



STEVENS USER MANUAL

ROAD | GRAVEL | CYCLOCROSS

ROAD RACING BICYCLES
TRIATHLON / TIME TRIAL BICYCLES
CYCLOCROSS BIKES
GRAVEL BIKES

EN ISO 4210-2 CYCLES – SAFETY REQUIREMENTS FOR BICYCLES

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



STEVENS User Manual Road | Gravel | Cyclocross



These operating instructions comply with the requirements of the EN ISO standard 4210-2 for road racing bicycles. 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 instructions of the component manufacturers on our website at 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 6 to 19 before your first ride!
Perform the functional check on pages 20 and 21 before every ride!
Observe the service schedule, the bike card and the handover report!

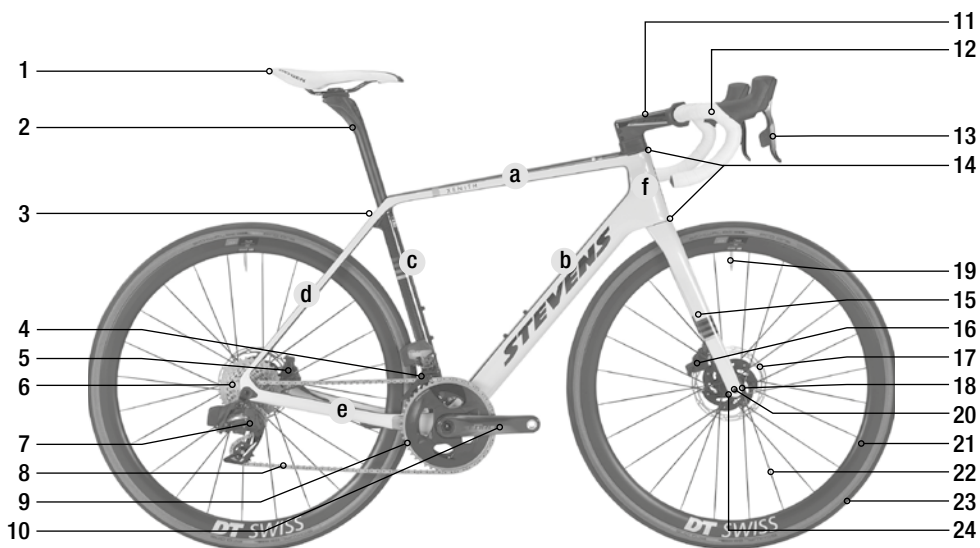


Note:

You find the instructions of the component manufacturers and the respective weblinks on our website at www.stevensbikes.de/manual

Component Description

Road racing bicycle



Frame:

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

- 1 Saddle
- 2 Seat post
- 3 Seat post clamp
- 4 Front derailleur
- 5 Rear brake
- 6 Cassette sprockets
- 7 Rear derailleur
- 8 Chain
- 9 Chainring
- 10 Crank arm

- 11 Stem
- 12 Handlebar
- 13 Brake lever/shifter
- 14 Headset
- 15 Fork
- 16 Front brake
- 17 Brake disc/rotor
- 18 Drop-out

Wheel:

- 19 Valve
- 20 Quick-release/thru axle
- 21 Rim
- 22 Spoke
- 23 Tyre
- 24 Hub

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Some Notes on these STEVENS Operating Instructions

The picture on the front page of the STEVENS operating instructions shows a typical STEVENS road bike/gravel/cyclocross. This bicycle corresponds to the STEVENS bicycle you purchased. Today's bicycles come in various types that are designed for specific uses and equipped accordingly. The STEVENS operating instructions include the following bicycle types:

Road racing bicycles
Triathlon/time trial bikes
Cyclocross bikes
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 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 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 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 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 instructions of the component manufacturers.

Be aware that these STEVENS 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 air bag) 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 handlebar.

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 and paved paths as well as on roads with and smooth surfaces only.

First we would like to familiarise you with the various components used on your STEVENS bicycle. On the front page of the STEVENS operating instructions you find an exemplary, typical STEVENS road racing bicycle showing all the essential components.



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

Have a lot of fun with your new STEVENS bicycle!



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.



Note:

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

Intended Use

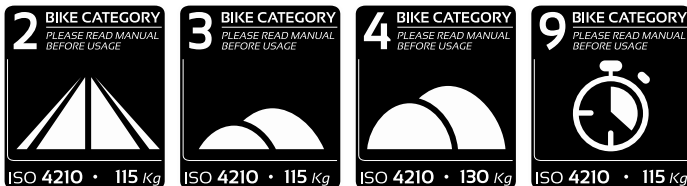
Your bicycle was designed for a specific use by our STEVENS engineers. Be sure to use your STEVENS bicycle only for its intended purpose, as it may otherwise not withstand the stress and fail. Risk of accident!

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.



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



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.



Note:

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



Note:

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



**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, i.e. 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”**.
 - 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 or weight restrictions.
- You find more information in the operating 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 bicycle on free rollers (bike rollers without brake) and roller trainers in the chapter **“Use of Roller Trainers”**.

Category 3: STEVENS cyclocross bikes

This category describes **STEVENS cyclocross bikes**. 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 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”**.
- 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 or weight restrictions. You find more information in the operating 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**”.
- 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 or weight restrictions. You find more information in the operating 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**”.

Category 9: STEVENS track bicycles

This category describes **STEVENS track bicycles**.

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 shortening 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 bicycles 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 tandem bicycles



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:

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:

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



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 operating instructions of the trailer manufacturer.

**Danger:**

Always secure the children with the seat belt, uncontrolled movements inside the trailer can make your STEVENS bicycle or the trailer tilt.

**Danger:**

Make sure that 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 all STEVENS user manuals, the instructions of the component manufacturers as well as the respective weblinks at 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 bicycle 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 pannier rack 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:**

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.

**Note:**

You find all STEVENS user manuals, the instructions of the component manufacturers as well as the respective weblinks at www.stevensbikes.de/manual

**Danger:**

Have your child seat mounted exclusively by your STEVENS dealer.

**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.

Use of Roller Trainers

Your STEVENS road racing bicycle 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 bicycle 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 bicycle. Therefore, regular cleaning and anti-corrosion protection of all components of your STEVENS road racing bicycle 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.

**Caution:**

Your STEVENS road racing bicycle is designed to be used on free rollers (roller trainers without brake) as well as on bicycle rollers, provided the road racing bicycle is clamped at the rear wheel axle and the accessories supplied by the manufacturer of the bicycle rollers (e.g. specific axles) are used.



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 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 as well as the instructions of the component manufacturers.



Danger:

Be aware that the distance you need to stop your bicycle increases, if you have aerobars or ride with your hands on the top of the handlebar. The brake levers are not in all grip positions within easy reach.



Danger:

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.



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.

4. Are both the saddle and the handlebar 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 as well as the instructions of the component manufacturers.

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 while stationary. Ask your STEVENS dealer to explain to you the pedals.

For more information see the chapter **“The Pedal Systems”** 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 chapter **“Suspension Forks”** as well as the instructions of the component manufacturers.



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!

Note:

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



Danger:

A lack of practice when using clipless pedals or too much spring tension in the mechanism can lead to a very firm connection, from which you cannot quickly step out. Risk of accident!

Caution:

Prior to towing a trailer with your STEVENS bicycle or 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.



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 during a standstill:

1. Are the quick-release levers, thru axles 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 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 as well as the instructions of the component manufacturers.

3. Let both wheels rotate freely to check whether the rims run true. Watch the gap between rim and brake pad or, in the case of disc brakes, between frame and rim or tyre. Poor concentricity can also be an indication of laterally burst tyres, broken axles or torn spokes.

For more information see the chapter “**The Wheels**” further below as well as the instructions of the component manufacturers.

4. Test the brakes while stationary by firmly pulling the brake levers towards the handlebar.

The brake pads of **rim brakes** must hit the rim sides at the same time and with their entire surface. They must not get in contact with the tyre during braking or when opened or in between. Make sure that you cannot pull the brake levers all the way to the handlebar and check the hydraulic brake hoses for leaks! Check the thickness of the brake pads as well.

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

For more information see the chapter “**The Brake System**” further below as well as the instructions of the component manufacturers.



Danger:

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

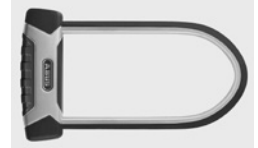
5. Let your STEVENS bicycle bounce on the ground from a small height. If there is any rattling, see where it comes from. Check the bearings and bolts, if necessary.
6. If you want to ride on public roads, make sure your STEVENS bicycle is equipped according to the regulations of the respective country. 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”**.

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 chapter **“Suspension Forks”** as well as the instructions of the component manufacturers.

8. Make sure that 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, if you have aerobars or ride with your hands on the top of the handlebar. 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.



Legal Requirements for Riding on Public Roads

If you want to use your STEVENS bicycle for riding on public roads, it has to be equipped according to the regulations of the respective country.

Pay particular attention to your STEVENS bicycle being equipped with the required set of lights and reflectors.

Ask your STEVENS dealer to inform you about the regulations in force in the country where you use your STEVENS bicycle. Make yourself familiar with the road traffic rules for riding on public roads and off-road.



Note:

You find more important tips on cycling in the chapter “General Safety Instructions”.



Danger:

For your own safety, be sure to switch on the light as soon as dusk sets in.



Danger:

Keep the lighting set clean and check its functioning at regular intervals.



Note:

If you want to use your STEVENS bicycle for riding on public roads, it has to be equipped according to the regulations of the respective country. Ask your STEVENS dealer about the regulations in force in your country or in the country where you intend to use the STEVENS bicycle.



Note:

When riding on public roads cyclists must in general observe the same traffic rules as car drivers. Make yourself familiar with the road traffic rules of your country.

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 handlebar 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 that 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 and check the fit of the component in between. Use a torque wrench and do not 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 that 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 bicycles.



Sloping Geometry – How to Determine or Measure the Frame Size

The geometry of some STEVENS frames is referred to as “sloping geometry”. This means that the top tube inclines towards the seat tube and is not in parallel to the ground. Other STEVENS frames have a horizontal top tube.

This gives the frame a more compact appearance and more stiffness in the area of the bottom bracket. For this reason sloping frames can also be used under certain circumstances by riders who have problems getting on and off their bicycle with a level top tube due to a bigger standover height (standover clearance when standing over the bicycle). Even though the optical proportions of the bicycle may appear mismatching due to the deeply inserted seat post, the selection of a sloping frame is a reasonable alternative.

The sloping design requires a modified formula to determine the frame size. In the case of STEVENS road bike frames the frame size is normally measured from the centre of the bottom bracket to the top edge of the top tube.

The size of today’s “sloping top tube” frames is measured in a different way than a few years ago when the seat tube length was the decisive measure. The seat tubes are now shorter in general; the “nominal measure” of seat tube and top tube are therefore considered to determine the optimal frame size. These are quasi theoretical dimensions with an imaginary straight top tube.

In the case of the sloping top tube frames, the frame size (nominal seat tube length) is measured from the centre of the bottom bracket to the top edge of the nominal top tube. This may be the same as the length to the top edge of the seat tube, but it does not have to.

On our website www.stevensbikes.de there is now a guide for each bike that helps you find the proper frame size (“What size fits me?”).



Note:

Due to the shorter seat tube on sloping frames the seat post must be pulled out further than in the case of standard frames. It is therefore advisable to use a longer seat post to make sure that 100 mm of the seat post at least remain in the seat tube.



Note:

Keep in mind that the length “centre of bottom bracket to top edge of seat tube” is never equal frame size!

Arcaelis
Wir finden die passende Größe für dich.

Wie ist dein Geschlecht?

Mann Frau

Wie ist deine Körpergröße?

180 cm

140 cm 200 cm

Weiter

STEVENS road frames sized 56 cm have a 56-cm-long seat tube (measured from the bottom bracket to the top edge of the top tube), if the top tube were in parallel to the ground. The seat tube is now a little shorter; this does however not affect the seating position and the length of the frame. These measures can hardly be measured; in our geometry tables on the internet you find the values for the nominal top tube as well as for the real seat tube measures.

As a general rule, if you had a 56-cm-frame (centre of bottom bracket – top edge of top tube) of a traditional design with horizontal top tube before, you now need a sloping frame at STEVENS size 56 cm, as well. Because the frame proportions, such as the nominal top tube length, remained the same. The only difference is the junction between top tube and seat tube which was lowered a little. If you have determined your frame size at 56 cm (centre of bottom bracket – top edge of top tube), you should choose a road bike frame sized 56 cm and not a larger one.

Stack-to-Reach

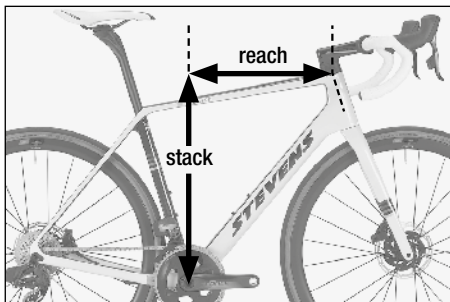
Apart from the freight height, the stack-to-reach measure is another measure to determine the frame size. The stack-to-reach measure indicates how sportive the seating position provided by the bike is. Furthermore, stack-to-reach is designed to compare frame sizes.

Stack is the vertical distance from the centre of the bottom bracket to the top edge of the head tube.

Reach is the horizontal distance from the centre of the bottom bracket to the top edge of the head tube.

The quotient is usually between 1.35 and 1.65.

The lower the value, the more sportive or extended is the seating position.



Note:

To check the frame size take the separate geometry tables as reference! You find them on the internet at www.stevensbikes.de with each bike.



Note:

Your STEVENS dealer will be pleased to help you find the frame size that fits you.



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 extended 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.



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.



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:

If your STEVENS road racing bicycle has an aero seat post, be sure to observe the chapter **“Mounting the Aero Seat Post with Top Tube Clamp”**.

Clamp the seat post until it is tight 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 bolt clockwise in half turns. You should not need using great manual forces to achieve a sufficient clamping effect. Otherwise the seat post does not match the frame.



Always check between the steps that the seat post is sufficiently tight by holding the saddle at both ends with your hands and by trying to twist it. If it does, gently retighten the binder bolt by half a turn and check again.

Is the leg extension correct when you check again? 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 still reach the ground safely while sitting on the saddle. If you cannot, you should lower the saddle a little, at least to begin with.



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.



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:

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.



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!



Adjusting the Height of the Handlebar

In principle, road racing or gravel bikes are sports bikes designed for speed. For this reason alone riding a road racing or gravel bike requires certain basic preconditions of the trunk, shoulder and neck muscles.

The height of the handlebar compared to the saddle and the distance between saddle and handlebar determine how much your upper body will be inclined forward. Lowering the handlebar 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. As a general rule, you should be able to adopt all three basic handlebar positions on a road racing bicycle without any problems.

On road racing and gravel bikes an Aheadset®-stem allows the vertical adjustment of the handlebar. This requires 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.



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!



Note:

Spacers can only be removed by shortening the steerer tube at the same time. This change is irreversible. Have this shortening only done by your STEVENS dealer when you are absolutely sure about the position.



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!



Danger:

The bolted connections of stem and handlebar have to be tightened to the prescribed torque values. If you disregard the prescribed values, the handlebar or stem may come loose or break. Use a torque wrench and do not exceed the maximum torque values! You find them on the components themselves and/or in the chapter "Recommended Torque Settings".

Stems for Threadless Systems, the Aheadset®-System

In the case of STEVENS road and cyclocross bikes or gravel bikes 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.

You can adjust the height to a limited extent by displacing the spacers or by turning the stem around in the case of flip-flop models, see the chapter “The Headset”.



Caution:

Keep in mind that readjusting the position of the stem changes the position of the handlebar, brake levers and shifters. Readjust these components, as described in the chapter “Adjusting the Tilt of the Handlebar and the Brake Levers of STEVENS Road Racing Machines, Cyclocross Bicycles and Gravel Bikes”.



Danger:

In case you turn the stem around, the cables may be too short. In this case riding on your bicycle is dangerous. Ask your STEVENS dealer for advice.



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, read the chapter “Adjusting the Height of the Handlebar” beforehand.



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.



- Release the bolt at the top of the fork steerer tube which serves to adjust the initial bearing pressure and remove the Ahead cap.
- Loosen the bolts on the side of the stem by two to three turns.
- Remove the stem from the fork steerer tube. In doing so keep hold of both frame and fork to prevent the fork from slipping off the head tube.
- Now you can remove the spacers.
- Remount the stem entirely on the fork steerer tube and slip the spacers you have removed above the stem.
- In case you want to turn the stem around: To do so release the bolts of the stem face plate clamping the handlebar and remove them carefully. Refasten the handlebar after you have turned the stem.
- Centre the handlebar accurately in the stem clamp, i.e. the drops should be in parallel to the ground or point with the ends slightly downwards. Tighten all bolts of the stem clamp with a torque wrench according to the indications.
- Readjust the headset and retighten the stem to the recommended torque value after you have aligned it (see also the chapter “The Headset”).

**Danger:**

Be sure to tighten the bolted connections of the stem and the handlebar properly. Otherwise the handlebar or stem may come loose or break. You find the prescribed values on the components themselves and/or in the chapter “Recommended Torque Settings”.

**Danger:**

Stems come in very different lengths and shaft and binder tube diameters. A stem of inappropriate dimensions can become a serious source of danger: Handlebars and stems can break and thus cause an accident. Make sure that the stem clamp (the handlebar clamping) and the steerer tube clamping are free of sharp edges. Your STEVENS dealer will be pleased to help you.

**Caution:**

With full carbon forks keep in mind that sufficient clamping forces are usually already reached well below the maximum torque values indicated by the stem manufacturer!

Check whether the handlebar is firmly seated in the stem by trying to rotate the handlebar downwards. Also check whether the handlebar/stem unit can be turned relative to the fork. Do this by taking the front wheel between your knees and trying to twist the handlebar. If the parts can still be moved, the bolts must be carefully tightened once again and the tight fit must be checked once again. Do not exceed the maximum torque values.



STEVENS recommend that you always use handlebar and stem of the same quality from the same manufacturer.

Integrated Cable Routing



Some models have integrated cables. This means that there is an internal routing of brake hoses, Bowden cables in the handlebar-stem-combination, in the frame and possibly also in the fork.

Adjustment work requires specialist knowledge, experience, suitable tools and manual skills and should therefore only be carried out by professionals. Contact your STEVENS dealer.

Nevertheless, if you want to do it yourself, make sure that the hoses remain free of too high tensile forces when you adjust the handlebar-stem-combination, e.g. when adjusting the handlebar height and aligning the handlebar. Therefore, proceed with caution when doing this work.



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

The distance between the handlebar grips and the saddle affects the inclination of your upper body, and hence your riding comfort and riding dynamics. 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. The rider pedals more or less from the back. If the saddle is not in horizontal position, the rider cannot pedal in a relaxed manner. If it is tilted, you will constantly have to lean against the handlebar 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. Loosen the bolt(s) two to three turns at the most, otherwise the whole mechanism can fall apart. Move the saddle forth or back, as desired. You may have to give the saddle a light tap to move it.

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 that the top edge of the saddle remains horizontal as you retighten the bolt(s). STEVENS bicycle should stand on level ground while you adjust the saddle.



Danger:

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



Danger:

The adjustment 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. You can achieve a difference of more than 10 cm. In most cases, the length of the Bowden and brake cables must be adjusted in length, a job best left to your STEVENS dealer!



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 that 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 do not exceed the maximum torque values! You find them on the components themselves and/or in the chapter “Recommended Torque Settings”.



Danger:

Make sure that 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 Brake Lever Reach on STEVENS Road Racing Machines, Cyclocross Bicycles and Gravel Bikes

In particular, riders with small hands 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 that the first phalanx of the index finger reaches around the brake lever/shifter. Finish by checking the correct adjustment and function of the brake system as described in the chapter **"The Brake System"** and in the instructions of the component manufacturers.



Danger:

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



What to Bear in Mind with Time Trial Handlebars on STEVENS 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 handlebar. 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 during the ride.

Within certain limits the position of the handlebar 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 handlebar should be parallel to the ground or point slightly upwards. Make sure that 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 handlebar. The brake levers are not in all grip positions within easy reach.

Adjusting the Tilt of the Handlebar and the Brake Levers of STEVENS Road Racing Machines, 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 handlebar afterwards.

To adjust the tilt of the handlebar, release the Allen bolt(s) on the underside or faceplate of the stem. Turn the handlebar to the desired position. Make sure that the handlebar is accurately centred in the stem.

Carefully retighten the bolt(s) with the torque wrench. Make sure that 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 handlebar once clamped in the stem and tighten the bolt a little more, if necessary. Use a torque wrench and do not exceed the maximum torque values! You find them on the components themselves and/or in the chapter “**Recommended Torque Settings**”.

Triathlon Handlebars

In triathlon sport where a particularly aerodynamic seating position is important, aero bars are used usually. With these aero models the shifters are often positioned at the ends of the handlebar. 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 during the ride.

Within certain limits the position of the handlebar can be adjusted according to your personal preferences. That means that the straight part of the handlebar should point only slightly downwards or upwards by maximal 30 degrees.

Make sure that your forearms are always comfortably rested, i.e. your elbows should project a little towards the rear.





The Pedal Systems

Not all shoes are suited for cycling. Shoes used for cycling should have a stiff sole and provide a firm support for your feet. If the soles are too soft, the pedals can press through and cause foot pain. The force transmission is less efficient. The sole should be not too broad near the heels, as the rear stays will otherwise get in the way of your pedalling. This will prevent your feet from assuming a natural position and may cause knee pain in the long run.

Different Systems at a Glance – How They Work

We recommend pedals that provide a lock and release mechanism for your shoe, known as step-in pedals. The firm connection between shoe and pedal prevents your feet from slipping off when pedalling fast or when riding over rough ground. Besides this, it enables you not only to push but also to pull the pedals, which makes your pedalling more fluent. A further advantage is that the ball of your big toe comes to rest biomechanically just at the right place on the pedal axle and that you do not block unintentionally the front wheel with the tips of your feet during steering.

With step-in pedals a special cycling shoe forms a lock-in connection with the pedal, similar to a ski binding.



Note:

Read the operating instructions of the pedal and shoe manufacturers carefully. In case of inquiries, ask your STEVENS dealer for advice.



Danger:

Taking up the pedals, engaging the shoes and disengaging them by turning the heel outward should first be practised while stationary. Later you can refine your technique in a place clear of traffic.



Danger:

Only use clipless pedals allowing you to engage and disengage smoothly. A defective pedal or a badly worn cleat can make the shoe disengage from the pedal. Risk of accident!

To engage with the pedal is to turn it to the horizontal using the tip of the cleat (the plate on the sole of the shoe) and then rest your foot on it. Some pedal systems have the lock-in mechanism on both sides of the pedals, there is no need to turn the pedal, you just step in. The shoe engages with the pedal with a click which you will hear and feel clearly. With all commercially available systems the shoe is disengaged from the pedal by twisting the heel outward.

Lean against a wall or ask someone to hold you when you try to engage and disengage the shoe from the pedal.

Functional differences between the pedal systems concern the shape of the cleat, the release angle and the rigidity of the connection. Cyclists predisposed to knee trouble should choose a pedal system that has some "float", so that the heel can move sideways a little while the shoe is engaged with the pedal. Some step-in pedals have cleats embedded into the sole which is a great advantage, as it ensures stable walking.

Adjustment and Maintenance

The various pedal systems differ sometimes significantly in their technical design. Nevertheless, there are some general rules for adjustment which apply to all of them.

- The cleat has to be fastened to the shoe in such a position that the ball of the foot comes to rest on the pedal axle.
- Your feet should assume a natural position when pedalling. For most people this means that the heels will point inward a little. Make sure that the fastening bolts are properly tightened, as you will find it almost impossible to disengage your shoe from a loose plate!
- Adjust the required releasing force according to your needs. It is advisable to adopt a low releasing force setting to begin with. Turn the small Allen bolt and examine the change in releasing force when you engage and disengage the shoe from the pedal.
- Exposed springs and other components that attract dirt have to be cleaned and regreased regularly.
- Squeaking or creaking cleats can often be silenced by applying a little grease to the point of contact between cleat and pedal. These noises may also be signs of wear.
- Check the cleats regularly for wear, especially in case of plastic cleats.
- If your shoe wobbles on the pedal, the cleat or the sole of your shoes might be worn.



Note:

Before mounting the pedals, check the marking on the pedal axles first. "R" stands for right pedal and "L" for left pedal. Note that the left pedal has a left-handed thread that has to be tightened contrary to the direction you are accustomed to, i.e. anticlockwise.



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 shift the front brakes can achieve a higher braking force.

With **rim brakes** long lasting braking or permanent dragging of the brake pads can overheat the rim. This can affect the inner tube negatively or cause the tyre to slip on the inner rim. Sudden loss of pressure while cycling can result in a serious accident.

With **disc brakes** prolonged braking or permanent dragging of brake pads can overheat the brake system. This can result in a loss of braking force, even to the point of total brake failure, provoking serious accidents.

Therefore, check your riding manners and make it a habit to brake hard and then to open the brake again, whenever the road surface and the situation allows it. It is better to stop for a moment and let the rim cool down with the brake lever released rather than to risk anything.



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:

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

Functioning and Wear

Actuating the hand lever on the handlebar causes a stationary brake pad to be pressed against a rotating braking surface generating friction. The resulting friction slows down the wheel. The rate of deceleration is not only determined by the force with which the brake pad is pressed against the braking surface, but also to a decisive degree by the coefficient of friction, which depends on the two materials that are rubbed against each other.

When water, dirt or oil gets in contact with one of the engaging surfaces, this changes the coefficient of friction. This is why brakes respond at a slight delay and less powerfully in wet weather. This applies in particular to rim brakes.

In order to maintain their effectiveness brakes need to be checked and readjusted from time to time.

Rim Brakes (General)

The friction generated by braking causes wear to the brake pads as well as to the rims. Frequent rides in the rain and soiling hasten wear on both engaging surfaces. Once the abrasion of the rim has reached a certain critical point, the rim may break under the tyre pressure. This can make the wheel jam or the inner tube burst, both of which can cause a fall!

Contact your STEVENS dealer and have the remaining thickness of the rims checked when you have worn through your second set of brake pads at the latest. The rim thickness can be checked by a specialist with special measuring instruments.

Some rims are provided with wear indicators. Once the abrasion of the rim has reached a certain critical point, the brake indicator becomes visible in form of small slots or a permanent strip or disappears (according to the model). In this case you should also contact your STEVENS dealer at once and have your rim replaced.



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.



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.



Checking, Readjusting and Synchronizing Racing/Side-Pull Brakes

Functioning and Wear

Via levers on the handlebar and cables the brake pad are pressed on the braking surfaces. The friction produced slows down the wheel. If water, dirt or oil come into contact with one of the braking surfaces, this changes the coefficient of friction and deceleration is reduced. This is why brakes respond with a slight delay and less powerfully in wet weather.

In order to maintain their effectiveness, brakes need to be checked and readjusted regularly.

The friction generated by braking causes wear to the brake pads as well as to the rims. Frequent rides in the rain and dirt and over hilly terrain can accelerate wear on both braking surfaces. Some rims are provided with wear indicators, e.g. grooves or circular indentations. If the rim is worn down to the point where the grooves or indentations are no longer visible, they need to be replaced. Once the abrasion of the rim has reached a certain critical point, the rim may break under the tyre pressure. This can make the wheel jam or the inner tube burst. Risk of accident!



Danger:

Damaged brake cables that are for example frayed have to be replaced immediately, otherwise there is the risk of brake failure which can result in a fall.



Danger:

Adjusting the position of the brake pads relative to the rims requires a considerable degree of skill. Replacing and adjusting the brake pads is a job best left to your STEVENS dealer.



Danger:

Always test the brakes' function when stationary after adjusting them, making sure the brake pads engage fully with the rim without touching the tyre when you pull them hard. Make sure that you cannot pull the lever all the way to the handlebar.

Functional Check

Check whether the brake pads are accurately aligned with the rims and still sufficiently thick. You can judge the wear of the brake pads by the appearance of grooves. If the pads are worn down to the bottom of the grooves, it is time to replace them. Be sure to observe the according instructions of the respective manufacturers.

Contact your STEVENS dealer and have the remaining thickness of the rims checked when you have worn through your second set of brake pads at the latest. They have special measuring devices for determining the remaining thickness of the rims.

Both brake arms must hit the rim simultaneously, when you actuate the brake lever. They must keep off the tyre.

The brake lever must always remain clear of the handlebar. You should not even be able to pull them all the way to the handlebar in the event of an emergency braking. If this is the case, however, observe the following chapter **“Synchronising and Readjusting”**.

The brake is correctly adjusted only when all these tests have been passed successfully.

Synchronising and Readjusting Dual Pivot Brakes

With dual pivot brakes, turn the small (headless) screw, located at the side or on top of the calliper, until the left and right brake pad are at the same distance from the rim.

Furthermore, check whether the bolt connecting the brake to the frame is still tightened to the prescribed torque value, as specified in the chapter **“Recommended Torque Settings”**.

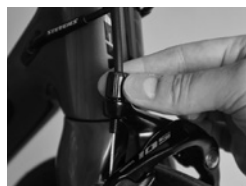
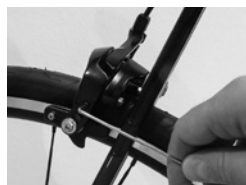
The position of the brake lever where the brake starts to act, also referred to as pressure point, can be adjusted to the size of the hand as well as to individual convenience by readjusting the brake cable. Make absolutely sure you cannot pull the brake lever all the way to the handlebar grip. With an unapplied brake the brake pads should not be too close to the rim sides, otherwise they could drag along the rim during riding. Before making this adjustment, observe the notes in the chapter **“Adjusting the Brake Lever Reach on STEVENS Road Racing Machines, Cyclocross Bicycles and Gravel Bikes”**.

With ongoing brake pad wear, the pressure point at the brake lever moves towards the handlebar. Check the free travel at regular intervals; it should not be longer than a quarter of the whole travel. To adjust the brake, turn the knurled nut or bolt through which the brake cable passes at the yoke until the travel of the brake lever suits your needs. Test the brakes subsequently in a place free of traffic.



Danger:

Have your rims regularly inspected and measured by your STEVENS dealer.



Danger:

Adjusting the position of the brake pads relative to the rims requires a considerable degree of skill. Replacing and adjusting the brake pads is a job best left to your STEVENS dealer.



Hydraulic Disc Brakes (General)

The most striking feature of hydraulic disc brakes is that they combine outstanding braking effect with good weather resistance. They respond a lot faster in wet conditions than rim brakes do and achieve their normal high braking power within a very short time. They also require fairly little maintenance and do not wear down the rims as rim brakes do. One drawback of disc brakes is that they tend to be noisy.

The brake levers can usually be adjusted to the size of your hands, allowing you to operate the brakes optimally.

In most cases this is done by means of a small Allen bolt located directly at the hand lever. Keep in mind that you may need to readjust the brake pads, as well. Be sure to read the operating instructions of the brake manufacturer on our website at www.stevensbikes.de/manual



Note:

Under different conditions, e.g. in wet conditions, disc brakes tend to be noisy. These noises are normal and have technical reasons. As long as the operativeness of the brake is not impaired there is no reason for concern.



Danger:

Disc brakes get hot in use. For this reason do not touch the brakes directly after stopping, especially after a long downhill ride.



Caution:

Manufacturers of hydraulic disc brakes deliver their products with detailed instructions. You find them on our website at www.stevensbikes.de/manual. Be sure to read them carefully before you dismount a wheel or do any maintenance work.



Note:

New brake pads have to be bedded in before they reach their optimal braking performance. For this purpose, accelerate the bicycle 30 to 50 times to around 30 km/h (18 mph) and bring it to a halt each time by braking forcefully. This procedure is finished, when the force required at the lever for braking has stopped decreasing.

Checking and Readjusting Hydraulic Disc Brakes

Check the hoses and connections regularly for leaks while pulling on the lever. If hydraulic oil or brake fluid leaks out, you should see your STEVENS dealer immediately, as a leak can render your brakes ineffective.

Make sure that you have always a clearly defined pressure point when pulling the brake lever. If this is not the case, stop cycling and contact a STEVENS dealer immediately. The hydraulic disc brakes from Magura and Shimano have a fully automated brake pad wear adjuster. It ensures that the brake lever travel does not change with the wear of the brake pads and there is therefore no need to readjust the brake. Check the thickness of the brake pads regularly. The overall thickness of the pads should not be less than 2.5 mm.

Check the pads for wear by inspecting the thickness of the braking material attached to the backing plate within the brake calliper or view through the window on the upper side of the calliper. If there is approximately 1 mm of material left on each brake pad, remove the pads according to the manufacturer's instructions on our website at www.stevensbikes.de/manual and check them thoroughly.

With a thickness of 0.5 mm (measured without holder) the brake pads have to be replaced at the latest.

For more information on the respective brake system see:

www.magura.com

<https://si.shimano.com>

www.sram.com

www.tekro.com

<https://trpcycling.com>



Danger:

Do not open the brake hoses. Leaking out brake fluid is very unhealthy and aggressive to the coating.



Danger:

When you state a changed pressure point when braking forcefully or when you have to pump with the lever repeatedly to achieve a braking effect, stop cycling and contact your STEVENS dealer.



Danger:

Open connections and leaky hoses result in a severely reduced brake performance. If you find leaks in the brake system or bent hoses, contact your STEVENS dealer. Risk of accident!



Danger:

Keep oil or cleaning agent off the brake pads. If, despite all precaution, it does happen, you have to replace the brake pads, as the functional condition of soiled brake pads can no longer be restored.



Danger:

Disc brakes can only be mounted on bicycles with a solid disc brake mount. Do not use an adapter for mounting.



Mechanical Disc Brakes

Functional Check

The more brake pads of mechanical disc brakes wear down, the longer is the brake lever travel. Regularly check that the brake reaches a defined pressure point before the lever touches the handlebar. Make sure that the brake cables are in sound condition!

Wear and Maintenance

To a certain extent, wear of the brake pads can be compensated directly at the brake calliper.

With the disc brake **TRP Spy** you have two options to adjust the brake calliper and the lever travel:

1. Release the fixing bolt a little to compensate for the brake pad wear.
2. Tighten the fixing bolt for the brake pads clockwise by using a 3-mm Allen key to account for brake pad wear until you get the desired lever travel. Keep in mind that there is one pad adjusting bolt on both pistons respectively.

After readjusting check the functioning and Make sure that the brake pads do not drag when releasing the brake lever and spinning the wheel.

Repeated readjustment at the brake lever makes the arm on the brake calliper change its position. This can reduce the braking effect and result in a complete brake failure in an extreme case. Risk of accident!

Some models offer further ways of adjusting the brakes directly at the brake calliper, though this requires a certain amount of skill. In any case, be sure to read the original instructions of the brake manufacturer before adjusting the brakes. If you are in doubt or if you have any questions, contact your STEVENS dealer.



Danger:

Damaged cables should be replaced immediately, as they can snap. Risk of accident!



Danger:

Repeated readjustment at the brake lever or at the cable on the brake calliper can drastically reduce the maximum braking performance.



Note:

Some systems must be readjusted directly at the brake calliper to compensate wear. For more information read the enclosed instructions of the brake manufacturer.



Note:

The manufacturers of mechanical disc brakes usually deliver their products with detailed instructions. Be sure to read them carefully before removing a wheel or doing any maintenance work.

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. The gears do not reduce the physical work to be performed which remains the same with the identical distance to be performed at identical speed, but the pedalling force per crank rotation. That means: A low gear (where in the case of derailleur gears the chain runs on the small chainring and a large sprocket) allows you to climb steep hills with moderate pedalling force. You must, however, pedal relatively fast.

High gears (large chainring, small sprocket) are for riding downhill. Every turn of the pedals takes you many metres forward at correspondingly high speed.

To ride economically you frequently have to shift gears. As with a motor vehicle, your "engine" wants to be kept within a certain speed range, if it is to give its best performance. On level ground your pedalling speed, also referred to as cadence, should be higher than 60 strokes a minute. On flat terrain road racers pedal between 90 and 110 revolutions per minute. When climbing uphill, the cadence will naturally drop somewhat. Your pedalling should, however, always remain fluid.

Finely graduated adjustments as well as an easy operability of modern bike gears are the best preconditions for an efficient riding. In addition, it reduces chain and sprocket wear as well as the strain on your knee joints.

Derailleur Gears

Derailleur gears are currently the most effective type of power transmission on bicycles. About 97 to 98 percent of the pedalling force performed is transmitted to the rear wheel with well-maintained and greased derailleur gears.

With specially designed sprocket teeth, flexible chains and clear-cut lever positions, shifting gears has become very easy. Most systems have an indicator on the handlebar showing the currently used gear.

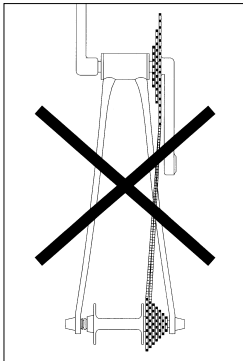
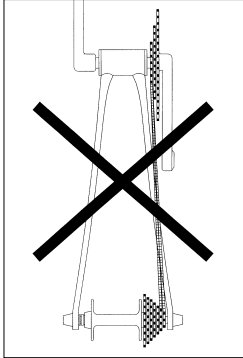
The bottom bracket is the interface between cranks and frame. There are different designs, in some cases the bearing shaft is part of the bottom bracket, in some other cases it is integrated into the right crank. Sealed bottom brackets are maintenance free and delivered without play ex works. The bottom bracket in the frame and the cranks on the shaft must be checked for play at regular intervals.

Also check at regular intervals whether the cranks are firmly attached to the bearing shaft or whether there is play. Grab the crank and try to jiggle it forcefully. It must be absolutely free of play. If you notice any play, contact your STEVENS dealer immediately.



Caution:

Be sure to always wear straight cut trousers or use trouser clips or the like to Make sure that your trousers do not get caught in the chain or the chainrings thus provoking a fall.



Functioning and Operation

Derailleur gears always work according to the following principle:

Large front chainring – heavy gear – bigger gear ratio
 Small front chainring – easy gear – smaller gear ratio
 Large rear sprocket – easy gear – smaller gear ratio
 Small rear sprocket – heavy gear – bigger gear ratio

Normally, the shifters are mounted as follows:

Right-hand shifter – rear sprockets
 Left-hand shifter – front chainrings

There are meanwhile various gear systems with one, two or three front chainrings.

Modern road racing bicycles can have up to 33 gears. As there are, however, overlapping ranges, actually 15 to 18 gears are usable.

The chain should not run at an extreme angle, otherwise it wears down and efficiency decreases. 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.



Danger:

Practise shifting gears in a place free of traffic until you are familiar with the functioning of the different levers or twist grips. If you do so in road traffic, your attention might be drawn off from possible risks.



Danger:

Shifting gears under load, i.e. while pedalling hard, can make the chain slip. At the front derailleur the chain may even slip off the chainrings when shifting under load. Furthermore, this can lead to a chain-suck, i.e. the chain can get jammed between chainstay and chainrings. This can result in a fall. This will at least shorten the service life of the chain and damage the frame.



Note:

Avoid gears which involve an extremely oblique run of the chain.

Brake Lever/Shifter Systems

Depending on the gear system, gear shifting is initiated by actuating a brake lever/shifter unit or by a shifter in the case of flatbars. Continue pedalling during gear shifting, however, at reduced pedalling force.

The most common brake lever/shifter units and their method of operation are explained in the following. It is, however, also possible that your new bicycle has a gear system that is not mentioned.

In the case of **Campagnolo Ergopower** you shift with the shifter located behind the brake lever to the larger chainrings or sprockets by moving it with the index or middle finger inwards.

By pressing with the thumb on the shifter inside the unit the chain moves on the smaller chainrings or sprockets. By pressing the shifter once you can shift up to two chainrings or three sprockets at a time.

In the case of **Shimano Dual Control** brake lever/shifter units you shift to the larger chainrings or sprockets by moving the entire brake lever inwards. You can shift up to two chainrings or three sprockets per gear shift stroke. By moving inward only the small lever located behind the brake lever the chain moves on the smaller chainrings or sprockets. You can shift only one chainring/sprocket per stroke.

The **Di2** is the electronic version of the high-quality drive groups from **Shimano**. Instead of cables the signal is transmitted by wires. The rear and the front derailleurs are moved by small electric motors. The power supply is provided by a rechargeable battery that is mounted to the frame.

The shifters are positioned and actuated like the mechanical gears: With a Di2 you must only press control buttons, instead of pressing the entire brake lever or the lever positioned behind inward as is the case with usual dual control shifters from Shimano.

Shift to the larger sprockets by pressing the long control button on the side of the brake lever. Pushing the triangular control button that is located behind the brake lever makes the chain move to the smaller chainrings/sprockets.

For more information on adjustment and maintenance of the Di2 visit the website www.shimano.com

SRAM Force brake levers/shifters have only one shifter that is located behind the brake lever. With one complete sweep of the shifter, the rear derailleur shifts in a higher gear by one to two chainrings or three sprockets. With a short sweep the chain changes to the next smaller chainring or sprocket.





With **SRAM AXS**, i.e. the electronic brake levers/shifters, actuating the right shifter makes the rear derailleur move the chain outwards, i.e. towards the smaller sprockets or the higher gears. However, by pressing the left shifter the rear derailleur shifts towards the larger sprockets.



Bar End Shifters

In the case of the **Shimano, SRAM** and **Campagnolo bar end shifters** for triathlon and time trial use you must press down the shifter to shift to the smaller sprockets, i.e. to a high gear ratio, and to the smaller chainrings, i.e. to a lower gear ratio. By pulling the shifter upwards you can shift to the larger chainrings or sprockets.



Flatbar Shifters

In the case of **flat bars the control levers** of the shifters are positioned under the handlebar. The big lever on the right is thumb-operated. The chain moves on larger sprockets, i.e. to lower gears. The smaller lever is either index finger or thumb-operated and shifts into the other direction. On the left side the thumb-operated lever shifts to the large chainring, i.e. to a higher gear ratio.



Caution:

If there is play between bearing shaft and cranks, they can sustain damage. Risk of breakage!



Caution:

Avoid gears which involve an extremely oblique run of the chain. as this will increase wear!



Danger:

Shifting gears under load, i.e. while pedalling hard, can make the chain slip. At the front derailleur the chain may even slip off the chainrings and result in an accident! At least the service life of the chain will be shortened considerably.



Danger:

Practise switching gears in a place free of traffic until you are familiar with the functioning of the brake lever/shifter units or the shifters of your bicycle.



Note:

The gear manufacturers usually deliver their products with detailed instructions. Read them thoroughly. Make yourself familiar with your new gears in an area free of traffic, if necessary. If you are in doubt or if you have any questions, contact your STEVENS dealer.

Checking and Readjusting the Gears

The derailleur gears of your the STEVENS bicycle were carefully adjusted by your STEVENS dealer before delivery. The Bowden cables may, however, give way or compress the cable housings on the first kilometres making gear changing imprecise. This will result in the chain not wanting to climb onto the next smaller sprocket.

Rear Derailleur

In the case of imprecise shifting increase the tension of the Bowden cable by turning the adjusting bolt through which it passes at the entry to the shift lever or rear derailleur. To do so, shift to the smallest sprocket and turn the clicking bolts anticlockwise in half turns until the cable is slightly tensioned.

After tensioning the Bowden cable check whether the chain readily climbs onto the next larger sprocket. To find out you either have to turn the cranks by hand or ride the STEVENS bicycle.

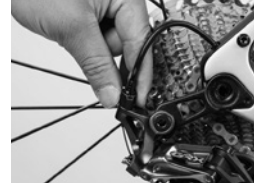
If the chain readily climbs onto the next larger sprocket, check whether it also readily shifts to the small sprockets when you change to a higher gear. You may need several tries to get the derailleur system properly adjusted.

Adjusting the Limit Stops

The rear derailleur is equipped with limit screws which limit the swivel range of the rear derailleur, thus preventing the rear derailleur and chain from colliding with the spokes or the chain from dropping off the smallest sprocket. The limit screws are adjusted by your STEVENS dealer. They do not alter their position during normal use. After a fall you should however always check the proper adjustment.

Shift with the right shifter to the highest gear. The inner cable is then totally relaxed and the chain will run on the smallest sprocket. Look from the rear of the bicycle at the cassette and check whether the teeth of the smallest sprocket and the teeth of the guide pulley are all in a perfectly vertical line.

If necessary, correct the position by means of the limit screws. The limit screws on rear derailleur are often marked "H" for high gear and "L" for low gear. In this case high gear stands for high transmission ratio, i.e. with the chain running on the smallest sprocket.



Danger:

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



Caution:

If your STEVENS bicycle has tipped over or the rear derailleur received a blow, the rear derailleur or its mount may be bent. It is advisable to check its range of movement and readjust the limit screws, if necessary, after such an incident or after mounting new wheels on your STEVENS bicycle.



If the screws are not marked, you will have to find out by trial and error. Turn one of the screws counting the number of turns and watch the rear derailleur. If it does not move, you are turning the wrong one. Turn back the counted rotations to find its original position.

Turn the screw clockwise to shift the rear derailleur towards the wheel and anticlockwise to shift it away from the wheel.

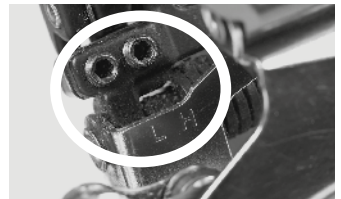
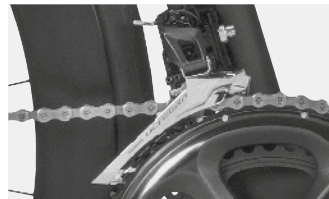
Continue by shifting the rear derailleur to the largest sprocket. Be careful as you do so, as not to let the rear derailleur collide with the spokes. When the chain runs on the biggest sprocket, see whether you can take the rear derailleur even further by moving the shift lever to the end of its travel. Then press the rear derailleur further towards the spokes by hand. Spin the wheel. If the derailleur cage moves towards the spokes or if the chain begins to move beyond the largest sprocket, the derailleur movement range needs to be limited. Turn the limit screw marked "L" clockwise until the rear derailleur is clear of the spokes.

Front Derailleur

Adjusting the front derailleur is a delicate job. The range within which the front derailleur keeps the chain on the chainring without itself touching the chain is very small. It is often better to let the chain drag slightly on the derailleur than to risk having the chain fall off the chainring, which would block the drive. The swivelling range is reduced in the same way as with the rear derailleur, i.e. by turning the limit screws marked "H" and "L". This is a job you should leave to your STEVENS dealer.

As with the rear derailleur, the cable of the front derailleur is subject to lengthening and hence to reduced precision in gear changing.

If necessary, shift to the small chainring and increase the tension of the Bowden cable by turning the adjusting bolt through which it passes at the entry to the gear shifter.



Danger:

Adjusting the front derailleur is a very delicate job. Improper adjustment can cause the chain to jump off, thus interrupting suddenly the drive force. There is the risk of accident!



Danger:

Be sure to go on a test ride in a place free of traffic, after adjusting the gears of your bicycle.



Caution:

Always check after an accident whether the guide plates of the front derailleur are still parallel to the chainrings!



Caution:

Adjusting the front and rear derailleur accurately is a job for an experienced mechanic. Also observe the operating instructions of the brake manufacturer on our website at www.stevensbikes.de/manual. If you have any problems with the gears, contact your STEVENS dealer.

Shimano Di2

Shimano's Di2 is the electronic version of the high-end drive groupset from Shimano. Instead of cables the signal is transmitted by wires. The rear and the front derailleurs are moved by small electric motors. In case the chain runs too oblique, the Di2 front derailleur is even readjusted automatically to avoid grinding noises and unnecessary wear.

The electric motor on the front and rear derailleurs is powered by a rechargeable battery integrated into the seat tube. Common button cells are integrated in the shifters for signal transmission.

In case you want to change the function of the control buttons, contact your STEVENS dealer. They need a special test device from Shimano to change the function which is also used for troubleshooting.

Checking and Readjusting the Electric Gears

Clamp your bicycle into a workstand or ask a helper to hold your bicycle. Turn the crank slowly and press the one of the two shifting switches repeatedly until the chain runs either on the outer or on the inner sprocket. Adjust the limit stop to Make sure that the chain does not move beyond the sprocket. Repeat the aforementioned procedure in the other extreme position.

Shift the gear to the largest sprocket and to the smallest chainring. Turn the crank slowly backwards and check whether there is enough space between the pulley and the large sprocket. If this is not the case, turn the bolt positioned in the rear clockwise.

Leave the chain on the chosen gear and adjust the front derailleur with the bolt positioned towards the outside. The inner guide plate must be positioned close enough to the chain to Make sure that the chain doesn't fall down and with sufficient place to Make sure that it doesn't drag.

Shift to one of the medium gears. Press the button at the front switch under the handlebar until the control lamp illuminates red. The rear derailleur can be finely adjusted now. Turn the crank and listen to the noise of the chain while running. If the chain doesn't roll off noiseless, press the front button. With every push the rear derailleur moves inward by one decimillimeter. If the noise gets louder, press the rear button.

The rear derailleur moves towards the outside in steps of one decimillimetre. Once the chain runs quietly press the button at the switch once again – the red lamp goes off. Finish by shifting through all the gears to check the proper functioning.

To limit stops are adjust as described in the chapter **“Checking and Readjusting the Mechanical Gears”**.



Danger:

Before using your new Di2 gear be sure to do a test ride in a place free of traffic and read the operating instructions of the gear manufacturer.



Note:

In the case of a **12-speed gear** the adjusting mode is activated via a button on the rear derailleur. The indicator light on the rear derailleur lights up yellow. Further adjustment is performed in the same way as described in the adjacent chapter.



Rechargeable Battery

The range of a new, fully charged rechargeable battery is approx. 2,000 km (1,200 miles). When the battery is charged to approx. 25 % the range is limited to approx. 250 km (150 miles).

With a weak rechargeable battery the front derailleur stops working first and then the rear derailleur stops. When the rechargeable battery is empty, the rear derailleur remains in the last chosen gear. Shifting into another gear is no longer possible!

You can check the battery's state of charge at any time. To do so press one of the control buttons and keep it in this position for half a second at least. The LED on the control unit indicates the state of charge:

- green light lights up for about 2 seconds – rechargeable battery is charged 100 %
- green light flashes 5 times – rechargeable battery is charged approx. 50 %
- red light lights up for about 2 seconds – rechargeable battery is charged approx. 25 %
- red light flashes 5 times – rechargeable battery is empty

Over time, the capacity of the battery and thus the possible riding distance gradually decreases. This is unavoidable. When the realisable range no longer meets your requirements, you must replace the rechargeable battery.



Charging the Rechargeable Battery

The rechargeable battery in the seat tube must not be removed for charging.

The rechargeable battery is charged via USB charge port on the rear derailleur. The first service update is also made via this charge port.



Danger:

Charge your battery only with the supplied charger. Do not use the charger of any other manufacturer, not even when the connector of the charger matches your rechargeable battery. The rechargeable battery can heat up, catch fire or even explode!



Danger:

Rechargeable batteries which remain unused for a longer period of time must be stored in a dry and cool place. Keep them out of the reach of children! Check the state of charge after six months at the latest. Protect the contact areas of your rechargeable battery with the protective covers before storing the battery.



Note:

For more information see www.shimano.com

SRAM ETAP/AXS ROAD

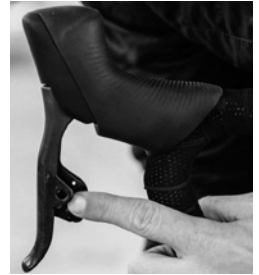
With SRAM eTAP/AXS Road, you shift the gears on the rear derailleur by actuating one of the buttons on each shift/brake lever. Whether the left or the right button shifts a lighter or heavier gear is freely configurable with the AXS Road.

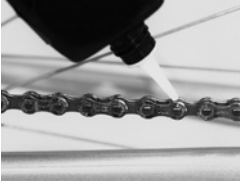
With one of the buttons pressed, the gears on the rear derailleur continue to change until the button is released again. If both buttons are pressed at the same time, the front derailleur, if present, changes to the other chainring.

With the SRAM AXS app a wide range of individual settings can be made on the gear system.

If you want to charge your SRAM battery remove it from the rear or front derailleur. Charge the battery then with the charger supplied.

You find more information at www.sram.com



**Note:**

For the sake of the environment, only use biodegradable lubricants. Bear in mind that some of the lubricant can end up on the ground, especially in wet conditions.

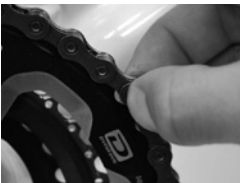
Chain Maintenance

It's all that simple: Proper lubrication makes for enjoyable riding. What counts is, however, not the quantity, but the distribution and regular application of lubricant.

- Clean your chain from dirt and lubricant with an oily rag from time to time. There is no need to use special degreasers.
- Having cleaned the chain as thoroughly as possible, apply chain oil, wax or grease to the chain links.
- To lubricate the chain, drip the lubricant onto the rollers while you turn the crank. Once this is done, turn the chain a few more times. Let the STEVENS bicycle then rest for a few minutes so that the lubricant can disperse in the chain.
- Finally rub off excess lubricant with a rag so that it does not spatter around or attract dirt during riding.

**Danger:**

Make sure that the rotor and/or the brake pads remain free of cleaning agent or lubricants. In case this happens nevertheless, clean the rotor immediately with pure isopropyl alcohol. Once a brake rotor is soiled, it will never be as effective as the original one.

**Danger:**

An improperly joined, insufficiently locked or heavily worn chain can break and result in a fall. Have the chain replaced by your STEVENS dealer.

Chain Wear

Although the chain is one of the wearing parts of your bicycle, there are still ways of influencing its service life. Make sure that the chain is lubricated regularly, especially after riding in the rain. Try to only use gears which run the chain in the straightest line between the sprockets and chainrings and get in the habit of high cadence pedalling. Chains running on derailleur gears are often worn out as early as after about 1,000 to 3,000 km (600 to 1,800 miles). Heavily stretched chains impair the operation of derailleur gears. Cycling with a worn-out chain also accelerates the wear of the sprockets and chainrings. Replacing these components is relatively expensive compared with the costs of a new chain.

It is therefore advisable to check the wear condition of the chain at regular intervals. For this purpose shift the chain on the large chainring. Take the chain between your thumb and index finger and try to lift it off the teeth. If you can lift it off clearly, it is seriously lengthened and probably in need of replacement.

Your STEVENS dealer has accurate measuring instruments for precise chain inspection. Replacing the chain should be left to an expert, as some of the modern chains are not equipped with a master link. Instead they often have a continuous design and require special-purpose tools for mounting. If you need help, ask your STEVENS dealer to select and mount a chain appropriate to your gear system.

The Wheels

The wheels of your bicycle create the contact to the road or track you are riding on. They are subject to considerable stress through the weight of rider, the luggage and through bumpy road surfaces or ground. Although the wheels are manufactured with great care and delivered accurately trued, this does not prevent the spokes from losing a little tension on the first kilometres. Ask your STEVENS dealer to true up the wheels after a short "break-in" period of about 100 to 300 kilometres (60 to 180 miles) already. Check the wheels regularly after this "break-in" period. It will rarely be necessary to tighten the spokes.

The wheel consists of hub, spokes and rim. The tyre is mounted onto the rim so that it encases the inner tube. There is a rim tape running around the base of the rim to protect the sensitive inner tube against the spoke nipples and the edges of the rim base, which are often sharp.

Tyres, Tubes, Rim Tapes, Valves, Inflation Pressure

The tyres provide grip and traction on the road which is absolutely necessary for braking, accelerating and taking turns.

In addition, they provide smooth running and riding comfort by absorbing inferior shocks. The cross-country mobility or the inclination of the road depends on the nature of the tyre carcass and the tyre tread. As some of the requirements are mutually exclusive, there are many different tyre types for different uses. Ask your STEVENS dealer to inform you about the best tyre for you.

If you want to replace a tyre, you have to consider the actual size of the old tyre. It is marked on the side of the tyre. There are two designations: One of the sizes is the standardised size in millimetres which is more precise, the number sequence 28-622 means that the tyre is 28 mm wide when fully inflated and has an inner diameter of 622 millimetres. The other designation for the same tyre is indicated in inches and reads 700c x 28 or 28 x 700c. Tyres have to be inflated to the correct air pressure in order to work properly. Adequately inflated tyres are also more resistant to flats. An insufficiently inflated inner tube can easily get pinched ("snake-bitten"), when it goes over a sharp kerb.

The air pressure recommended by the manufacturer is given on the side of the tyre or on the type label. The lower limit of the two pressure specifications means maximum suspension comfort and is therefore best for off-road cycling. Rolling resistance decreases with growing pressure, but so does comfort. A high tyre pressure is therefore most suitable for riding on tarred roads. A higher pressure hardly means a lower resistance, it only makes the tyre harder.



Conversion table for
tyre pressure psi in bar

psi	bar
45	3.1
50	3.4
55	3.8
60	4.1
65	4.5
70	4.8
75	5.2
80	5.5
85	5.9
90	6.2
95	6.6
100	6.9



Ask your STEVENS dealer for advice. Inflation pressure is often given in the old system of units, i.e. in psi (pounds per square inch). The table shows common values converted. The tyre and rim alone are not able to hold the air. Therefore, an inner tube has to be placed inside the tyre to retain the air pressure. The tube is pumped up via a valve.

Exceptions to this are the tubeless wheel/tyre systems. With these systems rim and tyres are tight without inner tube (tubeless/UST tyres) or sealed with specific rim tapes and/or sealed with liquid sealants (Tubeless-Ready/NoTubes system).

Read the respective instructions before doing any work on such tyres or contact your STEVENS dealer.

There is only one valve type in general use on road racing bicycles: The **Sclaverand** or **Presta valve** that is designed to withstand extremely high pressures. It has a plastic cap protecting the valve from dirt.

You first have to undo the small knurled nut a little and depress it carefully until air starts to escape. With this valve type it may happen that the valve body is not screwed in properly and that air leaks out slowly. Check the seat of the valve body in its stem.



Danger:

Always ride your bicycle with the prescribed tyre pressure and check the pressure at regular intervals.



Danger:

Treat your tyres well, in particular avoid sharp edges where possible! Never inflate your tyres beyond the maximum permissible pressure, otherwise they might burst or come off the rim during the ride. Risk of accident!

Hand pumps are often unsuitable for inflating tyres to the necessary pressure. A better choice is a stand or foot operated pump equipped with a manometer which enables you to check the pressure at home.

Replace tyres with a worn tread or brittle or frayed sides. Dampness and dirt penetrating the tyre can cause damage to its inner structure. Replace spoilt rim tapes immediately. In the extreme case, the inner tube may suddenly burst!

Rim Trueness, Spoke Tension

The spokes connect the rim to the hub in the middle of the wheel. An even spoke tension makes for the true running of the wheel. If the tension of individual spokes changes, e.g. as a result of riding too fast over a kerb or due to spoke breakage, the tensile forces acting on the rim become unbalanced and the wheel will no longer run true.

The functioning of your STEVENS bicycle may even be impaired before you notice the wobbling appearance of a wheel that has gone out of true.

With rim brakes the sides of the rims also serve as braking surfaces. An untrue wheel can impair the braking effect.

It is therefore advisable to check the wheels for trueness from time to time. For this purpose lift the wheel from the ground and spin it with your hand. Watch the gap between rim and brake pad or, in the case of disc brakes, between frame and rim or tyre. If the gap varies by more than a millimetre, you should ask a skilled mechanic to true up the wheel. Poor concentricity can also be an indication of laterally burst tyres, broken axles or torn spokes.



Danger:

Loose spokes must be tensioned at once. Otherwise the load on the other spokes and the rim will increase.



Note:

Truing wheels is a difficult job which you should definitely leave to your STEVENS dealer!



Danger:

Do not ride with untrue wheels. In the case of extreme side-to-side wobbles, the brake pads can miss the rim and get caught in the spokes! This normally results in an immediate blocking of the wheels. Risk of accident!



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 lock 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!



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.



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:

Make sure that 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 make sense to position both 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 that the component to be fastened is in the accurate position.

For more information see the chapter “**Adjusting the STEVENS Bicycle to the Rider**” and “**The Wheels**” further below 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 an actually 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. Turn the lock nut on the opposite side clockwise by half a turn. Close the quick-release 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, e-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 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 dismount 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 operating 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.

Repairing Punctures

Tyre punctures can happen to any cyclist. As long as you have the necessary tools for changing tyres and tubes and a spare tube or a tyre repair kit, this need not mean the end of your cycle tour, however. For bicycles with quick-releases all you need in addition are two plastic tyre levers and a pump.

Wheel Removal

In the case of **road bike rim brakes** open the release lever of the brake (Shimano) or move the pin in the brake lever/shifter unit on the handlebar (Campagnolo).

If you have **derailleur gears**, you should shift the chain to the medium or small chainring or to the smallest sprocket before removing the wheel. This shifts the rear derailleur right to the outside where it does not interfere with the removal of the wheel and the chain tension is not too high.

- Open the quick-release or the thru axle, as described in the chapter **“How to Use Quick-Releases and Thru Axles”**. If you cannot remove the wheel after releasing the lever or nut, it is probably still being held in place by drop-out catches. These are retaining collars at the drop-outs. In these cases, just release the quick-release adjusting nut by a few turns and slip the wheel past the catch.
- You will find it easier to remove the rear wheel, if you pull the rear derailleur rearwards a little.
- Lift the bicycle off the ground and give the wheel a gentle tap with your hand so that it drops out.

If you have **disc brakes** and remove the wheel for the first time check the exact position and condition of the brake pads and/or wear indicators (ear or nose-shaped metal protrusions). This will help you to verify subsequently, whether the brake pads are still in the proper position after dismounting. Open the quick-release of the wheel, as usually. Compared to all other brake systems the disc brake does not interfere with the removal of the wheel; the wheel can immediately be removed from the drop-outs. Do not activate the brake lever as long as the wheel is dismounted; this would change the position of the brake pads. This can make the brake drag along the disc after the remounting.



Note:

Insert the transport locks in the brake callipers of the disc brake when you have dismounted the wheel.



Caution:

Do not activate the brake lever after removing a wheel when your STEVENS bicycle has hydraulic brakes.



Danger:

Do not file off the drop-out catches!



Note:

Before removing a wheel read the chapters **“Mounting Wheels”** and **“How to Use Quick-Releases and Thru Axles”**. If you are in doubt or if you have any questions, contact your STEVENS dealer.



Removing Clincher and Folding Tyres

- Screw the valve cap and the fastening nut off the valve and deflate the tyre completely.
- Press the tyre over its entire circumference from the sides towards the centre of the rim. This will ease the removal.
- Apply the tyre lever to one bead of the tyre opposite the valve and lever the tyre out of the rim in this area. Hold the tyre lever tight in its position.
- Slip the second tyre lever between rim and tyre at a point about 10 centimetres beyond the first one and lever the next portion of the bead over the edge of the rim.
- After levering a part of the tyre bead over the edge of the rim you should normally be able to slip off the whole tyre on one side by moving the tyre lever around the whole circumference.
- Now you can pull out the inner tube. Make sure that the valve does not get caught in the rim, as this can damage the inner tube.
- Inspect the inflated tube and look for the puncture. A bucket of water may help you.
- Repair the puncture according to the operating instructions of the repair kit manufacturer.
- After having removed the tyre, you should check the rim tape. The tape should lie squarely in the base of the rim covering all spoke ends and should neither be torn nor brittle.

In the case of double wall rims the tape must cover the entire rim base, but it should not be so broad as to stand up along the inside edges of the rim trough. For this type of rim only use rim tapes made of fabric or durable plastic. In case you are in doubt about the rim tape, contact your STEVENS dealer.

Note:

If your bicycle has thru axles, observe the operating instructions of the fork manufacturer.

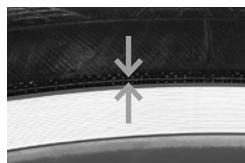
Note:

If you have a puncture while riding, do not pull out the inner tube completely. Leave the valve sticking in the rim and first look for the hole where the air escapes. Pump up the inner tube. When you have found the hole, look for the corresponding place on the tyre and examine it. Often the foreign body sticks in the tyre.

Mounting Clincher and Folding Tyres

When mounting a tyre Make sure that no foreign matter such as dirt or sand gets inside the tyre and you do not damage the inner tube.

- Slip one bead of the tyre onto the rim. Using your thumbs, press the bead over the edge of the rim over the entire circumference. You should be able to do this without any tools, regardless of the type of tyre. Stick the valve of the tube through the hole in the rim.
- Inflate the inner tube slightly so that it becomes round and push it into the tyre all the way round. Make sure not to leave any folds in the tube.
- To finish mounting the tyre start at the point opposite the valve. Using your thumbs, press the second bead of the tyre over the edge of the rim as far as you can. Make sure that the inner tube does not get pinched and squashed between tyre and rim. This is prevented by pushing the inner tube into the tyre hollow with a finger as you work along.
- Work the tyre into the rim by approaching the valve symmetrically from both sides. Towards the end you will have to pull the tyre vigorously downwards to make the already mounted portion of the tyre slip towards the deepest part of the rim base. This will ease mounting noticeably on the last centimetres.
- Check again the proper seat of the inner tube inside the tyre and press the last stretch of tyre over the edge of the rim by using the balls of your thumb. It will help you to bring the wheel to rest on your hip.
- If this does not work, you will have to use tyre levers. Make sure that the blunt ends point towards the inner tube and the inner tube does not get damaged.
- Press the valve deep into the tyre so that the inner tube does not get caught between rim and tyre beads. Does the valve stand upright? If not, dismount one bead again and reposition the inner tube. To Make sure that the inner tube does not get pinched between rim and bead, inflate the tyre a little and then move it sideways back and forth between the sides of the rim. While doing so you can check whether the rim tape has shifted.
- Inflate the inner tube to the desired pressure. The maximum pressure is indicated on the side of the tyre.
- Check the proper seat of the tyre by means of the “witness line” on the side of the tyre just above the edge of the rim. Make sure that the witness line is even with the rim edge all the way around the tyre.





Removing Tubular Tyres

Deflate the tyre completely. To dismount the tyre, start opposite the valve by pushing the tyre to the side until a gap appears and the tyre starts to come off. If the tyre remains tight, stick a tyre lever into the gap and lift the tyre off the rim.

Replacing an individual tube is impossible. Instead you have to mount a complete tubular tyre. En route the tyre cannot be glued and is consequently not tight on the rim even when inflated.

Therefore, be sure to ride back very slowly and carefully by taking the shortest way possible. Back home, you have to glue the tubular tyre, as described in the following.



Note:

Read the instructions of the wheel, tyre and inner tube manufacturer.



Note:

If your bike has carbon rims, you have to use special tubular tyre glue (e.g. from Continental). Be sure to read the operating instructions before using it or ask your STEVENS dealer.

Mounting Tubular Tyres

To ensure a durable fit, a tubular tyre needs to be mounted carefully. The mounting needs to be carried out in several steps and may require a little time. A little practice and experience with the glue you are using and the respective tubular model can speed up the job.

You can glue a tubular tyre to the rim with adhesive tape or with liquid tyre glue. Using adhesive tape will speed up the mounting, the tyre, however, will not fit as reliable as with liquid glue. In the event of a puncture the tape remains often on the dismantled tyre and your spare tyre may not stick to the rim sufficiently well.

A better alternative is to apply several layers of liquid tyre glue. The layer of glue will remain on the rim even after tyre removal and fix the spare tyre still sufficiently for your ride home.

Afterwards, however, the spare tyre has to be removed and fixed with a new layer of tyre glue. Tyre glue also sticks to fingers and clothing. Put on old working clothes when mounting tyres.

Remove the protective valve cap and screw a valve extension, if necessary, to the valve head unscrewed before, if you intend to mount the tyre on a deep rim.

Inflate the tyre to a point where it starts to become round and then stick the valve through the hole in the rim.

Starting from the valve and working in both directions, press the tyre into the tyre bed all the way round, as described further below.

If you are unable to mount the tyre completely on the rim or only with excessive forces, you may not be able to mount it properly. Do not stretch the tyre by putting your foot in the tyre and pulling it forcefully upwards with both hands. Ask instead some one to help you.

Keep in mind that you must be careful when riding with a tyre that is not glued.



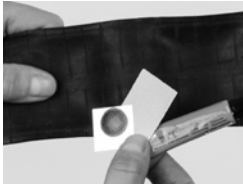
Danger:

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



Caution:

For your own safety, have a tubular tyre mounted by a STEVENS dealer.



Tubeless Tyres (UST tyres)

Tubeless tyres are also referred to as “tubeless ready”. The rims are provided with specific valves, have an entirely enclosed rim base and partly also a specific rim shape. There is no inner tube.

Tyre Removal

Deflate the tubeless/UST tyre completely. Press the tyre from one side towards the centre of the rim, until the tyre bead is loose in the rim base.

Start removing the tyre close to the valve and lift one tyre side over the edge of the rim with your fingers.

After you have pulled the entire tyre side over the rim edge press, if necessary, the other tyre side into the rim base and remove this side also from the rim.

Puncture Assistance – Repair

In case of a puncture, tubeless tyres can also be used with inner tubes. Remove any available perforating object from the tyre first and remove the valve from the rim. Slightly inflate the new inner tube and place it in the tyre. Mount it as described in the chapter “**Removing Clincher and Folding Tyres**”. You may need tyre levers for this purpose.



Note:

Do not use tyre levers in order to avoid damage to the sensitive sealing lip on the tyre bead!



Note:

It is recommended that you use the tools of the respective tyre manufacturer for removal as they are designed to be used together.



Note:

You can also inflate the tyre with the repair spray actually designed for a repair during the ride. The spray provides an integrated puncture protection. To do so slide the spray head on the valve. Align the bottle in a way that the opening of the head is flush with the valve. Keep the top of the head tight with one finger and press the bottle for about two minutes against the head. Remove the bottle quickly from the valve. Then set off on your bike for a few miles to make the latex milk spread inside the tyre.



Note:

For tubeless tyres there are specific patches that are mounted on the inside. If need be, you can also use a conventional repair patch. Always observe the operating instructions of the repair kit manufacturer.

Mounting Wheels

Mounting the wheel is done in the reverse order of removal. Make sure that the wheel is correctly seated in the drop-outs and accurately centred between the fork legs or the seat and chainstays.

Check the proper seat of the quick-release and the drop-out catches and hook in the brake cable immediately or close the release lever or the pin. For more information see the chapter “**How to Use Quick-Releases and Thru Axles**”.

If you have disc brakes, check before mounting the wheel whether the brake pads rest snugly in their seats in the brake calliper body. The gaps between the brake pads and the wheel should be parallel and the wear indicators in their correct position. Make sure that you slide the rotor carefully between the brake pads.

After mounting the wheel and tightening the axle nut or the quick-release and a thru axle, if available, pull the brake lever (several times, if you have disc brakes). To do so lift the bicycle off the ground and spin the wheel with your hand. With the wheel spinning the rotor should not drag along the brake calliper or the brake pads and the rim should keep off the (rim) brake pads.



Danger:

Improper mounting can lead to malfunctioning, tyre damage or even brake failure. Therefore, strictly observe the instructions of the component manufacturer.



Danger:

Before you set off again connect the brake cable and check whether the brake pads hit the braking surfaces. Make sure that the wheel is properly seated and firmly fixed in the drop-outs. After mounting the wheel make sure that the brake pads or the rim are free of grease or other lubricants. Be sure to do a brake test! In the case of disc brakes, make sure that the rotor does not drag on the brake calliper or the brake pads! Inappropriate wheel mounting can make you lose control of your bicycle and result in an accident!



Danger:

Never ride a STEVENS bicycle without having checked first whether the wheels are securely fastened! A wheel that comes loose during the ride will throw you off your bicycle!



Danger:

With a tyre changed en route be sure to ride back carefully.



Note:

If you have any questions, contact your STEVENS dealer.



The Headset

The headset connects fork, stem, handlebar and front wheel to the frame, but allows them to turn freely as a unit. It must turn with virtually no resistance, if the bicycle is to run straight, stabilising itself as it travels. Shocks caused by uneven road surfaces expose the headset to considerable levels of stress. As a result it may become loose and maladjusted.

Checking the Bearing Play

- Check the headset for play by placing your fingers around the upper head cup.
- Pull the front brakes with your other hand and push the STEVENS bicycle firmly back and forth with the wheel remaining on the ground.
- If there is play in the bearing, the upper head cap will move noticeably relative to the lower cup and you will feel a jerk.
- Another way to check the headset is to lift the front wheel a little off the ground and then let it drop. If there is play in the bearing, you will hear a rattling noise in this area.
- To check the bearing for ease of running, lift the frame until the front wheel no longer touches the ground. Move the handlebar from the left to the right. The front wheel should turn very easily from far left to far right and back without catching anywhere. A light tap on the handlebar should be enough to turn the wheel to the side.



Danger:

Riding the bike with a loose headset increases the stress on fork and bearing. This can result in fork breakage with severe consequences!

Adjusting the Threadless Headset: Aheadset® Headsets

The special feature of this system is that the stem is not encased by, but rather clamped onto the steerer tube, which in this case is threadless. The stem is an important part of the headset bearings. Its clamping force secures the bearing in its set position.

Some frames are delivered with the headset partly integrated in the head tube. The headset is then no longer visible. There is a seamless transition of spacer and the fork into the head tube. The adjustment of the bearing is the same as with the usual Aheadset® headset. But in this case you check the bearing play in the transition area of frame and fork.

- Release the clamping bolt(s) located on the side of the stem by one to two complete turns.
- Gently tighten a little the countersunk adjusting bolt on the top, i.e. by a quarter turn at the most, by using an Allen key.
- Realign the stem with the frame so that the handlebar is not slanted when the wheel points straight ahead.
- Retighten a little the clamping bolt(s) of the stem until the stem no longer turns relative to the fork. Do not exceed the torque values specified by the stem manufacturer, see the chapter **“Recommended Torque Settings”**.
- Check the headset for play, as described above. Do not overtighten the headset. Risk of headset failure.



Caution:

These adjustments require specialist knowledge, experience, suitable tools and a certain amount of manual skills and should therefore only be carried out by professionals. Contact your STEVENS dealer.



Caution:

Do not overtighten the upper bolt, it only serves the purpose of adjusting the bearing play, not of securing the stem!



Caution:

In the case of full carbon forks the torque values are often clearly below the specifications of the stem manufacturers. A sufficient clamping is usually already achieved with inferior forces. Tighten carefully by approaching the prescribed maximum torque value in small steps until the stem no longer turns relative to the fork or front wheel. Too high torque values can destroy the steerer tube!



Danger:

Check the secure seat of the stem after having adjusted the bearings, by holding the front wheel between your knees and trying to twist the handlebar relative to the front wheel. A loose stem can throw you off your bicycle



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 aero bars, 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!

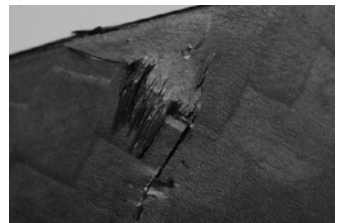
This makes it very dangerous to continue using the carbon component after an impact or undue stress, as it may fail without previous warning thereby causing an accident with unforeseeable consequences. For this reason we recommend that you have the component, or to be certain, the entire STEVENS bicycle 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 enamelling or powder-coating could destroy the component. 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 that 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.



Danger:

If your frame or seat post is made of carbon, do not grease the seat post. This would reduce the friction and render any clamping with acceptable clamping forces impossible. Use special carbon assembly paste to increase the clamping force.



Danger:

Make sure that 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.



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:

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. You get them from your STEVENS dealer.



Note:

Some (carbon) frames have a threadless press-fit bottom bracket, the shell width is 86.5 mm. In this case the bearing cups are press fitted directly into the frame. For mounting and dismantling such pressfit bottom brackets contact your STEVENS dealer.



Care Instructions

Components made of carbon reinforced fibre should be cleaned with a soft rag and clear water. Add, if necessary, a little washing up liquid. Remove tough stains of oil or grease with a petroleum-based cleaning agent. Never use degreasing agents containing acetone, trichloroethylene, methyl chloride etc., solvents or non-neutral, chemical or solvent-containing cleaning agents that could attack the surface! You can use car wax to protect the surface and make it shine. Polishing agents contain solid constituents that might attack the surface.

Parts and Components Made of Carbon

Replaceable Derailleur Hanger



Secure the bolts with medium strength threadlocker (removable with tools) and observe the torque value of 2–3 Nm. Be sure not to exceed the maximum torque of 3 Nm.

Bottle Cage



Observe a torque value of 2–3 Nm. Be sure not to exceed the maximum torque of 3 Nm.

Tighten the bolts carefully by approaching the maximum permissible torque in small steps. Check the secure seat of the component, as described in the relevant chapters.

For parts with no torque range given, tighten the bolts gradually and check in between regularly the reliable fit of the component.



Note:

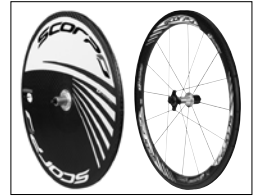
Carbon components have, like all lightweight bicycle components, a limited service life. Therefore, have your handlebar and stem carefully checked by your STEVENS dealer. In case of doubt, it's always best to replace the component.

What to Bear in Mind When Braking With Carbon Wheels

As the braking surfaces are made of carbon, there are some things to keep in mind. Only use brake pads that are suitable for carbon wheels, e.g. from Shimano or Campagnolo, as they are designed to suit such type of rims. Carbon brake pads usually wear down faster than conventional brake pads. Keep in mind that the braking response of the rims needs getting used to, in particular in wet conditions. Therefore, test your brakes in a place free of traffic until you have full control of your bicycle.

The brake surfaces of the carbon rims are sensitive to heat. Therefore, when you are riding in the mountains, avoid any drag braking. Riding downhill e.g. with a permanently activated rear wheel brake may heat up the material and result in a deformation. The rim may sustain damage and the inner tube may burst, thus causing an accident.

Always use both brakes simultaneously and release them intermittently to allow the material to cool off.





Carbon Handlebars

- Do not shorten, modify or change the handlebar or the stem.
- Make sure that the brake levers are always within easy reach.

Mounting Carbon Handlebars

Make sure that the stem and the handlebar always have matching clamp diameters! Stems with a 31.8 mm clamping are for example only compatible with handlebars with a clamping diameter of 31.8 mm.

Mounting non-matching parts may cause the clamping to fail and lead to a serious crash. We recommend that you always combine components of the same manufacturer, as they are designed to fit and function as an integrated system. STEVENS assumes no responsibility for problems resulting from a carbon handlebars delivered by STEVENS being used with an unsuitable stem.

In case you prefer the stem of another manufacturer, contact their sales department and get more information on the clamping diameter and combination possibility with carbon handlebars. Also observe in this case the assembly instructions and warning information of the stem manufacturer.



Before mounting check all clamping surfaces of the stem for sharp edges and burrs. Do not use such stems, but replace them instead. If you have no choice, remove these sharp edges or burrs on your own. Replace the handlebar of an existing stem, also check the handlebar after removal. Notches in the clamping area indicate defective processing of the stem in these areas. If you fit a new stem on a full carbon fork, check the steerer tube. Ask your STEVENS dealer in case you have the slightest doubt and replace, if necessary, the damaged part. Your safety should come first.

Make sure that the clamping areas are absolutely free of grease, especially when the clamping surfaces are made of carbon.



Caution:

Handlebar or brake levers/shifters can damage the frame when they are turned too far to the side. If you have a carbon frame this can lead to cracks in the top tube. This is a typical damage of many bicycles and therefore not covered by the warranty.

Slide the stem onto the fork steerer tube. It should fit snugly onto the fork. Do not fit stems which have play on the steerer tube. Use special carbon assembly paste to increase the clamping force.

Mount your new carbon handlebar and make sure that it is accurately centred in the stem. The handlebar should slide easily into the stem clamp. There should be no play.

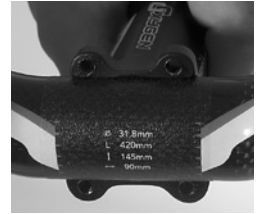
Tighten the greased bolts of the stem faceplate with your fingers by a few turns. Tighten the bolts until the clamping slots between the stem body and the faceplate are identical in width in the top and in the bottom area.

Tighten the fixing bolts alternately and in small increments to the minimum limit of the recommended torque settings by using a torque wrench. In the case of stems with four-bolt clamping, be sure to tighten the bolts in a cross pattern. Check the reliable fit as described in the operating instructions. In case the handlebar and the stem are still not tight enough, increase the torque value until you have reached the maximum torque value.

Check the reliable fit once again as described in the operating instructions. If a tight clamping of the handlebar in the stem or of the stem on the fork cannot be achieved, the handlebar and the stem or the stem and the fork are not compatible. Replace the stem by a suitable model.

Check the brake levers/shifters or the brake levers for burrs and sharp edges in the clamping areas. Avoid rotatory movements during mounting in general to avoid scratches.

After you have found the correct position of the brake lever/shifter units, tighten the clamping bolts to the minimum value of the recommended torque value. In case the brake lever/shifter units are still not tight enough, increase the torque value until you have reached the maximum torque value specified by the component manufacturer.



Note:

Prior to mounting, also read the instructions of the brake lever/shifter manufacturer on our website at www.stevensbikes.de/manual



Note:

Some components have torque values printed or labelled on them. Be sure to observe these maximum values. Also observe the instructions of the component manufacturers on our website at www.stevensbikes.de/manual



Danger:

Do not exceed the maximum torque values specified by the stem, handlebar or fork manufacturers! Check the torque values of all bolts after 100 to 300 km (60 to 180 miles) of riding and subsequently every 1,500 km (900 miles).



Carbon Seat Posts

Insert carbon seat posts only in frames with suitable seat post clamping. Special seat post clamps reduce the forces occurring at the clamping slot. Clamping areas with two or more clamping slots are perfect. They provide an even spreading of the clamping forces, reduce the occurring pressure and hence the risk of breakage.

Mounting the Seat Post

Make sure that your new seat post has the same diameter as the seat tube of your frame. You should be able to insert the seat post easily into the frame without pressing or turning. A mismatch between frame and seat post can cause failure of the seat post.

Before mounting the seat post to the frame, Make sure that the seat tube is absolutely free of lubricants, sharp edges and burrs. Clean and deburr the seat tube, if necessary.

Make it a rule to tighten the bolt of the seat tube clamp always very carefully. Increase the torque values bit by bit and check the fit of the component in between. Use a torque wrench and do not exceed the maximum torque values! You find them on the components themselves and/or in the instructions of the component manufacturers. Use special carbon assembly paste to increase the clamping force.



Danger:

The minimum insertion depth of your seat post in the frame is 100 mm. Never ride your STEVENS bicycle if the marking (MIN, MAX, STOPP, END or the like) of the seat post is visible.



Danger:

Even a slight mismatch between seat post and seat tube diameter or oil and grease in the seat tube can lead to a rupture of the carbon seat post. This can result in an accident or injury to the rider. Use special carbon assembly paste to increase the clamping force.

Mounting the Aero Seat Post with Top Tube Clamp

Some STEVENS models are equipped with an aero seat post.

Before mounting the aero seat post into the frame, make sure that the seat tube matches the aero seat post and is absolutely free of sharp edges and burrs.

Before mounting the aero seat post apply a little carbon assembly paste to the bottom part of the seat post, inside the seat tube of the frame and on the contact surfaces of the clamp mechanism towards the seat post.

Loosen the Allen bolt on the seat post clamp on the top of the top tube by two to three turns anticlockwise without undoing it completely.

Now, the aero seat post can be vertically adjusted.

The seat post has to slide easily without pressing. If it does not, loosen the clamp a little more.

For more information on the correct saddle height read the chapter **“Adjusting the Saddle to the Correct Height”**.

Do not pull the seat post up beyond the existing marking. Clamp the seat post again. Do this by tightening the Allen bolt at the seat post clamp on the top of the top tube to the indicated torque value. Use a torque wrench and do not exceed the maximum torque values!



Danger:

Never apply any grease or oil to clamping areas made of carbon!



Danger:

Do not ride your STEVENS road racing bicycle when the MAX marking is visible on the seat post.



Caution:

Measure the saddle height of your previous road racing bicycle from the centre of the bottom bracket to the top edge in the middle of the saddle. Adjust the saddle height then to your new STEVENS road racing bicycle.



Suspension Forks

Some STEVENS cross bikes have 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 usually done with oil or the self-damping properties of the elastomers.

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**” as well as the instructions of the component manufacturers.



Danger:

Do not turn any screws in the vague hope of adjusting them somehow. You could release the fastening mechanism, thus causing a fall. 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

www.srsuntour-cycling.com
<https://www.ridefox.com>
www.foxracingshox.de

www.rockshox.com
www.sportimport.de/en/home/
www.manitoumtb.com



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.



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.



Caution:

Many simple forks do not have a sophisticated damping system and are not comparable to high-quality suspension forks in terms of the riding behaviour.



Note:

If you cannot mount a cable tie over your stanchion tube, you need someone to ride with you. He can observe the behaviour of the fork during the ride and give useful tips for the adjustment.

Functioning

When the front wheel receives an impact, the lower part of the fork (also referred to as lower legs) are pressed upwards. The lower legs slide on thinner stanchion tubes which are firmly connected to the fork crown by bolts, press fit or glueing. The fork retracts as a spring inside is compressed. The spring allows for the fork to extend again and assume its original position. An ideal spring would instantly extend again, the bicycle would not be rideable. The fork is equipped with an oscillation damper which prevents the fork from springing back uncontrolled and provides a smooth return travel.

The telescopic forks differ in their spring elements and in the type of damping. For elasticity these forks are provided with steel or titanium springs, special types of plastic (also referred to as elastomers) or sealed air compartments or combinations of these options. The damping is usually done by oil or by the self-damping properties of the elastomers. Some models are equipped instead with friction or air damping elements.

Adjusting Suspension Forks

To work perfectly, the fork has to be adjusted to the weight of the rider and the intended use.

Adjusting the fork to your needs is easy, if you use a simple trick.

- Start adjusting the fork with the spring preload being completely turned off and with the lowest damping step.
- Slip a cable tie onto the stanchion tube so that it can still shift easily along the tube.
- When you sit on your bicycle, the fork should yield in general, depending on the suspension travel by approx. 10 to 25 % of the maximum suspension travel. If this is not the case, you have to change the spring preload. If you cannot mount a cable tie above the stanchion tube due to a bellows, ask a helper to measure in unloaded condition from the top edge of the fork crown to the ground. Sit on your STEVENS bicycle and measure once again.
- Ride your STEVENS bicycle in terrains with different surfaces and check afterwards how much of the fork's travel was used. If the cable tie has only moved a few millimetres, your fork is in too rigid adjustment; check whether the preload of the springs has been turned off completely and have the springs replaced, if necessary.
- If the cable tie has moved along the entire travel range or if you can hear the fork bottom out, the spring is too flexible. Increase the spring preload first and increase the pressure subsequently. If the behaviour has not improved, have the springs replaced by an expert.

- If the spring adjustment meets your wishes, start optimizing the damping. Approach in quarter or half turns and observe the speed, with which the fork rebounds.

If the damping is too low you feel as if the STEVENS bicycle wants to throw you off, as the return travel springs back uncontrolled. The more you close the damping, the slower the spring rebounds, the smaller is the oscillation effect. A too hard damping makes the fork compress with shocks in quick succession, as it can no longer rebound quickly enough.

The different suspension forks of different manufacturers differ a lot in parts. Make sure that you have received the fork description together with the STEVENS bicycle from your STEVENS dealer. If necessary, you can also download the instructions and further information on the following websites on the internet:

www.sram.com/en/rockshox
www.sportimport.de/en/home/
www.srsuntour.com
www.foxracingshox.de



Note:

Almost all fork manufacturers include well-written instructions with their deliveries. You find them on our website at www.stevensbikes.de/manual. Read these carefully before changing any settings or doing any maintenance on your fork.



Note:

Adjusting a suspension fork accurately takes quite long and is a very delicate job. Be sure to read in any case the instructions of the manufacturer on our website at www.stevensbikes.de/manual. If you are in doubt, contact your STEVENS dealer.



Danger:

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



Caution:

Do not ride your bicycle, if the suspension fork often bottoms out. This could damage the fork itself as well as the frame.



Blocking the Suspension Forks (Lockout)

Some suspension forks have a system to block suspension (lockout), which is activated by a button or a lever. Depending on the manufacturer the operation differs slightly.

With the lockout function activated, the stanchion tube does not move into the lower leg. This function is recommended when riding uphill or out-of-the-saddle, as the locking of the suspension avoids bobbing.

Some STEVENS bicycles have a remote lockout function. The lockout function is activated easily with a button or a lever on the handlebar.

Make sure that the cable of the control unit on the handlebar is properly adjusted. The cable tension is adjusted by turning the adjusting bolt at the control unit on the handlebar. Turn the adjusting bolt anticlockwise to increase the cable tension and clockwise to reduce the cable tension. For more information see the instructions of the component manufacturers on our website at www.stevensbikes.de/manual

Always check a modified adjustment during a test ride.



Caution:

Do not actuate the lockout function when riding over rough terrain, but only when riding over smooth terrain (roads, field tracks).



Caution:

Do not ride with the lockout function activated in challenging terrain or when riding downhill. Your suspension fork could sustain damage.

Maintenance

Suspension forks are comparatively sophisticated components and require a considerable amount of maintenance and care. This has led almost all suspension fork manufacturers to establish service centres where customers can have their forks thoroughly checked and overhauled at regular intervals. The following routines are essential for suspension fork maintenance.

- Whatever type of fork you have, Make sure that the sliding surfaces of the upper fork tubes are absolutely clean. Clean the fork with water and a soft sponge after every ride. Apply a thin layer of suspension fork or hydraulic oil on the lower legs after cleaning.
- Make it a rule to check all bolted connections of your fork at regular intervals with a torque wrench.
- If your fork has an elastomer filling, you should regularly clean and lubricate the synthetic springs. Use non-corrosive resin-free grease only. Some fork manufacturers provide special greases for fork maintenance. Observe the manufacturer's recommendations.
- Suspension forks with air springs have to be checked regularly for air pressure, as the air escapes over time.

Use a suitable torque wrench and observe the manufacturer's torque settings when checking the bolted connections on your suspension fork!



Danger:

Do not turn any screws in the vague hope of adjusting them somehow. You could release the fastening mechanism, thus causing a fall. All manufacturers normally mark adjustment devices with a scale or “+” and “-“ signs.



Note:

Check the functioning of the fork at regular intervals. Stand over your STEVENS bicycle and press the fork downwards in jerks with your body weight. The suspension fork must not bottom out. Observe the amount of time it takes for the fork to rebound. It should take less time than the compression. If you are in doubt about the proper functioning of your fork, contact your STEVENS dealer.



Danger:

Before and after the adjustment check the tight fit of the bolted connection in the centre in the top area of the stanchion tubes. The adjusting mechanism of almost all forks runs through this bolt. It could come loose during adjustment!



Danger:

Suspension forks are of sophisticated design. The maintenance routines and above all the disassembly of the fork are jobs best left to your STEVENS dealer.



Things Worth Knowing about Bicycles

Cycling Helmets and Glasses

Cycling helmets are highly recommended. Your STEVENS dealer has a variety of styles and sizes. Make sure that the helmet complies with the European standard EN 1078. Cycling helmets are only approved for use during cycling. Observe the manufacturer's instructions.

Apart from a cycling helmet and suitable clothing, cycling glasses are absolutely essential when you set off on your bicycle. They do not only protect your eyes from the sun and the wind, but also keep out flies and other impurities that may impede your vision when they fly into your eyes. Risk of accident! Good cycling glasses should fit tight on your face not allowing any wind to affect your eyes. Cycling glasses come in a wide range of models, such as glasses with clear lenses and without UV protection for cycling in the dawn and at night or glasses with maximum UV protection for cycling under extreme sunlight conditions.



Danger:

Never ride without a helmet and glasses! But remember that even the safest helmet is useless unless it fits properly and is correctly adjusted and fastened.



Danger:

For increased visibility to other road users be sure to wear bright-coloured clothing!



Danger:

Never ride with wide-cut trousers or skirts that might get caught in the spokes, chain or chainrings. To avoid any such mishap, use suitable clips or straps, if necessary.

Pedals and Shoes

Cycling shoes should be made of solid material to provide firm support for your feet. In addition, they should have a stiff sole so that the pedal cannot press through. The sole should not be too wide in the area of the heels, as the rear stays or the crank will otherwise get in the way of your pedalling. This will prevent your feet from assuming a natural position when pedalling and may cause knee pain in the long run.

Special cycling shoes are obligatory if your road racing bicycle is equipped with clipless pedals. With these shoes small cleats are fixed to the sole. They give you a firm connection between shoe and pedal and allow depending on the model an acceptable walking position.

The main advantage is that these clipless pedals prevent your feet from slipping off when pedalling fast. Due to the fix connection the pedal can either be pushed or pulled. This makes your pedalling more smooth and increases the power transmission compared to normal pedals.

The usual way to engage with the pedal is to turn it from the lowest position of the crank to the horizontal using the tip of the cleat and push down on the back of it. Normally, the shoe engages with the pedal with a click which you will hear and feel clearly.

The release force of clipless pedals is adjusted by means of an Allen key. Creaking or squeaking noises can often be removed by applying some grease to the contact points. But they could also be signs of wear, just like a wobbling feeling. Check the cleats at regular intervals.



Danger:

Make sure that the fastening bolts of the cleats are properly tightened. If they are loose, disengaging your shoe from the pedal is nearly impossible. Risk of accident!



Danger:

Taking up the pedals, engaging them and releasing the foot should first be practised in stationary. Later you can refine your technique in a place free of traffic.



Danger:

Only use clipless pedals allowing you to engage and disengage smoothly. A defective pedal or a badly worn cleat can make the shoe disengage from the pedal. In some cases, it may be difficult or impossible to disengage. In both cases there is the risk of an accident!



Danger:

Make sure that pedals and shoe soles are always free of mud and other impurities and grease the lock-in mechanism with lubricant at regular intervals.



Caution:

Most cycling shoes with cleats are only suitable for walking to a limited extent. As the cleats, in particular when mounted to road bike shoes, are thicker than the sole, they provide less grip even on a non-slip ground.



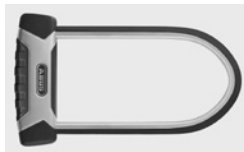
Note:

Ask your STEVENS dealer to inform you about the various shoe models. Cycling shoes come in various styles for specific uses.



Note:

Read the operating instructions of the pedal manufacturers. If you are in doubt or if you have any questions, contact your STEVENS dealer.



Accessories

In purchasing your STEVENS bicycle you laid the foundation for many years and miles of enjoyable cycling. Depending on what you plan to do with your bike, you should consider a few tips and equip yourself accordingly. There is a wide range of useful accessories available from your STEVENS dealer to increase your safety and comfort.

Your STEVENS bicycle can be equipped with various kinds of accessories. Make sure to observe the requirements according to the traffic regulations in your country and of the DIN EN standards. Any retrofitted part must be compatible with your STEVENS bicycle. If you are in doubt or if you have any questions, contact your STEVENS dealer.

Bicycle Locks

Do not forget to take a high quality D-, folding - 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.

Puncture Kit

The most important accessories for a successful cycle tour are a tyre pump and a small tool kit. The tool kit should include two plastic tyre levers, the most commonly used Allen keys, a spare tube, a tyre repair kit and, if necessary, your mobile phone and a little cash. In this way you will be well prepared in the event of a puncture or some other mishap.

Cycle Computers

Electronic speedometers determine the riding and average speed, daily and annual kilometres as well as the riding time. Real de luxe models also display the maximum speed, differences in altitude, your cadence or your heart rate.



Danger:

Improper accessories may change the characteristics of your STEVENS bicycle and even cause an accident. Therefore, before mounting any accessories contact your STEVENS dealer and strictly observe the instructions on the intended use of your STEVENS bicycle.



Note:

Retrofitted accessories, such as mudguards, pannier racks etc. can impair the functioning of your STEVENS bicycle. Ask your bicycle dealer for advice before mounting any kind of accessories to your STEVENS bike.



Note:

Before buying any additional bells or lighting accessories, inform yourself thoroughly whether they are permitted and tested and accordingly approved for use on public roads. Make sure that additional battery/accumulator-powered lamps are marked with the wavy line and the letter "K".

Transport of the STEVENS Bicycle

By Car

Nearly every car accessory dealer and car company offers carrier systems that allow the transport of a bicycle without disassembly.

The usual design involves rails fixed to the roof of the car onto which the bicycles are fixed with clamps gripping the down tubes. This can result in irreparable damage to the frame. High-end, very thin-walled aluminium or carbon frames are particularly susceptible to such kind of damage. Due to the material properties of carbon, you may not see a severe damage at first sight. This can result in an unforeseeable severe accident at a later date. There are, however, specific suitable models available in the car accessory trade.

Rear carriers are becoming more and more popular. Their big advantage over roof carriers is that you do not have to lift up the bicycle so high to attach it. Make sure that the clamps do not cause any damage to the fork or frame. Risk of breakage!



Danger:

Do not place the STEVENS bicycle or parts of it into the car without securing them. Parts shifting around can endanger your safety.



Danger:

Make sure to remove all parts of your bicycle (tools, pannier bags, child seats etc.) which might come loose during transport. Risk of accident!



Danger:

Check whether your STEVENS bicycle is properly fastened before and at regular intervals during the ride. A bicycle that detaches from the carrier system may endanger other road users.



Danger:

Do not buy a carrier system on which the STEVENS bicycle has to be mounted upside down, i.e. with the handlebar and saddle fixed face down to the carrier. This kind of fastening exposes the handlebar, the stem, the saddle and the seat post to extreme stress during transport. Do not choose a carrier system with crank arm fit. Risk of breakage!



Danger:

Make sure that the lighting and the number plate of your car are not covered. For some carriers, a second exterior rear view mirror is required by the road traffic regulations.



Whatever system you opt for, Make sure that it complies with the relevant safety standards of your country.

Read the operating instructions of the bicycle carrier and observe the permissible payload and the recommended or prescribed maximum speed. Observe, if necessary, the required bearing load of the coupling device.



Caution:

If your bicycle has disc brakes, be sure to mount the safety locks before transporting the STEVENS bicycle with the wheels removed.



Caution:

Secure the bicycles on the bicycle carrier with an additional lock when you take a break for example.



Danger:

Pull the brake lever and secure it with a strong elastic band when transporting a STEVENS bicycle with hydraulic disc brakes horizontally or hanging.



Caution:

If you remove the front wheel of your STEVENS bike for transport, be sure to mount a spacer into the drop-out of the fork.



Caution:

Most clamps are potential sources of damage to large-diameter frame tubes that are not designed to be fixed in such clamps. Risk of crushing! Do not use such systems with carbon frames.



Caution:

Bear in mind that your car has a greater overall height with the bicycle on it. Measure the overall height and place a sign stating the height somewhere in the cockpit or on the steering wheel so that it can be easily seen.

By Train / By Public Transport

In cities the regulations for taking bicycles by public transport differ. There are e.g. some places where you are only allowed to travel with your bicycle during off-peak hours and with an additional bicycle ticket. Inform yourself in time about the regulations of carrying the bicycle before you start the trip!

In some trains you can stow your bicycle in multi-purpose compartments. They are often at the front or end of a train and marked with a bicycle sign.



Note:

Before you start your trip inform yourself in time about the conditions of carriage and also observe the regulations and rules about bicycle transport in the countries through which you intend to travel.



Caution:

Remove, if necessary, heavy or bulky pannier bags and luggage for an easier boarding and disembarking of the train.



Bicycle Transport in a Bicycle Case or in a Sturdy Bicycle Cardboard Carton

To bring your STEVENS bicycle safely to its destination when you travel by plane, you either need a case from a specialist supplier or a bicycle cardboard carton which you can obtain from your STEVENS dealer. Keep in mind that wider cardboard cartons are usually more suitable than narrow and high ones. The STEVENS bag is another option for a safe and comfortable bicycle transport.

What you need in any case are spacers which have to be inserted in the drop-outs in place of the wheels. You can get them from your bicycle dealer.

The following tips apply to bicycle cases as well as to cardboard cartons.

Unscrew the pedals. Note that the left pedal has a left-handed thread that has to be released clockwise. Pedals come off suddenly; therefore, use an offset wrench and position the tool in a way that the hand moves away from the pointed teeth when you start to unscrew the pedal.

Some pedals are loosened with an Allen key. You find more information in the instructions of the pedal manufacturer.



Shift to the large chainring and the smallest sprocket. Open the quick-releases and remove the front wheel. Insert the spacers into the drop-outs of the fork. Slide the special transport lock between the brake pads in the brake calliper. Pull the brake levers and secure them with an elastic band. This prevents the entry of air into the system.



Caution:

If you pack your STEVENS bicycle with the wheels removed without spacers, the frame is at risk of being severely damaged.

Remove the rear wheel and make sure to slide a spacer between the axle mounts (drop-outs) of the rear frame. After having mounted the spacers the chain mounts should be tensioned. Fix this holder with cable ties or copper wire to the chainstays. Slide the special transport lock between the brake pads in the brake calliper. Pull the brake levers and secure them with an elastic band. This prevents the entry of air into the system.



Turn the crank in parallel to the chainstay and fix the pedal eye with wire to the chainstay. Fix the chain where it runs on the chainring and where it leaves it. This prevents the chain from coming off and causing damage. The sharp-edged chainring is padded.

Take hold of the rear derailleur with one hand so that it doesn't come off uncontrolled due to the spring tension. Release the bolt and dismount it. Protect the chainstay with air-cushion foil or foam tubes, e.g. from warm water tubes. Fix the rear derailleur about in the centre to the protected stay.



Fabricate a sturdy holder for the bottom bracket case from cardboard carton or hard foam to protect the chainring or ask your bicycle dealer for help. You can also use two supports for the fork and the drop-out.

Release the clamping bolts of the handlebar and the steerer tube on the stem by two to three turns.



Danger:

Remove the staples from the opened flaps of the cardboard carton. Otherwise you may hurt yourself or damage the STEVENS bicycle. Strip off old address labels, as well. Fill the bottom with pieces of carton to prevent bulges or dents in case moisture will affect the cardboard.

**Caution:**

The handlebar of STEVENS road racing bicycles with cockpit option cannot be twisted for transport as you may be used to from other road racing bicycles.



Turn the now movable stem by 90° relative to the fork so that the handlebar is in parallel to the direction of travel. Turn the handlebar, if necessary, downwards until its width is reduced to the minimum. Retighten the bolts slightly.

**Caution:**

Various manufacturers offer specific bike bags in which you can transport your STEVENS bike without twisting the stem and the handlebar beforehand or without removing the handlebar-stem-combination. Contact your STEVENS dealer.

Protect the entire frame with air-cushion foil or foam tubes. Lift the frame carefully into the cardboard carton and place the bottom bracket on the support.

If the STEVENS bicycle does not fit into the cardboard carton, you have to dismount the seat post, if necessary. Mark it with a pen. This will help you to find the proper height and alignment right away on the spot. Prepare a cardboard padding for the seat tube. It should fix the position of the frame and fill the space to the cover.

Slide a piece of sturdy cardboard over the long side into the bicycle cardboard carton to create a second compartment for the wheels. Remove the quick-releases from the hubs and pack the wheels with air-cushion foil. A rag over the cassette sprockets keeps the packaging clean and can be used for bicycle care at a later date. Slide the wheels into the carton. The cassette sprockets should show to the inside and be positioned in the area of the frame triangle, where they cannot cause any damage.

**Caution:**

Removing the handlebar from the stem or the stem from the steerer tube in the case of integrated and fully integrated brake hoses and Bowden cables requires specialist knowledge, experience, suitable tools and manual skills and should therefore only be carried out by professionals. Contact your STEVENS dealer.



Slide a piece of sturdy cardboard over the long side into the bicycle cardboard carton to create a second compartment for the wheels. Remove the quick-releases from the hubs and pack the wheels with air-cushion foil. A rag over the cassette sprockets keeps the packaging clean and can be used for bicycle care at a later date. Slide the wheels into the carton. The cassette sprockets should show to the inside and be positioned in the area of the frame triangle, where they cannot cause any damage.

Pack the quick-releases, the pedals, the necessary tool, rags, chain oil and penetrating lubricant and a pocket knife and adhesive straps for re-closing into a cardboard box. Close the box and insert it into the bicycle cardboard carton in a way that it stiffens it against transverse loads. Additional rags or air cushion foil provide additional padding for the STEVENS bike.

Finish by marking "This side up" on the cardboard carton. Further options are markings, such as "Caution Bike!" and "Caution Bike Inside!", in big letters on the cardboard carton.

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:

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.



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.



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 the 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:

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.



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!

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.



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.



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”**). 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”** as well as the instructions of the brake manufacturer). Never grease or lubricate the clamping areas of a frame made of carbon, e.g. handlebar, stem, seat post and seat tube. Once greased, carbon components may never again ensure reliable clamping!



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.

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.



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!



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!

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 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.

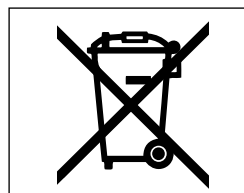
If you consistently ride more or if you ride a great deal on poor road surfaces, the service intervals will shorten accordingly.

Component	What to do	Before every ride	Monthly	Annually	Others
Rechargeable battery (e.g. Di2, SRAM eTAP)	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, brake test in standing	×			
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	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 Derailleur gears				• after 1,000 km (600 miles) or 50 hours of use
Crank	Check and retighten, if necessary		×		



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
Painted/anodised/carbon surfaces	Polish				✘ at least every 6 months
Wheels/spokes	Check for trueness and tension		✘		
	True or retighten				• if necessary
Handlebar 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 (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 newly purchased STEVENS bicycle to the STEVENS dealer for its first service after 100 to 300 kilometres (60 to 180 miles), 5 to 15 hours of use or four 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 value is given start with 2 Nm. Observe the indicated values and observe the values on the components themselves and/or in the instructions of the component manufacturers.

Component	Bolted connections	Shimano ¹ (Nm)	SRAM/Avid ² (Nm)	Campagnolo ³ (Nm)
Rear derailleur	Mount (on frame/derailleur hanger)	8–10	8–10	15
	Cable clamp	5–7	4–5	6
	Pulley wheels	3–4		
Front derailleur	Mount on frame	5–7	5–7	5 (clamp) 7 (direct mounting)
	Cable clamp	5–7	5	5
Brake levers/ shifter units	Mount on handlebar	6–8	5–7	10
	Flatbar	0.3–0.5		6
Hub	Quick-release lever	5–7.5		
	Locknut for bearing adjustment of quick-release hubs	10–25		
	Sprocket cluster lock ring	29–49	40	40 (11-speed) 50 (10-speed)
Internal gear hub	Axle nut	30–45		
Crank	Crank mount (grease-free square-head)	35–50		32–38
	Crank mount (Shimano Octalink)	35–50		
	Crank mount (Shimano Hollowtech II)	12–15		
	Crank mount (Isis)		31–34	
	Crank mount (Gigapipe)		48–54	
	Spline			42
Sealed cartridge bearing	Shell (square-head)	49–69		70
	Shell (Shimano Hollowtech II, SRAM Gigapipe)	35–50	34–41	
	Octalink	50–70		
Pedal	Pedal axle	35		40
Shoe	Cleat	5–6		
	Spike	4		

¹ <https://si.shimano.com> ² www.sram.com ³ www.campagnolo.com

Recommended Torque Settings for Disc Brakes and Hydraulic Rim Brakes

Component	Shimano ¹ (Nm)	Tektro ² (Nm)	TRP ³ (Nm)
Brake calliper mount on frame/fork	6–8	6–8	6–8
Brake lever unit on handlebar – Single-bolt clamp – Two-bolt clamp	6–8	5–7	
Sleeve nuts on brake hoses near lever and normal brake hose on calliper	5–7		
Brake hose 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	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	
Brake pad retainer at brake calliper		3–5	
Cable clamp at brake calliper			4–6

¹ <https://si.shimano.com> ² www.tekro.com ³ <https://trpbrakes.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 STEVENS bicycle shall ensure that the STEVENS bicycle is 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 do not exceed the maximum torque values! If you are in doubt or if you have any questions, contact your STEVENS dealer.

Maximum Torque Settings of Standard Bolts

Limit values of the torque settings in newton metres (Nm) for setscrews with metric threads and head contact in accordance with DIN 912, 931, 934. The bolts are greased (friction coefficient = 0.125):

Dimension	Bolt quality (imprinted on the head)		
	8.8	10.2	12.9
M4	2.7	3.8	4.6
M5	5.5	8	9.5
M6	9.5	13	16
M8	23	32	39
M10	46	64	77

Source: VDI guideline 2230

Observe the minimum screw-in depth. In the case of solid (hard) aluminium alloys this depth is at least 1.4 fold the bolt diameter. In general, the weak point is not the bolt, but the component!

Conversion factors of old torque values into internationally valid SI units:

1 kgfcm = 0.0981 Nm

1 Nm = 10.1931 kgfcm

1 in lbs = 0.112 Nm

1 Nm = 8.928 in lbs



Danger:

Keep in mind that the torque values given in the chapters “Recommended Torque Settings” and “Recommended Torque Settings for Disc Brakes and Hydraulic Rim Brakes” override any other torque values.



Caution:

Be sure to use stainless steel bolts only for mounting mudguards and accessory parts.

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:

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

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./Size: /

Wheel/Tyre size:

Colour/Extras: /

Suspension fork:

Manufacturer/Model:

Serial number: /

Intended Use

Use according to category 2 category 3 category 4 category 9

Permissible overall load of the STEVENS bicycle: kg

Pannier rack permitted: yes no

If yes – permitted load of pannier rack: kg

Trailer permitted: yes no

If yes – permitted trailer load: kg

Child seat permitted: yes no

Brake levers

Right lever

Left lever

Brake lever assignment: front wheel brake

front wheel brake

rear wheel brake

rear wheel brake



Danger:

Read at least the chapters “Before Your First Ride” and “Before Every Ride”.



Note:

Register your STEVENS bicycle 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):

- Lighting
 - Brakes front and rear
 - Suspension fork (adjusted to suit customer)
 - Chain riveting checked
 - Wheels (true running/spoke tension/air pressure)
 - Handlebar/stem (position/screws checked with torque wrench)
 - Pedals (release force adjusted)
 - Saddle/seat post (saddle height and position adjusted to suit customer)
 - Gears (limit stops)
 - Bolted connections of add-on parts (checked)
- Other routines performed:.....
-
-
-
- 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

