



DESIGNED BY JIM DECKER IN
U.S.A

INSTRUCTIONS MANUAL



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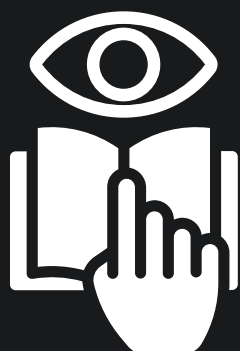
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SOUL

FAST E BIKES



X2



30"



TOOLS
REQUIRED



ASSEMBLY AND CARE (GENERAL)	4
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ASSEMBLY	12
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FINAL ADJUSTMENT	16
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Soul Beach Cruisers began when, Jim Decker (a former BMX Junior American champion) saw a need for a performance cruiser on the market. Taking advantage of its experience in competition, he set out to innovate with a strong aggressive bulletproof frame that was unique in the market. Jim equipped the ebike with premium components for a low maintenance ebike that you will love to ride.

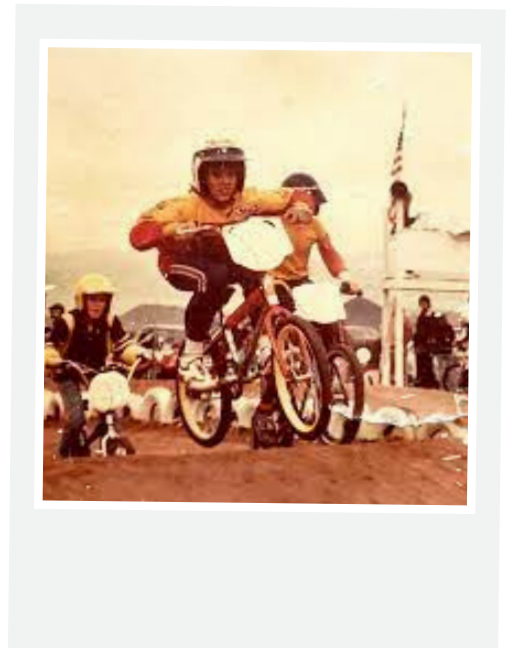
ROLL WITH SOUL!

Your new ebike has been designed in U.S.A. to make you enjoy its style and performance. Get ready to capture all the attention wherever you go, the SOUL fast ebikes do not leave anyone indifferent.

We are proud to offer you a high quality product that features the best components in the industry and whose versatility makes it your best mobility alternative.

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ASSEMBLY AND CARE FOR YOUR NEW SOUL FAST EBIKE

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BEFORE EVERY USE

Check the general condition of the bicycle before every use:

- if any connecting material is duly tightened, and if the parts have not been deformed, scratched or have not suffered any other mechanical damage,
- become thoroughly familiar with the bike controls, especially with the brakes, shifting and pedals,
- check the condition of your bike thoroughly - see the chapter “Basic Instructions”.

THE FIRST 150 KM

The first 150 km can be defined as a warm-up round in which the life of a cyclist is filled with emotions and eventful experiences.

From a new sport, on the other hand, the operational reliability and service life of the bike is being tested.

Always ride carefully on public roads and comply with traffic regulations so as not to endanger yourself or anyone else.

These regulations may vary in different regions and countries.

WHY A STARTING PERIOD AND WHY JUST FOR 150 km?

A little theory hurts nobody. Everything, during use, follows a certain law as to the number of defects depending upon the length of its use. Mechanisms behave more or less obediently in accordance with the appropriately titled “bathtub-shaped curve” of the occurrence of defects that consists in three quite different operational periods. The numbers of defects drop relatively steeply at the beginning, a long section with a uniformly low occurrence of defects follows and in the end, defects will start to appear more and more frequently.

The starting period represents the first stage; the second stage can be considered to be an optimum period of operation. Long-term operation with a minimum number of defects is then a reward for your care and maintenance.

Supervision expressed as the distance of 150 km should be considered to be a period suitable for

execution of the first guarantee inspection specified on the basis of service experience. It is also based on the assumption that more expensive and more frequently used bikes will be monitored more carefully by their owners. However, don't assume the date of the first guarantee repair to be the day of the first inspection of your bike by anybody. That is to say, the service person could replace certain components, such as cranks or shifters, replace them with new ones – and at your expense. It is necessary to state that neglected maintenance is not covered even by a lifelong guarantee.

WHAT TO MONITOR DURING THE STARTING PERIOD

Even if your bike is adjusted correctly before operation, the time for the stabilization of correct operation. Generally, everything that moves and turns needs to find and smooth its everything connected mechanically should settle mutually and create the required contact areas. Backlashes of rotational or assemblies are created by smoothing the roughness of contact surfaces while fixed connections are slackened.

What does this mean? The pedals may operate stiffly from the beginning but they can have considerable play after some time.

The same applies to the seatpost, with which adjustment of the saddle height was difficult. In the case of expensive components with polished paths, this problem can mostly be eliminated by a single additional adjustment. Conversely, components with pressed, often non-circular and small, hard surfaces for balls are difficult to adjust and achieving the status of an optimum setting for a long period is practically impossible. Individual intensively monitored places, the neglected maintenance of which can have serious consequences from the viewpoint of safe operation:

Recommendation: If parts or components of a bike become damaged as a result of use, replace them immediately!!!

Use only original spare parts purchased from authorized dealers! We recommend having your bike inspected by authorized service shops at regular intervals, at least once a year! In case of an accident, we strongly recommend having the bike inspected professionally in an authorized service shop.

1. Connection of cranks with the axle

- Check the connection of the cranks with the axle by tightening the crank bolt/nut in the axle with a spanner before each ride from the beginning and occasionally later, however, always when regular noise can be heard from the bottom bracket assembly or there is suspicion of creating a backlash. No claim for compensation or replacement applies to backlash created by insufficient tightening the crank bolt (deformation of the crank square).

2. Tightening the pedals in the cranks

- It is advisable to check using Spanner No. 15 whether the faces of axles fit sufficiently on the crank surfaces after the first ride and at regular intervals thereafter. No claim for compensation or replacement applies to insufficiently tightened pedals in cranks and the consequent pushing out (damage) of the thread in the cranks.

3. Quill assembly

- Before each ride, make sure that the locking nut has been tightened properly and test by tapping with the front wheel to ensure that no backlash has been created in the assembly that could progressively destroy the pans of the assembly completely.

No claim for compensation or replacement applies to insufficient tightening and consequent destruction of the quill assembly.

4. Stem bolts

- It is advisable to tighten the stem spindle and, in particular, the sleeve bolt from time to time – turning handlebars are very dangerous for riding.

5. Brakes

Before each ride, squeeze the brake levers and check visually to ensure that both the front and rear brake shoes are adjusted correctly with respect to the rims – see the Basic Instructions below.

HOW DO I RIDE A BIKE DURING THE STARTING PERIOD?

More sensitively and perceptively than with a used bike. Ride more slowly and avoid extreme downhill rides in heavy terrain right from the beginning. You can afford these rides after you overcome your uncertainty and obtain skills in riding your new bike.

It will certainly pay to gain experience, monitor the bike and then adjust and retighten everything that becomes loose during the first kilometres. So always take tools, common sense and, in particular, instinct with you!

Quiet operation can be restored by tuning the adjustment screw of the rear derailleur, mostly by half a turn to a complete turn.

In the case of the front derailleur, carry out adjustment using the setting screw on the shifter but a shift cable that is stretched either too much or too little can make it necessary to adjust the pull. It also can happen that an unsuitable position of the guide causes dragging of the chain or even reduces the ability to change gears. The front derailleur should be parallel to the chainrings and adjusted at the correct height. Adjustment is a necessary condition for proper operation but not a sufficient one. If the chain is not in the proper condition, the drivetrain also cannot operate correctly. A rigid link means the reduction of the ability of the chain to pass through the guide, incorrect entry to the cog claws which is reflected in popping or skipping, in particular on the smallest cogs. Similarly, a dry chain makes riding more difficult with its mechanical resistance and considerably slows the gear-changing process. For lubrication, it is best to use thin oils with Teflon and high ability to rise inside (such as GT 85) or special lubricants for chains (Castrol). Standard machine oils are substantially cheaper, however, they should be completely

penetrated with oil, excessive oil should be wiped off the surface and in spite of this measure, it is practically impossible to avoid dirt. It is advisable to pay attention to the chain from the beginning until the end of its technical service life. That is to say, if you miss the right time for replacement, it is almost certain that you

will also need to replace the cassette and probably the chainrings as well (however, this will not be certain to happen during the first 150 km).

And remember – if you disconnect the chain for any reason, do not put it on the black pins. The black connecting pins have a larger diameter than the others and by pushing them out, the hole in the link will be widened so that consequent pin insertion has no chance for reliable operation and it is very probable that the chain will become disconnected again. Use the black pins principally for connecting; avoid them when disconnecting.

TOOLS YOU CANNOT DO WITHOUT

- Allen wrenches 8, 6, 5, 4, 3, 2
- Side spanners 15, 10 (2), 9, 8
- Side open end spanners 17, 14, 13
- Spanners for quill assembly 40, 36, 34 (2 according to the required dimensions)
- Fine and larger Phillips screwdrivers
- Tube repair kit
- Tyre levers
- Inflation pump

Extra tools

- HG chain riveting device
- Pullers or special cassette spanners
- Crank puller (with corresponding side spanner)
- Ring nut spanner 14 (15) mm
- Fixture for cog loosening, 2 (lashes)
- Centring fork
- Centring spanner
- Gauges for chain and cog wear testing

Many service operations and repairs require professional knowledge and tools. Never start any modifications of your bike if you are in any doubt about your ability to complete the repair. Insufficient service may endanger your life or health or cause damage to your bike or harm to third parties.

BASIC INSTRUCTIONS

Warning: There are many moving components on a bicycle (wheel sets, converter, chain, ...), the use of which bears the risk of capturing limbs, hair or parts of clothing. For this reason, exercise extreme caution not only during everyday use, but also during the maintenance of the bicycle.

The bike and its components have their own life expectancy, and the used materials may fatigue over time. If the lifespan of a component ends, it can suddenly fail and cause serious injury or death to the rider. Upon the occurrence of any sign indicating the end of life of a particular component, such component must be immediately replaced.

Accidents can prematurely terminate the lifespan of individual components of the bike. These can then suddenly fail and cause loss of steering control and endanger your life or health or cause damage to your bicycle or third parties. Bent parts, especially those made of aluminium, can break without warning. They also cannot be corrected, respectively straightened, as there is still a risk of breakage. This specifically applies to forks, handlebars, stems, cranks and pedals. If in doubt, it is safer to replace such parts. Please contact your bike dealer.

If the bicycle is exposed to direct sunlight for a long time, its fluorescent and neon colours can fade or change their tonality. We therefore do not recommend exposing the bicycle to or keeping it in direct sunlight.

If your bike is fitted with carbon components, it is imperative to have your bicycle professionally inspected by your bike dealer after an accident. Carbon is an extremely strong and durable material with low weight. Due to these characteristics it is suitable for the production of high quality components.

INSTALLATION INSTRUCTIONS:

Tightening torques for bike components

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<p>All tightening torques are expressed in Newton metres [Nm]. In case of any uncertainty, please contact your dealer.</p>	
Component	Torque [Nm]
<p>– Spokes, hub, cassette –</p>	
Cassette	30–45
Tightening of the nuts on hub axle to frame (not applicable to quick-clamping types)	29–40
Idle gear	34–45
<p>– Quill assembly, handlebar, saddle, seatpost –</p>	
Stem bolt for threaded quill assembly	19–30
Stem fixation bolt (for “ahead” threadless quill assembly)	6–9
Stem – handlebar tightening with four bolts	9–12
MTB – handlebar ends	6–12
Saddle tightening in seatpost	2 bolts, 17–19 bolt, 24–30

Conversions to different units:

$$\text{in-lb.} = \text{ft-lb.} \times 12 \quad \text{in-lb.} = \text{Nm} \times 8.851$$

$$\text{in-lb.} = \text{kgf-cm} / 1.15$$

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Seatpost – tightening in the frame. CAUTION: The seatpost requires only minimum tightening to prevent it from slipping into the frame and turning. Excessive tightening may damage both the seatpost and the frame.	5–7
– Cranks, bottom bracket assembly, pedal –	
Pedal in crank	35–40
Crank tightening on axle (including square axles, iiSYS-type)	34–45
– Rear derailleur, front derailleur, gear changing system –	
Rotary shifter/shifter in handlebar grip	“Revo” shifter 5.6–7.9
RD tightening on frame (rear derailleur)	8–10
RD cable tightening	3.4
RD roller tightening	3.4–4

PART 1: ASSEMBLY

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1 Unbox and unpack your new bike.

- a. There are two to three items to look for in your bike box
 - The bike
 - The main parts box - there may be a secondary parts box dependent on model ordered
 - Pedals in box
 - Seat and post
- b. Upon removal of the bike and assorted parts boxes, please remove the protective packing materials, zip ties and plastics. Take care not to cut any cables or brake hoses.
- c. Inspect for any damage during shipment.

2. Organizing the assembly - You will have the following parts/components:

- The main bike frame assembly
- Fork
- Front wheel
- Handlebars
- Stem
- Seat/seat post
- Seat clamp (usually pre-installed onto frame, or if a rear rack is involved there is a secondary clamp)
- Headset parts
- Pedals
- Reflectors
- Bike spikes (If equipped)

3. Assemble the bike from front to rear: Fork and Headset

- **Find the fork and headset parts**
- **The bearings and seals are pre-installed into the frame**
- **Make sure the cables and brake hoses are on the non drive side of the bike**
- **Insert the fork into the frame**
- **Place the plastic split washer onto the fork from the top**
- **Next is the top dust seal which is aluminum with a plastic outer edge. If there is excess paint on the fork, the O-ring can be removed from the inside area of this seal.**
- **Place the aluminum spacers onto the fork.**

4. Assemble the stem

- **The stem is pre installed onto the handlebars.**
- **The flat surface points down, the upper has a machined area where the tension bolt is recessed into**
- **Place the stem onto the fork**
- **Take the top tension cap and bolt and thread it into the fork**
- **Proper tensioning is not needed immediately. Thread this together enough to take the slack out of the spacers**
- **Slightly tighten the stem onto the fork steerer tube, so that the bars do not move easily.**

5. Assemble the front wheel

- Take the plastic caps off the axle, they are not needed any further.
- On **STINGER** models- there is an included rotor spacer that needs to be added
 - Remove the 6 bolts holding the rotor to the hub. **Careful!** There is 6 thin washers behind the rotor, we still need these!
 - Place the wheel on a flat surface, such as a workbench or the ground, with the rotor flange facing up
 - Place the 6 washers onto the hub centering them over the bolt holes
 - Carefully add the round silver TRP spacer on top of the washers again aligning the bolt holes Place the rotor over the spacers
 - Reinstall the 6 bolts
- Place the wheel into the fork, taking care to place into the brake and between the pads properly.
- Use either the supplied bike spikes, or standard bolts, and use the hook washers into the holes into the fork, then bolt the wheel in place using a 15mm wrench.

6. Assemble the seat

- Loosen the seat clamp using a 14mm wrench, to allow rotation of the seat post on the seat.
- Placing the saddle on a flat surface, rotate the post until it is at a 45 degree angle pointed towards the nose/front of the saddle.
- Tighten the seat clamp. (Final angle and height adjustments will occur in the final adjustment phase)

7. Install pedals

- Each pedal is marked with a sticker denoting left and right. The right side of the bike is the side with the chain.
- Take the right side pedal, add a small amount of grease to the threads, and thread it into the crank.
- Do the same with the left pedal.
- Use a 15mm wrench to tighten each pedal.

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PART 2: FINAL ADJUSTMENT

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1. Handlebars

- We normally position the handlebar perpendicular to the ground on a mens bike, and leaning a few degrees backward on a ladies bike. Use a 4mm Allen key on the front cap of the stem, take care not to over tighten as this is billet aluminum.
- Sight through the stem to the front wheel and adjust the stem for straightness. Use a 6mm allen to tighten the two pinch bolts on the stem.
- Brake levers- using a 4mm allen, loosen and rotate the levers to a desired angle and then tighten. 6 nm or 50 in pounds torque.
- If necessary, the grip shift can be loosened and rotated, and retightened. Do not over-torque as it can break the plastic housing.

2. Brake Calipers

- Thread the caliper bolts in, until the caliper movement is restricted, but still able to move slightly.
- Sight through the brake, observing the space between the pads and the rotor. Your goal is to rotate the caliper so that there is equal space between the pads and rotor on both sides. We find using a brightly colored piece of paper on the floor helps us see the light between the pad and rotor.
- Tighten the caliper fixing bolts slightly, ensuring that adjustment remains constant.
- Repeat tightening once you are sure the caliper is at the correct angle.

- It may be necessary to bend the caliper mount arm slightly to true up the angle the caliper is at so the pads hit the rotor evenly.
- Repeat this process on the rear brake.

CAUTION: Disc brakes have a burn-in period, and the braking force will gradually increase as the burn-in period progresses. Make sure that you are aware of any such increases in braking force when using the brakes during the burn-in period. The same thing will happen when the brake pads or rotor are replaced.

3. Headset

- This is the easiest adjustment. If the slack of the stem and spacers on the fork is removed, then we need to fine tune the tension.
- Loosen the 2 6mm pinch bolts on the stem to allow the stem to move.
- With a 5mm Allen, add tension to the top cap.
- To test proper tension, lock the front brake **ONLY** and rock the bike forward and backward. If the headset is loose, the play can be felt during rocking. Tighten the top cap tension until any play is removed.
- Tighten the two pinch bolts after straightening the stem.

4. Seat

- This is the easiest adjustment. If the slack of the stem and spacers on the fork is removed, then we need to fine tune the tension.

- At the most, the saddle tip and rear should be level. We normally adjust the tip down 1-2 notches.
- Tighten the saddle clamp bolt to 20 nm or 180 in pounds.
- Seat height is by personal preference. For longer distance riding, aim for the seat to be slightly higher, allowing for more complete extension of the leg. Your leg should not lock out, but have a 5-10 degree bend at the knee with the ball of the foot on the pedal.
- Repeat this process on the rear brake.

5. Gear Adjustment (3 Speed)

- By hand, pop the black protective cover off the adjuster area on bikes equipped with a Sturmey Archer hub.
- Loosen the fine tune adjuster 5- 7 turns. This adjuster is threaded in quite far from the factory.
- In first gear on the shifter, take the front macro adjuster, and thread it out to remove the excess slack in the cable. 3-4 threads should be showing on the back side of the black arm.
- With the fine tune adjuster, tighten until you see the shifter pin chain start to move slightly.
- Tighten the lock nuts to finger tight and snap the protective cover back in place.

6. Gear Adjustment (7+ Speed)

- Start the adjustment with the chain on the smallest rear gear.
- Without pedaling click the shifter for one gear easier. Begin to pedal.

- If the chain does not immediately jump to the next gear, adjust the cable tension. From the back looking to the front of the bike, twist the cable adjuster counter clockwise 1 turn.
- Click the shifter for the next gear easier
- If the chain does not immediately jump to the next gear, adjust the cable tension. From the back looking to the front of the bike, twist the cable adjuster counter clockwise 1 turn.
- Repeat until it shifts immediately.
- Now shift to a harder gear. If it hesitates to move to the harder gear, the cable is slightly too tight, twist the cable adjuster a 1/2 turn clockwise.
- Small adjustments go far in this process.

7. Tires

- We prefer the tire pressure to be set at 30 psi. Out of the box, the pressure is usually at 10 psi.
- Adding 5 pounds at a time, slowly inflate the tires. Ensure that the tire seats evenly on the rim.
- If necessary, using the palm of your hand, push in on the tire where the bead is too far outside the rim. The rib at the tire bead should be exposed 1-2 mm all around, in an even fashion.
- Add another 5 pounds, and again ensure even seating of the tire.
- Repeat this process until the tires reach 30 psi. If the tire looks uneven, remove air and try to reseal. Painted rims are more slick, and the tire bead can slide during inflation.

8. Battery

- The batteries arrive in a slightly discharged state.
- During setup, the batteries have enough power to turn on and tune, and perhaps a test ride.
- Full charge on 48v systems is 54.6v. The system is designed to shut off on low voltage of around 42v to protect itself.
- Complete charge time is usually less than 5 hours dependent on environment and battery status.
- The charge port is on the lower right side of battery under a black protective dust cap.
- We recommend plugging the charger in first to the battery, then to a wall outlet.
- If you wish, you can use a light timer to control charging of the battery in a 1 hr on 1hr off interval. This can prevent overcharging, and improve the life of the battery.

9. Display

- Power the bike/display on.
- Within the first 5 seconds press and hold the M button to the left of the power button until the settings menu appears.
- On the first screen we are concerned with two settings, System and Battery. Tap the M button again to allow System to be changed from metric to imperial. Hit M again to exit out of the change. If you have a 52v based bike, you can change Battery in the same manner to 52v from 48v.
- Use the + key to advance to more and hit M. A password is required here which is 1919 which can be entered with the + - and the M key.

- On the Advanced menu, the Wheel Size can be set. Due to our larger tires we normally choose 28 for the 2.8 width, and 29 if you have a 3.5" tire size.
- Additionally, the Speed Limit can be changed here. 99 KPH is max on this setup which removes any speed limitations.
- Please do not change any other settings. Although if you want to modify Assist, you can do so. Assist just divides up the power levels into larger or smaller chunks. Whatever the largest number shown is, will be 100%.

Your new Soul Beach Cruiser is now ready to ride. We recommend checking torque and adjustment after the first ride, and then again after 20 rides.

While electric bikes can certainly get wet we recommend trying to stay out water as much as possible. If heavier dirt or mud is present, you can hose the bike off but refrain from spraying any jets of water at the components or bearings. We recommend using microfiber cloth and mild cleaners like window cleaner for general cleaning. Try to refrain from getting the display wet. While it is hard to remove, we recommend putting a plastic bad over it if it will be exposed to rain.

Assembly and adjustment videos are available on our website (www.soulfastebikes.eu). If you need further support, please feel free to contact us by email or phone.

BICYCLE MAINTENANCE

The purpose of this section is not to explain individual technical techniques of bike maintenance and adjustment, but to keep your bicycle in good functional shape. The adjustment of individual parts is provided by specialised service points.

FREQUENCY OF CHECKS OR MAINTENANCE INTERVALS FOR INDIVIDUAL PARTS

Before every use:

Air pressure in tyres – the recommended pressure is stated on the side of each tyre. Check the function and wear of the brakes.

Check the wear of the brake pads. Visually inspect possible occurrences of any leakage in the hose / caliper / lever joints by regularly pressing the brake lever. If a brake fluid leakage

appears, immediately contact the dealer where you bought your bicycle. A leakage could cause your brakes to fail. Inspection of V-brake pads – removing dirt and impurities, especially gravel and metal shavings. Front suspension condition – the fork should be wiped with a damp cloth after each ride. The visible movable part should be greased with a suitable silicone lubricant. Condition of the rear stay and bearings of full-suspension bikes – fullsuspension bikes require complex care of the rear stay, and it is highly recommended that you leave this process exclusively to service experts. If you have a full-suspension bike, it is advisable that you monitor if your shocks are working correctly (and if they have the correct pressure corresponding to the rider's weight), and especially if any play (clearance) has not appeared in the bearings and pivots of the rear stay. If you notice any play in the rear stay of a full-suspension bike, contact the dealer where you purchased your bicycle. The use of the bike with a jammed bearing can cause irreversible damage to the frame; please note that such damage is not covered by the bike frame warranty.

Every week:

Condition of wheels – check if the spokes in the wheel are tightened and that no spokes are cracked. If yes, it is necessary to tighten or replace the spoke. If you have no experience with this task, it is advisable that you leave it to experts. Pressure level in the fork /if air is the suspension medium/ – the air is filled by a special pump that is not included with your bike.

Every month:

Condition of the chain – the chain of a bicycle undergoes the most strain and also displays the greatest wear. The chain must be measured with a special tool that will tell you if the chain needs replacing. If you monitor how many kilometres you ride, depending on the terrain and the way you use your bicycle it is good to

measure your chain for the first time after you have ridden approx. 500 - 800 kilometres. And then, the measurement should be taken after every subsequent 200 - 300 kilometres. Thus you will prevent early wear to the tothing of individual components. The degree of wear of the inner brake and gear cables – should a strand of

a cable break, do not rely on the cable “keeping”, and replace it immediately. If you do not monitor how many kilometres you ride, it is good to check the length of your chain 2 or 3 times per season. It is a task that servicemen carry out in less than 20 seconds.

Tightening all the bolts in your bicycle – stem, handlebar, brake levers, bottle cage, seatpost bolt, brake caliper bolts, rear derailleur bolts – never exceed the suggested torque stated on the individual components. Cracks in the components caused by obvious excessive tightening are not covered by the warranty. Lubricate the seatpost. When dealing with aluminium (frame, seatpost), always make sure that the part of the seatpost that is inserted into the frame is well lubricated.

Condition of the crankset – completeness and tightening the individual bolts in the chainring. In particular, this applies to the bolt that holds the crank on the axle. If the crank get loose on the axle, it is necessary to do away with the problem IMMEDIATELY, as even a short ride with a “loose” crank can cause irreversible degradation to the cranks. The same technique should be used to check the tightening of pedals in the crank, too. Brake and gear cables – again, do not rely on the fact that the cable “will keep” even when damaged mechanically. Bike frame inspection – this relates especially to welds where a crack may appear in isolated cases.

Every year:

Have the bike checked at an authorised service point before each cycling season. Not all defects and flaws, especially hidden ones, are obvious to casual riders. Trust your service place – dealer.

Consult your dealer about the exact service plan and maintenance schedule of your bicycle. The dealer shall propose the schedule depending on the model of your bicycle and the way you use it. The intervals stated above are the recommended maximum intervals for regular bicycle maintenance, i.e. they cannot be extended under any circumstance.

If you ride your bicycle more intensely, or if your dealer advises you, we recommend that you shorten the intervals and extend the scope of tasks carried out. For example, if you ride your bicycle in adverse climatic conditions, on hard terrain or you have equipped your bicycle with specific components with a different service interval and scope of regular maintenance stated by the manufacturer (exact instructions regarding the service of particular components will be provided by your dealer).

IMPORTANT CAUTION

Claims do not apply to standard maintenance of the bike:

- Loosened cranks on the central axle (insufficiently tightened central bolt).
- Backlash in the quill assembly (insufficiently tightened locking nuts of the quill assembly).
- Incorrect operation of the brakes (resulting from the use and consequent wear of the brake shoes, stretching of the brake cables).
- Chain slipping down (resulting from incorrect gear changing and consequent chain crossing and slipping or dragging against other cogs).
- Incorrect rear or front derailleur operation (tearing out of the control cables and consequent insufficient maintenance).
- Backlash in the front and rear hubs (insufficiently tightened cones in the hubs).

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