



STEVENS USER MANUAL MTB | MOUNTAIN BIKES

**MOUNTAIN BICYCLES
JUNIOR BICYCLES
BICYCLES FOR YOUNG CHILDREN
CROSS BICYCLES
GRAVEL BIKES**

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

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



STEVENS User Manual MTB | Mountain bikes



These operating instructions comply with the requirements of the EN ISO standard 4210-2 for mountain 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 21 before your first ride!
Perform the functional check on pages 22 and 23 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

Mountain bike



Frame:

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

Suspension fork:

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

- 1 Saddle
- 2 Seat post, height adjustable dropper post
- 3 Seat post clamp
- 4 Front derailleur
- 5 Rear brake
- 6 Brake disc/rotor
- 7 Cassette sprockets
- 8 Rear derailleur
- 9 Chain
- 10 Chainring
- 11 Crank arm

Wheel:

- 12 Stem
- 13 Handlebar
- 14 Shifter
- 15 Brake lever
- 16 Headset
- 17 Suspension fork
- 18 Rotor
- 19 Front brake
- 20 Drop-out
- 21 Valve
- 22 Quick-release/thru axle
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- 26 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 mountain bike. 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:

- Mountain bikes
- Kids' / Junior bicycles
- Cross bikes
- Gravel bikes
- Tandem bicycles

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, well maintained trails and hard-surface roads only.

If you bought a STEVENS kids' bicycle, observe the tips before your child sets off on it for the first time. In some countries there are specific regulations for children. Read the chapter **"Kids' and Junior Bicycles"**, before your child uses the STEVENS bicycle for the first time.

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



Note:

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



Danger:

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



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!

Intended Use

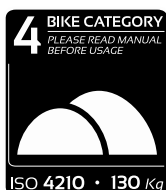
Your bicycle was designed for a specific use by our STEVENS engineers. Be sure to use your STEVENS bicycle only for its intended purpose, as it may otherwise not withstand the stress and fail. Risk of accident!

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.



Note:

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



Danger:

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



Danger:

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



Note:

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



**Danger:**

STEVENS bikes of the category 0 are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

**Category 0: STEVENS kids' bicycles**

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

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

- Due to their design and equipment, STEVENS kids' bicycles are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be equipped with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter "**Legal Requirements for Riding on Public Roads**".
- The **maximum permissible overall weight** (child incl. luggage and bicycle) should not exceed **65 kg**.
- Children should not ride near precipices, staircases or swimming pools as well as on paths used by automotive mobiles.
- STEVENS kids' bicycles are not designed for mounting stabilisers!
- For STEVENS kids' bicycles **trailers and child seats are not permitted**.

Category 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**".



Danger:

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



Categories 5 to 7: Mountain bikes

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

- Due to their design and equipment STEVENS mountain bikes of the categories 5 to 7 are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be equipped with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter “**Legal Requirements for Riding on Public Roads**”.
- 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.



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

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

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



Danger:

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

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

Category 6: STEVENS enduro and all mountain bikes

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

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

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



Danger:

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

**Danger:**

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

Category 7: STEVENS dirt and freeride bikes

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

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

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

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

Category 8: STEVENS tandem bicycles

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

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

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



Danger:

Bicycles of the category 8 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:

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



Danger:

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



Danger:

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

When using a trailer, observe the following points:

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

**Danger:**

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

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

**Danger:**

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



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.

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.



Danger:

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



Note:

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

5. If your STEVENS bicycle is equipped with clipless or step-in pedals: Have you ever tried the shoes they go with? Do not set off until you have practised engaging and disengaging the shoes from the pedals 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 chapters **“Suspension Forks”** and **“Full Suspension of the Mountain Bike Models”** further below 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:**

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

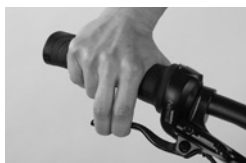


 **Danger:**

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



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 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 evenly with their entire surface without touching the tyre during braking, in open condition 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 directly get a positive braking response. If you have to actuate the brake lever more than once to get a positive braking response, have your STEVENS bicycle checked by your STEVENS dealer.



Danger:

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

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

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

For more information see the chapter **“Legal Requirements for Riding on Public Roads”**.

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

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

8. Make sure that the kickstand, 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 increases, when you are riding with your hands on bar ends. 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.



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:

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



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:

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



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:

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 cross-country/ marathon bikes suitable.



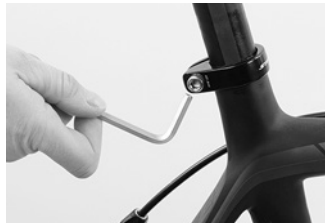
Note:

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.

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.



Danger:

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



Caution:

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



Note:

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

**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!

**Note:**

In the case of height-adjustable seat posts, such as those from RockShox and Kind Shock, the height can be adjusted by pressing a button on the handlebar. For more information see the chapter “Height-Adjustable Seat Post/ Dropper Post”. Also read the instructions of the manufacturer.

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 bolts 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.

**Caution:**

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

**Danger:**

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

Adjusting the Height of the Handlebars

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.

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

Conventional Stems

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

For more information see the chapter **“Adjusting the Height of the Handlebars”** as well as the instructions of the component manufacturers.



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:

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



Danger:

The bolted connections of stem and 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”**.



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!



Adjustable Stems

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

For more information see the chapter “Adjusting the Height of the Handlebars” as well as the instructions of the component manufacturers.

Stems for Threadless Systems, the Aheadset®-System



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

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 Handlebars, Bar Ends and Brake Levers”.



Note:

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



Danger:

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



Danger:

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



Danger:

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

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. Sometimes, you can realise 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 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.



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:

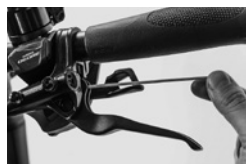
Make sure that the saddle is clamped within the range of the marking on the saddle rail. Otherwise the saddle rail can fail! Check the bolts by using a torque wrench once a month according to the values indicated on the components themselves and/or in the chapter “Recommended Torque Settings”.

Adjusting the Brake Lever Reach

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

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

With hydraulic brakes you also have adjusting devices at the brake lever. There are different systems, ask your STEVENS dealer for help or read the instructions of the component manufacturers. When adjusting the lever reach, make sure the first phalanx of the index finger reaches around the brake lever. Check the proper adjustment and functioning of the brake system subsequently, as described in the chapter “**The Brake System**” further below as well as in the instructions of the brake manufacturer.



Adjusting the Tilt of Handlebars, Bar Ends and Brake Levers of STEVENS Mountain Bikes, Kids' and Junior Bikes

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

To adjust the angle of the handlebars, release the Allen bolt(s) on the underside or front side of the stem. Turn the 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.



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.



Note:

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



Try rotating the 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”**.

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

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

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

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



Danger:

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



Danger:

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



Danger:

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

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.



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!



Caution:

Some mountain bike pedals, also referred to as platform pedals, are designed for maximum grip of the shoes, e.g. for dirtbiking and freeriding. For this reason they have sharp edges and/or bolted pins. As they enhance the risk of injuries during riding, you should wear protective clothing, e.g. knee and shin guards.



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!



Note:

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



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. Most step-in pedals are equipped with a double-sided lock-in mechanism, so that you can step on the pedal with either face up. 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 release force according to your needs. It is advisable to start with an inferior preload. Turn the small Allen bolt and check the preload by engaging and disengaging 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.

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.



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!



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.

Checking, Readjusting and Synchronizing V-Brakes

Common V-brake designs have two brake arms mounted separately on either side of the rim. Actuating the brake lever creates a pull on the brake cable which draws the arms towards each other. On this occasion the brake arms turn slightly inwards around the suspension point, a friction of the brake pads being generated on the rim sides.



Caution:

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



Danger:

Damaged brake cables that are for example frayed should be replaced immediately, as they can otherwise fail in a critical moment, possibly causing a crash.



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.



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:

Clean the brake pads at regular intervals.

Functional Check

- Check whether the brake pads are accurately aligned with the rims and still sufficiently thick. You can tell this by the grooves in the brake pads. If the pads are worn down, it is time to replace them.
- Furthermore, the brake pads should touch the rim with their front part first. At the moment of the first contact the rear part of the brake pad should be a millimetre away from the rim. Seen from the top the brake pads form a “V” with the trough pointing to the front. This V-shaped setting prevents screeching when the brakes are applied.
- When you pull the brake lever, both brake arms must contact the rim simultaneously.
- The brake lever must always remain clear of the handlebars. You should not be able to pull it all the way to the handlebars, even in the event of an emergency braking.
- Only a successful passing of all these points will ensure a correctly adjusted brake.



Vertical Adjustment of the Brake Pads

- Release the fastening bolt of the brake pad by one to at most two complete turns.
- Push the brake pad to the correct height, i.e. the brake pad must hit the rim with its entire surface. Make sure the brake pad is in parallel to the rim and pull the brake lever to fix the brake pads. Retighten the fastening bolt of the brake pad to the recommended torque value.



Danger:

When replacing brake pads, be sure to only use marked brake pads matching your rim. Your STEVENS dealer will be pleased to help you. Ensure that braking surfaces are absolutely free of wax, grease and oil. Ask an expert to check the rims at the latest when you are through your second set of brake pads or when the wear indicators are visible. Worn down rims may make the inner tube burst and result in a fall! Ask your STEVENS dealer for help.



Synchronising and Readjusting the Brakes

- For synchronizing the brake, almost all cantilever and V-brakes have a bolt on the side of one brake body to adjust the spring preload. Screw this bolt until the clearance between brake pad and rim is the same on either side.
- To readjust the brakes, release the knurled lock ring located at the point where the brake cable enters the brake lever on the handlebars.
- Unscrew the knurled, slotted adjusting bolt by a few turns. This shortens the free travel of the brake lever.
- Keeping the adjusting bolt fixed, tighten the lock ring against the brake lever mount. This prevents the adjusting bolt from coming loose by itself.
- Ensure that the slot of the bolt faces neither forward nor upward, as this would permit water or dirt to enter.



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 when you pull them hard.

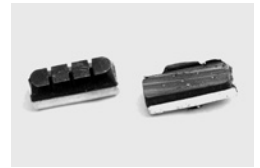
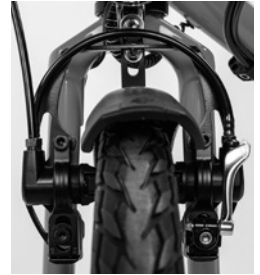
Checking and Readjusting Hydraulic Rim Brakes

Hydraulic brakes are extremely powerful and require very little maintenance.

With hydraulic rim brakes, as well, the brake pads wear down and the lever travel increases. Most brake models are, however, fitted with a bolt or a small knob (TPA, Turbo Pad Adjuster, for tool less brake pad wear for Magura HS33) at the control unit, brake lever to compensate the wear.

Check the pads regularly for wear and alignment relative to the rim. Indicators, i.e. usually grooves in the pads, tell you whether the brake pads are worn down or not. If the pads are worn down to the bottom of the grooves, it is time to replace them.

Keep the brake callipers, especially the brake pad area, clean, as dirt can prevent the pads from travelling back in their rest position. Regularly check the hoses and connections for leaks.



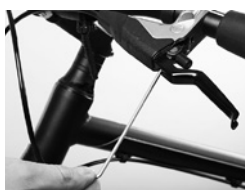
Danger:

Manufacturers of hydraulic rim brakes deliver their products with detailed instructions. You find them on our website at www.stevensbikes.de/manual. Read them carefully before removing the wheel or doing any maintenance work. Misuse can lead to brake failure or accidents.



Danger:

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



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



Danger:

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



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.



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:

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.



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>

<https://www.clarkscyclesystems.com>



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:

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



Danger:

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



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 Spyre** 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.

Functioning and Operation

Gear shifting is initiated by actuating a shifter, a combined brake and gear lever unit or by a short turn of the wrist with the twist grip.

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



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.

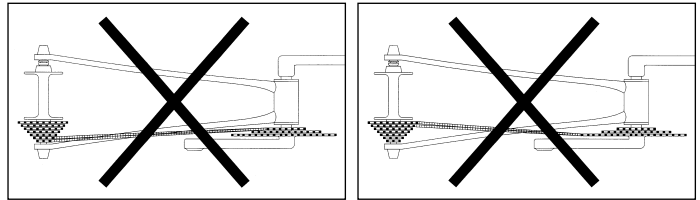
**Note:**

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

Normally, the shifters are mounted as follows:
 Right-hand shifter – rear sprockets
 Left-hand shifter – front chainrings

Modern mountain bikes can have up to 30 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 quickly 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.

**Push-Button Shifters**

Shifters in form of push-button shifters work in different ways. With most of them pressing the large shifter moves the chain to the larger chainrings. The small shifter located in front of the handlebars, from the rider's viewpoint, moves the chain towards the smaller chainrings.

This means that any gear shift made by pushing the large thumb shifter on the right produces a lower gear, while pressing the large thumb shifter on the left moves the chain to the larger chainring, thus producing a higher gear.

With the Shimano inverse technology this gear shift pattern for the rear derailleur of the Rapidfire finger shifter can be reversed and actuating the right thumb push-button shifts on a small sprocket with a heavier gear ratio.



The Shimano Rapidfire Plus shifters work according to the usual Rapidfire principle (see above), they offer however the possibility to operate the front "index finger lever" with the thumb initiating the same gear shifting action as with the index finger operation. The chain moves to the small chainring or small sprockets. You can therefore shift either with the thumb and the index finger or only with the thumb.

In addition, you can shift through several gears with one lever movement, i.e. a short lever movement shifts from one gear to the next gear, whereas a longer lever travel shifts over the next two gears.

Twist Grip Shifters

The principle of twist grips is different. Twisting the right-hand grip towards you moves the chain to a larger sprocket giving you a lower gear, while the same movement on the left produces a higher gear by moving the chain to the larger chainrings.

The shifter transmits the shifting command to the rear derailleur via Bowden cable. Then the rear derailleur swivels, causing the chain to climb onto the next sprocket. It is therefore important when changing gears to continue pedalling smoothly without force as long as the chain is moving between sprockets or chainrings! On today's bicycles there are, however, special guides in the chainrings which allow for changing gears under force. Shifting gears under load shortens, however, the service life of your chain considerably.

Furthermore, this can lead to a chain-suck, i.e. the chain can get jammed between chainstay and chainrings. Therefore, avoid shifting gears while pedalling with force, in particular when changing gears with the front derailleur.



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.



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.



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.



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 derailleurs 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.

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.



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!



Caution:

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



Danger:

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



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.

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.



SRAM Eagle AXS

With the SRAM Eagle AXS the gears on the rear derailleur are shifted by actuating the rocker paddle on the handlebar.

You shift into a lower gear (larger sprocket) by pressing the controller's rocker paddle downwards. You shift into a higher gear (smaller sprocket) by pressing the controller's rocker paddle upwards.

When you press and hold the rocker paddle you can make multiple shifts.

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 derailleur. Charge the battery then with the charger supplied.

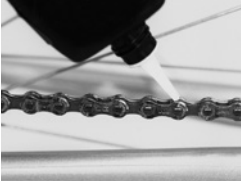
You find more information at www.sram.com



Caution:

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



**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.

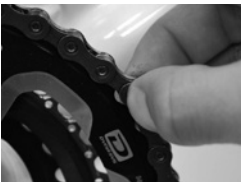
Chain Maintenance

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.

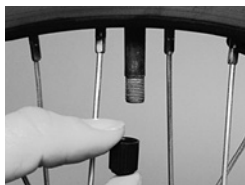
If you want to replace a tyre, you have to consider the actual size of the old tyre. It is marked on the side of the tyre. There are two designations: One of the sizes is the standardised size in millimetres which is more precise, the number sequence 42-622 means that the tyre is 42 mm wide when fully inflated and has an inner diameter of 622 millimetres. The other designation for the same tyre is indicated in inches and reads 28 x 1.60. 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).

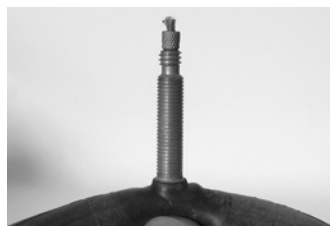
Read the respective instructions before doing any work on such tyres or contact your STEVENS dealer.

There are three valve types in general use on bicycles:

- **Dunlop or Woods valves**, the usual valves
- **Sclaverand or Presta valves**: This type is meanwhile used on almost all types of bicycles. It is designed to withstand extremely high pressures
- **Schrader or car valve**: This is an adapted car tyre valve.

These three valve types are fitted with a plastic cap to protect them from dirt. The car valve can be inflated with a suitable pump directly after removing the protective cap.

With **Presta valves** you first have to undo the small knurled nut a little and press it in 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:

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!

Tyres with **car valves** can conveniently be inflated at car filling stations with a compressed air dispenser. A compressed air dispenser must be used very carefully as you may otherwise overinflate the tyre. It might burst! To let out air press the needle in the centre of the valve by using e.g. a spanner/key.

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.

Your STEVENS dealer has adapters for all valve types. They allow you to inflate any type of inner tube at the filling station.

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:

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



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!



Caution:

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



Danger:

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



Danger:

Make sure 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 be reasonable to mount the quick-release with the levers on the side of the chain drive. This would help you not to come into contact with the hot rotor and prevent you from having your fingers burnt. If you are in doubt or if you have any questions, contact your STEVENS dealer.

How to Fasten Components Securely with a Quick-Release

Open the quick-release. The marking “Open” on the lever should become visible now. Make sure 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.



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!



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.



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.



Caution:

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

RockShox Maxle Thru-Axle-System

If your bike is equipped with a Maxle thru-axle-system, put the wheel into the fork and mount the rotor in the brake calliper. Bring the wheel into the right position between the drop-outs and slide the axle with the Maxle quick-release levers open from the right side through the drop-out and the hub.

Make sure the quick-release lever is completely open and lies in the axle recess. As soon as the axle thread engages with the thread of the left fork leg, close the axle by turning it clockwise. During the first rotations you should be able to rotate the thru axle easily.

Now turn the lever clockwise as tight as you can with your hand. Make sure the quick-release lever does not slip out of the axle recess during tightening. Finish by closing the Maxle thru axle quick-release lever like a usual quick-release lever. Make sure the quick-release lever does not stand out to the front or to the side.

Fox E-Thru 15 mm

If your bike is equipped with a Fox E-Thru 15 mm thru-axle-system, put the front wheel into the fork and mount the rotor in the brake calliper. Bring the front wheel into the right position between the drop-outs and slide the axle with the E-Thru quick-release lever open from the left side through the drop-out and the hub. As soon as the axle thread engages with the thread of the right fork leg, close it by turning it clockwise. During the first rotations you should be able to rotate the thru axle easily. Tighten the axle a little and then release it by about a third of a turn.

Close the E-Thru quick-release lever like a usual quick-release lever. From the start of the closing movement up to about the first half of its travel the lever should move very easily without clamping the wheel, whereas over the second half of its travel the force you need to move it should increase considerably. Towards the end of its travel the lever should be very hard to move.

In case you do not succeed in closing the lever fully, re-open it and turn the axle a little anticlockwise. Try closing the quick-release lever once again. Use the palm of your hand while your fingers pull on an immovable part, such as the fork leg, but not on a spoke or the rotor.

In its end position the quick-release lever should be tight so that it can no longer be turned. Make sure the quick-release lever does not stand out to the front or to the side. The best closing position is in nearly upright position in front of the lower leg.



Danger:

Check the tight fit of whatever wheel fastening system possible after a few kilometres (miles) or hours of use, at the latest however after 4 hours or 80 km (50 miles). A loose wheel fastening can throw the rider off his bike with unforeseeable consequences for life and limb.



Fox 20 mm

If you have a Fox 20 mm system, open both quick-release levers in the bottom area of both fork legs to mount the front wheel. Put the front wheel into the fork and mount the rotor at the same time in the brake calliper.

Bring the front wheel into the right position between the drop-outs and slide the axle from the right side through the drop-out and the hub. Unfold the lever from the axle. As soon as the axle thread engages with the thread of the right fork leg, close it by turning it clockwise.

During the first rotations you should be able to rotate the thru axle easily. Tighten the axle until it is hand-tight. Re-fold the lever of the thru axle. Close both quick-release levers. From the start of the closing movement up to about the first half of its travel the levers should move very easily without clamping the wheel, whereas over the second half of its travel the force you need to move it should increase considerably. Towards the end of its travel you should clearly feel resistance.

Use, if necessary, the palm of your hand while your fingers pull on an immovable part, such as the fork leg, but not on a spoke or the rotor.



SR SUNTOUR QLOCK System 15 mm

If your bike is equipped with an SR SUNTOUR QLOCK system 15 mm, put the wheel into the fork and mount the rotor, if available, in the brake calliper. Bring the wheel into the right position between the drop-outs.

Open the quick-release lever of the SR SUNTOUR thru axle fully. Turn the counter nut on the thru axle anticlockwise until the expander releases. Slide the axle with open QLOCK quick-release lever and released expander from the right side through the drop-out and the hub until the thru axle engages with a clear “click”. Now turn the quick-release lever forcefully clockwise until the axle is hand-tight. Finish by closing the quick-release lever like a usual quick-release lever. Make sure the quick-release lever does not stand out to the front or to the side.



Thru Axles on the Rear Frame

Some mountain bikes are equipped with a threaded thru-axle.

The system typically consists of two operative elements:

1. There is a nut on the right side which is often integrated into the frame.
2. On the left side there is either a clamping lever which can be folded, a rigid lever for tightening or a tool mount hole, e.g. for an Allen key, 5 mm.

Mounting Wheels

Slide the rear wheel into the rear frame, mount the rotor at the same time into the brake calliper and guide the chain over the outmost sprocket of the cassette. Make sure that in the area of the rear wheel the chain runs over the sprockets and over both pulleys of the rear derailleur.

Bring the rear wheel into the right position between the drop-outs and slide the thru axle with the quick-release lever open from the left side through the drop-out and the hub. When the axle thread engages with the nut thread, turn the axle clockwise. During the first rotations you should be able to rotate the thru axle easily. Tighten the axle slightly.

Close the possibly available quick-release lever like a usual quick-release lever. When you start closing the lever you should feel virtually no resistance with your hand, during the second half of the way the resistance you feel should increase significantly and towards the end even more strength is required to close the lever.

In case you do not succeed in closing the lever fully, re-open it and turn the axle a little anticlockwise. Try closing the quick-release lever once again. Use the palm of your hand while your fingers pull on the rear frame, but never on a spoke or the rotor.

In its end position the quick-release lever should be tight so that it can no longer be turned. Make sure the quick-release lever does not stand out to the rear or to the side. It is recommended that it is closed in parallel to a frame tube. If necessary, modify the nut to change the position.

In the case of rigid levers or thru axles with a tool mount hold the axle tight. Observe the torque values, if specified.





Wheel Removal

If you have a rigid thru-axle system, open the quick-release lever fully. If there are levers, loosen the axle by turning.

Loosen all types of thru axles anticlockwise. After the thru-axle thread has fully loosened from the nut thread, you can pull out the thru axle.



Hold the frame and the wheel tight while doing so, to ensure that parts do not fall down or topple over.



Note:

Manufacturers of thru-axle systems usually deliver their products with detailed operating instructions. Read them carefully before removing the wheel or doing any maintenance work.



Danger:

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. Never exceed the maximum torque value indicated by the manufacturer! A too tight fixing of the axle can impair the axle or the frame.

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 bikes with quick-releases all you need are two tyre levers made of plastic and a pump; if your wheels are secured with nuts you also need a suitable wrench for removing the wheel.

Wheel Removal

If your bicycle has **cantilever brakes** and V-brakes you first have to unhook the brake cable from the brake arm. To do this grip around the wheel with one hand and press the brake pads and arms together. In this position it should be easy to disengage the usually barrel-shaped nipple or, in the case of V-brakes, the outer cable.

In the case of **hydraulic rim brakes** deflate the tyre completely or dismount one brake unit, if you have a quick-release brake, before removing the wheel. Be sure to read the instructions of the brake manufacturer on our website at www.stevensbikes.de/manual. Make sure to fix the brake pad exactly in parallel to the braking surface of the rim when mounting this brake unit!

If you have **disc brakes** and dismount 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.



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 hex nut or the quick-release, as described in the chapter **“Wheel Fastening with Quick-Releases”**. 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 either tabs at the drop-outs or metal securing devices reaching into a recess of the drop-out. 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 a little rearwards.
- Lift the STEVENS bicycle off the ground and give the wheel a gentle tap with your hand so that it drops out.



Danger:

Do not file off the drop-out catches!



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!



Caution:

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



Danger:

Make sure the levers of both quick-releases are always on the side opposite the chain drive. This will help you to avoid mounting the front wheel the wrong way round. In the case of disc brakes we recommend for a reliable clamping that you position the quick-release on the side of the chain drive.



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.



Note:

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

Tyre Removal

- 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 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.



Note:

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



Tyre Mounting

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.

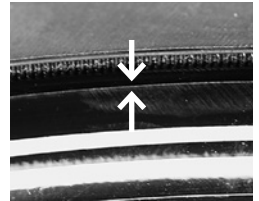
- Slip one bead of the tyre onto the rim. Using your thumbs, press the bead over the edge of the rim over the entire circumference. You should be able to do this without any tools, regardless of the type of tyre. Stick the valve of the tube through the hole in the rim.
- Inflate the inner tube slightly 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.



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 loose control of your bicycle and result in an accident!

- 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.



Mounting Wheels

Mounting the wheel is generally done in reverse order to the removal. Make sure the wheel is properly seated in the dropouts and accurately centred between the fork legs or the seat and chainstays. Make sure the quick-release and the possibly available safety tabs are properly seated. 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 gap 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.



Note:

In addition, observe the information and the operating instructions of the gear manufacturers. They are available on their websites:

<https://support.enviolo.com/hc/en-us>

www.pinion.eu/downloads

www.rohloff.de/en/service

<https://si.shimano.com>

<https://sunrace.com>



Note:

If you have any questions, contact your STEVENS dealer.



When mounting a front wheel with hub dynamo make sure the hub dynamo's connection terminal is on the right side in direction of motion. The connection terminal has to be aligned with the front wheel fork in a way that it points slightly backwards and upwards. Do not try to turn the connection terminal after having fixed the front wheel in the fork.

If your front wheel has no quick-release, you need a 15 mm open-end wrench or ring spanner or still better a torque wrench to tighten the axle nuts.

Axle nuts have to be tightened alternately on both sides. Otherwise the hub axle can twist with the lock washers and be subject to stress. The torque value is 20–25 Nm.

After you have securely fixed the wheel in the fork, re-connect the plug of the lighting cable to the connection terminal.

Finish by checking the front and rear lights on the bicycle by turning the front wheel.



Caution:

When working in the area of the rear wheel hub and its gear mechanism, be aware of the risk of crushing the fingers. Therefore, do not turn the cranks during the work or do not push the bicycle backwards.



Caution:

Do not pull the (disc) brake lever with a removed wheel and make sure to mount the safety locks when removing the wheel



Danger:

If your bicycle has hydraulic disc brakes, do not place it upside down for repair purposes, i.e. handlebars and saddle on the ground. This would render the brake ineffective.

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

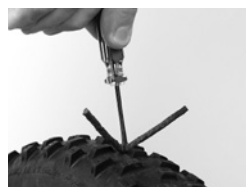
Deflate the tubeless/UST tyre completely. Press the tyre from one side towards the centre of the rim, until the tyre bead is loose in the rim base.

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.

You can repair larger tears or holes up to a maximum of 10 mm in length by using special tyre repair stuff such as “tyre repair strips”, “plugs” or “tubes”. The area is prepared and the strip threaded on the tool. Press both strip and tool into the defective area so that both ends of the strip are still just protruding on the outside. Remove the tool. If necessary, fill in some new sealant or let existing sealant run on the area. Inflate the tyre subsequently; during a ride this is best done with a repair spray.



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:

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.



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:

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



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:

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.



Danger:

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



Danger:

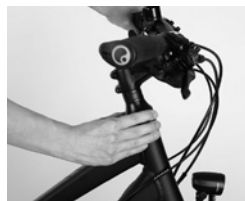
Before you set off again connect the brake cable and check whether the brake pads hit the braking surfaces. Make sure that the wheel is properly seated and firmly fixed in the drop-outs. After mounting the wheel make sure that the brake pads or the rim are free of grease or other lubricants. Be sure 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 loose control of your bicycle and result in an accident!

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 Conventional Headsets

For the adjustment of conventional headsets you need two flat, open-end wrenches. Depending on the diameter of the headset the width of the open-end wrench is 32 millimetres at least.

- Hold the front wheel tight between your legs, apply the wrench and release to top counter nut.
- Turn the lower bearing cup race a little downwards. Do not tighten the bearing cup race! This could damage the bearing immediately.
- Keep the bearing cup race tight with a wrench to maintain the adjustment. Tighten the counter nut with the second open-end wrench against the bearing cup race.
- Check it again for play. If the fork cannot be turned without any resistance and play, the bearing is improperly adjusted. Adjust the bearing play once again. This procedure of adjusting can take several attempts. The important thing is that the bearing turns without any resistance and play. This is the only way to ensure a long service life.



Danger:

Check the secure seat of the stem after having adjusted the headset, by holding the front wheel between your knees and trying to turn the handlebars relative to the front wheel. Otherwise, a loose stem can cause an accident.



Caution:

Adjusting the headset requires a certain amount of experience and should therefore be left to your STEVENS dealer. If you want to try it on your own, be sure to read the instructions of the headset manufacturer on our website at www.stevensbikes.de/manual before doing any adjusting!

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:

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!

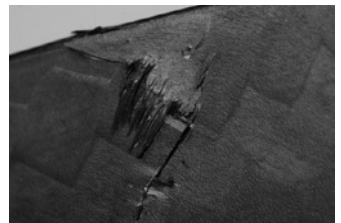
This makes it very dangerous to continue using the carbon component after an impact or undue stress, as it may fail without previous warning thereby causing an accident with unforeseeable consequences. For this reason we recommend that you have the component, or to be certain, the entire STEVENS bicycle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





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.

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:

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



Danger:

Do not turn any screws in the vague hope of adjusting them somehow. You could release the fastening mechanism, thus causing 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.foxracingshox.de
www.manitoumtb.com
www.ridefox.com
www.rockshox.com
www.sportimport.de
www.srsuntour-cycling.com



Note:

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



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 a shock acts on the front wheel, the lower part of the fork (also referred to as lower legs) is 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 level.
- 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 compress in general by approx. 10 to 25 % of its maximum suspension travel depending on the 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 bellow, 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 moved only a few millimetres, your fork has a 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.foxracingshox.de

www.sportimport.de/en/home/

www.sram.com/en/rockshox

www.srsuntour.com



Note:

Almost all fork manufacturers deliver their forks with well-written instructions. 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.



Using the Lockout of Suspension Forks

Some suspension forks have a lockout feature 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.



Full Suspension of the Mountain Bike Models

Full-suspension STEVENS bikes are not only equipped with a suspension fork but also with a movable rear frame which is sprung and damped with a rear shock. Depending on the system the rear shock has one or more suspension axes with at least two bearings each.

Rear shocks work in general with a titanium coil, steel coil or air spring. Damping is usually controlled by the use of oil.

What to Bear in Mind When Adjusting the Saddle

Full-suspension mountain bikes yield a little when the rider sits on the saddle. If you have trouble sitting, try lowering the saddle nose a little relative to the usual position.

Adjusting to the Rider and the Riding Style

Rear shocks on STEVENS bicycles work with air as suspension medium. Air suspension elements can be adjusted to the weight and the seating position of the rider as well as to the desired spring characteristics. When your bicycle has an air suspension element, the rear shock of your bicycle must be pumped up before your first ride.

When doing so observe a few simple rules. The rear shock of the rear swing arm must retract slightly to create a little sag as early as you sit on the bicycle. When riding through a pothole the spring extends and the swing arm compensates for the unevenness. If the spring rate or the air pressure is set too high, this effect disappears as the bicycle is already fully sprung. This means that an essential aspect of safety and comfort is not used.

The rear shock must be designed and set in a way that it doesn't bottom out. Insufficient air pressure can be felt and is usually also clearly audible in form of hard impacts caused by the shock-like complete compression of the rear shock. If the rear shock frequently bottoms out, it will sustain damage in the long run.

The rear shock damping regulates through valves inside the flow of oil and thus the speed at which the rear shock rebounds and compresses. In this way it is possible to optimise the reaction to obstacles.

In addition, it is possible to reduce the bobbing of the rear frame during pedalling. For long uphill rides with hard pedalling while sitting in the saddle, it is therefore advisable to lock the damping almost completely. When riding downhill on poor road surfaces it can be better to open the damping more or less completely.



Note:

Full-suspension bikes have significantly greater ground clearance than bikes without suspension. With a properly adjusted saddle height, you will not be able to reach the floor with your feet. Set the saddle a little lower to begin with and practise getting on and off the saddle.

Adjustment is a delicate job, as even a small change on the adjuster can have a great effect. Try to approach the optimal setting gradually in steps or as a maximum in quarter turn.

Adjusting the Spring Rate

Cross-country and marathon racers usually opt for a shorter sag than freeriders or downhillers who often ride over rough terrain. In the case of cross-country and marathon bikes, the rear shock should compress by about 10–25 % of its maximum travel, in the case of enduro and freeride bikes by 20–40 %, when you sit on the saddle.

For measurement you can use the rubber ring which is mainly positioned on the thinner, plunging tube of the rear shock or attach a cable tie around the thinner tube of the tube of the rear shock in a way that it can still be moved, but does not slip on its own.

Get on the bicycle with the clothes you wear usually (if necessary with a packed rucksack), adopt your usual riding position and lean against a sturdy object (rail, wall etc.) so that you don't topple over. Slide the rubber ring/cable tie against the dust wiper on the rear shock and get off the bicycle so that the rear frame does not compress any further.

The distance between the rubber ring/cable tie and the dust wiper is the sag. Compare it with the total travel of the rear shock (manufacturer's specification) to determine whether the suspension has to be adjusted harder or softer.

The preload on most rear shocks with steel coil can be set within narrow limits via an adjusting ring. If this is impossible and you cannot adjust the designed sag, the steel coil must be replaced by a harder or softer model. When replacing any parts, be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts. Your STEVENS dealer will be pleased to help you.

In the case of air spring rear shocks the spring rate is set through the air pressure in the rear shock. The pressure must be adjusted with a special high pressure pump with pressure indicator before your first ride and adapted later, if necessary, to changes of the rider's weight and/or additional load. Note the suitable setting values and check them in the following at regular intervals. Always observe the recommendations of the manufacturers and do not exceed the maximum air pressure in the rear shock.



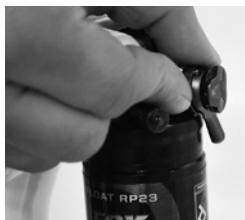
Go for a test ride every time you made a change. Ride your bicycle on different kinds of surface and check the travel of the rubber ring/cable tie afterwards. The distance to the wiper is the maximum rear shock stroke you have used. If the rubber ring/cable tie has moved a few millimetres only, the setting of your rear shock is too hard. Reduce the air pressure or in the case of rear shocks with steel coil the spring preload. If this does not help, have the spring replaced.

If the rubber ring/cable tie has moved over the entire length of the tube or if you can hear the rear shock repeatedly bottom out in the terrain, the suspension is set too soft. In this case the spring preload/pressure must be increased. If the setting range with a steel coil is insufficient, have the coil replaced by your STEVENS dealer.

Some suspension elements have a negative air chamber improving the response behaviour. Increase the pressure in this chamber also according to the instructions of the manufacturer.

Rear shocks with adjustable damping are fitted with an adjusting knob that is (mainly) red to slow down or accelerate the rebound movement. Sometimes a second knob (mainly blue) is available, which is to adjust the speed of the compression movement and/or to activate the lockout function.

Start the adjusting with a completely open damping (rebound and compression damping “-”). Ride over an obstacle (e.g. a kerb) and turn the rebound damping in small steps towards the “+” setting. You have found the proper rebound setting when the rear frame does not cycles more than once.



Caution:

Do not ride your bicycle, if the rear shock bottoms out. This could damage the rear shock itself as well as the frame.



Caution:

Do not exceed the maximum pressure noted on the rear shock or in the operating instructions of the rear shock manufacturer.



Danger:

Full suspension frames are designed in a way to absorb shocks. If the rear shock is too rigid and jammed, shocks hit the frame undiminished. In these areas the frame is normally not designed to bear these loads. If your rear shock has a lockout mechanism, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks).



Note:

Rear shock manufacturers normally include comprehensible instructions with their deliveries. Be sure to read them carefully before changing any settings or doing any maintenance work.

Adjusting the compression damping requires a great deal of skill and experience. A weaker damping provides a good response behaviour. Under certain circumstances this may result in a too strong compression or bobbing of the rear frame when cycling out of the saddle over obstacles, such as steps. A stronger damping makes the suspension harder, thus reducing the riding comfort. Always check a modified adjustment by doing a test ride in the terrain.

If you are not confident enough to adjust the damping on your own or in case you face any problems, contact your STEVENS dealer and observe the respective instructions in the operating instructions of the rear shock manufacturer.

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

<https://www.foxracingshox.de/downloads-links>

<https://www.ridefox.com/fox17/help.php?m=bike&listall=specsheets>

<https://www.sram.com/en/service>

<https://www.srsuntour.com/en/home/>

Lockout Feature of the Rear Shock

Some rear shocks have a lockout feature which is activated by a button or a lever. Depending on the manufacturer the operation differs slightly. Make sure to release the blocking on uneven ground, as the frame or the rear shock may suffer damage.



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.



Caution:

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



Maintenance

The maintenance of the rear frame is in general limited to the careful cleaning of the bearings and the rear shock. Do not use a steam jet or aggressive cleaning agents!

Check the air pressure of the rear shock at regular intervals. Take your bicycle for a test ride on different kinds of terrain. If the rear shock bottoms out several times, the spring rate, i.e. the air pressure, has to be changed.

Check the bearing of the rear swing arm for lateral play or the bearing of the rear shock for vertical play at regular intervals.

- To do this check take the bicycle by the saddle, lift it up and try to move the rear wheel to both sides. If necessary, ask a helper to keep hold of the front part of the frame.
- To check the rear shock for play place the rear wheel gently down and lift it up again. Listen for any rattling noises.
- Ask your STEVENS dealer to eliminate possibly occurring play immediately.
- After a fall, check the alignment of the rear shock from the rear. The fastening points should be above one another. If necessary, ask your STEVENS dealer for advice.

In case there are any rattling noises, apply some spray oil in the area of the bearings and the rear shock mounting. Check the rear shock mountings also at regular intervals (max. torque value 13 Nm).



Note:

Take your bicycle to the STEVENS dealer and have it serviced at least once a year. They will check all essential components.

Height Adjustable Seat Post / Dropper Post

If you intend to change the position of your seat post often, it is advisable to mount a height-adjustable seat post, also referred to as dropper post. In its ready-to-ride condition, it is usually connected by a cable running through the seat tube to a control lever or control button mounted on the handlebar.

Before mounting a dropper post on the frame, make sure that the seat tube is absolutely free of sharp edges and burrs. If necessary, have the seat tube cleaned and deburred by an experienced mechanic.

Before adjusting the saddle read the chapter **“Adjusting the Saddle to the Correct Height”**.

Observe the manufacturer’s instructions when adjusting the control lever of the dropper post on the handlebar.

For more information see the websites of the dropper post manufacturers, such as www.rockshox.com and www.kssuspension.com



Danger:

Mounting a dropper post usually requires a certain amount of manual skill and (special) tools. This job is best left to your bicycle dealer. If you want to try it by yourself, nevertheless, read the manual of the seat post manufacturer carefully before you start.



Danger:

Do not clamp a bicycle with a dropper post in an assembly stand by the movable part, but only by the lower part, which is extended accordingly. When inserting or removing the dropper post make sure that the cable is pushed or pulled out at the outlet on the frame and that it is not bent.



Note:

In the case of dropper posts, such as RockShox, Kind Shock etc., the height is adjusted at the press of a button or by actuating a lever on the handlebar. Read the manual of the seat post manufacturer.



Danger:

Observe the specifications of the frame or bicycle manufacturer in terms of minimum insertion depth.



Danger:

Have the dropper post serviced regularly and keep in particular the setting range clean.



Things Worth Knowing about Bicycles

Cycling Helmets, Glasses and Clothing

Cycling helmets are highly recommended. Your STEVENS dealer has a variety of styles and sizes.



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!

Your STEVENS dealer has a wide range of different glasses and will be pleased to advise you.



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:

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.



Danger:

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

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; otherwise you will not be able to assume a natural foot position.

Special cycling shoes are necessary especially when your STEVENS mountain bike is equipped with clipless pedals. In the case of these shoes small cleats are integrated into the sole. They provide a firm grip on the pedal and still offer at least satisfactory walking characteristics. Also read the chapter "The Pedal Systems".

Transporting Luggage

There are various ways of carrying luggage on a bicycle. Your choice will primarily depend on the weight and volume of the luggage and on the bicycle you want to use. Mountain bikers transport their luggage in a backpack. This influences the additional load of the riding characteristics less. There are however several ways of transporting luggage directly on the STEVENS bicycle.

Some STEVENS mountain bikes without rear shock may be equipped with a racktime system carrier. They are designed for a maximum additional load of 25 kg:

Bicycles with racktime system carriers provide a fast and secure fastening for bags and any further accessories by means of the Snapit-system. We recommend nevertheless that you carry luggage in stable pannier bags with a very low centre of gravity. For more information on the racktime system carrier, see the operating instructions of the manufacturer on our website at www.stevensbikes.de/manual as well as at www.racktime.com

Pannier racks with a load capacity of less than 25 kg are marked accordingly.

When buying pannier bags, make sure they are watertight so that your belongings are protected and you will not have any unpleasant surprises after the first rain shower.

Another possibility of transporting luggage are handlebar bags. They often have snap buckles for quick mounting and removal. Handlebar bags are particularly suitable to carry valuable objects and photographic equipment with you.

Lowrider bags fitted at the front of the bicycle are mounted to the fork by means of special holders. They are an additional option for a long trip. Heavy luggage should be transported in these bags, where the effects on the riding behaviour are less important.



Danger:

Adjust the suspension fork, the rear shock, if necessary, and the tyre pressure to the additional load.



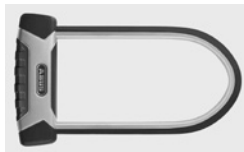
Danger:

Luggage generally changes the riding characteristics of your STEVENS bicycle and increases your stopping distance! Therefore, practise riding a loaded bicycle in a place free of traffic.



Caution:

Do not overload your STEVENS bicycle and observe the maximum load capacity of your pannier rack.



Accessories

There are lots of accessories on the market which are intended to provide more fun for cycling. Cycle computers are on top of the list. They measure riding and average speed, daily and annual mileage and riding time. Most models also indicate the highest speed reached, differences in altitude, pedalling cadence and many other things.

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

Before buying any additional bells, horns or lighting accessories, inform yourself thoroughly whether they are permitted and tested and accordingly approved for use on public roads.

Additional battery/accumulator-operated lights have to be marked with the wavy line and the letter "K" (see the chapter "**Legal Requirements for Riding on Public Roads**"). A rear view mirror provides better view to the rear. Make sure the fastening is non-vibrating, when buying a rear view mirror. Keep in mind to take a lock with you, as bicycles are very often stolen. Your STEVENS dealer will be pleased to inform you about the different security levels of locks

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 common Allen keys, a spare tube, a tyre repair kit, your mobile phone, if necessary, and a little cash. In this way you will be well prepared in the event of a puncture or some other mishap.



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 bicycle.



Note:

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



Note:

Before buying any additional bells, horns or lighting accessories, inform yourself thoroughly whether they are permitted and tested and accordingly approved for use on public roads. Make sure 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:

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 place the STEVENS bicycle or parts of it into the car without securing them. Parts shifting around can endanger your safety.



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.



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.

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:

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:

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.



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.



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.



Danger:

In case you do not provide the brake with the transport locks, the brake may fail after the travel.



Caution:

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



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 a strong elastic. This prevents the entry of air into the system.

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 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 a strong elastic. 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.

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.



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 dismantle 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.

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 provides stiffness.



Additional rags or air cushion foil provide additional padding for the STEVENS bicycle.

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

Taking Children with You

The only possible or permissible way of transporting children is in special child seats or trailers. You need a suitable adapter to mount a child seat.

A child seat can be fastened to several bicycles, if they are equipped with a child seat adapter. Be sure to purchase EN/GS tested child seats only. Make sure the seat belts are fastened and the feet are fixed in special holders. Cover the springs of your saddle, if available, to make sure that your child will not have the fingers pinched. Make sure the child you are taking with you always wears a helmet, the seat belt should also be fastened!

Child seats have a strong influence on the riding characteristics of the STEVENS bicycle. The weight of both the seat and the child makes the STEVENS bicycle somewhat unstable, i.e. it tends to wobble. Practise getting on your bicycle and riding! A critical moment is when you have just placed the child in the seat because this is when the danger of the STEVENS bicycle tipping over is greatest. Mounting a twin leg kickstand to keep the STEVENS bicycle stable while standing is therefore advantageous.

For more information see the chapters **“Use of Trailers”** and **“Use of Child Seats”** as well as the instructions of the system carrier.





Kids' and Junior Bicycles

Useful Information for Parents

Children are among the most vulnerable road user groups, not only because of their lack of experience and practice, but also for the simple reason that they are smaller and may therefore have difficulties overseeing things and be easily overlooked by other road users.

If you want your child to use his/her bicycle on the road, you should be willing to invest time in road safety instruction and help him/her improve his/her riding skills. Children are not as observant as adults, and you should therefore get into the routine of checking the kids' bicycle and performing adjustments and maintenance as necessary. If you are in doubt or if you have any questions, contact your STEVENS dealer.

Bear in mind that it is your responsibility to supervise your child on his/her first rides and do not overchallenge your child! Inform yourself about the traffic rules in your country. They vary from country to country. In the UK cycling on a pavement alongside a road is forbidden by law, unless it has been marked as a cycle track. Children aged under 10 are, however, below the age of criminal responsibility.

Therefore, they can neither be prosecuted for a criminal offence.

What is important is that your child has good control of his/her bicycle before riding on public roads. As a first step in this direction we recommend that you give your child a scooter or a balance bike so that he/she can train his/her sense of balance.

This being accomplished you will need to make your child familiar with the functioning of the brakes and gears before you let him/her sit on the bicycle. Find a place away from the road, ideally a backyard or park, where you can practise braking and shifting gears with your child under your supervision.

Once your child has progressed to a point where he/she can ride in traffic, teach him/her how to cross kerbs and railway tracks, i.e. to cross these obstacles, if possible, at right angle. Before that, they have to make sure that there is no danger from behind or in front.

Set a good example when it comes to wearing a cycling helmet and to riding on cycle lanes. It is also advisable to let your child take part in road safety lessons offered at schools or by local clubs and associations.



Danger:

It is important to tell children when they practise braking that in wet conditions the brake performance is less effective and the tyre grip reduced and that they should therefore ride more slowly and brake more carefully.



Danger:

Children should not ride near precipices, staircases or swimming pools as well as on paths used by automotive mobiles.



Danger:

Take care your child is wearing the helmet while cycling only. For example, wearing the helmet at a park or playground can be hazardous; the helmet can get caught on features or obstacles and result in strangulation by helmet straps.

Adjustment

Adjusting the STEVENS bicycle to the bodily proportions of a child is even more important than in the case of an adult. When determining the saddle height you should find a compromise that allows the child to reach the ground with both feet when sitting in the saddle while at the same time giving them enough space for pedalling. A safe standing (when stopping) takes absolute priority!

Handlebars that are too far away from the saddle or adjusted in a too high/low position can also lead to the fact that the child is less confident and relaxed during cycling. Normally, children's bicycles allow adjustments of the saddle tilt and sometimes the tilt of the handlebar can be adjusted, as well.

Special attention should be paid to the adjustment of the control elements, such as brake levers. Easy reach and operation should be ensured for the child.

For more information on how to adjust the STEVENS kids' bicycle to the proportions and needs of your child, read the chapter **"Adjusting the STEVENS Bicycle to the Rider"**. If you are in doubt or if you have any questions, contact your STEVENS dealer.

Get into the habit of doing the checks as described in the chapter **"Before Every Ride"** together with your child.

In this way, your child will learn to handle the bicycle properly and you will be able to detect any defects that have developed during use. Encourage your child to tell you when something on the STEVENS bicycle is malfunctioning. Rectify the fault immediately or take the STEVENS bicycle to your STEVENS dealer for repair.



Caution:

With children and adolescents check the saddle height every three months at least!



Danger:

Children can be vain. Therefore, buy a cycling helmet that the child feels happy with. Take your child with you to make sure you buy one which is comfortable and fits correctly. This will increase the chances that the helmet is actually worn, which one day might be a life-saver. Make sure the helmet is always fastened!



Danger:

When you buy the helmet, have yourself explained how to adjust the straps of the helmet to the head. Only a properly fitted helmet can provide full protection in case of an accident!



Danger:

Make sure the child always wears a properly fitting cycling helmet and well visible, i.e. bright, clothing. It is also advisable to wear reflector stripes to increase visibility.



Note:

Make sure the cycling helmet complies with the EN 1078 standards.



Note:

In the UK, cycling on a pavement alongside a road is forbidden by law, unless it has been marked as a cycle track.



Warranty

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

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

A Note on Wear

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



Note:

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



Note:

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

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

- a. Drive chain
- b. Brake pads
- c. Brake fluid (DOT)
- d. Rotors
- e. Brake cables and housings
- f. Seals of suspension elements
- g. Grip coverings or bar tape
- h. Chainrings
- i. Tyres and 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.



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:

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



Danger:

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



Caution:

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

Cleaning and Caring for your STEVENS Bicycle

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

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

A much more gentle way of cleaning your bicycle is with a low pressure water jet or a bucket of water and a sponge or a large brush. Cleaning your bicycle by hand has another positive side-effect: you may discover defects in the paint as well as worn or defective components at an early stage. Inspect the chain after you have finished cleaning and oil it, if necessary (see the chapter “**Chain Maintenance**”). 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!

Safekeeping and Storing your STEVENS Bicycle

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

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



Note:

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



Danger:

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



Caution:

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

Service and Maintenance Schedule

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

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

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



Note:

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

Component	What to do	Before every ride	Monthly	Annually	Others
Telescopic seat post	Service			✘	
Crank	Check and retighten, if necessary		✘		
Painted/anodised/carbon surfaces	Polish				✘ at least every 6 months
Wheels/spokes	Check for trueness and tension		✘		
	True or retighten				• if necessary
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 (multi-speed hubs, mudguards etc.)	Check and retighten, if necessary		✘		
Software	Update				• if offered by the manufacturer
Valves	Check seat	✘			
Cables gears/brakes	Dismount and regrease			•	

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

Jobs marked • are best left to your STEVENS dealer.



Note:

For your own safety, bring your STEVENS bicycle to the STEVENS dealer for its first service after 100 to 300 kilometres (60 to 180 miles), 5 to 15 hours of initial use or 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)	Tektro ³ (Nm)	TRP ⁴ (Nm)
Rear derailleur	Mount (on frame/derailleur hanger)	8–10	8–10		
	Cable clamp	5–7	4–5		
	Pulley wheels	3–4			
Front derailleur	Mount on frame	5–7	5–7		
	Cable clamp	5–7	5		
Shifter	Mount on handlebars	5	2.5–4		
	Hole covering	0.3–0.5			
Brake lever unit	Mount on handlebars	6–8	5–7	6–8	
	Time trial brake lever			5–7	
Hub	Quick-release lever	5–7.5			
	Locknut for bearing adjustment of quick-release hubs	10–25			
	Sprocket cluster lock ring	29–49	40		
Internal gear hub	Axle nut	30–45			
Crank	Crank mount (grease-free square-head)	35–50			
	Crank mount (Shimano Octalink)	35–50			
	Crank mount (Shimano Hollowtech II)	12–15			
	Crank mount (Isis)		31–34		
	Chainring mount	8–11	12–14 (steel) 8–9 (alu)		
Sealed cartridge bearing	Shell (square-head)	49–69			
	Shell (Shimano Hollowtech II, SRAM Gigapipe)	35–50	34–41		
	Octalink	50–70			
Pedal	Pedal axle	35			
Shoe	Cleat	5–6			
	Spike	4			
Brake (V-brake)	Cable clamp	6–8	6–8	6–8	6–8
	Brake shoe mount	6–8	6–8	6–8	6–8
	Brake pad fixing	1–2			
	Brake boss frame/fork			8–10	

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

Recommended Torque Settings for Disc Brakes and Hydraulic Rim Brakes

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

¹ si.shimano.com

² sram.com

³ tektro.com

⁴ trpbrakes.com

⁵ magura.com

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

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



Note:

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

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.....
.....

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

Order no.:

Date:

Replaced or repaired parts:

Stamp and signature of the STEVENS dealer:

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.....
.....

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

Order no.:

Date:

Replaced or repaired parts:

Stamp and signature of the STEVENS dealer:

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

Bike Card

Model/Size: /

Frame no.:

Suspension fork/Rear shock:

Manufacturer: /

Model: /

Serial number: /

Intended Use

Use according to

- category 0 category 4 category 5 category 6
 category 7 category 8

Permissible overall load of the STEVENS bicycle: kg

Permissible load of pannier rack: 25 kg

Trailer permitted: yes no

If yes – permitted trailer load: kg

Child seat permitted: yes no

Wheel / Tyre size:

Colour:

Extras:

Brake levers

Right lever

Left lever

Brake lever assignment:

- 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)
 - Rear shock (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