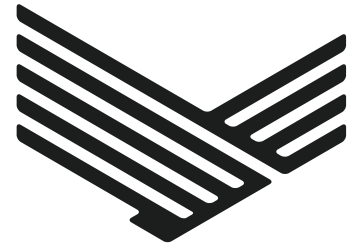


PRIVATEER

User Manual



PRIVATEER



Welcome/Introduction

Thank you for choosing a Privateer Bikes. Like you we want to ride our bikes as much as possible and on the biggest and best terrain out there. There is however of course, some inherent risks associated with using any bicycle. In this guide we have provided all the information you need to use and ride your bicycle safely and correctly. Please do read through it carefully, even if you are an experienced cyclist. We have tried to make this guide as clear and simple as possible but if there is anything you are still unclear about; we encourage you to please ask us. You can contact us by phone or e-mail using the contact details on our website at; www.privateerbikes.com

Thanks again and we hope you enjoy your riding
The Privateer Bikes Team

• Important Information about this manual

This manual is intended to help you get the most out of your Privateer Bike. We advise that you take your first ride in a controlled environment away from traffic, obstacles and people until you feel comfortable to venture farther afield..

There are inherent risks associated with cycling. This includes the risk of serious or fatal injury. Always follow the instructions in this guide along with any other advice or guides provided to you by Privateer Bikes and the team at The Rider Firm. Failure to follow these instructions may result in serious or fatal injury.

We have included as much as we can in this manual to make your riding experience a pleasant and enjoyable one. If after reading this guide or at any other time during your ownership you have any concerns or doubt about the use, maintenance, repair or any other questions related to your Privateer Bike then please contact us or seek assistance from a qualified cycle mechanic. Our contact details can be found at; www.privateerbikes.com



The Basics



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In this section we will outline the basics and 'need to know' information to make sure your bike is set up correctly, fits well, is safe to ride and how to keep it maintained in the future.

- **Bike fitting**

Warning – If you are unsure if your bicycle fits you correctly seek advice from us at <https://www.privateerbikes.com/>. Riding an incorrectly-sized bicycle can lead to a lack of control and ultimately injury.

Stand over Height - To ensure your bike fits properly you should check that the stand-over height is correct. The stand-over height is the height of the top of the frame, at the point where your crotch would be if you were straddling the bike at rest. Frame design will vary depending on bike type so stand-over height alone is not a guide to correct fit. However, a minimum of one to two inches of clearance is needed for safety and good control of the bike. To ensure the stand-over height is correct, straddle the bike whilst wearing suitable riding shoes standing over the middle of the top tube. If you have one inch of clearance or less, the bike is too big for you.

Saddle Height – The saddle height is one of the most important factors in making sure you are in control of the bicycle. If you are not comfortable or confident in making the saddle height adjustment yourself, please seek the help of a qualified mechanic.

Adjusting saddle height – Please make sure you are wearing suitable clothing, either the same or similar to what you would be wearing when riding.

1. Place the saddle in a position that allows you to get on the bike and sit on the saddle.
2. Place one heel on the pedal
3. Rotate the crank arm until the pedal is at its lowest point.

If at this point if you feel that, it is a stretch, or you need to adjust your position on the saddle to reach the pedal your saddle is too high. If your leg is bent at the knee this means the saddle is too low. To adjust the saddle height, you will need to loosen the seat post binder bolt and move the seat post either up or down. This should be until your leg is straight with a slight bend at the knee not locked and not too bent.

Adjustment Fore, Aft and Angle – the other adjustments to your saddle is front to back using the rails of the saddle to optimize your riding position and reach to the handlebar. Correct Fore and Aft can increase performance and handling of your bicycle. You should always stick within the limits of adjustment marked on the saddle rails. The angle of the saddle should be level or as flat as possible. Some people will prefer it tipped up or down, however you should seek advice of an experience bicycle fitter before doing so.

1. Loosen all saddle clamping bolts
2. Move the saddle Fore and Aft until a comfortable position is achieved.

Once all adjustments are made make sure to tighten all bolts to the recommended torque settings before riding.

Warning – If you are unsure if your saddle height is correct seek advice from us at <https://www.privateerbikes.com/> or seek the advice of an experienced bicycle fitter. Riding an incorrectly adjusted saddle or stand over height can lead to a lack of control and ultimately injury.

Adjusting Stem and Handlebar – there is limited adjustment that a bicycle stem can offer, and it is safety critical it is done correctly. So, it is advised if you need to make this adjustment you seek help from a trained bicycle mechanic. When you receive your Privateer Bike the stem will be fitted in a stock position for the intended use of the bike. The handlebars will need to be fitted. A good place to start with handlebars with rise make sure the rise is 180 degrees vertical to the ground and make sure the bar sweeps back and up slightly. For a flat handlebar without rise make sure the bar is level but has some back and up sweep.

Warning – Adjustments made to handlebars and stems are safety critical and done incorrectly could lead to serious injury or death. If you are unsure what to do, you should seek advice of experience bike fitter or trained bicycle mechanic. Make sure all manufacturers torque settings are followed and never exceeded.

- **Bicycle Safety M-Check**

Ideally every time you ride your bike or at regular intervals you should check your bicycle is safe to ride and that everything is functioning how it should be. For this we have provided a quick and easy guide to follow. The M-Check guide ensures every time you check your bicycle its safe and nothing is missed. If you find anything wrong during these checks, you should fix it or correct the issue before continuing to ride or seek advice from a trained bicycle mechanic.

See Next Page:



Bicycle Safety M - Check



See Next Page:



1. Starting at the back of the bike, you will need to check your rear wheel and tyres.

- Are the tyres at an appropriate pressure for the terrain you intended to ride.
- Does the wheel look straight and true? Are there any loose or broken spokes?
- Is the quick release or thru axle tight and done up correctly?
- Is there any play in the wheel bearings?

2. Moving on to your gearing.

- Can you shift into every gear, smoothly and without issue?
- Is the chain clean and well lubricated?
- Are the gears easy to shift or do the cables feel stiff?

3. From the gearing you need to move along the chainstay and seatstays until you reach the seat post starting with the rear brake.

3a

- Is the brake caliper fitted correctly and all bolts are tight?
- Does the brake function properly? Make sure the pads aren't contaminated and it stops you safely.

3b

- Is the saddle tight and set to the correct height?
- Is the seat post clamp holding the seat post in place?
- Does the Dropper post function correctly, move through all its travel and holds position?

4. After the seat post and saddle area you need to visually check the seat tube for fatigue, cracks or damage. Once you reach the bottom bracket you will need to check:

- The crank spins freely and there is no play or movement in the bearing.
- chainring bolts are tight
- chainrings are in no way damaged, bent or worn.

5. Step 5 covers the largest area of the bike, the main frame. Make sure to check the complete frame carefully. Make sure to feel as well as look for signs of fatigue, cracks, flaking paint, dents or other defects to the tubes.

6. Make sure if the bike is fitted with rear suspension it is working correctly, moves smoothly through its travel and set up to your rider weight.

- Check also rebound function?
- Check the mounting bolts done up to the correct torque

7. Once you reach the front of the bike you have the headset, stem and handlebar.

- Make sure the headset is not stiff, moves freely, doesn't catch

- or have any bearing play.
- Is the stem tight? make sure you cannot move the stem and handlebar independently from the front wheel and fork?
- Is the handlebar clamped by the stem correctly, is the handlebar damaged or dented in anyway?

8. The fork and front brake.

- Make sure if it's a suspension fork it is working correctly, moves smoothly through its travel and set up to your rider weight.
- If it is a rigid fork check for any signs of damage or fatigue.
- The front brake check is the same as the rear. Is the brake caliper fitted correctly and all the bolts tight? Does the brake function properly? Make sure the pads aren't contaminated and it stops you safely.

9. Final step repeat step 1. This time for the Front wheel, tyre and axles.

• Maintenance

Bedding In – After the first few months of owning your Privateer Bikes you will find that gear and brake cables may have stretched, and some nuts and bolts may have loosened requiring adjustment. This is normal and can be performed by any trained cycle mechanic. This part is vital to keeping your bike safe and warranty valid.

Cleaning – When your Privateer bike gets dirty it's understandable to want to clean the bicycle, either for performance or storage. In most situations the bicycle can be cleaned with a bicycle cleaner, water, brush set and or sponge. The bike should then be dried off with careful attention paid to the drivetrain and areas containing electrical parts. It is imperative the bike is not washed using a high pressure or high-power washer. Although all the electronic and non-electric parts on the bicycle are well protected from the elements high volumes or prolonged water ingress can cause damage, potentially voiding the warranty.

Lubrication – The bicycle will need regular lubrication even if you do not plan to clean the bicycle every time. Areas to pay close attention to are; the Drivetrain (Cassette/cogs, chain and derailleurs). It is important that any old grease/lubricant is removed first before re-applying with a bicycle specific lubricant. Make sure to keep lubricants away from any braking surfaces and pads. 'All in One sprays or water dispersants' are not lubricants and sometimes contain degreasing agents and can cause premature wear to parts.

Service intervals – not just from a safety but also for the performance benefits we recommend you have your bike serviced by a trained bicycle mechanic regularly. This is dependent on several factors such as weather conditions, number of miles ridden and the terrain. A rough guide would be every 50 to 100 hours. For suspension depending on the brand fitted to your Privateer Bike each one has a different service interval recommendation. Please consult the manufacturers user manual or website for their best practice.





Suspension servicing should never be undertaken by anyone other than a trained cycle mechanic. For electric bikes it is important that the system is updated every now and again for bug fixes, firmware updates and to make sure you have the latest features installed. This can be done at home if you know how or by a trained bicycle mechanic. We would recommend this is done at least once per year of ownership.

Safety

• Rider safety

Here at Privateer Bikes we want to make sure that not only is your bicycle safe and comfortable but that you are also equipped and ready with the right safety accessories and information to ride your bicycle. We would recommend following these safety precautions:

- When riding your bicycle, we recommend always wearing a well fitted EN or Snell approved open or full-face helmet.
- Make sure all clothing is kept away from moving parts, for example gearing, pedals and wheels.
- Always wear suitable footwear. Something that is sturdy, will stay on your foot and grip to the pedal.
- Protect your eyes, wear cycling specific glasses or goggles.
- make sure to wear gloves, they will offer protect in the case of a fall or accident as well as keeping your hands warm in cold weather'
- When riding on more aggressive terrain for example: Jumps, drops, rock gardens, loose or muddy, natural or graded we recommend wearing the below additional protection:
 - Knee Pads
 - Shin protection
 - Elbow pads
 - Body Armor
 - Neck Brace
- When riding in low light or at night, make sure to wear bright or reflective clothing.
- When riding at night make sure to fit a good set of lights. White for the front and red for the rear.
- If you plan to ride in difficult to access or inaccessible areas,

we recommend you tell the local authorities, a friend or family where and have some kind of tracking or location finding device or app.

Safety warning – Laws and guidelines are different depending on the country/state or territory you live in. It is your responsibility to check what is and is not required of a cyclist to use or wear in your country/state or territory.

When riding your bicycle, we recommend always following the Highway code, observe rights of way, trail access regulations and traffic laws where applicable. If you are riding on the road, we would recommend the following actions:

- Make yourself visible to other road users, ride defensively, assert yourself on the road and give yourself space.
- Be careful and cautious in traffic. Make clear your intentions when making changes in directions or when planning to stop. Do not filter through traffic.
- Look ahead, keep your head up and pay attention to upcoming obstacles
- Where designed bike lanes or routes are provided use them.
- Stop at all red and orange traffic lights.
- Riding with headphones will muffle the sound of traffic around you.
- Do not carry passengers unless it's a small child wearing the appropriate safety clothing and a safety approved seat/trailer or tag-along.
- Never hold on to moving vehicles
- Never ride under the influence of alcoholic drinks or drugs
- When riding in wet conditions brake power and grip levels will be reduced. Ride slower, give yourself more time to stop or manoeuvre
- Potholes, manholes, railroad tracks, tram lines, traffic islands and crossings present serious risks for cyclist be careful when approaching, slow down, cover your brakes and look ahead.
- Ride at a speed appropriate to your ability and the conditions
- Do not perform jumps/stunts or potentially dangerous manoeuvres on your bicycle. To do so is at your own risk.

Safety warning – Failure to follow these safety recommendations could lead to serious injury or death.





Bicycle parts and function

• **Wheels, Quick Releases and Thru Axles**

All Privateer Bikes are provided with Hunt Bike Wheels. User guides and other information can be found in the Hunt Bike Wheels manual supplied with your bicycle or at www.huntbike-wheels.com.

Quick release function and adjustment - Open the quick release fully before fitting the wheels and before closing the quick release ensure the hub is fully engaged in the centre of the fork or frame. Ensure the wheels are centered in the frame/fork before you tighten the quick release. If the clamping force is not enough, then open the lever and adjust the nut on the opposite side by turning the nut clockwise. Then re-close the lever. If the clamping force is too high to close the lever, then open the lever and adjust the nut on the opposite side by turning the nut slightly anti-clockwise. Then re-close the lever. The correct tension when closing the lever should leave a mark on your hand. Only adjust the quick release tension with the adjusting nut on the opposite side to the lever. Do not attempt to turn the adjusting nut with the lever in the closed position. Only use your wheels with the Hunt Bike Wheels quick releases supplied with the bike or a Hunt Bike Wheels replacement set.

Thru axle function and adjustment: before fitting the thru axle make sure the wheel lines up with the dropout holes. Slide the thru axle all the way through until it reaches the opposite side, engage with the threads and turn the thru axle clockwise to tighten. Tighten until the thru axle cannot be turned anymore and the wheel is fixed in place. If your Privateer Bike uses thru axles, only use the thru axles supplied by us or the fork manufacturer.

Warning – Quick releases and thru axles are safety critical. Always check them before every ride. If you think the quick release or thru axles are damaged, or they stop functioning correctly, stop riding and seek advice from a trained bicycle mechanic.

• **Brakes**

Brakes are one of the most important components on a bicycle from a safety aspect. So proper maintenance, adjustment and understanding of their function is key to a safe bicycle.

How they work; make sure to familiarise yourself which brake lever controls which brake. If you have an 'English' set up, the right-hand brake lever will operate the front brake and the left-hand lever will operate the rear brake. In the EU/US and most other countries where you drive on the right this will be the opposite way around.

Your brake lever will need to be adjusted to make sure you can always comfortably reach the brake at all times. Your brakes should perform in a controlled stopping manner as well as emergency stop.

Warning – Sudden or excessive use of the brakes may cause the rider to either go over the handlebars or skid the rear wheel. To avoid this, apply the brakes slowly, evenly and give yourself plenty of room to stop safely.

Types of brake – there are many types of brakes used on bicycles, on your Privateer Bike you will only find disc brakes. This might be a mechanical disc brake (actuated with a cable) or hydraulic (actuated with fluid – like a car). Disc brakes offer better control and power than other forms of braking and have better 'all weather' stopping abilities. It is important to keep your brake discs clean and totally free of any oil or lubricants. To check the wear on your disc brake pads you need to remove the pads from the caliper. If you have 1 or more millimeters of pad compound, you are okay to continue riding. If you have 1mm or less stop riding immediately and seek replacements. If you are not confident doing this yourself seek advice from a trained bicycle mechanic.

Warning –

- **Never touch a moving disc rotor, serious injury may occur.**
- **Disc brake rotors, calipers and pads can get hot when in use, never touch immediately after use, make sure all parts have fully cooled before touching.**
- **When the wheel is removed do not squeeze the brake lever. When transporting the bike without the wheels make sure to fit a provided spacer or thick piece of card**
 - **Gears/shifters:** to get the most from your Privateer Bikes you will need to understand how to work your gears efficiently and smoothly. This means knowing how to change the gears, what gear to use in various situations and how to not stress your drivetrain, ultimately increasing its life span.

There are many types of shifters used on bicycles. On your Privateer Bike you will find one of two types. A trigger shifter, this is used on a flat handlebar, mainly on mountain bikes and hybrids. Alternatively, an STI or road shifter, these are found on drop handlebar bicycles for example road, touring or gravel bikes. Regardless of the style you have, both work in the same way. The right-hand shifter will actuate the rear derailleur and the left-hand shifter, if provided, will actuate the front derailleur. It is best to familiarise yourself with which shifter paddle moves the gears in which direction before your first ride.



Warning – Never operate the gears under these circumstances:

- While pedaling backwards or pedal backwards after moving the shifter.
- Under load/pressure such as moving off from traffic lights or climbing a hill.
- When crossing gears, this is a term used when using the extremes of your gearing ratios. For example – front outer ring and rear largest gear.

• **Tyre and tubes** – The tyres fitted to your Privateer Bike will be appropriate for the style of riding and intended use of the bicycle.

• **Tyre inflation and pressure** – tyres lose pressure over time and so it is recommended that you check them every time you ride. The tyre will have a maximum pressure or a recommended range. You can find this embossed on the side of the tyre and should never be exceeded. If in doubt go in the middle of the recommended range. Tyre pressure will also depend on the riding you intend to do. A higher pressure will mean lower rolling resistance and less deformation for example on the road; however, this will mean low grip and comfort. Whereas lower pressures will offer more grip and comfort for example off road however this will mean high rolling resistance and great deformation. It's important you understand the balance and set your pressures according to the desired result and the consequences of too much either way.

• **Valves and inflating your tyre** – to inflate your tyre or tube you will first need to understand what kind of valve you have.

• Presta valves sometimes called a high pressure or continental valve, these are long, thin and will have a small thread head. To inflate these, you need to remove the dust cap and unscrew the top anti-clockwise and tap the valve until you hear or feel air. Then you can connect your pump and inflate. Once inflated remove your pump and make sure to screw back down the valve until tight. Replace the dust cap

• Schrader valves sometimes called car type or Dunlop valves are shorter and wider than a Presta valve, with the valve located within the stem rather than on top. To inflate a Schrader valve simply remove the dust cap, place your pump on to the valve, pump and then remove when done. Remember to replace the dust cap.

Warning – Incorrectly fitting of tyres and tubes, over inflating, under inflation, wear and incorrect use can all cause failures and potential injury. Make sure to check your tyres every time you ride before and after for potential issues.

• **Suspension** – We've made every effort to equip your Privateer with the best suspension components available for the money, but it's vital that they are set-up correctly in order to extract the maximum performance.

Suspension components can have a wide range of adjustability and it's possible to change the ride characteristics massively. A well set-up bike will maximise safety, comfort, control, speed and fun.

Whilst there is much fine tuning that can be done, our aim here is to explain what the various adjustments do and provide a rough guide to set them up. For finer details or for any adjustment relating to your fork or shock, always consult the manufacturer's user manual.

Adjustments are made for each rider, mainly based on rider weight so should someone else be riding the bike, you need to carry a lot of kit, or your weight fluctuates significantly you should make the adjustments again.

• **Springs and Sag** - The key thing to get right to begin with is the spring. The spring supports the weight of the bike and rider and it needs adjusting accordingly. Springs in rear shocks and forks can either be coil sprung or air sprung. For coil suspension, different fork springs are available for different rider weights and rear shock springs are the same except the leverage of the bike also needs to be considered. With an air spring, they can be infinitely tuned with a shock pump. Many fork manufacturers have a guide to which pressure you should run in your air sprung fork or which coil spring you should choose for your weight and often they work well, but here's how to set sag 'manually'.

When we set-up a bike we are aiming for the spring to allow the weight of the rider to push the bike into its travel by around 20-30% of its overall travel. So, for instance if we are aiming for say 20% sag on a 100mm fork you are looking to achieve around 20mm of sag. With a shock, this measurement is taken from the stroke length of the shock, so if you want to achieve 25% sag and the stroke length of the shock is, let's say 50mm, then 12.5mm of sag is the goal. With forks and air shocks 'O' rings are usually fitted to the fork stanchion and shock shaft so that the rider can determine the sag when they sit on the bike. Before you begin, back off all damping adjusters (usually fully anti-clockwise) and turn off any adjustments designed to enhance pedalling and any lockout function. The measurement should be taken in full riding kit and in the 'attack' position that you would adopt when riding downhill. Whilst in this position and track standing, leaning against a wall or with the help of a friend the 'O' rings should be pushed against the wiper seal of the fork and shock. By carefully dismounting the bike the sag measurement is the distance from the 'O' ring to the wiper seal. With a coil shock you can use a blob of grease or the bottom out bumper to measure sag.

The sag can be changed by increasing or decreasing the pressure in an air sprung fork or shock or by swapping for a heavier or lighter coil spring for coil forks and shocks.





Running more sag can increase comfort and traction, but too much sag will cause issues such as regularly 'bottoming out' the suspension (when you use all the available travel), reducing pedalling efficiency, pedal strikes etc. It's generally best to stick to 20-30% sag only.

You can experiment with the amount of sag in these parameters and see what your personal preference is, for instance many riders will prefer less sag from their fork than their shock.

Whatever setting you decide upon you should be aiming to use all the available travel once or twice on a typical ride.

- **Rebound Adjustment** - After sag this is the most important adjustment. Rebound adjustment alters the speed with which the fork or shock will return to its fully extended state after being compressed by either a bump or the rider's movements on the bike. Personal preference comes into play here, but we are aiming for a controlled extension of the suspension after it has been compressed.

If the rebound is set too fast, then the suspension will act like a pogo stick and the wheel will not track the ground effectively. This will reduce the traction available, cause the bike to become skittish and in extreme cases, if say a rear shock has insufficient rebound damping, it could buck you over the bars after a heavy landing.

Conversely if the setting is too slow then the suspension will not have time to extend after hitting one bump after the other in quick succession. This causes the suspension to 'pack down' and run out of available travel which will result in a harsh feeling or a total loss of control.

We suggest starting somewhere in the middle of the range of adjustment, making small changes and noting them down until you find a setting you are happy with. Remember that if you change the spring or pressure in a fork/shock, rebound will need to be adjusted again to suit.

- **Compression Adjustment** - This can be split into two parts depending on the component and they are low speed and high-speed compression. Some suspension components will not have a compression adjuster at all, some will adjust high and low speed compression together, or only high or low and more sophisticated units will have adjustments available for both.

The low/high speed refers to the speed of the damper shaft in the fork, not how quick you are riding. Low speed compression damping mainly relates to things like braking, pedalling, etc. High speed compression damping concerns square edged hits, harsh landings etc. Compression adjustment is a very personal thing. Do remember though that whilst say adding some low speed compression can help dial out a little pedal induced bob, you cannot compensate for having the wrong spring with the dials, it's crucial that the spring is right to begin with.

- **Air Volume Adjustment (Tokens)** - Many air sprung forks and shocks allow some adjustment of the volume of the spring. This is an incredibly useful adjustment, shocks allow some adjustment of the volume of the spring. This is an incredibly useful adjustment, especially for lighter or heavier riders and it is usually achieved by adding or removing 'tokens' into or from the air chamber to change the air volume. Lighter riders can increase the volume of the air chamber which will mean they will be more easily able to achieve full travel. Heavier riders can make the air chamber smaller, so they are less likely to bottom the fork out regularly or to have to run so much pressure that the small bump sensitivity of the fork or shock is spoilt.

If you adjust the volume of the air spring you will need to go through the set-up process again – sag, rebound, compression etc. Some disassembly is usually required to make these adjustments - please read all manufacturer safety warnings

Warning - Never disassemble a fork or shock without the necessary knowledge and skill as these units can contain gases held at very high pressures and injury or death could occur. Please refer to your suspension component manufacturer's user manual for guidance.

- **Electrical components** - electrical components and motor systems on your Privateer Bike will differ depending on the model of bicycle you purchase. We provide as much information as we can and include the manuals for all our electric bicycle systems either in your box when you receive your bicycle or they can be found on our website <https://www.privateer-bikes.com/>

Warning - Electrical components should only ever be worked on by trained cycle mechanics in approved locations. Be sure to check all parts are functioning and familiarise yourself with the system before your first ride.

- **Battery disposal** - As a retailer of electric bicycles it is our responsibility to dispose of or recycle any batteries and battery waste. If you wish to replace a battery on your Privateer Bike, you will need to get in contact with us to arrange for your battery to be collected. We will provide you with all the information needed, like how to package the battery for transportation and general shipping information. We will ask you to make sure the battery is 100% discharged. Once we have received the battery it will be disposed of in the most environmentally friendly, safe and least impactful way possible.

Warning - NEVER, disassemble, crush or puncture a Lithium ion battery. Do not dispose of yourself or in your general waste. Never set fire to or submerge a battery under water. Never let the battery be exposed to extreme temperatures in excess of 60 degrees Centigrade or 140 Fahrenheit or lower than minus 20 degrees centigrade or minus 4 Fahrenheit. Keep away from children. In case of a leak contact Cairn Cycles immediately to arrange collection. In the case of fluid in eyes or consumed seek medical advice immediately.



Warranty

For more information on your Privateer Bikes warranty visit or contact us via <https://www.privateerbikes.com/>. Privateer Bike warranty is only valid if it is purchased through Privateer Bikes or an authorized dealer. The warranty is void if your Privateer Bike was not purchased direct or with an un-authorized dealer, if you are not the original owner, or it has been subject to damage for external factors. External factors can be rock strikes, falls during riding not caused by failure of a part or frame, damaged cause by trees, logs or wooden features, any metal object such as: poles, wire, other bikes, signs or chair lifts, damage caused in transporting or storage of your bike. All riding should be done within the intended use of the bicycle, see intended uses page for more details. Warranty does not apply to normal wear and tear, abuse, neglect, improper assembly or maintenance as well as crash damage or non-original parts.

- **Complete bike** – All bikes will have a 1-year complete bicycle warranty, as long as the bicycle was purchase from Privateer Bikes direct or an authorized dealer. This will cover any defective materials or workmanship for one year from the date of purchase. This will be subject to condition and use within the intended us guidelines.
- **Frame** – All Privateer Bike frames will be covered for a period of 5 years from the date of purchase by the original owner. Subject to normal and intended use, regular maintenance and inspection by Privateer Bikes.
- **Fork** – All Privateer Bikes forks (for suspension fork warranty please see the manufactures website or manual) will be covered for a period of 5 years from the date of purchase to the original owner. Subject to normal and intended use, regular maintenance and inspection by Privateer Bikes.
- **Wheels** – All Hunt Bike Wheels are provided with a 3-year warranty against material or workmanship defects. The warranty period runs from the purchase date. For more information visit www.help.huntbikewheels.com/support/home
- **Components** – The individual components of your bicycle will have a warranty period as well, which is specific to the manufacture or the component. These will be either outlined in the provided manuals at point of purchase or the details can be found on the manufacturers website.
- **Making a claim or query about warranty** – all claims and queries can be made using the contact details found on <https://www.privateerbikes.com/>
- To help process your claim or query as quickly as possible please provide a proof of purchase, frame number and images to support your claim and any other information you can provide is always helpful.
- **Replacement keys** – The last thing you want is a flat battery and lost keys and no key number. So, we hold the details of all Privateer Bikes key numbers. Providing your bike has the

original lock barrel, we can help you get new keys cut if you ever lose your key or key number.

- **Crash or out of warranty replacement** – As riders we understand that it can be heartbreaking when your pride and joy suffers a bad crash or fatigues once the bike is out of warranty. We obviously want you to stay with Cairn so please contact us, and we will do everything we can to help whether that be a discount off a replacement one or guidance as to what you do next. Proof of damage or return of the damaged item may be required to qualify. Privateer Bikes is unable to cover any return transit costs that may occur.

Fatigue and Lifespans

Nothing lasts forever we all know that, but here at Privateer Bikes we want to make sure you understand what the lifespan of your bike could be and how material fatigue and wear can affect your bicycle in the future. Firstly, all our bicycles comply with CEN standard ISO 4210 for its intended use. This is a test simulated by a machine covering a rider weight of up to 105kg plus 15kg for your bag or luggage for its intended use. For electric bike systems the standard to which the system needs to be tested to will be different dependent on the country to which the bicycle is being shipped . If you would like to know more about this, you can contact us via <https://www.privateerbikes.com/>

- **Factors that can affect your bikes lifespan:**
 - **Terrain/Impacts** – the terrain, obstacles or impacts your bicycle withstands or encounter can have a huge effect on the lifespan of your bike. For example, hitting potholes or riding fast over rough ground. Impacts don't need to be big to accelerate fatigue.
 - **Dirt, salt and sand** – we all know the effects that these things can have on our cars. So imagine the impact these things can have on you bicycle's small and intricate parts.
 - **High mileage** – again the effects high mileage has on your car, the same happens with you bicycle
 - **High rider weight or carrying a lot of luggage** – If the rider and luggage load is close to or exceeds the 105kg + 15kg testing standard the rider can expect a shorter lifespan of those under this weight standard.
 - **Crash damage** – this should be taken very seriously. Obviously, your priority in an accident is going to be yourself. However just because everything looks straight and okay doesn't mean it is. Make sure you get your bike checked by a trained cycle mechanic as soon



as you can before continuing to ride. Any unchecked damage could obviously increase the risk of early fatigue or failure.

- **Materials** – Material engineering is a complicated and fascinating subject. However, explaining the ins and outs in this manual would take many pages, so here are some basics:

- **Metals** – Most bicycles and components are still made from metals. Either aluminum or steel and some titanium. This is due to their strength, weight and durability. When metals fatigue this causes microscopic cracks in the material a bit like when you try to break a wafer. These grow as fatigue worsens and cracks will get larger until the component or frame breaks. Therefore, it's important to check your bicycle regularly and if you spot anything seek advice from a trained cycle mechanic. Some metals can be susceptible to corrosion. This can be spotted by bubbling, deformation or rust under or on paint and surfaces. Corrosion can erode the material and cause weaknesses that are hard to spot. In general, if you see any of these issues on a component or frame these means the component or frame may have reached or is reaching the end of its lifespan.

- **Composites (Carbon fibre)** – Carbon fibre used correctly has a greater fatigue lifespan than metal structures even more so than welded metal structures. Carbon fibre is very hard to inspect for damage because of its layering process, on the outside it might look fine but internally anything could be happening. Due to the way it is constructed in layers sometimes 'delamination' can occur. This can be down to poor construction or extreme temperatures. This can be spotted by discoloration on the surface of the carbon, delamination or by the sound it makes when tapped. A dull, drum like sound or rattily sound is a cause for concern. If you believe your carbon fibre has had an impact, been pierced, exposed to extreme temperatures or delamination is visible stop riding immediately and have it check by a trained bicycle mechanic.

- **Lithium Ion Batteries** – Lifespans of batteries are measured by the amount of times it is re-charged sometimes called 'charge cycles'. Typically, a battery in your Privateer Bike will be able to be to go from fully charged to fully discharged hundreds if not thousands of times. This will depend on how much you are riding the bike or how many years this would be. Over time though the batteries will lose capacity, this is inevitable and irreversible. Below are some handy tips to keeping your battery at its best:

- Keep tabs on its run time compared to when it was new, when the run time drops to below

- Keep tabs on its run time compared to when it was new, when the run time drops to below 75% of its original capacity or charging times increase significantly it's time to consider replacing it.

- Routinely check the battery charge status

- Don't leave the battery on charge longer than you need to, when it is charged remove it from the plug.

- If the battery is going to be stored for a long period of time maybe over the winter, make sure to charge or discharge the battery to 50% of its capacity and charge back to 50% at least every 6 months.

- Make sure to store your battery either on or off the bicycle between 5 and 20 degrees centigrade. That's 40 to 70 Fahrenheit.

- If you do plan to store the battery, make sure to remove it from the bicycle and store it in a safe place, away from fire risks and water sources.

Type of Bicycles and their Intended uses

Every Privateer Bike has an intended use. Bicycles will have multiple uses for different people. However, bicycles of different intended uses are tested to different safety standards, so this is worth considering when planning your riding or purchase. For example, using a bike tested to a road standard on a mountain bike track or trail. This could cause injury or death. As well as voiding any warranty.

Types of Bikes and their intended uses:

- **ATB/XC/Trail Mountain Biking** – >2" off-road tyres, can be a rigid, hardtail or fully suspended bike and can have v-type or disc brakes. A lighter weight frame for better climbing and maneuverability. Suitable for cross country trail use consisting of off-road tracks and way-marked MTB trails that do not include large jumps, drops or man-made stunts. Example of recommended terrain – trail centres, woodland single-track, man-made racecourses and general mountain tracks.

- **Enduro Mountain Biking** – >2.3" off-road tyres, generally fully suspended bike with large hydraulic disc brakes. A Reinforced frame for handling rougher and



often off-piste terrain. The trails will feature large jumps, drops, often rutted, rocky and root ridden. These trails as tend to be steep. Example of recommended terrain – trail centres, mountain passes, Off-Piste back country trails, Alpine mountain trails.

- **Downhill Mountain Biking** – >2.5” off road tyres, a fully suspended frame, with a possible coil suspension and triple clamp forks. Heavily Reinforced frame for handling rougher and often off-piste terrain. The trails will feature large jumps, drops or stunt and trick areas. Example of recommended terrain – trail centres, mountain passes, bike parks, uplift centres and off-piste mountain scree slopes.

- **Road** – 1” or up to 700 x 32c/650b x 47c high-pressure road tyres, drop handlebars and low overall weight. Suitable for use on well-surfaced roads and cycle paths. Not designed to withstand potholes or rough surfaces. Example of recommended terrain – city commuting, road-riding.

- **Cyclocross and Gravel** – 1.5” or above 700 x 33c/650b x 48c tyres for off road and mixed-terrain use. Similar in appearance to a road bike but uses stronger wheels and brakes. Suitable for cycle path, road and smoother or muddy off-road terrain but not designed to cope with rocks and similar high impact obstacles. Example of recommended terrain – city commuting and smooth off-road paths.

- **Hybrid** – 1.5” or above 700 x 33c/650b x 48c tyres and stronger wheels than a road bike. Generally, with a flat handlebar and sometimes uses suspension forks 75% of its original capacity or charging times increase significantly it's time to consider replacing it.

and disc brakes but not capable of the same intended use as a mountain bike. Suited for roads, paths and smoother surfaced off-road tracks. Example of recommended terrain – forest 'family cycling' trails, city commuting, canal towpaths and country lanes.

- **Children's bikes** – up to 24” wheels to suit riders under 11 years of age. Suitable for use on any terrain free of traffic and natural hazards.

Contact Information

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Other Info

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