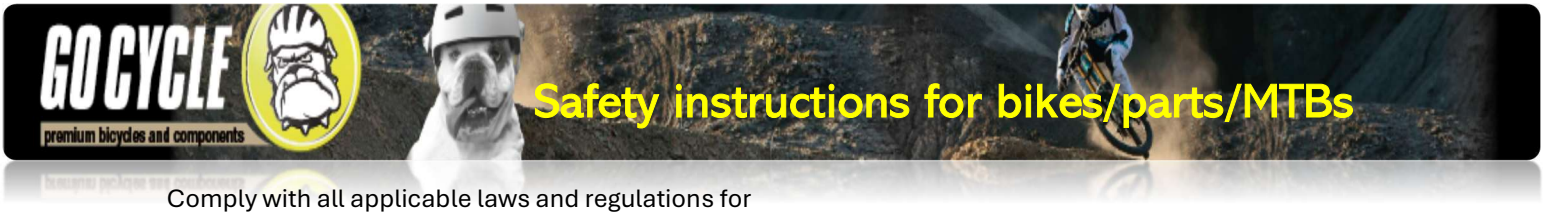


Comply with all applicable laws and regulations for

riding with a child seat, traffic rules for bicycles

bicycles, riding with lights and reflectors

and riding on pavements, cycle paths and off-road.

off-road. You are responsible for understanding and following all laws

laws and regulations.

Wear a helmet that meets the requirements of the CPSC

or CE standard. Riding without a helmet can result in

serious or fatal injury.

When riding, watch out for hazards such as

potholes, rails, cattle grids, dirt or changes in the

changes in the road surface. These

sources of danger can damage wheels and tyres

tyres or cause you to lose control of the bike and fall

lose control of the bike and fall, with the risk of serious or fatal

fatal injuries.

Use front and rear lights and reflectors in accordance with the regulations

lighting and reflectors to ride in poor visibility or in the dark

darkness, e.g. in fog, at dusk or at night.

or at night. Under these conditions, reflectors

alone are not sufficient. If you ride in these conditions

without lights and reflectors, your visibility may be

visibility may be impaired and you may not be seen by other

road users may not see you. Riding

Driving without lights and reflectors in these

conditions is extremely dangerous and can lead to serious

or fatal injuries.

FAHRRAD-TYP	GELÄNDE	HÖCHST-GEWICHT**	MODELLE
Rennrad	Asphaltierte/gepflasterte Straßen	125 kg	Stigmata
Cyclocross	Asphaltierte/gepflasterte Straßen, Schotterwege, leichtes Gelände	125 kg	Stigmata mit genoppten 700c-Reifen
Cross-Country (Hardtail und bis zu 110 mm hinterer Federweg)	Raues Gelände mit kleinen Unebenheiten und Sprüngen (< 60 cm) **Nicht für Lift-Access-Riding (Downhill), moderate bis größere Sprunghöhen und Drops (> 60 cm) oder Stunts verwenden**	136 kg	Highball, Tallboy, Joplin (Juliana)
Gelände und All-Mountain/Enduro (120–170 mm hinterer Federweg)	Raues Gelände, mäßige technische Anforderungen und moderate Sprunghöhen (< 1,2 m) **Nicht für größere Sprunghöhen und Drops (> 1,2 m) oder Stunts verwenden**	136 kg	5010, Nomad, Bronson, Hightower, Furtado (Juliana), Roubion (Juliana)
Downhill und Freeride (>178 mm hinterer Federweg)	Downhill-Rennen, Lift-Access-Riding, größere Drops und Sprunghöhen und Stunts **Tragen Sie immer Schutzausrüstung wie einen Körperpanzer und einen Integralhelm!**	136 kg	V10
Dirt Jump	Dirt Jumps, Bike-Parks, Stunts **Tragen Sie immer Schutzausrüstung wie einen Körperpanzer und einen Integralhelm!**	136 kg	Jackal

When driving on wet, muddy or snow-covered surfaces

surfaces, traction, steering and braking power are reduced.

braking power are reduced. The risk of accidents is greatly increased under these

increased under these conditions, resulting in the risk of serious

or fatal injuries.

When steering at low speed, make sure that your feet do not touch the front wheel

front wheel, front tyre or front mudguard when steering at low speed.

the front mudguard. This can lead to an

accident and serious or fatal injury.

Try out the bike at low speed without pedalling

without pedalling to ensure that your feet have enough clearance when

have enough clearance when steering at low speed.

when steering at low speed. Check the clearance for your feet every time

cranks, shoes, pedals or tyres every time you change your pedal

tyres.

Riding off-road and on the road harbours dangers and

can lead to injuries even at low speeds.

even at low speeds. Stunts, jumps with the bike, fast riding,

lift-access riding (downhill), bike racing and other extreme

extreme riding are extremely dangerous and increase the risk

risk of serious or fatal injuries. Even with

modern protective equipment, you can still be injured when jumping,

stunts, riding at high speed or cycling races

serious or fatal injuries during bike races.

In order to minimise your risk of injury, observe your limits, use your bike properly and always always wear a suitable helmet and appropriate safety safety equipment. Be sure to follow the instructions in this manual, contact your bicycle dealer or follow the instructions of the component component manufacturer. Many work should only be carried out by your be carried out.

Observe all torque and dimensional specifications for press fits and screw connections. Excessive tightening can damage threads damage threads or lead to component failure. components. The use of incorrectly dimensioned components can lead to component failure, resulting in the risk of accidents and serious or fatal injuries.

As with all mechanical components, the components on your bike are subject to wear and exposed to high loads. Different materials and components can react react differently to wear or stress. differently. If the intended service life of a component of a component has been exceeded, it can suddenly fail, increasing the risk of accidents and serious or fatal injuries. exists.

Breaks, scratches, scoring, delamination,

unusual noises or discolouration

indicate that the service life of the component

of the component has been exceeded and it should

should be replaced before riding.

After falls or accidents, damage to

components or frames made of composite material

may not be visible to the user.

Have your bike checked immediately by your

specialist dealer immediately. Your bicycle requires

regular maintenance, frequent inspections and

and the replacement of parts in order to

rectify possible problems.

Have your bike checked after every accident or fall

or after exceeding the maximum weight limit

by your specialist dealer.

The bike must not be exposed to temperatures above

65 °C. High temperatures, e.g.

open fire or other sources of heat,

can damage the adhesive that holds the carbon fibres

fibres together or the frame connections.

Excessive vibrations or harmonic oscillations

vibrations due to imbalance in the wheels or frame

in the frame may indicate a serious problem.

indicate a serious problem. In this case, do not ride the bike

bike and contact your specialist dealer.

Do not attempt to repair damaged carbon fibre composite material.

It is not possible to predict how a frame or carbon fibre parts

carbon fibre parts have been damaged by the forces

damaged in a crash or fall. The repair of a

carbon frame can jeopardise your safety and

and will invalidate the warranty.

Keep your hands away from moving drive

moving drive components. In the

areas where the chain touches the sprockets

sprockets and chain wheels or the rear derailleur and

derailleur, there is a risk of crushing fingers and

fingers and hands.

Keep your hands away from rotating

sprockets. Your hand could get caught between

between the spokes and the frame or other

frame or other components so that you

suffer severe crushing injuries.

Keep your hands away from sprocket tips and brake discs.

brake discs. These components have

sharp edges so that you could cut yourself.

COMPONENTS

Specialist tools and expertise are required to fit and adjust your bike.

specialised knowledge are required. For your safety, the frame and components should

components should only be assembled, adjusted and serviced by a specialist dealer.

Agree a maintenance schedule with your specialist dealer to keep your bicycle in

in a safe and perfect operating condition. Contact your

your specialist dealer if you have any questions about settings and riding your bike.

bike. If you suspect problems with your bike, do not ride the bike and

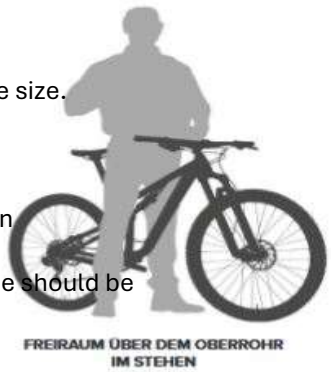
the bike and contact your specialist dealer immediately.

Warning:

Replacing components on your bike can impair the safety of the bike
of the bicycle and can lead to serious or fatal injuries. Not all
components or accessories have been tested for compatibility with your
bike, reliability and safety. Talk to your
specialist dealer before replacing components on your bike.

FRAME:

Ask your specialist dealer to help you determine the right frame size.
from your specialist dealer. A frame is the right size
size when there is sufficient clearance above the top tube when
free space above the top tube. For most bicycles, the clearance should be
clearance should be at least 2.5 cm.



For mountain bikes, the clearance should be at least 5 to 7.5 cm.

SUSPENSION/FORKS/DAMPER:

Suspension forks and dampers must be adjusted to the rider's weight and
riding style. Different settings are recommended for
different settings are recommended for each suspension product. For the recommended
the recommended settings on the website of your
suspension manufacturer's website for the recommended settings or contact your specialist dealer.

If you do not adjust your suspension properly, the product may

malfunction of the product and you may lose control of the bike.

the bike. This can lead to an accident and serious or fatal

injuries. Observe all safety instructions and warnings

as well as the instructions from your suspension manufacturer for setting up and

proper use of the suspension.

Check your suspension regularly for visible damage. If oil

leaks or you notice damage to surfaces or seals, contact your specialist dealer immediately.

contact your specialist dealer immediately.

WHEELS AND AXLES:

The wheel is fixed with a thru-axle mounting system. The

thru axle is a threaded axle that is guided through the hub and the dropouts

in the fork or frame and is firmly fixed in the dropouts.

Your bike may have different axles on the front and rear wheels.

axles on the front and rear wheels. Ask your specialist dealer which mounting systems are

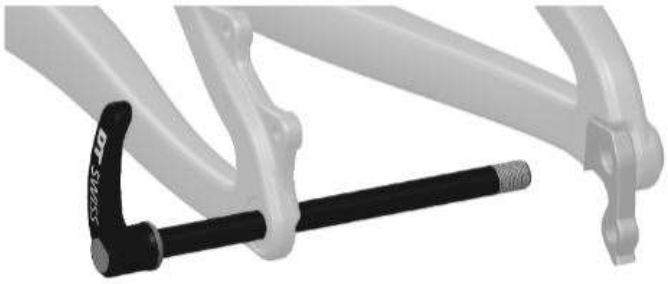
fastening systems are available on your bike, how to use the systems correctly

properly and what tools you need.

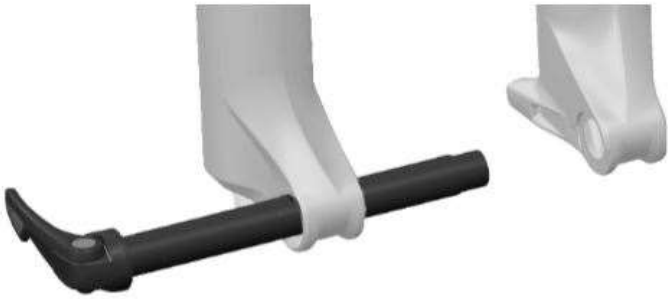
WHEEL MOUNTING SYSTEMS:

There are various types of fastening systems for securing wheels::

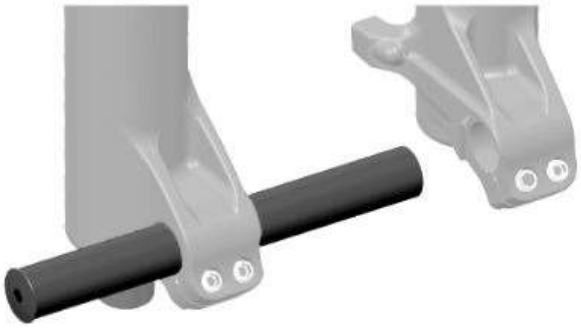
DT SWISS® RWS STECKACHSE



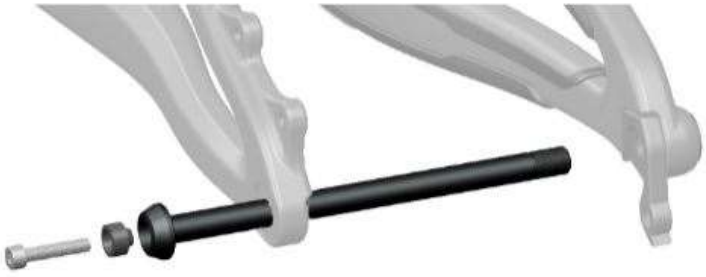
SCHNELLSPANN-STECKACHSE (MIT EXZENTER)



STECKACHSE MIT WERKZEUGAUFNAHME



KRAGEN-STECKACHSE



INSTALLATION OF THE COLLAR THRU AXLE:

However, our bicycles are supplied with axles of different brands and designs

such as those mentioned on the previous page. Your

Your bike may have a different type of axle. Please enquire

ask your specialist dealer what type of axle is fitted to your bike.

is fitted to your bike. As axle technologies are constantly evolving,

the current procedures for mounting axles and wheels can be found in the instructions

the instructions of your axle manufacturer. The following instructions

refer to the thru-collar axle.

1. place the chain on the outermost sprocket.

2. insert the rear wheel into the rear dropouts.

3. slide the axle from the non-drive side through the dropouts and the hub.

dropouts and the hub.

4. insert a suitable Allen key into the dropout on the drive side and turn the axle.

drive side and turn the axle anti-clockwise in accordance with the

anti-clockwise according to the manufacturer's instructions.

5. tighten the axle bolt on the non-drive side clockwise using a suitable Allen key.

tighten the axle bolt on the non-drive side clockwise to the appropriate torque using a suitable Allen key.

REMOVAL OF THE COLLAR THRU AXLE:

1. place the chain on the outermost sprocket.

2. turn the axle bolt on the non-drive side two turns anti-clockwise using a 5 mm Allen key.

Allen key two turns anti-clockwise.

3. insert a 5 mm Allen key into the axle at the rear dropout on the drive side and turn it anti-clockwise.

Allen key into the axle and turn it clockwise to remove it.

remove it.

4. slide the axle out of the dropouts and the hub to release the rear wheel.

release the rear wheel.

Brakes:

The brakes have the task of controlling your speed and slowing and stopping the bike.

slow down and stop the bike. Pull both brake levers one after the other

both brake levers to determine which lever acts on which wheel.

wheel. Try out your brakes in a safe area at low speed to maximise

speed to determine the maximum braking force for each wheel at different speeds.

wheel at different speeds. Avoid locking the wheels

locking the wheels when the bike is still moving.

This can cause you to lose control of the bike,

risk of accidents and serious or fatal injuries.

injuries. Practise shifting your weight to the rear wheel when braking hard (such as on descents) to

rear wheel so that you are not thrown over the handlebars.

Disc brakes are extremely powerful. Set off in a safe area

familiarise yourself with the braking effect in a safe area without traffic or obstacles,

until you feel confident enough to use the brakes when riding.

Brake levers often have a reach adjustment that allows you to adjust the distance

distance between the brake lever and the handlebars.

For the installation and adjustment of your brakes, please contact

your specialist dealer or follow the brake manufacturer's instructions.

WARNING:

If you cannot reach the brake levers when your hands are securely

placed securely on the handlebars, you must either adjust the reach

or replace the brake levers with a more suitable model.

model. If you ride with brake levers outside your reach

you can lose control of the bike and fall, increasing the risk of

and fall, with the risk of serious or fatal injuries.

injuries.

Observe the specifications of your fork manufacturer regarding the
maximum brake disc diameter. A larger
brake disc larger than recommended can hit the fork, the frame
frame or other components and cause an accident that
cause an accident that can lead to serious or fatal injuries.

CAUTION:

Do not touch brake discs immediately after driving.
Disc brakes and brake discs become very hot during
discs become very hot during braking and can cause burns.
Make sure that your brakes and brake discs are completely
have cooled down completely before you touch them.

TO PUT THE BRAKES ON:

Brake pads on hydraulic disc brakes wear out over time and may
wear out over time and may need to be realigned from time to time.
realigned from time to time. Refer to the operating instructions
of your brake manufacturer or contact your specialist dealer
your specialist dealer to have your hydraulic disc brakes
and have the brake discs and brake pads checked or replaced.
discs and brake pads checked or replaced.
Do not pull the brake lever when the wheel is removed.
wheel is removed. This can change the position of the brake pads and
result in you no longer being able to fit the disc brake and the wheel.
can no longer be fitted.

SHIFTERS, REAR DERAILLEUR/DERAILLEUR AND SPROCKETS:

The right-hand gear lever operates the rear derailleur. Change to larger cassette sprockets

sprockets of the cassette to shift into easier gears. Change to

to smaller cassette sprockets in order to shift into heavier gears. You

must pedal forwards when changing gear. The left-hand gear lever operates the

derailleur. Change to a larger chain wheel to shift into a heavier gear.

gear. Change to a smaller sprocket to shift to an easier gear.

to shift to an easier gear. You must pedal forwards when changing gear.

The position of the shift and brake levers on the handlebars should be adjusted according to the

position of the rider's hand. Contact your

dealer to adjust the shift and brake levers to the reach of the rider's hands.

rider's hands.

Over time, shift cables can stretch and need to be readjusted,

so that the gears work properly. The shift cable tension can be

on the rear derailleur/front derailleur and, with certain types of shift lever, with an

adjuster directly on the gear lever. To adjust the cable tension

the rear derailleur and front derailleur to adjust the cable tension.

your specialist dealer.

Ask your specialist dealer about the routing of the shift cables on your frame.

with your specialist dealer.

Chain:

The chain must be correctly dimensioned and installed for your specific drive.

installed. Ask your specialist dealer about the installation and adjustment of the chain

your specialist dealer and read the chain manufacturer's instructions.

instructions. An incorrect chain length can impair the function of the rear derailleur/reverse derailleur

or cause the chain to jump off the sprockets.

The chain must be correctly tensioned for safe operation. Ask your

your specialist dealer for the correct chain tension for your drivetrain and

check the chain tension once a month.

HANDLEBARS AND STEM:

You control the bike with the handlebars. The handlebars are connected to the bike via the stem and the steerer tube. Turn the handlebars to the desired to the desired position according to the stem manufacturer's instructions or contact your specialist dealer.

Practise steering the bike before your first ride in a safe area without traffic and area without traffic and obstacles until you feel confident.

WARNING:

Do not adjust the handlebar height. Adjusting the handlebars requires special tools and expertise in adjusting the headset of the headset bearing. The handlebars should therefore only be adjusted by your only by your specialist dealer.

An incorrectly fitted headset, stem or handlebar can damage the fork steerer damage the steerer tube and lead to an accident, increasing the risk of serious or fatal injury.

Do not remove any spacers from the steerer tube. The Removing spacers requires special tools and expertise specialised knowledge of the adjustment of the headset bearing and the required number of spacers. They should therefore only be removed by your specialist dealer. For non-carbon fork steerer tubes, at least one 5 mm spacer must be 5 mm spacer must be present below the stem. For carbon steerer tubes there must be at least one 5 mm spacer above and below the stem. spacer must be present above and below the stem.

Do not add any spacers to the steerer tube, as otherwise it otherwise it will not be properly fixed by the stem. This can lead to loss of control of the bike and an accident accident, with the risk of serious or fatal injuries. injuries.

Do not overtighten the stem bolts. This can
damage the steerer tube and lead to an accident,
resulting in the risk of serious or fatal injuries.
injuries.

Seal the handlebar ends with handlebar end plugs.
If you do not seal the handlebar ends with handlebar end plugs
the rider can be pierced by the handlebars in the event of an accident
handlebars or cut themselves on the handlebars in the event of an accident
risk of serious or fatal injuries.

SADDLE AND SEAT POSTS:

Bicycles have either a saddle clamping ring with screw or a quick-release saddle clamping ring
a quick-release saddle clamp ring (with eccentric). The seat clamp ring holds the
the seat post in position and prevents it from moving downwards or turning
moving downwards or turning while riding. Make sure that you use a seat clamp ring of the correct
size for your seat post diameter.

SEAT POST POSITION:

The seat post has a marking for the minimum insertion
minimum insertion depth, which must always be below the top of the
top of the seat tube. There must be
at least 80 mm of the seat post must be in the frame.
The height of the seat post or saddle should be adjusted to
the individual rider. A good
A good starting point for adjusting the height of the seat post
or saddle height is the position in which the rider's knee is bent
bent by 20-30 degrees when sitting in the saddle in a normal
riding position in the saddle.

This measurement is taken when

the foot is at the lowest point of the pedal circle.

1. for saddle clamping rings with screw: Loosen the saddle clamping ring screw with a

suitable Allen key to loosen the saddle clamping ring bolt.

For saddle clamping rings with quick release: Turn the quick release lever

the quick-release lever to the open position.

2. adjust the height of the seat post as required.

desired. Make sure that the marking for the minimum insertion depth

minimum insertion depth above the frame is not visible.

is not visible. Make sure that the saddle is straight and in line with the

aligned with the top tube of the bike.

3. for saddle clamping rings with bolt: Tighten the saddle clamping rings with a

tighten the seat clamp ring bolt with a suitable Allen key according to the

the instructions of the seat post manufacturer.

For saddle clamping rings with quick release: Turn the quick release lever

the quick-release lever to the closed position.

WARNING:

The quick-release lever has an eccentric. To increase the

increase the clamping force when the lever is closed

the adjusting nut tightly. The force to close the quick-release lever

lever should leave an imprint on the palm of your hand.

on the palm of your hand. You will probably have to grip the seat post or the frame

seat post or the frame with your hand to achieve the required

leverage required. If the lever tension is too weak

open the lever and turn the adjusting nut clockwise in small

clockwise in small increments until the tension is sufficient.

If you do not tighten the saddle clamping ring bolt according to the
the seat post manufacturer's instructions, the seat post may be
the seat post may be damaged, causing you to fall and
you could suffer serious or fatal injuriesThe quick-release lever has an eccentric. To increase the
increase the clamping force when the lever is closed
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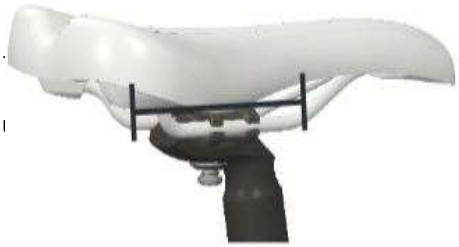

GERADER ABSCHNITT DER SATTELSTREBEN

SADDLE POSITION:

The saddle angle can be adjusted according to the
the rider's preferences in order to increase
increase comfort. The seat post is fitted with
saddle clamps that can be used to
the angle or inclination of the saddle and
the horizontal saddle position can be adjusted.
Although the saddle can be moved along the saddle rails
the saddle can be moved along the saddle rails
make sure that the saddle clamps remain in the
remain in the straight section of the struts.
This straight section is usually characterised by
etched markings or a textured surface along the

surface along the saddle rails

Characterised.

WARNING:

An incorrectly adjusted saddle or one that does not fit your physique

saddle can damage the soft tissue, nerves and blood vessels.

blood vessels. The signs and symptoms of such damage

include pain, tingling, numbness, chafing and soreness,

numbness, chafing and soreness. Please contact

the adjustment of your saddle position to your specialist dealer or

follow the seat post manufacturer's instructions.

ROUTING OF CABLES/CABLES FOR THE SEATPOST

Dropper seatposts are height-adjustable hydraulic or mechanical seatposts

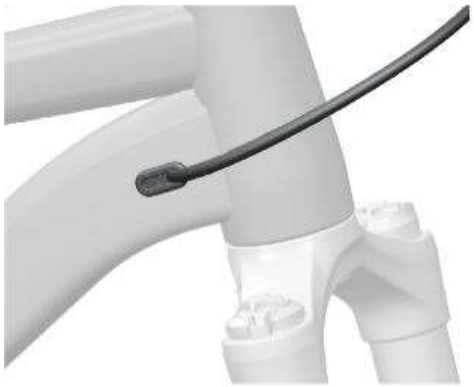
or mechanical seat posts whose cables/cables must be routed through mounts on the frame.

must be routed through mounts on the frame. Carbon frames have one mount (left

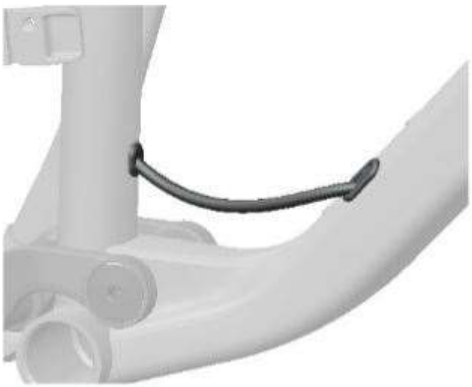
illustration), aluminium frames have three mounts (both illustrations).

Please enquire about the routing of the cables/cables of lowerable seat posts on your frame.

seatposts on your frame with your specialist dealer.



CARBON- UND ALUMINIUMRAHMEN



ALUMINIUMRAHMEN

TYRES:

Do not over-inflate the tyre. This can cause the tyre to come

the tyre from the rim. Inflate the tyre to the pressure indicated on the sidewall of the tyre

sidewall of the tyre or ask your specialist dealer for further information.

information.

If you buy additional tyres, inner tubes or rim tape, observe the size

size information on the sidewall of the tyre. To repair a flat tyre

use a vulcanising patch, replace the inner tube or use tyre sealant.

or use tyre sealant (for tubeless rims). Enquire

your specialist dealer how to replace or repair the tyres on your bike.

or repair the tyres on your bike.

NOTE:

Do not use tyre inflators to inflate tyres.

petrol station tyre inflators. These tyre inflators may not display the pressure

may not display the pressure correctly and inflate the tyre too

too quickly, which can lead to damage or the tyre coming off the rim.

the tyre from the rim.

WARNING:

For suspension forks, at least 6 mm of clearance must remain above the tyre

tyre when the air is released from the fork and the fork is fully

the fork is fully compressed. Measure the distance

between the top and sides of the inflated tyre and the underside of the

tyre and the underside of the fork crown, fork crown and steerer tube.

and the fork steerer tube. If there is no clearance of at least 6 mm

the tyre will lock on the fork during compression,

which can lead to serious or fatal injuries.

On racing and cyclocross bikes, there must be at least 6 mm of clearance between the

between the top and sides of the inflated tyre and the frame.

frame must be at least 10 mm

REFLECTORS:

Reflectors must be kept in perfect condition and properly attached to the bicycle.
properly attached to the bicycle. The front reflector must point straight
point straight forwards, the rear reflector straight backwards. Make sure
that the reflectors are always visible and make sure that they are not covered by
covered by clothing or other objects.

RACKTIME:

Some bikes are compatible with front or rear-mounted
carriers or trailers. Enquire about the
requirements, compatibility, correct installation and safe use with your
safe use from your specialist dealer or refer to the instructions from the
manufacturer's instructions for your trailer/carrier. Ask your specialist dealer
for a maintenance schedule for additional products and accessories.

GENERAL MAINTENANCE AND CARE:

STORAGE

Store your bike so that it is out of the way and away from harmful influences
is protected. Do not park your bike near electric motors; the
Ozone emitted by these engines can damage rubber and paint. Rain
and snow can cause corrosion to the metal parts of your bike. The UV
Radiation in sunlight can bleach the paint and damage rubber and plastics
Attack your bike. Before you take your bike out of use for a long period of time,
clean and maintain it and apply paint polish. Hang up your bike
and inflate the tires to half the recommended pressure. Before you again
When riding your bike, make sure all components are in working order

CLEANING:

Clean your bike with a soft, damp cloth and bike cleaner

or a solution of dish soap and water. Do not use industrial ones

Solvents or harsh chemicals that can damage paint or moving parts

could attack. Do not use high-pressure cleaners. Clean and polish

the frame every three months. Some surfaces do not need to be polished.

If you are not sure, ask your specialist dealer.

INCIDENTAL DAMAGES

Don't let your bike fall over. Do not park your bike in such a way that the

The frame or the rear derailleur touches the ground. Be with bike racks

and assembly stands carefully. Clamping devices, e.g. B. on assembly stands

and bicycle racks for cars, can damage the paint or the tubes of bicycle frames

damage. To secure the bike for repairs, clamp it to the

seat post. To transport the bike on a motorized vehicle

fix it, attach it to the wheels or to the fork. If you accidentally

If bending forces have been applied to the fork, do not ride the bike before

The fork has been checked for damage by your specialist dealer.

Chemicals (including...

some sports drinks) or contact with abrasives or abrasives

become. Dirt can scratch or rub off paint (and also frame material),

especially if a train rubs against the frame or objects such as straps or

Cable ties can be wrapped around the frame. Keep the bike clean.

Use adhesive pads to avoid abrasion in critical areas.

TRANSPORT:

When packing your bike for a trip, use a hard case

or cardboard to protect it from damage. Put padding on everyone

Frame and fork tubes and use a sturdy block to secure the ends

to protect the fork and to stabilize the fork legs. If the bike doesn't

If packaged properly, it can easily be damaged in transit.

If you are unsure, ask your dealer to purchase the bike for you

pack.

MAINTENANCE

The maintenance of bicycles requires specialist knowledge and special tools

should therefore be carried out by a professional bicycle mechanic. This

The operating instructions are in conjunction with the instructions from the component manufacturers

to use. If you do not receive instructions from a component manufacturer

please download the document from the internet or contact us

contact your specialist dealer. Ask your dealer to set up a maintenance plan for your

to set up the bike. Be aware of regular inspections,

Maintenance measures and the replacement of parts are based on the maintenance schedule

following pages.