



USER MANUAL AND ASSEMBLY INSTRUCTIONS FOR LEEZE WHEELS

USER MANUAL AND ASSEMBLY INSTRUCTIONS

ENGLISH

USER MANUAL AND ASSEMBLY INSTRUCTIONS FOR LEEZE WHEELS

Important information on assembly, use, care and maintenance

Some notes on this LEEZE wheel manual

Pay attention to the following symbols:

This symbol indicates an imminent risk to life or health if the instructions given are not complied with or if suitable preventive measures are not taken.

This symbol warns you of improper use or behaviour which may result in damage to property and/or the environment.

This symbol indicates special information on how to handle the product and points out passages in this user manual and assembly instructions requiring your special attention.

The potential consequences described above are not repeated in this manual every time one of the symbols appears!

INTRODUCTION

The LEEZE team congratulates you on purchasing LEEZE wheels. You have made an excellent choice. We put a lot of effort and commitment into the development, testing and manufacture of our products in order to uphold the highest standards of quality. Our production tolerances with regard to component manufacturing are carefully monitored by quality assistants throughout the component production to ensure simple and reliable assembly. As with all high-quality sports equipment, LEEZE wheels, tyres and inner tubes must be assembled on the bicycle and serviced later, ideally by a specialist. This is the only way to ensure the proper functioning and long-term durability of our products. The LEEZE team recommends that you ask an experienced mechanic to help you when mounting the tyre equipment which may vary depending on the respective tyre (rim tape, tyre, inner tube, sealant, valves and tyre glue). Whenever possible, always combine components from the same manufacturer in order to ensure the optimal function and strength of the equipment.

These LEEZE user manual and assembly instructions contain important information on use, care, maintenance and assembly.

Read this LEEZE wheel manual carefully. Start with the general information and continue with the sections facilitating assembly and use.

The LEEZE wheel card or the banderole of your LEEZE wheelset contains all important and safety-relevant information on your LEEZE wheels.

Keep this LEEZE wheel manual in a safe place. If you sell or lend your LEEZE wheelset or your bicycle share this manual with the new user.

LEEZE wheels are subject to permanent technical progress. Keep yourself updated at www.leeze.de

As the case with all lightweight components, LEEZE wheels as well as quick-releases, tyres and inner tubes require special care and attention. They must be assembled with care and used in accordance with their intended use. The materials used are mostly extremely strong and durable. In some cases, the components made of these materials are lightweight and still able to withstand heavy loads. However, these materials can still break if they are subjected to excessive loads, e.g. in the event of an accident. In such cases, the component may deform only slightly before breaking. After a heavy shock or overload event, the component can be damaged without possibly showing any significant deformation. It is this feature that differentiates carbon from aluminium, despite providing the same, or even better, level of resilience.

A component that was exposed to overload, e.g. as a result of an accident, has to be examined by a specialist, using other indicators, to ensure that any further use is absolutely safe. Therefore, consult the LEEZE service hotline after any such incident.

BEFORE YOUR FIRST RIDE - INTENDED USE

Note that each LEEZE wheel (01) or each bicycle tyre was built for a specific purpose of use referred to as **category** in the following. Use your LEEZE wheels or your bicycle only in accordance with their intended use; otherwise, your safety could be severely reduced. In some cases, your intended use may be subjected, potentially leading to failure and accidents - with unforeseeable consequences! Also, improper use will invalidate the warranty.

If you are not sure to which category your LEEZE wheels or your bicycle belongs, consult the LEEZE service hotline. More information are provided at www.leeze.de.

SPECIAL CHARACTERISTICS OF CARBON

All products made of carbon fibre-reinforced resin (10) (also referred to as carbon or CFR) have some special characteristics which must be taken into account.

Carbon (11) is an extremely strong material which allows producing components of high strength and low weight. When used in a typical and reasonable riding scenario in accordance with its respective category or use, the resistance it offers equals or even exceeds that of aluminium or steel. However, it should be noted that carbon, unlike metal, does not show visible deformation after stress. stress, even as internal fibre structure may already be damaged. In further use, a carbon component that was damaged previously in an overload event may fail just like a component made of metal would, potentially resulting in an accident with unforeseeable consequences.

If your carbon component was exposed to a high load, we strongly recommend that you take the component, or ideally even your complete bicycle, to your bicycle dealer for inspection. They will check the damaged LEEZE wheel or the entire bicycle and replace defective components as necessary (12).

For safety reasons, components made of carbon must never be fixed or repaired! Damaged components must be replaced at once! Prevent further wear by taking appropriate measures. i.e. use the component in pieces.

Components made of carbon must never and under no circumstances be exposed to excessive heat. Therefore, never have the components enamelled or powder-coated. The temperatures required for enamelling or powder-coating could destroy the component. Do not leave carbon fibre components near a source of heat in a car or boot during hot or sunny weather.

Protect your LEEZE wheels or bicycle when transporting them in the boot of your car or on the back seat of your car. Prevent the sensitive material from being damaged by padding it with covers, foamed material or the like. Pack your LEEZE wheels (in particular carbon wheels) in specific wheel bags (13) to protect them.

Always park your bicycle carefully and make sure it does not topple over (14). Carbon wheels, frames and components may already sustain damage by simply toppling over, thereby hitting for example a sharp edge.

If your LEEZE wheels or other components made of carbon show any noches, tears, deformations, dents or discolorations etc., or if they make cracking or cracking noises, do not use the LEEZE wheels or the bicycle until the components have been replaced. If the component was subjected to a high load, an accident or a heavy impact, it will be replaced or examined by your bicycle dealer or contact the LEEZE service hotline before using it again.

Keep in mind that rims with brake surfaces made of carbon require special brake pads. We strongly recommend that you use LEEZE brake pads (03). If this is not observed, we cannot guarantee the proper function of the wheels and the warranty will be invalidated.

Take time to become familiar with the braking behavior of carbon rims in combination with rim brakes. Using the front wheel brake without care can result in a fall. Before you set off for your first ride, take your bicycle to an area free of traffic and test the brakes to standstill.

The disadvantage of carbon as a rim material is its poor heat conductivity. With rim brakes, the heat building up when braking may result in excessive thermal load acting on inner tubes and tyres. This may lead to a sudden failure of the inner tube or a fall! Therefore, never apply the brakes, as described in the section "Before your first ride - Intended use".

CLEANING AND CARE

Clean your tyres and your LEEZE wheels with water and a soft cloth at regular intervals. If necessary, use a non-abrasive sponge to remove grime. You may add a little washing-up liquid for cleaning and removing tough stains, such as oil or grease, from hard surfaces. Do not use degreasing agents, which contain organic solvents (e.g. acetone, trichloroethylene, etc.), as they may damage the decals, the finish or substance of the material.

In addition, they are intended for cross-country use and marathon races on easy or committed to intermediate surfaces (e.g. hilly with soft obstacles, such as roots, rocks, loose and hard surfaces as well as cacti). However, less experienced riders may lack the proper technique when landing their jumps, which increases the forces acting on the equipment, and thus the risk of damage and injuries.

They are, however, not suitable for use on blocked terrain, tricks, stair riding, etc., training and competitive use in the categories: enduro, all mountain, freeride, downhill dirt jump and downhill or very aggressive or extremely demanding.

If you want to use LEEZE wheels or bicycles on public roads, these wheels or bicycles must be fitted with the prescribed equipment, such as e.g. side reflectors or reflector rings. Observe the traffic rules when riding on public roads. For more information see the section on legal requirements for riding on public roads in your general bike manual.

For your own safety, do not overestimate your riding skills. Although they may look easy, some riding stunts, tricks or shows performed by professional riders are hazardous to your life and limb. Always protect yourself with suitable clothing.

BEFORE EVERY RIDE

Check the wheels for the following points before starting your ride:

1. Do the tyres show external damage (cuts, cracks, dents, foreign objects)? Are both tyres sufficiently inflated? The minimum and maximum pressure (in bar or psi) is indicated on the sidewall of each tyre. Check the air pressure by using a pump with a pressure gauge (04). Check the proper seat of the tyre by means of the indicator line (05) on the sidewall. It should be at equal distance to the rim on either side. The tyres must be free of a lateral or radial runout. Make sure the inner tube is not pinched between the tyre and the rim and the valve is not in an oblique position. For more information read the section "Tyre equipment: tyres, inner tubes and rim tape".

2. Are the quick-release levers or the axes of the front and rear wheel properly closed (06)? For more information, read the section "Mounting and removing wheels" as well as the section "How to use quick-releases and rear axles" in your general bike manual.

Improperly closed quick-releases or thru axles can cause the LEEZE wheels to come loose from the bike, resulting in severe accidents!

3. Spin both LEEZE wheels (07) to check whether the rims are true. Watch the gap between brake pad and rim. If you have disc brakes, between the frame and rim or tyre, if the wheels are out of true, this could be a sign that the tyre has a ruptured sidewall, that the axle is broken, the rim damaged or one of the spokes torn. If the gap between the brake pad and the rim on the left side is not the same as on the right side, either the brake or the wheel is not properly centered.

4. Test the brakes by firmly pulling the brake levers towards the handlebars (08) as the bike is standing.

With disc brakes you should have a stable pressure point at once. If you have to actuate the brake lever more than once to get a positive braking response, have the bicycle checked by your bicycle dealer. You should not be able to pull the lever all the way to the handlebar. If your bike has hydraulic brakes, check the hydraulic brake cables for oil or brake fluid leaks! Also check the thickness of the brake pads.

The brake pads of rim brakes must hit the rim evenly with their entire surface. They may never touch the tyre during braking, while released or in between. You should not be able to pull the lever all the way to the handlebar. If you have hydraulic brakes, check the hydraulic brake cables for oil leaks! Also check the thickness of the brake pads.

For more information, see your general bike manual.

Note that the braking power and the road grip of your tyres are at best greatly reduced in wet conditions. When riding on a wet or a wet surface, be particularly cautious and lower your speed compared with dry conditions.

If you use rim brakes, persistent braking while dragging the brake pads continuously cause high temperatures which may result in the inner tube falling without warning. In the case of disc brakes, braking performance could be severely reduced. Both can lead to a severe accident. Therefore, make it a rule to use both brakes for acceleration when riding downhill. This will dissipate the braking heat via both rims or rotors. Brake when approaching corners and release the brakes as far as possible. Roll on subsequently without braking. If the road allows, this kind of pulsating braking gives the rim or the brake system the chance of cooling down to some degree in the airstream.

If you were forced to brake persistently during a long steep downhill ride, it is recommended that you stop to let the rims or brakes cool down a little.

Down a hillside, there are more and more closed rim profiles made of aluminium or carbon available without spoke holes in the rim base. Some cyclists try to do without the rim tape in order to save weight. The problem with this approach is that the heat generated by the rim brakes affects the tyre equipment directly and the inner tube can burn. This may result in a fall with unforeseeable consequences for life and limb. Except from this are tubeless tyres used in conjunction with UST rims.

Latex tubes, as well as lightweight tubes weighing less than 65 grams for road bikes and 120 grams for mountain bikes, are particularly prone to failure. Risk of a fall! A heavier inner tube means more safety. If you use such tubes, be particularly careful when using in conjunction with UST rims.

The brake pads must hit the rim simultaneously, first touching it with the front portion of their surface. At the moment of first contact the rear portion of the brake pads should be a millimetre away from the braking surface. Viewed from the top the brake pads form a "V" with the trough pointing to the front (09). This setting is to prevent the brake pads from screeching when applied.

While riding, it is recommended to look for cracks and scratches as well as bent or discolored components. In case of doubt, contact the LEEZE service hotline. Have the wheels checked by a specialist.

Also check the tyres for possible damage and foreign objects lodged inside them. Remove any such objects.

Make absolutely sure to keep the brake surfaces or rotors free of care products, grease or oil. Otherwise the braking performance may be drastically reduced or the brakes may even become completely ineffective.

Do not store your LEEZE wheels and the tyres in the blazing sun or near sources of heat. When storing your bike for the winter period, make sure the tyres have enough pressure.

Check the tyre pressure at regular intervals and observe the indications on the tyre sidewall.

Never use solvents or aggressive agents, such as acetone, benzene, thinner etc., to clean tyres and LEEZE wheels.

MAINTENANCE

After the first 100-300 kilometres of riding, check the rims for unbalances, check the bolts of the cassette sprocket and the play of the bearings. If necessary, have your LEEZE wheels trued (17) and/or the bearings adjusted. Check at least every 2,000 kilometres thereafter. Note that truing wheels and adjusting bearings are jobs for skilled mechanics. It is recommended that you ask your bicycle dealer to do this for you. You have the service carried out directly by LEEZE.

After about three years, the tyre and inner tubes have aged to such an extent that they need to be checked thoroughly and may have to be replaced. Ask your bicycle dealer for advice or contact the LEEZE service hotline.

If your bicycle has rim brakes, have the thickness of the rim sides measured after replacing the second set of brake pads at the latest (18). If the thickness is found to be less than 1 mm, replace aluminium rims replaced! If your bicycle has carbon rims, contact the LEEZE service hotline.

The hubs rotate on sealed bearings. Replacing the bearings requires a certain experience. It is therefore recommended that you ask your bicycle dealer to do the job or contact the LEEZE service hotline.

Check the functioning of the freewheel mechanism at regular intervals and make sure the sprockets run true. More information on mountain bikes "Made by Newmen" are available at www.newmen-components.de. Keep in mind that these are "GEN2" second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubrication the bearings in the mountain bike and road bike models for disc brakes may be a little tight at the beginning. After a short run-in time the tightness will disappear.

Ceramic speed bearings require regular maintenance. Observe the enclosed manual or contact the LEEZE service hotline. It is recommended that you have the bearings of your LEEZE wheelset or your second-generation hubs. Adjusting the bearing play is no longer necessary with these hubs.

Please note that the "GEN2" Newmen hubs (19) do not have adjustable end caps.

Due to a particularly resistant sealing and lubric