

# **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 your life or health if the instructions given are not complied with or if suitable preventive

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

ssembly 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 compatibility are carefully monitored by quality inspections throughout the manufacturing process 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. Fhis 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 of your bicycle dealer for help when mounting the tyre equipment which may vary depending on the respective type (rim tape, tyres, inner tubes, sealant, valves and tyre glue). Whenever possible, always combine com ponents 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 at 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

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

As is the case with all lightweight components, all LEEZE wheels as well as quick-releases, tyres and inner tubes require special care and attention. The must be assembled with care and used in accordance with their intended use The materials used are mostly extremely strong and durable, i.e. the comconents 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 signif cant 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 type 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 LEEZE wheels or bicycle may not be able to withstand the loads to which they are 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

pelongs, consult the LEEZE service hotline. More information are provided at www.leeze.de

Wheels, tyres, etc. are designed for a maximum total weight of rider and bicycle including luggage (e.g. rucksack). The permissible maximum total weight s indicated in the LEEZE wheel card and/or on the decal on the rim. Observe the indications provided in the LEEZE wheel card.

Your LEEZE wheels were designed with a specific intended purpos in mind. Use your LEEZE wheels only in accordance with their intended use; otherwise they - or your bike - may not withstand the stress and could fail, potentially leading to an accident with unforeseeable consequences! Any improper use will invalidate the warranty. If you have any questions, contact your LEEZE service

In some cases, the permissible maximum total weight can be limited further through weight limits applicable to the LEEZE wheels or

Never modify LEEZE wheels, quick-releases or thru axles, rim tapes (02), tyre equipment or brake pads (03). Do not file or drill for example any holes in components, as this would damage their tructural integrity and invalidate their warranty For your own safety, have your LEEZE wheels, the tyre equipment

etc. examined by your bicycle dealer after any accident, crash or fall or contact the LEEZE service hotline If your LEEZE wheel or one of your quick-releases or thru axles pro-

duces any creaking or cracking noises or shows any external sign of damage, such as notches, cracks, dents, discolourations etc., do not use your bicycle any longer. Have your bicycle dealer check the damage thoroughly and replace components as necessary or contact the LEEZE service hotline

To learn to which category of use your LEEZE wheels or bicycle belong, consult the LEEZE wheel card or read the banderole of your LEEZE wheelset or contact the LEEZE service hotline. More nformation is available at www.leeze.de

Category 1: LEEZE wheels for road bikes, triathlon bikes and time trial bikes

LEEZE wheels or bicycles belonging to category 1 may be used only on surfaced paths, as well as on asphalt and cobbled roads. The tyres must remain in constant contact with the ground.

They are not suitable for riding offroad, performing jumps, slides, stair riding, stoppies wheelies, tricks, etc.! Furthermore, they are not suitable for offroad and cyclocross use or for touring with pannier racks and bags.

Category 2: LEEZE wheels for city, trekking and urban, kids' and cyclocross bikes

LEEZE wheels or bicycles belonging to category 2 may be used only on surfaced terrain, i.e. on tarmac roads and bike paths or on dirt tracks with a finely gravelled surface and grass field tracks. The tyres must remain in constant contact with the ground.

In addition, they are suited for well surfaced gravel paths and forest tracks as well as offroad trails with a slight slope where a temporary loss of tyre contact with the ground due to small steps may occur. In addition, they may be used in easy terrain and in cyclocross competitions.

They are not suitable for offroad or mountain bike use, jumps, slides, stair riding, stoppies, wheelies, tricks etc. or jumps and competitive use of any kind

suitable for rougher and unsurfaced types of terrain. Occasional jumps of not

Category 3: LEEZE wheels for cross-country, marathon and hardtail mountain bikes

more than 0.5 m height are also permitted.

LEEZE wheels or bicycles belonging to category 3 may be used on the same types of ground for wheels or bicycles of categories 1 and 2; they are also

ddition, they are intended for cross-country use and marathon races on easy committed to intermediate surfaces (e.g. hilly with small obstacles, such as oots, rocks, loose and hard surfaces as well as dents). However, less experienced any damaged parts replaced at once. ders may lack the proper technique when landing their jumps, which increases Also check the tyres for possible damage and foreign objects lodged inside he forces acting on the equipment, and thus the risk of damage and injuries. ney are, however, not suitable for use on blocked terrain, tricks, stair riding, etc. training and competitive use in the categories enduro, all mountain, freeride,

dirt, downhill dirt jump and slopestyle or very aggressive or extreme riding. If you want to use LEEZE wheels or bicycles on public roads, these wheels or bicycles must be fitted with the prescribed equipment, Do not store your LEEZE wheels and the tyres in the blazing sun or near sources such as e.g. side reflectors or reflector rings. Observe the traffic rules of heat. When storing your bike for the winter period, make sure the tyres have when riding on public roads. For more information see the section on legal requirements for riding on public roads in your general bike Check the tyre pressure at regular intervals and observe the indications on the

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

### BEFORE EVERY RIDE

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

your LEEZE wheels trued (17) and/or the bearings readjusted. Check at least . Do the tyres show external damage (cuts, cracks, dents, foreign objects)? Are very 2,000 kilometres thereafter. Note that truing wheels and adjusting bearboth tyres sufficiently inflated? The minimum and maximum pressure (in ings are jobs for skilled mechanics. It is recommended that you ask your bicycle bar or psi) is indicated on the sidewall of each tyre. Check the air pressure by dealer to do this job or contact the LEEZE service hotline. using a pump with a pressure gauge (04). Check the proper seat of the tyre by After about three years, the tyres and inner tubes have aged to such an extent means of the indicator line (05) on the sidewall. It should be at equal distance that they need to be checked thoroughly and may have to be replaced. Ask your to the rim on either side. The tyres must be free of a lateral or radial runout. picycle dealer for advice or contact the LEEZE service hotline Make sure the inner tube is not pinched between tyre and rim and the valve is not in an oblique position. For more information read the section "Tyre f your bicycle has rim brakes, have the thickness of the rim sides measured after equipment: tyres, inner tubes and rim tape".

to be less than 1 mm, have aluminium rims replaced! If your bicycle has carbon Are the quick-release levers or thru axles of the front and rear wheel properly rims, contact the LEEZE service hotline. closed (06)? For more information, read the section "Mounting and removing wheels" as well as the section "How to use quick-releases and thru axles" in your general bike manual. Improperly closed guick-releases or thru axles can cause the LEEZE

product and points out specific passages in this user manual and wheels to come loose from the bike, resulting in severe accidents. Spin both LEEZE wheels (07) to check whether the rims are true. Watch the gap between brake pad and rim or, if your bicycle has disc brakes, between frame and rim or tyre. If the wheels are out of true, this could be a sign that the tyres have 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 centred.

Test the brakes by firmly pulling the brake levers towards the handlebars (08) 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 th The brake pads of rim brakes must hit the rim evenly with their entire surface.

ney 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 your bike has hydraulic brakes, check the hydraulic brake cables for oil leaks! Also check the ickness 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 both greatly reduced in wet conditions. When riding on a wet lane or a wet surface, be particularly cautious and lower your speed compared

If you use rim brakes, persistent braking while dragging the brake **7** pads continuously can cause high temperatures, which may result in the inner tube failing 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 leceleration 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 rims or the brake system the chance to cool down to some degree in

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

For road hikes there are more and more closed rim profiles made of  $\Delta$  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 burst. This may result in a fall with unforeseeable consequences for life and limb. Excepted from this are tubeless tyres used in conjunc-

Latex tubes, as well as lightweight tubes weighing less than 65 grams prone to failure. Risk of a fall! A heavier inner tube means more safey. Excepted from this are tubeless tyres used in conjunction with UST

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 ear 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.

# SPECIAL CHARACTERISTICS OF CARBON

Il products made of carbon fibre-reinforced resin (10) (also referred to as carbon or CFR in short) have some special characteristics which must be taken

Carbon (11) is an extremely strong material which allows producing components of high strength and low weight. When used in a typical and reasonable iding scenario in accordance with its respective category of use, the resistance t offers equals or even exceeds that of aluminium or steel. However, it should be oted that carbon, unlike metals, does not show visible deformation after undue ess, even as its 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.

f your carbon component was exposed to a high load, we strongly recommer 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 ntire bicycle and replace defective components as necessary (12). or safety reasons, components made of carbon must never be fixed or repaired! Damaged components must be replaced at once! Prevent further use by taking

appropriate measures, i.e. saw the component into pieces. nponents made of carbon must never and under no circumstances b posed to excessive heat. Therefore, never have the components enamelled or powder-coated. The temperatures required for enamelling or powder-coating ould destroy the component. Do not leave carbon fibre components near a source of heat or 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 | Mounting and removing wheels amaged by padding it with covers, foamed material tubes or the like. Pack your LEEZE wheels (in particular carbon wheels) in specific wheel bags (13) to protect

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 ppling over, thereby hitting for example a sharp edge.

If your LEEZE wheels or other components made of carbon show any notches, tears, deformations, dents or discolorations etc., or if they make creaking or cracking noises, do not use the LEEZE wheels or the bicycle until the compoents have been replaced. If the component was subjected to a high load, an accident or a heavy impact, have it 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 specific brake pads. We strongly recommend that you use LEEZE brake pads (03). If this is not observed, we cannot guarantee for the proper function of the wheels and the warranty will be invalidated

Take time to become familiar with the braking behaviour 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

The disadvantage of carbon as a rim material is its poor heat conduc-🄼 tivity. 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. Risk of a fall! Therefore. apply the brakes, as described in the section "Before your first ride

# CLEANING AND CARE

lean your tyres and your LEEZE wheels with water and a soft cloth at regular ntervals. If necessary, use a non-abrasive soap 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 substructure of the material.

While cleaning (15+16), look for cracks and scratches as well as bent or discoloured components. In case of doubt, contact the LEEZE service hotline. Have

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

Never use solvents or aggressive agents, such as acetone, benzine,

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

placing the second set of brake pads at the latest (18). If the thickness is found

The hubs rotate on sealed bearings. Replacing the bearings requir

🛂 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

mountain bike hubs "Made by Newmen" are available at

necessary with these hub.

🔼 ble end caps.

🔼 intervals and make sure the sprockets run true. More information o

www.newmen-components.de. Keep in mind that these are "GEN2"

second-generation hubs. Adjusting the bearing play is no longer

Please note that the "GEN2" Newmen hubs (19) do not have adjusta-

Due to a particularly resistant sealing and lubrication the bearing

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

CeramicSpeed bearings require regular maintenance. Observe the

enclosed manual or contact the LEEZE service hotline. It is recom-

the manufacturer's manual which is available on our website.

Each of the following instructions must be followed strictly. Failure to observe

these instructions can lead to component failure, resulting in a severe accident

Assembling non-matching components can result in severely reduced function

the failure of individual components and consequently in a severe accident

We recommend that you use LEEZE wheels and LEEZE brake pads together, as

Be sure to check the dimensional accuracy of tyres and rims before assembly. If

in doubt, ask your bicycle dealer to check the components. They will find out if

the fault can be remedied or if the component has to be replaced. Or contact the

f you want to replace a tyre, you need to know the dimensions of the old tyre,

precise of which is a standardised indication in millimetres. For instance, the

and has an (inner) diameter of 622 millimetres. The other designation for the

which are marked on the side of the tyre. There are two designations, the more

number sequence 25-622 means that the tyre is 25 mm wide when fully inflated

Rim width, well-base rims Rim width, hooked-bead rims

they are designed to fit and function as an integrated system.

ame tyre is indicated in inches and reads 28x1.0.

Strictly observe the specifications of the following ETRTO table

used in conjunction with a component from another manufacturer.

**GENERAL NOTES ON ASSEMBLY** 

contact the LEEZE service hotline.

mended that you have the service carried out directly by LEEZE.

As regards bearing maintenance and bearing play adjustment read

thinners etc., to clean tyres and LEEZE wheels.

MAINTENANCE

After mounting the wheel, do a brake test (26) as the bike is standing as described in section "Before every ride". You should reach the

pressure point of the brake before the brake lever reaches the han-

Never set off for a ride without checking the secure seat of the wheels

7 \ first. Risk of a fall! After mounting the wheel and closing the quick-release pull the brake lever (several times, if you have disc brakes). To do so lift the bicycle off the ground and spin the wheel with your hand. With the

wheel spinning the rotor should not drag along the brake calliper or the brake pads and the rim should keep off the (rim) brake pads. Spin both wheels to check whether the rims are true. Watch the gap /7 between brake pad and rim (in the case of rim brakes) or between

fork and frame (in the case of disc brakes). If the wheels are out of true, this could be a sign that the tyre has a ruptured sidewall, that the axle is broken and that one of the spokes is torn. Do not touch the rotor directly after having stopped – you may burn your fingers! Always let the rotor cool down before opening a thru

axle or a quick-release. After replacing a cassette sprocket or the wheel, or when mounting the rear wheel to your bike for the first time, you need to check if the gears function properly. Make sure the limit stops are properly

adjusted. If not adjusted properly, they can make the drivetrain fail or the rear derailleur collide with the spokes. This can result in an accident and damage to your bicycle! Consult your general bike manual, contact your bicycle dealer if necessary or contact the LEEZE service

If your LEEZE wheels have quick-releases or thru axles, lock them to 🛕 an immovable object together with the frame when you park the

To be on the safe side you can have the quick-releases replaced by special locks. They can only be opened and closed with a special. coded key or an Allen key (27). If you have any questions, contact your bicycle dealer or the LEEZE service hotline. Manufacturers of thru-axle systems, suspension forks or frames

Read these instructions carefully before removing the LEEZE wheel or doing any maintenance work **CONVENTIONAL TYRE EQUIPMENT: FOLDING** OR CLINCHER TYRES USED WITH INNER TUBES

AND RIM TAPE

Tyres have to be inflated to the correct air pressure in order to work properly. The air pressure range (minimum and maximum permissible pressure) is indicated on the tyre sidewall, the banderole of your LEEZE wheelset or in the product de scription at www.leeze.de. The minimum pressure specification means maximum | Check the seat of the tube inside the tyre once again and press the tyre over the ushioning and traction and is therefore best for offroad cycling (as far as this is rim flange by using the ball of your thumb. permitted for your LEEZE wheelset, see section "Before your first ride – Intended use"). On smooth surfaces, rolling resistance decreases as the tyre pressure In general, first-time assembly of your LEEZE wheels and tyre mounting as well as increases, but so do comfort and tyre grip.

brake pad replacement are jobs for skilled mechanics. It is therefore recommend-LEEZE specifies the maximum permissible tyre pressure. The minied that you have these jobs performed by your bicycle dealer. If you are not sure mum and maximum pressures (in bar or psi) are indicated on the tyre sidewall, the banderole (28) of your LEEZE wheelset or in the product description at www.leeze.de and/or on the decal on the rim. Observe the permissible weight indications. Otherwise the rim could sustain damage or even fail. This can result in a sudden loss of control. Risk of

The maximum pressure is indicated on the decal on the rim and the  $\Delta$  tyre sidewall. Always observe the lower of the two values. If the values indicated on rim and tyre differ from each other, the higher value applies for the minimum pressure and the lower value applies for the LEEZE assumes no responsibility for problems resulting from a component being

> Inflation pressure is often given in imperial units, i.e. in psi (pound per square inch). For the most common pressure values in terms of both systems, see the

psi	bars	psi	bars	psi	bars	psi	bars
10	0.7	50	3.5	90	6.2	130	9.0
20	1.4	60	4.2	100	6.9	140	9.7
30	2.1	70	4.8	110	7.6		
40	2.8	80	5.5	120	8.3		
					8.3 pressure.	lightweic	_

pressure specification should never be exceeded, even if the rider is heavy. The

Riding with insufficient pressure can lead to pinch flats, also referred to as snake bites, resulting in a damaged inner tube or tyre and also | Slip the second tyre lever between rim and tyre at a distance of about ten centi-

Treat your tyres well and never ride over sharp edges! Make sure not to exceed the maximum permissible pressure when inflating your

their own. To maintain the pressure inside, an inner tube (29) is placed inside the

Inner tubes are available in different weight categories for road bikes, city and

for road bikes and 120 grams for mountain bikes, are particularly

. Sclaverand or Presta valves (30): today used on almost all types of bicycles.

Schrader or American valve (31): was adopted from car and is mainly use

All valve types are usually equipped with a plastic cap to protect them from dirt.

resta valves require that the small knurled nut be undone a little first and then

appens that the valve body is not screwed in properly and air slowly leaks out.

yres with Schrader valves can conveniently be inflated at car filling stations with

compressed air dispenser. The same applies to Dunlop and Presta valves fitted

Use a valve extender if necessary. Dismount the valve and screw in an

Rim tapes in different widths for road bikes are available for the ETRTO sizes

extender (35) of a suitable length. Tighten the extender and the valve

pressed in carefully until air starts to escape (33). With this valve type it often

The Schrader and Dunlop valve can be inflated with a suitable pump directly

After removing the protective cap, the Schrader valve can be inflated directly

The valve is designed for highest pressures and allows to inflate the inner tube

rekking bikes, cyclocross and mountain bikes. The lighter ones are designed to

tyre! It might come off the rim or burst during the ride. Hand pumps are often unsuitable for inflating tyres to the required pressure. Their use should be restricted to when a tyre puncture occurs during a ride. Better suited are floor or foot pumps with a pressure gauge, which enables you to check the pressure at home.

The tyres should provide grip and traction. At the same time, they should run smoothly and absorb minor shocks from the road surface. Both rolling friction and grip depend on the nature of the tyre carcass, the rubber compound and Spin the LFF7F wheels to check whether the rims are true. Watch the the tyre tread. Your bicycle dealer will help you choose from the various available gap between the brake pads and the rim. If the wheels are out of true. types of tyre. Or contact the LEEZE service hotline. this could be a sign that the tyre has a ruptured sidewall, that the axle When it comes to selecting a tyre, the tyre dimension is determined by the size

tyre and inflated through a valve.

prone to failure. Risk of a fall!

with ease while using less force

Dunlop or wood valves (32): the usual valve.

Check if the body sits tightly in the valve stem.

needle in the centre of the Schrader valve (34).

use a valve which matches the valve hole in the rim.

after removing the protective cap.

on mountain bikes

with a suitable pump.

There are three types of valve typically found on inner tubes:

is broken and that one of the spokes is torn. of the rim. The size of the tyre is indicated on its sidewall. Do not use further damaged wheels or components! If you have the Jse the tyre only according to its intended use. Otherwise it is likely to wear out slightest doubt, we recommend that you replace the component. De or fail fairly quickly. Also observe the indications on the different types of intend not use your LEEZE wheels or the bicycle until this has been done. d use in the catalogue of your tyre manufacturer and ask your bicycle dealer if Check whether the LEEZE wheels are still firmly attached after 100 to doubt or contact your LEEZE service hotline.

21 C 23 C 25 C

hours of use. Improperly mounted LEEZE wheels may result in serious | Inner tubes Mounting a wider tyre than intended may result in a dragging of the tyre tread along frame or fork. In extreme cases, the wheel no longer spins freely and locks up - potentially resulting in an accident. Check

300 kilometres or after 5 to 15 hours of use and after that every 20

if the tyre touches the mudguard, frame or fork when turning. Ask your bicycle dealer for advice or contact the LEEZE service hotline. Note that under extreme conditions a wide tyre mounted on a too narrow rim can make the tyre slip off the rim during the ride. Risk of accident! Ask your bicycle dealer for advice or contact the LEEZE

Tyres bigger than the series production tyres mounted by the whe or the bicycle manufacturer can result in a toe overlap when riding through corners at low speed. Risk of accident!

Before mounting or removing the front or rear wheel, read the instructions of

Note that some quick-release systems (20), and also a number of thru axles require specific knowledge on how to use them. In some cases, specialist too

may also be required. Secure attachment of your LEEZE wheel with a quick-release Hold your bike tight so that it cannot topple over to the side.

Open the quick-release. The marking "Open" on the lever should be visible now Make sure the wheel is in the correct position. For more information read the sections "Wheels and tyres" and "Adjusting the bicycle to the rider" in your

general bike manual Move the lever back, as if to close it. Now you should be able to read "Close" on the outside of the lever. When you start closing the lever you should feel virtually no resistance with your hand until the lever is at a right angle to the frame/fork

When continuing to close the lever the resistance you feel should increase significantly and towards the end even more strength is required to close the lever. Use the ball of your thumb while your fingers pull on an immovable part such as the fork (23) or the rear stay, but not on a spoke, to push it in all the way. n its end position, the lever should be at a right angle to the quick-release axle, i.e. it should not stand out. The lever should lie close to the frame or the fork so that it cannot be opened accidentally (24). Make sure, however, that the lever is easy to handle for actual quick use.

To check whether the lever is securely locked apply pressure to the end of the hand lever and try to turn it while it is closed. If you can turn the lever around, open it and increase the preload. Screw the tightening nut on the opposite side clockwise by half a turn. Close the guick-release lever and check it again for Finally lift the bike a few centimetres, so that the wheel no longer touches the

ground and hit the tyre from above (25). A safely attached wheel remains in the axle mounts of frame or fork without producing any rattling. of 622 mm/28 inches. For mountain bikes the sizes 622 mm/29 inches and With an insufficiently closed quick-release the LEEZE wheel can con loose. Imminent risk of accident!

584 mm/27.5 inches are also available with different widths

When mounting thru axles never use other tools than those recom-Always make sure that the rim tape accurately covers the entire rim base, that it mended by the manufacturer. Check the proper fit of the component s positioned in the centre and does not slip to either side (36). If the tape is to at frequent intervals. Never exceed the maximum torque value narrow, it will not cover the sharp edges sufficiently and tend to slip out of its co indicated by the manufacturer! If the axle is overtightened, this can rect position. If the tape is too wide, this will compromise the safe seat of the tyre damage the axle, fork or frame. Always use a torque wrench where along the rim edge and may make the inflated tyre suddenly come off the rim.

> Finish by checking the correct seat of the tape over the entire rim circumference. If you want to mount rim tapes that have to be glued onto the rim, clean the rim base with cleaning spirit or a little acetone. Start

not aet twisted in the process.

attaching the rim tape at the valve and make sure the holes are also matching up with one another. Tighten the rim tape and turn the rim bit by bit to glue the rim tape in the rim base without folds. Let the rim tape overlap in the area of the valve. For hollow section rims, you should use rim tape made of fabric or

rigid synthetic material only. If in doubt about your choice of rim tape. ask your bicycle dealer for advice or contact the LEEZE service hotline. Never set off with LEEZE wheels for rim brakes without rim tape, be they made of carbon or aluminium. Otherwise the heat generated

both sides until it slips completely over the rim flange. Make sure the tape does

during braking will be introduced undiminished into the inner tube Risk of bursting – and thus of accident! Check the condition of the rim and rim tape first. Make sure the rim base is fully overed and without sharp edges or holes. Is the rim side indented, or worn

down in the case of rim brakes? If you are in doubt or have any questions, contact your bicycle dealer or the LEEZE service hotline. Replace spoilt rim tapes immediately.

When mounting a tyre, make sure no foreign object, such as dirt or sand, gets inside the tyre and you do not damage the inner tube in the process.

Place one side of the tyre inside the rim. Observe the prescribed running direction of the tyre indicated on the tyre sidewall. Press this tyre side completely over the rim flange by using your thumb. Regardless of the type of rim, you should be Removal

Inner tubes also age. We therefore recommend that you mount a new inner tube with every new tyre. Inflate the inner tube slightly so that it adopts a round shape, however it should

able to do this without a tool. If necessary, you may use a plastic tyre lever

not stretch. Insert the tube completely inside the tyre. Make sure the tube has no creases in it. typically deliver detailed operating instructions with their products. Stick the tube valve through the valve hole in the rim (37).

> To finish mounting the tyre, start at the point opposite the valve. Press the other tyre bead over the rim flange, using just your thumbs as far as possible. Make sure the inner tube does not get pinched and squashed between tyre and rim. This can be prevented by pushing the inner tube with a finger into the tyre hollow as you work along (38).

and re-trued if necessary. Work the tyre into the rim by approaching the valve symmetrically from both sides. Towards the end you must pull the tyre forcefully downwards (39) to make If your LEEZE wheels were in use for a longer period of time, it may be necessary Your LEEZE wheels were manufactured with great care. Normally they are delivered to the contract of the cont the already mounted section of the tyre slip into the deepest part of the rim base. This will ease the mounting noticeably on the last few centimetres. result in the front or rear wheel running out of true. Truing wheels is a job that should be performed only by a bicycle dealer. If

If you do not succeed, use plastic tyre levers (40). Make sure the blunt ends of the levers point towards the inner tube and the inner tube does not get damaged. Slide both levers inside and lever the tyre bead over the rim flange. Press the valve into the tyre so that the inner tube does not get caught under t tyre core. Make sure the valve is upright and not in an oblique position! f this is not the case, dismount one tyre bead once again and realign the inner tube. To make sure the inner tube does not get pinched between rim and bead. inflate the tyre a little and flex it along the entire tyre circumference. While doing so you can check whether the rim tape has shifted.

Do not use any tyre mounting paste, soapy water or similar product Otherwise the tyre will twist during the ride and the valve may break. Inflate the inner tube to the maximum pressure. The maximum pressure is indicated on the tyre sidewall, on the rim, in the LEEZE wheel card or on the banderables of your LEEZE wheelset. The lower of both values is applicable. Check the proper seat of the tyre by means of the indicator line (05) on the tyre side. The indicator line must be at an even distance to the rim flange all around the tyre. Spin the wheel to check the proper seat.

As the final step, adjust the desired tyre pressure. Mount the valve nut and the valve cap to the closed valve.

### Remova Remove the valve cap and the fastening nut from the valve and deflate the tyre

Press the tyre from the sides towards the centre of the rim. Start at the opposite

ence. You can now pull out the inner tube (42).

side of the valve. This will facilitate the removal. applicable values are specified on the banderole of your LEEZE wheelset or in the | Position the plastic tyre lever under one of the tyre beads approx. 5 cm beside the valve and lever the tyre side over the rim flange. Hold the tyre lever tight in

> metres on the other side of the valve and lever the next section of the tyre bead over the rim flange (41). ing torques can damage the thread. Once a section of the tyre side is levered over the rim flange, the tyre side can be pulled over the rim by working one tyre lever slowly around the entire circumfer-

If necessary, you can remove the whole tyre by pulling the other tyre side off the

Make sure that the valve does not get caught in the rim, as this can damage the In case of a puncture, replace the inner tube with a new tube. It is recommended that you repair inner tubes only where absolutely necessary (tyre puncture during a ride) and only in accordance with the instructions of the repair kit

manufacturer. In any case, replace the inner tube at the next opportunity. After having removed the tyre, you should check the rim tape (02+36). The tape should be sound, without cracks and fit evenly on the rim base, covering all spoke ends and holes. With hollow section rims, i.e. double chamber rims, make sure the tape covers the entire rim base but is not so wide as to stand up along

# **TUBELESS TYRES (UST TYRES)**

Removal

Deflate the tubeless/UST tyre completely. Press the tyre from one side towards Clincher tyres (foldable or non-foldable) on the rim are not able to hold the air on the centre of the rim, until the tyre bead is loose in the rim base. Lever this tyre side completely over the rim side or the rim flange and start at the valve. Do not use tyre levers to prevent any damage of the sensitive sealing lip on the tyre bead! Only after the entire tyre side has been pulled over the rim flange should you press the other tyre side into the rim base and remove it as required.

be used in competitions, as they provide less rolling resistance. They are, however more prone to snake bites. Ask your bicycle dealer or the LEEZE service hotline for Repair

In case of a puncture during the ride, tubeless tyres can also be used with inner tubes. First remove the perforating object from the tyre and remove the valve Latex tubes, as well as lightweight tubes weighing less than 65 grams from the rim. Insert a slightly inflated new inner tube into the tyre. Mount the tyre each other into the gaps at the outermost sprocket and gently work the sprockas described in the section "Conventional tyre equipment: Folding or clincher tyres used with inner tubes and rim tape Special patches are available for tubeless tyres. They are mounted on the inner

side. If necessary, you can also use a conventional repair patch. Always observe

the manual of the repair kit manufacturer. Improper mounting can lead to malfunctioning or tyre damage. Therefore, strictly observe the instructions of the tyre manufacturer included in the respective manual.

Tyre mounting

Before mounting a tyre, make sure it is free of dirt and lubricant on the inside and around the tyre bead (43). Do not use tyre levers! To prevent any damage, wet both tyre beads all around with soapy water or with tyre mounting lubricant or contact the LEEZE service hotline. Always use original components supplied - or at least with water – and press the tyre with your hands onto the rim, as you 📗 by the brake manufacturer (rotors and bolts). do in the case of clincher and folding tyres. Start by levering one tyre bead completely over one rim flange, followed by the

other bead. Press both tyre beads all the way around into the well of the rim

and ensure that the special valve (44) which is screwed into the rim is centred between the tyre beads Press onto the tyre from above over the entire circumference of the tyre (45) Inflate the tyre to the maximum permissible pressure using a compressor or a CO2 cartridge in order to seat it on the rim. The permissible pressure is usually specified on the side of the tyre.

with a special adapter. A compressed air dispenser must be used very carefully as When seating the tyre, two loud plopping noises can typically occur. Do not be you may otherwise overinflate the tyre and make it burst. To let out air, press the worried! These noises indicate that the tyre is seated properly. n the case of the **Dunlop valve** unscrew the knurled nut until air comes out of Check whether the tyre is properly seated by inspecting the fine indicator line (05) just above the rim edge. This line should be at an even distance from the rim the valve. Retighten the knurled nut subsequently. Normally, you have to inflate all around the tyre. If it is not, deflate the tyre, apply water or soapy water to the bead and reinflate the tyre to the specified maximum pressure. The valve must stand out from the rim by about 10-20 mm. Be sure to

suit your needs. Observe the recommended tyre pressure range.

sealant manufacturer.

To mount tubeless tyres, it is imperative to use a UST rim/UST wheel. Sealant is available which helps seal the tyre and minimizes the occurrence of punctures. Ask your bicycle dealer for advice or contact the LEEZE service hotline. Observe the mounting instructions of the

Starting at the maximum tyre pressure, reduce the pressure through the valve to

new bed of tyre alue.

the LEEZE service hotline.

gap and lever the tyre off the rin

WHEELS – TRUE RUN/TRUING

ensure a durable fit tubular tyres need to be mounted carefully. The mounting needs to be carried out in several steps and may require a little time at the eginning. A little practice and experience with the glue you are using and the spective tubular model can speed up the job Before mounting the tape, place the valve holes of tape and rim on top of each

and your spare tyre is no longer bedded safely on the rim.

other. Press the tape in this area towards the rim base and work it in evenly along | For your own safety, you should leave the mounting of tubular tyres to your bicycle dealer or contact the LEEZE service hotline. There are two options of gluing a tubular tyre to the rim; using adhesive tape. and using liquid tyre glue (46). Using adhesive tape will speed up the mounting

A poorly glued tyre can come off the rim. Risk of accident!

For a better fit of the tyre, it is therefore recommended that you apply a thick

ed consisting of several layers of liquid tyre glue (47). In addition, the coat of

llue will, to some extent, remain on the rim even after tyre removal and hold

he spare tyre in a way that you can ride home slowly and carefully. Back home,

owever, the spare tyre will have to be removed and fixed permanently with a

cidentally, special tyre glue (48) will not only stick to rims and tyres but also to

If the tyre has sustained a puncture during a ride, it is no longer seat

Leave the mounting of tubular tyres to your bicycle dealer or contact

Specific adhesive tape for mounting tubular tyres is also available.

ngers and clothes. For this reason, be sure to wear old working clothes when

ed properly afterwards. Ride back carefully via the shortest route.

Read the mounting instructions of the tyre and glue manufacturer.

Ask your bicycle dealer for information and advice or contact the

In the event of a puncture, remove the tubular tyre by pushing it a little to the

starts to come off. If the tyre will not come off, insert a plastic tyre lever into the

Although LEEZE wheels (01) are delivered accurately trued, the spokes unavo

ably bed in towards the hub and the rim on the first kilometres. The bedding in

leads to a slight loss of spoke tension. The fact that some spokes come loose on

their own may result in a lateral or radial runout of the wheel. Therefore, after a

bedding-in period, i.e. after 300 kilometres at the latest or, in the case of moun-

tain bikes, after 10-15 hours of use, the LEEZE wheelset has to be checked (49)

spokes are tensioned inappropriately, this can cause irreparable damage.

be guaranteed and the warranty will be invalidated.

you do not use them for a longer period of time.

Installing the cassette sprocket

versions for different numbers of sprockets.

easier removal at a later time.

sprocket and find out the cause

LEEZE service hotline.

If you perform this job yourself, safe use of the wheel can no longer

To keep your LEEZE wheels free from damage, store them in a wheel

bag (13) if you transport the wheels separately from the bicycle or if

Rear wheels are available with different freewheel bodies for sprocket assem-

blies (50) by Campagnolo, Shimano, SRAM and others, and possibly in different

Note that a thin spacer ring may have to be placed inside on the freehub wher

nstalling the cassette sprocket; otherwise you will not be able to tighten the

cassette sprocket. Depending on the number of sprockets in the cassette sprock

et, different combinations require different freehubs. Ask your bicycle dealer for

advice, read the manual of the cassette sprocket manufacturer or contact the

It is preferable to use sprocket assemblies where the large sprockets are assem

bled on aluminium or plastic supports instead. This means a bigger supporting

surface and thus a more even distribution of the load acting on the sprockets.

Apply spray wax or assembly grease on the sprocket assembly before

/ ! \ installation and let it dry well. This prevents corrosion and makes for

Push the sprockets onto the profiled freewheel body. The profile is asymmetric to

ensure that the ramps of adjacent sprockets are optimally positioned in relation

to one another. Make sure that the tooth number engraved on each sprocket

faces toward you. If there are no engraved tooth numbers, mount the sprockets

Grease the thread and the contact area of the lock nut and tighten it by hand

by one to two turns before applying a plug tool. Tighten the nut with a torque

of 30-40 Nm. Never exceed the maximum tightening torque. Excessive tighten-

Turn the freehub with the sprockets mounted. Check it for ease of movement

the rear wheel to your bike for the first time, you need to check if

Removing the cassette sprocket

a ring or fork spanner that matches the extractor tool.

Remove the cassette sprocket from the freewheel body.

**INSTALLING BRAKE ROTORS** 

for Center Lock (Shimano).

6-hole fastening

eir heads rest on the rotor.

Center Lock fastening

damage the thread.

remove the ring.

and make sure the sprockets run true. If not, you need to dismount the cassette

After replacing a cassette sprocket or the wheel, or when mounting

the gears function properly. Make sure the limit stops are properly

adjusted. If not adjusted properly, they can make the drivetrain fail or

the rear derailleur collide with the spokes. This can result in an acci-

dent and damage to your bicycle! Consult your general bike manual,

contact your bicycle dealer if necessary or contact the LEEZE service

When checking and adjusting the rear derailleur, be sure to follow

the instructions of the general user manual of your bike or the user

Start with mounting a plug tool that matches exactly the profile of the cassette

sprocket lock nut. Secure the tool with the quick-release if necessary. Instead of

losing it as usual, however, be sure to only tighten it a little to make sure the

This is to prevent the tool from tilting or slipping off abruptly. Hold the cassette

procket in place with a chain whip (52). Loosen the assembly lock nut by using

The first sprockets and the spacer rings are mounted individually. If they cannot

Disc wheels are made for 6-hole fastening according to the IS 2000 standard or

Place the rotor on the hub flange. Observe the arrow on the rotor. It must be

If necessary, apply a liquid bolt retaining compound (Loctite) to the bolt threads

nsert all six bolts without grease and tighten them with a Torx or Allen key until

low rotate the rotor against to the direction of the arrow and turn the bolts

If the bolts are to be re-used after dismounting, they need to be

Place the rotor on the Center Lock toothing. Observe the arrow on the rotor. It

Grease the thread and the contact area of the lock nut and tighten it by hand by

one to two turns. Mount a plug tool that matches exactly the profile of the lock

fitted onto the fixing tool. Observe the recommended torque value of 40 Nm.

manufacturers in the respective user manuals.

out of the Center Lock hub on the lock nut. Tighten the nut with a torque wrench

Never exceed the maximum tightening torque. Excessive tightening torques can

Strictly observe the assembly instructions of the bike and brake

nust be visible from outside and point in the wheel's rotational direction

rque value recommended by the brake manufacturer (55).

treated with another coat of retaining compound (56)!

(54) unless they have already been treated with retaining compound by the

sible from outside and point in the wheel's rotational direction (53).

Open the quick-release bit by bit as the lock ring comes loose so that you can

Inform yourself about the currently available models at www.leeze.de

side of the rim at a place opposite the valve until a gap appears and the tyre

glue. In the event of a puncture, the tape often remains on the dismounted tyre

rocess; in some cases, however, the tyre fit may not be as reliable as with liquid

in doubt, ask your bicycle dealer for advice or contact the LEEZE service hotline. Do not ride until you have the correct brake pads assembled for your LEEZE of wear can be determined by the wear indicators, such as grooves in the pads

We strongly recommend that you use LEEZE brake pads only. In the case of rim

brakes use the brake pads which are suitable for either carbon or aluminium. If

If the brake pads are worn down, have them replaced immediately. The degree which wear down gradually with braking.

BRAKE PADS FOR RIM BRAKES

e best braking performance is achieved by actuating both brakes at the same time when required (26). Be careful, in particular when riding on uneven ground. On grippy surfaces, the transferable braking power tends to shift further to the front wheel when braking, due to the resulting load distribution among the wheels. For emergency braking, 100% of the braking power will be applied

to the front wheel, provided the surface is very grippy. However, braking too hard with the front wheel brake can make the bike overturn or skid on slippery ground. Therefore, practice braking, especially when riding a new bike. Test your brakes immediately after replacing the pads or the wheels in an area free of traffic until you have full control of your bike

crash. If you are, however, forced to brake while cornering, actuate the rear brake Keep in mind that both the braking power and the tyre grip are severely reduced in wet conditions. If you ride on a wet lane, keep these facts in mind and clearly

Jse the brakes with particular caution when cornering. It is recommended that

educe your speed to have more time for braking. Braking on fast and steep descents can heat up the wheel and possibly damage the tyre and/or inner tube. A glued tyre can come loose or the inner tube can

auddenly lose air. This can make you lose control of your bike and lead to a crash. herefore, make it a rule to use both brakes for deceleration when riding downhill. This will dissipate the braking heat via both rims or rotors. Do not let the brakes drag when riding downhill.

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 brakng gives the rims or the brake system the <mark>chance to cool down to some degree</mark>

Stop and let the brakes cool down from time to time as necessary. We strongly recommend that you go on a test ride with your LEEZE wheels in the rain before using them in rainy conditions, in order to get used to the difference in braking performance.

ote that with rim brakes, the rim sides of front and rear wheel are also subject to wear due to braking. Ask your bicycle dealer to check the rim thickness after using up the second set of brake pads at the latest (18) or contact the LEEZE

### WARRANTY TERMS

to re-tension or true them. Shocks, e.g. when passing through a pothole, can also ered to you fully assembled by your bicycle dealer or supplied to you by LEEZE with the tyres pre-mounted. As the direct purchaser, you have full warranty rights within the first two years

> n the event of defects, contact your bicycle dealer or the LEEZE service hotline epending on the method of purchasing. o ensure smooth handling of your complaint, it is necessary that you present

your receipt, your LEEZE wheel card and the service reports, if available. There-

ore, be sure to keep these documents in a safe place.

To ensure a long service life and good durability of your LEEZE wheels, use it only in accordance with its intended purpose (see the section "Before your first ride **Itended use"**). Observe the permissible weight specifications indicated in he LEEZE wheel card and/or on the decal on the rim. Furthermore, observe the nounting instructions of the manufacturers (above all the torque values of the bolts) as well as the prescribed maintenance schedule. oserve the scheduled tests and works, and the replacement of safety-relevant

mponents which may become necessary, as specified in this LEEZE wheel

INFORMATION ON WEAR some bicycle components are subject to wear due to normal and proper use he rate of wear will depend on the care and maintenance provided, the usage

manual and in any other manuals enclosed.

and environmental conditions, such as rain, mud, dust, and sand. Some compoents require regular care and maintenance. Nevertheless, sooner or later they rill reach the end of their service life like all components. The occurrence of th oment depends on the intensity and the conditions of use. he following components are especially subject to wear due to the nature of their intended use and not covered under this warranty:

yres in use wear down depending on the riding style, the ground and the stress they are exposed to. This wear cannot be prevented, but reduced by adequate riding habits and careful handling. A worn-down tyre without tread can no longer provide the usual road grip and may lead to an accident. For your own safety, replace tyres that are worn down, cracked or affected by any kind of

To extend the service life of your tyres, avoid any braking that blocks the wheel and drags it over the ground, and do not ride over sharp edges.

nner tubes also age. We therefore recommend that you always mount a new

inner tube when replacing the tyre. Rims for rim brakes

m brakes do not only cause wear to the brake pads, but to the rim as well. herefore, check your rims regularly, e.g. whenever inflating the tyres. f the rim sides deform or show hair cracks – be it in the case of rim or disc brakes - when you increase the pressure, this may be a sign that the rims have reached the end of their service life and that they have to be replaced. Worn down rims can fail suddenly and cause severe injuries. Therefore, never neglect to inspect

Observe the specifications given on the rim. Ask your bicycle dealer to check the rim thickness after using up the second set of brake pads at the latest or contact the LEEZE service hotline.

Brake pads

Brake pads wear down during braking as a result of friction on the rim. Depending on riding habits, topography, underground and weather conditions, the brake pads wear down at a more or less rapid pace. Brake pads on carbon brake tracks wear down particularly quickly. Therefore, check the condition of the brake pads after every ride and replace them in time

Brake rotors Brake rotors wear down during braking as a result of the friction of the brake pe removed, they may have worked themselves into the surface of the cassette pads. Depending on riding habits, topography, ground and weather conditions, sprocket. Free the sprockets by inserting two wide-blade screwdrivers opposite | the brake rotors wear down at a more or less rapid pace. Also read the condition

WARRANTY FOR LEEZE WHEELS

Our customers are granted in general the statutory 2 year warranty for our com plete product range. This applies to carbon parts as well as to other items. Initially, the warranty claims are limited to supplementary performance (elimination of defects or replacement delivery). In the case of products of other manufacturers the warranty terms of these manufacturers shall apply in addition. he user manuals and recommendations must be strictly observed

Warranty claims are excluded in the case of damage caused by inappropriate Check whether the rotor engages fully with the hub flange. If not, both the rotor use, insufficient care, weather influences/force majeure and falls/accidents. In the and the hub flange need to be measured. Ask in such a case your bicycle dealer case of carbon parts no warranty claims shall be accepted for damage caused by cleaning agents or care products, such as chain cleaners. We recommend using mmercially available detergent in warm water, benzine or bike cleaner.

### **CRASH REPLACEMENT** If you are involved with your LEEZE wheels in a fall or accident, we offer our

Crash Replacement, Upon return of your defective LFF7F wheelset you will obtain a new LEEZE wheelset at a special price.\* We can verify in any case whether a repair is technically and economically feacrosswise with a torque wrench to a torque of 3 to 4 Nm. Tighten the bolts to the 📗 sible. It is up to you to decide whether you want to have the defective wheelse epaired or make use of the Crash Replacement.

> More information and the form are available at: https://www.leeze.de/crash-replacement \* applies to the original buyer only

# you do not brake in corners, as this may result in a loss of tyre grip and thus in a

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