



MTB – ROAD – CITY | TREKKING

MOUNTAIN BICYCLES
ROAD RACING BICYCLES
CITY AND TREKKING BICYCLES
BICYCLES FOR YOUNG CHILDREN

EN ISO 4210-2 CYCLES – SAFETY REQUIREMENTS FOR BICYCLES
EN ISO 8098 CYCLES – SAFETY REQUIREMENTS FOR BICYCLES FOR YOUNG CHILDREN

STEVENS OPERATING INSTRUCTIONS //

For more information see the operating instructions on our website www.stevensbikes.de



STEVENS Short Operating Instructions

The STEVENS short operating instructions are meant as start assistance. Together with the comprehensive STEVENS user manual and the instructions of the component manufacturers this first start assistance is part of a system.



These operating instructions comply with the requirements of the EN ISO standard 4210-2 for mountain bicycles, city and trekking bicycles and road racing bicycles as well as of the EN ISO standard 8098 for bicycles for young children. There is a separate manual for STEVENS e-bikes that you can find on our website www.stevensbikes.de/manual



Caution:

Be sure to also observe the comprehensive STEVENS user manuals and the instructions of the component manufacturers on our website www.stevensbikes.de/manual. These operating instructions are subject to European law. If the STEVENS bicycle is delivered to countries outside Europe, supplementary instructions may have to be provided by the manufacturer.



Caution:

Read pages 5 to 23 before your first ride!
Perform the functional check on pages 24 and 25 before every ride!
Observe the service schedule, the bike card and the handover report!

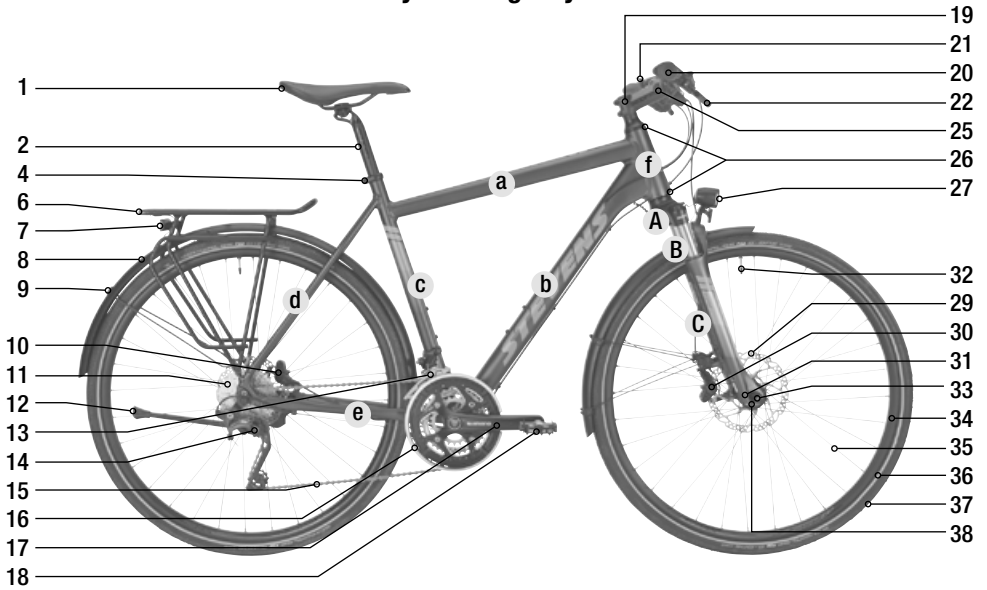


Note:

You find the comprehensive STEVENS bicycle manuals, the instructions of the component manufacturers and the respective weblinks on our website www.stevensbikes.de/manual

Component Description

City/trekking bicycle



Frame:

- a** Top tube
- b** Down tube
- c** Seat tube
- d** Rear stay
- e** Chainstay
- f** Head tube

Suspension fork:

- A** Fork crown
- B** Stanchion tube
- C** Lower leg

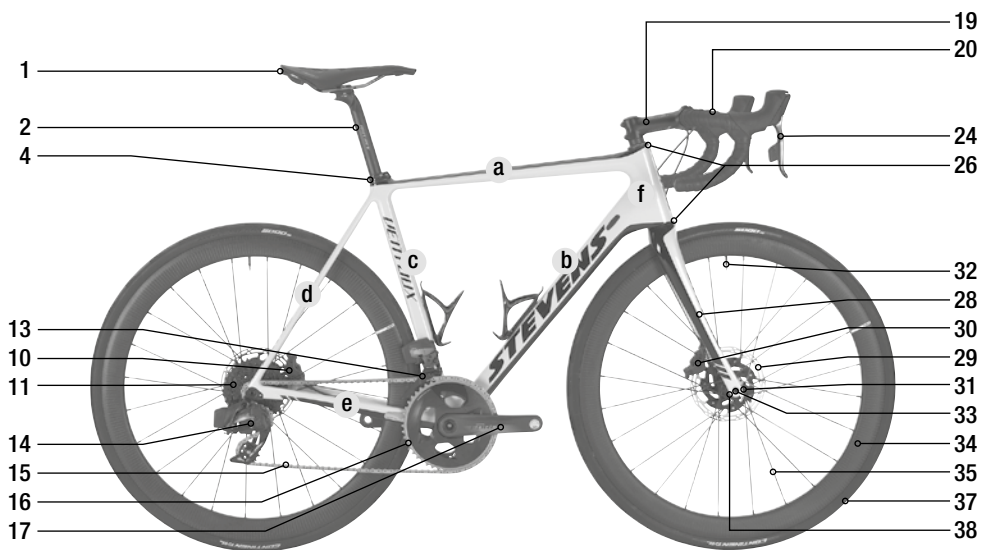
- 1 Saddle
- 2 Seat post
- 3 Height adjustable seat post, dropper post
- 4 Seat post clamp
- 5 Rear shock/damper
- 6 Pannier rack
- 7 Rear light
- 8 Mudguard
- 9 Reflector
- 10 Rear brake
- 11 Cassette sprockets
- 12 Kick stand
- 13 Front derailleur
- 14 Rear derailleur
- 15 Chain
- 16 Chainring
- 17 Crank arm
- 18 Pedal

- 19 Stem
- 20 Handlebars
- 21 Bell
- 22 Brake lever
- 23 Twist grip
- 24 Brake lever/shifter
- 25 Shifter
- 26 Headset
- 27 Front light
- 28 Fork
- 29 Rotor
- 30 Front brake
- 31 Drop-out

Wheel:

- 32 Valve
- 33 Quick-release/thru axle
- 34 Rim
- 35 Spoke
- 36 Reflector ring
- 37 Tyre
- 38 Hub

Road racing bicycle



Mountain bike



Table of Contents

Component Description	2
Some Notes on these STEVENS Short Operating Instructions	5
General Safety Instructions	6
Intended Use.....	8
Categories	8
Maximum Permissible Overall Weight.....	18
Use of Trailers.....	18
Use of Child Seats	20
Use of Roller Trainers	21
Before Your First Ride	22
Before every ride	24
How to Use Quick-Releases and Thru Axles	26
Quick-Releases	26
Thru Axles.....	28
Adjusting the STEVENS Bicycle to the Rider.....	29
Adjusting the Saddle to the Correct Height	30
Adjusting the Height of the Handlebars.....	32
Conventional Stems	32
Adjustable Stems	33
Stems for Threadless Systems, the Aheadset®-System	33
Correcting the Fore-to-Aft Position and Tilt of the Saddle.....	34
Adjusting the Tilt of the Handlebars, Bar Ends and Brake Levers	36
Adjusting the Brake Lever Reach on STEVENS Road Racing Machines, Cyclocross Bicycles and Gravel Bikes	36
What to Bear in Mind with Time Trial Handlebars STEVENS Triathlon and Triathlon and Time Trial Machines.....	36
Adjusting the Tilt of the Handlebars and Brake Levers of STEVENS Road Racing Machines and Cyclocross Bicycles and Gravel Bikes	37
Adjusting the Brake Lever Reach on STEVENS City, Trekking, Cross, Kids' and Mountain Bikes.....	37
Adjusting the Tilt of Handlebars, Bar Ends and Brake Levers of STEVENS City, Trekking, Cross, Kids' and Mountain Bikes	38
The Brake System.....	40
The Gears.....	41
Special characteristics of carbon	42
Suspension Forks	44
Full Suspension of the Mountain Bike Models.....	45
Warranty	46
General Notes on Care and Servicing.....	48
Maintenance and Servicing.....	48
Cleaning and Caring for your STEVENS Bicycle.....	48
Safekeeping and Storing your STEVENS Bicycle	49
Service and Maintenance Schedule	50
Recommended Torque Settings.....	52
Recommended Torque Settings for Disc Brakes and Hydraulic Rim Brakes	53
Service Schedule.....	54
Bike Card	56
Handover Report.....	57

Some Notes on these STEVENS Short Operating Instructions

The illustrations on the first pages of the STEVENS short operating instructions show typical STEVENS city/trekking, STEVENS road racing and STEVENS mountain bikes. One of these bicycles may look similar to STEVENS bicycle you have purchased. Today's bicycles come in various types that are designed for specific uses and equipped accordingly. The STEVENS short operating instructions include the following bicycle types:

City, trekking and fitness bicycles
 Kids' / Junior bicycles
 Cross bicycles
 Mountain bikes
 Tandem bicycles
 Road racing bicycles
 Triathlon / Time trial bicycles
 Cyclocross bicycles
 Gravel bikes

Pay particular attention to the following symbols:



Danger:

This symbol indicates an imminent risk to your life or health unless you comply with the instructions given or take preventive measures.



Caution:

This symbol warns you of wrongdoings which may result in damage to property and environment.



Note:

This symbol provides you with information about how to handle the product or refers to a passage in the operating instructions that deserves your special attention.

The described possible consequences will not be repeated in the STEVENS short operating instructions every time one of the symbols appears. These operating instructions are not intended to help you assemble a STEVENS bicycle from individual components, to repair it or to make a partly assembled bicycle ready-for-use.

These STEVENS short operating instructions are not applicable to any other than the displayed bicycle types.





General Safety Instructions

Dear STEVENS customer,

In purchasing this STEVENS bicycle you have chosen a product of high quality and technology. Each component of your new STEVENS bicycle has been designed, manufactured and assembled with great care and expertise. Your STEVENS dealer gave the bicycle its final assembly and adjustment to guarantee proper operation and many enjoyable riding experiences with complete peace of mind from the very first metres.

This manual contains a wealth of information on the proper use of your STEVENS bicycle and a lot of interesting facts about bicycle technology, maintenance and care. Read these STEVENS short operating instructions thoroughly. We are sure that even if you have been cycling all your life you will find useful and detailed information. Bicycle technology has developed at a rapid pace during recent years.

Therefore, before setting off on your new STEVENS bicycle, be sure to read at least the chapter **“Before Your FIRST Ride”**.

To ensure as much fun and safety as possible during cycling, be sure to carry out the functional check described in the chapter **“Before EVERY Ride”** before setting off on your STEVENS bicycle.

Even a manual as big as an encyclopaedia could not describe any possible combination of bicycle models and components or parts on the market. The STEVENS short operating instructions therefore focus on your newly purchased STEVENS bicycle and standard components and provides useful information and warnings.

When doing any adjusting and maintenance work, be aware that the detailed instructions provided in your manual only refer to this STEVENS bicycle.

The information included here is not applicable to any other bicycle type. As bicycles come in a wide variety of designs with frequent model changes, the routines described may require complementary information. Be sure to also observe the manuals of the component manufacturers.

Be aware that these STEVENS short operating instructions may require further explanation, depending on the experience and/or skills of the person doing the work. For some jobs you may require additional (special) tools or supplementary instructions. This manual cannot teach you the skills of a bicycle mechanic.



Caution:

If you have purchased a STEVENS e-bike/EPAC, be sure to read the supplied translation of the original STEVENS operating instructions. There you will find further categories.

Before you set off, let us point out a few things that are very important to every cyclist: Never ride without a properly adjusted helmet and without glasses and take care to always wear suitable, bright clothing. At least you should wear straight cut trousers or leg bands and sturdy shoes fitting the pedal system. Always ride carefully on public roads and observe the traffic rules so as not to endanger yourself or others.

This manual cannot teach you how to ride. Be aware that cycling is a potentially dangerous activity that requires the rider to stay in control of his or her STEVENS bicycle at all times.

Like any sport, cycling involves the risk of injury and damage. Keep this in mind. When you decide to ride a STEVENS bicycle you need to accept the risk inherent to cycling. Note that on a STEVENS bicycle you have no protection technology around you (e.g. bodywork, ABS or airbag) like you have in a car. Therefore, always ride carefully and do respect the other traffic participants.

Never ride under the influence of drugs, medication, alcohol or when you are tired. Be sure to never ride with a second person on your STEVENS bicycle (except on a STEVENS tandem) and always ride with your hands on the handlebars.

Observe the legal regulations concerning off-road cycling. These regulations may differ in each country. Respect nature when riding through the forest and in the open countryside. Ride on signposted, well maintained trails and hard-surface roads only.

If you bought a STEVENS kids' bicycle, observe the tips before your child sets off on it for the first time. In some countries there are specific regulations for children. Read the chapter **"Kids' bicycles"** in your comprehensive STEVENS user manual on our website www.stevensbikes.de/manual before your child uses the STEVENS bicycle for the first time.

First we would like to familiarise you with the various components used on your STEVENS bicycle. On the first pages of the STEVENS short operating instructions you will find exemplary STEVENS bicycles showing all the essential components. They help you to easily locate the components as they are referred to in the text.



You find the comprehensive STEVENS user manuals, the instructions of the component manufacturers as well as detailed information on your STEVENS bicycle on our website www.stevensbikes.de/manual

Have a lot of fun with your new STEVENS bicycle!



Note:

Register your STEVENS bike at www.stevensbikes.de. You will be informed about technical upgrades, if necessary.



Danger:

For your own safety, never do work on your bicycle unless you feel absolutely sure about it. If you are in doubt or if you have any questions, contact your STEVENS dealer.

Intended Use

Your bicycle was designed for a specific use by our STEVENS engineers. Be sure to use your STEVENS bicycle only for its intended purpose, as it may otherwise not withstand the stress and fail. Risk of accident!

Categories

Keep in mind that every bicycle type, referred to in the following as **category** is built for a specific intended use. Be sure to use your STEVENS bicycle exclusively according to its intended use. Otherwise your STEVENS bicycle may not withstand the stress, fail and cause an accident with unforeseeable consequences!

Any improper use will invalidate the warranty.

The category of your STEVENS bicycle is specified on the category sticker on your STEVENS bicycle.



Note:

Inform yourself at www.stevensbikes.de and check the category your STEVENS bike belongs to.



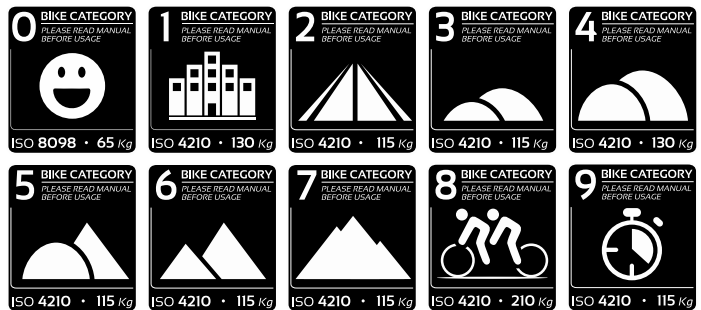
Danger:

There are different types of bicycles that are subject to different legal framework conditions. Therefore, be sure to observe the sticker on your STEVENS bicycle.



Danger:

Be sure to observe the category to which your STEVENS bicycle belongs. From the category you can conclude which grounds and riding actions are suitable for your STEVENS bicycle.



For more information see the bike card. Ask your STEVENS bicycle dealer to confirm the category to which your STEVENS bicycle belongs.



Note:

Detailed information on your STEVENS bicycle is provided at www.stevensbikes.de/manual



Categories 0 and 1: STEVENS city, trekking and kids' bicycles

STEVENS city, trekking and kids' bicycles are intended for hard-surface terrain, i.e. for tarred roads and bicycle lanes or gravel field tracks, where the wheels do not lose ground contact. These bicycles are not suitable for off-road and competitive use of any kind whatsoever.

- Due to their design and equipment, STEVENS city, trekking and kids' bicycles are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be equipped with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information read the chapter "**Legal Requirements for Riding on Public Roads**" in your comprehensive STEVENS user manual on our website www.stevensbikes.de/manual

Category 0: STEVENS kids' bicycles

This category describes **STEVENS kids' bicycles** with wheel sizes up to 24 inches. STEVENS Junior Sport / Junior Tour.

- The **maximum permissible overall weight** (child incl. luggage and bicycle) should not exceed **65 kg**.
- Children should not ride near precipices, staircases or swimming pools as well as on paths used by automotive mobiles.
- STEVENS kids' bicycles are not designed for mounting stabilisers!
- For STEVENS kids' bicycles **trailers and child seats are not permitted**.

Category 1: STEVENS city and trekking bikes

This category describes **STEVENS city and trekking bikes**. STEVENS City Cross, Urban, Trekking Premium, Trekking, City, Junior Tour from 26".

- The **maximum permissible overall weight** (comprising rider, luggage, possibly trailer load and bicycle) should not exceed **130 kg**. Under certain circumstances this maximum permissible overall weight can be further limited by the component manufacturers' recommendations for use.
- STEVENS city and trekking bikes are designed for a trailer load of **40 kg** without and **80 kg** with trailer brake.
- Child seats are permitted on STEVENS city and trekking bikes. For more information see the chapter "**Use of Child Seats**".



Danger:

STEVENS bicycles of the categories 0 and 1 are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!



**Danger:**

STEVENS bikes of the category 2 are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

Category 2: STEVENS road racing and triathlon bikes as well as time trial machines

This category describes **STEVENS road racing and triathlon bikes** as well as **time trial machines**. These are in general road racing bikes with racing handlebars or straight handlebars, triathlon or time trial bicycles. The tyre width is very narrow and measures 22 to max. 32 mm. STEVENS Custom Road, Triathlon, Road.

STEVENS road racing and triathlon bikes as well as **time trial machines** are intended for use on roads and trails with tarred or paved surface, where the wheels remain in permanent contact to the ground.

- If you want to use STEVENS road racing and triathlon bikes as well as time trial machines on public roads, these bikes must be equipped with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter **“Legal Requirements for Riding on Public Roads”** in your comprehensive STEVENS user manual.
 - The **maximum permissible overall weight** (rider incl. luggage and bicycle) should not exceed **115 kg**. Under certain circumstances this maximum permissible overall weight can be further limited by the manufacturers' recommendations for use or weight limits.
- You find more information in the instructions or on the websites of the respective component manufacturers.
- On STEVENS road racing and triathlon bikes as well as on time trial machines (kids') trailers, pannier racks and child seats are **not permitted**.
 - You find more information on how to use your STEVENS road racing bike on free rollers (bike rollers without brake) and roller trainers in the chapter **“Use of Roller Trainers”**.

Category 3: STEVENS cyclocross bicycles

This category describes **STEVENS cyclocross bicycles**. They have 28"-wheels with narrow tyres. The tyre width is 28 to max. 42 mm. STEVENS Cyclocross.

STEVENS cyclocross bikes are intended for hard-surface terrain, i.e. for tarred roads and bicycle lanes or gravel field tracks, where the wheels do not lose ground contact. In addition, they are suitable for well maintained gravel field and forest tracks as well as for off-road trails with a slight slope where a temporary loss of tyre contact with the ground due to small steps may occur.

They are suitable for use on easy terrain and cyclocross competitions, however not for off-road use (mountain bike use), namely for all mountain, enduro, downhill (DH), freeride, dual slalom, downhill/freeride parks, jumps, drops and in bike parks etc.

- Due to their design and equipment, STEVENS cyclocross bicycles are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be equipped with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter "**Legal Requirements for Riding on Public Roads**" in your comprehensive STEVENS user manual.
- The **maximum permissible overall weight** (rider incl. luggage and bicycle) should not exceed **115 kg**. Under certain circumstances this maximum permissible overall weight can be further limited by the manufacturers' recommendations for use or weight limits. You find more information in the instructions or on the websites of the respective component manufacturers.
- On STEVENS cyclocross bikes made of aluminium the use of trailers is permitted. On STEVENS cyclocross bikes made of carbon, however, the use of **trailers is not permitted**.
- On STEVENS cyclocross bikes made of carbon **child seats are not permitted**. On STEVENS cyclocross bikes made of aluminium child seats are permitted. For more information see the chapter "**Use of Child Seats**".



Danger:

STEVENS bicycles of the category 3 are not suitable for off-road use over challenging and blocked terrain, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

**Danger:**

STEVENS bikes of the category 4 are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

Category 4: STEVENS cross and gravel bikes

This category describes **STEVENS cross and gravel bikes**. They have 28"-wheels with narrow tyres. The tyre width is 28 to max. 42 mm. STEVENS X Cross, STEVENS Gravel.

STEVENS cross and gravel bikes are intended for hard-surface terrain, i.e. for tarred roads and bicycle lanes or gravel field tracks, where the wheels remain in permanent contact to the ground. In addition, they are suitable for well maintained gravel field and forest tracks as well as for off-road trails with a slight slope where a temporary loss of tyre contact with the ground due to small steps may occur. They are not suitable for off-road use (mountain bike use), namely for all mountain, enduro, downhill (DH), freeride, dual slalom, downhill/freeride parks, jumps, drops and in bike parks etc.

- Due to their design and equipment, STEVENS cross and gravel bikes are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be equipped with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter "**Legal Requirements for Riding on Public Roads**" in your comprehensive STEVENS user manual.
- The **maximum permissible overall weight** (comprising rider, luggage, possibly trailer load and bicycle) should not exceed **130 kg**. Under certain circumstances this maximum permissible overall weight can be further limited by the manufacturers' recommendations for use or weight limits. You find more information in the instructions or on the websites of the respective component manufacturers.
- **STEVENS cross and gravel bikes** are designed for a trailer load of **40 kg** without and **80 kg** with trailer brake. On STEVENS gravel bikes made of carbon, however, **the use of trailers is not permitted**.
- On STEVENS cross and gravel bikes made of carbon **child seats are not permitted**. On STEVENS cross and gravel bikes made of aluminium child seats are permitted. For more information see the chapter "**Use of Child Seats**".

Categories 5 to 7: Mountain bikes

There is no longer such a thing as "the mountain bike". Various types of mountain bikes for specific uses have been developed instead. Be sure to use your STEVENS mountain bike only according to its intended use. Observe the traffic rules when riding on public roads.

- Due to their design and equipment STEVENS mountain bikes of the categories 5 to 7 are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be equipped with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter "**Legal Requirements for Riding on Public Roads**" in your comprehensive STEVENS user manual.
- The **maximum permissible overall weight** (rider incl. luggage and bicycle) should not exceed **115 kg**. Under certain circumstances this maximum permissible overall weight can be further limited by the manufacturers' recommendations for use or weight limits. You find more information in the instructions or on the websites of the respective component manufacturers.



Category 5: STEVENS cross-country, marathon and touring mountain bikes

This category describes **STEVENS cross-country, marathon and touring mountain bikes**. STEVENS hardtail mountain bikes and full suspension STEVENS bikes with short suspension travel are typical for this category. STEVENS Marathon, XC Carbon, XC Alloy and Junior Sport.

STEVENS cross-country, marathon and touring mountain bikes are suitable for off-road use, but not for blocked terrain, tricks, stair riding etc., training and competitive use in the categories freeride, dirt, downhill. STEVENS bikes of this category can be used on surfaces permitted for bikes of the categories 1 and 3 and are in addition suitable for rough and unpaved terrains. Sporadic jumps are also included in the field of use of these STEVENS bikes. But particularly inexperienced riders doing jumps may land inappropriately, thus increasing the acting forces significantly which may result in damage and injuries. We recommend that you train your skills in a riding technique course. If necessary, ask your STEVENS dealer to inspect your STEVENS bike at shorter intervals than according to the service and maintenance schedule.

- On full suspension STEVENS mountain bikes made of aluminium the use of trailers is permitted. On full suspension STEVENS mountain bikes made of carbon **trailers are, however, not permitted**.
- On full suspension STEVENS mountain bikes (made of aluminium and carbon) as well as on STEVENS hardtail mountain bikes made of carbon **child seats are not permitted**. On STEVENS hardtail mountain bikes made of aluminium child seats are permitted. For more information see the chapter "**Use of Child Seats**".



Danger:

STEVENS bikes of the category 5 are not suitable for use on blocked terrain, for high and long jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

**Danger:**

Due to the higher loads, STEVENS bikes of the category 6 should be checked for possible damage after every ride. Two inspections per year at least carried out by your STEVENS dealer are obligatory.

Category 6: STEVENS enduro and all mountain bikes

This category describes **STEVENS enduro** and **all mountain bikes**. Full suspension STEVENS bikes with medium suspension travel are typical for this category. STEVENS All Mountain and STEVENS Enduro.

STEVENS enduro and **all mountain bikes** are designed for off-road use (Alp-cross etc.). STEVENS bikes of this category can be used on surfaces permitted for bikes of the categories 1, 3, 4 and 5. Furthermore, STEVENS bikes of this category are suitable for very rough and partly blocked terrain with steeper slopes and higher speeds as a result thereof. On official tracks regular jumps by experienced riders up to a height of 1.2 m are not a problem for these STEVENS bikes. The regular and durable use of these STEVENS bikes in bike parks, must however be excluded by STEVENS. In addition, these STEVENS bikes are not suitable for tricks, stair riding etc. as well as training and competitive use in the categories freeride, dirt, downhill.

- On full suspension STEVENS mountain bikes made of aluminium the use of trailers is permitted. On full suspension STEVENS mountain bikes made of carbon **trailers are, however, not permitted**. On full suspension STEVENS mountain bikes **child seats are not permitted**.

Category 7: STEVENS dirt and freeride bikes

This category describes **STEVENS dirt** and **freeride bikes**. Hardtail frames with special strengthenings and designated dirt forks are typical for **STEVENS dirt bikes**. Full suspension bikes with very long suspension travels are typical for **STEVENS freeride bikes**.

STEVENS dirt bikes are intended for harder use on secured terrain. There are different types of dirt bikes which are either designed for tricks and show rides, jumps and freestyle in special obstacle parks, whereas others are intended for races. STEVENS bikes of this category are intended for very challenging, highly blocked and extremely steep terrains, which can only be mastered by well-trained riders with technical skills. Rather high jumps at very high speeds as well as the intensive use of specific, identified bike parks or downhill trails are typical for this category. With these STEVENS bikes it is imperative to carry out a thorough check for possible damage after every ride. Preliminary damage with clearly inferior further stress can result in failure. A regular replacement of safety-relevant components must also be taken into account. Wearing special protectors is strongly recommended.

STEVENS freeride bikes are suitable for jumps and drops in most challenging terrains and in bike parks. Full suspension bikes with very long suspension travels are typical for this category.

- On full suspension STEVENS mountain bikes made of aluminium the use of trailers is permitted. On full suspension STEVENS mountain bikes made of carbon **trailers are, however, not permitted**.
- On full suspension STEVENS mountain bikes **child seats are not permitted**. For more information see the chapter “**Use of Child Seats**”.



Danger:

Due to the higher loads, STEVENS bikes of the category 7 should be checked for possible damage after every ride. Three inspections per year at least carried out by your STEVENS dealer are obligatory.

**Danger:**

Bicycles of the category 8 are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

Category 8: STEVENS tandems

This category describes **STEVENS tandems**. STEVENS tandem.

STEVENS tandems are designed to be used by 1 or 2 riders. They can be used e.g. for off-road cycling on gravel field and forest tracks, however, not for rough terrain. They are not suitable for off-road use (mountain bike use), namely for all mountain, enduro, downhill (DH), freeride, dual slalom, downhill/freeride parks, jumps, drops etc.

- Due to their design and equipment, STEVENS tandems are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be equipped with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter **“Legal Requirements for Riding on Public Roads”** in your comprehensive STEVENS user manual.
- The **maximum permissible overall weight** (rider incl. luggage and bicycle) should not exceed **210 kg**. Under certain circumstances this maximum permissible overall weight can be further limited by the component manufacturers' recommendations for use.
- On STEVENS tandems (kids') trailers and child seats are **not permitted**.

Category 9: STEVENS track bicycles

This category describes **STEVENS track bicycles**. STEVENS RACE Track.

STEVENS track bicycles are true-bred sports bikes and only intended for use on open or enclosed race tracks. The use of track bicycles on public roads or lanes is neither intended nor permitted.

- The **maximum permissible overall weight** (rider incl. luggage and bicycle) should not exceed **115 kg**. Under certain circumstances this maximum permissible overall weight can be further limited by the component manufacturers' recommendations for use.
- Some wheel or component manufacturers recommend to shorten the service intervals if the rider's weight reaches a certain weight limit. Ask your STEVENS dealer for the appropriate intervals.
- On STEVENS track bicycles (kids') trailers, pannier racks and child seats are **not permitted**.



Danger:

STEVENS bikes of the category 9 are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

Maximum Permissible Overall Weight

The maximum permissible overall weight is indicated on the category sticker on your STEVENS bicycle.

The maximum permissible overall weight limit is made up as follows:

- Weight cyclist** (kg)
- + **Weight bicycle** (kg)
- + **Weight luggage** (kg)
- + **Overall weight trailer** incl. cargo and/or persons (if in place) (kg)
- = **maximum permissible overall weight** (kg)



Use of Trailers

Most STEVENS bikes are approved for being used with trailers to transport cargo and children.

With special child trailers that are towed behind a bicycle you can transport one or two children.

The following STEVENS bicycles are **approved** for being used with **trailers**:

- STEVENS city and trekking bikes
- STEVENS cyclocross/gravel bikes made of aluminium
- STEVENS hardtail mountain bikes
- Full suspension STEVENS bikes made of aluminium

The following bikes are **not approved** for being used with trailers:

- STEVENS bicycles with carbon frames or forks
- Full suspension STEVENS bicycles made of carbon
- STEVENS cyclocross/gravel bikes made of carbon
- STEVENS speed pedelecs
- STEVENS kids' and junior bikes
- STEVENS track bicycles
- STEVENS tandems



Danger:

Attaching the trailer coupling to the frame tubes, rear stays or seat post is not permitted.



Danger:

Keep in mind that your stopping distance increases with the additional load due to the transport of children and cargo.



Danger:

Persons must only be transported in trailers approved for this purpose.



Danger:

Trailers affect the braking behaviour and the width of your STEVENS bicycle. First, practise riding with an empty trailer. Equip the trailer with a long pole with coloured pennant to increase visibility.



Danger:

If the lighting equipment on your STEVENS bicycle is covered by the trailer, it has to be mounted visibly to the trailer. When riding in the dark, provide the rear end of the trailer with a battery/accumulator-operated lamp.

When using a trailer, observe the following points:

- The trailer with its actual weight incl. cargo is considered to be part of the permissible weight of your STEVENS bicycle. For more information see the chapter “**Maximum Permissible Overall Weight**”.
- Be sure to fix the trailer coupling exclusively to the rear axle or to specific mounts at the drop-out.

**Danger:**

With some trailer models it is necessary to replace the original thru axle by a specific thru axle of the trailer manufacturer or to clamp an adapter with the original thru axle. In this case, make sure that the axle thread and the axle nut thread are fully covered.

The possibly required replacement axles must comply with the specifications of the original axle of your STEVENS bicycle (clamping width, thread pitch and thread length, material and diameter).

**Danger:**

The permissible maximum speed indicated by the trailer manufacturer must be observed. Also observe the instructions of the trailer manufacturer.

**Danger:**

Always secure the children with the seat belt, as erratic movements inside the trailer can make your STEVENS bicycle or the trailer topple over.

**Danger:**

Make sure your child always wears a suitable helmet. A trailer is only an insufficient protection in case of an accident. Keep in mind that you always wear a helmet, as well.

**Note:**

You find detailed information on your STEVENS bicycle, the comprehensive STEVENS user manuals, the instructions of the component manufacturers as well as the respective weblinks on our website www.stevensbikes.de/manual





Use of Child Seats

Most STEVENS bicycles are approved for being used with child seats.

The following STEVENS bicycles are **approved** for being used with **child seats**:

- STEVENS city and trekking bikes
- STEVENS cross and cyclocross bikes made of aluminium
- STEVENS gravel bikes made of aluminium
- STEVENS hardtail mountain bikes made of aluminium

The use of child seats is **not permitted** on:

- STEVENS bicycles with carbon frames or forks
- STEVENS road racing and triathlon bikes as well as time trial machines
- Full suspension STEVENS bikes
- STEVENS cross and cyclocross bikes made of carbon
- STEVENS gravel bikes made of carbon
- STEVENS speed pedelecs
- STEVENS kids' and junior bikes
- STEVENS tandem bicycles



Danger:

Child seats that are mounted to the seat tube are the only child seats permitted. Child seats that are mounted to the seat post or the top tube are not permitted.



Danger:

Be sure to only use child seats which are mounted in the rear with the child sitting behind the rider. Child seats that are mounted in front of the rider are not permitted.



Danger:

When mounting a child seat, observe the maximum permissible overall weight of your STEVENS bike. For more information see the chapter "Maximum Permissible Overall Weight".

When taking your child with you in a child seat, observe the following points:

- Always put a fitting helmet on your child and this already before you place him/she in the child seat. Many accidents happen when the bicycle is stationary, e.g. when it tips over. Be a good example and remember to always wear a helmet yourself.
- Never set off before having buckled up your child in the child seat. Uncontrolled movements of the child can make your STEVENS bike tilt.
- Do not overload your child seat. Overloading can result in breakage of the frame, the fork or the components. Risk of accident and injury!
- Cover the springs of your saddle to make sure that your child will not have the fingers pinched.
- Adjust the tyre pressure to the additional weight. The maximum pressure is indicated on the tyre side



Danger:

Child seats mounted with a suitable adapter for pannier racks/luggage carriers are only permitted, when the carrier complies with the requirements of ISO 11243 and has a maximum payload of at least 25 kg.

**Danger:**

Child seats are only permitted on STEVENS bikes, when indicated in the bike card.

**Danger:**

Have your child seat mounted exclusively by your STEVENS dealer.

**Danger:**

Observe the maximum permissible overall weight of the child seat and be sure not to exceed it. You find more information in the instructions of the child seat manufacturer.

**Danger:**

Be sure to only mount and use a child seat, if permitted by the national and regional regulations of the country where you are travelling.

**Note:**

You find detailed information on your STEVENS bicycle, the comprehensive STEVENS user manuals, the instructions of the component manufacturers as well as the respective weblinks on our website www.stevensbikes.de/manual



Use of Roller Trainers

Your STEVENS road racing bike is designed to be used on free rollers (roller trainers without brake). In addition, on roller trainers as far as your STEVENS bicycle is clamped at the rear wheel axle.

When using your STEVENS road racing bike on a roller trainer, observe the following points:

- Be sure to use the accessories supplied by the manufacturer of the roller trainer (e.g. specific axles).
- Drying sweat is harmful to your STEVENS road racing bike. Therefore, regular cleaning and anti-corrosion protection of all components of your STEVENS road racing bike should be part of your compulsory exercises. You find detailed information on care and cleaning in the chapter **“Cleaning and Caring for your STEVENS Bicycle”**.
- Some manufacturers offer specific sweat catchers as paint protector. You find more information in the instructions of roller trainer manufacturer.

If you are uncertain whether your roller trainer is suitable for your STEVENS road racing bicycle, contact your STEVENS dealer.



Danger:

Be aware that the distance you need to stop your bicycle increases, when you are riding with your hands on aerodynamic handlebars, on bar ends or on multi position handlebars. The brake levers are not in all grip positions within easy reach.

Before Your First Ride

1. If you want to use your bicycle on public roads, it has to comply with the respective legal requirements. These regulations differ from country to country. Therefore, bicycles are not necessarily equipped completely. Ask your STEVENS dealer for the laws and regulations applicable in your country or in the country where you intend to use the STEVENS bicycle. Have your STEVENS bicycle equipped accordingly, before using it on public roads.
2. Are you familiar with the brake system? Have a look at the bike card and check whether the brake lever of the front brake is on the side you are used to (right or left). If it is not, ask your STEVENS dealer to switch the brake levers before you set off for the first time.

Your new bicycle is equipped with modern brakes which may be far more powerful than those you were used to so far. Be sure to first practise using the brakes on a level, non-slip surface off public roads!

For more information see the chapter **“The Brake System”** further below and in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.

3. Are you familiar with the type and functioning of the gears? Ask your STEVENS dealer to explain to you the gear system and make yourself familiar with your new gears in an area free of traffic, if necessary.

For more information see the chapter **“The Gears”** further below and in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.

4. Are both saddle and handlebars properly adjusted? The saddle should be set to a height from which you can just reach the pedal in its lowest position with your heel. Check whether your toes reach to the floor when you are sitting on the saddle.

For more information see the chapter **“Adjusting the STEVENS Bicycle to the Rider”** further below and in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.



Note:

It is recommendable that you take out a private liability insurance. Contact your insurance agency. Becoming member in a bicycle association may also provide insurance coverage.

5. If your STEVENS bicycle is equipped with clipless or step-in pedals: Have you ever tried the shoes they go with? Do not set off until you have practised engaging and disengaging the shoes from the pedals in standing. Ask your STEVENS dealer to explain to you the pedals.

For more information see the chapter **“The Pedal Systems”** further below and in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.

6. If you have bought a STEVENS bicycle with suspension, you should ask your STEVENS dealer to properly adjust the chassis. Improperly adjusted suspension components are liable to malfunction or damage. In any case, the riding behaviour deteriorates and you do not achieve maximum riding safety and riding pleasure.

For more information see the chapters **“Suspension Forks”** and **“Full Suspension of the Mountain Bike Models”** further below and in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.



Note:

Be sure to observe the comprehensive STEVENS user manuals, the instructions of the component manufacturers as well as the respective weblinks on our website www.stevensbikes.de/manual



Caution:

Prior to towing a trailer with your STEVENS bicycle or to mounting a child seat, read the chapters **“Use of Child Seats”** and **“Use of Trailers”** and have a look at the bike card. If you are in doubt or if you have any questions, ask your STEVENS dealer.



Danger:

In case you had a crash with your STEVENS bicycle, perform at least the check described in the chapter **“Before Every Ride”**. Ride back very carefully by taking the shortest route possible, even if your STEVENS bicycle went through this check without any problems. Do not accelerate or brake hard and do not ride your bicycle out of the saddle. If you are in doubt, have yourself picked up by car, instead of taking any risk. Back home you need to check once again your STEVENS bicycle thoroughly. If you are in doubt or if you have any questions, contact your STEVENS dealer!



Before every ride

Your STEVENS bicycle has undergone numerous tests during production and a final check has been carried out by your STEVENS dealer. Nevertheless, be sure to check the following points before you set off for the first time to exclude any malfunctioning that may be due to the transport of your STEVENS bicycle or to changes a third person may have performed on your STEVENS bicycle before delivery:

1. Are the quick-release levers or the bolted connections of the front and rear wheel, the seat post and other components properly closed and tightened?

For more information see the chapter **“How to Use Quick-Releases and Thru Axles”** further below and in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.

2. Are the tyres in good condition and do they have sufficient pressure? The minimum and maximum pressure (in bar or PSI) is indicated on the tyre side.

For more information see the chapter **“The Wheels”** further below and in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.

3. Spin the wheels to check whether the rims are true. Watch the gap between rim and brake pad or, in the case of disc brakes, between frame and rim or tyre. Untrue rims can be an indication of tyres with ruptured sides or broken axles or spokes.

For more information see the chapter **“The Wheels”** further below and in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.

4. Test the brakes in stationary by firmly pulling the brake levers towards the handlebars. The brake pads of rim brakes must hit the rim evenly with their entire surface without touching the tyre during braking or in open condition or in between. Make sure you cannot pull the brake levers all the way to the handlebars and check the hydraulic brake cables for leaks! Check the thickness of the brake pads as well.

With disc brakes you should directly get a positive braking response. If you have to actuate the brake lever more than once to get a positive braking response, have your STEVENS bicycle checked by your STEVENS dealer.



Danger:

Improperly closed fastenings can cause components of your STEVENS bicycle to come loose and result in serious accidents!

For more information see the chapter **“The Brake System”** further below and in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.

5. Let your STEVENS bicycle bounce on the ground from a small height. If there is any rattling, see where it comes from. Check the bearings and bolts, if necessary.
6. If you want to ride on public roads, make sure your STEVENS bicycle is equipped according to the regulations of the respective country. In any case, riding without lights and reflectors in dark or dim conditions is very dangerous. A lighting set that corresponds to the regulations is a must on public roads. Turn on the lights as soon as dusk sets in.

For more information see the chapter **“Legal Requirements for Riding on Public Roads”** in your comprehensive STEVENS user manual.

7. In case you have a STEVENS bicycle with suspension, press down on STEVENS bicycle and see whether the spring elements retract and extend as usual.

For more information see the chapters **“Suspension Forks”** and **“Full Suspension of the Mountain Bike Models”** further below and in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.

8. Make sure the kick stand, is fully raised before you set off. Risk of accident!
9. Do not forget to take a high quality folding, D- or chain lock with you on your ride. The only way to effectively protect your STEVENS bicycle against theft is to lock it to an immovable object.



Danger:

Be aware that the distance you need to stop your bicycle increases, when you are riding with your hands on aero-dynamic handlebars, on bar ends or on multi position handlebars. The brake levers are not in all grip positions within easy reach.



Danger:

Do not use your STEVENS bicycle, if it fails on one these points! Riding a defective STEVENS bicycle can result in serious accidents! If you are in doubt or if you have any questions, contact your STEVENS dealer.



Danger:

During use your STEVENS bicycle is undergoing stress resulting from the surface of the road and from the rider's action. Due to these dynamic loads, the different parts of your bicycle react with wear and fatigue. Check your STEVENS bicycle regularly for wear marks, scratches, deformations, colour changes and any indication of cracking. Components which have reached the end of their service life may break without previous warning. Let your STEVENS dealer maintain and service your STEVENS bicycle regularly and in cases of doubt it is always best to replace components.



How to Use Quick-Releases and Thru Axles

Quick-Releases

Most STEVENS bicycles are equipped with quick-releases to ensure fast adjustments, assembly and disassembly. Be sure to check whether all quick-releases are tight before you set off on your STEVENS bicycle. Quick-releases should be handled with greatest care, as they directly affect your safety.

Practise the proper use of quick-releases to avoid any accidents.

Quick-release mechanisms essentially consist of two operative elements:

1. The hand lever on one side which creates a clamping force via a cam when you close it.
2. The tightening nut on the other side with which the preload on the threaded rod (quick-release axle) is set.



Danger:

Never ride a STEVENS bicycle without having checked first whether the wheels are securely fastened. Risk of accident!



Danger:

With an insufficiently closed quick-release the wheel can come loose, thus creating a serious risk of accident!



Caution:

Be sure to lock the wheels fastened with quick-releases together with the frame to an immovable object when parking the STEVENS bicycle.



Danger:

Do not touch the rotor directly after having stopped, e.g. after a long downhill ride, you may burn your fingers! Always let the rotor cool down before opening the quick-release.



Danger:

Make sure the levers of both wheel quick-releases are always on the side opposite to the chain. This will help you to avoid mounting the front wheel accidentally the wrong way round. On STEVENS bicycles with disc brakes and quick-releases with 5-mm-axle, it may be reasonable to mount the quick-release with the levers on the side of the chain drive. This would help you not to come into contact with the hot rotor and prevent you from having your fingers burnt. If you are in doubt or if you have any questions, contact your STEVENS dealer.

How to Fasten Components Securely with a Quick-Release

Open the quick-release. The marking "Open" on the lever should become visible now. Make sure the component to be fastened is in the accurate position.

For more information see the chapters "Adjusting the STEVENS Bicycle to the Rider" and "The Wheels" further below and in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.

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

When continuing to close the lever the resistance you feel should increase significantly and towards the end even more strength is required to close the lever. Use the ball of your thumb to push it in all the way while your fingers pull on an immovable part, such as the fork or the rear stay, but not on a rotor or spoke.

In its end position, the lever should be at a right angle to the quick-release axle, i.e. it should not stick out. The lever should lie close to the frame or the fork so that it cannot be opened accidentally. Make sure, however, that the lever is easy to handle for actual quick use.

To check whether the lever is securely locked apply pressure to the end of the hand lever and try to turn it while it is closed. If you can turn the lever around, open it and increase the preload. Screw the tightening nut on the opposite side clockwise by half a turn. Close the quick-release lever and check it again for tightness.

Finally lift the bicycle a few centimetres so that the wheel no longer touches the ground and slightly hit the tyre from above. If it is properly fastened, the wheel will remain firmly fixed in the drop-outs of the frame or fork without producing any rattling.

If your seat post is equipped with a quick-release mechanism, check whether the saddle is firmly fixed by trying to twist it relative to the frame.



Caution:

If you have hub dynamos, insert the connector into the respective socket immediately.



Note:

To be on the safe side you can replace the quick-releases by special locks. They can only be opened and closed with a special, coded key or an Allen key. If you are in doubt or if you have any questions, contact your STEVENS dealer.



Thru Axles

Thru axles are mounted in almost all fields when STEVENS bicycles are exposed to high loads, i.e. when riding cross-country, all mountain, enduro as well as in the field of road racing, cyclocross, electric-assisted bikes and allround. They provide suspension forks with a suitable stiffness.

Useful Information for Mounting Wheels with Thru Axles

There is a wide range of thru-axle systems available now. Some systems are tightened with quick-releases. Other systems may require special tools for assembly or disassembly.

Check the fixing after the first one to two hours of use and subsequently every 20 hours of use.

To dismantle the wheel, open the quick-release of the axle at the fork. Once it is open the thru axle can be loosened and the axle can be fully removed from the hub.

If you are in doubt or if you have any questions, contact your STEVENS dealer.



Caution:

Check the thru axle fixing after one to two hours of use and subsequently every 20 hours of use.



Note:

Before mounting or replacing a fork/wheel combination with thru axle system, be sure to read the instructions of the respective suspension fork or wheel manufacturer first.



Danger:

Improperly mounted wheels may throw you off your bicycle or result in serious accidents! Ask your STEVENS dealer to show you how to handle the thru axle type you have.



Note:

Before removing the wheel or doing any maintenance work, be sure to read the operating instructions of the fork, thru axle and wheel manufacturers first!



Caution:

To mount the axle only use the tools recommended by the manufacturer. Make it a rule to use a torque wrench. Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Do not exceed the maximum torque value indicated by the manufacturer! You find them on the components themselves and/or in the chapter “Recommended Torque Settings”. A too tight fixing of the axle can damage the axle or the fork leg.

Adjusting the STEVENS Bicycle to the Rider

Your body height and proportions are decisive for the frame size of your STEVENS bicycle. Make particularly sure there is enough space between your crotch and the top tube so that you do not hurt yourself, if you have to get off your bike quickly.

By choosing a specific type of bicycle you roughly determine the posture you will be riding in. However, some components of your STEVENS bicycle are especially designed so that you can adjust them to your body proportions up to a certain degree. This includes the seat post, the handlebars and stem as well as the brake levers or brake levers/shifters.

As these adjustments require know-how, experience, appropriate tools and a certain amount of skill, you should restrict yourself to the adjustment of the seating position. Ask your STEVENS dealer for the correct seating position or if you want something changed. They will see to your wishes the next time you leave the STEVENS bicycle at the workshop, e.g. for the first inspection.

After any adjustment/assembly work, be sure to make a short functional check as described in the chapter **“Before Every Ride”** and do a test ride on your STEVENS bicycle in an area free of traffic.



Danger:

If you have a very small frame, there may be the danger of your foot colliding with the front wheel. Therefore, make sure your cleats are properly adjusted.



Danger:

All tasks described in the following require the know-how of a mechanic and appropriate tools. Make it a rule to tighten the bolted connections always with greatest attention. Increase the torque values bit by bit, checking the fit of the component in between. Use a torque wrench and never exceed the maximum torque values! You find them on the components themselves and/or in the chapter **“Recommended Torque Settings”**.



Note:

If sitting on the saddle causes you trouble, e.g. because it numbs your crotch, this may be due to the saddle. Your STEVENS dealer has a very wide range of saddles available and can offer advice on position.



Danger:

When replacing the saddle, make sure the saddle rail is compatible with the seat post. If you are in doubt or if you have any questions, contact your STEVENS dealer.



Note:

The seating position depends highly on how you want to use the STEVENS bicycle. Ask your STEVENS dealer or your trainer for help. The advices given below are suitable for typical road racing, city, trekking and cross-country/ marathon bikes.



Adjusting the Saddle to the Correct Height

The correct saddle height depends on the length of your legs. When pedalling, the ball of your foot should be positioned above the centre of the pedal axle. With your feet in this position you should not be able to stretch your legs completely straight at the lowest point, otherwise your pedalling will become awkward. Check the height of your saddle with flat-soled shoes. This is best done with suitable cycling shoes. Sit on the saddle and put your heel on the pedal at its lowest point. Your leg should be fully stretched and your hips should remain horizontal.

To adjust the saddle height loosen the quick-release lever (see chapter **“How to Use Quick-Releases and Thru Axles”**) or the binder bolt of the seat post clamp at the top of the seat tube. The latter requires suitable tools, e.g. an Allen key, with which you turn the bolt two to three turns anticlockwise.



Danger:

When riding steep downhill courses on your mountain bike, a lower saddle height is often better for some riding manoeuvres. This allows a better control of your STEVENS bicycle.



Caution:

If the seat post wobbles in the seat tube or does not slide easily, ask your STEVENS dealer for advice. Do not use brute force!



Note:

Children and adolescents need to have the saddle height and the position of saddle and handlebars checked at least every three months!



Rule of thumb to determine the suitable saddle height:

Inside leg (barefoot) x 0.885

Now you can perform the vertical adjustment of the seat post. Be sure not to pull out the seat post too far – the mark on the seat post (max., min., stop or the like) should always remain within the seat tube – and to grease the surface of an aluminium or titanium seat post that is inserted into a seat tube made of aluminium, titanium or steel. Do not grease carbon seat posts and/or carbon seat tubes in the clamping area! Use special carbon assembly paste instead.

Align the saddle with the frame by using the saddle nose and the bottom bracket or top tube as a reference point.



Clamp the seat post tight again by closing the quick-release, as described in the chapter **“How to Use Quick-Releases and Thru Axles”** or by turning the seat post binder bolts clockwise in half turns. You should not need much strength in your hands to clamp the seat post sufficiently tight. Otherwise the seat post does not match the frame.



Verify in between that the seat post is sufficiently tight by taking hold of the saddle at both ends and then trying to rotate the seat post inside the seat tube. If it does rotate, gently retighten the clamping bolt by half a turn and do the check again.

Does the leg stretch test now produce the right result? Check by moving your foot and pedal to the lowest point. When the ball of your foot is exactly above the pedal centre in the ideal pedalling position, your knee should be slightly bent. If it is, you have adjusted the saddle height correctly. Check whether you can touch the ground safely while sitting on the saddle by stretching your feet to the floor. If you cannot, you should lower the saddle a little, at least to begin with.



Danger:

Under no circumstances grease the seat tube of a carbon frame. If you mount a carbon seat post, do not put any grease on it, even if the frame is made of metal. Once greased, carbon components may never again ensure reliable clamping! Use special carbon assembly paste instead.



Caution:

Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. You find them on the components themselves and/or in the chapter **“Recommended Torque Settings”**. Do not exceed the maximum torque value indicated by the manufacturer!



Danger:

Never ride your bike with the seat post drawn out beyond the limit, maximum, or stop mark! The seat post might break or cause severe damage to the frame. In the case of frames with seat tubes that extend beyond the top of the frame's top tube the seat post should be inserted into the seat tube at least below the bottom of the top tube and below the top of the seat stays! If seat post and frame require different minimum insertion depths, you should opt for the deeper insertion depth.



Danger:

Make sure not to overtighten the binder bolt of the seat post clamp. Otherwise you may damage the seat post or the frame. Risk of accident!

**Danger:**

The stem is one of the load bearing parts of your STEVENS bicycle. Changes to it can impair your safety. If you are in doubt or if you have any questions, contact your STEVENS dealer!



Adjusting the Height of the Handlebars

The height of the handlebars compared to the saddle and the distance between saddle and handlebars determine how much your upper body will be inclined forward. Lowering the handlebars gives you a streamlined position and brings more weight to bear on the front wheel. However, it also entails an extremely forward leaning posture which is tiring and less comfortable, because it increases the strain on your wrists, arms, back, upper body and neck.

There are three different stem systems that allow vertical adjustment of the handlebars, i.e. **the conventional, the adjustable and the Aheadset®-stem**. These systems require special knowledge. In this regard, the descriptions hereafter may be incomplete. If you are in doubt or if you have any questions, contact your STEVENS dealer.

Conventional Stems

Handlebars with conventional stems allow limited vertical adjustment. This is done by moving the stem up or down inside the fork steerer tube.

For more information see the chapter **“Adjusting the Height of the Handlebars”** in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.

**Caution:**

Never try to unscrew the top race of the headset when you only want to adjust the stem, as you will otherwise alter the bearing play!

**Danger:**

Never ride a STEVENS bicycle with a stem that has been drawn out beyond the mark for the maximum permissible height! Check all bolted connections and test your brakes before you set off!

**Danger:**

The bolted connections of stem and handlebars have to be tightened to the prescribed torque values. If you disregard the prescribed values, the handlebars or stem may come loose or break. Use a torque wrench and never exceed the maximum torque values! You find them on the components themselves and/or in the chapter **“Recommended Torque Settings”**.

Adjustable Stems

There are various solutions for adjusting the tilt of the front part of adjustable stems: Some designs use bolts on the sides of the joint, others have bolts coming from above or below, and other again are equipped with additional locking mechanisms or adjusting bolts.

For more information see the chapter **“Adjusting the Height of the Handlebars”** in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.

Stems for Threadless Systems, the Aheadset®-System



In the case of STEVENS bicycles with Aheadset® the stem also serves to adjust the bearing preload. If you change the position of the stem you have to readjust the bearing play.

The vertical setting range is determined by the intermediate rings, also referred to as spacers. In the case of flip-flop stem models the stem can be mounted the other way round to achieve a different handlebar height, see the chapter **“Headset”** in your comprehensive STEVENS user manual on our website www.stevensbikes.de/manual



Caution:

Keep in mind that readjusting the position of the stem changes the position of handlebars, brake levers and shifters. Readjust these components, as described in the chapter **“Adjusting the Tilt of the Handlebars, Bar Ends and Brake Levers”**.



Note:

When doing any adjusting observe the instructions of the stem manufacturer. Ask your STEVENS dealer to explain to you both function and adjustment of your stem or let him do that work.



Danger:

Do not mount any stem extenders, speed-lifters or the like.



Danger:

Spacers must be removed by the STEVENS dealer only, as this requires the shortening of the fork steerer.



Danger:

These routines require a certain amount of manual skill and (special) tools and are best left to your STEVENS dealer. Nevertheless, if you want to try it by yourself, see the chapter **“Adjusting the Height of the Handlebars”** in your comprehensive STEVENS user manual as well as the instructions of the component manufacturers.



Correcting the Fore-to-Aft Position and Tilt of the Saddle

The inclination of your upper body, and hence your riding comfort and riding dynamics, are also influenced by the distance between the grips of the handlebars and the saddle. This distance can be altered slightly by changing the position of the saddle rails in the seat post clamp. However, this also influences your pedalling. Whether the saddle is positioned more to the front or to the back of the bicycle will alter how rearward the pedalling position of your legs is. You need to have the saddle horizontal in order to pedal in a relaxed manner. If it is tilted, you will constantly have to lean against the handlebars to prevent yourself from slipping off the saddle.

Adjusting Saddle Position and Tilt

There are some seat posts mounted STEVENS bicycles which have two Allen bolts positioned one after the other holding the seat post head and fix the tilt as well as the horizontal position of the saddle. Some seat posts have two bolts side-by-side.

Release the bolt(s) at the top of the seat post. Release the bolt(s) two to three turns anticlockwise at the most, otherwise the whole assembly can come apart. Move the saddle forward or backward by sliding its rails in the loosened seat post clamp. You may have to give the saddle a light tap to move it.



Danger:

Poorly tightened or loosening bolts can fail. Risk of accident!



Danger:

The setting range of the saddle is very small. Replacing the stem allows you to make far bigger adjustments to the rider's fore-to-aft position, as stems come in different lengths. In doing so you may achieve differences of more than ten centimetres. In this case you usually would have to adjust the length of the cables – a job best left to your STEVENS dealer!

With **patent seat posts** a single bolt fixes the clamping mechanism, which controls both the tilt and the horizontal position of the saddle. Some seat posts have two bolts side-by-side.

Observe the marking on the saddle rail and do not go beyond. Make sure the seat of the saddle remains horizontal as you retighten the bolt(s). STEVENS bicycle should stand on level ground while you adjust the saddle.



Danger:

Check the bolts by using a torque wrench once a month according to the values indicated on the components themselves and/or in the instructions of the component manufacturers.

Having found your preferred position, make sure both clamp halves fit snugly around the saddle rails before tightening the bolt(s) to the correct torque value as prescribed by the seat post manufacturer.

Retighten the bolt(s) with a torque wrench according to the instructions of the manufacturer. After fastening the saddle, check whether it resists tilting by bringing your weight to bear on it once with your hands at either end of the saddle.



Danger:

The bolted connections of the seat post have to be tightened to the prescribed torque value. Use a torque wrench and never exceed the maximum torque values! You find them on the components themselves and/or in the chapter “Recommended Torque Settings”.



Danger:

Make sure the saddle is clamped within the range of the marking on the saddle rail. Otherwise the saddle rail can fail! Check the bolts by using a torque wrench once a month according to the values indicated on the components themselves and/or in the chapter “Recommended Torque Settings”.



Danger:

The saddle clamping bolts belong to the most delicate bolts of the entire STEVENS bicycle. Therefore, strictly observe the recommended minimum and maximum torque values. Do not under- or overtighten. You find them on the components themselves and/or in the chapter “Recommended Torque Settings”. Always use a torque wrench.



Adjusting the Tilt of the Handlebars, Bar Ends and Brake Levers

Adjusting the Brake Lever Reach on STEVENS Road Racing Machines, Cyclocross Bicycles and Gravel Bikes

Riders with small hands, in particular, should ask their STEVENS dealer to adjust the brake lever position, i.e. the position where the brake starts to be effective, to the length of the rider's fingers immediately on purchase.

Some models of various brands allow an adjustment at the brake lever/shifter, e.g. by means of adjusting bolts or spacers. In the case of the other models the brake cables are clamped according to your wishes at the brake bodies. Adjusting bolts located in this area only serve to compensate brake pad wear.

Have the lever reach adjusted and make sure the first phalanx of the index finger reaches around the brake lever/shifter. Check the proper adjustment and functioning of the brake system subsequently, as described in the chapter **“The Brake System”** in your comprehensive STEVENS user manual as well as in the instructions of the component manufacturers.



What to Bear in Mind with Time Trial Handlebars STEVENS Triathlon and Triathlon and Time Trial Machines

In triathlon sport and time trial, where a particularly aerodynamic seating position is important, so called aero handlebars are used. With these aero models the shifters are often positioned at the handlebar ends, the brake levers at the ends of bull-horn handlebars. When you ride with your back in a horizontal position, the brake levers are out of reach and the reaction time is longer, which makes your stopping distance longer. For this reason it is very important to anticipate problems when riding.

Within certain limits the position of the handlebars can be adjusted according to your personal preferences. That means that the straight part of the aero bars should point only slightly downwards or upwards. The basic handlebars should be parallel to the ground or point slightly upwards. Make sure your forearms are always comfortably rested, i.e. your elbows should project beyond the armrests a little towards the rear.



Note:

There are brake levers/shifters from Shimano and SRAM that are suitable for small hands. If you have any problems with the brake lever reach, contact your STEVENS dealer.



Danger:

Note that the distance you need to stop your bike increases, while riding with the hands on the top handlebars. The brake levers are not in all grip positions within easy reach.

Adjusting the Tilt of the Handlebars and Brake Levers of STEVENS Road Racing Machines and Cyclocross Bicycles and Gravel Bikes

The straight extensions below the drops should be parallel to the ground or point slightly downwards towards the rear. The ends of the brake lever/shifter units should meet an imaginary extension of the bottom line of the drops, the upper part of the lever is then in horizontal position or points slightly upwards. Adjusting the brake levers/shifters is a job best left to your STEVENS dealer, as it involves retaping the handlebars afterwards.

To adjust the tilt of the handlebars, release the Allen bolt(s) on the underside or front side of the stem. Turn the handlebars to the desired position. Make sure the handlebars are accurately centred in the stem.

Carefully retighten the bolt(s) with the torque wrench. Make sure the upper and lower clamping slots of the stem are parallel and identical in width. If you have a stem with several bolts, tighten them evenly in a cross pattern by using a torque wrench and observe the recommended torque values.

Try rotating the handlebars once clamped in the stem and tighten the bolt a little more, if necessary. Use a torque wrench and never exceed the maximum torque values! You find them on the components themselves and/or in the chapter “Recommended Torque Settings”.



Adjusting the Brake Lever Reach on STEVENS City, Trekking, Cross, Kids' and Mountain Bikes

With most brake systems the distance between the brake levers and the handlebar grips is adjustable. This gives in particular riders with small hands the convenience of bringing the brake levers closer to the handlebars.

On most bicycles there is a small adjusting screw near the point where the brake cable of a cable brake enters the brake lever unit or at the lever itself. Turn the bolt clockwise and watch how the lever adjusts as you do so.



Danger:

Make sure you cannot pull the brake levers all the way to the handlebars. Your maximum brake force should be reached short of this point.



With hydraulic brakes you also have adjusting devices at the brake lever. There are different systems, ask your STEVENS dealer for help or read the instructions of the component manufacturers.

When adjusting the lever reach, make sure the first phalanx of the index finger reaches around the brake lever. Check the proper adjustment and functioning of the brake system subsequently, as described in the chapter “**The Brake System**” further below and in your comprehensive STEVENS user manual as well as in the instructions of the brake manufacturer.



Adjusting the Tilt of Handlebars, Bar Ends and Brake Levers of STEVENS City, Trekking, Cross, Kids’ and Mountain Bikes

The handlebars are usually slightly bent at the ends. Set the handlebars to a position in which your wrists are relaxed and not turned too much outwards.

To adjust the angle of the handlebars, release the Allen bolt(s) on the underside or front side of the stem. Turn the handlebars to the desired position. Make sure the handlebars are accurately centred in the stem. Carefully retighten the bolt(s) with the torque wrench.

Make sure the upper and lower clamping slots of the stem are parallel and identical in width. If you have a stem with several bolts, tighten them evenly in a cross pattern by using a torque wrench and observe the recommended torque values.



Danger:

Make sure you cannot pull the brake levers all the way to the handlebars. Your maximum brake force should be reached short of this point.



Note:

If you have hydraulic brakes and disc brakes, follow the instructions of the brake manufacturer. If you are in doubt or if you have any questions, contact your STEVENS dealer.

Try rotating the handlebars once clamped in the stem and tighten the bolt a little more, if necessary. Use a torque wrench and never exceed the maximum torque values! You find them on the components themselves and/or in the chapter “**Recommended Torque Settings**”.

After adjusting the handlebars you need to adjust the brake levers and shifters. Release the Allen bolt at either mount. Turn the levers relative to the handlebars. Sit in the saddle and place your fingers on the brake levers.

Check whether the back of your hand forms a straight line with the line of your forearm. Retighten the mounts with a torque wrench and do a twist test!

Bar ends and multi position handlebars give you additional ways of gripping the handlebars. Bar ends are usually fixed in a position that gives the rider a comfortable grip when pedalling out of the saddle, i.e. almost parallel to the ground or tilted slightly upwards (by about 25°).

Release the bolts, which are usually located on the underside of the bar ends, by one to two complete turns. Turn the bar ends to the desired position making sure the angle is the same on both sides. Retighten the bolts to the required torque value. Check whether the bar ends are firmly fixed by trying to twist them out of position.



Danger:

Be aware that the distance you need to stop your bicycle increases, when you are riding with your hands on bar ends or on multi position handlebars. The brake levers are not in all grip positions within easy reach.



Danger:

Never fix bar ends in vertical position or with their ends pointing rearwards as this would increase the risk of injury in the event of an accident.



Danger:

Tighten the bolts at the stem until the clamping slots between the stem body and the faceplate are parallel and identical in with in the top and in the bottom. Tighten the bolts evenly and in a cross pattern, i.e. alternately and gradually, by using a torque wrench to the lower value of the recommended torque settings.

**Danger:**

Ensure that braking surfaces and brake pads are absolutely free of wax, grease and oil. Risk of accident!

**Danger:**

Be careful while getting used to the brakes. Practise emergency stops in a place clear of traffic until you are comfortable controlling your STEVENS bicycle. This can save you from having accidents.

**Danger:**

Wet weather reduces the braking effect and the road grip of the tyres. Be aware of longer stopping distances when riding in the rain, reduce your speed and actuate the brakes carefully.

**Caution:**

When replacing any parts, be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts. Your STEVENS dealer will be pleased to help you.

The Brake System

Brakes are used for adjusting one's speed to the surrounding terrain and traffic. In an emergency situation, the brakes must bring the STEVENS bicycle to a halt as quickly as possible. In the event of such emergency braking, the rider's weight shifts forward abruptly, thus reducing the load on the rear wheel. On a grippy surface it is therefore more likely that the rear wheel will come up and that the STEVENS bicycle will overturn than that the tyres will lose grip. Such a problem becomes particularly acute when riding downhill. Therefore, in case of an emergency braking situation you must try to shift your weight back and down as far as possible.

Actuate both brakes simultaneously and bear in mind that, due to the weight transfer, the front brake can generate a far better braking effect on a surface with good grip. The braking conditions on unpaved surfaces differ, i.e. overbraking the front wheel can make the wheel slip away. Therefore, be sure to practise braking on different kinds of surface in an area free of traffic.

For more information see the chapter **"The Brake System"** in your comprehensive STEVENS user manual as well as the instructions of the brake manufacturer.

**Danger:**

The assignment of brake lever to brake calliper can vary, e.g. left lever acts on front brake. Have a look at the bike card and check whether the brake lever of the front brake is on the side you are used to (right or left). If it is not, ask your STEVENS dealer to switch the brake levers before you set off for the first time.

**Note:**

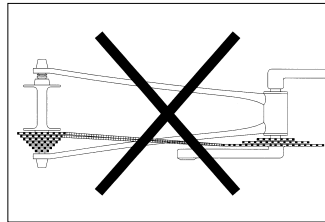
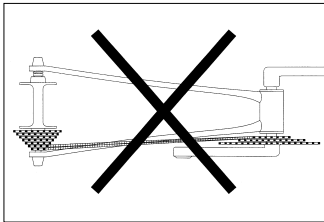
Read in any case the chapter **"The Brake System"** in your comprehensive STEVENS user manual as well as the instructions of the brake manufacturer and make yourself familiar with its operation before your first ride.

The Gears

The gears of the STEVENS bicycle serve to adjust the gear ratio to the terrain you are riding on and the desired speed.

In the case of derailleur gears a low gear where the chain runs on the small chainring and on a large sprocket allows you to climb steep hills with moderate pedalling force. You must, however, pedal at a faster pace or higher frequency. High gears (large chainring, small sprocket) are for riding downhill. Every turn of the pedals takes you many metres forward at correspondingly high speed. Continue pedalling during gear shifting, however, at clearly reduced pedalling force.

Modern bicycles can have up to 33 gears. As there are, however, overlapping ranges, actually 15 to 18 gears are usable. It is not advisable to use gears which involve an extremely oblique run of the chain, as this reduces power transmission efficiency and hastens wear of the chain. An unfavourable run of the chain is when the smallest chainring is used with one of the two or three outermost (smallest) sprockets or when the largest chainring is used with one of the inmost (largest) sprockets.



In the case of **multi-speed hubs** and **gearbox shift systems** (Pinion) “1” stands for the first, lowest gear. The gears are shifted through one after the other, if possible without turning the pedals, at least however at reduced pedal pressure. The highest number stands for the highest gear.

NuVinci gear hubs are designed to allow stepless shifting by means of a twist grip within their range of gear ratio. With the NuVinci hub the force transmission is ensured by balls instead of toothed wheels.

With NuVinci the actual gear ratio is indicated to the cyclist on the display. If the cyclist climbs uphill, the gear ratio is low, on level ground the gear ratio is high.

For more information see the chapter “**The Gears**” in your comprehensive STEVENS user manual as well as the instructions of the gear manufacturer.



Note:

For more information on Shimano's Di2 and SRAM's eTap see the chapter “**The Gears**” in your comprehensive STEVENS user manual as well as the instructions of the gear manufacturer.



Caution:

Always make sure changing gears makes as little noise as possible and is absolutely jerk free.



Caution:

Practise shifting gears in a place free of traffic until you are familiar with the functioning of the levers or twist grips of your STEVENS bicycle.



Note:

Read in any case the chapter “**The Gears**” in your comprehensive STEVENS user manual as well as the instructions of the gear manufacturer and make yourself familiar with its operation before your first ride.



Special characteristics of carbon

With components made of carbon (carbon-fibre-reinforced plastics), also referred to as CRP, some characteristics have to be kept in mind.

Carbon is an extremely strong material which combines high resistance with low weight. After overstress, however, carbon components, unlike metal parts, do not necessarily show durable or visible deformation even though some of the fibres may be damaged.



Danger:

Do not combine carbon handlebars with bar ends or and aero bar, unless they have been specifically approved. Do not shorten carbon handlebars or clamp the brake levers and shifters more in the middle than indicated or needed. Risk of breakage!

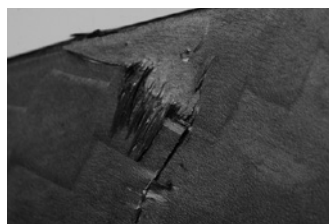
This makes it very dangerous to continue using the carbon component after an impact or undue stress, as it may fail without previous warning thereby causing an accident with unforeseeable consequences. For this reason we recommend that you have the component, or to be certain, the entire STEVENS bicycle checked by your STEVENS dealer after every incident, such as e.g. a crash.

They must be replaced at once! Prevent further use by taking appropriate measures, i.e. saw the component into pieces. Damaged carbon frames can possibly be repaired. Contact your STEVENS dealer.



Caution:

Most clamps of bicycle carrier systems are potential sources of damage to large-diameter frame tubes! As a result thereof carbon frames can fail during use without previous warning. However, there are special-purpose models which are suitable, available in the car accessory trade. Inform yourself there or ask your STEVENS dealer for advice.



Danger:

If carbon components on your STEVENS bicycle produce any creaking or cracking noises or show any external sign of damage, such as gouges, cracks, dents, discolourations etc., do not use STEVENS bicycle any longer. Contact your STEVENS dealer immediately; they will check the component thoroughly.

Components made of carbon should under no circumstances be exposed to excessive heat. Therefore, never have a carbon component enamelled or powder-coated. The temperatures required for doing so could destroy it. Do not leave carbon fibre components near a source of heat or in your car during hot or sunny weather.



When you intend to transport your STEVENS bicycle in the boot of your car, be sure to protect the bicycle or the carbon frame and components. Blankets, foam tubes or the like are a suitable padding to protect the sensitive material from damage.

Always park your STEVENS bicycle carefully and make sure it does not topple over. Carbon frames and components may already sustain damage by simply toppling over and thereby hitting e.g. a sharp edge.



Caution:

Do not clamp a carbon frame or seat post in the holding jaws of a work-stand! The components may sustain damage. Mount a sturdy (aluminium) seat post instead and use it to clamp the frame, or choose a work stand that holds the frame at three points inside the frame triangle or which clamps the fork and bottom bracket shell.



Note:

Carbon components have, like all lightweight bicycle components, a limited service life. Therefore, have your handlebar and stem carefully checked by your STEVENS dealer. In case of doubt, it's always best to replace the component.



Danger:

Make sure all carbon clamping areas are absolutely free of grease and other lubricants! Grease will penetrate the surface of the carbon material, thereby reducing the coefficient of friction. This will no longer provide reliable clamping within the prescribed torque values. Once greased, carbon components may never again ensure reliable clamping! Use special carbon assembly paste instead.



Note:

Protect the exposed areas of your carbon frame (e.g. the underside of the down tube) against rubbing cables or stone chips with special pads your STEVENS dealer keeps for sale.



Suspension Forks

Many STEVENS bicycles, in particular mountain bikes and city/trekking bicycles, are equipped with suspension forks. This feature gives you better control of your STEVENS bicycle when riding in the terrain or on poor road surfaces and ensures more ground contact for the tyre. It noticeably reduces the strain on you and your bicycle caused by the mechanical shocks from the terrain. Suspension forks differ in their types of spring elements and damping. The suspension is usually provided by coil springs or sealed air compartments. Damping is normally controlled by the use of oil.

To work perfectly, the fork has to be adjusted to the weight of the rider, the sitting posture and the intended use. Be sure to have this adjustment carried out by your STEVENS dealer at the moment of delivery. For more information see the chapter “**Suspension Forks**” in your comprehensive STEVENS user manual as well as the instructions of the suspension fork manufacturer.



Danger:

The suspension fork should be set up and adjusted in a way that it does not reach the end of its travel, i.e. bottom out, unless in extreme cases. A spring rate which is too soft (or too low an air pressure) can usually be heard or felt as a “clunk” type noise. This noise is caused by the sudden complete compression of the suspension fork as it reaches bottom out. If the suspension fork frequently reaches bottom out, it will sustain damage over time, and so will the frame.



Danger:

Do not turn any screws in the vague hope of adjusting them somehow. You could release the fastening mechanism, thus causing an accident. All manufacturers normally mark adjustment devices with a scale or with “+” signs (for stronger damping/harder suspension) and with “-” signs.



Danger:

Suspension forks are designed in a way to absorb shocks. If the fork is too rigid and jammed, the terrain induced shocks pass directly into the frame without any damping. This could damage the lockout itself as well as the frame. If your fork has a lockout mechanism, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks).



Note:

More information on adjusting and maintenance is available on the internet at srsuntour-cycling.com, ridefox.com, foxracingshox.de, rockshox.com, sportimport.de, manitoumtb.com



Note:

Suspension fork manufacturers normally include instructions with their deliveries. Read them carefully before changing any settings or doing any maintenance work on your suspension fork.

Full Suspension of the Mountain Bike Models

Full suspension bikes are not only equipped with a suspension fork but also with movable rear stays which are sprung and damped by a rear shock. This feature gives you better control of your STEVENS bicycle when riding in the terrain or on poor road surfaces. It noticeably reduces the strain on you and your bicycle caused by the mechanical shocks from the terrain. With rear shock normally works with an air spring element or – less frequently – with coil springs. Damping is usually controlled by the use of oil.

To work perfectly, the rear shock has to be adjusted to the weight of the rider, the sitting posture and the intended use. Be sure to have this adjustment carried out by your STEVENS dealer at the moment of delivery.

For more information see the chapter “**Full Suspension of the Mountain Bike Models**” in your comprehensive STEVENS user manual as well as the instructions of rear shock manufacturer.



Danger:

Full suspension frames are designed in a way to absorb shocks. If the rear shock is too rigid and jammed, the terrain induced shocks pass directly into the frame without any damping. This could damage the rear shock itself as well as the frame. If your rear shock has a lockout mechanism, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks).



Danger:

Do not turn any screws in the vague hope of adjusting them somehow. You could release the fastening mechanism, thus causing an accident. All manufacturers normally mark adjustment devices with a scale or with “+” signs (for stronger damping/harder suspension) and with “-” signs.



Danger:

Do not ride your bicycle, if the rear shock often bottoms out. This could damage the rear shock itself as well as the frame. Always adjust the spring rate to the rider’s weight and riding conditions.



Danger:

A too strong damping of the rear frame can result in a sluggish rebound movement with a rear shock that will not recover when exposed to a quick series of impacts. Risk of accident!



Note:

Rear shock manufacturers normally include instructions with their deliveries. Read them carefully before changing any settings or doing any maintenance work on your rear shock.



Note:

More information on adjusting and maintenance is available on the internet at ridefox.com, rockshox.com, sportimport.de



Warranty

Your STEVENS bicycle was manufactured with care. Normally it is fully assembled when handed over by the STEVENS dealer. As direct purchaser you have full warranty rights within the first two years after purchase. Contact your STEVENS dealer in the event of defects. To ensure a smooth handling of your claim, it is necessary to present your receipt, your bike card, the handover report and the stamped service reports. Therefore, keep these documents in a safe place.

To ensure a long service life and good durability of your STEVENS bicycle, use it only for its intended purpose (see the chapter **“Before Your First Ride”**). Also observe the permissible load specifications as specified there and in the bike card. Be sure to strictly follow the mounting instructions of the manufacturers (above all the tightening torques of the bolts) as well as the prescribed maintenance schedule. Observe the checks and routines that are listed in the present user manual and the manuals supplied or the replacement of safety-relevant components, such as handlebars, brakes etc, if necessary.

A Note on Wear

Some components of your STEVENS bicycle are subject to wear due to their function. The rate of wear will depend on care and maintenance and the way you use your bicycle (mileage, riding in the rain, dirt, salt etc.). Bicycles that are often left standing in the open may also be subject to increased wear through weathering.

Note:

The law referring to full warranty rights is only valid in the countries where the law has been ratified according to the renewed European regulations. Inform yourself about the situation in your country.

Note:

If you use your STEVENS bike for riding on public roads, it has to be equipped according to the regulations of your country. Pay particular attention to your bike being equipped with the prescribed lighting set, reflectors and bell. Not all STEVENS bikes are supplied together with all necessary add-on parts.

Note:

The coating/paint of frames and forks is subject to particular consideration, i.e. the coating is, by nature, exposed to stress during use and can wear down or be affected by minor damage. This type of wear or damage as a result of mechanical stress (e.g. scratches due to rough contact with other objects) is not covered by the terms of warranty.

These components require regular care and maintenance. Nevertheless, sooner or later they will reach the end of their service life, depending on condition and intensity of use. These components must be replaced once they have reached their limit of wear:

- a. Drive chain
- b. Brake pads
- c. Brake fluid (DOT)
- d. Rotors
- e. Brake cables and housings
- f. Seals of suspension elements
- g. Grip coverings or bar tape
- h. Chainrings
- i. Tyres and inner tubes
- j. Sprockets
- k. Saddle covering
- l. Bowden cables
- m. Pulleys
- n. Gear housings
- o. Lubricants

The pads of rim brakes are subject to wear due to their function. If you use your bike for competitive cycling or in hilly terrain, the brake pads may have to be replaced quite frequently. Check your brake pads regularly and have them replaced by your STEVENS dealer, if necessary.

- p. The rims in the case of rim brakes

Braking causes wear not only to the brake pads, but also to the rims. Therefore, check your rims regularly, e.g. when inflating the tyres. Rims with wear indicators have rings or a gap that come into view when the rim reaches its limit of wear. There are some models where the wear indicators disappear, when the rim thickness has reached a critical point. Observe the specifications marked on the rim. Ask your STEVENS dealer to examine the remaining thickness of the rims at the latest when you are through your second set of brake pads. Rim walls that become deformed or show hair cracks when the tyre pressure is increased have reached the end of their service life. The rim must be repaired.

- q. Lighting and reflectors

The lighting is essential for your safety on the road, especially at night. Check the function and condition of the reflectors before every ride. Light bulbs are subject to wear due to their function. Always have a set of spare bulbs with you so that you can replace them, if necessary.



Danger:

Ask your STEVENS dealer to check your STEVENS bike after a fall. If you are in doubt, replace at least handlebars and stem to be on the safe side.



General Notes on Care and Servicing

Maintenance and Servicing

When you collect your STEVENS bicycle from the STEVENS dealer he will have assembled it ready for use. Nevertheless, your STEVENS bicycle needs regular servicing. Have your local STEVENS dealer do the scheduled maintenance work. This is the only way to ensure that all components function according to their constructive design.

The bicycle will be due for its first service after 100 to 300 kilometres (60 to 180 miles), 5 to 15 hours of initial use or four to six weeks. The STEVENS bicycle needs to be serviced, because during the break-in period of the STEVENS bicycle the spokes slightly lose tension or the gears require re-adjustment. This break-in process is unavoidable. Therefore, remember to make an appointment with your STEVENS dealer for the first service of your new STEVENS bicycle. The first service is very important for both functioning and durability of your STEVENS bicycle.

Regular servicing and the replacement of worn out parts in time, e.g. chains, brake pads or Bowden and brake cables, are part of the intended use of the STEVENS bicycle and therefore have an influence on the warranty and the guarantee, as well. You should have your STEVENS bicycle serviced regularly by your STEVENS dealer after the break-in period. If you ride a great deal on poor road surfaces or cross-country, it will require correspondingly shorter service intervals. For more information see chapter **“Service and Maintenance Schedule”**.



Danger:

Tyres of other dimensions can impair the safety of your STEVENS bicycle. Therefore, only replace tyres by tyres of identical type and size. In case a component needs to be replaced, only use original spare parts, if possible. Contact your STEVENS dealer.



Danger:

If a component needs to be replaced, make it a rule to only use original spare parts. Wearing parts of other manufacturers, e.g. brake pads or chains, can make your STEVENS bicycle unsafe. Risk of accident!



Danger:

Servicing and repairs are jobs best left to your STEVENS dealer. If you have your bicycle serviced by anyone else than an expert, you run the risk that parts of STEVENS bicycle will fail. Risk of accident! When working on your STEVENS bicycle restrict yourself to jobs for which you have the suitable tools, e.g. a torque wrench, and the necessary knowledge.



Caution:

Do not clean your STEVENS bicycle with a high-pressure cleaner or a water jet and if you do, be sure to keep it at a distance. Do not aim at the bearings.

Cleaning and Caring for your STEVENS Bicycle

Dried sweat, dirt and salt from riding during the winter harm your STEVENS bicycle. You should therefore make it a habit of cleaning all components at regular intervals.

Avoid cleaning your bicycle with a high-pressure cleaner. The high-pressure water ejected in a narrowly focused jet may pass through seals and penetrate bearings. This leads to the dilution of lubricants and consequently to greater friction. This destroys and impairs the functioning of the bearing races in the long term. Pressurised water also tends to abrade frame stickers.

A much more gentle way of cleaning your bicycle is with a low pressure water jet or a bucket of water and a sponge or a large brush. Cleaning your bicycle by hand has another positive side-effect: you may discover defects in the paint as well as worn or defective components at an early stage. Inspect the chain after you have finished cleaning and oil it, if necessary (see the chapter **“Chain Maintenance”** in your comprehensive STEVENS user manual). Apply a coat of standard hard wax on painted, metal and carbon surfaces (except from brake surfaces). Polish the waxed surfaces after drying to give them a nice shine.



Danger:

Keep cleaning agents and chain oil clear of the brake pads, rotors and rim sides (brake surfaces). This could render the brake ineffective (see the chapter **“The Brake System”** in your comprehensive STEVENS user manual as well as the instructions of the brake manufacturer). Never grease or lubricate the clamping areas of a frame made of carbon, e.g. handlebars, stem, seat post and seat tube. Once greased, carbon components may never again ensure reliable clamping!

Safekeeping and Storing your STEVENS Bicycle

If you regularly look after your STEVENS bicycle during the season, you will not need to take any special measures when storing it for a short time, apart from securing it against theft. Store your bicycle in a dry, well aerated place. If you want to store your STEVENS bicycle for a longer period of time, e.g. over the winter months, observe the following things: Inflated inner tubes tend to gradually lose air when the bike is not used for a long time. If your STEVENS bicycle is left standing on flat tyres for a long time, the tyre structure can suffer from damage. It is therefore better to hang the wheels or the entire STEVENS bicycle or to check the tyre pressure regularly. Clean your STEVENS bicycle and protect it against corrosion. Your STEVENS dealer has special cleaning agents, e.g. spray wax.

Remove the seat post and allow for any moisture that may have entered to dry away. Spray a little finely atomized oil into the metal seat tube. However, do not apply oil in a carbon seat tube. Shift the gear to the smallest chainring and the smallest sprocket. This relaxes the cables and the springs.



Note:

There is usually hardly any waiting time at your STEVENS dealer during the winter months. In addition, many STEVENS dealers offer annual checks at a special price. Use the off-season to take your STEVENS bicycle to your bicycle dealer for inspection!



Danger:

While cleaning, watch out for cracks, scratches, dents as well as deformed or discoloured material. Have defective components replaced immediately and touch up paint defects. If you are in doubt or if you have any questions, contact your STEVENS dealer.



Caution:

Only use petroleum based solvents for cleaning tough oil or grease stains from paint and carbon surfaces. Never use degreasing agents containing acetone, methyl chloride or the like, or solvent-containing, non-neutral or chemical cleaning agents. They could attack the surface!

Service and Maintenance Schedule

You should have your STEVENS bicycle serviced regularly after the initial “break-in” period of use. The schedule given in the table below is a rough guide for cyclists who ride their bicycle between 1,000 and 2,000 km (600 to 1,200 miles) or 50 to 100 hours of use a year.

If you consistently ride more or if you ride a great deal on poor road surfaces, the service intervals will shorten accordingly.

Component	What to do	Before every ride	Monthly	Annually	Others
Rechargeable battery (e.g. Di2)	Check and charge, if necessary	✘			
Lighting	Check function	✘			
Tyres	Check pressure	✘			
	Check tread and side walls		✘		
Brakes (rim brakes)	Check lever travel, thickness of brake pads and position relative to rim, if necessary; brake test in standing	✘			
Brakes (drum/roller)	Lever travel, test brakes in stationary	✘			
Brakes, brake pads (rim brakes)	Clean		✘		
Brake cables, pads hoses	Visual inspection		✘		
Brakes (disc brakes)	Check lever travel, wear of brake pads, check seals, test brakes in stationary	✘			
	Replace brake liquid (DOT-liquids)			•	
Suspension fork/rear shock	Check and retighten bolts, if necessary			•	
	All-inclusive service (change oil)			•	
Rims (of rim brakes)	Check thickness, replace if necessary				• after 2nd set of brake pads at the latest
Fork (rigid)	Check, replace, if necessary				• at least every 2 years
Bottom bracket	Check for bearing play		✘		
	Dismount and regrease (cups)			•	
Chain	Check and grease, if necessary	✘			
	Check wear, replace, if necessary derailleurs gears				• after 1,000 km (600 miles) or 50 hours of use



Note:

If the rechargeable batteries of the Di2, the odometer, the cycle computer or the GPS device have reached the end of their service life, they must not be disposed of with standard household waste. Bring the rechargeable battery instead to the dealer, where you buy your new one. Ask your STEVENS dealer for advice.

Component	What to do	Before every ride	Monthly	Annually	Others
Telescopic seat post	Service			×	
Crank	Check and retighten, if necessary		×		
Painted/anodised/carbon surfaces	Polish				× at least every 6 months
Wheels/spokes	Check for trueness and tension		×		
	True or retighten				• if necessary
Handlebars and stem (made of aluminium and carbon)	Check and replace, if necessary				• every 2 years at the latest
Headset	Check for bearing play		×		
	Regrease			•	
Metal surfaces	Polish (except: rim sides of rim brakes, rotors)				× at least every 6 months
Hubs	Check for bearing play		×		
	Regrease			•	
Pedals (all)	Check for bearing play		×		
Pedals (clipless)	Clean and grease locking mechanism		×		
Seat post/stem	Check bolts		×		
	Disassemble and regrease Carbon: new assembly paste (no grease!)			•	
Front/rear derailleur	Clean and grease		×		
Quick-releases/thru axles	Check seat	×			
Bolts and nuts (multi-speed hubs, mudguards etc.)	Check and retighten, if necessary		×		
Software	Update				• If offered by the manufacturer
Valves	Check seat	×			
Cables gears/brakes	Dismount and regrease			•	

If you have a certain degree of mechanical skills, experience and suitable tools, such as a torque wrench, you should be able to do the checks marked **×** by yourself. If you will come across any defects, take appropriate measures without delay. If you are in doubt or if you have any questions, contact your STEVENS dealer.

Jobs marked **•** are best left to your STEVENS dealer.



Note:

For your own safety, bring your STEVENS bicycle to the STEVENS dealer for its first service after 100 to 300 kilometres (60 to 180 miles), 5 to 15 hours of initial use or three to six weeks, at the very latest, however, after three months.

Recommended Torque Settings

All bolted connections of the bicycle components have to be tightened carefully and checked regularly to ensure the safe and reliable operation of your STEVENS bicycle. This is best done with a torque wrench that disengages at the desired torque value or a click-type torque wrench. Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Do not exceed the maximum torque value indicated by the manufacturer!

Where no maximum torque setting is given start with 2 Nm. Observe the indicated values and observe the values on the components and/or in the instructions of the component manufacturers.

Component	Bolted connections	Shimano ¹ (Nm)	SRAM/Avid ² (Nm)	Tektro ³ (Nm)	TRP ⁴ (Nm)
Rear derailleur	Mount (on frame/derailleur hanger)	8 - 10	8 - 10		
	Cable clamp	5 - 7	4 - 5		
	Pulley wheels	3 - 4			
Front derailleur	Mount on frame	5 - 7	5 - 7		
	Cable clamp	5 - 7	5		
Shifter	Mount on handlebars	5	2.5 - 4		
	Hole covering	0.3 - 0.5			
Brake lever unit	Mount on handlebars	6 - 8	5 - 7	6 - 8	
	Time trial brake lever			5 - 7	
Hub	Quick-release lever	5 - 7.5			
	Locknut for bearing adjustment of quick-release hubs	10 - 25			
	Sprocket cluster lock ring	29 - 49	40		
Internal gear hub	Hub axle nut	30 - 45			
Crank	Crank mount (grease-free square-head)	35 - 50			
	Crank mount (Shimano Octalink)	35 - 50			
	Crank mount (Shimano Hollowtech II)	12 - 15			
	Crank mount (Isis)		31 - 34		
	Chainring mount	8 - 11	12 - 14 (steel) 8 - 9 (alu)		
Sealed cartridge bearing	Shell (square-head)	49 - 69			
	Shell (Shimano Hollowtech II, SRAM Gigapipe)	35 - 50	34 - 41		
	Octalink	50 - 70			
Pedal	Pedal axle	35			
Shoe	Cleat	5 - 6			
	Spike	4			
Brake (V-brake)	Cable clamp	6 - 8	6 - 8	6 - 8	6 - 8
	Brake shoe mount	6 - 8	6 - 8	6 - 8	6 - 8
	Brake pad fixing	1 - 2			
	Brake boss frame/fork			8 - 10	

¹ si.shimano.com² sram.com³ tektro.com⁴ trpbrakes.com

Recommended Torque Settings for Disc Brakes and Hydraulic Rim Brakes

Component	Shimano ¹ (Nm)	Avid ² (Nm)	Tektro ³ (Nm)	TRP ⁴ (Nm)	Magura HS ⁵ (Nm)
Brake calliper mount on frame/fork	6 - 8	9 - 10 (IS adapter)	6 - 8	6 - 8	6
		8 - 10 (brake calliper)			
Brake lever unit on handlebars – Single-bolt clamp – Two-bolt clamp	6 - 8		5 - 7		4
		7 (Carbon)			
Union screws of cable at grip and normal cable at brake calliper	5 - 7	5			4
Brake cable connector at brake calliper (disc tube cable)	5 - 7				
Expansion tank cap	0.3 - 0.5				
Bleeding device brake calliper	4 - 6		4 - 6		
Bleeding device brake lever			2 - 4		
Brake rotor fixing (6-holes)	4	6.2	4 - 6	6 - 8	
Brake rotor fixing (centerlock)	40				
Hose (union nut) direct connection	5 - 7		5 - 7		
Slave cylinder (bleeder screw)	4 - 6		4 - 6		
Hose (union nut) direct connection					4
Slave cylinder (bleeder screw)					4
Brake pad retainer at brake calliper			3 - 5		
Cable clamp at brake calliper				4 - 6	

¹ si.shimano.com

² sram.com

³ tektro.com

⁴ trpbrakes.com

⁵ magura.com

These values are reference values of the above-mentioned component manufacturers. Observe the values in the instructions of the component manufacturers.

These values do not apply to the components of other manufacturers.



Note:

Due to the unmanageable number of components on the market, STEVENS is not in a position to foresee every product that will be replaced or newly assembled by third parties. Therefore STEVENS denies any liability for such kind of additions or modifications with regard to compatibility, torque values etc. Whoever assembles or modifies the bicycle shall ensure that the bicycle was assembled according to the state-of-the-art in science and technology.



Note:

Some components have the maximum permissible torque values printed on them. Use a torque wrench and never exceed the maximum torque values! If you are in doubt or if you have any questions, contact your STEVENS dealer.

Service Schedule

1st Service – After 400 kilometres (250 miles) or three months from date of purchase

Order no.: Date:

Replaced or repaired parts: Stamp and signature of the STEVENS dealer:

.....
.....
.....
.....

2nd Service – After 2,000 kilometres (1,200 miles) or one year

Order no.: Date:

Replaced or repaired parts: Stamp and signature of the STEVENS dealer:

.....
.....
.....
.....

3rd Service – After 4,000 kilometres (2,500 miles) or two years

Order no.: Date:

Replaced or repaired parts: Stamp and signature of the STEVENS dealer:

.....
.....
.....
.....

4th Service – After 6,000 kilometres (3,500 miles) or three years

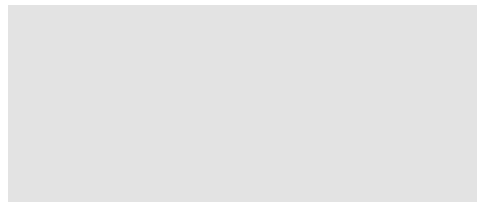
Order no.:

Date:

Replaced or repaired parts:

Stamp and signature of the STEVENS dealer:

.....
.....
.....
.....



5th Service – After 8,000 kilometres (5,000 miles) or four years

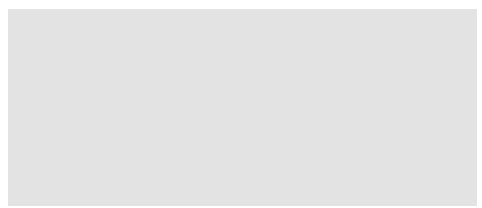
Order no.:

Date:

Replaced or repaired parts:

Stamp and signature of the STEVENS dealer:

.....
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.....
.....



6th Service – After 10,000 kilometres (6,000 miles) or five years

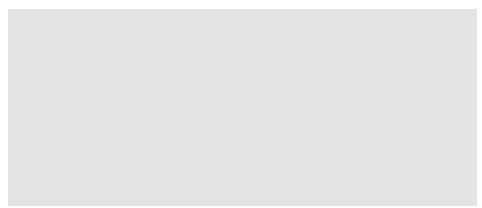
Order no.:

Date:

Replaced or repaired parts:

Stamp and signature of the STEVENS dealer:

.....
.....
.....
.....



Bike Card

Model/Size: /

Frame no.:

Suspension fork/Rear shock:

Manufacturer: /

Model: /

Serial number: /

Intended Use

Use according to

- | | | | |
|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| <input type="checkbox"/> category 0 | <input type="checkbox"/> category 1 | <input type="checkbox"/> category 2 | <input type="checkbox"/> category 3 |
| <input type="checkbox"/> category 4 | <input type="checkbox"/> category 5 | <input type="checkbox"/> category 6 | <input type="checkbox"/> category 7 |
| <input type="checkbox"/> category 8 | <input type="checkbox"/> category 9 | | |

Permissible overall load of the STEVENS bicycle: kg

Permissible load of pannier rack: 25 kg

Trailer permitted: yes no

If yes – permitted trailer load: kg

Child seat permitted: yes no

Wheel / Tyre size:

Colour:

Extras:

Brake levers

Right lever

Left lever

Brake lever assignment:

- | | |
|--|--|
| <input type="checkbox"/> front wheel brake | <input type="checkbox"/> front wheel brake |
| <input type="checkbox"/> rear wheel brake | <input type="checkbox"/> rear wheel brake |



Danger:

Read at least the chapters “Before Your First Ride” and “Before Every Ride” in your comprehensive STEVENS user manual.



Note:

Register your STEVENS bike at www.stevensbikes.de. You will be informed about technical upgrades, if necessary.

Hint to the STEVENS dealer: Copy this bike card and keep one copy in your customer file. Send another copy to Stevens Vertriebs GmbH directly after the sale of the STEVENS bicycle

Stamp and signature of the STEVENS dealer

Handover Report

The above-described STEVENS bicycle was handed over to the customer ready for use, i.e. after its final assembly, inspection and functional check as described below (additionally required routines in parentheses):

- | | |
|---|--|
| <input type="checkbox"/> Lighting | <input type="checkbox"/> Saddle/seat post (saddle height and position adjusted to suit customer) |
| <input type="checkbox"/> Brakes front and rear | <input type="checkbox"/> Gears (limit stops) |
| <input type="checkbox"/> Suspension fork (adjusted to suit customer) | <input type="checkbox"/> Bolted connections of add-on parts (checked) |
| <input type="checkbox"/> Rear shock (adjusted to suit customer) | Other routines performed:..... |
| <input type="checkbox"/> Chain riveting checked | |
| <input type="checkbox"/> Wheels (true running/spoke tension/air pressure) | |
| <input type="checkbox"/> Handlebars/stem (position/screws checked with torque wrench) | |
| <input type="checkbox"/> Pedals (release force adjusted) | <input type="checkbox"/> Test ride done |

Dealer name	Phone
City	Fax
Street	E-mail

Handover date, stamp, signature

The customer confirms with his signature that he has received the STEVENS bicycle in proper condition together with the accompanying documents specified below and that he has been instructed on the proper use of the STEVENS bicycle.

- Supplementary instructions of the component manufacturers received

Customer name	
First name	Phone
City	Fax
Street	E-mail

Location, date, signature

STEVENSBIKES.DE

YOUR STEVENS DEALER

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YOUR STEVENS DEALER

