

BH Bike

INSTRUCTIONS FOR USE

Frame:

- 1** Top tube
- 2** Down tube
- 3** Seat tube
- 4** Chain stay
- 5** Seat stay

Saddle

Seat post

Seat post
clamp

Rear shock

Rear brake rotor

Rear
cassette

Rear derailleur

Chain

Chain ring

Crank arm

Suspension fork:

Headset

Handle

Bar

Brake lever

Gear change lever

Brake rotor

Brake caliper

Wheel:

Quick-release

Tyre

Spoke

Rim

Hub



Frame:

- 1** Top tube
- 2** Down tube
- 3** Seat tube
- 4** Chain stay
- 5** Seat stay

Saddle _____

Seat post _____

Seat post
clamp _____

Brake

Cassette

Front derailleur

Rear derailleur

4

Chain _____

Cam _____

Plate _____

Fork:

Diagram of a bicycle handlebar with labels:

- Power
- Brake lever
- Gear change
- Steering set



Brake

Rueda:

Diagram of a bicycle wheel with labels:

- Quick-release
- Tyre
- Spoke
- Wheel
- Hub



Frame:

- 1** Top tube
- 2** Down tube
- 3** Seat tube
- 4** Chain stay
- 5** Seat stay

- Saddle
- Seat post
- Seat post clamp
- Rack
- Mudguard
- Battery
- Brake
- Cassette
- Rear derailleur
- Chain
- Motor / controller Unit
- Cam
- Plate

Suspension fork:

- Power
- Screen and control unit
- Brake lever
- Gear change
- Steering set
- Disc brake
- Brake clamp

Wheel:

- Quick-release
- Tyre
- Spoke
- Rim
- Hub



Frame:

- 1** Top tube
- 2** Down tube
- 3** Seat tube
- 4** Chain stay
- 5** Seat stay

Saddle
Seat post

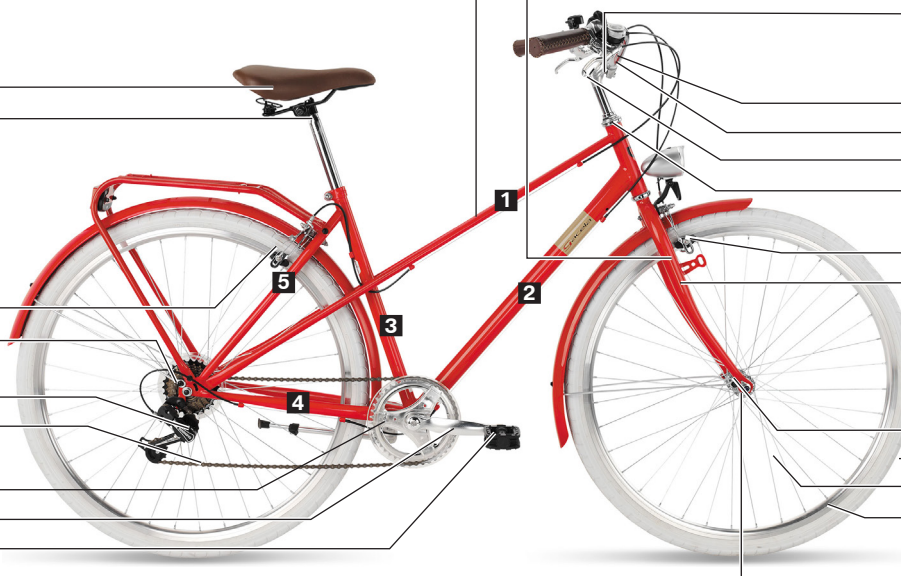
Brake
Cassette
Rear derailleur
Chain
Plate
Cam
Pedal

Fork:

Power
Handlebar
Brake lever
Gear change
Steering set
Brake
Fork

Wheel:

Safety nut
Tyre
Spoke
Wheel
Hub



INFORMATION.

Congratulations on the purchase of your new BH bicycle! This instruction manual contains information about safe use, handling and maintenance of your BH bicycle. In addition, there are warnings about the hazards caused by inappropriate use..

We ask you to read these instructions carefully before using your bike for the first time.

For all maintenance and repair work, contact your local BH shop or trusted cycle workshop.

Protocol for delivery and bicycle information

You should register the bicycle to request the guarantee (see guarantee document that comes with the bicycle). So the identification is easier, e.g. in the case of theft or loss, you should also carefully include all the data about the bicycle in the delivery protocol. You will find the frame number of your BH bicycle on the lower part of the bottom bracket.

We will respond to any questions via our customer service line:

Bike Service and BH customer service line

E-mail: info@bhbikes.com

With the purchase of our bicycle, you have decided for a high-quality product. Experts using carefully developed components have designed your new bicycle. Your BH workshop has assembled and has checked that it functions correctly. This way, you will get on the bicycle satisfied and in safety from the first ride.

In this manual, we have compiled for you many suggestions about the handling of your bicycle and a large amount of interesting ideas about the technology of bicycles, their maintenance and their care. We request that you carefully read this leaflet. It is worth it, even

though you have been riding bicycles all your life. Over the last years, bicycle technology has evolved in a great way. Before you get started with your new bicycle for the first time, you should carefully read the chapter **«Before making your FIRST trip»**.

To enjoy your ride, before sitting on the saddle, you should perform a minimal operational check as described in the chapter called «Before EACH trip». This manual cannot provide you with the knowledge of a bicycle mechanic. Not even a manual as thick as dictionary can contain all the possible combinations of bikes and parts available. Therefore, this manual is focussed on the bicycle you have just acquired and on the usual parts and shows you the most important warnings and suggestions.

When performing maintenance work and thorough repairs, you should take into account at all times that the instructions and suggestions exclusively apply to this bicycle.

These suggestions are not applicable to all bikes. The work described does not completely apply to a multitude of models and variations. We ask you to take into account at all times the instructions from the supplier of parts that your BH workshop has provided.

Take into account that the instructions can be followed by anyone with experience or that is somewhat talented. Some work can require additional special tools or additional instructions.



In the interest of your own safety, you should not suppose too much. If you are not completely sure or you have any doubts, contact your local BH workshop!

Before getting started, we would like to indicate a few things that are very important for us as cyclists: Never ride your bicycle without an adequate helmet or without eye protection, always try to use adequate clothing for cycling, or at least close-fitting trousers, and suitable shoes that allow your feet to grip the pedals or “clip-in”.

On the road, always pay attention and take into account traffic regulations to avoid putting yourself and others at danger.

This manual cannot teach you how to ride a bicycle. When you ride a bicycle, you should be aware that this is a potentially hazardous activity and that the cyclist should always be observant and in control.

Like all other sport, you can also suffer injury riding a bicycle. When you get on a bicycle, you should be aware of this risk and accept it. Always take into account that a bicycle is not equipped with the typical safety devices as vehicles, like bodywork or airbags. Therefore, you should cycle with precaution and respect those around you, road users, pedestrians etc. Never cycle under the effects of medicines, drugs or alcohol, or if you are tired. Never ride at any time with someone else on the bicycle and always keep your hands on the handlebar.

Consider the legal regulations regarding the use of bicycles when not on the road. These regulations are different in each country. Respect nature when riding through woods or fields. Always exclusively ride on signposted and protected tracks and streets.

Firstly, we would like you to be familiarized with the parts of your bicycle. To do that, unfold the cover of this instruction manual. Here are three examples of bicycle describing all the important parts. While you are reading the manual, leave this cover open. That way you can rapidly find the parts indicated in the text.

We wish you a good ride.

The **BH** team

www.bhbikes.com

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(UK)

March 2017 edition.

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1 GREETINGS.

1.1 Purpose of this manual.

This manual should help you to carry out maintenance works and adjust the settings of your bicycle. Read this manual before using your bicycle for the first time to assure its works in optimal fashion and has a long useful life. If your bicycle is equipped with any additional accessory whose operation and assembly is not described in this manual, follow the instructions from the manufacturer of the accessory supplied with your bicycle.

Especially take into account the texts indicated with these symbols:



This symbol means that your health or life may be at danger if you do not comply with the instructions given or defined processes.



This symbol refers to information that requires special attention, such as adjustments or periodical maintenance.



When you come across this symbol, you should consult the instructions from the manufacturer of the corresponding part to avoid damage to your bike or to the environment.

1.2 Responsibility.

In the case of any doubt regarding the measures described in this manual, contact your local BH dealer. The owner is solely responsible for non-compliance of the instructions described in this manual. We recommend that you allow your local BH dealer perform the maintenance of your bicycle..

1.3 Safety requirements.

There is a sticker on the frame of your bicycle indicating the applicable safety standards.

Depending on the type of bicycle, the standard indicated on the mentioned sticker will be one of the following:

- Children's' bicycles: ISO 8098
- Touring, mountain, race and young adult's bicycles ISO 4210
- Pedal-assist bicycles (PABs): EN 15194
- BMX Bicycles: EN 16054

ISO 8098: Children's bicycles

This international standard specifies safety and performance requirements and test methods for the design; assembly and testing of fully assembled bicycles and sub-assemblies for young children. It also provides guidelines for instructions on the use and care of the bicycles.

This regulation is applicable to bicycles with a maximum saddle height of more than 435 mm and less than 635 mm, propelled by a transmitted drive to the rear wheel.

This standard is not applicable to special bicycles intended for performing stunts (e.g. BMX bicycles).

ISO 4210 Touring, mountain, race and young adults' bicycles

This standard specifies terms and definitions related to safety and performance requirements for the design, assembly, and testing of bicycles and sub-assemblies having saddle height as given in the attached Table.

This standard does not apply to special types of bicycle, such as delivery bicycles, special bicycles intended for performing stunts carried out by specialists, tandems, BMX bicycles and bicycles designed and equipped for severe use in competitions.

Dimensions in millimetres

Type of bicycle	Touring bicycle	Bicycles for young adults	Mountain bicycle	Racing bicycle
Maximum saddle height	635 or more	635 or more and less than 750	635 or more	635 or more

EN 15194: Electrically power assisted cycles. (EPACs)

This standard is intended to cover electrically power assisted cycles with a maximum continuous rated power of 0,25 kW, of which the output is progressively reduced and finally cut off as the vehicle reaches a speed of 25 km/h, or sooner, if the cyclist stops pedalling.

This standard specifies requirements and test methods for the design and assembly of electrically power assisted cycles and sub-assemblies for systems having a voltage up to and including 48 VDC or integrated a battery charger with a 230 V input.

It also specifies requirements and test methods for engine power management systems, electrical circuits including the charging system.

EN 16054: BMX Bicycles

This standard specifies safety and performance requirements for the design, assembly and testing of BMX bicycles and sub-assemblies intended for use in any type of location such as roads and/or tracks and/or ramps. It applies to specialised types of bicycle designed and equipped for activities such as acrobatic

ground manoeuvres, stunting and aerobatic manoeuvres and lays down guidelines for instructions on their use and care.

It applies to BMX bicycles on which the saddle height can be adjusted to provide a minimum saddle height of 435 mm or more.

It applies to:

- a) Category 1: BMX designed for a rider mass of 45 kg or less
- b) Category 2: BMX designed for a rider mass more than 45 kg

It does not apply to BMX bicycles for use in sanctioned competition events.

 **Warning:** Use of your bicycle for an intention other than that for which it was designed can cause serious and even mortal accidents. In the case of bicycle for children, make sure that the children are well aware of how to handle a bicycle, especially the braking system.

 **Warning:** In some countries, like the United Kingdom, the brake situated on the right of the handlebar activates the brake of the front wheel and the brake situated on the left activates the brake of the rear wheel. Before using the bicycle for the first time, check the relation between the brake levers and the wheels.

 **Attention:** Like all mechanical parts, the parts of your bicycle are subject to wear. The different parts and materials can react to wear and fatigue in different ways. When the useful life of a part has passed, it can suddenly break and cause injury to the cyclist. Cracks, scratches and wear of colours in the most used areas indicate that the product has exceeded its useful life and should be changed.

1.4 Table of maximum body weight permitted.

Type of bicycle	Maximum weight allowed (Bicycle + Cyclist + Equipment)	Maximum equipment weight
Touring bicycle	155 kg (341,7 lb)	
Children's bicycles with dimensions of: 14" / 16" / 18" 20" / 24"	65 kg (143,31 lb) 95 kg (209,4 lb)	Follow the instructions leaflet of the rack
Mountain bicycle	155 kg (341 lb)	
Racing bicycles	155 kg (341 lb)	
Foldable bicycles	145 kg (319,6 lb)	
Electronically assisted bicycles	165 kg (363,7 lb)	

2 RIDE SAFELY.

2.1 Brake system.

A bicycle should have at least two independent operational brakes, one for the front wheel and another for the rear wheel. The type of brake is not regulated; there are wheel brakes, drum brakes and disc brakes.

2.2 Wear a helmet.

ALWAYS wear a HELMET and when you use your bicycle on public roads ALWAYS use the LIGHTING SYSTEMS supplied with the bicycle.

2.3 Regulation about riding bicycles.

The majority of States have specific regulations for cyclists. Your cycling clubs, or territorial Cycling federation or traffic department of your area, should be able to provide you with information in that respect.

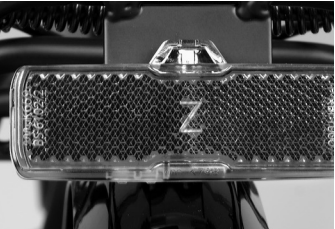
2.4 Be cautious when cycling during poor/ low light conditions.

Your bicycle is fully equipped with reflectors, keep them clean and in their position. Although reflectors are to let you be seen, they do not illuminate. Use a light at the front and another rear one when there is poor/low light condition.

2.5 Keep your bicycle in perfect conditions.

Las bicicletas no son indestructibles: como cualquier máquina, cada Bicycle is destructible: like any other machine, each part of the bicycle has a limited useful life.

High-level bicycles need greater care and inspections that are more frequent.



3 WARNING INSTRUCTIONS FOR USE.

3.1 Before making your first trip.

1. Only use the bicycle for its designed intention, otherwise, there is a risk that the bicycle is not sufficient and can fail. **Falling hazards!**
2. Are you familiarized with the braking system? Check that the front wheel brake is activated with the same lever you are used to (right or left). If that is not the case, you should be accustomed to the new situation, because if you unwillingly activate the front wheel brake, you could cause a fall. You can also ask your local BH dealer to modify the brake lever.

Modern brakes are much improved with greater braking effect. So try your brakes on a flat anti-skid surface off the road to get accustomed to them.

You will find more information in the section denominated **«Brake system»**



Take into account that the braking distance is greater when cycling with a handlebar with couplings. This position impedes clear activation of the brake levers.

3. Do you know the transmission system well and how it works? If necessary, get familiarized with the new system on a traffic-free road.

You will find more information in the section titled **«Traction»**

4. Are the saddle and handlebar adjusted correctly (height and reach)? Check that you can reach the floor with the tip of your toes

when sitting on the saddle. Your local BH workshop can help you if are not satisfied with the position of the saddle.



Also, take into account that you have enough freedom of movement, to avoid any injuries when trying to make a quick dismount.

5. If the bike has clip type or automatic pedals, firstly get familiarized with the locking and unlocking process while you are stopped.

Carefully read the instruction for use of the pedals as supplied by your local BH workshop..



If movement is restricted and/or the settings of automatic pedals is too rigid, you may not be able free yourself from the pedals! **Falling hazards!**

6. IF you have acquired a bicycle with rear suspension, it is better that your local BH workshop adjusts the frame at the time of delivery or if the purchase was made from www.bhbikes.com, it should be done in any cycled workshop you trust. Inadequate settings of the suspension can cause a malfunction or damage to the suspension. In any case, performance will drop and you will not attain maximum safety during the cycle.

3.2 Before each trip.

Your bicycle will be inspected repeatedly during its manufacture and then, a final inspection by your local BH workshop. Because the operation of the bicycle can be modified during transport or it could be that third parties may have modified your bicycle during waiting time, you should check the following before each trip:

1. Are the quick release mechanisms of the front and rear wheels, the saddle post and other parts completely closed?
2. Are the tyres in good condition and with sufficient pressure in both of them? Check the pressure.

You will find more information in the section titled «**Tyres**»

3. Let the wheels run freely to check the tracking. Also, check the space between the brake pads and the wheel, as well as the space between the frame and the tyre.
4. Check the brakes work before setting off, by activating the brake lever with great force. The brake lever should not reach the handlebar! There should not be any leaks of brake fluid. Also, check the conditions of the pads.

You will find more information in the section titled «**Brake System**»

5. Lift your bike a little off the ground then drop it on its wheels and listen for any rattling to indicate if there are any loose nuts or bolts, check the bearings and linkages for play.
6. If you decide to cycle on public roads, you should equip your bicycle according to the legal requirements in your country. Riding without any lights or reflectors when visibility is low or when dark is very dangerous. Other users of public roads will not see you or will not be aware of your presence until it is too late. When riding on public roads, you will always need the authorized lighting appliances. When it becomes dark, switch on the lights.
7. In the case that your bicycle is equipped with suspension, check the frame: Press down on your bicycle and checking if the suspension operates normally.
8. If necessary, make sure that the foot-stand is always completely folded before starting. **Falling hazards!**



Do not ride your bicycle if it does not comply with any of these points! A defective bicycle can cause serious accidents! If you are not completely sure or you have any doubt, contact your local BH workshop!



The terrain and forces that affect the wheels, can submit the bicycle to much strain. Faced with these dynamic forces, different parts react with wear and fatigue. Regularly check your bicycle looking for signs of wear, scratches, twists, worn colours or signs of cracking. Parts whose useful life has passed can suddenly fail. Regularly take your bicycle to a BH workshop to change suspect parts if necessary.



Do not forget to always carry a quality padlock/lock/chain whenever using your bicycle. That is the only way to avoid theft efficiently.

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3.3 After a fall.

1. Check that the wheels remained fixed and the tyres remain centred in the frame and the fork. Spin the wheels. If the space appears to have been significantly modified and you cannot re-centre it, you should separate the brakes a little from the wheel so that this can turn freely. Attention: In this case, take into account the braking efficiency will be reduced.

You will find more information in the section titled «**Brake system**»

2. Check to see if the handlebar or the front part of the frame has twisted or has broken. Check that the front part is firmly placed in the fork, by holding the front wheel between your knees and trying to twist the handlebar in regard to the front wheel.

3. 3. Check to see if the chain is correctly installed. If the bicycle has fallen on the side of the transmission, check that it works correctly. Ask someone to help you put the bicycle upside down on its saddle and the change gears. When the chain moves to the largest gear, check the distance between the derailleur and the spokes. In the case that the gears or support have twisted, the first gear may interfere with the spokes. - **Falling hazards!** The gears, the rear wheel or the frame can be damaged. Check the derailleur. If it has moved, the chain may come off. The bicycle will lose the transmission (also see the section titled «**traction**»).

4. Check the saddle, the top tube or the bottom bracket to make sure there are no defects.

5. Lift the bicycle and drop it to the ground from a low height. If you hear noises, inspect the bike searching for any loose nuts, bolts or parts.

6. Re-examine the entire bicycle to see any possible twists, worn colours or cracks.

Only if this inspection has been satisfactory continue your journey slowly and carefully. When ascending a mountain, never, under any circumstance, brake or accelerate abruptly. If you are not sure, wait for a car to collect you, instead of taking risks. Once you are at your base, you should carefully re-inspect the entire bicycle. If you are still not completely sure or you have any doubt, contact your local BH workshop!

 Any aluminium parts that have become twisted should not be straightened, that is to say, they should not be repaired. Even after, there is a great risk of breakage, especially of the fork, the

handlebar, the frame, the crank arms and the pedals. For complete safety, change them.

3.4 Normal maintenance.

Your bicycle requires regular maintenance, as well as a minimum amount of periodical adjustment. The frequency of the maintenance operations depends on the type of bicycle (touring bike, racing bike, mountain bike), as well as the frequency and conditions of use.

See the Maintenance and repairs calendar on age 454 of this manual.chedule



IMPORTANT WARNING

We recommend that your retailer performs these services. The frequency schedule is only a recommended servicing schedule based on normal uses. In the case of mountain bikes, the intervals are reduced due to the intensive use.

3.5 Saddle height and adjustment on the bicycle.

Height configuration of the saddle: This distance is calculated by measuring the length of your leg including the footwear you use when riding the bicycle. The length you measure will be multiplied by the coefficient 0.885. You measure from the middle of the saddle decoration to the middle of the pedal axle screw. To adjust your saddle height, use the screws of the clamp that fixes the saddle post to the frame.

IMPORTANT WARNING

For safety reasons, do not extend the saddle post beyond the minimum insertion marks.

3.6 Torque limits for nuts and bolts.

The correct spanners should be used in any type of assembly with the correct torque force. If when you are tightening or undoing and you notice that the threads are damaged, the corresponding screws or nuts should be changed. Then, apply the torque limits corresponding to each size of thread.

Recommended thread sizes	Torque limits (in Nm)
M4x0,7	3 - 4
M5x0,8	6 - 8
M6x1	10 - 14
M8x1,25	25 - 35
M8x1	27 - 38
M10x1,5	49 - 69
M10x1,25	52 - 73

3.7 Correct gear changing technique.

BH bicycles can be equipped with two types of gear change systems:

- The first is when the chain moves from one gear to another.
- The other, the gear-change system is situated inside the rear hub.

Read the following instructions depending of the type of gear-change you have:

3.7.1 External changeo

The left-hand gear-change lever controls the front derailleur, and the right hand gear-change controls the rear gears. Choose the ratios for greater pedalling comfort and maximum forward propulsion.

You can only change gears when the chain movement is forwards. Never try to change gears when the chain is not moving or is moving backwards. Each time you are going to change gear reduce the force transmitted to the chain, otherwise, the change will be difficult and the chain and gears will be subject to greater wear. Never change gear on rough bumpy surfaces.

3.7.2 Internal change

You can change gear when the chain is moving forwards, although it is also possible to change gear when the chain has stopped or moving backwards. Each time you change gear reduce the force transmitted to the chain to facilitate the change. Choose the ratios for greater pedalling comfort and maximum forward propulsion.

3.8 Cleaning.

To achieve good maintenance of the bicycle, we recommend that you comply with the following basic preventive measures:

- Clean the dust and mud with a damp sponge and a neutral cleaning product
- Plastic parts should only be cleaned with soapy water.
- Tyres can be cleaned with a sponge or brush and soapy water.
- After cleaning the bicycle, completely dry it using an absorbent cloth.
- After each cleaning, you should lubricate the transmission components.

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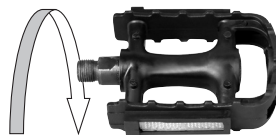


IMPORTANT WARNING

At all times avoid using pressurized cleaning devices, power washers and never use steam jet cleaning devices.

4 BASIC CONFIGURATION.

4.1 Installation of the pedals.



Right pedal: 'R' stamped on its axel indicates the right pedal. Tighten the screws in clockwise direction.



Left pedal: 'L' stamped on its axel indicates the left pedal. Tighten the screws in anti-clockwise direction. Grease the threads of the pedals.

4.2 Installation of the handlebar.

4.2.1 Aheadset® Steering set settings®.

(Aheadset® is the brand logo of threadless systems made by DiaCompe).

This steering set system stands out because the front part does not fit into the fork tube, but it is fixed from the outside **(a)**. The front part also is an important part of the steering bearing. Its locking fixes the fork assembly. To assemble the Aheadset®, you will need one or two Allen keys and a torque spanner. Undo the two side torque screw/s two or three turns of the head stem. Tighten the upper top screw with an Allen key, e.g. a quarter of a turn **(b)**.

 Do not tighten the upper part screw; only use them to eliminate play!

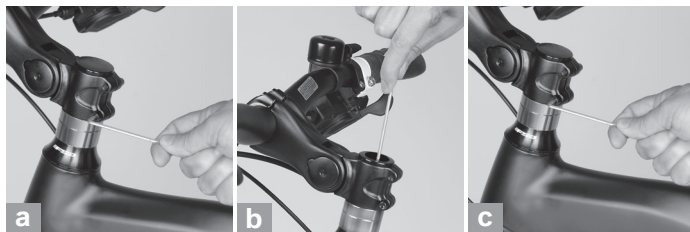
Adjust the front part so the handlebar is inclined. Also examine the upper tube and the front part of the front tyre. Tighten the torque screws of the front part (c). Use a torque spanner that does not exceed the maximum torque limits! You will find information in «**Recommended torque limits**» chapter, about the components and/or the instructions from the manufacturer of the components.

 Take into account that the fork tube can be squashed if the screws are over-tightened.

Carry out the previously indicated controls. The steering set should not be over-tightened, because it can be easily damaged.

 If the steering set is not adjusted correctly this can be caused by many reasons. If you are not completely sure or you have any doubts, contact your local BH workshop!

 Make sure of the correct adjustment of the steering stem. Place the front wheel between your knees and try to turn the handlebar if it moves then it is not correctly adjusted, you may suffer falls.



4.2.2 Adjustment of the handlebar with adjustable stem.

La potencia regulable permite la optimización de la posición del The adjustable stem allows optimal positioning of the assembly by adjusting the inclination of the axis within a range of -10° (lowest position) to 10° (highest position).

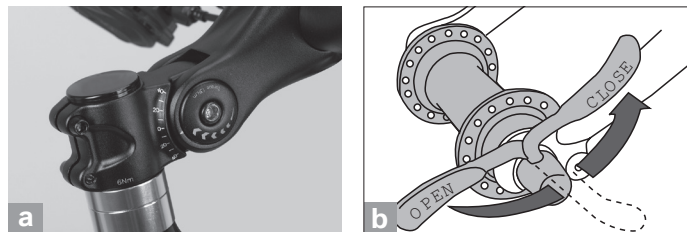
The stem angles can be slightly adjusted following these steps:

- Loosen the lateral screw (right side) (a) until the axis moves freely
- Adjust the inclination of the stem until obtaining the desired angle.
- Tighten the lateral screw taking into account the recommended torque indicated on the stem.

4.3 Assembly and disassembly of the wheels

4.3.1 Quick release wheel system

Disassembly: Pull the blocking lever and change it from the «CLOSE» to the «OPEN» position (b). Loosen the adjustment thread by hand and release the wheel.



Assembly: Introduce the axle of the wheel into the fork leg (front wheel) or into the frame stays (rear wheel) and maintain the locking lever in open position. Slightly tighten the adjustment nut. Close the lever; that is to say, change it to the «CLOSE» position.



IMPORTANT WARNING

Closing this lever requires a certain effort. If the lever can be closed easily, this means the nut is not tight enough and should be tightened until it requires some effort to close.

4.3.2 Pass through axles wheel system

Make sure the closing lever is in the open position. Place the wheel in the tips of the fork in the case of the front wheel, and on the frame tips in the case of the rear wheel, simultaneously positioning the Disc brake if your bicycle uses this type of braking system. From the left, push the open quick-close E-Thru lever through the frame / fork tip and the hub.

When the tread of the axle fits into the right hand thread, turn the axle clockwise. The through axle should move freely for the first turns.

If the lever does not completely drop, open it again and turn it anticlockwise a little. Try to close the quick-close lever again.

After closing the quick-close lever, now it should not turn, make sure that the quick-close lever does not stick out forwards or outwards.



To position the quick-close lever so it is the least exposed possible, consult the manual from the manufacturer of the fork.

4.3.3 Nut fixed wheel system

Disassembly: Loosen the safety nuts at both sides of the wheel using the correct size spanner.

Assembly: Introduce the axle of the wheel into the fork legs (front wheel) or into the frame stays (rear wheel). Slightly tighten the fixing nuts over the safety washers. Finally tighten the nuts using the correct size spanner.



4.4 Saddle adjustment.

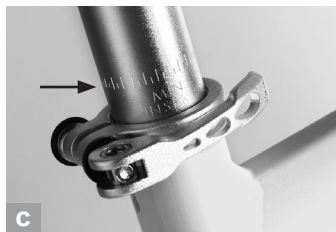
Height configuration of the saddle: Place the saddle post into the saddle tube.

After establishing the desired height, retighten the adjusting screw.



IMPORTANT WARNING

The minimum insertion mark should not be visible at any time **(c)**. You should introduce the saddle post to the necessary minimum into the saddle tube.



5 BRAKE SYSTEM.

5.1 Function and wear.

Pulling a brake lever a fixed pad presses on a rotating braking surface. The friction caused reduces the speed of the wheel. The force applied by the pad on the braking surface produces a friction force, which is affected by the friction coefficient. If the contact surfaces are covered with dirty water or oil, the friction coefficient lessens and therefore the braking effect is worse. In Disc braking systems, both the disc pads and the Discs wear due to friction, just as if the brake pads and the braking surfaces wear in the wheel braking system.

With any braking system, a failure in the settings, maintenance, or use of the brakes can cause loss of control of the bicycle with all the consequences that can produce. If you are not sure about the settings of your brakes, or suspect a problem, do not use the bicycle and take it to your authorized dealer.



It is important that the brake Discs and pads are completely clean of dirt, grease and oil. Once they are contaminated by oil, the pads cannot be cleaned and will have to be replaced.



Only use spare parts that are compatible with the brake and suitable with the original brand.

5.2 Rim braking systems.

Different types of brake families like Cantilever, V-Brake and Horseshoe form this system. In these types of systems, the brake levers are connected to the brakes by means of cables or hydraulic systems. By pulling on the brake, the pads rub on the wheel rim braking its movement, this reduces the speed of the bicycle.

Before using the bicycle firmly pull on the brake levers. The brake levers should not reach the handlebar. If the brake levers touch the handlebar, its travel should be adjusted. In the case of having an hydraulic system, this should be purged/bled. This should be done by an authorized dealer, because it requires specific materials and knowledge.

When the brakes are not activated, the pads should be at 1.2 mm from the wheel. The pads should be aligned with the rim surface. If your brakes are loose rubbing or not aligned with the wheel when not pulled adjust them before using the bicycle.

Angular alignment of the pad should be taken into account to prevent the brakes from squealing. Used pads and some new types of V-brake may not require this alignment.

Check the condition of the pads once a month. The pads have small marks on the friction surface. If these marks are less than 2 mm deep or 1 mm deep on the V-Brake, then they should be replaced. If your original pads did not have these marks, then replace them when the end of the rubber pad is at only 3 mm from the metal support.

Once a month, check the brake cables to see if they are twisted, rusted, have broken wires and no unthreaded ends and check to see

if the sleeves are not bent, cut or worn. Replace any component that does not pass the inspection.



5.3 Disc braking systems.

Disc brakes have much better response and much greater braking effect than the rim brakes. In addition, they do not require much maintenance and do not wear the rims; likewise, adjustment of the hydraulic Disc brake requires specific knowledge and tools.

Periodically check that there are no leaks in the tubes or the couplings by maintaining the handle pressed. If you notice a hydraulic oil or fluid leak, immediately take the appropriate measures, because this could mean that the brakes become inoperative, in this case contact your nearest dealer if you find any leaks immediately.

Check before each use that both the front and rear brakes are working correctly.

Check the condition of the pads, brake rotor, brake caliper for wear or any damage. In some models of the brake Disc, wear of the pads is automatically adjusted, others you will have to disassemble the pads according to the instruction from the manufacturer, carefully check them for wear and if necessary replace them.

Only use original replacement pads and check the indications in the brake manufacturer manual. This work requires specific tools and knowledge, if you any doubt at all, contact an authorized dealer.

 New pads require running in to reach maximum deceleration levels.

 Disc brakes get very hot during use. Therefore, avoid touching the Disc and clamp immediately after repeated braking.

 When removing either the front or rear wheels, the brake levers must not be pulled. If the brake lever is pulled the pads will close and the wheel cannot be placed into its position as the brake rotor will not be able to locate itself within the brake pads.

6 GEAR SYSTEM.

6.1 Assembly of the derailleur.

Check if the lower part of the external side of the derailleur is between 1 to 3 mm from the upper part of the chain links.

6.1.1 Lower limit adjustment

With the chain on the front small gear and on the large rear, we turn the adjustment screw of the lower limit until the distance between the chain and the lower part of the derailleur is between 1 to 3 mm.

6.1.2 Upper limit adjustment:

With the chain on the front small gear and on the large rear gear, we turn the adjustment screw of the lower limit until the distance between the chain and the lower part of the derailleur is between 1 to 3 mm.

6.2 Gear cable tension adjustment:

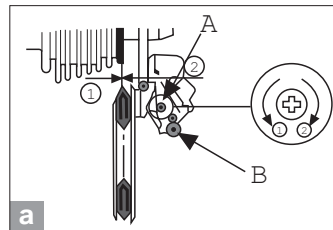
When the chain is on the front middle gear and in contact with the lower part of the derailleur, we turn the adjustment screw clockwise to make the cable tense. If the external side of the derailleur touches the chain, we shall turn the screws in the other direction.

6.3 Rear gear adjustment.

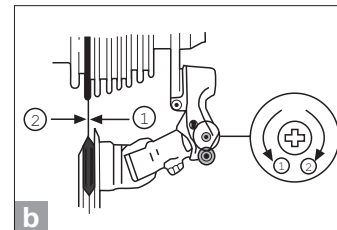
6.3.1 Gear movement adjustment:

This is done with the help of screws A and B **(a)**. Turn both screws in such way that the chain stays in its track. The gear-change is aligned with the smallest gear and the largest **(b)**.

Adjust the lowest limit



Adjust the upper limit



6.3.2 Gear adjustment:

Position the gear-change at the second point **(c)**). Turn the cable tension adjustment screw **(d)**) until attaining a perfect fit on the second gear.

6.4 External gear system.

The denominated external gear-change is the most efficient transmission system for bicycles. Especially thanks to the teeth of the gear, the flexibility of the chain and the indexing of the lever, the gear changing is much easier. In some models, an indication on the lever indicates the gear being used.

Modern mountain bikes and tourist cycling bikes can have up to 30 gears. Nevertheless, the chain should not be too transverse, because this easily causes wear to the drive train components and reduces the performance level. It is not very beneficial, for example, that the chain is situated on the front small gear and at the same time, on the two or three external gears (smallest) **(a)**) or ride with the chain on largest front gear and largest rear gear (largest) **(b)**.

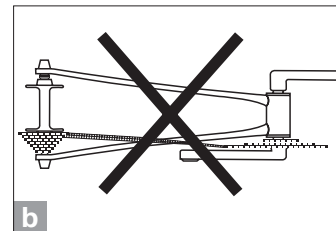
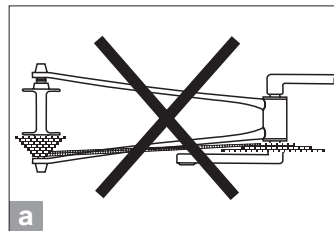
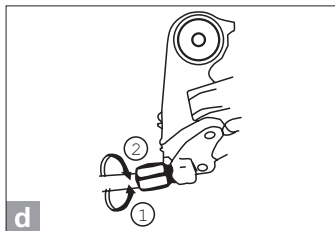
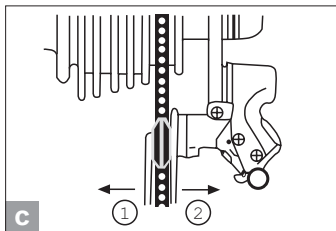
 At all times wear tight clothing or use trouser clips or something similar. This way you assure that neither the cabin nor the gears catch your trousers.



When changing gear under load, that is to say, when the pedals support great effort, the chain can slip. With the derailleur, the chain can jump and cause a fall. This will also significantly shortens the useful life of the chain.

EN
(UK)

Circuit adjustment



7 TYRES.

7.1 Tyre pressuress.

 The necessary pressure of the tyre is printed/moulded on the outside of the tyre. The information appears in PSI or bars and shows the maximum pressure. Take into account that 14 psi is equal to 1 bar and 1 bar is equal to 1 kg/cm². Too little pressure increases the risk of puncture provoked by «pinching» and can cause damage to the wheels. Tyres with too high a pressure can cause the wheel to lose grip.

When the tyres reach their wear limit, they should be replaced. To run well and achieve good braking, the contact surface should be impeccable.

8 SUSPENSION.

8.1 Suspension forks.

The suspension forks allow movement of the front wheel in such way they absorb all terrain irregularities.

The suspension forks regularly need lubrication so they can work smoothly and have a long life. The following manual is a supplement to the information that comes from the supplier of the fork, in the event you do not receive it, you can download it from the website of the supplier.

For the suspension fork to work correctly it should be adjusted according to the weight of the cyclist, his/her posture in the saddle and the intended use made of the bicycle.

Take into account the fork suspension is slightly compressed when the cyclist is seated on the bicycle, to produce a negative movement (sag). This adjustment requires specific knowledge and tools, consult with your local distributor for correct adjustment of the suspension.

The majority of the forks with springs or dampers, the spring can be pre-tensed in a limited range using a rotary button on the head of the fork. If that is not possible, the springs or dampers should be changed.

 All BH mountain bikes are exclusively designed to use the standard suspension fork or a similar one. Double plate forks or forks with other assembly lengths should not be used. Altering this condition causes the loss of the guarantee and can cause serious damage or breakage of your BH bicycle.

8.2 Rear suspension.

The rear suspension allows vertical movement of the rear wheel, to absorb all terrain irregularities.

This manual is a supplement of the information from the supplier of the shock absorber, in the event that you do not receive it, you can download it from the website of the supplier.

Maintenance and care of the following parts is necessary to maintain the best behaviour of your rear suspension:

- Frame
- Oscillating arm
- Bearings
- Fixing components
- Rear shock absorbers

For correct operation of the system, it is important that all the components are well tightened according to the torque indicated for each moving point and the rear shock absorber is well adjusted according to the rider's weight, riding manner, and the type of terrain usually ridden on.

Keep the suspension components clean. Dirt, mud and other contaminants can cause premature wear or fatigue in the suspension system. To clean the suspension systems use a cloth or soft-bristle brush with soap and water. Do not use solvents or chemical products that can eliminate lubrication of the bearings and the rear shock absorber.

Take into account that the rear of bicycle will drop slightly droop when you sit on the bicycle, this is normal and it allows the suspension to operate in an optimal manner in order. This should be adjusted according to the weight of the cyclist and the terrain / conditions the bicycle will be used on.

This adjustment requires specific knowledge and tools, consult with your local dealer for correct adjustment of the suspension.



In compressed air shock absorbers, take note of permitted settings and pressures, check these settings and pressures regularly. Defective adjustment of the shock absorber can cause irregular performance or cause damage to the system.

9 SPARE PARTS.

Original parts should be used to maintain optimal operation and maximum safety of your bicycle.

9.1 Replacement parts subject to wear.

The most common parts that suffer wear are the tyres, the inner tubes, the brake pads, the Disc brakes and pads, as well as wheels, lights, and bulbs and batteries.



Tyres: Replace it with an equivalent tyre. Revise the mark indicated on the outside of the tyre (ETRTO Standard).

Take into account that using tyres with an external diameter greater than that recommended can mean that when turning the handlebar the front of your foot can touch the front wheel. The cyclist can lose control of the bicycle and suffer an accident with serious consequences. The same can happen when we replace the crank arm with a longer one.



Inner tubes: Replaced with an adequate one for the tyre. Consult the indication on the outside of the inner tube (ETRTO Standard).



Disc brakes and brake pads: Take into account the instructions provided by the manufacturer.



Lights and position lights: Replace the bulbs with others of the same type. Consult the indication situated on the metallic area.



Chain, gears and derailleurs: Take into account the instructions supplied by the manufacturer.



Batteries: Replace with others of the same type. Check labels for specifications.

10 MAINTENANCE AND REPAIRS SCHEDULE.

Part	Action	Before each trip	Monthly	Annually
Lighting	Check the operation			
Tyres	Check the pressure			
Tyres	Check for wear / damage on tread and side walls			
Brakes (wheel brakes)	Adjust cable tension if necessary, inspect, brake cables, smooth wheel rotation			
Brakes (wheel brakes)	Stop test			
Brakes, pads (wheel brakes)	Inspect replace if worn			
Brake cables	Visual inspection			
Brakes (disk brakes)	Change brake fluid (DOT liquid)			
Suspension fork	Replacement of screws and corresponding torque			
Suspension fork	Oil change and spring greasing			
Saddle post with suspension	Maintenance			
	Check for play			
Wheels with wheel brakes	Inspect and replace the rims if worm. Check rim / wheel is running true	If rim wall line is not visible replace		
Bottom bracket axle	Check the play			
Bottom bracket axle	Renew the grease			
Chain	Check and lubricate			
Chain	Check and replace	After 800 km		
Crank arm	Check and Torque limits			
Wheels / Spokes	Check turning of the wheel and spoke tension			

Part	Action	Before each trip	Monthly	Annually
Steering play	Revise steering play			
Steering	Renew the grease			
Metallic surfaces	Inspection	At least every six months		
Hubs	Inspection of bearings			
Hubs	Renew the grease			
Pedals	Inspection of bearings			
Pedals (system)	Lubrication, cleaning of fixing mechanism			
Saddle post / Stem	Inspection fixing screws			
Rear gears / derailleur	Cleaning, lubrication			
Quick-close / thru axle	Inspection of efficiency			
Screws and nuts	Check and Torque limits			
Spokes	Inspect tension			
Stem / Saddle post	Disassembly and replacement of assembly paste			
Cables / Brakes	Disassembly and grease			

 You can carry out these revisions if you are skilful, you have certain experience and have the appropriate tools, e.g. a torque spanner. In the case of detecting deficiencies during the revisions, immediately apply appropriate measures. If you are not completely sure or you have any doubts, contact your local BH workshop!

 The indicated work can only be carried out by your local trustworthy bicycle specialist.