



CONGRATULATIONS ON YOUR AWESOME NEW BIKE

USING THIS MANUAL

This guide has been put together to make setting up and maintaining your new bike as painless as possible.

If you look after your bike, it will give you years of fun.

If you are building your bike right out of the box then jump to section 2 and follow the step by step guide.

Before you go for a ride read the pre ride checks in section 1

**This manual is not intended as a comprehensive guide.
Please take your bike to a qualified mechanic for servicing, repairs
and maintenance.**





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SAFETY

Like any sport, cycling involves risk of injury and damage. By choosing to ride a bicycle, you assume the responsibility for that risk, so you need to know the rules of safe and responsible riding. Proper use and maintenance of your bicycle reduces risk of injury and death.

There are risks associated with the use of any bicycle which cannot be predicted or avoided, and which are the sole responsibility of the rider. Know your limits and be aware of your surroundings.

Always wear a cycling helmet!

Wearing a helmet can save your life. The most serious life changing cycling injuries could have been prevented if the rider was wearing a helmet. Check that your helmet meets the latest safety standards. Buckle up and have fun.



Your first ride should be in a quiet area, away from cars, other cyclists and obstacles. Make sure you become familiar with your bike and the controls. Use the brakes and gears and ensure you feel confident using them. Check the steering works correctly and all the bolts are tight. Make sure you do your pre ride checks as shown on the next page.

If you are riding on the road make sure you know the local traffic laws and make sure you put lights on your bike if you are riding at night. Cyclists can be difficult for drivers to spot so it is your responsibility to wear highly visible clothing and use powerful lights to ensure you are seen.

If you are riding in the wet be aware that your bike's stopping power will be reduced and your tyres will not grip as well as they usually do.





PRE RIDE CHECKS

Check before every ride:

- The tyres are pumped up**
- The wheels spin freely**
- There is no play in the wheel bearings**
- The spokes are correctly tensioned**
- The chain is lubricated**
- The pedals are tight**

Check your quick release skewers are tight

Make sure they are not interfering with disc brakes or spokes

Check all allen key bolts are tight

Stem bolts, seat clamp bolts etc. Vibrations occur when riding your bike that can lead to bolts loosening (Even bolts with thread-lock on)

Make sure your saddle is at the correct riding height and position

Check it is not beyond the minimum insertion mark.

Check that the bolt or QR fixing is tight.

Check your brakes work

Pull the levers and ensure the pads engage with the rim or disc and spring back so they are not touching when the bike is moving.

Check for signs of material fatigue.

Deformations, fractures, cracks, signs of impact, etc.

Don't ride your bike even if just one of the defects is present.

Also.. Power washing your bike?

You can damage the bearings in the hubs and risk damaging the suspension and bottom bracket. It can also cause paint damage.

Damage caused by power washing is not covered by your warranty.

If you do use a power wash take care not to point it at fork seals or stanchions, wheel or bottom bracket bearings or your headset bearings.

Once you have washed your bike use a water repellent spray to disperse the excess water and prevent it getting into any bearings.

Alternatively you can clean your bike using a sponge and a bucket of hot soapy water or specialist bike cleaning products.





BIKE FIT

You need to make sure your bicycle is the correct size for you.

When buying your bike refer to the size guide and also get the opinion of the bike specialists in store or check www.calibrebicycles.com

When you stand over the bike you should comfortably be able to reach the handlebars and stand over the toptube.

There should be at least 2cm between your groin and the top of the tube.

Getting your saddle height correct is really important.

Peddalling is a repetitive motion, it can become uncomfortable and damage your muscles and joints if your saddle height is not correct.

When sat down pedalling your knee should be almost straight when the pedal is at the bottom of the pedal stroke. A very slight bend in the leg should be present to stop you stretching to reach the pedal and ensures your hips do not rock from side to side on the saddle.

You will not be able to reach the floor in this position and as you come to a stop you should slide forward off the saddle to put your foot on the floor.

When you set off pedalling again use the motion of the first pedal stroke to lift yourself back on to the saddle.

Do not angle the bike to the side to stand down and do not attempt to stay sat on the saddle when the bike comes to a standstill or you will fall on your side.

If you are riding a road bike you should really get a professional bike fit.



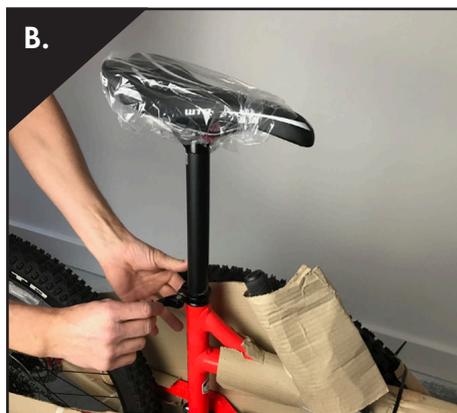
BUILDING YOUR BIKE

If you are building your bike out of the box follow this step by step guide.

Step 1 - Unpacking the bike



Lift the bike upwards out of the box, place it safely on the floor. Take out the saddle and small parts box.



Remove the bung from the seat tube and insert the seatpost to the minimum insertion line. Close the quick release clamp or tighten the allen bolt on the seat clamp.



Place the bike in a bike stand and clamp by the seatpost.

BUILDING YOUR BIKE

Step 1 - Unpacking the bike



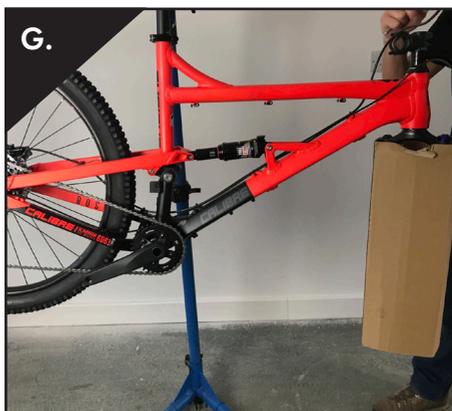
Use a pair of snips to cut the zip ties holding the parts to the bike frame.



Remove the front wheel from the frame by sliding towards the front of the bike.



Remove all the card from the bike by tearing the tape holding the card on.



Slide the card off the fork and remove any other packaging such as wheel guards.

Step 2 - Installing the handlebar



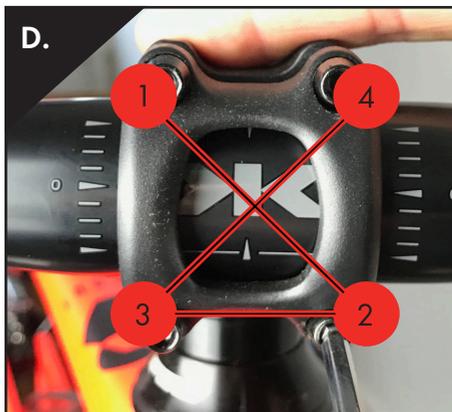
A. Remove the four handlebar clamp bolts using a 4mm allen key.



B. Mount the handlebar on the stem.



C. Tighten the four bolts gradually. One turn per bolt in an X pattern. This is the best way to achieve even clamping of the handlebar.



D. Tighten the bolts to 8NM. Ensure the clamp gap is even and the handlebar is centred correctly. The adjustment lines on the handlebar will help with this.

BUILDING YOUR BIKE

Step 3 - Inserting the front wheel (Through axle)



Remove the through axle by turning the lever or allen key anti-clockwise.



Grease the thread on the through axle.



Insert the front wheel taking care to line the disc rotor up in the disc caliper.



Slide in the through axle and tighten to the manufacturers recommended torque setting.

For steps on how to insert a quick release or nut and axle wheel please refer to pages 30 & 31 in the tech section of this manual.

Step 4 - Installing pedals



You will find your pedals in the small parts box.



Grease the threads with bike assembly grease.



Use a 15mm pedal spanner to tighten your drive-side pedal clockwise.



Tighten the non driveside pedal anti-clockwise.

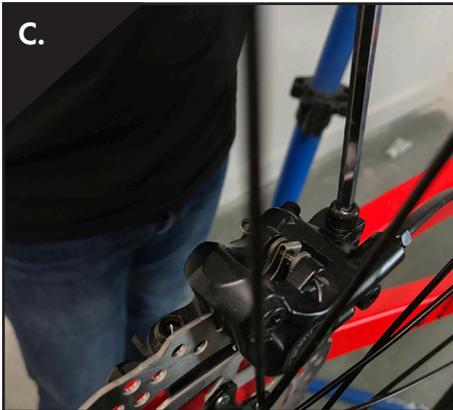
Step 5 - Disc Brake set up



A. Loosen the 5mm allen bolts on the brake calipers (front and rear).



B. Pull the rear brake lever to center the caliper on the disc for even pad contact on the rotor.



C. Whilst keeping hold of the rear brake lever, tighten the allen bolts on the rear caliper.



D. Release the lever and check that the disc rotor spins freely. Repeat these steps for the front brake.

For steps on how to connect and set up V Brakes and Caliper brakes please turn to pages 26 & 27 in the tech section of this manual.

Step 6 - Gear set up



You should get the in store bike specialist to set up your gears but if you are doing it yourself please refer to pages 34 & 35 in the tech section of this manual.



Please note the position of the limit screws. These may use an allen key or a philips screwdriver.



Once you have tuned your gears turn your cranks forward and cycle up and down the gears to check that they all change smoothly.



BUILDING YOUR BIKE

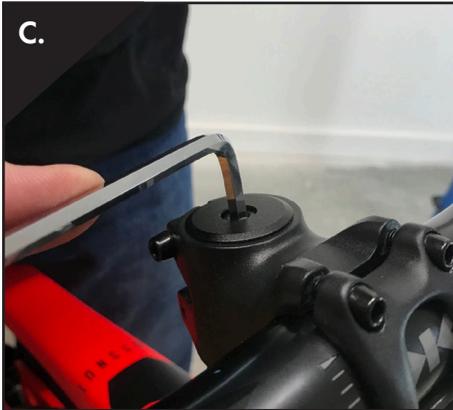
Step 6 - Cockpit adjustments



A.
Take your bike out of the bike stand.
Line up the stem with the front wheel.



B.
Tighten the pinch bolts on each side of
the stem. Pull the brakes and rock the
bike back and forward.



C.
If your headset feels loose then
loosen the pinch bolts on the side of the
stem and tighten the stem topcap bolt.
Tighten the pinch bolts and rock the bike
again to see if the headset is tight. If the
bars feel stiff when you turn them you
have overtightened the topcap bolt.



D.
Check that your levers are in line with
your forearms when sat on the bike.
You can adjust the position of your
levers using an allen key or a Torx 25.





BUILDING YOUR BIKE

Step 7 - Saddle adjustments



A. Remove the seatpost and grease the inside of the seat tube. Insert the seatpost and clamp it at the correct height for you. Check page 22 of this manual for guidance on how to find the right saddle height for you.



B. When your bike is on the floor your saddle should be level. You can use the allen key adjustment bolts under your saddle to fine tune the angle of your saddle.



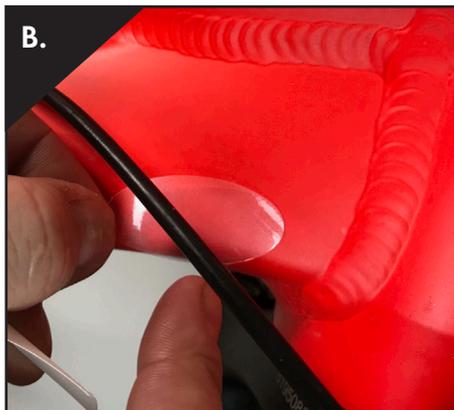


BUILDING YOUR BIKE

Step 8 - Protecting your frame



In the small parts box you will find a strip of oval transparent stickers.



Stick these under your cables where they touch the frame. This will prevent your cables from rubbing the paint off your frame.

Essentials

Please be aware that legally you need to fit Reflectors and a bell to your bike. Your bike needs orange reflectors on the pedals, white reflectors on the wheels. A white reflector on the front of the bike and red on the rear.



Setting up your suspension

Air sprung suspension

If your bike has air sprung suspension you can adjust the “sag” by changing the air pressure in the fork or the rear shock. You will need to do this to ensure the bike rides correctly. It is personal to you and based on your weight. If you don't do this then the bike could be seriously underperforming.

Sag is how much your bike settles into it's suspension when you get on your bike and take your feet off the ground.

Suspension is designed to work best with around 20-25% sag for forks and 25-30% sag with a rear shock. For example, on a 100mm travel bike you want to aim to have 20mm of sagged travel when you sit on your bike.

it's best to set your sag whilst standing up on the bike. You'll need to lean against something, such as a wall. If you set your sag whilst being sat down your rear shock will end up being set too firm and your fork will end up being set too soft.

Forks



Slide your O-ring travel marker down to the seal on the forks. If your bike does not have an O-ring you can use a small zip tie to do the same job. This should be snipped off after setting your sag, make sure you do not damage your stanchions when doing this. Stand up on your pedals whilst leaning lightly against a wall, try not to bounce up and down or make any erratic movements as you step off the bike.



TECH

Setting up your suspension Forks



Use a tape measure to measure the distance in mm that the O ring moved from the seal or check the guide if your fork has the % marking on the stanchions.

How far the O-ring has moved in mm can be worked out as a percentage of the fork's overall travel. Aim to have about 20% sag in your forks.



You can adjust the air in the shock using a shock pump. *A standard bike pump will not work. It should connect to the fork via a valve on top of the fork crown.

The amount of sag you have is personal preference and can depend on your riding style so use this as a start point and adjust the sag to suit.

Note. There are lots of Youtube tutorials on how to set your sag if you are unsure. If your bike has a coil shock please refer to the manufacturers guide.



Setting up your suspension

Rear shock

With rear shocks it's a bit more complex because a mm of O-ring travel does not equal a mm of rear wheel travel. You'll need to measure the stroke length of your shock (how much shaft is showing at full extension, eg. 50mm stroke). Then measure how many mm your O-ring has moved under sag. Then you'll divide your stroke length mm by your sag mm. For example, on a rear shock with a 50mm stroke, running 12.5mm of sag, means it has 25% sag.



Use your shock pump to inflate or deflate the suspension until you are getting 25% sagged travel (25% is the best starting point as most bikes are designed around having 25% sag).

Once riding, if you find you're not getting decent amounts of travel used on big hits and landings then feel free to try increasing how much sag you're running ie. let air of the suspension, try 10psi at a time. Once you have worked out how much pressure you want in your forks and rear shock record the PSI number for future reference so if your fork loses air at any point you can top it up to the correct PSI.



Setting up your suspension

Rebound damping

Rebound is the rate at which the fork or rear shock extends.

If you don't have enough rebound damping your bike will feel like a pogo and the shock will spring back way too fast causing you to have less control especially when landing from a jump.

If you have too much rebound damping then the shock won't have time to extend fully between bumps, this will cause the bike to feel rigid and essentially like it has no suspension. If you do decide to change your rebound settings you need to find a happy medium.



Lock out

You might want to use the lock out on your forks when you are climbing. It locks out the suspension so you are not wasting energy bouncing up and down when you could be transferring all your energy into forward motion through the cranks.

Note. Some suspension forks have a blow off pressure force so they will activate on larger impacts even if locked out. This is to protect the fork and rider.



Stem & Bar setup

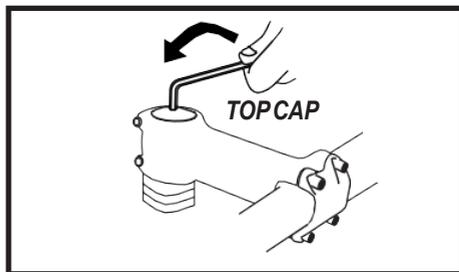
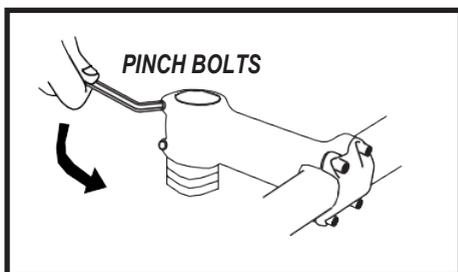
Threadless stems

To line your handlebars up you just need to slightly loosen the pinch bolts on the stem, turn the bars so they are perpendicular to the front wheel then tighten the pinch bolts.

When tightening the pinch bolts turn each one a bit at a time so you tighten them evenly. Overtightening one bolt can damage the stem.

If your headset feels loose (play in the stem) then you may need to slightly tighten the top cap bolt. Loosen the pinch bolts first. Turn the topcap bolt clockwise then tighten the pinch bolts.

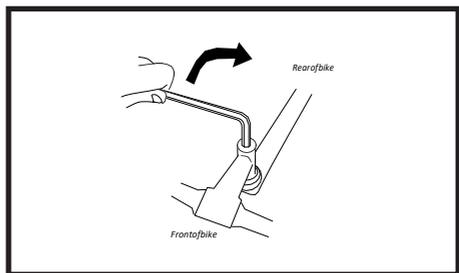
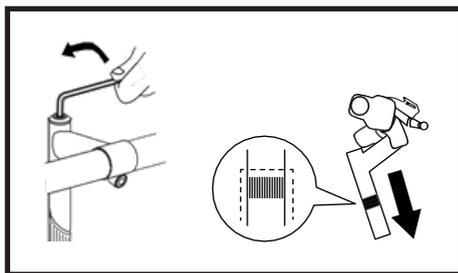
If you have overtightened the top cap bolt then the steering will feel stiff. This could damage the bearings. If there is still play in the stem area tighten the top cap bolt more.



Threaded stems (Quill)

This type of stem has a wedge on the bottom of it. To adjust it or line it up with the front wheel you must loosen the bolt on top of the stem to free the wedge.

Once you have adjusted the stem tighten the bolt on top of the stem back up.



If you are adjusting the height of the stem you must make sure the min insertion line is inside the headtube and can't be seen.



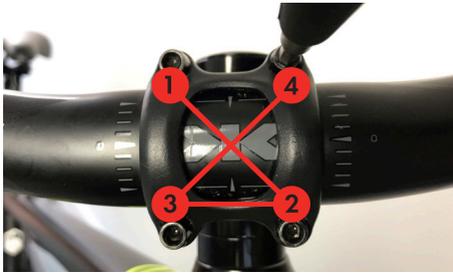
TECH

Cockpit adjustments

Handlebars

To change the angle of your handlebars loosen the clamping bolts as shown. Twist your handlebars to the correct position and keep them central in the stem.

When tightening the clamping bolts do so in a cross pattern as the diagram shows. Tighten each bolt a bit at a time and make sure the gap is the same all the way round the clamping plate when the bolts are fully tightened.



Gear shifters and brake levers

In the standard position the brake levers form a straight line with the back of your hand as shown.

To adjust the right hand brake lever the gear shifter may need to be removed. You may need a Torx T25 to loosen the shifter bolt.



Seatpost, seat and seatclamp

Height adjustment

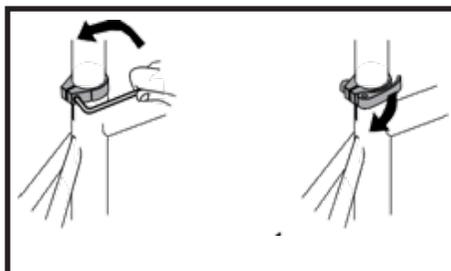
As mentioned in the bike fit section saddle height is very important. The right height saddle will make your cycling experience much more enjoyable.

Your knee should be very slightly bent at the bottom of the pedal stroke.

You should not be able to touch the floor whilst sat on your saddle.

To adjust the saddle height you will need to loosen the seat clamp. This will require an allen key or sometimes the clamp is quick release so you can flip it open with your fingers.

Once the clamp is released you can move the seatpost up and down.

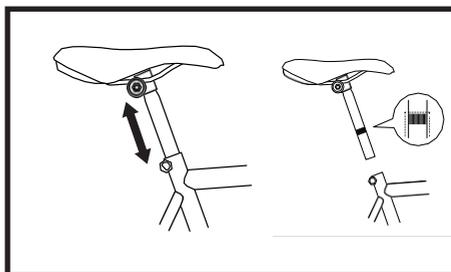
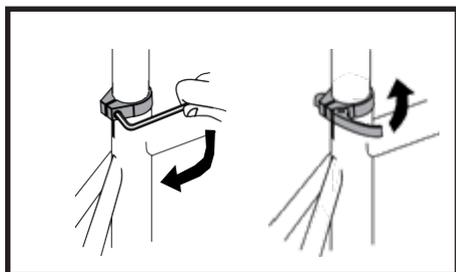


Once the saddle is at the desired height you can tighten up the seat clamp again.

When clamping with a quick release lever you can twist it clockwise before you push the lever down to give you more clamping power. The quick release lever should be tough to clamp and you should use the frame as leverage. Check you can't move the saddle at all once it's clamped.

Make sure the seat is pointing forward and is in line with the toptube of the bike. Make sure the minimum insertion line is not showing. It must be inside the frame.

You should use bike assembly grease on the lower seatpost before you insert it back into the frame.





TECH

Seatpost, seat and seatclamp

Dropper seatposts

Dropper seatposts are height adjustable seatposts that come on some of our mountain bikes. If you need to adjust your dropper seatpost or if it is not functioning correctly please contact the bike specialists in store or the manufacturers user manual.



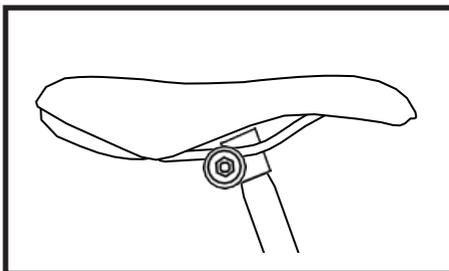
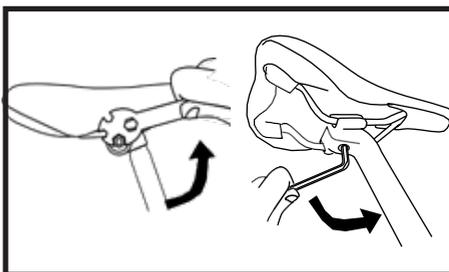
Saddle adjustment

You can adjust your saddle forward and backwards slightly and also tilt the nose up or down.

You want the top of your saddle to be flat or parallel to the ground. If is titled up or down it could be uncomfortable to pedal.

You can adjust the saddle by loosening the allen key bolt or the nuts under the seat.

Once you have adjusted the saddle to your desired position check that it's tight and check it feels comfortable.



Cranks

Two piece design

If your cranks are a two-piece design and you suspect there is some play in them you can loosen the pinch bolts on the non driveside crank arm then tighten the central crank bolt. For torque settings check the crank manufacturers manual.



If you need to replace your bottom bracket then you will need to loosen the pinch bolts and unscrew the central crank bolt. You can then slide the non driveside crank arm off the spindle. You will need to remove your chain before doing this so you can then slide the driveside crankarm assembly out of the bottom bracket.

Next step is to unscrew the bottom bracket. You will need a specific tool to unscrew your bottom bracket depending on the manufacturer of your bottom bracket.

It is best if you get the in store bike specialist or a qualified mechanic to service your cranks.

If you are replacing the bottom bracket make sure you clean and grease the threads in the bottom bracket shell before you screw the new unit in.

Tighten with the same tools you used to remove the old one. Check the new BB for torque settings. Thread the driveside crank assembly back through the BB. Line up the non driveside crank arm and push it on to the spindle. Use the central crank bolt to tighten it then tighten the pinch bolts to the manufacturers recommended torque setting.

Crank Three piece design

If your cranks are a three-piece design this will mean you have a crank bolt on each side of the crank. If you suspect there is some play in the crank assembly then try tightening both these bolts.

If you think your bottom bracket is damaged or needs replacing get a qualified mechanic to look at it.



Pedals Installation

Pedals are a personal preference. Some people like to ride flats, some people like to ride Clipless pedals. Whichever pedals you choose to ride they will fix to your crankarms using a thread. Before you install your pedals you must clean and grease the threads with bike assembly grease so they don't seize on.



Place your pedal washers (if your pedals come with them) over the pedal threads before fitting. The pedals will be marked L and R. The Left pedal is fitted to the non driveside of the bike, turn it anti-clockwise to tighten it. The right pedal is fitted to the driveside of the bike, turn it clockwise to tighten it. Your pedals will have either an allen key slot on the base of the spindle or a 15mm spanner fitting.

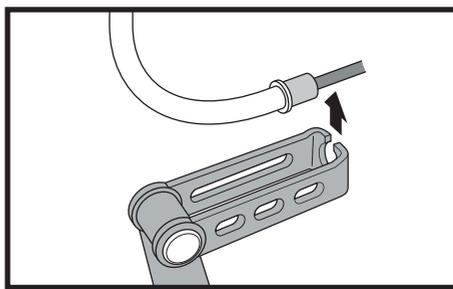
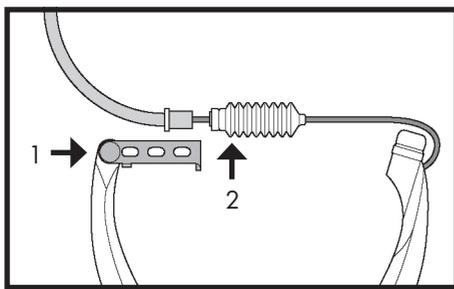
Brake set up

V-Brakes

V-Brakes are powerful, cable operated rim brakes. Diagram shown below.

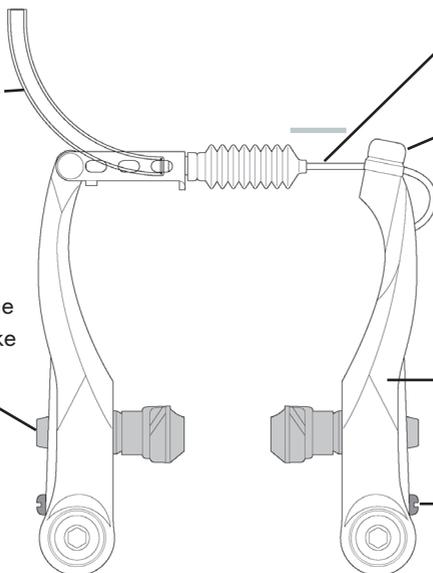
To remove your wheel you will need to disconnect your V-brake:

- 1) Pull back the rubber protector and squeeze the brake arms together.
- 2) Whilst holding the brake together pull the cable noodle out of the metal clip.
- 3) Once released the brake arms will spring back and you can remove the wheel.
- 4) When you have put the wheel back in the frame slot the cable noodle back into the clip.



Cable noodle:
Connects the two brake arms together.
Needs to be disconnected to remove the wheel.

Brake pad adjuster.
This is used to change the angle of the brake pad.



Brake cable

Cable pinch bolt.
If you need to adjust the distance between the brake pads and the rim you will need to loosen this and clamp the cable in the correct position.

Brake arms.

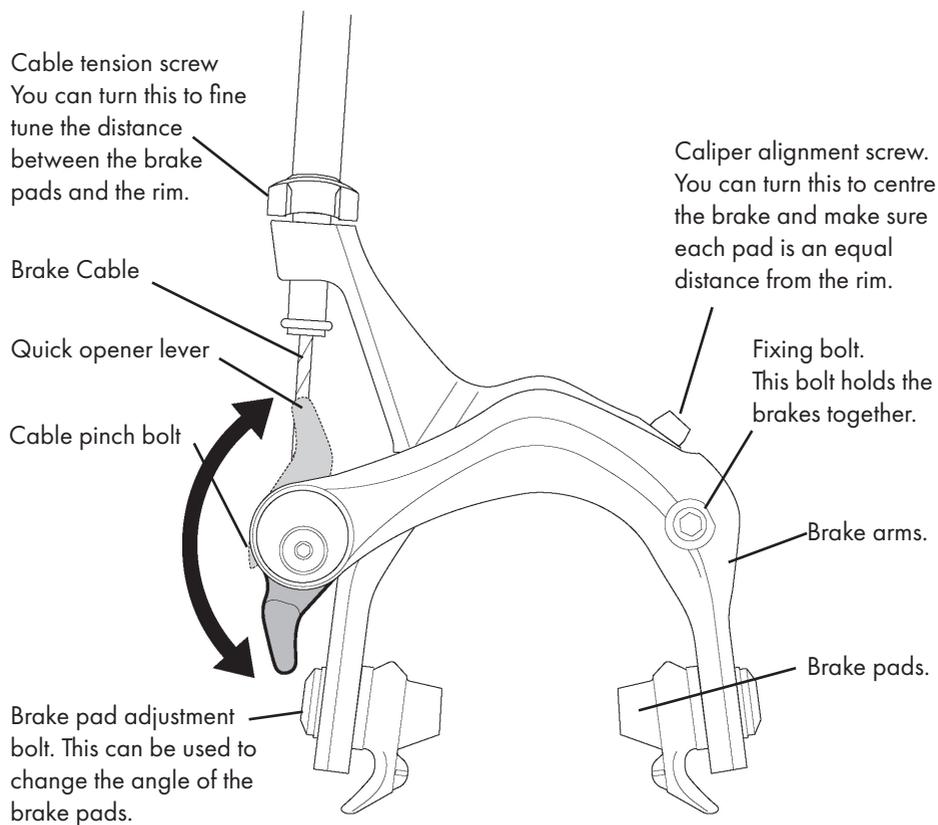
Spring tension screw.
This adjusts the spring strength for each brake arm. Turn clockwise to increase tension and move the brake pad away from the rim.

Brake set up

Caliper rim brakes

Caliper rim brakes are found on road bikes. They are lightweight and easy to maintain. They fix to the bike with a single bolt in the centre of the caliper.

To release the brakes in order to install or remove a wheel you need to flip the quick opener lever up. When it is in the down position the brake pads are close to the rim and ready to engage. When the lever is up the brake pads are opened up and allow the tyre to pass through the gap between the brake pads.



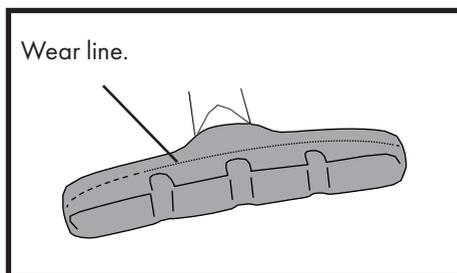
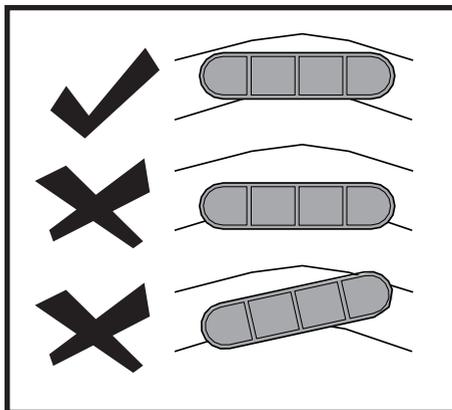
Brake set up

Rim brake pads

Your brake pads will ultimately effect the performance of your brakes. Make sure they are parallel to the rim and when the brake is pulled the full pad engages with the rim. They should also be equal distances from the rim.

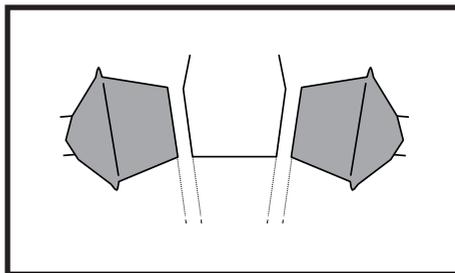
The brake pad needs to be square to the rim and the full pad must engage with the surface of the rim.

As the pad wears you can use the fine adjustment screw on the brake lever or you can pull the cable through the brake slightly to bring the pads closer to the rim.



Keep your eye on your brake pads and make sure they don't wear down to the wear line. If you can no longer see the grooves in your pads it is time to change them.

The pads should be equal distances from the rim. They should be 1-1.5mm from the rim. They should both move and touch the rim at the same time. If they don't you can use the adjusters on your brake arms to make sure they do.





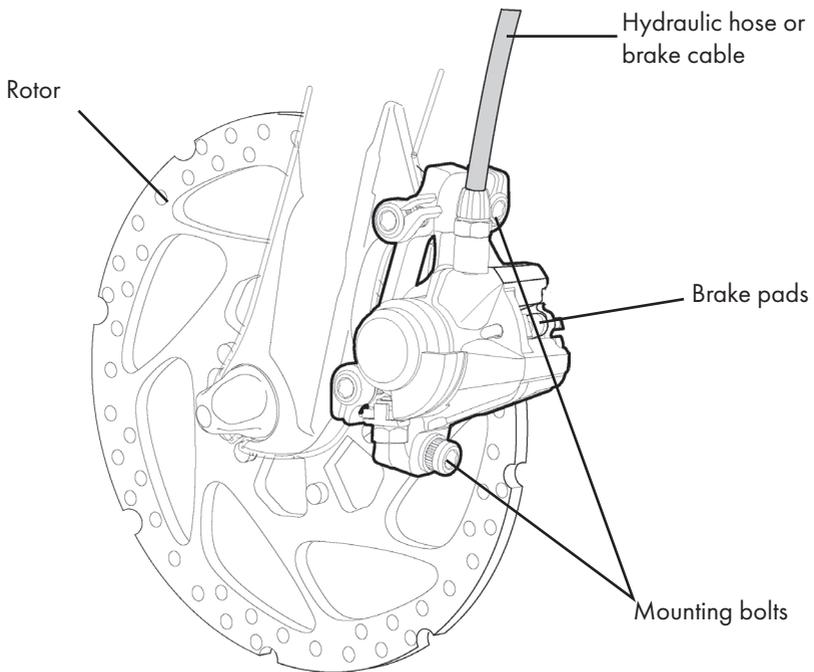
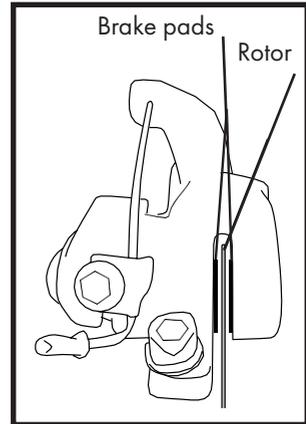
Brake set up

Disc brakes

Disc brakes work by squeezing two pads against a disc rotor. If you have disc brakes they will either be mechanical which means they are cable operated or Hydraulic which means that they use fluid in a hose to push the pads against the rotor.

The pads should sit close to the rotor but allow it to spin freely. Each type of disc brake is different and you should use the manufacturers manual if you want to carry out any maintenance.

Your disc brakes are powerful and you must get used to them. The first few rides they will need to bed-in so take it easy, after this they should give you sharp, reliable stopping power.



Warning! Disc brakes can become hot after use. Avoid touching the rotor during or after use. You could burn or cut yourself.





TECH

Wheel installation

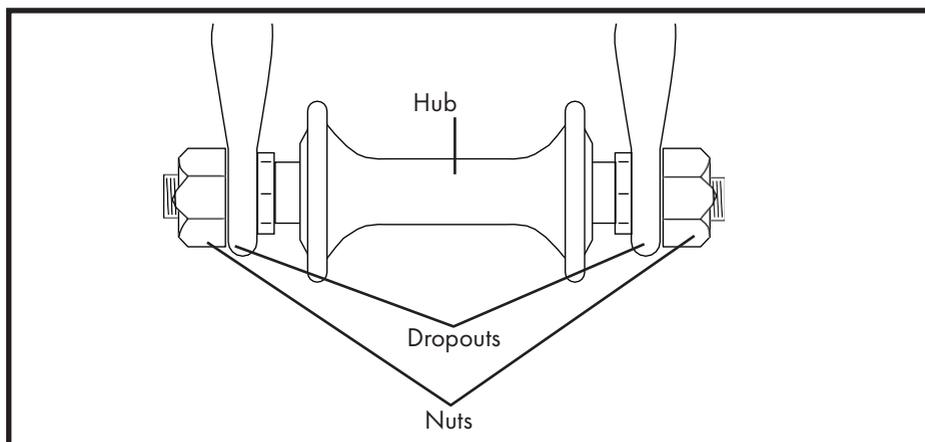
Nut and axle

This method of clamping the hub uses a threaded axle that runs through the centre of the hub. Nuts then screw on to each end of the axle clamping the dropouts against the hub.

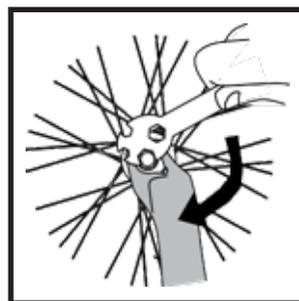
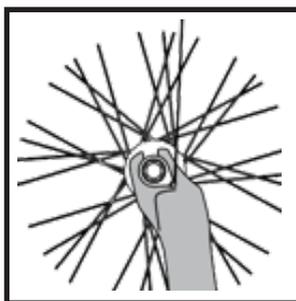
The clamping force is controlled by how tight the nuts are.

Turn the nuts clockwise to tighten and counter clockwise to loosen.

You may need to use a spanner on each nut to prevent the axle from spinning when turning the nut. Once the nuts are loose the wheel can be removed from the dropouts.



Your may have a locking washer between the fork and the nut. The washer will have a pin on it that should be inserted into the hole on the dropout. The nut should then be tightened against the washer.

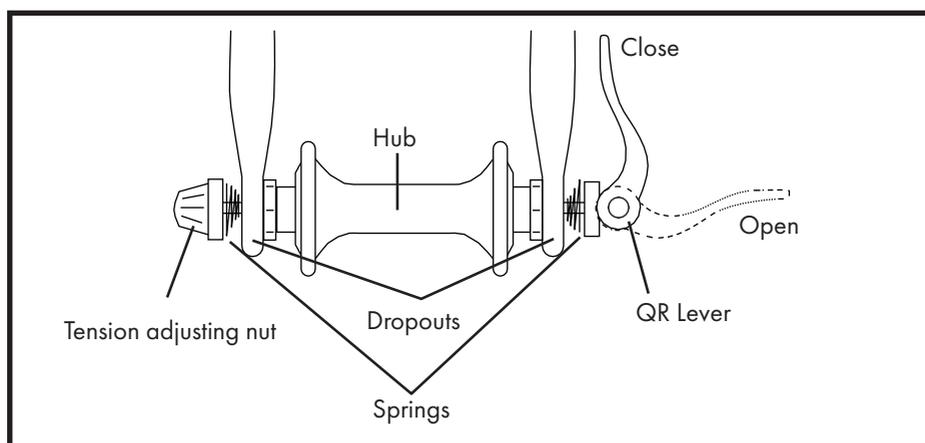


Wheel installation

Quick release

Some wheels are held in the dropouts by a quick release system. This makes it quick and easy to remove the wheels so you can fix punctures, fit the bike in a car and store it easily.

To adjust the clamping force you turn the tension adjusting nut shown on the diagram below. Clockwise to tighten and counterclockwise to loosen. The nut should be finger tight before closing the lever. This clamps the dropouts against the hub. The lever should be difficult to close, this lets you know you have clamped the wheel properly.

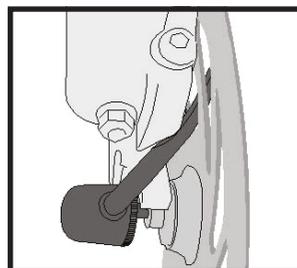


Warning!

Riding with a wheel that is not properly clamped will mean that the wheel can wobble or fall off the bike. This can cause serious injury or death. Take care when clamping your wheels and if you are unsure get the bike specialists in store to help you. Check the wheels are clamped properly before every ride.

Warning!

Some bikes have quick release levers and disc brakes. This can be very dangerous if the lever is not clamped correctly. The front wheel could stop suddenly and send the rider over the handlebars. Always ensure your front lever is clamped and secure before riding.



Wheel installation

Through axle

Through axles are usually found on disc brake bikes and give increased stiffness between the frame, fork and wheels.

The through axle is a hollow tube that slides through the centre of the hub and screws into the frame or fork. Some through axles have a lever like quick release axles, this is used to tighten the axle by turning it clockwise then clamping it shut. Some use an allen key to tighten the axle.

To remove the through axle
You will either need to flip the lever back on itself and turn it anti-clockwise or insert the allen key in the axle and turn it anti-clockwise to unscrew it from the opposite dropout. The axle will then be able to slide out from the hub as shown.



The wheel should then slide out of the dropouts. When placing the wheel back into the dropouts take care to align the disc brake rotor with the disc calliper as shown. The axle can then be pushed back in through the dropout. On the front the axle may slide in through the driveside and on the rear the axle may slide in through the non-driveside.

Wheel installation

Rear wheel



Once you have loosened your rear quick-release or taken out your rear through-axle you will need to pull your rear derailleur back to allow the wheel to slide out.

Take note of the chain routing so that when you slot the rear wheel back in you can do it without damaging the derailleur.

Gears

Set up

You should get to know your gears before you ride your bike properly.

Change up and down the gears and check that the chain reaches each gear cog smoothly and does not come off.

The shifter on the right hand side of the handlebars controls the rear gears. The largest cog is the lowest gear (use this for going up hills) and the smallest cog is the highest or hardest gear (use this for going fast).

If you have a shifter on the left hand side of the handlebar this will control your front gears. These work in the opposite direction to the rear gears.

The largest cog is the hardest to push and is the highest gear. The small cog is the low gear and is the easiest gear to push. So if you are in the big cog on the rear and the small cog at the front you are in the easiest and slowest gear.

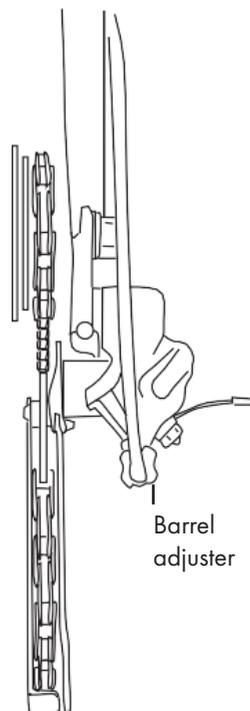
Your gears will need fine tuning before you ride your bike properly.

This is best being done by the in store bike specialist or a qualified bike mechanic.

Gears

Rear Derailleur set up

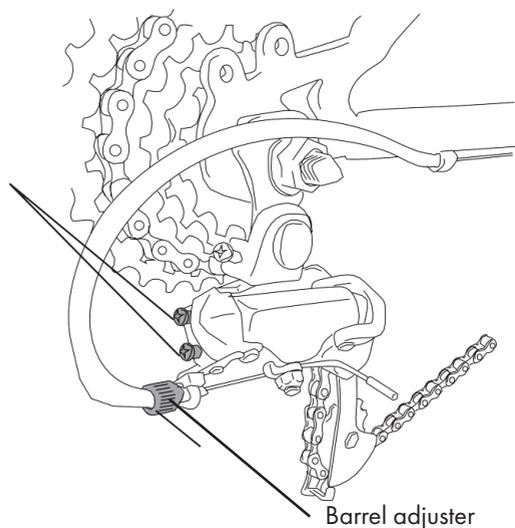
- 1) Turn the pedals forwards and shift the right hand gear shifter to the highest gear (smallest cog)
- 2) Look at the rear derailleur from the rear as shown in the image. The derailleur and small cog should be in line. If they are not then adjust the "L" screw with a Phillips screwdriver a quarter of a turn at a time.
- 3) Shift the right hand shifter by one position, turn the crank and check that the chain only moves up by one cog. If it does not move or moves two spaces then turn the Barrel adjuster half a turn at a time to change the cable tension and tune the shifting.
- 4) Now change the shifter to the lowest gear (largest cog)
- 5) Check if the chain and derailleur are in line. If it is not in line or if the chain has jumped over the cassette then put the chain back on and adjust the "H" screw until they are in line.



Rear Derailleur

Limit screws
These are
marked H & L

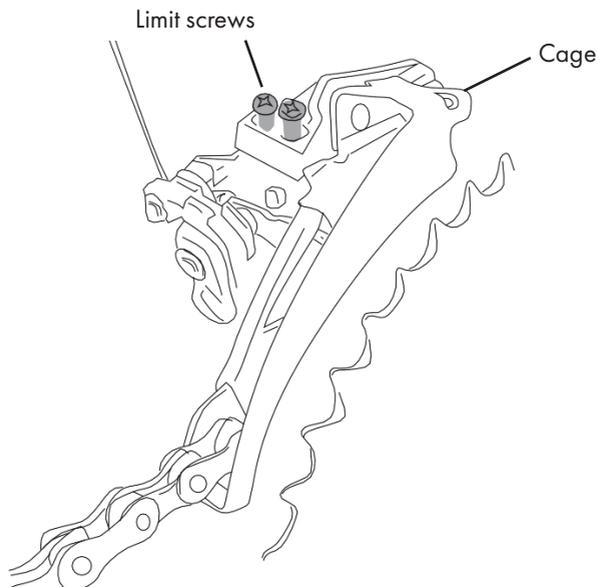
If you struggle with the steps on this page then take your bike to the specialists in store or consult a qualified bike mechanic.



Gears

Front Derailleur set up

- 1) Turn the pedals and shift the left hand gear shifter to the lowest gear (smallest cog at the front) and the right hand shifter to the highest gear (smallest cog at the back)
- 2) Check that the chain is running through the cage on the Front derailleur freely. If it's not you can move the cage by adjusting the "L" screw.
- 3) Leave the left shifter where it is and move the right shifter to the lowest gear (largest cog on the back) and repeat step 2.
- 4) Change the left hand shifter up one gear. If the gear doesn't change smoothly onto the next cog, adjust the barrel adjuster. For the front derailleur this is found either on the gear shifter (check which one you have in the following section), or on certain road bikes it can be found on the downtube of the frame, just above the gear cable guide. Turn slightly and keep testing until you have achieved the desired result. This will apply tension to the gear cable
- 5) Once the gears are shifting correctly move the left shifter to the highest gear (biggest cog) and check that the chain can not jump over the cog. If it can you can adjust the "H" screw to limit the movement of the cage.





TECH

Gears

POD

Cable tension screw
Turn to add or remove tension from the cable for fine tuning the gears.

Indicator
Lets you know which gear you are in.

Up shifter
Push forward to shift to a larger cog

Down shifter
Pull towards you to shift to a smaller cog

STI

Gear shifter
Flick downwards to shift to a smaller cog

Indicator
Lets you know which gear you are in.

Gear shifter
Flick inwards to shift to a larger cog

Easy fire POD

Cable tension screw
Turn to add or remove tension from the cable for fine tuning the gears.

Indicator
Lets you know which gear you are in.

Gear shifter
Pull each shifter towards you. One will shift up and one will shift down.

Twist grip

Cable tension screw
Turn to add or remove tension from the cable for fine tuning the gears.

Indicator
Lets you know which gear you are in.

Gear shifter
Rotate to shift gears up and down.

Please note - There are too many manufacturers and systems out there for us to show them all but these are a few of the most common.

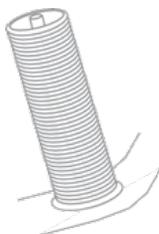


Tyres, tubes and valves

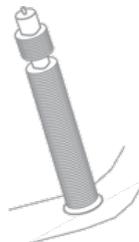
Valve types

Your bikes innertubes will have valves on them that stick through a hole in the rim and allow you to pump up your tyres. They will either be Schrader type or Presta type.

Schrader valve



Presta valve



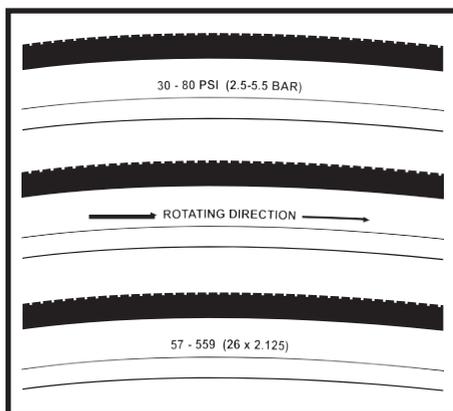
Check that you have the correct pump type for your valve. If you have a Schrader Valve then once you have removed the valve cap your pump head will just push on and lock by turning the lever on the pump head. If you have a Presta valve then you will need to remove the valve cap and unscrew the head of the valve as shown before pushing the pump head on and clamping it.

Tyre and inner tube sizes

On the side of your tyres it will give you three pieces of information.

1. The recommended pressure. This will be shown in PSI and BAR.
2. The rotating direction.
3. The size of the tyre. This will directly correspond to the size of innertube you should buy. It is good to have an innertube handy in case you get a puncture.

If you get a puncture and you need to change your innertube refer to page 38 in the maintenance section of this manual.





MAINTENANCE

Tyres, tubes and valves

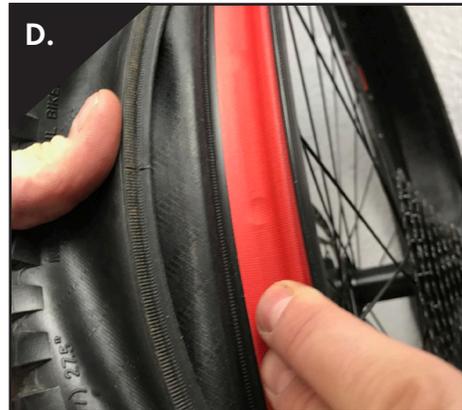
Changing an inner-tube

Once you have identified which type of valve you have and what size inner tube you need you can follow the instructions below on how to change your innertube.



Fully deflate the tyre. Starting opposite the valve, prise the tyre away from the rim and put a tyre lever under the edge of the tyre and lever it against the rim. Put another tyre lever under the rim 100mm further along.

Use both levers at the same time to lever the tyre off. Slide one of the levers round the tyre whilst leaving the other one where it is. The tyre should pop off the edge of the rim.



Once one side of the tyre is fully off the rim you can push the valve through the valve hole and pull the inner-tube out. Check the tube to identify the cause of the puncture.

Check round the inside of the tyre and make sure there is no sharp objects. Check the rim tape is covering all the spoke holes on the inside of the rim.



MAINTENANCE

Tyres, tubes and valves

Changing an inner-tube



Very slightly inflate the new inner-tube. Just enough to give it some shape. Line up the valve hole and slide it under the tyre.

Seat it on the rim.

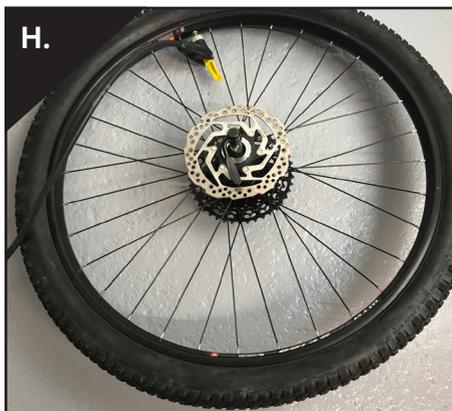


Use your hands and the tyre levers to lever the tyre back on to the rim.

It should pop back into place.



Connect the pump and pump the tyre up to 10-15 psi. Check that the tyre is seated correctly all the way around the rim.



Inflate the tyre to the full pressure and insert the wheel back into the frame or forks.

Take care to note the direction of rotation marked on the tyre.



MAINTENANCE

Taking care of your new bike

Break-in Period

Your bike will last longer and work better if you break it in before riding it hard. Brake and gear cables will stretch etc.

This manual will help you identify the things that need checking after your first few rides but it is best to book your bike in for it's free six week store check even if you think everything seems ok. If you think something is wrong with the bike, take it to your nearest Go Outdoors store before riding it again.

Free six week store check

Once you've bought a new bike from us, we'll keep looking after you with a free 6 week safety check, this is the perfect opportunity to make sure the bike is running correctly after it's beading in period. It's a good chance to talk to a qualified mechanic about any additional set up requirements. They will give your bike a good check over to make sure it's all in working order and tweek or set up any parts that need further adjustments.

We have over a hundred dedicated cycle specialists to ensure you will receive great levels of service from highly trained, experienced staff who love spending their time on two wheels.

Essentials

Please be aware that legally you need to fit Reflectors and a bell to your bike. Your bike needs orange reflectors on the pedals, white reflectors on the wheels. A white reflector on the front of the bike and and red on the rear.

Checking chain stretch

Over time, the pins and rollers that hold your chain together will wear and as a result the pitch (length) of each link will grow. This is called chain stretch.

The standard pitch of a new chain link sits at half an inch, pin-to-pin. An inner plus an outer (wide and narrow) link of a chain.

To preserve the lifetime of your drivetrain (cassette and chainrings) and maintain crisp gear shifting you should replace your chain before it starts to wear too badly.





MAINTENANCE

Spoke tensioning

Wheels that are strong, reliable and long-lasting have spokes that are properly tensioned. Tension is the amount of force pulling on a wheel's spokes. Spokes that have low tension will continue to loosen as the bike is ridden, resulting in shortened spoke life and a wheel that requires continuous re-truing.

Correctly building or tensioning a wheel is a real skill and if you think yours needs doing you should get a professional wheel builder to have a look at it.

If you do want to tension your spokes yourself you should note that nipples are gradually tightened in a step-wise manner to slowly and evenly increase spoke tension in the wheel. Wheelbuilders typically count the number of turns of the spoke key as they tension a wheel to ensure every spoke is tensioned to the same degree.

Long or hard ride check

If the bike has been exposed to water or grit or at least every 100 miles you must clean the bike and lightly lubricate the chain's rollers with a good quality bicycle chain lubricant. Wipe off excess lubricant with a cloth. Talk to your in store bike specialist about the best lubricants. After every long or hard ride or after every 10 to 20 hours of riding:

- Squeeze the front brake and rock the bike forward and back. Everything feel solid? If you feel a clunk with each forward or backward movement of the bike, you probably have a loose headset.
- Lift the front wheel off the ground and swing it from side to side. Feel smooth? If you feel any binding or roughness in the steering, you may have a tight headset.
- Grab one pedal and rock it toward and away from the centerline of the bike then do the same with the other pedal. If anything is loose have your in store specialist check it.
- Take a look at the brake pads. If they are starting to look worn or not hitting the rim squarely you may need to adjust or replace, see the brakes section of this manual.
- Carefully check the brake and gear cables and the cable outers for kinks and fraying.





MAINTENANCE

Long or hard ride check

- Squeeze each adjoining pair of spokes on either side of each wheel between your thumb and index finger. They should feel the same tension, if any feel loose, have the wheel checked for tension and trueness.
- Check the tyres for excess wear, cuts or bruises.
- Check the wheel rims for excess wear, dings, dents and scratches.
- Check to make sure that all parts and accessories are still secure, and tighten any which are not.
- Check the frame, particularly in the area around all tube joints. Check the handlebars and the stem, check the seatpost for any deep scratches, cracks or discoloration. These are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced.
- If either brake fails, don't ride the bike. Have a mechanic check the brakes.
- If the chain won't shift smoothly and quietly from gear to gear, the derailleur is out of adjustment, take it to your in store specialist or a local mechanic.

Every 25 (hard off-road) to 50 (on-road) hours of riding: Take your bike to a qualified bicycle mechanic for a complete checkup.

If you have a full suspension bike your pivot points could be loose or the bearings could be worn. If you suspect they are loose, they are stiff or they make a squeaking noise you must take your bike to a qualified mechanic to service the pivot points.

If you have an accident check yourself for injuries, and take care of them as best you can. Seek medical help if necessary. Next, check your bike for damage. After any crash, take your bike to your mechanic for a thorough check. Carbon composite components, including frames, wheels, handlebars, stems, cranksets, brakes, etc which have sustained an impact must not be ridden until they have been disassembled and thoroughly inspected by a qualified mechanic.



MAINTENANCE

Cleaning & Lubrication

It is important in order to keep your bike in good and safe working order to make use it is clean and lubricated. Always wash off any excess dirt and dry well, before lubricating moving parts. Below is a guide that may help you with your maintenance schedule, but this will depend on how and where you ride and also on how often you ride.

Do not over lubricate and ALWAYS wipe off any excess lubrication, especially if you get it on the brakes, brake pads or rims, and this may decrease brake functionality and increase stopping distance. If you have any doubts about any of these parts, please consult a qualified bicycle mechanic.

Part	Frequency	Product	Application
Chain	Every week	Oil	Brush or spray
Derailleurs	Every week	Oil	Oil can
Brakes & Levers	Every week	Oil	Oil can
Gear levers	Every month	Lithium based grease	Disassemble
Cassette	Every six months	Oil	Oil can
Brake cables	Every six months	Lithium based grease	Disassemble
Bottom bracket	Every year	Lithium based grease	Disassemble
Pedals	Every year	Lithium based grease	Disassemble
Gear cables	Every year	Lithium based grease	Disassemble
Wheel bearings	Every year	Lithium based grease	Disassemble
Headset	Every year	Lithium based grease	Disassemble
Seat post	Every year	Lithium based grease	Disassemble

MAINTENANCE

Torque settings guide

Please note. Manufacturers torque settings over ride these and you should adhere to them at all times. The following settings are just guides.

Part	Setting
Threaded headset locknut	16-24 Nm
Quill stem top bolt	17-22 Nm
Quill stem handlebar clamp	17-22 Nm
Stem compression cap	2-3 Nm
Stem faceplate bolts	13.5-16 Nm
Pedal	34.5-40 Nm
Axle nut	30-42 Nm
Seat post clamp bolt	4-6.5 Nm
Seat rail binder	18-34 Nm
Shift lever	6-8 Nm
Rear derailleur mounting bolt	8-10 Nm
Disc rotor bolts	4-7 Nm
Rear derailleur pulley wheel bolt	3-4 Nm
Disc caliper mount	6-9 Nm
Brake caliper mount	8-9 Nm
Brake pad	5-7 Nm
Brake cable pinch bolt	6-8 Nm
Brake lever	6-8 Nm



MAINTENANCE

Warranty

What's covered

All Calibre and Compass alloy bike frames, suspension frames, rigid forks, non-branded suspension forks and non-branded parts (i.e. seat post, bars, stem) fitted to the bike as standard are guaranteed for 12 months against manufacturer defect.

Branded parts are covered by their own guarantee and would be dealt with through their own distribution and warranty channels.

Items not covered include wear and tear of tyres and tubes, braking surfaces, cables, chains and bearings. A more comprehensive list is included in this document.

This guarantee only applies to the original purchaser with proof of purchase and must be presented to obtain guarantee service and is non-transferable.

This guarantee does not cover product failure occurring during, but not limited to, rentals, hire or leasing of cycles, competitions of any kind, or use for stunt riding including "Wheelies" and jumping. Damage caused by failing to follow the owner's manual.

Definition of Warranty

A written guarantee, issued to the purchaser of an article by its manufacturer, promising to repair or replace it if necessary within a specified period of time if found to be a fault through manufacturing or workmanship

Definition of Wear & Tear

Wear and tear is a form of depreciation which is assumed to occur even when an item is used competently and with care and proper maintenance. For example, "repeated impacts may cause stress to a hammer's head. This stress is impossible to prevent in the normal use of the tool for its designed task, and any attempt to avert it impedes its functionality. At the same time, it is expected that the normal use of a hammer will not break it beyond repair during a reasonable life cycle".



MAINTENANCE

Wear and Tear parts

The parts listed below are items identified as wear and tear parts and, unless a manufacturing issue has been highlighted, are not covered as a warranty issue as described above:

Disc brake rotors, saddle covering, Mech hanger, Air-sealing o-rings, Dust seals, Hub Pawls, Bearing races, Foam rings, Shifter grips, Bearings, Freehubs, Spokes, Bottom-out pads, Glide rings, Sprockets, Brake pads, Handlebar grips and grip tape, Tyres, Bushings, Stripped threads/bolts, Tools, Cassettes, Shifter and brake cables and casings, Chains, Rear shock mounting hardware and main seals, Transmission gears, Coating on stanchions, shock body, Rubber moving parts, Wheel braking surface.

Guarantee Conditions

This guarantee will apply provided the bike has been cared for, maintained and used in accordance with the instructions as set out in the Calibre Owners Guide and has not been fitted with parts other than a spare part recommended by a GO Outdoors dealer. This guarantee does not cover normal wear and tear, alteration, accident, misuse, improper maintenance or neglect such as corrosion due to storage outdoors or damp conditions or commercial use (e.g. hiring).

Calibre bikes are guaranteed for normal riding within the activities for which they were designed. However, failures or damage occurring during participation in competitions of any kind or in activities such as "wheelies", stunt riding or jumping are not covered by this guarantee.

This guarantee does not include labour and transportation charges. This guarantee applies only to the original retail purchaser who must produce proof of purchase to in order to validate any claim.

How to claim

In the event of a guarantee claim, contact any GO Outdoors store.

THIS GUARANTEE COVERS THE ORIGINAL PURCHASER ONLY. HOWEVER, PLEASE PASS THIS OWNERS GUIDE ON TO THE NEW OWNER IF YOU SELL THE BICYCLE. THIS GUARANTEE IS IN ADDITION TO YOUR LEGAL RIGHTS IN RELATION TO THE BICYCLE THAT IS FAULTY. ADVICE ABOUT YOUR LEGAL RIGHTS IS AVAILABLE FROM YOUR LOCAL CITIZEN'S ADVICE BUREAU OR TRADING STANDARD OFFICE.



MAINTENANCE

Notes

