



# **USER MANUAL**

## ***FOR THE BICYCLE***

**USER MANUAL**  
**& WARRANTY CERTIFICATE**

**EN**

# **DECLARATION OF CONFORMITY**

## **MANUFACTURER**

**SC EUROSPOORTDHS SA**  
**Str. Sântuhalm Nr. 35A**  
**330004 Deva**  
**Romania**

**RO 17012620**

## **MODEL**

*Apply the corresponding sticker*

**The manufacturer assures, guarantees and declares on its own responsibility, in accordance with the provisions of Government Resolution no. 1029/2008 on the regime of products and services that may endanger life, health, occupational safety and environmental protection, that the product mentioned above and on the invoice accompanying this declaration does not endanger life, health or occupational safety, has no negative impact on the environment and complies with the technical documentation of the product:**

**EN ISO 4210 1-9: 2014/2015**

**EN ISO 8098: 2014**

**EN 16054 BMX**

R&D Director  
Tavi Hrebenciuc



Date

10.01.2022

DEVA

## WARRANTY CERTIFICATE

*This warranty covers the bicycles manufactured by EUROSPOORT DHS, both under its own brands and OEM.*

*Complete this document at the time of purchase of the bicycle and keep it in a safe place together with this manual.*

### Product identification record

|                   |                                              |         |
|-------------------|----------------------------------------------|---------|
| Manufacturer:     | SC EUROSPOORT DHS SA                         |         |
| Address:          | Str. Sântuhalm Nr. 35A, 330004 Deva, Romania |         |
| VAT No.           | RO 17012620                                  |         |
| Bicycle model:    |                                              |         |
| Frame serial no.: |                                              |         |
| Article code:     |                                              |         |
| Seller:           |                                              |         |
| Address:          |                                              |         |
| Telephone:        |                                              |         |
| Buyer:            |                                              |         |
| Invoice:          | Series:                                      | Number: |
| Address:          |                                              |         |

*I hereby confirm that I have received the bicycle in perfect condition and accept the terms and conditions set out in the Warranty of this manual.*

*Failure to complete, or partial completion by the seller of the requested data, results in the nullification of this Warranty Certificate.*

Buyer's  
signature:

Seller's  
signature:

Date,

Stamp.

*EUROSPORT DHS guarantees that the bicycles, when used for normal purposes by a person of suitable size and capable of using and controlling the bicycle, are free from manufacturing and material defects:*

- *for five years for frames and rigid forks of steel and aluminium;*
- *for two years for frames and rigid forks of carbon;*
- *for two years for parts and components that are not subject to the manufacturer's individual warranty or that are subject to normal wear;*

*This warranty applies only to the original owner and is not transferable. Claims under this warranty must be submitted with proof of purchase before the request can be processed.*

*Except as described in this document, EUROSPORT DHS offers no warranties, insurance or other representations of any kind, all of which are rejected.*

*EUROSPORT DHS bicycles use parts and components covered by the manufacturer's individual warranty. In such cases, the warranty is covered and resolved by the manufacturer of the corresponding component and not by the bicycle manufacturer. Please consult a specialized service centre.*

### **Voiding of the warranty**

*This warranty does not cover:*

- *bicycles that may break down due to incorrect assembly outside the factory, or the installation of components, parts or accessories that were not originally intended or that are not compatible with the bicycle as sold;*
- *bicycles that have been repaired or serviced in places other than, or by persons other than, specialized ones;*
- *bicycles that may break down due to an accident, abusive use, negligence, weather conditions (corrosion or discoloration from prolonged exposure to sun or moisture) or failure to comply with the manufacturer's usage specifications, or any other circumstances in which the product has been subjected to forces or loads above the construction limit;*
- *bicycles to which modifications have been made, including, among others, any attempt to disassemble or repair components or the elements associated with them;*
- *bicycles whose serial number or manufacturer's identification code has been modified, partially erased or deliberately removed;*
- *bicycles whose components have been modified or replaced with components from other manufacturers, or from the same manufacturer but of a different range than initially fitted, used for rental or other commercial activities;*
- *normal wear: the components subject to normal wear are affected as a result of normal use, operation that does not conform to the manufacturer's recommendations and/or use or installation under conditions or applications other than those recommended.*

## **WARRANTY PERIOD**

## WARRANTY OF THE COMPONENTS

The components subject to normal wear are the following:

- The suspension fork;
- The rear shock and associated components;
- The headset;
- The handlebar;
- The handlebar grips / handlebar tape;
- The stem;
- The seatpost;
- The shifters;
- The shift cables and housings (inner and outer);
- The grips of the twist shifters;
- The front and rear derailleurs;
- The brake levers;
- The brake cables, housings and hoses (inner and outer);
- The brake pads / brake shoes;
- The brake discs;
- The chain;
- The cassette, the sprocket block and the sprockets;
- The hubs and associated components;
- The rims;
- The wheels;
- The braking surface of the rim;
- The spokes;
- The crankset (bottom bracket assembly);
- The chainrings;
- The tyres;
- The inner tubes;
- The rim tape;
- The saddle;
- The seatpost clamp;
- The kickstand;
- The rack / basket and associated components;
- The mudguards and associated components;
- The lighting system and/or the reflective elements;
- The threaded fasteners;

### General provisions

The user assumes the risk of injury, damage or breakdown and any other loss if the bicycles marketed by EUROSPOORT DHS are used in any competitive event, such as bicycle races or other similar activities, including training activities for such events.

This warranty does not cover bodily injury, breakdowns of the bicycle or other losses caused by accident, improper or incorrect use, negligence, abuse, wear beyond normal limits, incorrect assembly and maintenance, or exposure to forces or loads above the construction limit.

*It is the responsibility of the specialized service centre that puts the bicycle into operation to install all the parts included in the factory-sealed cardboard box and to make the minor adjustments to the functional parts, such as the brakes, the steering subassemblies, etc., necessary for correct operation.*

### **Warranty terms**

*To validate a claim under this warranty, please present the bicycle at a specialized service centre, preferably the one where it was purchased, together with the original, dated invoice or receipt and this manual.*

*If, after inspecting the bicycle, EUROSPOORT DHS accepts that the bicycle is defective, EUROSPOORT DHS (at its sole discretion) repairs or replaces the product free of charge.*

*The labour costs for the replacement of parts under warranty are borne by the manufacturer.*

*EUROSPOORT DHS assumes no responsibility for bicycles of its brands that have been worked on without its recommendation or that have suffered damage as a result of an incorrect intervention.*

*EUROSPOORT DHS, 05.2022*

**Note!** CONSUMER RIGHTS are those set out in Law 140/2021.

- *The seller is liable to the consumer for any lack of conformity existing at the time of delivery of the products. In accordance with art. 9.;*
- *In the event of a lack of conformity, the consumer has the right to ask the seller to repair the product, in all cases free of charge, except where such a request is impossible.*
- *The consumer is not entitled to request the termination of the contract if the lack of conformity is minor.*

WARRANTY REPAIRS

|                                  |  |  |  |  |  |  |  |  |
|----------------------------------|--|--|--|--|--|--|--|--|
| Order no.                        |  |  |  |  |  |  |  |  |
| Date of receipt                  |  |  |  |  |  |  |  |  |
| Description of the defect        |  |  |  |  |  |  |  |  |
| Repair / replacement carried out |  |  |  |  |  |  |  |  |
| Date of release                  |  |  |  |  |  |  |  |  |
| Warranty extension               |  |  |  |  |  |  |  |  |
| Service centre                   |  |  |  |  |  |  |  |  |
| User                             |  |  |  |  |  |  |  |  |

## PARTICULARITIES OF CHILDREN'S BICYCLES

### List of accessories and components

The list of the main components is found later in this user manual. As additional accessories there may be a rack, chain guard, mudguards, bell, kickstand, training wheels, basket, water bottle with holder, etc.

**Note!** Some components may vary from one model to another.

### Weight and height

EUROSPORT DHS children's bicycles are not recommended for use by children under 24 months.

The maximum weight and height of the bicycle user are established for each model, according to the following table:

| Wheel diameter | Age         | Height     | Weight      |
|----------------|-------------|------------|-------------|
| 12"            | 2-4 years   | 80-105 cm  | Max. 40 kg  |
| 14"            | 3-5 years   | 95-110 cm  | Max. 50 kg  |
| 16"            | 4-6 years   | 105-120 cm | Max. 60 kg  |
| 20"            | 6-8 years   | 115-130 cm | Max. 70 kg  |
| 24"            | 7-11 years  | 125-145 cm | Max. 80 kg  |
| 26"            | 10-14 years | 140-185 cm | Max. 100 kg |

Before use by the child, the bicycle should be functionally checked by an adult, to prevent possible malfunctions that could endanger the child's safety.

To be able to use the bicycle, the child must be old enough to understand how to use it. Instruct the child on the rules for riding the bicycle on public roads and make sure the child wears the appropriate protective equipment: helmet, elbow and knee pads.

Do not allow children to use the bicycle on roads with vehicle traffic, except when accompanied by an adult and under the following conditions:

- Children up to 6 years old may only use bicycles on pavements, walkways and pedestrian streets, residential areas or other areas where the traffic of other vehicles is prohibited or permitted under certain conditions;
- Children between 6 and 9 years old may use bicycles on pavements, walkways and pedestrian streets, residential areas, and on roads open to public motor traffic only if these are located within built-up areas and have low-intensity motor traffic, provided that riding takes place during the day and accompanied or supervised by a person over 14 years old;



- Children between 10 and 13 years old may use bicycles on tracks, walkways, lanes or other paths specifically for bicycles, as well as on roads with low-intensity motor traffic; on other roads open to public motor vehicle traffic only if accompanied and supervised by a person over 18 years old.
- Young people between 14 and 17 years old may use bicycles on all roads open to public traffic that are not prohibited to bicycles, with the exception of national (DN) or European (E) roads and expressways, where they may only ride if accompanied and supervised by a person over 18 years old or if they are licensed cyclists, in accordance with sports legislation.
- Persons who have reached the age of 18 may use bicycles on all roads open to public traffic that are not expressly prohibited to bicycles.

## Recommendations

- Training wheels are intended for limited use during the period of learning to cycle. Their use for more than a few weeks will inhibit the child's desire to learn to ride a bicycle normally, preventing the child from developing a sense of balance on the bicycle.
- NEVER leave the child unsupervised! The product is used solely under the close supervision of an adult.
- Children's bicycles are intended for use by one child at a time. Do NOT allow simultaneous use by several children.
- The use of protective equipment, such as elbow and knee pads and, in particular, the protective helmet, is mandatory.
- Maintenance of the bicycle must be carried out by an adult and, preferably, at specialized service centres.
- The adjustment of the components must be carried out periodically, and their correct operation must be checked before each use: brakes, gears, tyre pressure, threaded elements that secure the handlebar, the fork, the cranks, the seatpost and the saddle, the wheel hubs, as well as the training wheels.
- Periodically check the tension of the chain and adjust it if necessary.
- Dry the bicycle with a soft cloth after use in the rain.

**Note!** In the event of an accident involving the bicycle, the child involved must be examined by a doctor.

## Other recommendations

Do not allow the bicycle to be used at night if it is not equipped with a front and rear lighting system and reflective elements on the wheels. The child must also wear equipment fitted with additional reflective elements.

During use, the child must always keep both hands on the handlebar.

The child must wear footwear that does not easily slip off the feet and must not wear excessively loose clothing that could get caught in the moving components of the bicycle or in objects it passes by during use.

Do NOT allow heavy or bulky objects to be carried on the bicycle, as they can unbalance it and cause accidents.

*Do NOT use spare parts that are not recommended by the manufacturer or that differ from those fitted on the bicycle at the time of first purchase, except where the original part can no longer be obtained and only if the replacement part is compatible. Do NOT make structural modifications to the bicycle and do not fit incompatible accessories or accessories not intended for use on the bicycle.*

*For any technical problem it is preferable to use the services of a specialist or specialized service centres.*

*EUROSPORT DHS is not responsible for material damage or for the harm to the child's safety in the event of improper use of the bicycle, use without the appropriate protective equipment or failure to comply with traffic rules.*

*This Annex, which sets out the PARTICULARITIES OF CHILDREN'S BICYCLES, complements the User Manual and forms an integral part of it.*

*EUROSPORT DHS assumes no responsibility for its products that have been worked on without its recommendation or that have suffered damage as a result of an incorrect intervention.*

## **FOLDING BICYCLES – FOLDING INSTRUCTIONS**

*Folding bicycles are designed to be compacted/folded into a reduced form, thus facilitating both their transport and their storage.*

*Once folded, the bicycles can be easily transported in buildings and on public transport, and stored comfortably in small homes, in the boot of a car, on board a boat or an aircraft.*

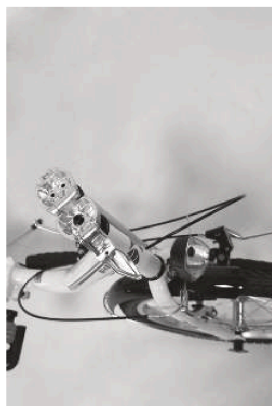
*Thanks to the design of their geometry, they offer the same ergonomics of use as normal bicycles, although they are generally smaller than these.*

*To fold the bicycle, follow the steps described below.*

### **STEP 1 – Folding the handlebar and stem assembly**

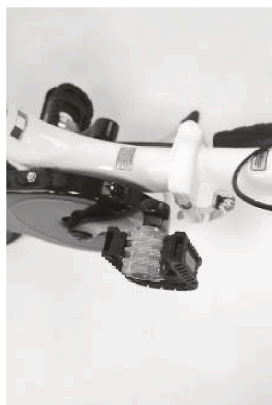
- *Operate the release latch at the base of the stem by pressing the unlocking button to allow the assembly to be folded.*

**Caution!** *Before operating the release latch, make sure that the safety against accidental opening while riding is deactivated.*



## **STEP 2 – Folding the pedals**

- *Unlock the pedal by pulling the locking device outwards with your finger.*
- *Push the pedal towards the crank with your hand and press downwards.*



### **STEP 3 – The seatpost**

- Loosen the seatpost clamp by operating the quick release and lower the saddle as far as the travel of the seatpost allows.

**Caution!** Depending on the bicycle model you own, the seatpost, once lowered, serves as a support for the folded bicycle stored or transported in an upright position.



### **STEP 4 – Folding the frame**

- Deactivate, by turning, the safety against accidental opening while riding and then operate the frame's release latch.
- After unlocking, gently push the front part of the bicycle while keeping the rear part fixed, to fold it.
- Continue folding until the front wheel of the bicycle is parallel to the rear wheel.



*The bicycle folded in this way can be stored or transported either upright or horizontally.*

**Note!** If you wish to store or transport the bicycle in a horizontal position, make sure to place the bicycle with the rear derailleur facing upwards, to avoid it being misadjusted or bent. Likewise, it is not recommended to store other objects on top of the bicycle so as not to damage its components.

*To prepare the bicycle for use, follow the steps in the reverse order of the folding action.*

*Before using the bicycle, make sure that all the safety clamps and latches are correctly secured!*

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## THE PARTS THAT MAKE UP THE BICYCLE



In the image of the bicycle above you will find the main parts that make up the bicycle, described or mentioned in this manual.

|                                |                              |                               |
|--------------------------------|------------------------------|-------------------------------|
| <b>01</b> Chainrings           | <b>10</b> Brake discs        | <b>19</b> Cables and housings |
| <b>02</b> Cranks (crankset)    | <b>11</b> Brake caliper      | <b>20</b> Fork                |
| <b>03</b> Pedals               | <b>12</b> Quick-release axle | <b>21</b> Tyre                |
| <b>04</b> Front derailleur     | <b>13</b> Wheel hub          | <b>22</b> Rim                 |
| <b>05</b> Chain                | <b>14</b> Seatpost           | <b>23</b> Spokes and nipples  |
| <b>06</b> Rear derailleur      | <b>15</b> Seatpost clamp     | <b>24</b> Handlebar           |
| <b>07</b> Cassette (sprockets) | <b>16</b> Saddle             | <b>25</b> Stem                |
| <b>08</b> Shifter              | <b>17</b> Grips              | <b>26</b> Headset             |
| <b>09</b> Brake levers         | <b>18</b> Frame              |                               |

**Note!** The image above is for illustrative purposes only. Depending on the bicycle model you own, certain components may vary and, in some cases, may not even be mentioned in the list above.

## ABOUT THIS USER MANUAL

Thank you for choosing to purchase a bicycle of the EUROSPORT DHS brands and for the trust you have placed in us.

The specialized service centre, whether the one where this bicycle was purchased or the one where it was put into operation, is very important, as it constitutes the point of contact for checks, modifications and all kinds of repairs. If you have questions that this manual does not answer, please contact that centre using the contact details entered in the Product identification record of this manual. If that section has no data, you can contact any specialized service centre within your reach.

### User manual

- Read all the instructions carefully before first using the bicycle.
- Interpret all the images in the manual correctly.
- Keep this manual and, in the event of transferring the bicycle, hand it over to the new user.
- It is your responsibility to check the bicycle and carry out the necessary interventions according to your requirements and their nature.
- The aim of this manual is not to teach you to ride a bicycle or to improve your cycling techniques.
- This manual will not refer to all the operating instructions of all the components, given that their variety is very wide; therefore, please consult those instructions of the manufacturer of the corresponding components. If the instructions of the component manufacturer differ from those you will find in this manual, please follow the instructions of the component manufacturer.

### Symbols

Failure to comply with the instructions in this manual may, in certain circumstances, cause falls, accidents and material damage.



#### **DANGER!**

This symbol warns you of the danger of serious injury or even a danger of death.

### Terms

Specialized service centre – refers to the establishment where the bicycle was purchased, the workshop specialized in bicycle repairs or a specialized person.

Bar – unit of measurement of pressure – 1 bar = 100 000 Pa.

Psi – US unit of measurement of pressure – 1 psi = 0.06897 bar.

Nm – unit of measurement of the tightening torque.



## FOR YOUR SAFETY

*The person using the bicycle must know how to keep their balance on it and be able to control the direction of travel, as well as the speed by braking/peddalling.*

*The bicycle used must be the appropriate size for the user. Here we advise you to use the “standover height” method of identifying the appropriate size as follows:*

- *straddle the bicycle and position yourself so that both feet are flat on the ground;*
- *the crossbar (the bar that runs from the saddle to the handlebar, “toptube”) must not rub against the area between your legs.*



*If you use the bicycle exclusively on asphalt, the “clearance” space must be 4-5 cm.*

*In the case of unpaved roads or easy trails, the “clearance” space must be approximately 7 cm.*

*For rough terrain, the “clearance” space must be approximately 10 cm.*

*The method described above is general. Depending on the type of bicycle chosen and the purpose for which it was built, there are precise and very well-developed measurement methods.*

*To make sure you make the right choice, we recommend that you consult a specialized service centre.*



*You must bear in mind that, regardless of where you choose to ride the bicycle (asphalt, unpaved roads, easy trails, etc.), unforeseen situations may arise that can endanger your health or even your life.*

*During the use of the bicycle on public roads, it must be properly equipped from a legal point of view (braking system, reflective elements, light system, bell, etc.). For this reason, we recommend that you consult the legislation in force.*

**Note!** Always wear the protective helmet.

## **Other recommendations**

*Take part in traffic in an anticipatory manner with regard to hazards and act defensively. To avoid an accident, it is better to give way even if you have priority.*

*Do not use the bicycle under the influence of alcohol or drugs.*

*Do not allow yourself to be distracted during the use of the bicycle by mobile communication devices that may reduce your attention or hearing ability (such as earphones, etc.), so that you can be attentive to the signals of other road users or of your surroundings.*

*Ride with greater attention in wet conditions, since the performance of the brakes decreases.*

*Wear footwear that does not easily slip off the feet and appropriate clothing. Excessively loose clothing, or coats, scarves, dresses, etc., can get caught in the moving components of the bicycle or in objects it passes by during use.*

**Note!** *There is equipment specially designed according to the type of bicycle chosen and the purpose for which it was built.*

*Use additional reflective elements and lights on in low-visibility conditions, at night or in bad weather.*

*Use systems approved by the manufacturer and compatible with your bicycle if you carry luggage, and under no circumstances overload or subject the bicycle to forces or loads above the construction limit.*

**Note!** *The weight recommended by the bicycle manufacturer is inscribed on the identification label located in the drivetrain area. This weight represents the maximum limit that the bicycle has been designed to support and includes the weight of the user, the weight of the bicycle and the weight of other equipment carried.*



*If you decide to make improvements to your bicycle, we recommend the use of compatible components that conform to the indications of the component manufacturer regarding assembly. If you do not have the necessary knowledge or tools, we recommend that you contact a specialized service centre. Any non-professional intervention exposes you to the risk of material damage, accident or even death.*



*Exceeding the weight limit declared by the manufacturer subjects various components, such as rims, tyres, spokes, hubs, brakes, frame, etc., to loads and forces above the limits established by construction, which results in premature wear, breakdown or breakage, and can cause material damage and accidents that endanger your health and your life.*

*Carrying bulky objects on the bicycle can unbalance it and cause accidents.*

*Do NOT use spare parts that are not recommended by the manufacturer or that differ from those fitted on the bicycle at the time of first purchase, except where the original part can no longer be obtained and only if the replacement part is compatible. Do NOT make structural modifications to the bicycle and do not fit incompatible accessories or accessories not intended for use on the bicycle.*

*For any technical problem it is preferable to use the services of a specialist or specialized service centres.*

## **Receiving the bicycle**

*Depending on the method chosen for receiving the bicycle, it is delivered to you:*

- *ready for use, in the case of purchase at a specialized service centre, with all elements and accessories assembled and adjusted, requiring no other operation;*
- *in the original packaging sealed in accordance with the manufacturer's specifications, if purchased online.*

**Note!** *In the case of purchase online or by other means that result in the delivery of the bicycle in the original sealed packaging, it is recommended to present the bicycle at a specialized service centre for it to be put into operation and, subsequently, delivered ready for use, due to the complexity of certain subassemblies that make up the bicycle, as well as of the necessary tools.*

*If you believe you have the experience, skills and tools necessary to carry out the preparation for use yourself, it is recommended that, once this operation is finished, you present the bicycle as soon as possible at a specialized service centre for checking.*

*Depending on the bicycle model purchased, it is delivered to you in the cardboard box sealed in accordance with the manufacturer's specifications, which contains the user manual, the standard accessories and the bicycle, which:*

- *may be 98% assembled and, to be ready for use, only requires the mounting of the pedals, the adjustment of the handlebar, the mounting of the various accessories and, possibly, the checking of the tyre pressure;*
- *may be 85% assembled and requires more complex operations and, depending on the model, such as the adjustment of the stem, the mounting of the handlebar, the adjustment of the handlebar elements, the mounting of the front wheel, the mounting of the front mudguard if it is part of the equipment, the mounting of the standard accessories, as well as carrying out certain adjustments where applicable (front disc brake, etc.).*

## **BEFORE FIRST USE**



*A bicycle not correctly prepared for use can expose you to very high risks of serious accidents or even death.*



*Automatic (click-in) or SPD pedals are used by professionals and people with experience in cycling. These pedals give a completely different approach to cycling and are not recommended for people who do not have a high level of experience in using the bicycle.*

*It is very important that you familiarize yourself with the bicycle before first use. Test the bicycle in an area with as little or no vehicle or pedestrian traffic as possible.*

*Check that the clamping elements of the seatpost, the hubs, the handlebar and the stem are correctly tightened.*

## Mounting the pedals

Identify the left pedal and the right pedal: these are marked on the axle with the letter "L" for the left and the letter "R" for the right (alternatively, the left pedal can be identified by the longitudinal grooves stamped on the axle). Apply a little grease to the thread before mounting.



First install the left pedal. Turn the pedal anticlockwise, since the thread is reversed to prevent the pedal from loosening while riding. Finally tighten it with a wrench, but without applying excessive force.



Install the right pedal by turning clockwise and finally tighten it with a wrench, but without applying excessive force.



## Checking the wheels

In general terms, the wheels determine the size of the bicycle, the maximum supported weight, the type of bicycle and the age category for which it is intended. Thus, when we say that we have a 29 bicycle, it is understood that we have a bicycle with a 29-inch wheel (the same for 14, 16, 20, etc.).

EUROSPORT DHS classifies, in general terms, as follows:

| Wheel size (in)   | User category            | Age           |
|-------------------|--------------------------|---------------|
| 12"/14"/16"/20"   | Children                 | 2 - 8 years   |
| 24"/26"/27.5"     | Juniors/Teenagers/Adults | Over 12 years |
| 26"/27.5"/28"/29" | Teenagers/Adults         | Over 16 years |

For the maximum weight and user height recommended by EUROSPORT DHS for children's and junior bicycles (wheels from 12 in to 26 in), consult the chapter **Particularities of children's bicycles**.

For bicycles intended for teenagers and adults, EUROSPORT DHS recommends:

| Wheel diameter | Age           | Height      | Weight      |
|----------------|---------------|-------------|-------------|
| 27.5"          | Over 16 years | Over 1.65 m | Max. 120 kg |
| 28"            | Over 16 years | Over 1.75 m | Max. 120 kg |
| 29"            | Over 16 years | Over 1.75 m | Max. 120 kg |

The data provided is indicative and facilitates the choice of a bicycle according to height and weight. However, the final choice is best made by trying the bicycle before purchase and following the recommendations of the specialized service centre where you choose to acquire it.

**Note!** For more details on the dimensions of the wheels, their types and their complexity, please address a specialized service centre.

Move the wheels firmly from left to right (perpendicular to the direction of travel). The wheels must not have play at the level of the fixings in the fork and the frame, nor must they generate noises.



If you detect play at the level of the fixings in the fork or the frame, or any suspicious noises, contact a specialized service centre urgently to have it checked.

## Checking the rims

On the rims of bicycles that are not equipped with disc brake systems and whose braking is carried out through the contact between the brake shoes and the side of the rim, there must NOT be any kind of dirt: check in particular that there are no grease residues and, if you detect any, clean them off immediately.

If during a visual check you observe that the wear level of the rims on the contact surface with the brake shoe has been exceeded, contact a specialized service centre for its immediate replacement.

**Note!** The wear level is indicated by the groove located on the braking surface of the rim. If this groove is no longer visible, it means that the wear level has been exceeded and the rims must be replaced.

If you observe notches or scratches on the braking surface of the rims, consult a specialized service centre so that it can offer you the best solution in this case.

Lift and spin the front wheel and the rear wheel in turn to check the distance between the rim and the brake shoes (wheels with rim brake) or between the rim and the fork arms (wheels with disc brake). The maximum permitted deviation is 1 mm and, if exceeded, the wheel needs truing. The truing operation requires special knowledge and tools, so it is recommended to contact a specialized service centre.

**Note!** These deviations (known as «wobbles») appear due to use on rough or unpaved roads, especially in the case of mountain bikes MTB, or due to repeated descents of kerbs or other obstacles, after accidents, impacts, etc.

## Checking the tyres

Lift the wheel and turn it gently to check the appearance of the tyre on the sides and on the tread along its entire circumference. The tyre must have the same appearance everywhere, without bulges, without the texture under the rubber being visible and without broken or detached parts of the rubber mass.

You must also check that the placement of the tyre on the rim is uniform along the entire circumference.

## Checking the tyre pressure

Check the tyre pressure with a pressure gauge and, if the pressure is too low, increase it using a pump. If it is too high, reduce it by releasing air through the valve.

**Note!** The greater your weight, the higher the tyre pressure must be, but this must not exceed the limits imposed by the tyre manufacturer.

Check on the side of the tyres the pressure range recommended by the tyre manufacturer. In some cases, the recommended pressure values are expressed in psi. For the conversion, use the table below.

|     |     |     |     |     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Psi | 30  | 40  | 50  | 60  | 70  | 80  | 90  | 100 | 110 | 120 | 130 | 140 |
| Bar | 2,1 | 2,8 | 3,5 | 4,1 | 4,8 | 5,5 | 6,2 | 6,9 | 7,6 | 8,3 | 9,0 | 9,7 |

**Note!** Too low an air pressure in the tyres can cause difficult control of the bicycle or result in a puncture.



Too low an air pressure in the tyres can cause the tyre to come off the rim (unseating), which can cause serious injury or material damage. We recommend that you inflate the tyres to the correct pressure.

## The valve and its correct position

There are different types of valves for bicycle inner tubes:

- American valve (Schrader or auto valve);
- French valve (Presta or French Valve);
- Classic valve (Dunlop / Dutch valve).



Presta valve



Dunlop valve



Schrader valve



If the inner tube valve is not radial (that is, not pointing towards the centre of the hub), it can break and cause a sudden loss of pressure in the tyre, which results in loss of control of the bicycle, accidents or material damage.



**Note!** The valve must be placed in the correct position immediately by completely deflating the tyre and turning it on the rim to the left or to the right until the valve is well seated. After that, the tyre is inflated according to the specifications of the tyre manufacturer.



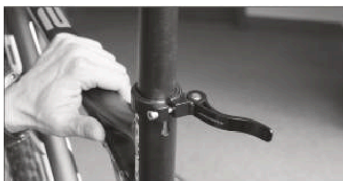
## Checking the seatpost, saddle and adjustments

Place your hands on the ends of the saddle and try to turn it. If you cannot turn it, it means that the seatpost is correctly tightened.

Place your hands on the ends of the saddle and try to move it up and down. If you cannot move it, it means that it is correctly fixed.



If the seatpost is not inserted far enough into the frame, this can cause the seatpost or the frame to break, resulting in serious injury or material damage. Observe the markings engraved at the base of the seatpost concerning the minimum insertion level into the frame.



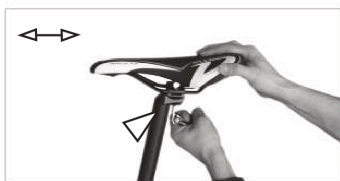
To adjust the saddle you need tools such as Allen keys or open-ended wrenches, depending on the saddle model on the bicycle.

Also depending on the saddle model, adjustments of the fore-aft position or only of the angle of inclination can be made.

If only the angle of inclination of the saddle can be adjusted, loosen the bolt securing the saddle to the seatpost until it can move easily, set the desired inclination and then retighten the securing bolt.

To adjust the fore-aft position and the angle of inclination of the saddle, loosen the bolt or bolts until the saddle can move easily, set it in the desired position and then retighten the bolt or bolts.

Before the final tightening, make sure that the saddle rails and the elements securing the saddle to the seatpost are correctly seated.



To adjust the saddle height, sit on the saddle, turn the cranks to set one of the pedals in the lower position and then place your heel on the pedal. If you have to lower your hip to bring your heel to the pedal, it means the saddle is too high. If your knee remains bent when your heel is on the pedal, it means the saddle is too low.

Release the quick release or the bolt securing the seatpost to the frame and raise or lower the saddle in the seat tube to the desired height. Make sure the saddle is straight and retighten the quick release or the securing bolt.

**Note!** If the seatpost is secured with a bolt and not with a quick release, you will need an open-ended wrench to loosen it. Once the saddle is at the desired height, make sure the seatpost observes the markings engraved at its base concerning the minimum insertion level into the frame.

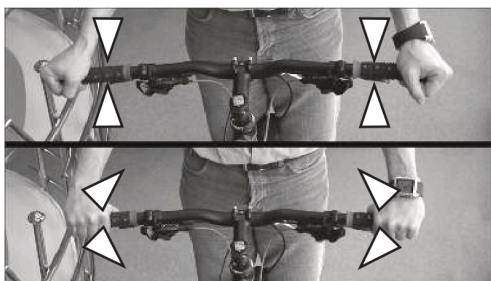
## Checking the handlebar, stem and handlebar elements

The stem must be in the same axis as the front wheel, and the handlebar must be parallel to the axis of the front wheel hub. The handlebar and stem assembly must not turn freely with respect to the front wheel, and the handlebar must not turn upwards or downwards.

To check this, hold the front wheel between your legs and try to perform these turning movements. If you cannot, it means that the handlebar and stem assembly is correctly fixed.



The handlebar and the stem are very important components for your safety. If you suspect a problem, contact a specialized service centre.



The handlebar elements, such as the brake levers, the shifters and the grips, must be fixed in such a way that they cannot be turned by hand.



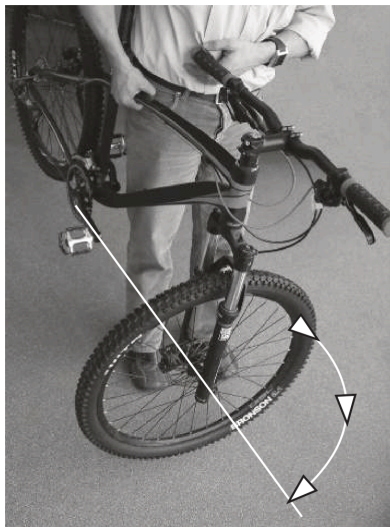
If any of the handlebar elements can be turned by hand, it means they are not fixed well enough — a problem that must be solved quickly, either by yourself if you have the necessary tools, or at a specialized service centre.



## Checking the headset

To check the headset, you must lock the front wheel by operating the brake and make short, repeated movements forwards and backwards. You must not detect any play or noise.

Lift the bicycle so that it does not touch the ground and hold the rear wheel higher than the front wheel. Pull the handlebar until the front wheel is perpendicular to the axis of the bicycle. When you release the handlebar, the front wheel must return to the axis of the bicycle with a smooth movement, without catching or blocking in any position.



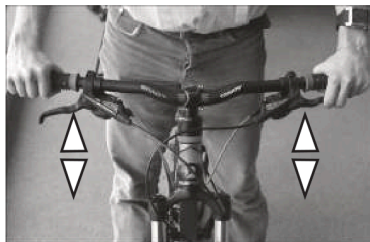
If you detect play or hear strange noises during use, we recommend that you contact a specialized service centre for inspection and repair.

## Checking the suspension fork and its use

Suspension forks can have different equipment and constructional and application characteristics depending on the model chosen. These range from simple spring suspension, which offers more comfort than classic rigid forks, to air suspension with lockout, rebound adjustments of the legs, etc., as well as adjustments according to the preferences of the user.

**Note!** To determine the particularities of the suspension fork on your bicycle, consult the documentation on the website of the fork manufacturer or a specialized service centre.

To check the operation of the suspension fork, lock the front wheel by operating the brake and press with the weight of your body on the handlebar until the fork is compressed; then remove the weight of your body from the handlebar.



The fork must compress and rebound easily, without making noises.



If you detect irregularities or strange noises during use, we recommend that you contact a specialized service centre for inspection and repair of the fork.

**Note!** The adjustment, maintenance and repairs of suspension forks require tools, skills and experience, so we recommend that they be carried out by a specialized service centre.

## The brakes and their use

Your bicycle is equipped with a braking system that may vary depending on the model chosen. The most common types of brakes on EUROSPORT DHS bicycles are:

- **Rim brakes**, which are the most common and are present on all bicycle ranges. With this type of brake, the bicycle is brought to a stop by operating the brake levers on the handlebar, which creates firm contact between the brake shoes and the braking area of the rim.
- **Coaster brake**, which may equip bicycles from the children's ranges and bicycles for urban use. With this type of brake, the bicycle is brought to a stop by pedalling backwards.
- **Mechanical or hydraulic disc brakes**, which may equip mountain bikes MTB, bicycles for long trips (TOURING or TREKKING) and fast urban bicycles (CROSS or URBAN). With this type of brake, the bicycle is brought to a stop by operating the brake levers on the handlebar, which creates firm contact between the brake pads of the caliper and the brake disc mounted on the wheel hub.

The difference between mechanical and hydraulic disc brakes is that, when the brake levers are operated, the brake pads of the caliper are operated mechanically via a cable, whereas the hydraulic ones are operated by the pressure of brake fluid.

**Note!** The simultaneous use of the front and rear brakes is recommended to obtain the best possible performance and to avoid premature wear of one with respect to the other.

The travel of the brake levers with respect to the grips, when the brake shoes come into contact with the braking surface of the rim, is approximately 2.5 cm. If the levers have free travel until contact with the grips, braking is compromised and the system needs adjustments or repairs.

If you carry out routes or trips covering a large number of kilometres and with extra luggage, we recommend that you take a spare set of brake shoes/pads, since under such conditions they wear out quickly. We also recommend that you practise their replacement at a specialized service centre, since it is possible that you will not have a specialist or specialized service centre nearby at the moment you need to replace these components.

The checking of the brakes is done with the bicycle stationary and with the brake levers operated to firm contact between the brake shoes and the rim. When trying to push the bicycle forwards, the wheels must remain locked.

The brake cables must be correctly secured in the fixing bolts and must not show signs of damage to the protective housing.

The brake shoes must press evenly with their entire surface on the braking area of the rim. When releasing the brake, you must check that the distance between the brake shoes and the rim is equal on both sides.

**Note!** The repair and adjustments of the braking system require specialized tools, skills and experience, so we recommend that they be carried out by a specialized service centre.



A faulty operation of the brakes carries important risks. The checking of the operation of the brakes must be carried out with the utmost attention.

## Checking the rim brakes

**Note!** The brake shoes have the wear level printed on their surface. Check this level periodically and replace the brake shoes as soon as you find that it has been exceeded. Periodically check the wear groove on the braking surface of the rim. If this groove is no longer visible, it means that the wear level has been exceeded and the rims must be replaced. We recommend that you contact a specialized service centre for the replacement procedures, both of the brake shoes and of the rims.

## Checking the disc brakes



*A faulty operation of the brakes carries important risks. The checking of the operation of the brakes must be carried out with the utmost attention.*

*The checking of the brakes is done with the bicycle stationary and with the brake levers operated to firm contact between the brake pads of the caliper and the brake discs. When trying to push the bicycle forwards, the wheels must remain locked.*



*Dirty brake discs drastically reduce braking performance. Inspect the discs and, if you detect residues of dirt or grease, clean them urgently.*

*Check the fixing of the calipers by moving them quickly by hand in any direction. They must be fixed in such a way that you cannot set them in motion.*

*In the case of hydraulic brakes, check for possible losses or leaks of brake fluid by operating the brake lever and visually inspecting the braking system along its entire length.*

*In the case of mechanical disc brakes, the brake cables must be correctly secured in the fixing bolts and must not show signs of damage to the protective housing.*

*Check the condition of the brake discs through a visual inspection of their surface, which must not show grooves, deep scratches or other forms of mechanical damage.*

*Check for possible deformations of the discs by lifting the bicycle so that the wheel does not touch the ground and letting it spin. The disc must not generate a scraping noise against the brake pads.*

## Checking the drivetrain, the chain and using the gears

*Check the play of the cranks by pressing the left crank arm towards the frame with your hand. You must not feel any play or detect any noise.*



Check the chain of the bicycle visually; its surface must be clean and the links must not show any damage. With the bicycle stationary, turn the cranks backwards to check whether there are strange noises, catching, or a tendency of the chain to jump off the chainring, the sprocket or the rear derailleur pulleys.

Clean the chain periodically and lubricate its surface.

**Note!** Do not use motor oils, grease or other types of products with lubricating properties, since they quickly contribute to the accumulation of dust, sand, earth, etc. There are products specially designed for this purpose. Contact a specialized service centre for more details on the care of the chain.

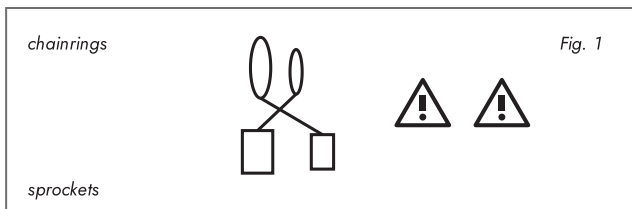
In the use of the drivetrain we encounter the term shifting: by operating the shifters on the handlebar, the front or rear derailleur is controlled, so that the chain moves from one chainring to another or from one sprocket to another.

**Note!** It is very important that, during use, you do not simultaneously change the position of the chain from one chainring to another and from one sprocket to another.

The right shifter controls the shifting of the sprockets, and the left shifter controls the shifting of the chainrings.

**Note!** Only shift while pedalling, so as not to subject the drivetrain to forces and loads that can cause damage, such as premature wear of the teeth of the sprockets, their breakage or even breakage of the chain.

It is **NOT** recommended to use the large chainring with the largest sprockets, nor the small chainring with the smallest sprockets.



**Note!** Over time, due to the moving mechanical elements and their complexity, the drivetrain can become misadjusted or the control cables can stretch. If you detect suspicious noises or a faulty operation, contact a specialized service centre for inspection and to carry out the necessary adjustments.



## Using the quick releases

Depending on the bicycle model chosen, the quick releases are located on the fixings of the hubs, the fixings of the foldable elements in the case of folding bicycles or on the fixing of the seatpost to the frame. These quick releases allow the mounting and dismounting of the wheels, the adjustment of the seatpost or the folding of the bicycle to be done easily, quickly and without specific tools.



The quick releases of the hubs consist of:

- an axle threaded at one end and a cam lever at the non-threaded end;
- a nut;
- two conical coil springs mounted between the nut and the hub and between the cam and the hub, with the narrow part towards the hub.

To release the quick release of the hub, the lever is turned 180° around its axis and the nut is turned anticlockwise until there is enough room to remove the wheel easily.

**Note!** If you turn the nut too far and it comes off the axle, be careful not to lose the springs.



To mount the wheel back on the bicycle, the reverse process of removal is applied. If the axle of the quick release has been completely removed, insert it through the hub from left to right (do not forget to place the two springs correctly) and screw the nut onto the threaded end by turning it clockwise. Operate the lever 90°; turn the nut clockwise until it begins to offer resistance and then operate the remaining 90° of the lever to the end of its travel.





## PROBLEMS THAT MAY ARISE DURING USE

During use, there is the possibility that unusual behaviours or noises may arise, which usually indicate the misadjustment of a component or announce a defect.

**Note!** If unusual behaviours or noises arise, contact a specialized service centre quickly for inspection and repair.

During the ride, try to identify the source of the problem and decide whether the bicycle can still be used safely to the destination, the return or the nearest specialized service centre. Do not use the bicycle if you cannot identify the source of the problem.

**Note!** If, when mounting the wheel, the cam lever cannot be brought to the end of its travel because it offers too much resistance, do NOT force it and do not leave the lever in an intermediate position. Release the lever, then turn the nut anticlockwise and try again. Repeat this procedure until the wheel is firmly fixed.

If your bicycle is equipped with a different type of axle in the hubs, consult the instructions of the hub manufacturer regarding the mounting and dismounting of the bicycle wheels.

The table below lists the most common problems that may arise during use, as well as their temporary solution. In most cases, these announce a defect, so we recommend the immediate inspection of the bicycle at a specialized service centre.



If you carry out interventions on the bicycle or the components without having the necessary knowledge or tools, you expose yourself to risky situations, accidents or material damage.

| <b>Problem</b>                                | <b>Possible cause</b>                                        | <b>Temporary solution</b>                                                                                                                                                                                        |
|-----------------------------------------------|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Faulty or absent shifting.</i>             | <i>The shifter does not work correctly.</i>                  | <i>Repeat the shifting up and down several times.</i>                                                                                                                                                            |
|                                               | <i>The gears are not correctly adjusted.</i>                 | <i>Choose a working gear combination (chainring-sprocket) to the destination and contact a specialized service centre for repair.</i>                                                                            |
| <i>Blocking of the cranks after shifting.</i> | <i>Blocked chain.</i>                                        | <i>Shift in the opposite direction, lift the rear wheel and turn the cranks against the direction of travel. If the cranks do not unlock, try to remove the chain by hand from the area where it is blocked.</i> |
| <i>Unusual noises, ticking or scraping.</i>   | <i>Defects at the level of the cranks or the drivetrain.</i> | <i>Use carefully to the destination and contact a specialized service centre.</i>                                                                                                                                |
| <i>Irregular behaviour during pedalling.</i>  |                                                              |                                                                                                                                                                                                                  |
| <i>Dropped chain.</i>                         | <i>Incorrect shifting.</i>                                   | <i>Put the chain back on the chainring or the sprocket by hand, then lift the rear wheel and turn the cranks in the direction of travel.</i>                                                                     |
| <i>The chain drops continuously.</i>          | <i>Misadjusted drivetrain components.</i>                    | <i>Contact a specialized service centre for repair.</i>                                                                                                                                                          |

| <b>Problem</b>                                                                         | <b>Possible cause</b>                                | <b>Temporary solution</b>                                                                                                                                                                                     |
|----------------------------------------------------------------------------------------|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><i>Low braking performance.</i></p> <p><i>Unusual noises in the brake area.</i></p> | <i>Excessive wear of the brake shoes or pads.</i>    | <p><i>Replace the brake shoes or pads. If the replacement does not solve the problem, use carefully to the destination and contact a specialized service centre for repair.</i></p>                           |
|                                                                                        | <i>Worn or overly tensioned brake cables.</i>        |                                                                                                                                                                                                               |
|                                                                                        | <i>Loss of hydraulic fluid.</i>                      |                                                                                                                                                                                                               |
| <p><i>Noises or ticking in the frame area.</i></p>                                     | <i>Loose accessories, possible breaks or cracks.</i> | <i>Contact a specialized service centre urgently.</i>                                                                                                                                                         |
|                                                                                        | <i>Faulty adjustments of the frame suspension.</i>   | <i>Readjust the rear suspension according to the manufacturer's indications.</i>                                                                                                                              |
|                                                                                        | <i>Faulty frame suspension.</i>                      | <i>Contact a specialized service centre urgently.</i>                                                                                                                                                         |
| <i>Bumpy behaviour of the bicycle.</i>                                                 | <i>Defective tyre or spokes.</i>                     | <i>Contact a specialized service centre urgently.</i>                                                                                                                                                         |
| <i>Noises, squeaks or ticking in the wheel area.</i>                                   | <i>Foreign objects caught in the wheel.</i>          | <i>Remove the foreign objects caught in the wheel and check for possible damage.</i>                                                                                                                          |
| <i>Difficult control of the bicycle.</i>                                               | <i>Low pressure in the wheels.</i>                   | <i>Increase the tyre pressure and, if the problem persists, it means you have a puncture.</i>                                                                                                                 |
|                                                                                        |                                                      | <i>Puncture! Apply a patch to the hole in the inner tube or replace the inner tube completely. Check the tyre and remove any residue (nail, needle, thorn, wire, etc.) that may have caused the puncture.</i> |

*If you carry out routes or trips covering a large number of kilometres, we recommend that you take spare inner tubes or patches for punctures, as well as the tools necessary in the event of a puncture. We also recommend that you practise the replacement of the inner tube or the fitting of patches at a specialized service centre, since it is possible that you will not have a specialist or specialized service centre nearby at the moment you need to repair a puncture. Repair kits are very compact and can be mounted directly on the bicycle as accessories (the pump or the inner tube) or transported separately (the set of tyre levers or the patches).*

## **AFTER ACCIDENTS OR HARD FALLS**

*After any type of accident, it is possible that the bicycle has suffered more or less visible damage. Always, after any type of accident, contact a specialized service centre for checking and use the bicycle only after the possible defects have been repaired.*



*Always wear a protective helmet and appropriate equipment when using the bicycle. Make sure that, in low-visibility conditions, you are equipped with reflective elements and lighting.*

*After any accident, the following must be checked:*

- *the handlebar;*
- *the extensions at the handlebar ends;*
- *the stem;*
- *the cranks;*
- *the rear derailleur;*
- *the wheels;*

*The other components must be checked at a specialized service centre.*

## **TRANSPORTING THE BICYCLE**



*To transport the bicycle, use only approved carrier systems in good working order and suitable for the means of transport on which they are mounted. Transporting the bicycle with improvised or poor systems can endanger both your life and that of those around you.*

*If you decide to transport the bicycle inside a means of transport, you must place it in such a way that its components are not affected by luggage during transport. Secure the bicycle so that it does not move during transport.*

**Note!** *If the means of transport is not spacious enough to transport the whole bicycle, you must dismount the wheels and, possibly, the seatpost together with the saddle.*

Before dismantling the wheels and the seatpost, you must be sure that you can mount them back. If the bicycle does not have quick releases (see «Using the quick releases»), make sure you have the necessary tools at hand when and where you carry out the remounting. If you do not have the necessary knowledge, contact a specialized service centre to have these procedures explained to you.



Using the bicycle with incorrectly mounted wheels can result in serious accidents or material damage.

After dismantling the wheels and, possibly, the seatpost, the bicycle is laid horizontally on its left side to avoid the misadjustment or even the breakdown of the rear derailleur or the drivetrain. Also check the position of the handlebar; the handlebar elements must not interfere with other luggage or objects in the surroundings.



If the bicycle is equipped with hydraulic brakes, the brake levers must under no circumstances be operated after dismantling the wheels. Do not forget to place the transport spacers between the brake pads every time you dismount the wheels.

If, after dismantling the wheels on bicycles equipped with hydraulic disc brakes, the brake levers were accidentally operated without the transport spacers in place, check:

- the position of the brake pads in the caliper; if they have moved from their place, try to mount the wheel and check the travel of the brake lever and, if you detect irregularities, contact a specialized service centre for checking and repair;
- whether brake fluid is leaking from the calipers; if so, do NOT use the bicycle and contact a specialized service centre for repair;

**Note!** The transport spacers are supplied by the manufacturer together with the bicycle if it has hydraulic disc brakes. Keep them at hand together with this manual. If the bicycle was purchased at a specialized service centre and they were not supplied together with the bicycle, contact urgently to obtain them.

The transport spacers vary in shape and dimension depending on the model of hydraulic brake on your bicycle. In the event of loss, make sure that the new ones are compatible with the caliper model mounted on the bicycle.



If the seatpost must also be dismantled, release the quick release that secures its fixing in the frame and pull the seatpost together with the saddle out of the frame. If your bicycle does not have a quick release for the fixing of the seatpost to the frame, make sure you have the necessary tools available when and where you carry out the remounting on the bicycle.

**Tip!** Once you have determined the ideal position of the saddle (see «Checking the seatpost, saddle and adjustments»), make a mark on the seatpost (insulating tape or marker) so that you do not have to adjust the height again.

**Note!** In the case of repeated mounting/dismounting, grease the seatpost to ensure easy mounting and to prevent it from seizing in the frame or possible scratches forming on the seatpost from metal-on-metal friction. Remove the excess grease after mounting to prevent the accumulation of dirt.

## MAINTENANCE OF THE BICYCLE

Good maintenance can prolong both the lifespan of your bicycle and the good operation of the components. We recommend that you carry out the maintenance operations (washing/cleaning, lubrication, adjustments) periodically.

Corrosion can cause important defects to the components of the bicycle and is largely due to:

- the salt or chemical compounds spread on the roads in winter;
- the salty air in coastal areas;
- prolonged exposure to unfavourable environmental conditions, moisture, etc.

**Note!** For your long-term safety, we recommend that you protect all the components of the bicycle against corrosion (even if the materials from which they are made are considered corrosion-resistant).

If the bicycle has been exposed to environmental factors such as rain or snow, or has been used on routes with mud, dust or sand, we recommend cleaning/washing it immediately after use or, at the latest, the following day.

The moisture caused by rain or snow can be removed with a dry cloth. The mud, dust or sand, salt or chemical compounds from the road, especially in winter, must be removed by cleaning the bicycle with a jet of water.

**Note!** To clean the bicycle, do NOT use high-pressure water or steam cleaners. Water under pressure can penetrate the components of the bicycle and corrode the bearings of the hubs, the bottom bracket, the headset, the cassette, etc. High-temperature steam can melt plastic components such as the shifters or brake levers, the protections of the hoses or cables, the grips, the saddle, the electrical cables, etc., or even remove the paint from the frame.

To wash the bicycle, use a jet of water without pressure to remove the coarse dirt. Then apply a special bicycle cleaning detergent over the whole bicycle and leave it to act for 2-3 minutes; then rinse with a jet of water without pressure and dry with a dry cloth.

**Note!** Bicycle cleaning detergent is available at specialized service centres. Follow the instructions for use on the label or the advice of a specialized person. For cleaning, do not use active foam specific to car washes, nor other industrial cleaning agents. If you do not have a special bicycle cleaning detergent at hand, we recommend that you use a liquid dishwashing detergent, diluted in water.

For cleaning the chain, special solutions and devices are used, available at specialized service centres. If this operation is necessary and you do not have a chain cleaning device at hand, use a cloth soaked in a special solution.

After cleaning, the chain must be lubricated. For lubrication, we recommend that you use specific products available at specialized service centres. Apply the lubricant sparingly. Too large a quantity on the chain will throw the excess onto other components during use.



During use, the excess lubricant is thrown by the rotational speed of the chain directly onto the rear rim. If the bicycle is equipped with a rim brake, its performance under such conditions decreases drastically and exposes both you and those around you to the risk of serious accidents or material damage.

Clean and lubricate the chain after each ride in rain or snow, repeated passages through water or mud, use off the paved roads or after every 200 km travelled.

**Note!** Do not use motor oils, grease, diesel or other types of products with lubricating properties, since they quickly contribute to the accumulation of dust, sand, earth, etc. Use only lubricating products recommended by a specialized service centre.

Under certain circumstances, the chain can wear prematurely. Check its condition regularly and contact a specialized service centre for its immediate replacement if you detect irregularities (see «Checking the drivetrain, the chain and using the gears» and «Problems that may arise during use»).

**Note!** The timely replacement of the chain prolongs the lifespan of the drivetrain components.

## Recommended servicing

| Normal use                                    | Intensive use                                     |
|-----------------------------------------------|---------------------------------------------------|
| After 200 km or 2 months after purchase.      | After 100 km or 1 month after purchase.           |
| After 2000 km or after the first year of use. | After 1000 km or the second month after purchase. |
| Once a year.                                  | Every six months.                                 |

## STORING THE BICYCLE LONG-TERM OR DURING WINTER

The specialized service centre for maintenance and repairs is able to carry out all the specific operations of the servicing of your bicycle and can inform you of its general condition before each intervention. Based on this information, you can find out whether the use of the bicycle has been correct, or you can obtain advice to improve it where necessary.

If you have questions that this manual does not answer, contact the specialized service centre using the contact details entered in the Warranty Certificate of this manual. If that section has no information, you can contact any specialized service centre within your reach.

**Note!** The incorrect storage of the bicycle for a long time can cause damage to all the components, in particular to the tyres and the bearings, and in some cases favours the appearance of corrosion.

If there is to be a break of more than 2 months in the use of the bicycle, we recommend the following:

- clean the bicycle (see «Maintenance of the bicycle»);
- place the chain on the smallest sprocket of the cassette and on the smallest chainring if the bicycle is equipped with gears, so as not to keep the springs of the derailleurs, the cables and the lever ratchets under tension;
- store it in a covered, dry space protected from extreme temperatures, direct sunlight or bad weather conditions;
- cover the bicycle with a special tarpaulin or any tarpaulin to protect it from dust;
- if you store it with one or both wheels on the ground, check from time to time during storage that the tyres do not lose all their air pressure. Keeping the bicycle for a long time without air pressure in the tyres causes damage to the inner tube and the tyre. Adjust the pressure when necessary.

For the good preservation of the bicycle, we recommend that you use stands specially designed for this type of use. Consult a specialized service centre for the best storage solution according to the conditions imposed by your space.

**Note!** After a long storage period, it is absolutely necessary to check the bicycle before using it (see «Before first use»).

For safety, in addition to the check of the bicycle carried out by you, we recommend that you subject the bicycle to a thorough servicing at a specialized service centre.



## The tightening torques of the threaded fasteners (bolts and nuts)

Tightening according to the recommended torques requires specific tools and knowledge.



The threaded fasteners must be checked periodically and tightened according to the specifications. If these elements are tightened too much, there is a risk of breakage or damage to the thread. If they are not tightened enough, there is a risk that they will loosen during use. In both situations you expose yourself to the risk of accidents or material damage.

The data in the table below is indicative. If the tightening torques are printed on the components to be tightened, please observe these values and not those in the table.

|                                                  |         |
|--------------------------------------------------|---------|
| Nuts of the front/rear hub                       | 25-30Nm |
| One-piece bottom bracket, inner bearing          | 25-30Nm |
| One-piece bottom bracket, outer bearing          | 40Nm    |
| Crank on square axle                             | 32-44Nm |
| Crank Octalink, Powerspline                      | 35-54Nm |
| Pedals                                           | 30Nm    |
| Caliper with fixing to the fork                  | 9-10Nm  |
| Caliper with fixing to the frame                 | 5-7Nm   |
| Brake disc with 6 bolts                          | 4-6Nm   |
| Brake disc Center Lock                           | 40Nm    |
| Rim brake type V-brake (fixing arms to the fork) | 5-9Nm   |
| Rim brake type V-brake (fixing brake shoes)      | 5-8Nm   |
| Brake levers (fixing to the handlebar)           | 5-9Nm   |
| Shifters (fixing to the handlebar)               | 4-5Nm   |
| Front derailleur                                 | 5Nm     |
| Rear derailleur                                  | 7-9Nm   |
| Stem (fixing handlebar 31.8mm/25.4mm) 2 bolts    | 6-9Nm   |
| Stem (fixing handlebar 31.8mm/25.4mm) 4 bolts    | 4-5Nm   |
| Stem (fixing handlebar 1 bolt)                   | 10-14Nm |
| Stem (fixing to the fork tube) 1 bolt            | 18Nm    |
| Stem (fixing to the fork tube) 2 bolts           | 9Nm     |
| Seatpost (fixing saddle to seatpost) 1xM8        | 22-25Nm |
| Seatpost (fixing saddle to seatpost) 2xM5        | 5-7Nm   |
| Seatpost (fixing saddle to seatpost) 2xM6        | 7-9Nm   |
| Seatpost (fixing seatpost to frame) 1xM6         | 6-8Nm   |
| Seatpost (fixing seatpost to frame) 1xM8         | 8-12Nm  |

