



## **WARRANTY CARD**

## **INSTRUCTION MANUAL FOR USING A BICYCLE**

Dear customer,

Thank you for purchasing a new bicycle from our company.

We believe that you will appreciate the quality and manoeuvrability. The manufacturer of these bicycles SPORTS MOBILITY SYSTEM FLORIDA LLC wishes you a lot of successful and safe kilometres on your new bicycle.

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## CONTENT

1	IMPORTANT INFORMATION	3
1.1	BICYCLE CLASSIFICATION	3
1.2	PRIOR THE FIRST RIDE	4
1.3	BEFORE AND AFTER RIDE INSPECTION	6
1.4	PRINCIPLES AND RULES OF A SAFE RIDE	8
1.5	RIDING ETHICS	9
1.6	RIDING TECHNIQUES AND PETTING OF A BICYCLE	9
2	MAINTENANCE	11
2.1	ASSEMBLY AND DISASSEMBLY	12
2.2	BRAKES	13
2.3	GEAR SHIFTING	14
2.4	HEADSET, HANDLEBARS, STEM, SEAT AND SEAT POST	15
2.5	WHEELS, TIRES, PEDALS, HUBS AND BOTTOM BRACKET	16
2.6	SUSPENSION FORK AND REAR SUSPENSION	17
2.7	CLEANING, LUBRICATION AND STORING	18
2.8	MAINTENANCE TIMETABLE	19
3	WARRANTY	20
3.1	WARRANTY FOR INDIVIDUAL COMPONENTS	21
3.2	WARRANTIES	22
3.3	WARRANTY CONDITIONS	23

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# 1 Important information

## 1.1 Bicycle classification

### Mountain bicycle

Mountain bike is meant to be used off paved roads (dirt roads, forest roads, difficult terrain, etc.). It is designed to provide rider better handling, manoeuvrability and to be more resistant while riding in difficult terrain. It has smaller, more robust frame and higher positioned bottom bracket, which provides smoother riding through terrain. Tires are wide for better shocks absorption and for better grip on difficult and slippery surface. Wide range of gears (21 and more) allows riding in almost any type of terrain. Most of the mountain bikes are equipped with suspension systems (front suspension fork or both front and rear suspension), which absorbs shocks and vibrations caused by terrain.

Recommended rider weight is up to 130 kilograms by alloy frame, 90 kilograms by carbon frame.

Mountain bicycle is not suitable for long distance rides on paved roads (higher weight, tires with higher rolling resistance, upright and less aerodynamic seating).

### Cross bicycle

This is the case of a universal bicycle suitable for roads and less difficult terrain (nice and smooth dirt and forest roads). It is conceptually based on a road bicycle which has the same wheels diameter but differs in frame, more gears, upright seating position and wider tires. It is usually equipped with suspension forks but with lower suspension travel than it is in case of mountain bicycles.

Recommended rider weight is up to 130 kilograms.

Unlike from the mountain bike, this bicycle is not designed for riding in difficult terrain (stones, hard surface, roots, etc.).

### Trekking bicycle

This bicycle is intended to be used on roads and paved roads. It is not suitable to ride in any terrain. Thanks to its equipment it is a great mean of transport. It is possible to make one from a cross bicycle by adding equipment and accessories (mudguards, bicycle racks, lights, etc.).

Recommended rider weight is up to 130 kilograms. It is not meant to be used outside paved roads.

### Road bicycle

It is meant to be used on roads and closed circuits. It is a light and fast bicycle with big wheel diameter, narrow tires and low rolling resistance. It is suitable especially for sports and racing riding. Under no circumstances it is meant to be used in any kind of terrain.

Recommended rider weight is up to 90 kilograms.

### City bike

A bicycle for comfortable and occasional ride on paved roads. The maintenance demands are very low. It is mostly equipped with multistage gearbox hidden in the rear hub. It is suitable for shorter trips, shopping, etc.

Recommended rider weight is up to 130 kilograms.

### Electric bicycle

Bicycles with electric drive (electrically assisted bicycle known as e-bike or pedelec). The same rules as for a usual bicycle apply for this kind of bicycle. You do not need a driving licence, registration number, insurance, etc. These electric bicycles are equipped with an engine that runs only while pedalling.

Recommended rider weight is up to 130 kilograms.

### Kids bicycle

It is meant to be used on roads and in light terrain. Please accept the capabilities and supposed abilities of kid cyclists. Recommended maximum load of the wheels:

16"	40Kg
20"	50Kg
24"	60Kg

## 1.2 Prior the first ride

Firstly, it is necessary to make sure the bicycle size appropriately suits you. If the size is not correct, you may lose control and fall.

### Frame

By the time you are reading this manual you have probably chosen the correct frame size thanks to your salesman. The correct size of the frame is always important mainly due to comfortable and safe ride. The basic rule for choosing the correct frame is as follows. Stand astride above the upper frame tube in the middle of the distance between stem and seat. There should be at least 8 cm of clearance between the top tube and crotch while standing in this position. This rule applies mainly for MTB and cross bicycles. The reason is often dismounting from the bicycle in difficult terrain. Approximately 3 cm to 5 cm are recommended for road, city and kids bicycles. It is also possible to calculate the correct frame size according to the following formula: inseam height (measured with feet slightly apart) x 0,56 (= frame size in centimetres; dividing the value by 2,54 equals the frame size in inches).

### Seat and seat post

It is possible to adjust the seat in three different variables – height, sagittal position, and angle.

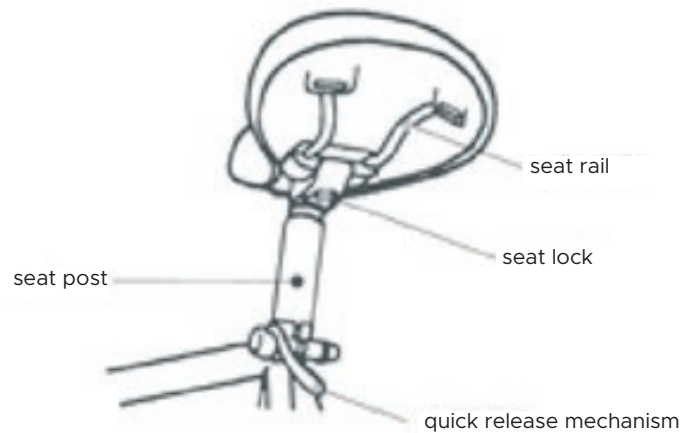
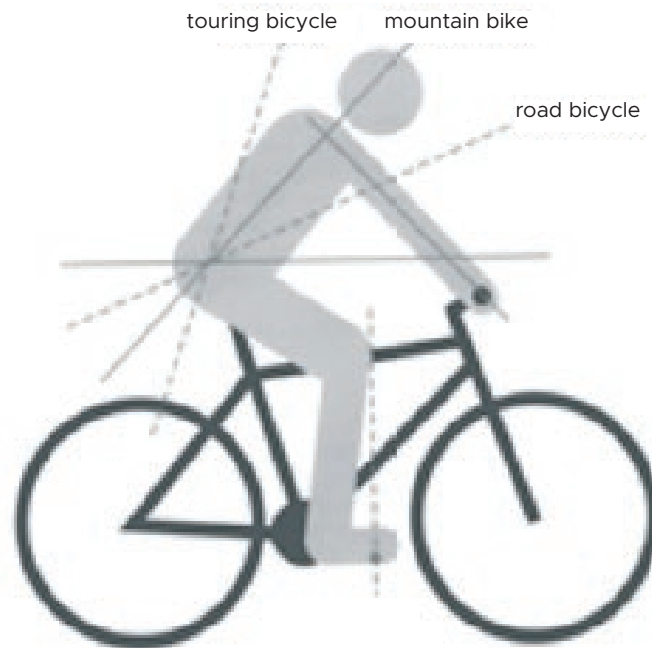
#### Seat height

Position yourself on your bicycle and stand on the pedals with one leg positioned in the lower position. While in the optimal seat height the leg should be slightly bent and there should be an angle of approximately 3 – 5 degrees in your knee joint. Excessively high seat overloads your back and overstretches legs as well as the sides. Low seat overloads knees and femoral muscles. The seat height can be adjusted using a quick release mechanism (or nut) at the end of the seat post. After proper adjustment check tightening of the seat post.

**Caution: There is a groove on the seat post which indicates maximum height of the seat post. Never adjust the seat post above this groove! You will prevent damaging the bicycle frame.**

#### Seat angle and sagittal position

Seat can be also adjusted in a certain angle in relation to the ground. The best default position for setting the correct angle is to adjust the seat so it is parallel to the ground. It is necessary to try several seat positions and then decide which the most suitable one is. The sagittal position of the seat can be also adjusted. The angle and distance of the seat from handlebars can be adjusted using the screw on the seat lock. After loosening the screw, adjust the seat to the front or back on the seat rails, set the angle and tighten the screw. Check if the seat is properly tightened. While adjusting the distance from the handlebars you should adhere to the rule – sit on the bicycle, place both of the feet on pedals and position the measured leg to the front. Then use a string as a vertical line which should go through your knee and the axis of the pedal (a plumb line is a suitable tool). See the following Figure.

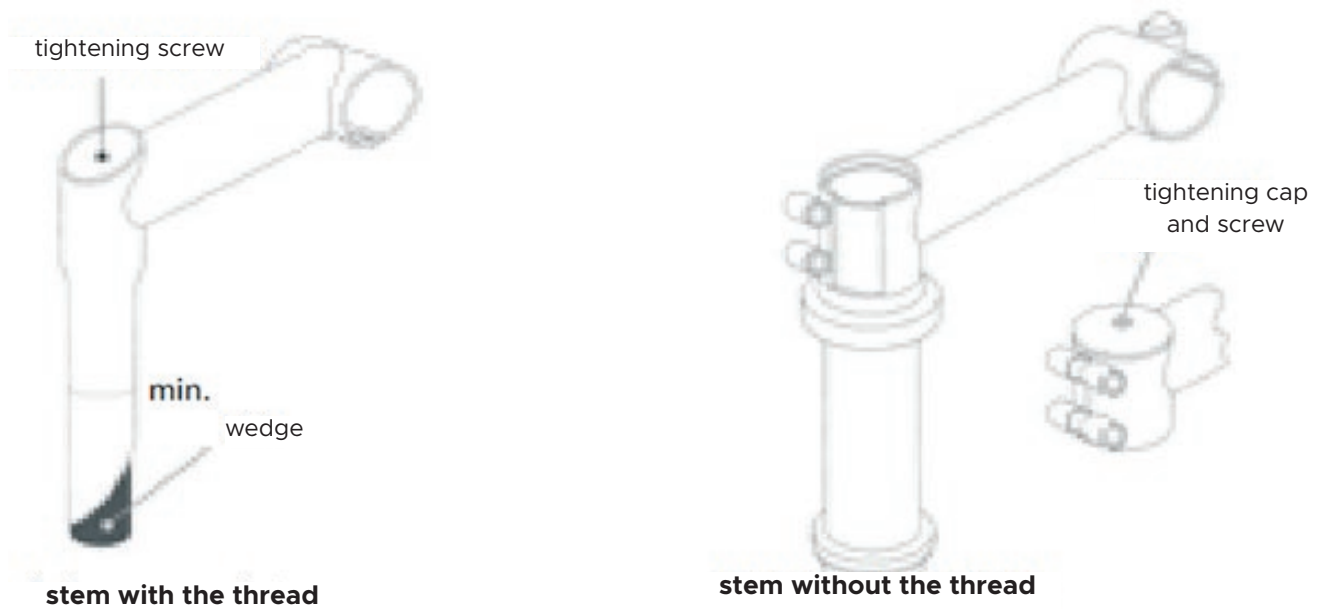


### Handlebars and stem

There are two types of stems used on bicycles, with thread and without thread (so called A-head set stems). It is important to know what type of stem there is on your bicycle before adjusting it. Threaded stems are inserted into the fork steerer tube and are fastened by a long screw which goes longitudinally through the whole stem. Nut of the screw at the bottom end of the stem is either shaped conically or as a splayed cone. In both of the cases it is used to tighten the stem in the head tube.

**Note: if the stem does not loosen after loosening the screw in the stem, hit the screw with a rubber mallet or a small hammer using a wooden block.**

**Caution: There is a maximum allowed height marked on the stem (a line). Never adjust the stem over this line! You will prevent damaging the stem and the bicycle frame.**



The stems without the thread (A-head set) are tightened on the fork steerer tube from the outside. This type of stem does not allow adjusting the height. If you need to move handlebars higher, you will need to either choose higher handlebars or a different stem with different inclination angle. At this type of stems the headset clearance is adjusted using the screw atop of the stem. This screw is connected to the fork steerer tube using so called “star-nut”, which is pushed into the tube. Stem clearance is adjusted only if both of the stem socket-head screws are loosened. Tighten these two screws after adjusting the clearance.

**Note: If you are not sure about adjusting the stem and headset, contact a professional bicycle service (an authorized bicycle dealer).**

### Setting of the handlebars angle

Loosening the stem screw allows to turn handlebars and to adjust required angle. To set up the handlebars, align them with the stem and tight firmly.

**Caution: You may lose control over your bicycle and fall if your stem or handlebars are not tight properly.**

### Bicycle racks

It is dangerous to transport items or any other bags in your hands while riding a bicycle which may result in losing the control of your bicycle. If you equip your bicycle with a bicycle rack, bear in mind that the frame is primarily designed for the weight of the rider. Transporting heavy items may damage the frame which is not covered by warranty.

## 1.3 Before and after ride inspection

All of the frames like all the other components have its limited and finite lifetime. The length of a specific frame or a component derives from its structure and used material but also from maintenance and intensity of use. Regular inspections by a qualified professional should be a matter of course. Only by regular inspections you may prevent many technical issues.

Professional inspections may eliminate minor issues before they overgrow into major ones. In many cases the consequences may be fatal. You are responsible for checking your bicycle before every ride. A simple and quick inspection is recommended: lift your bicycle 5 to 10 cm above the ground and let it fall on the ground. Watch if some of the parts or screws did not fall off. If they did, tighten them.

**Caution: If the bicycle is intended to be used on public roads, it is necessary to equip it with lights and reflectors in accordance with the regulation 341/2002.**

Riding during night is recommended only to skilled cyclists. Therefore we do not recommend it to children. An important complement for night rides are clothes from reflexive materials, which adjusts your visibility.

**Check your bicycle prior every ride, mainly due to possible fall!**

### Wheels and tires

Check if both of the wheels are centred or if any of the spokes are not loosened (nor if there are any missing) and if there is not any side clearance. Check the quick-release levers in the hubs. Poorly tightened quick-release lever may lead to a serious injury! Also check the tire pressure, maximum allowed tire pressure is marked on the sides of the tires. Check if the tires are not worn out, replace them if necessary.

### Brakes

In case of V-brakes, press both of the levers and push the bicycle forward. Brake pads should be pressed against rims but the brake levers should not touch handlebars. See which brake affects which wheel. Check if the brake cables are not frayed or twisted. The cables and brake pads wear out over time. It is therefore necessary to adjust the brakes regularly and replace the worn out components.

In case of disc brakes, press brake levers and inspect to what extent the brake pads are worn out. Especially in case of hydraulic systems, do not press the levers while there is no brake disc in the calliper. It may cause clenching of the callipers. The following service will have to be performed by a professional service.

We recommend letting a professional service to replace the brake pads since this replacement is usually associated with bleeding the system which is not possible to perform at home. This intervention requires special tools.

### Gear-shifting and chain

Skipping chain, difficult shifting to individual gears and noise signals bad function of the gear-shifting. It is necessary to regularly adjust the front and rear derailleurs since the cables wear out (stretches). Clean the chain regularly and grease it with appropriate lubricants. The chain also stretches over time, it is also necessary to replace it regularly. Stretched or damaged chain may seriously damage chain rings and sprockets. Shift gears so the chain does not cross in a longitudinal direction while riding, i.e. combine small chain ring with large sprockets (small gear) and vice versa, big chain ring with small sprockets (big gear).

### Chain ring, bottom bracket and pedals

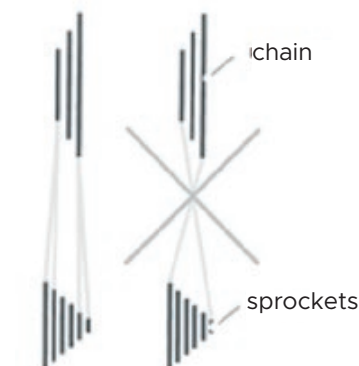
Tighten the crank arms firmly to the crank set. The whole crank set should turn freely and there should not be any clearance. Check if the pedals are tightened and grease them regularly.

### Headset

Keep the bearings of the headset properly adjusted. The fork steerer tube should turn freely. The best way to check the clearance of the headset is to press the front brake lever and move the bicycle in a forward and backward direction.

### Frame

Immediately replace the bent or cracked frame. Do not attempt to straighten or repair the frame on your own. Riding damaged frame may be very dangerous. Frames as well as components have its limited lifetime, which derives from the wear rate.



**Recommended gears**



### Seat post

Make sure that the seat post is sufficiently inserted into the frame. The label marking the maximum possible height of the seat post should not be visible. Also check if the quick-release levers or the seat screw are properly tightened.

### Stabilizer wheels

The stabilizer wheels of the children bicycles are attached below the first nut of the rear hub. The height of the stabilizer wheels should be 1 cm above the ground.

## 1.4 Principles and rules of a safe ride

Vast majority of serious accidents during bicycle riding involves head injuries. Buy yourself a helmet that complies with appropriate standards and is tested for using on public road. Choose the correct size of the helmet; it should not be too tight or too loose.

### Clothes

Proper cycling clothes may improve overall experience from the ride. Special functional cycling clothes may also improve safety – distinctive colours and reflexive materials improve your visibility. Cycling gloves are also very useful. Be careful when wearing loose clothes, especially trouser legs may easily get caught in the chain. Never ride a bicycle with open shoes. Also, we do not recommend riding with headphones since loud music may overshadow incoming danger due to lower level of concentration.

Riding under the influence of alcohol or drugs is forbidden! Despite this fact, it is still an issue in the USA since many drivers and cyclists still drink and drive/ride. **The police officers of local police perform breathalyser test if there is any chance of suspicion.**

### Rules while riding on the public roads

The basic rule is to behave the same way as you would do while riding a motor vehicle. A cyclist is an adequate road user!

- Ride on the right side of the road in the direction of traffic, never against.
- Respect the traffic signs and light signals.
- Be careful while overtaking cars, drivers are not used to mind cyclists and they often signal it very poorly.
- Give hand signals in advance when changing the direction.
- Ride right next to the line of parked vehicles – do not turn back to the roadside behind every parked vehicle.
- If your movement is as fast as of the others, ride in the middle of the traffic lane. Drive on the roadside when riding in fast traffic.
- Be very careful when riding through large intersections. It is mandatory to dismount on pedestrian crossings and cross the intersections as a pedestrian.
- Do not ride on pavements unless it is allowed.

Beside these rules it is also recommended to adhere to the following tips to improve your safety:

- A bell may be very helpful.
- Assume that the drivers cannot see you, be very careful when entering or exiting a public road.
- Beware of dogs. Ignore them if you can. Otherwise dismount and position your bicycle between the dog and yourself.
- Beware of road bumps – potholes, canals, railways, slippery pavement, etc.
- Riding in bad weather conditions
- Remember that the breaks are less efficient during rainy conditions. It is important to brake in advance and more carefully than usual. Cycling helmet with an eyeshade may sufficiently protect your eyes and face from the rain.

## 1.5 Riding ethics

### Riding in terrain

Riding in terrain is more demanding than riding on roads. Bear in mind that an appropriate help may be far away in case of accident.

#### Always carry with you:

- allen keys, sizes 4 mm, 5 mm, 6 mm
- a spare tube and patching kit
- mounting levers
- a hand pump or CO2 cartridges
- ID and money
- Mobile phone to call help

Do not ride on yourself in locations you do not know. Respect signs, private and public areas. Do not ride out of the designated roads (paths). Be mindful to tourists, horse riders and other cyclists and animals.

### Descending on a mountain bike

While descending on a mountain bike you may achieve high speed which may put you in a risk of great danger. Therefore use appropriate equipment consisting of approved integral helmet, gloves and back protector.

**!!! Downhill on a mountain bike may cause serious injury. Use protective equipment and always check if your bicycle is in a perfect condition. Not even the most advanced equipment can guarantee you protection from serious injury or even death. If your bicycle is equipped with suspension, learn properly how to use it and adjust it before riding any downhill.**

## 1.6 Riding techniques and petting of a bicycle

It is recommended to first practice riding a bicycle on a safe place, to find out how to shift gears and how sensitive the brakes are. Then you may try slight downhill and uphill and overcome first obstacles. We recommend checking brakes and front and rear derailleurs after the first ride. It may be necessary to additionally adjust them.

### Gear-shifting

There are two shifting mechanisms on the handlebars. The right one operates the rear derailleur, the left one operates the front derailleur. The derailleur hanger keeps the chain stretched during shifting. Do not attempt to change gears while not pedalling.

While riding uphill, choose low gears – big sprocket (rear) and smaller chain ring (front). While riding on flat or downhill, choose big gears – small sprocket and big chain ring. Do not shift extreme combinations such as small sprockets with small chain ring or large sprocket with large chain ring. While shifting these gears the chain is extensively stretched and as a result you may damage the whole shifting mechanism. It is very important to lower the pressure on the pedals while shifting gears. It allows smooth gear-shifting and also lowers the possibility of bending the chain or damaging the front or rear derailleur.

### Braking

Left brake operates front wheel, right brake operates rear wheel. Firstly, try the brakes in a safe area. It is necessary to get used to the sensitivity and intensity of the brakes. Always be in control of travel speed so you are able to stop in various situations. Brake simultaneously using both of the brakes. After getting more experience, apply front brake more intensively than the rear brake. The front brake covers 85% of the total braking power. Do not use the front brake while cornering. Use it before and after corners.

### Stabilizing wheels

The stabilizer wheels are mounted on axis of the rear wheel onto the first nut along with a special washer and are tightened using rod nut. The height between a stabilizer wheel and the ground should be approximately 1 cm!

### Going uphill and downhill

Right before the uphill itself shift to smaller gear. You should keep sitting in the saddle while riding uphill. The grip of tires is better and more efficient. In case of a very steep uphill, move a bit forward on your saddle. While riding down a steep hill, it is recommended to lower your saddle by a few centimetres using the quick-release mechanism. It will allow you to lower your centre of gravity and therefore your stability improves. While riding downhill, stand on your pedals and move the centre of gravity above your rear wheel as much as it is possible. Downhills on a mountain bike may be very dangerous. Higher speed means higher risk.

### Obstacles

Do not ride over obstacles that could damage your bicycle and due to which you could lose control over your bicycle. It is possible to ride over obstacles up to 10 cm. If you need to overcome an obstacle, stand on your pedals and bend your elbows and knees. You should be able to absorb impact of the obstacle.

### Arms

Arms should rest on handlebars freely so you could better absorb the terrain bumps. If it is not possible to reach this position, lower the handlebars height or lean forward. If your shoulders and arms get quickly tired, a different stem may help you solve this problem (different length, different angle).

### Hands and wrists

They have to rest free as much as possible to quickly grip the handlebars. Generally, it is enough to control the handlebars using your little finger and ring finger and leave the index and middle fingers to control brakes. Thumbs need to hold the handlebars from the bottom, so a sudden hit will not cause loss of control over your bicycle. While riding on a dangerous section, grip handlebars tightly so the hits are redirected to your arms. If the grip is too loose, your arms will have to do extra work. Even though, soft handlebar grips may seem more comfortable, they consequently increase the effort your arms have to do. Use grips from more coarse and solid material.

### Frame tubes and stem length

The length influences handling of handlebars. The ideal position is with relaxed spine and slightly bent arms.

#### Width and shape of handlebars

Generally, ideal sizes are 56 – 60 cm. Wider handlebars allow better control at low speed, while narrow handlebars allow more aerodynamic position. There are several different backward angles (0 – 12 and up to 22 degrees). Choose the one, which allows you to grip the handlebars with relaxed wrists.

### Stem height and angle

The stem angle in relation to the terrain has to allow to set handlebars from 2,5 to 5 cm lower than is the upper part of saddle.

### Feet

Instep should be placed on the pedal axis. Special footwear makes pedalling easier and more effective.

### Trunk

Keep your trunk relaxed in a natural position. Leaning forward up to approximately 45 degrees is especially effective since it allows your glutei muscles to work more effectively. Pressure on your bottom is reduced and is transferred to your arms.

### Seating position and saddle position

Change positions while riding. Position yourself behind the saddle to increase the force you apply on pedals. Also, this position allows better grip of rear wheel while descending a steep downhill. While riding a steep uphill, lean over handlebars and sit on top of saddle to increase the grip of your rear wheel. Make use of changing positions of saddle. Lower it by a few centimetres while riding in a difficult terrain to avoid heavy hits in the pelvis region. While riding a fast downhill, lower your saddle and position yourself even more backwards. Majority of cyclist prefer to adjust their saddle horizontally. However, some of them lower it down a little bit to avoid shocks. Others adjust it with its tip heading upwards to lower the pressure on their arms. An imaginary perpendicular line leading from knee to the ground should cross front part of pedal. Adjust the sagittal position of the saddle to achieve required result.

**Important for kid's bicycles:**

- **It is important that parents or caretakers check children's bicycle prior to every ride – do a proper briefing about bicycle riding prior the first ride, focused especially on using brakes; do not brake sharply in order to avoid a slide, especially on a wet surface.**
- **If the bicycle is equipped with stabilizer wheels, it is necessary to take turns very carefully, so the bicycle will not get overturned.**
- **A cyclist younger than 18 years is obliged to use a protective helmet in accordance with a special legal regulation, wear it and have it properly fastened on head. The helmets need to have approval sign (Atest 8 SD) and approval clause, which has to be placed on every single helmet.**

Especially in case of children, it is important that **helmet fits properly** and that the children likes it as well. It is therefore recommended to go and buy the helmet with your child. Child has to learn how to properly use a helmet. If the helmet has not gone through “crash test”, i.e. was not involved in a crash, it may be used for several years. In case of a crash, the absorbing padding foam is damaged and the helmet needs to be replaced.

A helmet **reduces the risk of head injury during a crash**. According to the statistics, the chance of death for a cyclist wearing a helmet is approximately twenty times lower. Chances of other injuries are also significantly reduced: one fifth of fractures, brain injuries are reduced to half as well as injuries of soft head tissues. Head injuries have serious consequences – may cause permanent consequences (epilepsy, brain injuries, permanent headaches, unsteadiness, concentration issues, aggression). Another evidence that this safety equipment is irreplaceable: **three quarters of all cyclist's deaths are caused by head injuries!** A death of a grown-up man may be caused even at a speed of 11 kph. A child may be killed due to unfortunate coincidence even at a lower speed.

## 2 Maintenance

### 2.1 Assembly and disassembly

It is important to fully understand the principle of quick-release mechanism. Poorly fixed wheels may lead to serious injuries. The quick-release screw allows quick and easy assembly and disassembly without any tools. It is recommended to close the levers of the quick-release screw towards fork. If you close it with the lever heading forward, the lever may accidentally open over a branch, etc. Correct way of closing the lever is as follows: you should feel resistance of the lever in approximately 1/3 of lever closing trajectory. The best way to control the tightening is to lift bicycle off the ground and drop it from a height of approximately 10 cm. A strange noise means a backlash in wheels.

Prior the assembly of wheels itself, it is necessary to loosen brake cables of both of the brakes. Press both of the brake shoes towards rim and unhook Bowden. This will allow opening the brake shoes and widening the space to take out wheels.

#### Disassembly and assembly of a front wheel

Open the quick-release lever and loosen the nut on the other side of wheel (2-3 turns) to release front wheel from the fork. Then you just need to lift the front wheel, sometimes it is necessary to gently tap the front wheel from above. While assembling, make sure that the quick-release lever is sufficiently tightened towards fork. Put back brake Bowden. Spin the wheel to check if the brake shoes do not touch tires.

#### Disassembly and assembly of a rear wheel

Firstly, change gear to the smallest sprocket. Open the quick-release lever. Lift your bicycle, stretch rear derailleur backwards and take out the rear wheel. While assembling, make sure that the chain is on the smallest sprocket. Also make sure that the wheel axis is properly placed in the rear fork. Put back the brake Bowden. Spin the wheel to check if the brake shoes do not touch tires. Check if the rear derailleur works properly.

### 2.2 Brakes

**CAUTION: Always check the whole brake system prior to every ride. If any of its parts are broken or damaged, do not use the bicycle!**

#### Overview of the brake system

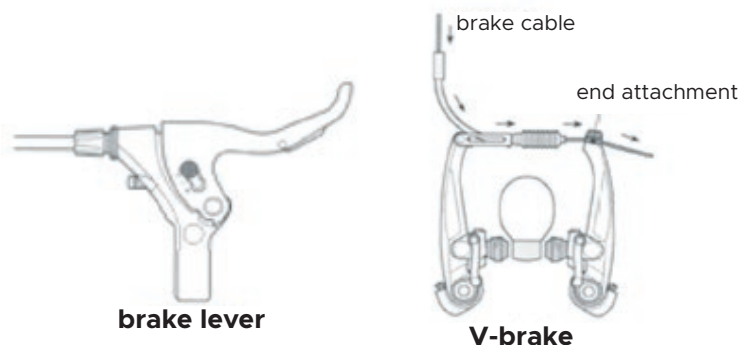
The brake system consists of brake lever, brake shoe, cable and Bowden. There are several types of brake systems which bicycles are equipped with. These are “V” brakes, road bicycle brakes (shoe brakes), disc brakes and torpedo brakes. It is important for you to know what type of brakes is equipped on your bicycle and to know its maintenance and adjustment demands.

#### Brake lever

Brake lever should be firmly attached to handlebars. While pressing the lever, it should never touch handlebars. If it does so, it is necessary to tighten the brake cable. It is possible to adjust the angle of the lever in relation to the ground by loosening the brake lever sleeve, adjusting it and reattaching it. It is also possible to adjust the brake lever according to the length of your fingers. Tighten or loosen the screw opposite of the brake lever to adjust the distance between handlebars and the lever.

#### V-brake

V-brake consists of two arms. Regularly check, if the brake shoes are in the centre. If it is not, a specialized mechanic should do the following: (1.) Check, if the wheel is properly fitted in the fork, or (2.) adjust the brake using adjusting screws.



Every cyclist should be capable of basic brake adjustment. Large-scale repairs, for instance replacement of brake cables or brake pads should be performed by a specialized mechanic.

### Road bicycle brakes

These brakes are adjusted in a similar way as it is in case of V-brakes. The centre screw is located directly at the ending of brake shoe.

### Cables and Bowden

Regularly check cables and Bowden. Pay attention to frayed cables, bent or cracked Bowden

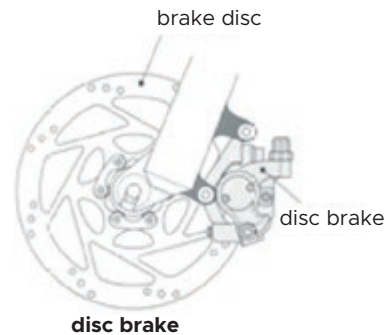
**Caution: Setting up handlebars' height may affect brakes adjustment! Check everything before a ride!**

### Disc brakes

Some models are equipped with high-efficiency and technologically developed brakes.

They are divided into two basic groups:

- mechanic
- hydraulic



### Maintenance of the mechanic brakes:

1. Mechanic brakes need some time to start working properly, and then they reach their maximal potential. See the instructions below.
2. Check cables and Bowden if they are not bent or broken. Brake levers should not be touching handlebars when fully pressed.

Check the following when using hydraulic brakes:

1. Functioning of the brake lever. If it is too “soft”, a small amount of air got into the system and it is necessary to bleed the system. Entrust a professional mechanic with this operation.
2. Check the brake cables if they are not too bent or if there are any cracks that could leak. Malfunctioning of the brakes may be caused by worn-out and damaged cables. All of the repairs and maintenance of the brakes require special equipment and need to be performed by a specialized mechanic. Unskilled manipulations with the hydraulic system may be very dangerous.

### Torpedo brake

Some of the bicycles (especially kid bicycles) are equipped with a brakes placed in the rear hub, so called torpedo brakes. Unlike from the above-mentioned brakes, this brake is not operated using hands but by pedalling backwards, i.e. in the opposite direction.

## 2.3 Gear shifting

### Overview of gear changing system

The gear changing system consists of components that allow changing the individual gears. The system consists of rear derailleur, front derailleur, shifting lever, possibly gripshifting mechanism, cables pulls and chain. The rear and front derailleurs consist of springs. The spring inside the derailleur pushes towards the smallest sprocket, while the shifting itself pulls towards the biggest sprocket. If you push shifting lever on the right side of handlebars (or turn gripshift towards yourself), chain shifts from smaller to bigger sprocket. If you press the small lever on the right side (or turn gripshift from yourself), chain shifts from bigger to smaller sprocket. Change gears only while pedalling forward. Never attempt to change gears without pedalling nor while pedalling backwards. Never include in the gear shifting force. Never lay your bicycle on the right side; you might damage the rear derailleur.

**Caution: You will most likely be able to adjust the shifting mechanism just on your own. Cardinal repairs and maintenance like replacement of chain or cables should be performed by a professional mechanic. Specialized description of individual repairs and maintenance of the shifting mechanism surpass scope of this manual.**

## Necessity of adjusting the shifting mechanism

Cables operating the front and rear derailleurs worn out over time and it is necessary to adjust the whole system. If the gear changing is slow, difficult or noisy or if the chain keeps falling off or if it rubs against various parts of the bicycle, then it is necessary to adjust the mechanism. It is difficult to adjust the front derailleur if the rear derailleur is not adjusted properly.

To adjust both of the derailleurs use nuts located next to levers (they are located where the Bowden cables enter the lever mechanism). You may also use nut located right on the rear derailleur. Large scale adjustment is performed by tightening or by loosening the cable itself. The adjustment itself is further described below.

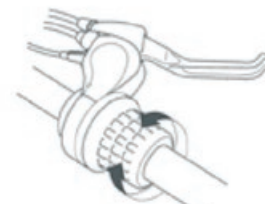
By pressing the larger lever using your thumb the gear changes from smaller to bigger sprocket. By pressing the smaller lever using your index finger the gear changes from bigger to smaller sprocket.

## Shifting levers

The levers on the right side operate the rear derailleur. By pressing the larger lever using your thumb the gear changes from smaller to bigger sprocket. By pressing the smaller lever using your index finger the gear changes from bigger to smaller sprocket. The levers on the left side operate the front derailleur. By pressing the larger lever the gear changes from smaller to bigger ring and vice versa.



shifting lever

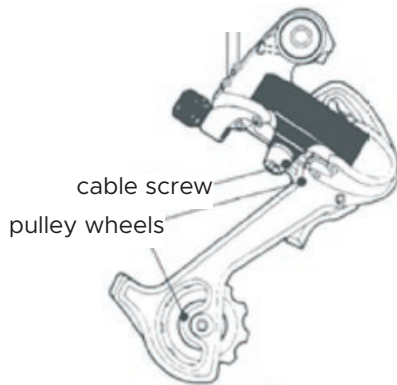


gripshift

## Gripshift Shimano Revo-shift etc.

Gripshift works on a different basis than shifting levers. The right grip operates rear derailleur. By turning the grip towards you, it changes gear from smaller to bigger sprocket. Turning the grip in an opposite direction, it changes the gear from bigger to smaller sprocket. The front derailleur works on a similar basis. Turning away from you changes the gear from smaller to bigger ring and vice versa.

adjustment screws to adjust high and low limits



cable screw  
pulley wheels

rear derailleur

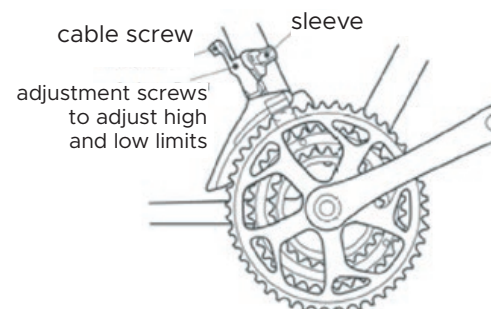
## Rear derailleur

Change gear to the smallest sprocket. Stand behind the bicycle and make sure that the small sprocket is aligned. If it is not, derailleur hanger or even the frame itself may be bent. It is possible to tighten slightly loose derailleur cable using two adjustment screws either on shifting lever or directly on lever. If it is not enough, then it is necessary to tighten the cable itself. Change gear to the smallest sprocket; loosen the screw holding the cable on derailleur. Tighten the adjustment nuts both on derailleur and levers, stretch the shifting cable using pliers and tighten the anchoring screw.

The two adjustment screws on the derailleur itself are used to delimit maximal deflection of the derailleur on the smallest and biggest sprockets. The derailleur is deflected so it does not step below the smallest and above the biggest sprockets.

## Front derailleur

The outer chain cage plates should be parallel with the biggest chain ring. The lower edge of the outer cage plate should be at a distance of 1 to 3 mm from the biggest chain ring. Shift to the smallest ring and the biggest sprocket on the rear cassette. Using the adjustment screw set maximal possible deflection of the derailleur towards frame. Chain should be at a distance approximately 1 to 1,5 mm from the inner cage plate of the derailleur. Now change to the biggest chain ring and to the smallest sprocket on the rear cassette. Delimit maximal position of the derailleur on the biggest sprocket using the other adjustment screw.



cable screw  
sleeve  
adjustment screws to adjust high and low limits

front derailleur

### Cables and Bowden of the shifting mechanism

Regularly check cables and Bowden cables of the shifting mechanism. Unnatural defects, cracks, frayed cables reduce smooth functioning of the whole system. In case of a defect, do not use the bicycle and entrust a professional mechanic to repair or replace the damaged cables with subsequent adjustment.

### Chain

Chain transmits power from pedals to rear wheel and belong to the most strained components on a bicycle. It is very important to keep the chain clean and lubricated. It is necessary to clean the chain prior lubrication. Sand and other fine dirt which stains the chains during a ride significantly reduces its lifetime. Proper and regular maintenance significantly prolongs lifetime of sprockets, chain rings, rear derailleur and front derailleur.

**The chain wears out over time and it is necessary to replace it. If you do not replace it on time, it may damage chain rings and sprockets (deformation of individual sprockets). Regular chain replacements are necessary!**

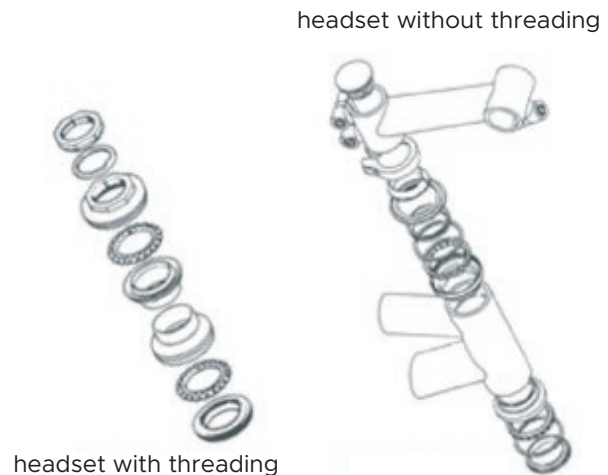
## 2.4 Headset, handlebars, stem, seat and seat post

Bicycles are equipped with stems with and without threading. It is essential to know what type of stem and headset is mounted on your bicycle before you attempt to adjust it.

### Headset with threading

Headset with threading consists of upper and lower races, bearings, adjustable races, safety washer, cone part and locknut. The headset should be dismantled at least once a year, lubricated and eventually adjusted. Headset may become loose while riding due to impacts. Check proper tightness the following way – press the front brake and push bicycle back and forth. If you feel any slackness or hear cracking or any different noise in the headset, it is necessary to adjust it.

**Perform basic adjustment in the following way: Loosen locknut using a wrench, then tighten gently the adjustable race (handlebars should turn freely). Tighten the locknut.**



### Headset without threading (so called “A-head set”)

This type is very similar to the threaded headset. Unlike from the threaded headset, where the whole system is tightened using the threaded locknut, this headset holds the stem itself. Adjustment of this system may be easier. If you want to tighten the headset without thread, loosen both of the stem screws. Tighten gently star-nut in the stem, which is located in the upper part of the stem, at the end of steerer tube. Eventually, align stem with front wheel and tighten both of the stem screws.

**Adjustment is not easy. In case of any troubles, get your bicycle to a specialized service.**

### Handlebars and stem

Adjustment and inspection of stem and handlebars are described in Chapter 1. Never ride a bicycle with seat post pulled above the maximal limit.



## 2.5 Wheels, tires, pedals, hubs and bottom bracket

### Wheels and tires

See Chapter 2.1. Check tire pressure by pressing it with your thumb and index finger. The tire should be firm enough. Stick to the maximal possible pressure which is stated on the side of tire. It is common that the air pressure lowers over time and it is necessary to check it regularly.

High-pressure compressors (at petrol stations) may easily overpressure and therefore damage tires and tubes. When buying new tubes, pay attention to the valve size. Not every valve may be used with every rim; respectively not every valve fits the rim opening.

### Wheels check

Before every ride check rims for any bents, cracks or scratches which are undesirable. Also check if the wheels are properly centred.

### Flat tire

You can have a flat tire anytime. It is recommended to carry tools to fix a flat tire.

### Proceed according to the following steps when fixing a flat tire.

Dismount and deflate wheel, dismount one side of the tire off rim. It is possible to do so just using your hands. If you need to use special tools, mounting levers are the best choice. Never use a screwdriver or other sharp tools, you may damage inner tubes. Always begin dismounting the tire opposite of valve. Then dismount the whole tire, pay attention to the tube and especially to valve. It is possible to fix a flat tire (little hole) on spot according to the instruction manual taken from a bicycle tube patch kit. In some cases you need to replace the whole tube (a lot of cyclists carry an extra tube). Before you start mounting the other tube and tire, check the inner side of tire. Be careful since there might be a sharp object stuck in the tire which might hurt you. After the inspection, mount back the tire on just one side. Then insert new tube and stick valve through the rim opening and straighten the valve. Mounting of the other side of the tire start at the valve and then continue on both sides simultaneously. The valve needs to be inserted in the opening as much as it is possible, this will prevent pinching tubes between tire bead and rim near valve. Slightly inflate the tube and align the tire. Now inflate the tube for the recommended pressure.

### Pedals

Right and left pedals have different threads. Therefore it is necessary to fit the correct pedal in the correct crank (pedal hole). Pedals are usually labelled with letter L and R, while the L means left pedal which belongs to the left crank (without the chain rings) and the R stands for right pedal.

Bicycles equipped with clipless pedals require additional maintenance. They should be kept clean and regularly lubricated. Sufficient care results in better functioning and longer lifetime. Clipless pedals allow adjusting prestress (force needed to clip-in or clip-out off the pedals). It is possible to adjust the prestress of pedals using small socket head bolt (there are bolts on each side of double-sided pedals). Some of the clipless pedals are equipped with index showing pedal stress.

### Hubs

Sideways movement of the wheels is the easiest way how to check if the hubs are not loosened. If one of the hubs moves in relation to axis, it is necessary to tighten and adjust it. You will need special tools for this adjustment. Therefore it is recommended to have you bicycle repaired at a professional service.

### Bottom bracket

Bicycles are equipped with encased bottom bracket. If the bottom bracket does not rotate freely or if there is slackness, or you can hear unnatural noise, an early replacement is needed.

## 2.6 Suspension fork and rear suspension

### Suspension fork

Most of the bicycle models are equipped with a suspension fork, which absorbs terrain shocks and allows better grip with riding surface. After the first try, many cyclists think, that the suspension is too soft. Remember, that the construction of forks is to add more riding comfort and to absorb terrain bumps. Harder suspension is needed only in case when the fork springs all the way to the bottom. Adjusting stiffness of some fork types requires replacement of some of the inner parts. Some models are equipped with components that allow changing stiffness, rebound regulation or even to completely lock the fork.

**It is necessary to keep the stanchions clean and lubricated (do not use lubricants containing Teflon) to ensure proper functioning of fork. Any kind of maintenance and repairs should be performed by a professional mechanic.**

### Rear suspension

Bicycles equipped with fully suspension use two types of rear suspension units – either containing a winding spring or air suspension unit. The first type allows easy regulation of stiffness using nut placed on one side of the spring. The suspension is mostly hydraulic. The other type containing air suspension unit allows regulation of the suspension using the air pressure inside the suspension unit.

It is necessary to regularly check this pressure. Shock absorber contains small volume of air under high pressure. A special pump is used to set optimal pressure (according to the rider's weight). It is recommended to have your suspension set by a professional mechanic.

### Setting of prestress of front suspension unit

Prestress defines suspension stiffness, in other words, how much the suspension unit is pressed when the rider sits on a bicycle. The suspension unit absorbs not only shocks, but thanks to the initial compression also keeps the wheel in contact with surface and therefore allows better grip. Optimal initial compression is approximately 15-30% from the total elevation. As mentioned above, the adjustment is performed by adjusting nut (in case of types with spring) or changing the air pressure (in case of types with air suspension unit).

### Suspension setting of rear suspension unit

Other part of the suspension setting is to adjust rear shock absorber. This setting defines how fast or how slow the suspension unit returns back to its full length. If bicycle jumps around during a ride, this return is too fast. On the other hand, slow return feels like there was no suspension at all. Some of the suspension units are equipped with adjustment bolt.

### Setting of compression speed

Some of the suspension units allow setting compression speed, in other words, how quickly the suspension unit is compressed when absorbing a shock.

Different types of terrain or climate changes (temperature), especially in case of air and elastomer systems require additional tuning of the whole suspension system.

Your mechanic should also pay attention to proper lubrication of pins and bearings of rear swinging fork.

## 2.7 Cleaning, lubrication and storing

### Cleaning

To maintain perfect functioning is to keep your bicycle clean. Dirt and dust damages mainly moving parts of bicycle, this is especially the case of chain, chain rings, sprockets, front derailleur, rear derailleur and rims. If you often ride in muddy conditions, it is necessary to clean your bicycle properly after every ride.

High-pressure washers are not suitable for cleaning your bicycle. Water may get into bearings; high pressure is able to remove lubrications and Vaseline. Hand washing is always the best choice for your bicycle. Never wipe your bicycle without previous dampening. You may scratch paint and surface of components.

#### Here are a few tips to clean your bicycle:

- Firstly, gently spray your bicycle with water using a garden hose. Use soft brush and warm soap water.
- Use special preparation to clean your chain, follow the instructions manual. Special mechanic chain washer may be very useful. After proper cleaning and drying off the chain, lubricate it again.

Cleaning is a perfect opportunity to perform an overall inspection of the whole bicycle – check braking and shifting system, next suspension units and make sure that all of the nuts and screws are properly tightened.

#### Required tools for basic maintenance of a bicycle:

- spanner, sizes 9 mm, 10 mm and 15 mm (thin type)
- allen key 3, 4, 5, 6, 8 mm
- flathead and Phillips head screwdrivers
- combination pliers
- a bicycle tube patch kit , mounting levers
- a pump, possibly with a gauge

CAUTION: Maintenance tools are not part of standard equipment!

#### Additional equipment:

- chain riveter for HG chains
- cassette lockring tool (with appropriate spanner)
- preparation for cleaning sprockets
- centering key
- cassette lockring tools or special keys for cassettes
- enclosed nut key 14 (15) mm
- centering fork
- chain wear gauge.

A lot of repairs require specific knowledge and tools. If you have any doubts about your skills to finish a repair, never begin just on yourself. Poor service may lead to bicycle damage or to an injury or even death.

### Lubrication

Pay attention to all the moving parts of your bicycle, especially chain. Lubricants meant for cars and motorbikes are not suitable to be used on bicycles.

Regularly and punctually check level of lubrication and cleanliness of suspensions forks and rear suspension units, always approximately every 50 hrs. Or if you ride in tough conditions (water, mud), check it immediately before the next ride. You will prevent damaging components. Do not forget to clean fork boots even from inside!

Do not extensively lubricate rear and front derailleur. If you use a large amount of lubrication, dirt and dust cling on the components, which lead to poor functioning.

Avoid application of lubrication agent on rims, brake pads or disc brakes, it might be very dangerous. It is appropriate to lubricate swivel of brake levers and brake shoes.

It is recommended to have cables and Bowden cables, hubs, headset, bottom brackets and pedals lubricated by a professional mechanic. It is necessary to completely dismantle these components, clean, lubricate, adjust and assemble together.

### **Storing**

It is not appropriate to leave bicycle exposed to the effects of weather conditions. Protect it from rain, snow and sun. While storing for a long time, hang your bicycle above ground, you will prevent damaging tires.

Do not lay your bicycle on right side, you might damage rear derailleur and stain chain by coarse dirt.

Disposing of the battery

According to the Waste Act, user is obligated to hand over the empty or damaged batteries at specific locations (e.g. shop or collection yard). The disposal of the battery together with municipal waste is prohibited by law!

## **2.8 Maintenance timetable**

After approximately one month after purchase or after riding approximately 100 km, take your bicycle to your retailer to perform warranty adjustment. This adjustment helps you to make sure that components works properly. If you often ride especially in difficult and sometimes muddy terrain, proceed according to the following maintenance timetable.

### **After every ride**

- Check function of brakes, gear shifting and suspension fork.
- Check wheels rotation, handlebars and bottom bracket.
- Check quick-release nuts.
- Check tightness of hydraulic brakes.

### **Every week or after 200 km**

- Check tire pressure.
- Lubricate chain.
- Check centring of rims.
- Check tightness of all the screw joints.
- Check tightness of chain and brake discs

### **Every month**

- Wash, dry and preserve bicycle, perform proper overall inspection.
- Check chain length (at 700 km), replace stretched chain
- Clean chain, all sprockets and chain rings and lubricate after drying.
- Check wear and tear of tire patterns and damage of tire sides.
- Check wear and tear of brake pads.
- Check oil leakage of suspension fork.
- Check air pressure of suspension fork and alternatively inflate.
- Check seat lock, quick-release mechanisms of wheels, etc.
- Clean and lubricate inner stanchions of suspensions fork above dust seals.
- Lubricate swivels of brake levers.
- Lubricate swivels of brakes
- Lubricate swivels of rear and front derailleur
- Lubricate Bowden endings.

### **Every 3 months**

- Check tightness of nuts and screws.
- Lubricate seat tube and stem.

**Every 6 months****A professional mechanic should perform overall service:**

- Wheels centring
- Lubricate and adjust brakes cables and Bowden cables.
- Replace worn out brake pads.
- Lubricate and adjust rear and front derailleur cables and Bowden cables.
- Lubricate hubs.
- Lubricate swivels of brake arms.
- Lubricate stem.
- Lubricate headset.
- Lubricate and check potential slackness of bottom bracket.
- Lubricate the joint between crank set and bottom bracket.
- If it is necessary, replace chain (if it is already too late, you might need to replace also chain rings and cassette).
- Check and potentially replace brake pads of disc brakes.
- Lubricate pedal bearings.

## 3 Warranty

Warranty is provided for defects which may occur at the object of sale upon receipt by the buyer. It is important to use only original parts, especially for critical parts due to safety reason (front fork, handlebars, head tube, seat tube, brake pads and its holders, Bowden cables, tubes of hydraulic brakes and brake levers).

Recommended values of tightening screws. The values are stated in Newton meters (Nm):

Stem – handlebars	4-8
Stem – head tube	5-8
Seat lock with one screw	17
Seat sleeve	4-8
Pedals – crank arm	35
Wheels nut	20-25

### 3.1 Warranty for individual components

**Frame and fork**

Warranty covers material defects, its joints and corrosion. On principle, it is not possible to apply it for damages caused by an accident or unprofessional repair. It is unconditionally necessary for the frame to be sprayed by original paint. Producer cannot bear responsibility for manufacturing processes of other companies (sandblast, new coating, etc.). Neon colors may change shade during time.

Aluminium frames – 5 years  
 E-bike frames – 5 years  
 Carbon frames – 3 years  
 Full-suspension frames – 2 years

**Suspension fork and rear suspension units**

Warranty covers material and manufacturing defects which already exist upon receipt by the buyer. Complaint acceptance criteria of suspension fork are integrity of geometry of inner and outer legs. It is not possible to claim defects like creation of slackness if there is dirt and water inside the fork damaging it. Another one is bent steerer tube or damaged fork brace due to accident or overload.

It is not possible to claim defects of rear suspension units, where the unit geometry is damaged (accident or overload due to poor adjustment) and leakage of oil or air caused by dirt and water penetration under the sealing, scratches on stanchions and corrosion.

### **Headset**

The warranty covers material defects. Deformed steerer fork tubes caused by excessive tightening and deformed stem caused by setting it above maximal allowed limit are not acceptable complaints. Operation of bicycle requires inspection and setting slackness of headset – damaged, rusted or stained bearings are not accepted as a complaint.

### **Bottom bracket**

Material defects and its heat treatment are covered by warranty. Regular slackness adjustment is not subject of warranty repairs. Also, it is not possible to claim deformed or damaged component threads and damaged square-systems. Damaged bearings and rusted components are not covered by warranty. Check and be punctually reactive to potential loosening.

### **Pedals**

Verifiable material defects are covered by warranty. Wear and tear caused by operation, loosened or cracked joints of body or bent swivels caused by an impact are not covered by warranty. Noise level and slackness adjustment is not covered by warranty but are subject of post-warranty service. Pay attention to loosened moving parts of clipless pedals, check its proper tightness. Lost parts are not covered by warranty.

### **Wheels**

Warranty covers material defects (cracked rim, hub, sprocket, axis), including surface working defects. Claim acceptance criteria for operation slackness and noise level of sprockets are its functionality.

Damaged bearings, dirt in freewheel body and hub bearings, rusted components are not covered by warranty.

Brakes, gear shifting, rear derailleur, front derailleur

Material defects are covered by warranty, but not those caused by wear. Adjustment is not covered by warranty. Storing, manipulation and riding may affect adjustment and its setting is part of common maintenance. Gear shifting, especially levers of front derailleur requires gentle treatment. Potential damage of the mechanism is not covered by warranty.

### **Seat, seat post**

Warranty covers only material defects; they are assessed with respect to performance features. Scratches caused by manipulation with seat post in seat tube are not covered by warranty. Warranty of seat post cannot be claimed if it was ejected above the top limit. It is not possible to claim warranty for bent seat post caused by an accident or excessive overload after landing a jump or for deformed seat rails, torn seat, etc.

### **Chain**

Warranty covers only material defects, chain snapping. Wear and tear caused by riding is not covered by warranty. Warranty also does not cover snapped chain caused by rough shifting (snapped swivel), deformation caused by riding (turning over), operational wear (stretched chain) and poor maintenance (corrosion, jammed chain due to dirt, etc.).

### **Reflectors, chain ring cover, spoke cover**

Broken or damaged components are not covered by warranty.

### **Disc brakes**

Warranty covers material defects. It is not possible to claim warranty for damages caused by an accident, poor maintenance or unprofessional repair. Always use brake fluid of the same producer, that produced brakes mounted on your bicycle. Only thus perfect function of your brakes will be guaranteed. Brake fluid qualities differ in such extent, that they might seriously damage the whole braking mechanism.

## 3.2 Warranties

Retailer (hereinafter as “company”)

provides to the first owner of bicycle warranty for the bought product in accordance with valid regulations. The bicycle frame is covered by warranty only in its original painting.

### Limited warranties:

Frame and component warranties do not cover defects caused by user, violation of manual instructions, wear and tear, and inappropriate usage for which frame and components are not built for (top-level racing, extreme jumps and other non-standard usage). Manufacturer and distributor do not bear any responsibility for injuries caused by using bicycles and its components.

Everybody is personally responsible for damage caused by irresponsible usage of bicycle and its components. Caution! Before and after every ride carefully check bicycle frame and all its components.

Manufacturer confirms that bicycle of stated type and serial number corresponds with country standards and technical regulations. Bicycle is meant to be used specifically for sport purposes. It is not meant to be used on roads. If it is used for this purpose, it must be equipped in accordance with generally binding legal regulations.

### Complaints

Complaints are always considered defects which are solved by components replacement or by professional adjustment. Repair ensures that customer may properly use the product.

### Warranty conditions

- Bicycle has to be sold fully assembled in a condition fit for riding, demonstrated and ready for a ride.
- Product must be used specifically for the purpose it is meant for.
- While claiming a warranty, customer submits completely clean bicycle, confirmed warranty card and sales receipt.

### Right to claim a warranty expires

- If it was found that not manufacturer, but a customer is responsible for damaging product (unprofessional repair, extreme load, poor storing conditions, etc.)
- Not claiming warranty during warranty period.
- If the product was not used in accordance with the instruction manual.
- If properly filled warranty card was not submitted while claiming a warranty.

Defects caused by ordinary usage or by excessive load caused by poor inspection and maintenance are not covered by warranty.

**CAUTION: It is strongly recommended to perform inspection and adjustment in company service after riding 100 km or after 1 month upon receipt you bicycle. This inspection may reveal defects and helps to properly adjust components after this initial operation.**

Note: If any part of this instruction manual is not intelligible for you, please contact your retailer.

### 3.3 Warranty conditions

- Warranty ensures responsibility for product defects. SPORTS MOBILITY SYSTEM FLORIDA LLC does not under no conditions guarantee, that the product cannot be damaged or destroyed or that the product is capable of filling its function without any time period limitation regardless the manner of using and wear and tear.
- This warranty applies only to the first owner of bicycle sold by company SPORTS MOBILITY SYSTEM FLORIDA LLC and is not transferable to following owners.
- To ensure assessment of warranty claim, it is necessary to take your bicycle to an authorized bicycle retailer at the same location where the bicycle was purchased. The bicycle must be assembled and it is necessary to enclose original of sales receipt with date (Save the receipt at a safe place.).
- This warranty covers bicycles purchased in fully assembled and adjusted condition from an authorized bicycle retailer or from other stores.
- This warranty does not cover cases where the bicycle was neglected, unskillfully repaired, poorly maintained, modified, rearranged, was subject to an accident or was involved in other unusual, excessive or improper usage and storing.
- The warranty does not cover damages emerging from common use, including consequences of weariness. Damage as a cause of weariness is a symptom of such condition where frame is worn due to regular use. This is the case of regular usage. Owner's responsibility is to inspect his bicycle and maintain it in an operable condition.
- It is necessary to perform adjustment in accordance warranty card in a professional service. Otherwise, future warranty claims cannot be taken into account!

**We wish you many happy kilometres. SPORTS MOBILITY SYSTEM FLORIDA LLC, USA**





1. HANDLEBARS
2. BRAKE LEVERS
3. HEADSET
4. FRONT FORK
5. RIM
6. FRONT BRAKE
7. CHAIN RING
8. CRANK ARM
9. FRONT DERAILLEUR
10. CHAIN
11. REAR DERAILLEUR
12. TIRE
13. SPROCKET
14. REAR BRAKE
15. REAR FORK
16. SEAT NUT
17. SEAT TUBE
18. SEAT
19. STEM
20. GEAR SHIFTING MECHANISM

# WARRANTY CARD

## IMPORTER / MANUFACTURER

SPORTS MOBILITY SYSTEM FLORIDA LLC  
330 S. Pineapple Avenue, Suite 110  
Sarasota, Florida 34236

www.ixrider.com  
info@ixrider.com  
(US) 941 735 3444

## DEALER

**MODEL**

**SIGNATURE**

**FRAME SERIAL NUMBER**

**SUSPENSION FORK SERIAL NUMBER**

**SALE DATE**

## WARRANTEE INSPECTION

**WARRANTEE INSPECTION DATE**

**STAMP AND SIGNATURE**

## SERVICE RECORDS

## DEALER

**NAME**

**SURNAME**

**STREET**

**NO.**

**CITY**

**TELEPHONE**

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