



PEUGEOT CYCLES

- FR** LIVRET D'UTILISATION
- EN** MAINTENANCE BOOKLET
- ES** DOCUMENTACION DE USO
- DE** BEDIENUNGSANLEITUNG
- IT** LIBRETTO D'USO E MANUTENZIONE



CONDITIONS GÉNÉRALES DE GARANTIE

Garantie légale :

Conformément à la loi, CYCLEUROPE INDUSTRIES garantit le client final pour tout vice caché d'un produit commercialisé par CYCLEUROPE INDUSTRIES dans les conditions et les termes des articles 1641 et suivant du Code Civil.

Garantie contractuelle :

DURÉE ET CONTENU DE LA GARANTIE
CYCLEUROPE INDUSTRIES garantit la bonne fabrication de ses Produits et s'engage à réparer ou remplacer la pièce reconnue défectueuse du fait d'un vice de fabrication ou de main d'œuvre (hors pièce d'usure normale). La durée de garantie à compter de la date indiquée sur la facture d'achat est de :

- 5 ans pour les cadres rigides en acier, en aluminium ou en carbone (hors jouet),
- 2 ans pour les cadres et fourches VTT tout suspensifs,
- 2 ans pour la peinture et les décors des cadres et fourches,
- 2 ans pour les cadres pliants,
- 2 ans pour les composants électriques VAE (Vélo Assistance Electrique)
- Sur les composants d'un fournisseur tiers, la durée applicable est celle du fabricant.

La pièce de rechange utilisée sera soit équivalente à la pièce défectueuse soit d'un niveau supérieur, en fonction de l'évolution des produits. Les interventions réalisées au titre de la garantie n'ont pas pour effet de prolonger celle-ci sauf dispositions légales contraires applicables. Cette garantie est donnée uniquement à l'acheteur dont le nom figure sur la facture d'achat et n'est donc pas transférable.

CONDITIONS DE MISE EN ŒUVRE DE LA GARANTIE

La garantie citée ci-dessus n'est accordée toutefois que si un entretien régulier ou au minimum une fois par an a été effectué par un professionnel conformément aux préconisations du manuel d'utilisation.

Pour la mise en œuvre de la garantie, l'acheteur devra s'adresser à son vendeur ou tout atelier du réseau désigné par CYCLEUROPE INDUSTRIES. Ainsi, les interventions au titre de la garantie peuvent être réalisées par l'ensemble du réseau de CYCLEUROPE INDUSTRIES, quel que soit le pays ou le lieu d'achat.

La garantie ne pourra être demandée que pour des vélos qui sont présentés complets, conformes aux spécifications d'origine, et accompagnés de leur facture d'achat.

LA GARANTIE NE COUVRE PAS :

- Les dommages provoqués par l'entretien inapproprié ou défectueux et par des réparations, transformations ou remplacements de pièces sur le vélo effectués par des non-professionnels.

- Les avaries dues à une négligence, à un défaut ou un mauvais entretien (graissage, réglages etc., tel qu'indiqué dans le Manuel d'utilisation), à une surcharge même passagère, à l'inexpérience de l'utilisateur, à de mauvaises conditions de transport, à une utilisation non-conforme aux conditions indiquées dans le Manuel d'utilisation.

- Les vélos utilisés dans le cadre de la compétition.

- La corrosion.
- Les pièces d'usure, c'est-à-dire : Câbles et gaines de dérailleur, câbles et gaines de frein, éléments de transmission (plateau, pignon, chaîne...), guidoline / coussinets pour poignée, huiles hydrauliques et lubrifiants, jantes, patins de frein, piles et ampoules d'éclairage, pneus et chambres à air, selles.

- L'évolution des couleurs dans le temps.

- Les avaries dues à un défaut de surveillance, ou plus généralement au non-respect des consignes et préconisations indiquées dans le Manuel d'utilisation.

La garantie et la responsabilité de CYCLEUROPE INDUSTRIES sont strictement limitées au prix de la pièce incriminée et ne couvrent pas d'éventuels dommages directs, indirects, matériels ou immatériels.

L'acheteur s'engage, pour sa part, à prendre toutes les mesures nécessaires conservatoires pour limiter ses dommages ainsi que ceux de CYCLEUROPE INDUSTRIES.

Les vélos définis par CYCLEUROPE comme pouvant répondre à un usage professionnel sont garantis deux ans et main-d'œuvre (sauf pièces d'usure).

La garantie ne s'appliquera pas sur des vélos de la gamme grand public utilisés à des fins professionnelles.



DESIGNER, MANUFACTURER AND DISTRIBUTOR

An ISO 9001-certified site
for the design, marketing
and distribution of bikes





DESIGNER, MANUFACTURER, AND DISTRIBUTOR

The CYCLEUROPE Group is the designer, manufacturer and distributor of all-purpose bikes and electric bikes.

The Group owns the following brands: Bianchi, Gitane, Puch, DBS, Monark, Crescent, Kildemoes, Everton and has a license for Peugeot. Cycleurope offers a large collection aimed at all types of users: Electric, City, Trekking, Mountain Bike, Hybrid Bike, Racing, Fitness, and Junior.

The Cycleurope Group is headquartered in Romilly-sur-Seine (10), France, where it

has a R&D site, laboratory, and production facility. This site is the electric bike R&D center of competence for the entire Group. Market leader and postal service partner for a number of years, Cycleurope is constantly innovating to meet the challenges of mobility.

Cycleurope also has its own retail chain, VELO & OXYGEN.

Cycleurope is present in more than 50 countries, has 3 production facilities in Europe and markets more than one million bikes.

Find our brands and the list of retailers at: www.cycleurope.fr

Thank you for putting your trust in us.

The standard relevant to your bike is indicated on your bike:

| | |
|--------------------|--|
| ISO 4210:2014 - C | City and hybrid bike |
| ISO 4210:2014 - M | Mountain bike |
| ISO 4210:2014 - R | Racing bike |
| ISO 4210: 2014 - Y | Bike for young adults |
| ISO 8098: 2014 | Bike for young children |
| EN 15194 | Electric bikes |
| EN 16054 cat 1 | BMX for cyclists whose the weight is less than or equal to 45 kg |
| EN 16054 cat 2 | BMX for cyclists whose the weight is greater than 45 kg |

Please read this booklet carefully so that you can enjoy your bike and ride it in complete safety.

1 FOREWARD

This booklet was designed to help you fully enjoy your bike. We urge you to read it carefully, as it will guide you through the periodic checks to be carried out and help you perform basic maintenance on your bike. If you have any questions on bike operation and maintenance, do not hesitate to consult your nearest retailer.

The information contained in this booklet should be considered as guidelines to ensure safe operation but it does not substitute the safety regulations and laws in force.

LEGEND:



Danger / For your safety

Indicates basic safety regulations and standards. Not observing these regulations can lead to accidents, falls, and injury to the user.



Warning / Important

Indicates important technical warnings, which should be strictly followed for your bike to be used correctly.



Danger / For your safety

Use of your bike outside of these normal conditions can be dangerous. The user assumes full responsibility for any potential accidents and injuries that may be suffered by the user or third parties under such circumstances. Cycleurope shall not be liable for uses that do not comply with the structural features of its bikes.

LIABILITY

The bike owner is liable for any incidents that may occur as a result of failure to observe the instructions in this booklet. If you have any questions on maintenance or safety operations, please contact your retailer, who will perform these operations according to best practices.

AFTER-SALES AND MAINTENANCE SERVICE

Your Cycleurope retailer can be trusted for all maintenance and repair operations, or the provision of spare parts.

When replacing components, you must use

original parts to preserve the performance and reliability of the bike. This operation must be performed by your approved retailer.

The maintenance and replacement of accessories and spare parts provided and installed by the bike manufacturer must be performed by a qualified professional in line with the manufacturer's recommendations.

2 SAFETY ADVICE

2.1 Basic safety advice

Carefully read all of the warnings and any notes in this booklet before using your bike. Keep this booklet near the bike so that it can be referenced at any time. Make this booklet available to anyone else who may use your bike.

The product and its use must comply with the regulations in force.



Warning / Important

Certain countries insist that the bike is delivered "ready to ride". In this case, if some of your bike's components are not assembled, please contact your approved retailer.



Danger / Safety regulation

For safety purposes, always use original parts for the critical components.

2.2 For your safety

► For safe use, wearing an approved helmet as well as protective and/or reflective gear is recommended.

► Wear a (reflective) safety vest when riding in rural areas at night or during the day when visibility is poor.

► Never ride without lights at night or in bad weather, so as to remain visible to other road users.

► Wear visible clothing or reflective elements so that you can be seen in time by other road users.

► Wear shoes with solid and non-slip soles.

► Do not wear loose clothing around the knees that could get caught around the wheels.

► Wear protective clothing such as hard-wearing shoes and gloves.

► Respect the requirements of the national regulations in force when the bike is to be used on a public road (lights, signaling and bell, for example).

If legislation permits the marketing of partially assembled bikes, the components that are delivered unassembled must be assembled in line with the manufacturer's instructions provided with the product.

2.3 For the attention of parents and legal guardians

► Ensure that the child learns and understands the rules for safely and responsibly using the bike in any environment.

► Ensure that the child is properly trained in how to use a children's bike, particularly concerning the safe use of the brake system.

► The legal guardian is responsible for the child's safety and any potential damage

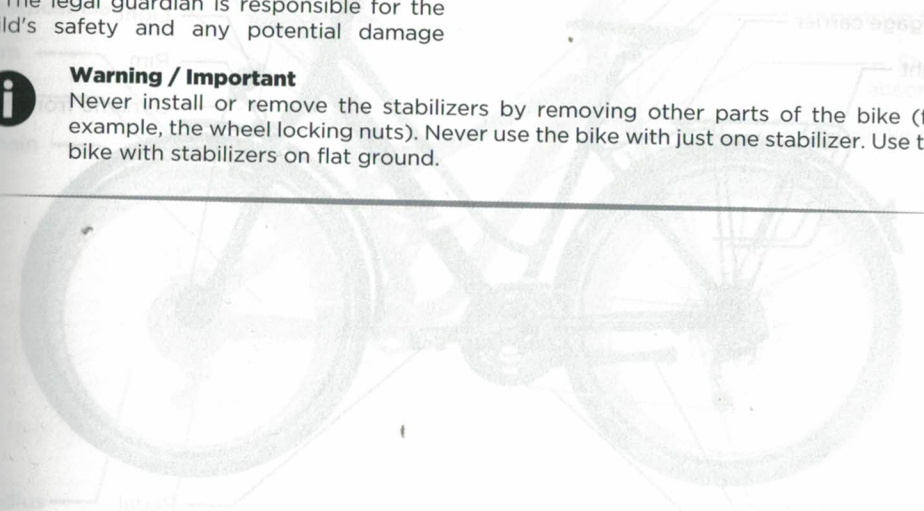
caused by the child. Regularly ensure that the bike is correctly adjusted to the child's size.

► The stabilizers must be installed and adjusted by a qualified professional.



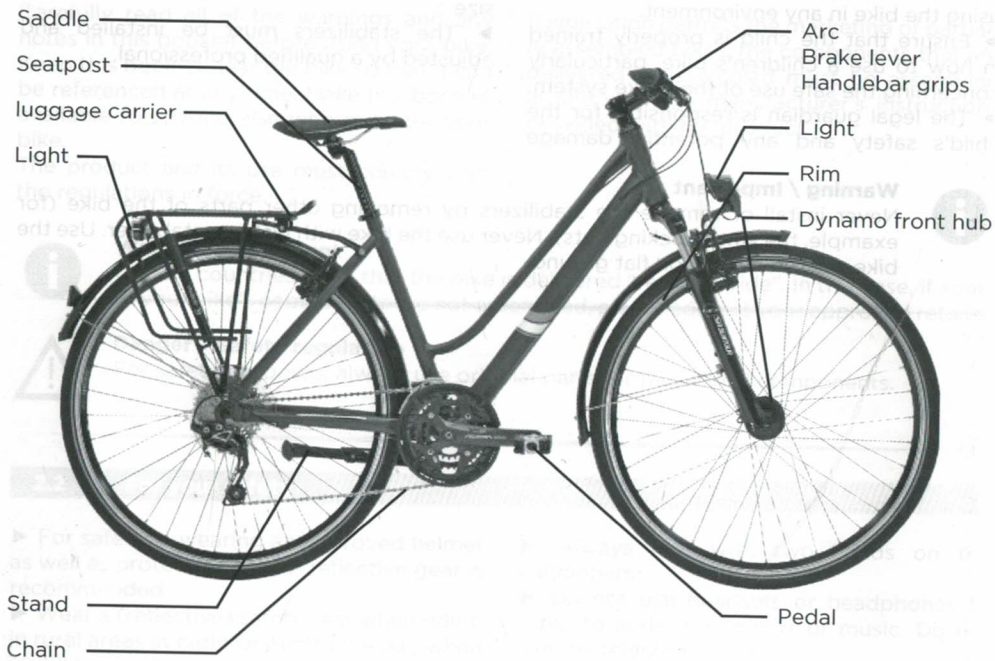
Warning / Important

Never install or remove the stabilizers by removing other parts of the bike (for example, the wheel locking nuts). Never use the bike with just one stabilizer. Use the bike with stabilizers on flat ground.



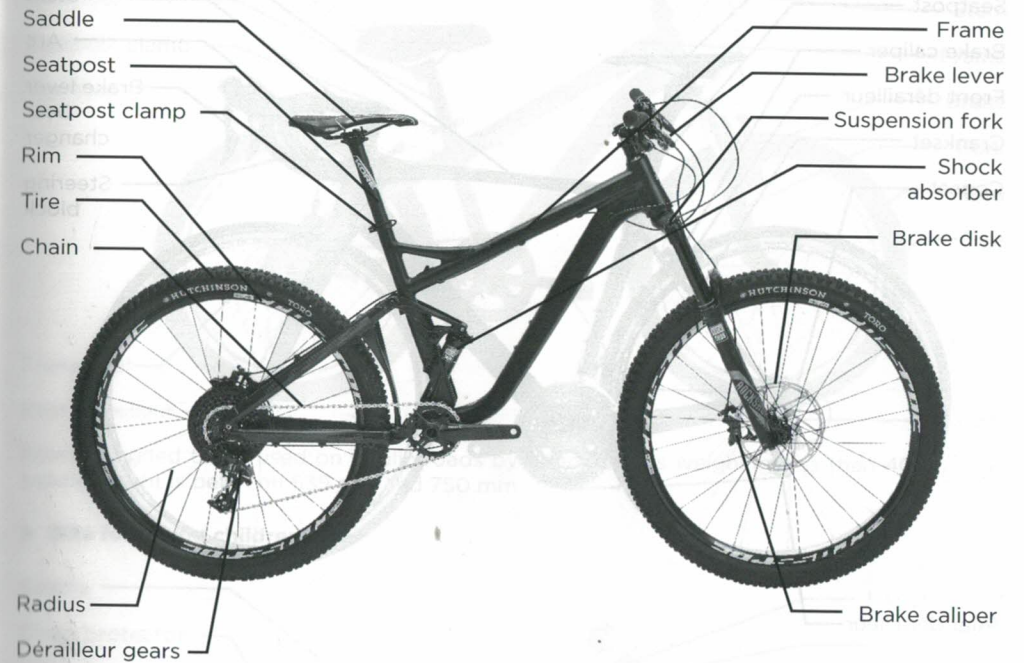
3 TYPES OF USE

► City bike and hybrid bike (trekking / hybrid)



Bikes designed to be used on public roads and paved paths (roads, cycle tracks and paths). These bikes are not designed for off-road use or for competitions but should be used mainly as a mode of transport or for recreational purposes. They have a saddle height of at least 635 mm.

► Mountain bike



Bikes designed to be used both on and off-road. They are fitted with an adequately strengthened frame, and more specifically, have broad spike tires and a wide gear ratio. They have a saddle height of at least 635 mm.

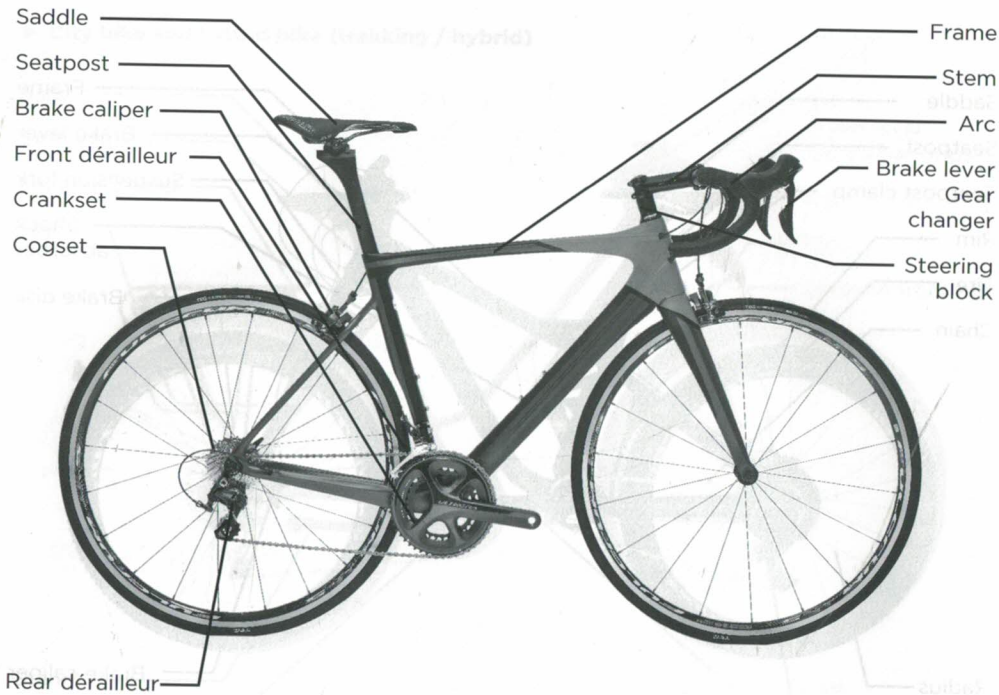


Warning / Important

Off-road use is understood to be normal and reasonable use of the bike on land that can be qualified as all-terrain. This excludes any extreme off-road use, for example, competitions, down hill, freestyle, etc.

Cycleurope reminds you that the user is fully liable for any damages, both physical and material, sustained by the user or any third parties as a result of technical defects in your bike or any of its components under such conditions.

► **Racing bike**



These bikes are designed to be used by beginners at high speed on public roads. They are not intended for use in regulated competitions. They have a saddle height of at least 635 mm. These bikes are not designed for off-road use.

► **Bike for young adults**



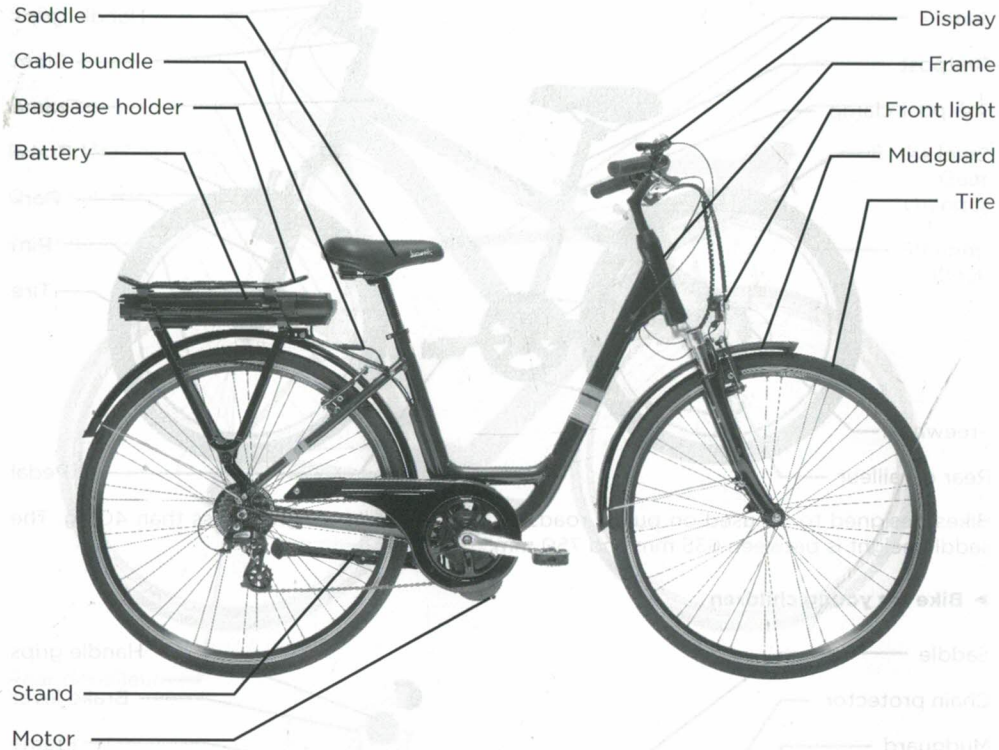
Bikes designed to be used on public roads by young adults weighing less than 40 kg. The saddle height is between 635 mm and 750 mm.

► **Bike for young children**



Bikes have a maximum saddle height between 435 mm and 635 mm (typical cyclist weight: 30 kg).

► Electric bikes



Bikes that are fitted with pedals and an auxiliary electric motor and that are only propelled forward via this auxiliary electric motor.

► BMX



Bikes intended for use on all types of terrain, such as roads, cycle tracks, and ramps, and designed and equipped for activities such as acrobatic tricks, but excluding regulated competitions. The saddle can be adjusted to give a minimum saddle height that is greater than or equal to 435 mm.

There are two BMX categories:

- BMX category 1, designed for cyclists whose weight is lower than or equal to 45 kg;
- BMX category 2, designed for cyclists whose weight is greater than 45 kg.

It does not apply to BMX bikes used in regulated competitions.



Warning / Important

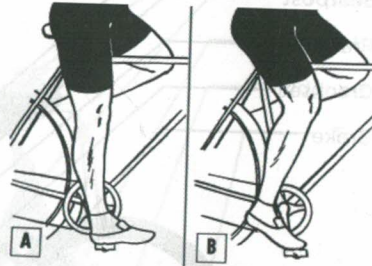
Cycleurope is not liable in the event of improper use.

4 PREPARATION FOR USE

4.1 Adjusting the bike to your height

To determine your saddle height, sit on the bike, put your heel on the pedal in the low position, crank parallel to the seatpost. When your leg is straight, the saddle height is correct (fig. A).

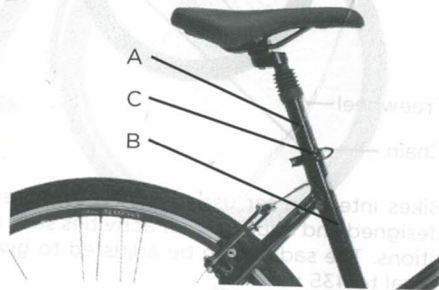
When pedaling, the knee will be slightly bent. (fig. B).



4.2 Adjusting the saddle

4.2 - 1: Adjusting the height

Insert the seatpost (A) into the saddle tube (B). Adjust the height of the saddle tube depending on the user's body type, but without exceeding the minimum insertion mark on the saddle tube. For some mountain bikes and racing bikes, you can adjust the length of the integrated seatpost (ISP). Once the desired height is obtained, re-tighten the screw (C) to the torque indicated on the clamp, or if it is not present, the torque indicated in the recommended torque tightening values table (page 20).

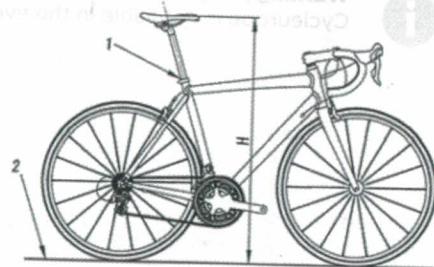


i Warning / Important

For your safety, the saddle must not be extended beyond the marking indicated on the seatpost.

The saddle can be adjusted to give a saddle height that is greater than or equal to 635 mm.

Note: Bikes for young children
The saddle can be adjusted to give a saddle height that is greater than 435 mm and less than or equal to 635 mm.



H: maximum saddle height
1: minimum depth mark for inserting the seatpost into the frame
2: ground

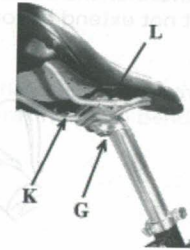
4.2 - 2: Longitudinal adjustment (pushing back the saddle)

Loosen the nut (G). Slide the saddle on the carriage (K) to obtain the desired position.

Check the horizontalness of the saddle and that it is correctly aligned with the bike.

Tighten the nut (G). Refer to the RECOMMENDED TORQUE TIGHTENING VALUES section if there are no manufacturer's instructions.

The carriage (L) must be fully fitted onto the seatpost and the min-max markings of the saddle carriage position must be respected.



4.2 - 3: Protecting the springs under the saddle



Danger / Safety regulation

Ensure that the coil springs under the saddle are protected before mounting a child's seat to prevent fingers becoming jammed.

4.2 - 4: Suspended seatpost



Warning / Important

Suspended seatposts are usually adjusted according to the weight of the user. They must be removed to carry out this adjustment. To perform this operation, please always consult a qualified professional.

4.3. Adjusting the arc and stem (handlebar)

The handlebar is comprised of an arc and a stem. Adjustments to handlebar height depend on the type of bike and type of path. Changing the height of the handlebar influences the seating position of the bike.

There are mainly two types of stem:

► quill stem, which locks inside the head tube with an expander.

► stem called "ahead set", held by the clamps on the outside of the head tube.

4.3 - 1: Adjusting a quill stem (fig.1)

► Loosen the screw of the expander (A) 2 turns counter clockwise using an Allen key.

► Lightly tap the screw with a mallet to release the corner of the expander.

► Adjust the quill stem to the desired height, without exceeding the minimum insertion mark.

► Tighten the screw of the expander, check-

ing that the handlebar is perpendicular to the front wheel. If the screw is too tight, it can break. This is very dangerous to your safety and can result in injury and damage to the bike.

► Use the torque value indicated on the stem or, if it is not present, the value indicated in the RECOMMENDED TORQUE TIGHTENING VALUES table.





Danger / Safety regulation

Be aware of the insertion limit (B) of the quill stem. For your safety, the quill stem must not extend beyond the minimum insertion mark on the tube.

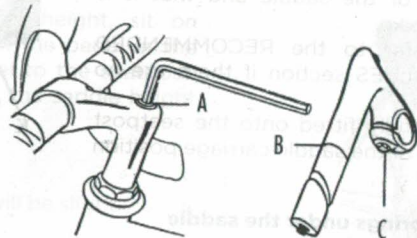


Fig. 1

4.3 - 2: Adjusting a stem with the "Ahead set" system

This stem is directly fitted on the pivot of the fork. It must be in direct contact with the upper part of the headset. For any potential adjustment to the height of the stem, please see your Cycleurope retailer.



4.3 - 3: Adjusting the position and direction of the handlebar

Follow these steps to align the handlebar with the front wheel:

- ▶ Loosen the screws on the front part of the stem, turning them counter clockwise using an Allen key.
- ▶ Turn the handlebar to the desired position. The handlebar must be placed exactly in the

middle of the stem.

- ▶ Re-tighten the screws, turning them clockwise using an Allen key (for the torque value, refer to the RECOMMENDED TORQUE TIGHTENING VALUES section).

4.3 - 4: Adjusting the tilt of adjustable stems

Some types of handlebar stems allow for the handlebar to be tilted. The tightening screws to set the handlebar tilt can be found on the

side of the joint, or on the lower or upper part of the stem. There are also models with additional locking catches or alignment screws.



Warning / Important

This is a safety device. For any potential adjustment, please see your Cycleurope retailer.



Warning / Important

Ensure that the minimum insertion mark of the quill stem is not visible.

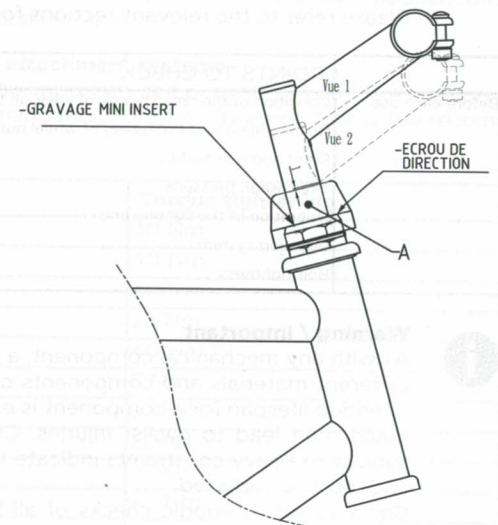


Warning / Important

Use of any type of aerodynamic extension on the handlebar can have a negative influence on the response time of the cyclist when braking or on bends.

4.3 - 5: Stems with steering cover

After adjusting your stem to its maximum height (view 1), always check that the "MINI INSERT" inscription does not appear above the steering nut by lifting the plug "A".



4.4 Adjusting the suspensions

If the bike is fitted with suspensions, they can be adjusted by measuring the sinking of the shock absorber and/or fork. The shock

absorber setting depends on the weight of the cyclist and the use of the bike.



Warning / Important

The suspension fork and shock absorbers must never be disassembled by the user. This operation must be performed by a qualified expert.

4.5 Checks before use

**Warning / Important**

The good condition of wearable parts such as the rims, brakes, tires, steering, and transmission must be checked by the user before each use and regularly checked, maintained, and adjusted by a qualified professional in line with the manufacturer's recommendations.

Ensure that the wheel nuts are correctly tightened, the lighting and signaling system (front and rear) is working, the seatpost, saddle, and stem are correctly positioned and tightened, the bell works, and all of the attachments are correctly tightened. Please refer to the relevant sections for more information on these points.

| | POINTS TO CHECK |
|-----------------|---|
| Before each use | Condition of the rims/degree of wear on the sides if rim brakes are present Quick release and tightening of wheel nuts Front and rear brakes Tires: wear, pressure Operation of the lighting and signaling system Bolt tightness |

**Warning / Important**

As with any mechanical component, a bike is subject to heavy constraints and wear. Different materials and components can react differently to wear or fatigue. If the intended lifespan for a component is exceeded, it can break in a single stroke, which could then lead to cyclist injuries. Cracks, scratches, and discolorations in areas subject to heavy constraints indicate that the component has exceeded its lifespan and must be replaced.

Consequently, periodic checks of all bike components by a qualified professional are recommended, more specifically the frame, fork, and suspension attachments (if present).

**Warning / Important**

For composite (carbon) components Specific precautions must be taken for all operations on carbon components (assembly, maintenance, transport, etc.). All carbon components must be regularly and carefully inspected, particularly after a fall or an accident, in order to detect any potential signs of a crack, deformation, wear, etc. If in doubt, contact your Cycleurope retailer.

Note:

Carbon components must never be subjected to strong temperature variations, as they may break and result in the user falling off the bike.

operations involving screw and nut assemblies

For all assembly operations, appropriate wrenches must be used and the recommended torque tightening not exceeded.

It is important to respect the correct torque tightening values for the bike attachment systems - nuts, bolts, screws. Too low, and the attachment may not remain tight. Too high, and the screw could be damaged, stretched, warped, or broken. In this case, as with others, an incorrect torque value can lead to the failure of a component and you risk losing control of the bike and falling off.

During tightening or loosening, if the threads appear damaged, the screw or nut must be replaced.

If you notice a difference between the manufacturer's recommendations for a component and those found in this manual, please ask your retailer.

Recommended torque tightening values for attachment systems

Using a torque wrench calibrated to tighten the important components of your bike is recommended. Refer to the manufacturer's recommendations or, if not present, follow the recommendations below:

| Screw assembly | Torque tightening |
|---------------------------------|-------------------|
| Crank, steel ✓ | 30 Nm |
| Crank, aluminum | 40 Nm |
| Pedals | 40 Nm |
| Front wheel axle nut | 25 Nm |
| Rear wheel axle nut | 40 Nm |
| Stem expander | 8 Nm |
| Aheadset stem locking screw | 9 Nm |
| M8 seatpost locking screw | 20 Nm |
| M6 seatpost locking screw | 14 Nm |
| Seatpost attachment lock | 20 Nm |
| Brake blocks | 6 Nm |
| Dynamo support | 10 Nm |
| Seatpost clamp for carbon frame | 5 Nm* |
| Bottle holder on carbon frame | 2 Nm |

Tightening carbon fiber parts

| Screw assembly | Torque tightening |
|---|-------------------|
| Lock collar screw of the front dérailleur | 3 Nm* |
| Fastening screw of the shift lever | 3 Nm* |
| Fastening screw of the brake lever | 3 Nm* |
| Handlebar-stem flange | 5 Nm* |
| Stem fastener on the fork pivot | 4 Nm* |

* Using a mounting paste on the carbon is recommended

| Screw assembly | Types of screws | Maximum torque tightening |
|---------------------------|-----------------|---------------------------|
| Seat clamp, not tightened | M5 | 4 Nm* |
| Seat clamp, not tightened | M6 | 5.5 Nm* |
| Dérailleur screw eyelet | M10 x 1 | 8 Nm* |
| Bottle holder | M5 | 4 Nm* |

* Using a mounting paste on the carbon is recommended

Standard torque tightening for screw assemblies

| Types of screws | Marking of screws | | |
|-----------------|-------------------|---------|---------|
| | 8.8 | 10.9 | 12.9 |
| M4 | 2.7 Nm | 3.8 Nm | 4.6 Nm |
| M5 | 5.5 Nm | 8.0 Nm | 9.5 Nm |
| M6 | 9.5 Nm | 13.0 Nm | 16.0 Nm |
| M8 | 23 Nm | 32.0 Nm | 39.0 Nm |
| M10 | 46 Nm | 64.0 Nm | 77.0 Nm |

To ensure that the handlebar, stem, saddle and seatpost, wheels, and aerodynamic extensions or other parts are correctly fitted, it is recommended that you use appropriate wrenches and apply a clamping strength in line with the specific torque tightening value of each of the components from the different

types of bikes highlighted by the manufacturer in the manual that comes with the product or that is engraved directly on the component. Failing this, using the torque tightening values in this booklet is recommended. If in doubt, contact your retailer.

5 BIKE MAINTENANCE

5.1 Lubrication

To prevent corrosion and ensure optimal operation of your bike, we recommend lubricating certain components periodically. This operation should be performed

more frequently if the bike is stored for a longer period of time or if used in a saline environment.



Warning / Important

Except for the chain, lubrication of components must be carried out by a qualified professional during periodic checks.



Warning / Important

Never let oil or grease come into contact with tires and the sides of rims (surface of brakes).

5.2 Up'keep

For your bike to keep its brand-new look and remain in a perfect state of operation, we recommend that you observe the following basic precautions:

brush soaked in soapy water.

► Saddles

Plastic saddles should be cleaned using soap and water only. Leather saddles do not require any particular upkeep. However, if the saddle has been exposed to rain, which should be avoided, it can be treated by lightly applying a leather-treating product.

Note: Mountain bike

Cycleurope mountain bikes have been designed for off-road use. Their wheels are generally fitted with hubs with sealed bearings. However, the use of high-pressure cleaning devices is strongly discouraged. Upkeep should be carried out more often than with a standard bike.

For long trips and depending on your bike, we recommend that in addition to standard tools, you carry spare parts, for example, inner tubes, brake cables, brake blocks, light bulbs.

Your retailer can advise you on your choice.

► Painted parts

Remove the dust and mud using a damp sponge, possibly adding a mild detergent. Then use a non-abrasive silicone polish.

Note: The use of high-pressure cleaning devices is strongly discouraged. Generally speaking, the use of solvents is discouraged for cleaning paints.

► Plastic parts

Plastic parts must only be cleaned with soapy water.

► Chrome parts

Chrome parts should be lightly oiled from time to time. This upkeep is particularly important in damp weather or in a maritime climate.

► Tires

The tires can be cleaned using a sponge or a

5.3 Storing the bike



Warning / Important

Long-term storage

If your bike will be out of use for a period of time, we recommend storing it in a dry place, preferably hung up so as not to damage the tires.

Composite materials

Ensure that you do not expose your bike to high temperatures in a confined environment if it has components made of composite materials, as you risk altering the quality of these components.

6 OPERATING AND ADJUSTING THE BRAKES

The front brake is controlled by the left brake lever.

The rear brake is controlled by the right brake lever (unless there are specific regulations governing certain countries, such as the United Kingdom, Japan, etc.)

The brakes are the cyclist's main safety component. They must be checked before each use and regularly maintained and adjusted. The casings must not be subjected to closed trajectory angles, so that the cables slide with the minimum friction.

Damaged, frayed, and rusted cables must be changed immediately.

If the cable is handled, the torque to be applied is 5 to 7 N.m (cable tightened on

caliper).

These adjustments should be made by a qualified professional.

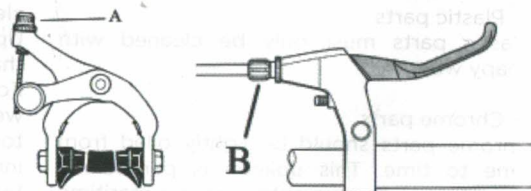
If friction components are replaced in the brake system, using original parts guarantees that your bike maintains its high performance. This operation must be performed by a qualified expert.

In wet weather, where visibility and grip are reduced, braking distances are extended, and the user must adapt their speed and anticipate braking.

6.1 Tension on the front and rear brake cables

Focus on the built-in tensioning screw:

- ▶ Either on the brake shoe > A
- ▶ Or on the brake lever > B



6.2 Adjusting the brake blocks

- ▶ Align the blocks with the rim: fig. A
- ▶ The block must be tilted slightly according to the rotation direction of the wheel: fig. B
- ▶ The amount of space between the blocks and the rim must be 3 to 4 mm: fig. C
- ▶ The blocks must never touch the tires.

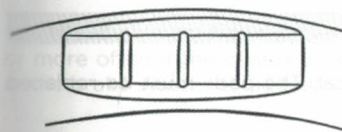


Fig. A

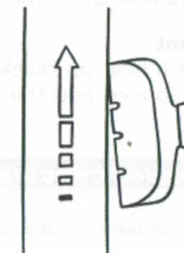


Fig. B

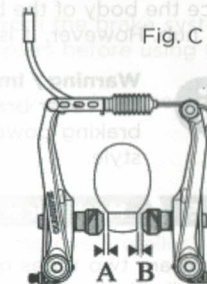


Fig. C

$A+B = 3-4 \text{ mm}$

6.3 Replacing the brake blocks

The blocks and brake linings are wearable parts. To ensure your bike's ideal braking performance, regularly check for wear on the blocks, on each caliper.

If the rubber is completely worn, always replace both blocks at the same time.

Note: If the original blocks do not have tread,

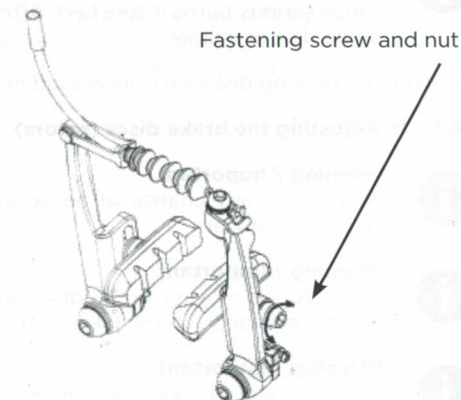
Remove the block to be replaced, using a wrench to loosen the fastening nut and washer.

If your brakes are fitted with stops, keep them to reuse on reassembly.

Determine whether your replacement blocks are "common" or "directional".

Note: Directional brake blocks must be mounted facing the correct way, as the design and structure are different at each end.

even when new, replace them when the rubber block is only 3 mm from the metal bracket.



Fastening screw and nut



Warning / Important

For all operations on the brake system, we recommend that you see your Cycleurope retailer, who is qualified to perform these operations.



Warning / Important

Specific brake blocks are required on carbon rims. Please consult your approved Cycleurope retailer, who will advise you.

6.4 Roller brake

The roller brakes require little maintenance, since the body of the brake is located inside the hub. However, it is a wearable part. The

inner lining must be replaced periodically. This operation must be performed by your repairman.

i Warning / Important

The roller brakes will heat up quickly if pressure is applied for a long period. The braking power is reduced and the brake can stop completely. Adapt your riding style.

6.5 Mechanical and hydraulic disc brakes

There are two types of disc brakes: hydraulic and mechanical. The pads must be replaced periodically.

i Warning / Important

We advise you to consult your approved retailer for the assembly, replacing, and upkeep of your disc brakes.

After each adjustment, perform a brake test by pushing the bike forcefully and pulling the

brake lever. Only use the bike if the brakes are working correctly.

i Warning / Important

At the end of braking, the discs and calipers can become very hot and can therefore cause serious burns if touched. After braking, wait 30 minutes before touching the brake disc or caliper.

Warning: the braking distance is increased in wet weather.

6.5 - 1: Adjusting the brake discs (rotors)

i Warning / Important

To prevent any chance of an accident, the brake discs should be adjusted by a specialist retailer.

i Warning / Important

Never touch moving brake discs with your fingers during assembly, disassembly, and maintenance on the bike, as this could lead to serious injury.

i Warning / Important

Ensure that the brake discs remain clean and that they do not have any trace of oil. They should be cleaned regularly with a degreasing product to ensure consistent braking.

i Warning / Important

As this is a delicate operation on a safety component, please consult a qualified professional.

i Warning / Important

Regularly check the wear on your bike's brake pads. Ensure that the brake pads remain clean and that they do not have any trace of oil. Before each use, check the sealing on hoses and connectors. Stop using the bike immediately if there is a loss of liquid from the brake system and have a qualified professional carry out the necessary repairs before using the bike again.

If you use the bike despite the fluid loss, the brake system may suddenly cease to work.

6.5 - 2: Bleeding the hydraulic brakes

The brake oil must be replaced once a year, or more often if the bike is used intensively, or the brake system could become damaged.

This operation requires special tools and must be performed by your approved retailer.

6.5 - 3: Backpedal brake

The brake is activated when the user pedals backwards. The chain actually activates the brake. That's why you should ensure that the

chain tension is correct and that it cannot derail.

i Warning / Important

To optimize the braking performance of a backpedal system, the pedal must be in a horizontal position (not with one pedal on top and the other below). Be careful on long descents. Use the front brake too, as the efficiency of the backpedal brake can be reduced by the intense heat generated by a prolonged descent. Finally, always let a backpedal brake cool down before touching it.

7 TRANSMISSION

7.1 Tensioning and adjusting the chain or any other type of transmission

i Warning / Important

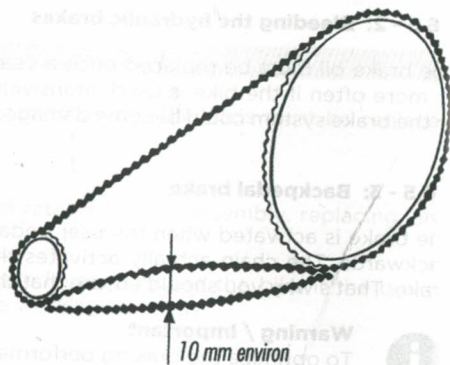
The chain is a wearable part. A worn chain could break and lead to a fall. Always have a qualified professional replace worn chains before using the bike again.

If your bike has a dérailleur, the chain is automatically tensioned.

For single-speed bikes or bikes with built-in gear change in the hub, the chain tension must be checked periodically. An incorrectly tensioned chain could lead to derailment and a fall. A chain that is too tight will damage the bike.

For correct operation, the central part of the chain must have a distance of 10 mm separating the sprocket from the pedal during vertical movement.

The tensioning and adjustment of all other types of transmission must be carried out by a qualified professional.

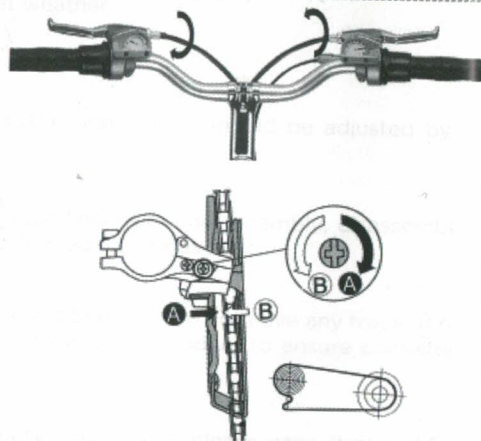


7.2 Adjusting the front and rear dérailleurs

The front and rear dérailleurs allow you to shift gears easily.

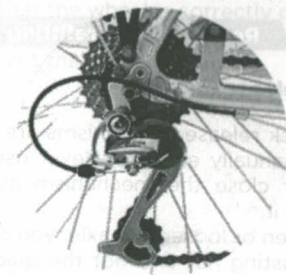
After a certain period of time, the controls should be adjusted, as they are subjected to normal decline.

The dérailleurs can be adjusted using two screws (A and B), which limit the extreme positions of the dérailleurs. Turn the two adjustment screws so that all of the gears shift, without the chain being released from the freewheel or chainrings.



7.3 Adjusting the linked rear dérailleur

The wheel enables the cable tension to be adjusted and a correct indexation (gear shift at each notch) to be obtained.



Warning / Important

Any adjustments to the dérailleur should be performed by a qualified professional.



Warning / Important

For optimal use of the manual or automatic gear shift system, do not shift when your bike is stationary. The dérailleur must only be activated when pedaling, by applying a reduced and constant pressure on the pedals.

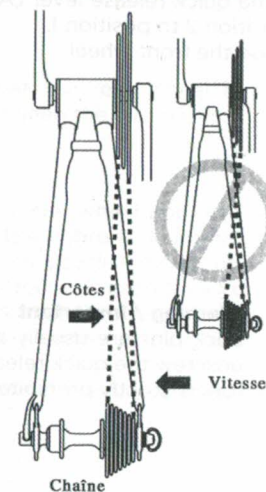
Never turn the pedals in the opposite direction to pedaling.

7.4 Advised combinations



Warning / Important

Avoid crossing the chain (chain positioned on large sprocket and large chainring or chain positioned on small sprocket and small chainring). If the chain is crossed, it could come into contact with the front dérailleur.



8 WHEELS

8.1 Removing and refitting the wheels

Quick release wheels:

The quick release mechanisms are designed to be manually enabled. Never use tools to open or close the mechanism as this will damage it.

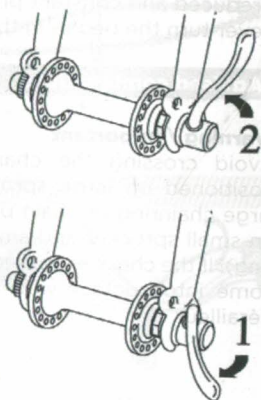
To tighten or loosen the axle, you should use the adjusting nut and not the quick release lever.

If the lever can be manipulated using minimal manual pressure, it means that it is not tight enough. The adjusting nut should therefore be re-tightened.

During each adjustment, check that the front

wheel is correctly centered in relation to the front fork and the centering of the rear wheel between the two bases and the rear fork. Remember to reconnect the brake cables, if necessary.

For any other adjustment to the quick release mechanisms (if the bike has them), use the method set out or contact a qualified professional.

**REMOVAL****Removing the front wheel**

- ▶ Disconnect the brake caliper cable.
- ▶ Pull the quick release lever (A) to bring it from position 2 to position 1.
- ▶ Release the front wheel.

**Warning / Important**

Lock pins are usually present on the feet of the fork. It is therefore necessary to unscrew the quick release nut to its maximum. Removing the pins on the feet of the fork is strictly prohibited.

REFITTING**Refitting the front wheel**

- ▶ Position the wheel axle to the bottom of the fork feet; lever (A) open, in position 1.
- ▶ Tighten the nut (E) until the wheel axle is held between the feet of the front fork while the wheel is suspended off the ground.
- ▶ Close the lever (A) to position 2; when the lever is closed, it must sit parallel to the front fork and be slightly tilted towards the fork. Closing the lever requires substantial manual pressure of at least 12 daN (approximately 12 kg). Otherwise, tighten the nut further (E). Never use a hammer or other tools to return the lever to position 2, as this could damage the quick release mechanism.
- ▶ If the lever can be manipulated using minimal manual pressure, it means that it is not tight enough. The nut should therefore be tightened further.

**Warning / Important**

For bikes with lock pin washers, ensure that the catch is correctly positioned in the hole on the fork.

Refitting the rear wheel

- ▶ Position the chain on the small sprocket.
- ▶ Slot the wheel into the feet of the frame.
- ▶ Carry out the same adjustments as set out

**Warning / Important**

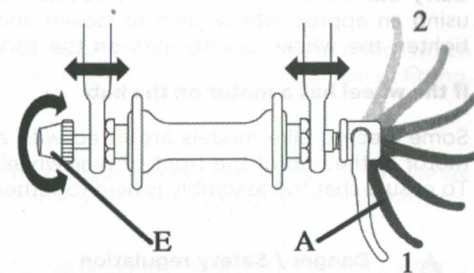
The quick release mechanisms are intended to hold the wheel onto the bike. The wheel must be correctly fitted and tightened on the entire fork/frame assembly, otherwise it could detach and lead to serious accidents, cyclist injuries and damage to the bike. It is important to strictly follow the instructions each time you remove and refit the wheels. Before using your bike, check that the quick release mechanisms are correctly tightened. Not performing these checks carries a serious risk to cyclists.

To prevent burns, the quick release mechanism for the wheel must be located on the side opposite the brake disc.

**Warning / Important**

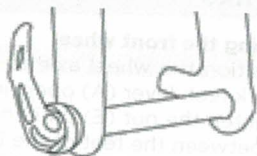
If you have any doubts or questions concerning operations on your quick release system, please contact your approved retailer.

- ▶ Check that the wheel is correctly centered in relation to the front fork.
- ▶ Reconnect the brake cable.



Wheels fitted with quick release thru-axes

These axes function as quick release mechanisms.



Wheels without quick release

Carry out the same steps as set out above using an appropriate wrench to loosen and tighten the wheel locking nuts on the fork

If the wheel has a motor on the hub

Some electric bike models are fitted with a motor in the hub of the front or rear wheel. To ensure that the assembly is held together



Danger / Safety regulation

Always ensure that these lock washers are correctly positioned before using your electric bike. For any maintenance operation, we recommend that you consult your Cycleurope retailer.



Warning / Important

Wheels fitted with a roller brake, backpedal, hub gear: as the removal/refitting of these wheels is a delicate operation, we recommend consulting a qualified professional.

8.2 Spoke tension

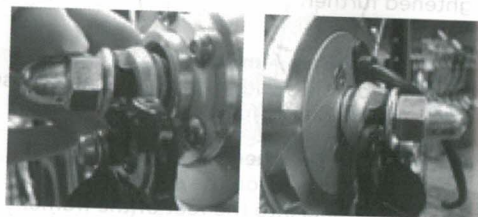
We recommend having the lateral displacement, vertical displacement, and spoke

8.3 Tire pressure and assembly

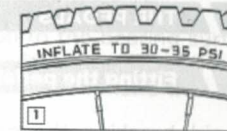
Regularly check the condition and pressure of your tires. Refer to the inflation information on the sides

or frame. After refitting the wheels, the nuts must be tightened to the correct torque.

properly, lock pin washers are positioned on each side of the hub (see photos below).



Below are some equivalents:
7.0 bar = 100 PSI 4.0 bar = 56 PSI
6.0 bar = 90 PSI 3.0 bar = 43 PSI
4.5 bar = 65 PSI 2.0 bar = 28 PSI



The tires as well as the hoses must be replaced when the tire tread is worn or deformed, cracked, or cut. A good running surface and good inflation are essential to

ensuring correct handling and good braking, and for limiting the risk of puncture.



Warning / Important

Some tires have a rolling direction depending on the orientation of the tread, which is usually indicated by an arrow on the side. Please follow this direction when fitting.



Warning / Important

When changing the tire, please follow the original dimensions so as not to change the minimum normative distances with the frame, fork, mud guards, attachments, and pedals.

8.4 Bonding technique

For bikes that are fitted with tubular tires, bonding these tires requires certain specifications and a precise method of operation.

We recommend that you consult your qualified repairman.

8.5 Rim maintenance

As with all wearable parts, the rims must be checked regularly. If you find an anomaly (abnormal wear or potential damage), have your bike checked by a qualified professional. If your rims have wear indicators, check these and replace the rim when necessary. Bikes that are fitted with brakes built into the surface of the rim on the brake system

are subject to wear on the wall of the rim on the braking surface. We recommend regularly examining the rims to prevent accidents caused by a broken rim. The purpose is to ensure that the rim has no signs of wear or cracks. A reminder sticker is affixed to the relevant rims.



Danger / Safety regulation

As with all composite components, particular care should be taken with rims made from composite materials. They must not be exposed to high temperatures as they could break and cause the rider to fall off. The brake blocks used on the rim must be compatible with the material. Before each use, carry out a thorough check of the surface of the rim and look for any potential cracks, breaks, signs of wear, etc. In doubt, do not use this component and contact your Cycleurope retailer.

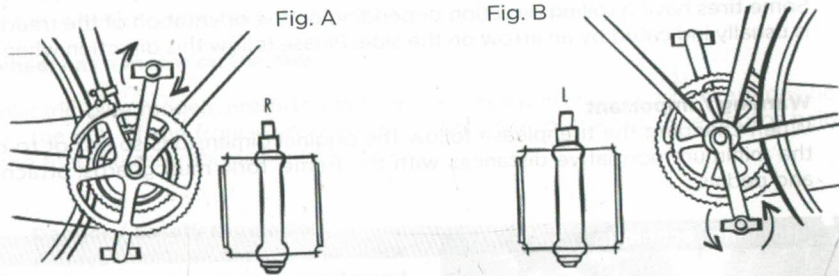
9 THE PEDALS

9.1 Fitting the pedals

To avoid breaking the cages, ensure the pedals are correctly installed. Using an appropriate wrench, screw the pedal marked R into the right crank, turning it clockwise (fig. A).

Screw the pedal marked L into the left crank, turning it counter clockwise (fig. B). Always use the correct wrench.

Torque tightening of pedals: 35 to 40 N.m.



9.2 Automatic pedals

This type of pedal requires adapted shoes. Ask your retailer for a demonstration on how to use and adjust them.

9.3 Toe-clip

Although toe-clips can help cyclists develop more power with each turn of the pedals, they can be difficult to use and can cause an accident.

Cyclists who do not have experience with toe-clips are strongly encouraged to train without tightening the straps before using the bike on the road.

Generally, the pedal axis must be located directly below the ball of the foot. This position is easily obtained with the toe-clips which must, however, be adapted to the cyclist's shoe size.



Warning / Important

After fitting the toe-clips to the pedals, ensure that they do not interfere with the rotation of the front wheel. Some pedal types are designed to only be used with toe-clips. It is dangerous to use such pedals without toe-clips. The toe-clips must not cover any part of the pedal reflectors. For your safety, practice putting your feet into and out of the toe-clips.



Warning / Important

The BMX pedals are designed to ensure better adhesion to the bearing surface of the pedal than a pedal on a normal bike. This can provide a very rough bearing surface on the pedal with sharp edges. Consequently, we recommend that cyclists wear appropriate protective equipment.



Danger / For your safety

Ensure you always respect the minimum distances between the end of the wheel or mud guard and the axis of the pedal when replacing the pedals, cranks, mud guard, tire or pedals:

| | |
|---|-----------------------------------|
| Road bikes and children | Distance at least equal to 89 mm |
| Mountain bikes, city bikes and hybrid bikes | Distance at least equal to 100 mm |

10 LIGHTING



Warning / Important

Lighting systems are subject to national regulations in the country in which the bike is used.

10.1 Three lighting systems

There are three lighting systems:

- ▶ generator,
- ▶ dynamo hub lighting,
- ▶ battery lighting.

10.1 - 1: The generator

If your bike is fitted with a generator lighting system, the electrical current is supplied by a generator that must be switched on by acti-

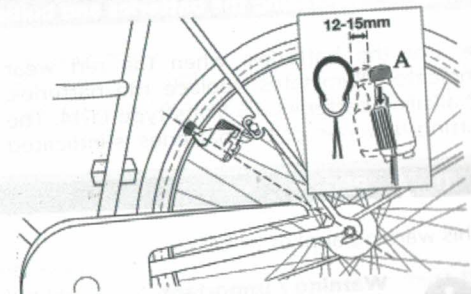
vating the control lever (A). To disconnect the generator, pull it towards you so that it is no longer in contact with the wheel.



Warning / Important

Never carry out these operations when riding as it could cause an accident.

To obtain maximum brightness, the glass of the lenses must be kept clean.



10.1 - 2: Operating a dynamo hub lighting system

A dynamo hub is a power generator in the hub of the front wheel. The current is generated by turning the wheel, at which point friction is created between the wheel and the dynamo.

It enables powerful lighting at low speeds.



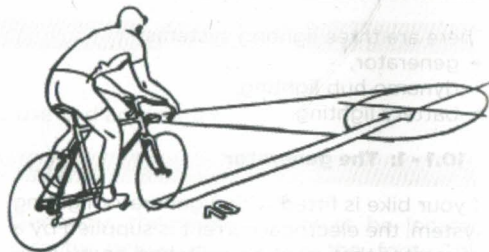
10.1 - 3: Battery lighting

There are also lighting systems that are battery operated. They can be built into a fixed or removable lighting system. This system has the advantage of not creating

friction, and thus loss of performance. On the other hand, its battery life is limited to the lifespan of the batteries.

10.2 Adjusting the front light

Adjust the angle of your headlight so that the center of the beam meets the floor 10 meters away.



10.3 Replacing the batteries and bulbs

► For the batteries: when the red wear indicator illuminates, replace the batteries: 2 alkaline batteries, 1.5 Volts type LR14. The fitting direction of the batteries is indicated

on the bulb holder and on the inner strip.

► For the bulbs: you must use this type of bulb: 2.4 Volts 0.5 A Type: Krypton.

11 PEG

This warning applies to BMX



Warning / Important

For your safety, always check that the pegs are compatible with your bike before mounting them.

12 MAXIMUM TOTAL PERMITTED WEIGHT

The maximum total permitted weight for the cyclist plus baggage must not exceed the manufacturer's recommendations, namely:

| Type of bike | Maximum permitted weight (bike + cyclist + baggage) |
|---------------------|---|
| Mountain bike | 100 kg |
| Hybrid bike | 100 kg |
| Racing | 100 kg |
| Urban/City | 100 kg |
| Electric bike | 120 kg |
| Young adults, 20" | 55 kg |
| Young children, 16" | 45 kg |
| Young children, 14" | 33 kg |
| BMX Category 1 | 65 kg |
| BMX Category 2 | 100 kg |

The total permitted weight for the cyclist and baggage must not exceed the maximum permitted weight (see table above) minus the weight of the bike.



Danger / For your safety

- Do not carry passengers.
- Do not carry baggage that will unbalance the bike or reduce visibility.
- Most "city" and "travel" bikes are fitted with baggage holders. These baggage holders comply with standard ISO 11243 and can carry quite significant loads, following construction and assembly. The maximum permissible load should not exceed the weight indicated on the baggage holder. Please remember that a loaded baggage holder considerably changes the way you ride.
- It is prohibited to fit a trailer to the baggage holder. Your bike has been designed and built for use by a single person. Cycleurope shall not be liable where the bike is used simultaneously by several people, or when the baggage holder is overloaded.

13 UNMOUNTED ACCESSORIES



Danger / For your safety

It is essential to follow the assembly instructions provided with the accessory. It is important to respect the torque tightening values. These accessories must be approved and must respect the laws and traffic regulations in force and be adapted to the bike. Do not hesitate to consult your Cycleurope retailer.

13.1 Unmounted baggage holder



Danger / For your safety

Not all bikes are suitable for a baggage holder. Do not hesitate to consult your Cycleurope retailer. Never fit the baggage holder to the seatpost. Avoid overloading the baggage holder as it could fall off and break the components.

The front baggage holder must be fitted to the fork or front axle. They change the stability of your bike. Always carry out checks before riding on a public road.

13.2 Child seat



Danger / For your safety

Our bikes fitted with baggage holders are compatible with child seats. However, the type of child seat that can be fitted on the bike depends on the maximum permitted weight indicated on the baggage holder.

For both your safety and that of your passenger, we ask that you respect the following assemblies:

**Baggage holder accepts
a maximum load of 25 kg**



Only child seats with an attachment to the saddle tube are permitted.

**Baggage holder accepts
a maximum load of 27 kg**



Option of fitting a child seat directly to the baggage holder (on the condition that the child seat attachment is compatible with the baggage holder).



Danger / For your safety

A child seat can significantly change the stability of your bike. It is prohibited to affix a child seat directly to the seatpost of the bike. Under no circumstances must any part of the child's body or clothing (laces, seat belts, etc.) come into contact with any of the bike's moving parts, as this could injure the child or cause an accident. It is recommended that the child seat is fitted to bikes equipped with protected mud guards to prevent the child from inserting their feet or hands into the spokes of the bike. The same applies to coil springs under the saddle: it is very important to cover them completely to prevent the child's fingers from becoming trapped. Check that the seat complies with EC standard EN 14344.

13.3 Trailer

Trailer



Danger / For your safety

Ensure that the trailer assembly is compatible with your bike. Do not hesitate to consult your Cycleurope retailer. It is also down to the correct assembly of the coupling. A trailer changes the stability of your bike. Always carry out checks before riding on a public road. Always respect the maximum permitted loads. Children under 16 years old are not permitted to ride with a trailer.

WARRANTY TERMS AND CONDITIONS

Legal warranty:

In accordance with the law, CYCLEUROPE INDUSTRIES is liable for any hidden defects in a product marketed by CYCLEUROPE INDUSTRIES under the terms and conditions of article 1641 and in line with the Civil Code.

Contractual warranty:

DURATION AND CONTENT OF THE WARRANTY

CYCLEUROPE INDUSTRIES is liable for the correct manufacture of its Products and agrees to repair or replace the defective part caused by a manufacturing defect or labor defect (except for normal wear on a part). The duration of the warranty as of the date indicated on the purchase invoice is:

- 5 years for rigid steel, aluminum, or carbon frames (except toys),
- 2 years for mountain bike suspension forks and frames,
- 2 years for paint and decorations on frames and forks,
- 2 years for collapsible frames,
- 2 years for electrical components on electric bikes
- On third-party components, the applicable duration is according to the manufacturer.

The spare part used will either be equivalent to the faulty part or of a newer generation, depending on the evolution of products. Work carried out under the warranty shall not affect the duration of the warranty unless otherwise provided for by law.

This warranty is given only to the purchaser whose name is on the purchase invoice and is not transferable.

CONDITIONS FOR IMPLEMENTING THE WARRANTY

However, this warranty is only valid if regular maintenance or upkeep at least once a year has been carried out by a professional in accordance with the recommendations of the user manual. To implement the warranty, the purchaser must contact the retailer or any workshop in the network appointed by CYCLEUROPE INDUSTRIES.

Thus, warranty operations can be carried out by the entire CYCLEUROPE INDUSTRIES network, regardless of country or place of purchase.

The warranty can only be implemented for bikes which are presented complete, in accordance with the original specifications, and accompanied by their purchase invoice.

THE WARRANTY DOES NOT COVER:

- Damage caused by improper or defective maintenance and by repairs, alterations or replacements of parts on the bike carried out by non-professionals.
- Damage caused by negligence, defect or poor maintenance (lubrication, adjustments etc., as indicated in the user manual), overloading, even temporary, user inexperience, or poor transport conditions, that are not in accordance with the conditions outlined in the user manual.
- Bikes used in competitions.
- Rust.
- Wear parts, i.e.:

Dérailleur cables and casings, cables and brake linings, transmission elements (chainring, sprocket, chain, etc.), tape/pads for handlebars, hydraulic oils and lubricants, rims, brake pads, batteries and light bulbs, tires and inner tubes, saddles.

- The development of colors over time.

- Damage caused by a supervisory defect or, more generally, failure to comply with the instructions and recommendations given in the user manual.

The warranty and liability of CYCLEUROPE INDUSTRIES is strictly limited to the cost of the part in question and does not cover any direct, indirect, material or immaterial damage. The purchaser undertakes, for their part, to take all necessary precautionary measures to limit its damage as well as those of CYCLEUROPE INDUSTRIES.

The bikes defined by CYCLEUROPE as being used for professional use are guaranteed for two years plus labor (except wear parts).

The warranty will not apply to bikes in the consumer range that are used for professional purposes.



DISEÑADOR, FABRICANTE Y DISTRIBUIDOR

Un sitio con certificación ISO 9001 para el diseño, la comercialización y la distribución de bicicletas

