

DECATHLON
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CYCLES



User guide and terms of guarantee

CONTENTS	2
A. Type of use	3
B. Getting started	3
C. Adjusting suspension	6
D. Bike safety guidelines and pre-ride checklist	6
E. Maximum total permitted weight: Cyclist + bike + luggage	6
F. Guidance on national, legal requirements for cyclists	6
G. Recommended bolt torque values for the handlebar, stem, seat, seat tube and wheels	6
H. Adjusting quick-release mechanisms	7
I. Fixing, adjusting and removing stabilizers on children's bikes	7
J. Attaching non-mounted components that come with the bike	8
K. Lubrication	8
L. Adjusting chain tension	8
M. Adjusting gears and gear use	8
N. Adjusting brakes and recommendations for replacing friction brake components	9
O. General maintenance recommendations	9
P. Importance of using compatible spare parts	9
Q. Maintenance of wheel rims	10
R. Appropriate spare parts (tyres, air chambers, friction brake components, gear components)	10
S. Advice on potential damage caused by intensive use	10
T. Safety: 10 bike control points	10
WARRANTY AND GUARANTEES	11

A. Type of use

There are many different kinds of bikes, designed for a variety of purposes which are outlined below. Failure to use your bike in accordance with the recommendations detailed below may result in damage and accidents.

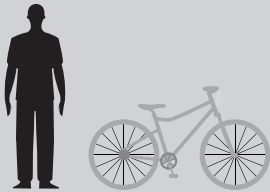
Town and leisure bike	Bikes for small children	All terrain bikes	Racing bikes	BMX
Bikes designed for use on public roads (roads, cycle routes and paths). These bikes are not designed for "all terrain" use nor for competitions.	Bikes designed for off-road use, on flat, even ground. These bikes are not designed for "all terrain" use nor for competitions.	Bikes designed for use on public roads (roads, cycle routes and paths) and all terrain, off-road riding.	Bike designed for road use. These bikes are not designed for "all terrain" use. They are not intended for use in sanctioned competitions unless UCI approved,	Bikes designed to be used on public roads (roads, paths and ramps). They are designed for performing acrobatics either on ground or in the air. They are not intended for use in sanctioned competitions. There are two categories: - BMX designed for cyclists weighing less than 45 kg. - BMX designed for cyclists weighing more than 45 kg.

B. Getting started

- How to measure and adjust the saddle position based on rider's height.

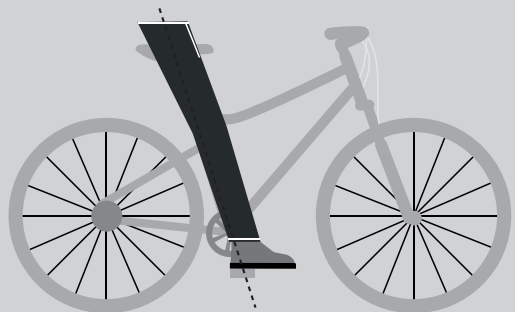
1

Stand next to your bike



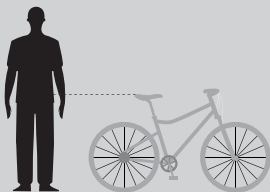
3

Sit on saddle and cranks 12 and 6 o'clock, heel on lower pedal, leg is straight



2

Saddle level with hip



Adjusting the saddle:

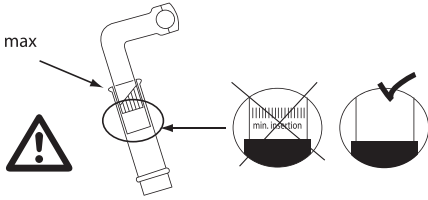
The maximum saddle height is indicated on your seatpost. Exceeding this limit may damage your frame and void any warranty claim. Be sure to tighten the seat clamp to the correct torque settings.



How to measure and adjust height of handlebars to suit the rider.

Insert stem into steerer tube. Adjust height of stem, depending on user height, ensuring that you do not go beyond the minimum insertion marker or as far as the stop.

Going beyond the minimum insertion marker constitutes product misuse and may place the rider in danger.



Headset stem:

All bikes fitted with headset stems are sold with setting rings.

The handlebar height suggested in the shop is the highest. If you would prefer to raise the handlebar position, you will need to choose an angled stem (sold separately).

Adjusting headset stems on your bicycle:

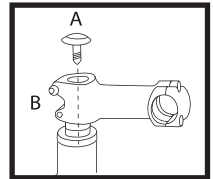
To reduce the height you need to use appropriate tools.

- Completely unscrew screw A, then the two B screws in the stem.
- Remove the stem.
- Take 1 or more setting rings.
- Replace the stem.
- Replace the setting rings above the stem.
- Tighten up screw A and tighten the B screws in that order.

Checking that headset stems are properly fitted to your bicycle:

To check the adjustment of your stem, pull the front brake and rock forwards and backwards on your bicycle. If you feel any movement in the steering system, tighten up screw A.

Second check: lift the front bicycle off the ground and turn the handlebars from side to side. If it's hard to turn the handlebars, unscrew the screw A. If this procedure seems too complex, please ask the staff in the workshop at your nearest shop.



Brake adjustment and use

Before every ride, check that the front and back brakes are in perfect working order.

The front brake is controlled by the right brake lever.

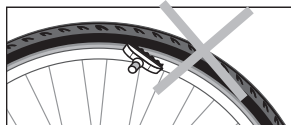
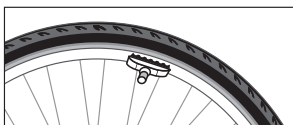
The rear brake is controlled by the left brake lever.

The brakes are a key safety mechanism for the cyclist. They must be checked before every ride and regularly maintained and adjusted.

You can adjust the brake system as follows:

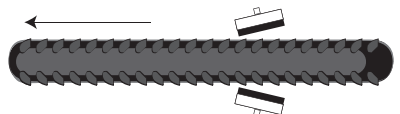
Brake pads

1/Check the pad is aligned with the edge of the rim.

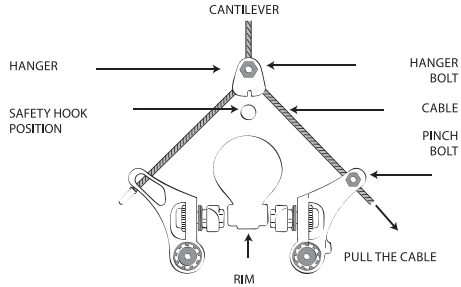
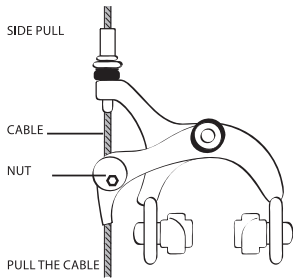
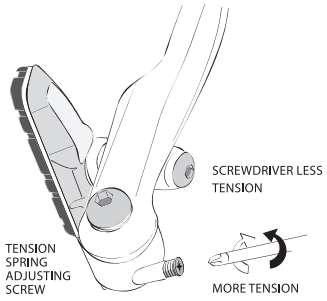
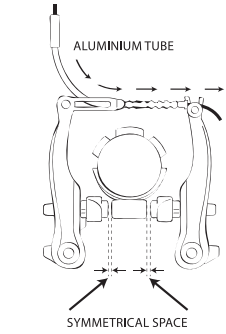


2/ Check the distance of the pads from the rim (1 to 3 mm for optimum braking).

3/ Always distance the rear of the pads slightly from the rim.

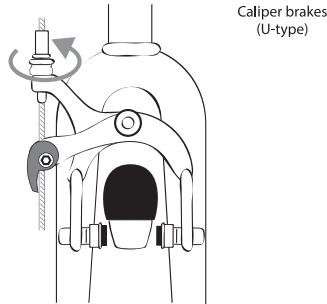
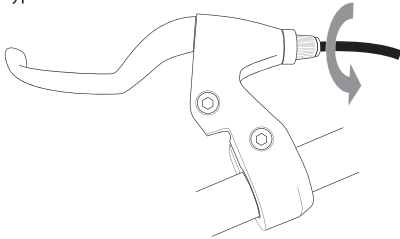


4/ Check that the V-Brake or Cantilever calipers are symmetrical.
Check that the “left and right” caliper return springs are balanced as illustrated below:



5/ Adjusting cable tension

The case of V-Brake or Cantilever or Roller Brake type brakes.



6/ Disc brake

The brake pads exert pressure on the disc rotor attached to the wheel hub. The intensity of pressure is controlled by a lever linked to the brake by a cable or hydraulic hose. Do not activate the brake lever when the wheel is not attached to the frame.

To align the disc brake, loosen the brake fixing bolts, then fully tighten the lever and retighten brake fixing bolts to a torque of Nm12.

Before your first ride, be sure to “bed in” your disc brake pads. In a safe environment, pedal fast for 10 meters and pull hard on both levers with equal pressure simultaneously. Be sure to lean back. Bring your bike to a near complete stop and release both levers. Repeat 9 more times. This process deglazes your pads for the best braking performance.

Advice on children's bikes

Parents or the responsible adult/s must ensure that children have been properly instructed on how to use the bike and the braking system.

C. Adjusting suspension

To enhance your riding experience, it is important to set your front and rear suspension correctly. For forks which can be adjusted, the relevant settings are displayed on your forks. Please refer to the manufacturer website for more details. The correct tools must be used when adjusting forks.

Warning: The suspension fork and shock absorbers must never be dismantled by the user. This procedure must be carried out by a qualified mechanic.

D. Bike safety guidelines and pre-ride checklist

For your safety, it is recommended that you wear a helmet and use protective equipment and or/signaling devices. This product, and its use, must comply with current UK regulations. When cycling in the rain or on damp roads, grip and visibility are reduced and braking distance is increased; the cyclist must, therefore, adapt speed and anticipate braking. Before using the bike, it's important to check the condition of key parts such as the rims, brakes, tyres, steering mechanism and drive chain system; these must be regularly checked, maintained and adjusted by a qualified and experienced mechanic.

Warning: Using automatic pedals can be tricky and requires a period of familiarisation to avoid falling off: engage and disengage your shoes in the pedals before setting off. The interface between the cleat and the pedal can be affected by a number of factors including dust, mud, lubrication, spring tension and general wear.

Warning: BMX pedals are designed to provide better grip over a larger surface area than the ordinary bike pedal. This means that the pedals may have a rough surface and sharp edges. Cyclists are advised, therefore, to wear adequate protective equipment.

The use of aerodynamic or other types of handlebar extensions can also adversely affect the cyclist's response time when braking and taking corners.

Tyre inflation, dimensions and mounting direction: inflate your tyres to the correct pressure, referring to the pressure range indicated on the side of the tyre by the manufacturer; this is important in determining your tyre's resistance to wear. Mount the tyre in the direction indicated on the side (the arrows indicate the rotation direction).

If your bike is fitted with tubeless tyres, ensure that the correct amount of sealant is used and that the tyre is seated correctly on your rims.

Our bikes are not fitted with tubular tyres. If you are using tubular tyres, please refer to the manufacturer's instructions on how to glue tubular tyres to the rim.

E. Maximum total permitted weight: Cyclist + bike + luggage

Town and leisure bike	Bike for young children	All terrain bike	Road bike	BMX
The gross maximum permitted weight must not exceed 120 kg.	You must not exceed the total maximum permitted weight: 12"/14": 33 kg 16": 45 kg	The gross maximum permitted weight must not exceed 120 kg.	The gross maximum permitted weight must not exceed 120 kg.	You must not exceed the gross maximum permitted weight: Category 1: 60 kg Category 2: 120 kg

F. Guidance on national, legal requirements for cyclists

When using the bike on a public road, the cyclist must observe the national traffic regulations in force (lighting and signaling, for example).

G. Recommended bolt torque values for the handlebar, stem, seat, seat tube and wheels

To ensure the handlebars, stem, seat, seat post and wheels are correctly attached, you are advised to use the appropriate sized spanner and tighten each component to the bike-specific torque value given below (in Nm):

To mount and set the tightening torques for aerodynamic add-ons, refer to the manufacturer's instructions.

When adding stabilisers, see the manufacturer's instructions for mounting and adjustment guidance.

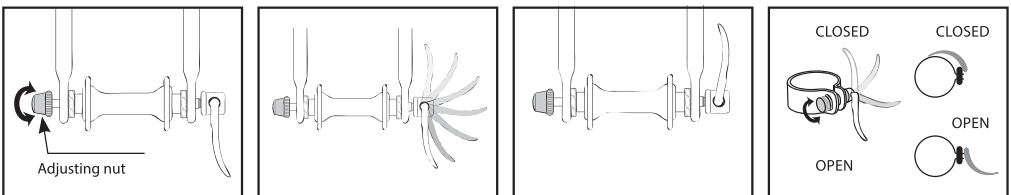
Type of bike	Stem/ Handlebar	Stem/Fork	Seat/Seat post	Seat post/Frame	Front wheel/ Frame	Rear wheel/ Frame
Child (12")	14	20	Not applicable	10/12	14	8
Child (14" & 16")	Not applicable	20	Not applicable	10/12	22/30	22/30
Junior (20" & 24")	1 screw 18 2 screws 12	1 screw 21 2 screws 12	22	Quick release or 12/14	Quick release or 22/30	Quick release or 22/30
BMX	10	10	16 or pivotal system 6	Quick release or 8/10	35/40	35/40
Hybrid*	1 screw 18 2 screws 14 4 screws 7	1 screw 18 2 screws 12	18	Quick release	Quick release	Quick release or 22/30
City	3	16	24	Quick release or 8/10	Quick release or 22/30	Quick release or 22/30
	5	18				
	7	22				
Sport Trail MTB	6	7	17/24	Quick release or 8/10	Quick release	Quick release
XC and All Mountain MTB	5	7	8	Quick release or 8/10 5/7 carbon frame	Quick release	Quick release
Road Cycling bikes	6	6	15	6/8 aluminium frame	Quick release	Quick release
Road Racing bikes	5/6	6/7	15	5/7 carbon frame	Quick release	Quick release
Folding bikes	9	12	24	Quick release and 7	34	34

Torque of stem angle adjusting bolt = 8 Nm

H. Adjusting quick release mechanisms

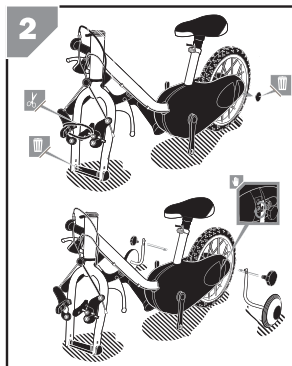
Quick-release mechanisms hold the wheels in place, clamping them to the frame or fork. For the system to work effectively, you need to adjust the adjusting nut (1) until the closing force on the quick release lever (2) is at least 12 daN (approximately 12 kg). To increase the closing force: turn the adjusting nut clockwise and anticlockwise to decrease.

Comment: if in doubt, ask the advice of a qualified, experienced mechanic.



I. Fixing, adjusting and removing stabilizers on children's bikes

The stabilizers must be attached and adjusted as follows:



Warning: Never attach or remove stabilizers by removing other bike parts (e.g. wheel nuts).

To ensure the child's safety, it is essential that you observe the recommendations for attaching and adjusting stabilizers (height of wheels in relation to ground etc.). Never use the bike with just one stabilizer. Use a bike fitted with stabilizers on flat ground.

J. Attaching non-mounted components that come with the bike.

All our bikes are assembled in accordance with national legislation.

Non-mounted components that come with the bike need to be attached by a qualified and experienced mechanic.

For BMX bikes, you need to contact a qualified mechanic to ensure that the pegs are correctly installed.

K. Lubrication

It's important to lubricate bike components to keep your bike running well, to maximize its lifespan and avoid component corrosion.

Use a special transmission oil for drive train parts. You're advised to use a special oil for the chain. After washing; dry and oil drive train components (derailleur, lever), suspension, brake levers, brake caliper axles as well as the chain. To ensure proper sealing, grease the seat post and headset thoroughly. For carbon seatposts, a special paste must be used.

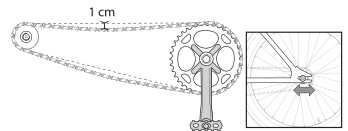
Warning: Lubrication of bike components - apart from the chain - should be carried out by a qualified and experienced mechanic during regular servicing.

L. Adjusting chain tension

If the bike has a derailleur, the chain will automatically be kept at the correct tension. If you have a single gear bike or a bike equipped with integrated hub gears, it's important to check the chain tension periodically (slack in the chain can cause the chain to derail, leading to a fall; a chain that is too tight can adversely affect the bike's performance).

To ensure the chain runs smoothly, there must be a vertical travel of 1 cm, measured at the half way point between the cog and the pedal.

Chain tension and adjustment for all other gear systems should be carried out in accordance with component manufacturer's instructions.



M. Adjusting gears and gear use

To adjust gears, refer to the component manufacturer's instructions which are available from their websites.

The gears must be adjusted as follows:

This is a tricky procedure so you are advised to contact one of our qualified technicians.

Note: Problems with changing gear are often linked to the derailleur cable tension;

you are less likely to have to adjust the derailleur movement.

1 - Adjusting rear derailleur movement

To prevent the chain slipping off the cogs (falling into the wheel spokes or between the rear dropout and cogs), you need to adjust the derailleur movement, using H and L stop screws:

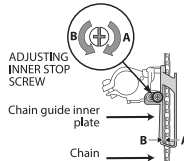
Use screw H to adjust the lower stop (small cog side): undoing this screw moves the chain outward towards the small cog.

Use screw L to adjust the upper stop (large cog side): undoing this screw moves the chain outward towards the large cog.

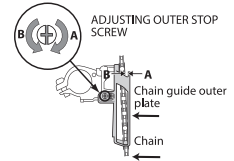
2 - Adjusting front derailleur movement

Adjusting inner stop

By turning the outer screw of the derailleur in direction A, the derailleur will move towards the smallest chain ring; by turning it in direction B, it will move away from the large chain ring. Then adjust so that the clearance between the chain guide inner plate and the chain is between 0 and 0.5 mm.



By turning the inner screw of the derailleur in direction A, the derailleur will move away from the smallest chain ring; by turning it in direction B, it will move towards the large chain ring. Then adjust so that the clearance between the chain guide outer plate and the chain is between 0 and 0.5 mm.



3- Adjusting derailleur tension

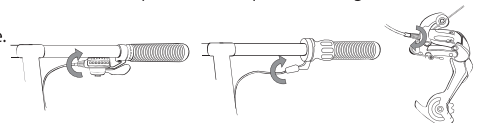
Adjusting the cable tension creates a link between a position on the gear lever and a position in the gear system. Unscrew or tighten the cable tension screw at the lever or at the rear of the derailleur so that each lever position corresponds to a cog:

=> If the chain does not move down every time you shift the lever:

=> loosen the cable by turning the cable tension adjusting screw clockwise.

=> If the chain does not move up every time you shift the lever:

=> tighten the cable by turning the cable tension adjusting screw anticlockwise.



The procedure for changing gears is as follows:

Changing gear: continue to pedal but reduce pressure and move the gear shifter (lever or rotating handle) until the chain is positioned on the selected chain ring or cog.

Warning: Shifting gears when pedalling hard may result in damaged chainring teeth or a snapped chain.

Each lever position corresponds to a different cog.

• If the chain has a tendency to slip off the cog: you can try "overshifting" by gently pushing the lever slightly beyond current position without moving to the next position.

=> **If this still doesn't work: you will need to adjust the cable tension.**

• If the chain does not move down easily, refer to chapter on "adjusting the gear system." The chain should move smoothly between cogs.

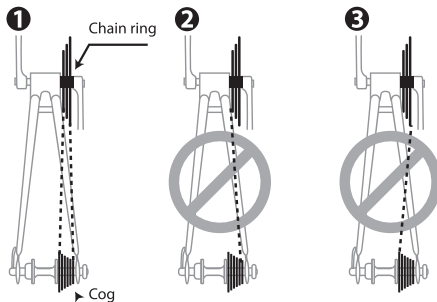


Warning:

To ensure that the gear system function correctly and to extend service life of drive train parts (chain, free wheel, pedals):

- Avoid sudden, aggressive gear changes.
- Avoid crossing the chain (using large cog and large chain ring or small cog and small chain ring).
- If the chain is crossed (diagram 2) it may be in contact with the front derailleur.

Warning: To ensure optimal use of the manual or automatic gear change system, you are advised to avoid changing gears during periods of intense pedaling and to shift to a lower gear before stopping so it's easier to start off again.



N. Adjusting brakes and recommendations for replacing friction brake components

The brake lever must not come into contact with the handlebar when fully engaged.

Avoid creating short, sharp bends in the outer casing to ensure the cables can run smoothly.

Damaged, frayed or rusty cables must be replaced immediately.

The brake pads must be aligned with the edge of the rim (at a distance of 1-3 mm). They must never touch the wheels when not engaged.

Disc brakes must be checked regularly; check all the brake screws and check brake pads for signs of wear; the minimum pad thickness should be 1 mm. Rotors must be clean and not worn. Avoid any contamination with your pads and rotors which may result in poor braking performance. If your pads are contaminated, they may need to be replaced.

Brakes must be adjusted as outlined in section "Preparing for use." You are advised to get a qualified mechanic to carry out these adjustments.

When replacing brake parts, to ensure the continued performance of your bike, you must use compatible spare parts. This procedure must be carried out by a qualified mechanic.

O. General maintenance recommendations

Your bike needs a minimum amount of maintenance and regular check-ups, depending on how much you use it: regularly oil the chain, brush cogs and chain rings, occasionally apply a couple of drops of oil to the outer casing of the brake cables and the derailleur, and remove any dust from brake pads.

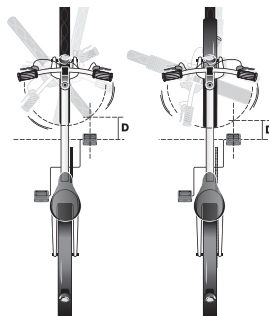
Regularly check the tyres for excess wear, cuts, slashes or toe wear and replace the tyre if necessary. Check the rims for signs of excessive wear, dings, dents and cracks.

Your bike should be serviced regularly by a qualified mechanic.

P. Importance of using compatible spare parts

When you replace components, you must use compatible spare parts to ensure good performance and reliability. This procedure must be carried out by a qualified mechanic.

Warning! When replacing the pedals, wheels, mud guards or cranks, the minimum distance between the edge of the wheel or mud guard and the pedal axle must exceed the measurements given below.



Minimum Distance D

D > 89 mm for road bikes and children's bikes
D > 100 mm for mountain bikes and city bikes and trekking

Q. Maintenance of wheel rims



As with all wear pieces, the rim must be checked regularly. If you notice anything strange (unusual wear or any warping) have your bike checked by a qualified and experienced mechanic. If your wheel rims show signs of wear, check and if necessary replace them. Reduced wall thickness may lead to tyre defects and cause injury

R. Appropriate spare parts (tyres, air chambers, friction brake components, gear components)

When replacing components, it's important to use compatible spare parts. We recommend using a trained bike mechanic.

S. Advice on potential damage caused by intensive use

WARNING! Like any mechanical component, a bicycle is subject to significant stresses and strains. Different materials and components wear at different rates and have different fatigue limits. If the expected life span of a given component is exceeded, it may suddenly break and risk injuring the cyclist. Cracks, chips and discolouring in high-stress areas indicate that the component has exceeded its lifespan and should be replaced.

T. Safety: 10 bike control points

10/TYRES

- Check tyre pressure
- Check the appearance of the tyres; not deformed, tyre correctly seated on the rim, sidewall not cracked, outer carcass in good condition.

1/SADDLE

- Check it is centred, horizontal and tightened
- Seatpost clamp is tight.

2/STEERING

- Check the handlebars and stem are centred and tightened
- Check the headset for no movement
- Check the suspension is working

3/HOUSINGS

- Check the cable housings are correctly positioned in the cable stops

4/WHEELS

- Check that the wheels are centred and tightened
- Check that the wheels are not buckled
- Check quick release tension
- Check spoke tension
- Ensure rims are clean and clear of contamination.

9/ACCESSORIES

- Check that the following are present and functioning:
 - bell
 - reflectors
 - lights and other*

8/DERAILERS

- Check the adjustment of the derailleur stops
- Check that the gear shifters are functioning and performing well

7/CHAIN

- Check chain flexibility
- Check the detachable chain link

6/CRANKS

- Tighten the pedals
- Check that the crank screws are tightened
- Check the position and wear of your automatic pedal cleats on your shoes

5/BRAKES

- Check that the left and right calipers are centred
- Check contact between the rim and brake pads
- Check brake pad tightness
- Check adjustment and settings of brake levers
- Check disc pads and rims for contamination

* depending on model (mudguard, kick stand, luggage rack...)

WARRANTY AND GUARANTEES

The warranty covers:

- Any equipment or manufacturing defect observed by the DECATHLON workshop team, the replacement of defective parts with compliant parts for the same use, and labour.
- All "DECATHLON" branded products are guaranteed for 2 years unless otherwise indicated and in normal and recommended conditions of use.
- This DECATHLON guarantee presents no obstacle to the application of the legal guarantee against latent defects.

Application of the guarantee:

- No impact: The product must show no signs of damage due to abnormal conditions of use.
- The product must be used in accordance with its operating instructions and regularly serviced by our workshops.
- Original parts have not been replaced by compatible parts.

The guarantee does not cover:

- Damage engaging the liability of a third party or resulting from an intentional fault.
- Damage resulting from maintenance and use not in accordance with the manufacturer's recommendations or negligence.
- Wear parts (bulbs, cables and cable casings, brake pads, chainrings, chains, rims, jockey wheels, tyres, inner tubes, spokes guards, etc) and labour hours for replacing parts.
- Where the product is the subject of modifications performed outside our workshops. Original parts replaced with incompatible parts.
- Damage resulting from fire, lightening, storm, vandalism or unsecured transport.
- Theft

Duration of the guarantee:

- Lifetime warranty for metal frames and forks, stems and bars.
- 5 years for carbon frames.
- 2 years for non consumable parts and labour.

In order to qualify for the Limited Lifetime Warranty, the buyer must:

- have a DECATHLON Account and the details of the frame or bike purchased must be recorded on the buyer's DECATHLON Account at the store tills; or
- register the purchase by completing the warranty certificate available on the <https://www.decathlon.co.uk/register-your-bike.html>, within one month from the date of purchase. When registering, the buyer must provide at least the following information: the buyer's name, address, telephone number, email address, serial number of the bike and the date of purchase.

The term of this Limited Lifetime Warranty runs from the date of registration for the lifetime of the product. Any claim under this Limited Lifetime Warranty may only be made in the country where the DECATHLON bike was purchased. Only the original registered owner of the bike may benefit from this Limited Lifetime Warranty. This Limited Lifetime Warranty shall not extend to any Decathlon bike that is purchased second hand or that is purchased from anyone other than DECATHLON .



FRAME & FORKS*
*5 YEARS FOR CARBON FRAMES



PARTS



FREE SAFETY CHECK

YOUR BIKE DETAILS (to be filled in by the owner)

Model Name: _____

Colour: _____

Frame Number: _____

Size: _____

Serial Number: _____

Date of Purchase: _____

SERVICE HISTORY

3 MONTH FREE CHECKUP (in-store only)

Date: _____

Additional Comments: _____



Date: _____

Store Name: _____

Additional Comments: _____

- Brakes
- Drivetrain
- Wheels
- Headset
- Suspension
- Other: _____

Date: _____

Store Name: _____

Additional Comments: _____

- Brakes
- Drivetrain
- Wheels
- Headset
- Suspension
- Other: _____

Date: _____

Store Name: _____

Additional Comments: _____

Brakes

Drivetrain

Wheels

Headset

Suspension

Other: _____

Date: _____

Store Name: _____

Additional Comments: _____

Brakes

Drivetrain

Wheels

Headset

Suspension

Other: _____

Date: _____

Store Name: _____

Additional Comments: _____

Brakes

Drivetrain

Wheels

Headset

Suspension

Other: _____

Date: _____

Store Name: _____

Additional Comments: _____

Brakes

Drivetrain

Wheels

Headset

Suspension

Other: _____

TOP 10 ESSENTIAL BIKE TOOL

Be sure you have these essential tools allowing you to maintain and care for your bike. Regular maintenance lets you prolong the life of your bike.

1. Allen keys

Available as part of a multi-tool or individually, they range in size from 1.5 to 8 or 10 mm. Adjust most parts of your bike with hex keys.



2. Chain tool

If you don't have a split link, a chain tool allows you to remove the chain for regular cleaning and lubricating which prolongs the life of your chain and ensures smoother gear changes.



3. & 4. Screwdrivers

You will need one small flat and one small phillips head screwdriver to adjust any brake calipers or derailleurs on your bike.



5. Spanners

Typically you will need a 15mm spanner to fit or remove bike pedals. Occasionally, wider spanners are required to tighten some headsets.



6. Spoke tool

True any wheel or tighten any loose spokes by using a dedicated spoke tension tool. Small buckles can be removed with ease.



7. & 8. Degreaser and Lubricant

When working on key parts of your bike, an efficient degreaser strips away grime and old grease. After drying, re-lube essential parts to prolong their lifetime.



9. Tyre levers

Remove tyres without damaging your rims with tough plastic tyre levers.



10. Pump

For the workshop, use a track pump to speed up the process of inflating your tyre. When out riding, carry a compact mini pump. Riding with the correct tyre pressure reduces the risk of puncture and lengthens the lifespan of your tyres.





Your bike must be fitted reflectors which are an important safety feature. Before setting off, check that your lights are working and that your batteries have sufficient charge. Used batteries contain metal which is harmful to the environment (Hg: mercury, CD: Cadmium, Pb: Lead): They may be taken to our shops and disposed of correctly; do not throw them out with domestic waste. The batteries should be collected separately. The "crossed out bin" symbol shows that this product and batteries cannot be disposed of with domestic waste. They are subject to special recycling procedures. Please dispose of your batteries or any obsolete electronic products at an authorised recycling collection point. Recycling your electronic waste in this way will help protect the environment and your health.

For bikes with a luggage rack weighing less than 15 kg

- a) This luggage rack is designed for a maximum load of 15 kg. It is not designed to accommodate a child seat.
- b) Do not exceed the bike's maximum load.
- c) All nuts and bolts must be screwed tightly and checked frequently (6 - 8 Nm/20 - 27 N.ft).
- d) Any modification to the luggage-rack made by the purchaser will render these instructions invalid.
- e) This luggage rack is not designed to pull a trailer.
- f) Warning! When the pannier is full, the bike may behave differently (particularly in terms of steering and braking).
- g) All luggage must be firmly secured on luggage rack, in accordance with manufacturer's instructions. Avoid dangling straps as they may get caught up in the back wheel.
- h) The reflectors and lights must not be hidden by luggage attached to the rear carry rack.
- i) The load must be equally distributed on both sides of the luggage-rack.

For bikes with a luggage rack weighing less than 25 kg.

- a) This luggage rack is designed for a maximum load of 25 kg. It is not designed to accommodate a child seat.
- b) Do not exceed the bike's maximum load
- c) All nuts and bolts must be tightly screwed and frequently checked (6 - 8 Nm/20 - 27 N.ft).
- d) Any modification to the luggage-rack made by the purchaser will render these instructions invalid.
- e) This luggage rack is not designed to pull a trailer.
- f) Warning! When the pannier is full, the bike may behave differently (particularly in terms of steering and braking).
- g) All luggage must be firmly secured on luggage rack, in accordance with manufacturer's instructions. Avoid dangling straps as they may get caught up in the back wheel.
- h) The reflectors and lights must not be hidden by luggage attached to the rear carry rack.
- i) The load must be equally distributed on both sides of the luggage-rack.

For bikes with a pannier weighing less than 5 kg.

- a) The pannier must be mounted at the front of the bike. The mounting brackets are attached to the fork using the wheel nut (20 - 25 Nm/66 - 82 N.ft); the pannier is fixed onto the stem mount and base using a screw (6 - 7 Nm/17 - 23 N.ft).
- b) the pannier is designed to accommodate a maximum load of 5 kg and is not suitable for attaching a baby seat or front trailer.
- c) Do not exceed the bike's maximum load.
- d) Nuts and bolts must be tightly screwed and frequently checked.
- e) The pannier must not be modified by the customer in any way. Any modification will render these instructions invalid.
- f) Warning: when the pannier is full, the bike may behave differently (particularly in terms of steering and braking).
- g) Ensure that the entire load is contained within the pannier and that there is no risk of it obstructing the wheel or hiding the light and the reflector.
- h) Ensure that weight is uniformly distributed within the pannier.



CYCLES

