EUROSPORT DHS

USER'S MANUAL

BICYCLE

USER'S MANUAL
& WARRANTY CERTIFICATE

EN

DECLARATION OF CONFORMITY

MANUFACTURER

SC EUROSPORTDHS SA
Str. Sântuhalm Nr. 35A
330004 Deva
România

RO 17012620

MODEL Please apply the sticker provided

The conformity of the product with the directives is demonstrated by the full compliance of the harmonized and nonharmonized standards:

EN ISO 4210 1-9: 2014/2015

EN ISO 8098: 2014

EN 16054 BMX

RnD Director

Tavi Hrebenciuc

Date

10.01.2022

DEVA

WARRANTY CERTIFICATE

The warranty covers bicycles manufactured by Eurosport DHS under its own brands and OEM.

Fill out required details below at bicycle purchase and keep this document safe.

Product Identification Sheet

Manufacturer:	*SC EUROSPORT DHS SA*
Address:	*Str. Sântuhalm Nr. 35A, 330004 Deva, România*
VAT No.	*RO 17012620*
Bicycle Model:	
Frame Serial No.:	
Article Code:	
Seller:	
Adress:	
Phone:	
Buyer:	
Invoice:	*Type:* *Serial No.:*
Address:	

I hereby confirm that I received the bicycle in perfect condition and I agree with the terms and conditions contained in the Warranty that is part of this Manual.

Failure to complete or partial completion by the seller of the requested data will void this Warranty Certificate.

Signed by the parties

Buyer, *Seller,*

Date, *L.S.*

EUROSPORT DHS WARRANTY

The warranty covers manufactured by EUROSPORT DHS under its own brands and OEM (the "products").

Warranty Period

EUROSPORT DHS warrants that the products, when used for normal riding purposes by a person that properly fits and is capable of riding and controlling the bicycle, are free of defects in workmanship and material:

- *for five years for steel and aluminum frames and rigid forks;*
- *for two years for carbon frames and rigid forks;*
- *for two years for parts and components that are not subject to manufacturer individual warranty or subject to normal wear and tear*

from the date of original purchase;

This warranty only applies to the original owner and is not transferable. Claims under this warranty must be made with proof of purchase before the claim may be processed.

Except as described herein, EUROSPORT DHS makes no other warranties, guarantees, or representations of any type and are hereby disclaimed.

EUROSPORT DHS bicycles use parts and components under manufacturer individual warranty. In such cases the warranty is covered and settled by the manufacturer of the specific part and not the producer of the bicycle. Please refer to the components manufacturer's web page for additional information.

Warranty Exclusions

This warranty does not cover:

- *any product which may fail due to improper assembly outside the factory, installation of components, parts, or accessories not originally intended for or compatible with the bicycle as sold;*
- *any product where repairs or maintenance has been performed by untrained person;*
- *any product which may fail due to accident, abuse, neglect, weather conditions (rust or color fading due to extended sun or humidity exposure) or non-compliance with manufacturers specifications of usage or any other circumstances in which the product has been subjected to forces or loads beyond its design;*
- *any product that has been modified, including, but not limited to any attempt to open or repair any mechanical or electronic and related components,*
- *any products where the serial number or production code has been deliberately altered, defaced or removed;*
- *any products altered by component parts or substitutions with products from other manufacturer or same manufacturer but different range than originally intended or used for rental or other commercial uses;*
- *normal wear and tear. Wear and tear parts are subject to damage as a result of normal use, failure to service according to manufacturer recommendations and/or riding or installation in conditions or applications other than recommended;*

WARRANTY OF PARTS

Wear and tear parts are identified as:

- *Suspension fork;*
- *Steering assembly;*
- *Handlebar;*
- *Handlebar grips/ tape*
- *Stem*
- *Seat post*
- *Shifters*
- *Shifter cables and sleeves (inner and outer)*
- *Shifter grips*
- *Derailleurs*
- *Brake levers*
- *Brake cables, sleeves and brake lines (inner and outer)*
- *Brake pads/shoes*
- *Disc Brake Rotors*
- *Chain*
- *Cassette, Freewheel and Sprockets*
- *Hubs and components*
- *Rims*
- *Wheels*
- *Wheel Braking Surface*
- *Spokes*
- *Bottom Brackets*
- *Tires*
- *Tubes*
- *Rim Tape*
- *Chainwheel*
- *Saddle*
- *Rear Shock and components*
- *Kickstand*
- *Carrier/basket and components*
- *Mudguards and components*
- *Light system and/or reflectors*
- *Threaded parts*

General Provisions

The user assumes the risk of any personal injuries, damage to or failure of the bicycle and any other losses if EUROSPORT DHS bicycles are used in any competitive event, including bicycle racing or similar activities or training for such activities.

This warranty does not cover any personal injuries, damages to or failure of the bicycle or any other losses due to accident, improper use, neglect, misuse, abuse, wear exceeding normal limits, improper assembly and maintenance or subjected to forces and loads beyond its design.

EUROSPORTDHS brand bicycles are NOT INTENDED for wheeling, stunt riding, jumping, acrobatics, or similar activities, activities that involve motorized vehicles (such as towing of any kind after a motorized vehicle) or with motors as power driven vehicles, if not specified otherwise by the manufacturer.

It is the responsibility of the person who completes the assembly of the bicycle (mechanic or bicycle shop) to install all parts included with it in the factory sealed shipping carton and to make minor adjustments to functional parts such as brakes, steering assembly, etc. as required for proper operation.

Warranty Handling

To make a valid claim under this warranty, please return the product to a bicycle shop, preferably the dealer it was purchased from, together with the original, dated invoice or receipt.

If, having inspected the product, EUROSPORT DHS accepts that the bicycle is defective, EUROSPORT DHS (in its sole discretion) either repairs or replaces the product without charge.
This warranty covers the labor costs only for replacement of the parts that comply with this limited warranty.

EUROSPORT DHS reserves the right to revise this limited warranty without notice.

Eurosport DHS
Date : 05.2022

REPAIRS UNDER WARRANTY

Ref.	*Service Entry Date*	*Defect Description*	*Repairs or Replacement Description*	*Service Exit Date*	*Warranty Extension with:*	*Service Center*	*User*

CHILDREN BICYCLES FEATURES

List of Components and accessories

Main components list can be found within this user's manual. Additional components and accessories can include carrier, chaincover, fenders, bell, kickstand, training wheels, basket, water bottle, etc.

***Remark!** Components may vary from model to model.*

User's height and weight

EUROSPORT DHS children bicycles are not recommended for children under 24 months.
Maximum user's height and weight is determined based on each model, according to the information below:

Wheel size	*Age*	*Height*	*Weight*
12''	*2-4 years*	*80-105cm*	*Max. 40kg*
14''	*3-5 years*	*95-110cm*	*Max. 50kg*
16''	*4-6 years*	*105-120cm*	*Max. 60kg*
20''	*6-8 years*	*115-130cm*	*Max. 70kg*
24''	*7-11years*	*125-145cm*	*Max. 80Kg*
26''	*10-14 years*	*140-185cm*	*Max. 100kg*

It is highly recommended for an adult to inspect the proper functioning of the bicycle before use, to prevent possible malfunctions that may risk the child's safety.
In order to ride the bicycle, the child must be big enough to understand how to use it. Offer guidance about cycling regulations on public roads and make sure the child wears the right protective equipment: helmet, elbow pads and knee pads.
Below recommendations may vary from country to country or area to area. Consult your local law regarding the use of bicycles by children.
Do not allow the child to ride the bicycle on roads open for traffic unless supervised by an adult and under following conditions:
- Children up to 6 years old may only ride the bicycle on sidewalks, alleys and pedestrian streets, residential areas or any other areas with restricted or limited traffic;
- Children between 6-9 years old may ride the bicycle on sidewalks, alleys and pedestrian streets, residential areas or on roads opened to traffic only if situated in city areas and under supervision of a person aged14 or above.
- Children between 10-13 years old may ride the bicycle on tracks, alleys, bicycle lanes or any other specific designated paths for bicycles or roads opened for traffic, only under supervision of a person aged 18 or above.

- *Young people between 14-17 years old may use the bicycle on all roads opened for public transportation unless specified otherwise, except normal, European routes, express or motorways where they can only ride under supervision of a person aged 18 or above or are certified cyclists.*
- *People aged 18 or above may use the bicycle on all public roads unless specified otherwise.*

Recommendations

- *Training wheels are intended for limited use during the time spent learning to ride a bicycle. Extensive use may inhibit the child's desire to learn how to maintain balance on the bicycle without help.*
- *Never leave the child unattended when riding the bicycle. The bicycle may only be used under adult supervision.*
- *The children bicycles are intended to be used by only one child at a time. DO NOT allow simultaneous use by several children.*
- *The use of protection equipment such as helmet, knee pads and elbow pads is mandatory.*
- *The bicycle's maintenance should be carried out by an adult and preferably by a mechanic or bicycle shop.*
- *Adjust components regularly and inspect brakes, shifters, derailleurs, tire pressure, threaded parts securing the handlebar, fork, chain set, seat post, saddle, hubs and training wheels before each use;*
- *Inspect the chain tension regularly and adjust if needed.*
- *Dry with a soft cloth before storing if used during rain or snow.*

Remark! *In case of accident, the child should be immediately checked by a doctor.*

Other recommendations

Never allow child to ride at night if the bicycle is not fitted with appropriate light system in front, rear and reflective elements on the wheels. The child should also wear additional reflective equipment.
Child should keep both hands on the handlebar during ride.

Child should wear appropriate shoes that do not slip out and avoid excessively large clothes that may interfere with adjacent objects during ride or bicycle functioning components.

Never allow transportation of large or heavy objects on the bicycle. They may cause imbalance leading to accidents or crashes.

Use only spare parts recommended by the manufacturer or same as originally fitted. In case the part required is no longer available check if the replacement part is compatible with the bicycle. Do not make any structural modifications to the bicycle and do not fit accessories or parts that are not compatible or not intended to be used on a bicycle.

For any technical problems is highly recommended to contact a specialist or service center.
Pentru orice problemă tehnică este preferabil să apelați la serviciile un specialist sau la centre specializate.

EUROSPORT DHS is not responsible for any child injuries or any other losses due to improper use without protective equipment or violation of traffic regulations.

*The present document containing **Children Bicycles Features** is integral part of the **User's Manual**.*

EUROSPORT DHS is not responsible for personal injuries or any other losses if the bicycle has failed due to modifications made without recommendation or improper intervention.

FOLDING BIKES – FOLDING INSTRUCTIONS

A folding bicycle is a bicycle designed to fold into a compact form, facilitating transport and storage.

When folded, the bicycle can be more easily carried into buildings, on public transportation and more easily stored in compact living quarters or aboard a car, boat or plane.

Folding bikes generally come with a wider range of adjustments for accommodating various riders than do conventional bikes, because folding bike frames are usually only made in one size.

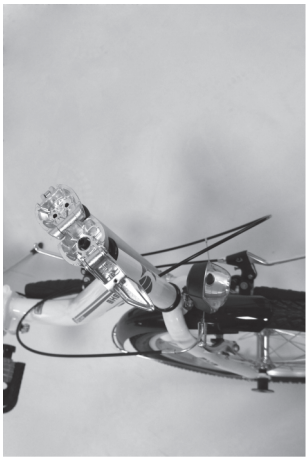
To fold the bicycle, follow the instructions below:

STEP 1 – Folding the handlebar and stem

- Fold the handlebar together with the stem by opening fully the quick clamp. The handlebar and stem will fold together on the side of the bike.

***Warning!** Make sure to open first the safety clamp against accidental opening before the quick clamp. Depending on the model, the safety clamp can either be opened separately or in the same time with the quick clamp by pushing it upwards with your thumb.*

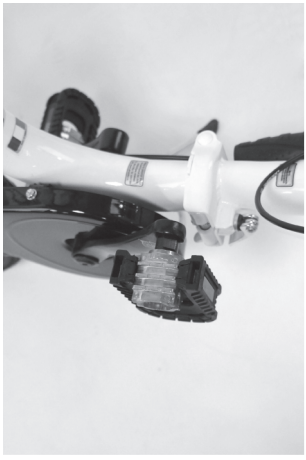




STEP 2 – Folding the pedals

- *Unlock the pedal by pulling the blocking device to the outside .*
- *Push down the pedal towards the pedal arm .*



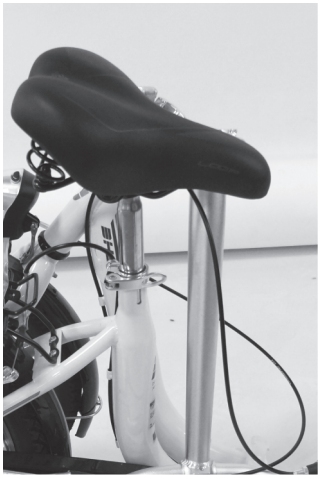


STEP 3 – Seat Post

- Adjust the seat post at desired length, by opening the quick-clamp. After adjusting to desired position close the quick-clamp to secure the seat post.

***Warning!** Depending on the model, the seat tube can also act as stabilizer for the bicycle storage or transportation in folded mode.*





Step 4 – Folding the frame

- Rotate first the safety clip anticlockwise to unsecure the frame quick-clamp. The knob acts as safety against accidental release during use.
- Release the quick-clamp and start pushing the front side of the bicycle towards the rear. Continue folding until the front wheel is parallel with the rear wheel.



Once folded the bicycle can be stored or transported in vertical or horizontal position.

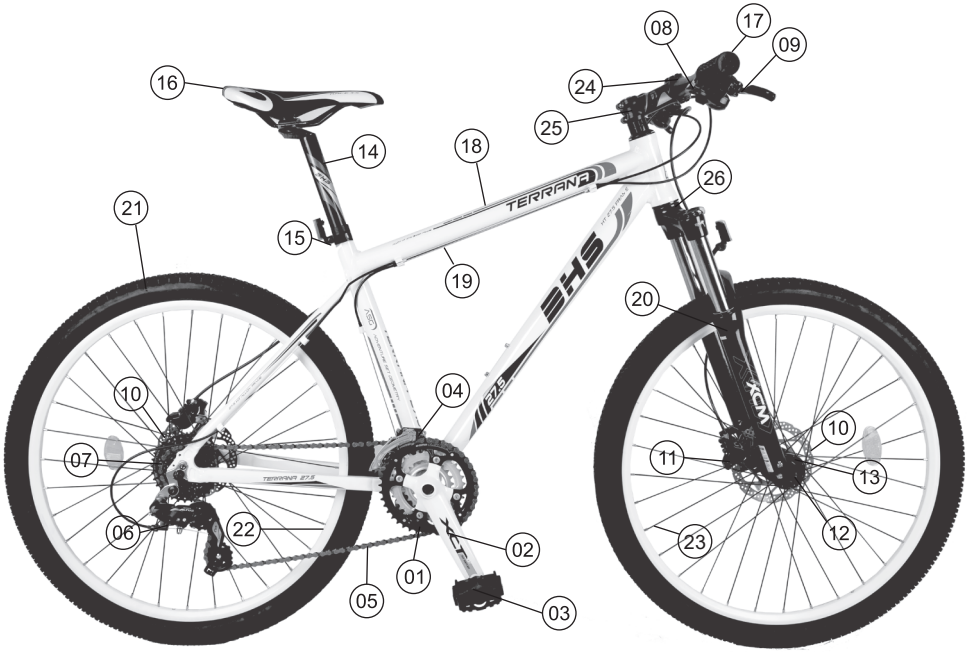
Remark! *When transporting or storing the folded bicycle horizontally, please ensure that the bicycle is placed with rear derailleur and chain set facing up to prevent damaging or bending the rear derailleur. It is also not recommended to place items or heavy objects on top of the bicycle to avoid damaging certain components.*

To unfold the bicycles, follow the steps above in reverse order.

Before using the bicycle ensure that all clips and clamps are properly secured.

CONTENTS

BICYCLE COMPONENT DESIGNATIONS



The image above contains designations of the major bicycle parts described or referred to in this manual.

01 Chainset
02 Chainset arm
03 Pedals
04 Front derailer
05 Chain
06 Rear derailer
07 Cassette/Freewheel
08 Shifters
09 Brake lever
10 Brake rotor
11 Brake caliper
12 Hub quick clamp
13 Hubs
14 Seat post
15 Saddle quick clamp
16 Saddle
17 Grips
18 Frame
19 Cables and casings
20 Fork
21 Tires
22 Rims
23 Spokes and nipples
24 Hadlebar
25 Stem
26 Hradset

***Remark!** Description above is generic. Depending on the bicycle model, certain components and/or accessories may vary or not be mentioned in this list.*

ABOUT THIS USER'S MANUAL

Thank you for choosing a EUROSPORT DHS brand bicycle and for your trust.
The Bicycle Shop, either where you purchased the bicycle from or where the bicycle was prepared (first commissioning) is very important as it represents the contact point for inspections, modifications or any type of repairs.
If there are questions that this manual does not answer, please contact the bicycle shop at the ***Seller*** *details in the* ***Waranty Certificate****. If this location is no longer available or this document is blank, please feel free to contact the most convenient bicycle shop or mechanic.*

User's Manual

- *Read the instructions before using your bicycle.*
- *Understand the pictures illustrated in this manual.*
- *Keep this manual safe and pass it on to the next owner.*
- *It is in your responsibility to inspect, repair and properly maintain the bicycle. If you lack the experience or tools, contact your bicycle shop or mechanic for assistance.*
- *The scope of this manual is not to teach you how to ride your bicycle or improve your riding techniques.*
- *This manual will not make reference to all the components since they are very complex and ranged. For further details please contact the manufacturer of the part you are interested in. Please follow the manufacturer instructions if diffrent from what described herein.*

Symbols

Failure to follow the instructions in this manual, in certain circumstances, may lead to crashes, accidents and material loses.

Danger!
This symbol alerts on iminent danger of serious injury or even death.

Terms

Bicycle shop *- refers to the place of purchase, bicycle repair shop or bicycle mechanic.*
Bar *- unit of pressure – 1bar = 100 000 Pa.*
Psi *- American unit of pressure – 1psi = 0.06897 bar.*
Nm *- unit of tightening torque.*

FOR YOUR SAFETY

The person riding the bicycle should be able to maintain balance, control the direction of travel as well as the speed by braking/pedaling.

The bicycle should be of adequate size for the user. We advise using the "stand-over height" method for finding the correct size, as described below:

- *straddle the bicycle with your feet flat on the floor;*
- *the top-tube (transversal bar between handlebar and seat post)should not interfere with your crotch;*

When riding the bicycle exclusively on asphalt, the clearance should be 4-5 cm.

In case of light off-road, the clearance should be of approximately 7 cm.

For heavy off-roading the cleararance should be of approximately 10 cm.

The method described above is generic. There are more precise ways of fitting your bicycle depending on the bicycle type and designated purpose.

To ensure you make the right choice, we recommend consulting a center specialized in bicycle fitting.

You have to consider that no matter where you choose to ride your bicycle (asphalt, unpaved roads, light off-road, etc.), unexpected situations may put your safety at risk.

Ensure the bicycle is properly equipped for riding on public roads. Consult your local law about the requirments for road legal bicycles (brake system, reflectors, light system, bell etc.)

***Remark!** Always wear your helmet.*

Use only compatible components or recommended by the bicycle manufacturer in case you decide to upgrade and follow the assembly instructions of the manufacturer. If you lack the experience or tools, contact your bicycle shop for assistance. Any non-profesional interference may lead to personal injuries, damages to or failure of the bicycle or any other losses including death.

Other recommendations

Be forward-looking in traffic, anticipate dangers and act defensive. Better give way to avoid accidents even when you have priority.

Do not ride your bicycle under the influence of alcohol, drugs or medication affecting your abilities.

Do not get distracted during ride by mobile communication devices that may reduce your awareness or hearing (earphones etc.) in order to react in time to other road users around you.

Use extreme caution when riding in humid conditions as the brakes performance will decrease.

Wear appropriate shoes that do not slip out and avoid excesivelly large clothes that may interfere with adiacent objects during ride. Coats, scarfs, skirts etc., may also interfere with the bicycle's functioning components during ride.

***Remark!** Choose specialized cycling wear designed to satisfy the needs of every type of ride.*

Use additional reflective elements and turn on your light system during low visibility conditions, at night or bad weather.

Use luggage carrier systems that are compatible or recommended by the manufacturer when planning to carry loads. Never overload the bicycle or subject to forces beyond its design.

***Remark!** Maximum supported weight is indicated on the identification lable near the bottom braket and includes the weight of user, bicycle and equipment carried*

Exceeding the maximum weight limit results in early wear and tear, damages or ruptures to various components such as rims, tires, spokes, hubs, brakes, fork, frame etc., risking material losses, accidents, crashes or even death.

Transporting large objects on the bicycle can imbalance resulting in crashes.
Use only spare parts recommended by the manufacturer or same as originally fitted. In case the part required is no longer available check if the replacement part is compatible with the bicycle. Do not make any structural modifications to the bicycle and do not fit accessories or parts that are not compatible or not intended to be used on a bicycle.

For any tehnical problems is highly recommended to contact a bicycle shop or mechanic.

Receiving your bicycle

There are many ways you can buy a bicycle. Here are two most common examples on how you can receive your bicycle depending on where you purchased it from:

- ***Dealer** or **Local Shop** will offer the bicycle fully assembled and ready to use with all components adjusted and accessories fitted;*
- ***Dealer Direct** or **Online Retailer** and delivered to you in the original sealed factory box.*

***Remark!** When the bicycle is delivered to you in the original box, we highly recommended having it commisioned by a qualified bicycle mechanic or bicycle shop. Certain components are complex or require specific tools.*

Dacă credeți că aveți experiența, aptitudinile şi uneltele necesare pentru a efectua personal pregătirea de utilizare, este recomandat ca odată finalizată aceasta operațiune, să prezentați bicicleta în cel mai scurt timp posibil unui centru specializat pentru verificare.

If you feel experienced enough and have the necessary tools to personally commision the bicycle, we highly recommend having it inspected by a qualified bicycle mechanic or bicycle shop once you complete the operation.

Depending on the model selected, the bicycle comes delivered in the original factory box according to manufacturer specifications together with this manual and various accessories:

- *98% assembled and requires you to fit the pedals, adjust the handlebar, fit the accessories and check the tire preassure;*

- *85% assembled where more complex operations are needed: adjust the stem, fit and adjust handlebar and components, fit the front wheel, fit the front feder if equipped, fit accessories and adjust the brakes (disc or rim brake).*

BEFORE FIRST USE

A bicycle not properly commisioned will put you at high risk of personal injuries, accident or even death.

It is very important to familiarize yourself with the bicycle before riding. Test your bicycle in a pedestrian and traffic free zone.

Check if the quick clamps securing the seat post, hubs, handlebar and stem are properly tightened. Adjust if necessary.

Identify what brake levers operate the front and rear brakes. As the braking force is very strong (hydraulic disc brakes in particular) we recommend braking at low speeds first and as you get familiar with the stopping power increase the speed.

***Remark!** Brakes will reach maximum efficiency after running-in.*

Identify what shifter operates front and rear derailers and shift gears only while pedaling to avoid high stress on transmission components causing early wear of cassette, chain rings or even chain break.

If your bicycle has "click-in" pedals or SPDs (system temporarily connecting the shoe to the pedal) we recommend practicing a few times to clip and unclip your shoes before the ride.

"Click-in" or SPD (Shimano Pedaling Dynamics) pedals are generally used by professional cyclists or experienced riders. These pedals offer a totally different riding experience and are not recommended for begginer or casual riders.

You may start using your bicycle after your bicycle shop confirms optimum condition for use and you have a full understanding about the product.

***Remark!** Riding a bicycle unfit for the road or not as commisioned as sold, exposes you and people around you to high risks.*

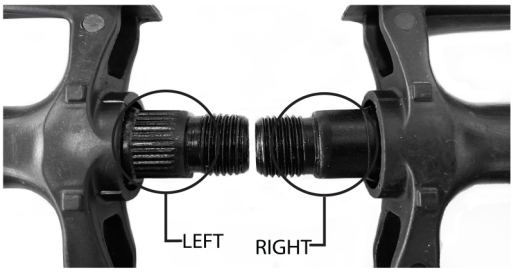
It is also recommended that you memorize the status and behavior of your bicycle when new as it was commisioned for use by the bicycle shop, to immediately identify future changes in operation.

Any suspicious noise or changes in operation require immediate revision in a bicycle shop or by a bicycle mechanic.

Look in general, before each ride, for any signs of damage, loose screws, deep scratches, play in components or any other signs of mechanical damages.

Pedals

Identify the left and right pedals: these are marked on the axis with the letter "L" for the left and the letter "R" for the right (alternatively, the left pedal can be identified by the longitudinal stripes stamped on the axis).
Apply a little Vaseline on the thread before mounting.



Install the LEFT pedal first. Rotate counterclockwise as threading is reversed compared to normal. Tighten hard but without extra force.

Install the RIGHT pedal next. Rotate clockwise. Tighten hard but without extra force.

Wheels

In broad terms, the wheels dictate the size of the bicycle, maximum weight limit, type of bicycle and age/height of the rider.
When saying we own a 29, it means we ride a bicycle with a wheel size of 29 inches (same goes for 14, 16, 20 etc).
EUROSPORT DHS classifies its bicycles as below:

Wheel size (in)	*User*	*Age*
12"/14"/16"/20"	*Children*	*2 - 8 years*
24"/26"/27.5"	*Juniors/Teens/Adults*	*Over 12 years*
26"/27.5"/28"/29"	*Teens/Adults*	*Over 16 years*

*Please consult **CHILDREN BICYCLES FEATURES** section of this manul to determine user's age and height limit recommended by EUROSPORT DHS for children and juniors (12in up to 26in wheel size) bicycles.*

For junior and adult bicycles, EUROSPORT DHS recommends:

Wheel size (in)	*Age*	*Height*	*Weight*
27.5"	*Over 16 years*	*Over 1,65m*	*Max. 120kg*
28"	*Over 16 years*	*Over 1,75m*	*Max. 120kg*
29"	*Over16 years*	*Over 1,75m*	*Max. 120kg*

Information provided above is generic and facilitates your selection based on height and weight. The final selection should be made by testing the bicycle before purchase.

***Remark!** For more details concerning wheel size, types and complexity, please contact a bicycle shop.*

Wiggle the wheels to look for any play in the joints between hubs, fork and frame. The joints must be fixed, without generating noise or any play.

Do not ride the bicycle and contact immediately either a bicycle shop or mechanic if you notice any play in the joints or suspicios noise.

Rims

Rims designed for rim brakes provide a smooth parallel braking surface while rims designed for disc brakes or hub brakes sometimes lack this surface. There should be no traces of dirt on these surfaces especially grease. If any traces of grease or dirt are noticed, clean imediatelly.

If during general inspection, the rim wear level indicator is no longer visible, please contact either a bicycle shop or mechanic for immediate replacement.

***Remark!** The wear level indicator is the groove located on each parallel surface of the rim. If the groove is no longer visible, the rim has reached maximum level of wear and needs to be replaced.*

If you notice any nothches or scratches on the parallel surfaces of the rim consult a bicycle shop or mechanic for best repair options.

Spin freely each wheel to check the gap between the brake pads and rim sides (when using rim brakes) or between the fork legs and rim sides (when using disc brakes). The maximum allowed deviation is 1mm. If exceeded, the wheel needs truing. This process requires experience and special tools and is usually covered by a mechanic or bicycle shop.

***Remark!** These deviations occur during use on potholes, heavy down-hill in case of MTBs (mountainbikes), climbing on and off curbs, bumps, after accidents etc.*

Tires

Spin the wheel freely to check the sidewalls and rolling surface. The tire must not show signs of uneven wear, lumps, fabric plies, missing or torn pieces.

The tire bead must also be checked for irregularities and ensure it stays firmly against the entire rim.

Tire Inflation Pressure

Check the inflation pressure with a gauge and inflate if required with a pump. If the inflation preassure is too high release air through the valve.

***Remark!** More weight on the bicycle means more tire pressure but it should not exceed the tire manufacturer specifications.*

Check the sides of the tire for manufacturer pressure rating specification. In some cases the recommended pressure is indicated in Psi. Use below data for conversion:

Psi	*30*	*40*	*50*	*60*	*70*	*80*	*90*	*100*	*110*	*120*	*130*	*140*
Bar	*2,1*	*2,8*	*3,5*	*4,1*	*4,8*	*5,5*	*6,2*	*6,9*	*7,6*	*8,3*	*9,0*	*9,7*

Remark! *A low tire pressure can generate a cumbersom ride or even a flat tire.*

A low pressure can cause the tire to slip off the rim increasing the risk of serious injury and material damages. We recommend inflating the tires at the correct rating as indicated by the manufacturer.

Valve Stem and Position

There are different types of valve stems used for bicycle tubes:

- *Schrader Valve;*
- *Presta Valve;*
- *Dunlop Valve.*

Presta Valve

Dunlop Valve

Schrader Valve

If the valve stem is not in radial position (aiming towards the center of the hub), it can break and tire will deflate fast causing the rider to lose control over the bicycle resulting in serious injury or material losses.

Remark! *The valve stem must immediately be set to correct position. Deflate completely and rotate the tire left or right until the valve stem is positioned correctly. Inflate according to manufacturer tire rating.*

Saddle, Seat post and Adjustments

Check secure attachment by grabbing the saddle from both ends and try to rotate left and right, and then to move it up and down. If the saddle is attached correctly to the seat post, you should not be able to make it budge.

> ⚠ *The seat post can be only extended out of the frame within a limited length. Check the mark that indicates the minimum insertion (or maximum extension) and never extend more than this mark or seat post or frame seat tube can brake risking serious injury and material losses.*

Saddle adjustment operation requires either an allen key or metric spanner depending on the type of saddle fitted on your bike.
Depending on the saddle model, you can adjust only tilt or tilt with fore-aft positions.
To adjust only the saddle tilt, loosen the nut located under the saddle until it can be easily tilted up or down, adjust to desired angle and tighten the nut. Test secure attachment according to procedure explained before.
To adjust saddle tilt and fore-aft positions loosen the bolt(s) under the saddle until it can be easily moved up and down or back and forth. Adjust to desired position then tighten all screws.
Before torque to specifications ensure that the saddle rails are properly inserted into the clamp. Test secure attachment according to procedure explained before.

Saddle height can be adjusted by sliding the seat post further in or out the frame (seat tube). Saddle height depends on how high from the pedals the rider wants to sit.
The saddle height should be set so that when pedaling, the legs have a slight bend even when the pedals are at their furthest distance. This means that if the saddle height is properly adjusted, you will not be able to place both feet flat on the ground when seated on the saddle. If you can, the saddle is too low.
To adjust saddle height, open the quick clamp or loosen the screw securing the seat post and adjust to desired height. Ensure that the saddle is aligned with the frame and close the quick-clamp or tighten the screw.

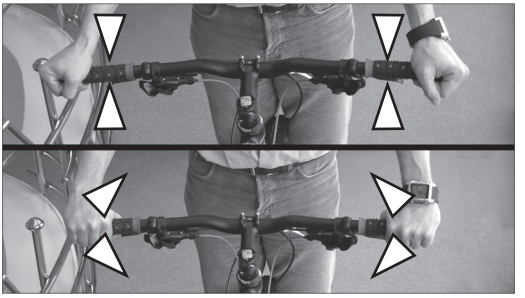
Remark! *In case the seat post is secured by a screw, you will require a metric spanner or allen key to adjust to desired height.*
Seat posts should be periodically removed from the frame, cleaned, greased and refitted to prevent the seat post seizing in the frame.

Handlebar, Stem and Parts fitted on the Handlebar

The stem should be positioned on the same axis as the front wheel and the handlebar must be parallel with the font hub. The stem and handlebar should never rotate free of the front wheel or up and down.

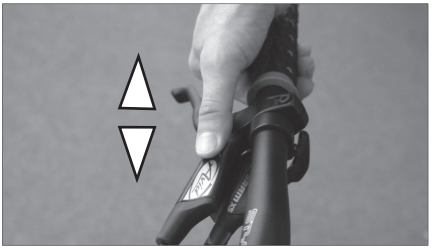
To check secure attachment grab the wheel between your knees and try to rotate the handlebar left or right. If you cannot succeed, the stem and handlebar are properly secured.

Proper adjustment of stem and handlebar is very important for your safety during ride. If you suspect any issues contact immediately a bicycle shop or mechanic for inspection.



Parts fitted on handlebar such as brake levers, shifters or grips must not move freely or rotate by hand.

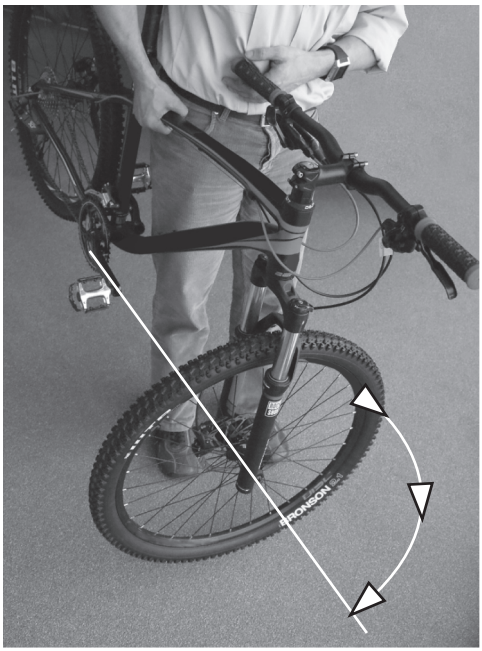
Immediate adjustment is required if any of the components fitted on the handlebar can be freely moved along the handlebar or rotated by hand. If you do not have the experience or tools required please contact a mechanic or bicycle shop for assistance.



Headset

Inspect proper operation of headset by:

- holding the front brake on and gently rock the bicycle back and forth; if your headset is lose you will feel a knocking through the handlebar coming from the lower headset cup;
- Lift the front of your bicycle off the ground and check if wheel flops from side to side without your hands on the handlebar; if the steering is slow or does not move from side to side is means your headset is too tight.



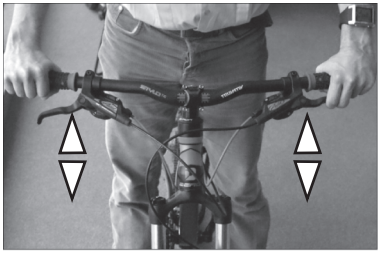
A badly adjusted headset can be detrimental to your ride and cause irreparable damage to the frame. If you feel you do not have the right tools or experience, contact a mechanic or bicycle shop to have the work done correctly.

Suspension fork

Depending on the model, suspension forks may have different construction and application features. Features vary from simple spring suspension that offers greater comfort than standard fixed ones, up to air suspension with lock mechanism, rebound adjustments or user specific preferences.

Remark! *To identify your fork's features please consult the fork manufacturer's website or separate fork manual provided with your bicycle. A bicycle shop or mechanic can also help you if required documentation is not available.*

To check proper operation, lock the front wheel by pulling the front brake lever and compress and decompress the fork for a few times by pushing down the handlebar with your body weight.



During this process the fork should not generate noise and compress and decompress easily.

ÎIf you notice suspicions noise coming from the fork or ill function during the ride contact a mechanic or bicycle shop for inspection.

Remark! *Fork adjustments, inspections or repairs require experience and specific tools. A mechanic or bicycle shop should be contacted to perform these jobs to ensure best performance.*

Identifying your Brakes

Your bicycle is fitted with a brake system to enable you to reduce the speed and stop. There are various types of brake systems depending on the bicycle model but the three main types that Eurosport DHS uses on its bicycles are:

- ***Rim Brakes*** *apply braking force by friction between brake pads and the rim of the rotating wheel. Rim brakes can be found on all EUROSPORT DHS range of bicycles.*

- ***Costerbrakes*** *are usually fitted on children or city bicycles. In this case the braking force is applied by back pedal a fraction of a revolution.*

- ***Disc Brakes****, actuated mechanically by cable or hydraulic, are most common on MTB (including all down-hill bicycles), long trip TOURING or TREKKING bicycles, CROSS or agile URBAN bikes. Disc brakes consist of a metal disc (rotor) attached to the wheel hub that rotates with the wheel. Calipers are attached to the frame and fork along with pads that squeeze the rotors for braking.*

The difference between cable actuated and hydraulic disc brakes is that the brake pads in the calipers are actuated either by cable or hydraulic pressure.

Remark! *It is highly recommended to use both front and rear brakes in the same time when braking for better performance and to avoid uneven wear between brakes.*

The gap between brake lever and handlebar grip at the point where the pads come in contact with the braking surface (either rim or rotor) should be of approx. 2.5cm; if the brake levers travel until the point they meet the grip, the braking force is compromised and the system requires inspection.

Brake system adjustments or repairs require experience and special tools. We highly recommend that these operations are performed by a mechanic or bicycle shop to ensure best performance. Malfunctions of the braking system risk serious injury, material losses and even death.

If you plan long distance rides and carry additional luggage or equipment we recommend always having with you spare brake pad sets as they are prone to rapid wear in such conditions. We also recommend spending some time with a mechanic or service shop and practice changing the pads yourself as it is very unlikely to find a suitable person to this for you during your journey.

Rim Brakes

Brake system malfunctions risk serious injury, material losses and even death. System should be inspected with maximum consideration.

With the brake levers pulled firmly, the bicycle should not move forward or backward when pushed.

Brake cables must be securely tightened by bolts. Outer and inner cables should not show any damage.

The brake pads should hit the rim flat along the braking surface. When releasing the brake lever, both pads should open at same distance against the rim sides.

Notă! *Check regularly the wear level of the brake pads printed on the front surface of the pads. Also check for aluminum or small pieces of stone stuck in them. Remove if possible otherwise replace the pads. Always replace both pads regardless of their state.*

Check also the rim braking surface for any damage or traces of dirt. Inspect the rim wear level and replace if required.

We recommend contacting a mechanic or bicycle shop since brake pads or rim replacement requires experience and special tools.

Disc Brakes

Brake system malfunctions risk serious injury, material losses and even death. System should be inspected with maximum consideration.

With the brake levers pulled firmly, the bicycle should not move forward or backward when pushed.

Dirty rotors reduce drastically the braking performance. Look for traces of dirt or grease and clean immediately with a dry cloth.

Wiggle the brake calipers to check if they are tightly secured in the frame or fork. If loose, secure properly.

In case of hydraulic brakes, check for any leaks by pulling the break lever and inspecting visually the complete system.

In case of mechanically actuated disc brakes, the cables must be securely tightened by bolts. Outer and inner cables should not show any damage.

Inspect the surface of the rotors for any grooves, deep scratches or other forms of mechanical damage. Replace if advised by a mechanic or bicycle shop.

Lift front wheel and rotate freely to check for rotor warping. Repeat for rear wheel. When rotating freely, the rotor should not rub on the brake pads.

Any brake system inspection or repair should be performed by a mechanic or bicycle shop since it requires experience and special tools.

Drive, Chain and Using the Transmission

Check the chain set play by pressing with your hand the left chain set arm towards the frame. There should be no play or noise.

Check visually the chain links for any damages. With the bicycle in static position, rotate the chain set in reverse to check for any strange noises, clutches, or chain tendency to skip off gear, sprocket or derailed pulleys.

Clean the chain periodically and apply special chain lube.

***Remark!** Do not use any automotive oil, vaselines or any similar products as they quickly help to cluster dust, sand, soil, etc. There are products specifically designed for chain maintenance. Contact a mechanic or bicycle shop for details on chain care.*

Shifting gears in a bicycle means moving the chain up and down from sprocket to sprocket or chainring to chainring by operating the shifters.

***Remark!** Never shift sprockets and chainrings in the same time.*

Right shifter operates rear derailer and left shifter operates front derailer.

***Remark!** Always shift gears while pedaling to avoid subjecting the transmission to forces and loads that may cause damage, early wear or even chain break.*

It is not recommended to use the largest chainring with the largest sprocket or the smallest chainring with the smallest sprocket.

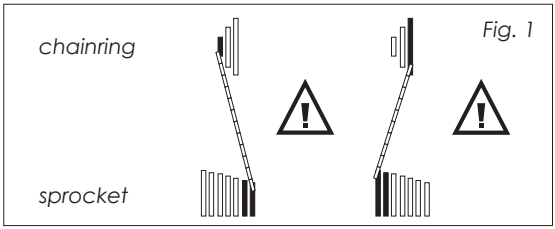


Fig. 1

***Remark!** Over time, due to functional mechanical components and their complexity, the transmission may suffer from poor alignment or stretches in drive cables. If you experience suspicious noise or malfunction, contact a mechanic or bicycle shop to make the necessary adjustments.*

Quick Release Clamps

Depending on the bicycle model, quick clamps can secure the wheel hubs, the folding mechanisms in case of folding bicycles, or seat posts. These quick clamps ensure removal of wheels or adjustment of seat post height, quickly and without specific tools.

Hub quick-clamps are made-up of:
- *a skewer threaded at one end with a lever at the other end;*
- *nut;*
- *two conical spiral springs that are mounted between the nut and the hub and between the lever and the hub, with the apex towards the hub;*

To remove the wheel, pull the quick clamp lever outwards and loosen the skewer by rotating the nut anti-clockwise.

***Remark!** Be careful not to lose the spiral springs if you loosen too much and the nut comes off the skewer.*

When installing the bicycle wheel and the quick clamp skewer has been completely removed, insert from left to right in the hub hollow axle (do not forget to position the two springs correctly) and tighten the nut by turning it counter-clockwise.

Hold the quick clamp at a 90° angle of travel and rotate the nut counterclock-wise until it meets resistance then close the quick-clamp completely.

Remark! *If the quick clamp cannot be closed completely as it meets too much resistance, DO not force it closed or leave it in this intermediate position. Open it fully, loosen the nut and try again. Repeat this procedure until you have a firm grip.*

If your bicycle is fitted with a different type of hub axle please check the instructions of the manufacturer or contact a mechanic or bicycle shop for assistance.

PROBLEMS DURING USE

During use, there may be unusual behaviors or noises that usually report a failure in a component or anticipate a defect.

Remark! *In case of unusual behaviors or noises please contact a mechanic or bicycle shop for immediate inspection.*

If on route, try to identify the source of the problem and decide if the bicycle can still be used safely until destination or the closest mechanic or bicycle shop. Do not continue your ride if you cannot identify the source of the problem.

Avoid exposing yourself to risk situations, accidents or material damage by attempting to repair your bicycle without the tools, supplies or experience needed.

The table below shows the most common problems that may occur during use and temporary fixes. In most cases, they anticipate a defect and we recommend having the bicycle inspected by a mechanic or bicycle shop.

Problem	*Possible Cause*	*Temporary Fix*
Malfunction in shifters or inability to shift gears;	*Shifter not operating properly;*	*Shift the chain from the smallest to the largest sprocket for a few times.*
	Derailers are improperly adjusted;	*Select the less problematic sprocket-chainring combination until destination and contact a mechanic or bicycle shop for repairs.*
Jammed crankset after shifting;	*Jammed chain;*	*Lift the rear wheel and rotate the crankset counterclockwise. If the crankset does not unlock, try removing the chain by hand from the locked area.*
Unusual noise, rattle or scrape;	*Cassette or crankset defects;*	*Ride with caution until destination and contact a mechanic or bicycle shop for repairs.*
Errating pedaling;		
Chain drop;	*Incorrect shifting;*	*Reposition the chain by hand on the chainring or sprocket, lift the rear wheel and rotate the chainset forward.*
Continuous chain drop;	*Poor transmission adjustment;*	*Contact a mechanic or bicycle shop for repairs.*
Low braking performance;	*Excessive brake pads wear, lack of tension in brake cables, hydraulic oil leaks;*	*Replace the brake pads; if this does not solve the problem, ride with caution until destination and contact a mechanic or bicycle shop for repairs.*
Unusual sounds coming from the brakes;		

Problem	*Possible Cause*	*Temporary Fix*
Unusual noise or rattle coming from the frame;	*Loose accessories, possible breaks, ruptures or fissures.*	*Contact immediately a mechanic or bicycle shop.*
	Poor adjustment to rear suspension shock (in case of full-suspension bicycles);	*Readjust rear suspension shock according to manufacturer instructions.*
	Damaged rear suspension shock (in case of full-suspension bicycles);	*Contact immediately a mechanic or bicycle shop.*
Bouncing bicycle behavior;	*Damaged tire, rim or spokes;*	*Contact immediately a mechanic or bicycle shop.*
Unusual noise, rattle or scrape coming from the wheels;	*Foreign objects jammed into the wheel;*	*Remove any debris or objects stuck into the wheels and look for any damages.*
Slow steering and handling;	*Low tire pressure;*	*Increase tire pressure. If problem persists you have a puncture.*
		In case of punctures, apply either a patch or replace the tube. Inspect the tire and remove any object (nail, needle, thorn, wire etc.) causing the flat. Refit and inflate according to manufacturer indications.

If you plan long distance rides, we recommend always having with you spare tubes or patches to repair a flat tire. We also recommend spending some time with a mechanic or service shop and practice how to apply a patch or replace a tube, as it is very unlikely to find a suitable person to this for you during your journey.
Puncture repair kits are very compact and can be fitted on the bicycle as accessories (pumps and/or tubes) or carried separately (tire levers or patch boxes).

AFTER ACCIDENT OR SEVERE CRASH

After any accident or crash the bicycle may suffer more or less visible damage. Always have your bicycle inspected by a mechanic or bicycle shop after being involved in any crash or accident regardless of it severity. Use the bicycle again only after confirming with the mechanic or bicycle shop that it is fit for use.

Always wear your helmet and adequate riding gear. Use lights and reflective elements during low visibility conditions.

After accidents or crashes, inspect first the following:
- *handlebar;*
- *bar ends, if fitted ;*
- *stem;*
- *chainset;*
- *rear derailer;*
- *wheels;*

Rest of components should be inspected by a mechanic or bicycle shop.

TRANSPORTING YOUR BICYCLE

Use only registered transport systems for your bicycle. The system must be in good condition and compatible with your vehicle. Using systems incompatible or in poor condition seriously risk the life and safety of other road users.

In case you transport the bicycle inside your vehicle, position the bicycle in a way not to affect its components by other luggage or items transported. Secure the bicycle to stay fixed during travel.

***Remark!** If your vehicle is not large enough to transport the bicycle fully assembled, you can remove the wheels and seat post (including saddle).*

Before removing the wheels or seat post, be sure you know how to install them. In case your bicycle is not fitted with quick-clamps (consult Quick Clamps section), be sure you have the required tools to complete the installation at destination. If you require assistance contact a mechanic or service shop.

Wheels that are installed incorrectly will put you in risk of accident or severe crash.

After removing the wheels or seat post, position the bicycle on the left side with the rear derailleur facing up to avoid damaging it. Also check if the components on handlebar do not interfere with other luggage or items transported.

If your bicycle comes fitted with hydraulic disc brakes, never pull the brake levers after removing the wheels as you risk the pads closing in too much and the disc will not fit or even oil leaks. Use pad spacers to avoid any problems.

If you pulled the brake levers without installing the pad spacers first, check the position of brake pads and how much they closed in; try installing the wheel. If you do not succeed to fit the rotor between the pads, try to gently open out the gap with a pad spacer or screw driver. Try not to damage the brake pad surface when using a screw driver. If you succeed check the travel of the brake lever. If you notice anything suspicious or modifications in travel, contact a mechanic or bicycle shop for inspection.

If you notice oil leaks from the calipers, do not use the bicycle and contact a mechanic or bicycle shop for repairs.

***Remark!** The pad spacers are delivered by the manufacturer with your bicycles if it comes equipped with hydraulic disc brakes. Keep them safe together with this manual for future use. If your bicycle was received without or you misplaced the pad spacers, ask your bicycle store to provide a new set for you.*

The pad spacers vary in shape and size according to the hydraulic brake system fitted on your bike. In case you need to obtain new ones, make sure they fit your caliper.

If you require removing the seat post, open the quick clamp and pull out the seat tube from the frame.

If your bicycle is not equipped with a quick clamp to secure the seat post ensure you have the tools required to remove and install the seat post.

Hint! *After you have identified your optimum saddle height (consult Saddle, Seat post and Adjustments section), mark this position with either duct tape or marker pen to avoid going through the saddle height adjustment process again every time you remove and install the seat post.*

Remark! *In case of frequent removals, apply grease on the lower side of your seat post to ensure easy installation and avoid scratches from friction with the seat tube. Lube will also prevent the seat post to cease inside the seat tube. Clean the excess lube after installation to avoid dirt or other debris to cluster.*

BICYCLE MAINTENANCE

A good maintenance will extend the bicycle and its components duration of use. We recommend regular cleaning/washing, lubricating and adjusting your bicycle.
Corrosion can cause irreparable damage to the bicycle and its components. Major corrosion factors are:

- *Salt or chemical compounds spread on the roads during winter;*
- *Salty seaside air;*
- *Extensive exposure to adverse weather conditions, humidity etc.*

Remark! *For your long-term safety, we recommend protecting all the bicycle's components against corrosion (even when the components are considered as non-corrosive).*

We recommend washing/cleaning the next day at the latest, if the bicycle has been exposed to rain, snow or has been used on muddy, dusty, dirty or sandy tracks.

Rain or snow can be cleaned by using a dry cloth. Mud, dust, sand, salt or other chemical compounds require water flushing the bicycle.

Remark! *Never use pressure washers or steam cleaners to clean your bicycle. Water pressure can damage the insides of components and corrode the hub bearings, bottom bracket, headset, cassette etc. Steam can melt the plastic components, outer casings, hydraulic brake lines, grips, saddle, electric cables or even damage the paint.*

Water-flush your bicycle to remove excessive dirt. Apply special detergent all around the bicycle and leave for 2-3 minutes. Rinse with water and dry with a cloth.

Remark! *Bicycle detergents are available at any bicycle shop. Follow the instruction on the label or ask a shop representative for advice. Do not use snow foam or other industrial chemical cleaners. In case you do not have bicycle detergent we recommend using dishwasher soap mixed in water.*

The chain requires special cleaners and devices to clean, available in dedicated shops. If you require cleaning your chain but you do not have a chain cleaner at hand, we recommend using a cloth soaked in chain cleaner.

The chain also requires lubrication after cleaning. For this operation we recommend specific products available in bicycle shops. Apply the chain lube with moderation as the surplus will be splattered all over, during use.

Chain lube surplus will be first splattered directly on the rear rim due to the rotation speed of the chain when pedaling. If the bicycle comes fitted with rim brakes, the braking performance will be severely affected, risking your life and safety as well as others.

Clean and lubricate the chain after every ride in the rain or snow, frequent passes through creeks, puddles or mud, when riding outside paved roads or after every 200km.

Remark! *Do not use any automotive oil, vaselines or any similar products as they quickly help to cluster dust, sand, soil, etc. There are products specifically designed for chain maintenance. Contact a mechanic or bicycle shop for details on chain care.*

In certain conditions the chain can suffer premature wear. Inspect regularly and contact a mechanic or bicycle shop in case you suspect malfunctions (consult ***Drive, Chain and Using the Transmission*** *and* ***PROBLEMS DURING USE*** *sections).*

Remark! *Replacing a worn chain early extends the life of transmission components.*

Recommended inspections

Normal use	*Intensive use*
After 200km or 2 months	*After 100km or 1 month*
After 2000km or 1 year	*After 1000km or 2 months*
Once every year	*Every 6 months.*

The bicycle shop is able to perform any type of bicycle inspections or repairs. It can also inform you about the general status of your bicycle before inspection. Based on these details you can determine if your bicycle was used correctly or can obtain advice if the case.

If there are questions that this manual does not answer, please contact the bicycle shop at the Seller details in the ***Warranty Certificate****. If this document is blank, please feel free to contact the most convenient or closest bicycle shop or mechanic.*

LONGTERM STORAGE OR WINTER STORAGE

Remark! *Long-term improper storage can cause irreparable damage to all components, tires and bearings in particular. In many cases it also causes corrosion.*

If you plan to store the bicycle for more than 2 months, we recommend the following actions:

- *clean the bicycle (consult BICYCLE MAINTENANCE section);*
- *set the chain on the smallest sprocket and chainring to minimize the forces on the derailleur springs, pulleys, inner and outer cables when idle;*
- *store in closed, cool, dry place without direct sunlight or expose to extreme weather conditions;*
- *cover the bicycle to keep out the dust;*
- *If stored with one or both wheels on the floor, check the tire pressure at regular intervals to avoid complete deflation. Storing the bicycle with tires completely deflated can cause damage to tires and tubes. Adjust the pressure if required;*
- *For best storage, we recommend using bicycle stands design for this purpose. Contact a bicycle shop for best storage solution based on your requirements.*

Remark! *After a long-term storage, inspect your bicycle before use (refer to BEFORE FIRST USE section).*

In addition to your verification, we recommend having also a mechanic or bicycle shop inspect your bicycle, since a trained eye can easily spot problems saving you future uncomfort.

Torque Specifications

Special tools and experience alloy precise compliance with the tightening torques.

> ⚠ *The screws and nuts on your bicycle must be checked for tight fit at regular intervals. If these elements are tightened too far, they may break or damage the threaded parts. If not tightened enough they can become loose. Both cases risk accidents, crashes or material damages.*

Intervals listed below are generic. If torque specifications are marked on the parts, they must be complied with, regardless of the information below.

Front/rear wheel nuts	*25-30Nm*
Inner bottom bracket bearing *Outer bottom bracket bearing*	*25-30Nm* *40Nm*
Square chainset arm *Octalink or Powerspline chainset arm*	*32-44Nm* *35-54Nm*
Pedals	*30Nm*
Brake caliper (fork installation) *Brake caliper (frame installation)*	*9-10Nm* *5-7Nm*
6-bolt rotor *Center Lock rotor*	*4-6Nm* *40Nm*
V-brake (fork installation) *V-brake (brake pads installation)*	*5-9Nm* *5-8Nm*
Brake lever *Shifter*	*5-9Nm* *4-5Nm*
Front derailleur *Rear derailleur*	*5Nm* *7-9Nm*
Stem (handlebar sizes 31.8mm/25.4mm) - 2 bolts *Stem (handlebar sizes 31.8mm/25.4mm)- 4 bolts* *Stem (handlebar -1 bolt* *Stem (fork) - 1 bolt* *Stem (fork) - 2 bolts*	*6-9Nm* *4-5Nm* *10-14Nm* *18Nm* *9Nm*
Seat post (Saddle) - 1xM8 *Seat post (Saddle) - 2xM5* *Seat post (Saddle) - 2xM6* *Seat post (Seat tube) - 1xM6* *Seat post (Seat tube) 1xM8*	*22-25Nm* *5-7Nm* *7-9Nm* *6-8Nm* *8-12Nm*