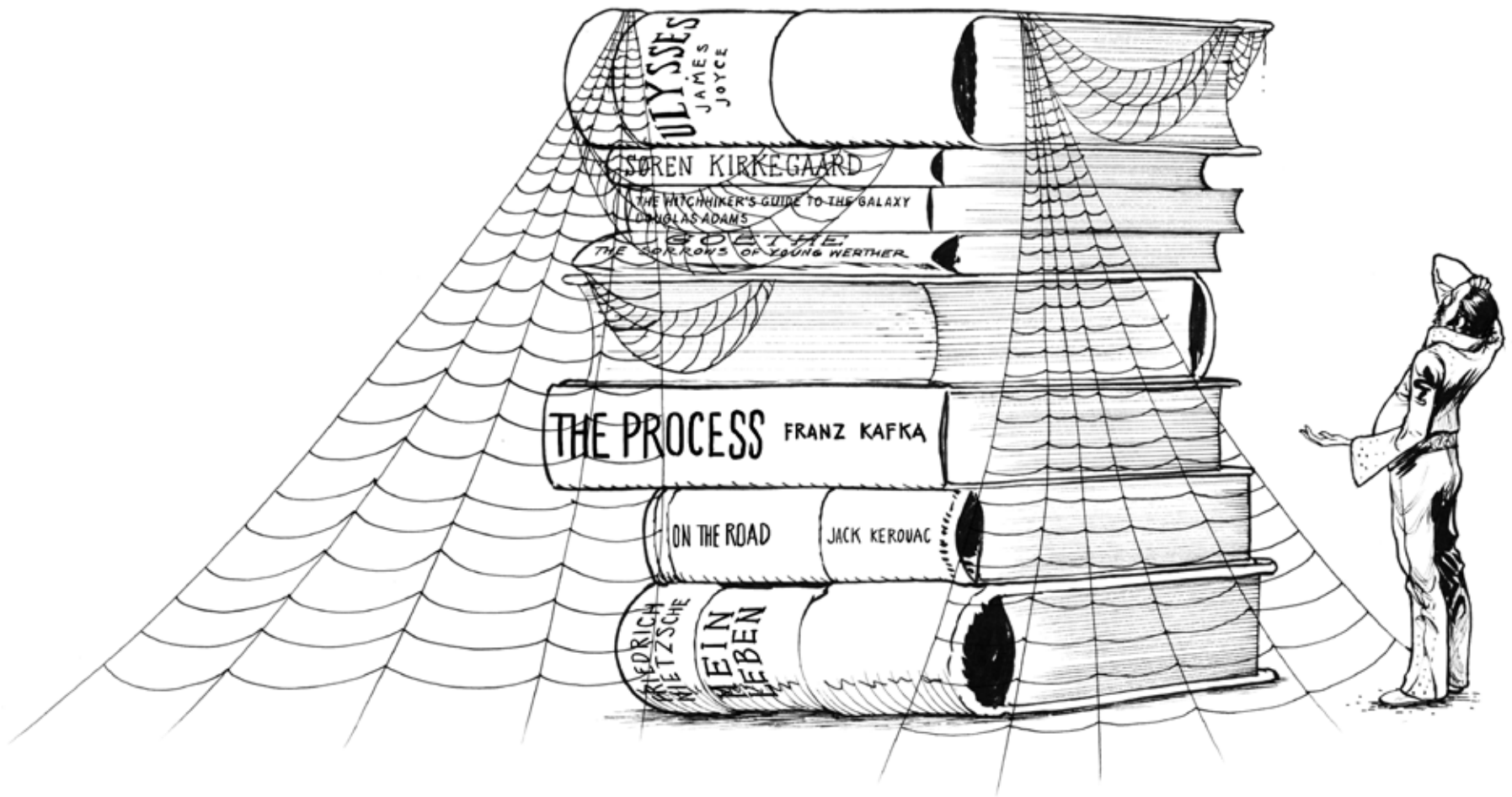


ASSEMBLY INSTRUCTIONS

We love our wonderful Bullitt dealers and hope you've purchased yours fully-assembled from one of them. If not, or if you are one of those types who is obsessively driven to disassemble

and reassemble things, you can find our most excellent video showing how to assemble a Bullitt. Go to Youtube and search for "Bullitt by Larry vs Harry".





THE BORING MANUALS YOU MIGHT WANT OR NEED

As we promised above, there are manuals that our suppliers supply along with the supplied things we attach to our Bullitts. These manuals are just as important as this one is, though we think ours is a lot more fun. But you should definitely check out the ones that apply to your particular Bullitt.

You can find them at larryvsharry.com in the Owners section.

Here you'll find all the info, whether you are on a "Bullitt Powered By Human Sweat and Grime" or "Bullitt Powered by Electrical Motor and Also By Human Sweat and Grime".

FIN

We almost hate to stop typing this has been so much fun. We all really hope you enjoy your Bullitt as much as we enjoy ours, and if you have any questions you can always reach out to your dealer.

Oh, and to share the joy feel free to follow us on social media – we’re on Facebook and Instagram and Twitter. We go by our grownup name of Larry vs Harry on all of these platforms.

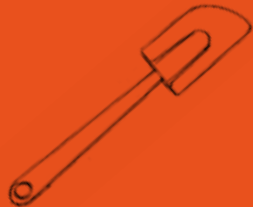
There are some Bullitt-related groups on Facebook so go check those out:

Bullitt Universal Owners is a good one.

It’s time to go for a ride. We’ll see you out there!

In the immortal words of Ferris Bueller:

“You’re still here? It’s over. Go home.”



FIN

