Inspired.

Owner's Manual

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1. Introduction

Congratulations on buying your new Inspired bicycle. We know you must be excited to ride your new bicycle, but before you do, please take a few moments to read through this short manual which covers important safety instructions, guidance on how to maintain your bicycle and also some general cycling advice to help make sure riding is fun without being irresponsible.

2. Pre-delivery Inspection

Your dealer will give your new bicycle a detailed inspection before you receive it to ensure that everything has been correctly assembled and set-up ready to ride. During use, we recommend that you check your bicycle regularly and before each ride to ensure that all parts are working correctly and reduce the chance of personal injury and abnormal wear to be bicycle and it's components.

3. Pre-ride Checks

Bars and Stem

Before riding, check that the bars and stem are tight. If the bars move or twist in relation to the stem or the stem moves or twists in relation to the fork then they must be tightened securely with suitable tools. You should tighten the handlebar and stem to the torque recommended by the component manufacturers. Riding with a loose handlebar or stem is very dangerous. If in doubt, do not ride the bicycle and check with your local dealer.

Brakes

Always check your brakes before riding. Whilst pushing the bicycle, apply the brakes to prevent the bicycle from rolling. If the wheels continue to rotate when the levers are firmly depressed, then they must be adjusted before use. Check for recommended methods of adjustment with the brake manufacturer. Poor braking may be caused by brake pad wear or misalignment. If in doubt, do not ride the bicycle and check with your local dealer.

Wheels

The wheels should spin without binding on the brake blocks which should also clear the tyre at all times. Any buckles, misalignment or damage to the wheel will need to be fixed by an experienced wheel builder. Make sure that the axle bolts or quick release are tight at all times (a). Consult the torque settings of the component manufacturer to ensure the correct force is applied.

a) Check all wheel bolts/quick releases are tight before riding.

Tyres

Air can escape from the inner tubes over time so it is advisable to check the tyres pressures regularly. Lower pressures can aid traction on some terrain, but increase the risk of pinch punctures and damage to the wheel. If in doubt, always follow the recommended inflation pressure on the tyre sidewall.

Drive System

Check that the chainset spins freely when pedalled backwards and the chain moves without interference or falling off. Pedals must be tight on the crank arms at all times and the bicycle should not be ridden if a pedal becomes loose during use (b). Bicycles fitted with a separate freewheel (i.e. the ratchet/freewheel mechanism attached to the hub of the bicycle) should be checked regularly to ensure there is no sideways movement in the mechanism. If in doubt, do not ride the bicycle and check with your local dealer. To check that the pedals, crank, bottom bracket and all drive components are securely fastened, you should first consult the individual component manufacturer's advice.

b) Tighten the pedals clockwise whilst holding the crank arm.

4. Maintenance

Lubricants

The majority of components fitted to your new bicycle do not require routine lubrication. However, it is advisable to keep the chain clean and well lubricated. Apply a good quality, bicycle specific lubricant to the chain, ensuring that all links are covered (c). Avoid getting lubricant on the rims, tyres or brake pads as this will severely reduce their performance.

Chain

Chains wear depending on use, maintenance and riding conditions and may need replacing anywhere between three and six months of use. If in doubt, check with your local dealer who should be able to recommend a suitable, high quality item if a replacement is required. It is advised that you ask your dealer to fit the replacement as incorrect fitting may weaken the chain and cause injury if the chain should break.

c) Apply a small amount of lubricant to the top of the chain.

Chain Tension

The chain tension on the bicycle will be set correctly during the pre-delivery inspection by the dealer but it can be adjusted if the rear wheel has to be removed (d). See Appendix 1 for detailed instructions on how to install and adjust a sprung tensioner. The chain tension should be tight enough to prevent the chain from hitting the frame when the rear of the bicycle is allowed to bounce on the floor from approximately 30cm. If in doubt, check with your local dealer who will be able to advise you on the correct tensioning procedure.

d) Chain tension can be adjusted by altering the cage position.

Chainset

e) Keep the crank bolts tightened to the recommended level at all times.

The chainset comes under a lot of stress in normal use and must be kept tight at all times. Each side of the chainset is held onto the bottom bracket by an 8mm allen key bolt. It is important to check the tightness of these bolts regularly and never ride your bicycle with loose cranks. If any part of the drive system becomes loose during riding, you should stop riding immediately and take suitable action to fasten the parts correctly before continuing your riding. The bolts on both cranks tighten clockwise and should be tightened to the manufacturer's recommend level (e).

Headset/Stem

f) Loosen the stem bolts before adjusting the headset.

If your bicycle is ridden with a loose headset then it can quickly damage the internal components, make the bicycle hard to control and severely damage your frame. To check headset tightness, put the front brake on and rock the bicycle backwards and forwards. If you feel a knocking or any play, the headset is probably loose.

Adjustment of the headset is relatively simple using a few allen keys. If the headset has play, first loosen the stem bolts so that the stem can move on the steerer (f). Rock the bicycle backwards and forwards with the front brake on to check for play and tighten the top cap bolt a quarter turn at a time until the play is eliminated (g). Tighten the stem bolts correctly, ensuring that the stem is lined up with the front wheel. Correct tensioning of these bolts involves adding half a turn to each bolt in sequence until the correct level of torque is reached.

Continued...

g) Tighten the top cap to remove play from the headset.

Do not do one up tight, then the other. For the correct torque settings for the stem bolts please consult the stem manufacturer.

Rotate the bars from side to side, the steering should feel smooth, not rough or stiff. If it feels rough or stiff, undo the stem bolts and loosen the top cap bolt a quarter turn and try again. Bearing damage caused by lack of maintenance or by riding the bicycle with a loose headset may mean that a smooth feel is not possible. If you feel this may be the case, please consult your local dealer for advice.

Do not try to adjust the headset without first undoing the stem bolts. Always remember to re-tighten all components to the recommended torque before riding.

Braking Systems

Correct performance of the braking system on any bicycle is essential for your safety. Please ensure you read this section and if in doubt, consult your local dealer and do not ride your bicycle.

V-Brakes

To disconnect the brakes (in order to remove a wheel for example), you need to release the curved metal tube (noodle) from its retainer connected to the brake arm. By pushing both brake arms together, you should be able to unhook the noodle from its retainer allowing the brake arms to move apart for easy wheel removal (h). If this does not work, you may need to release some extra cable by using the adjuster where the cable enters the brake lever (**you must remember to return the adjuster to the original position before riding**).

h) Push the brake arms together to release the noodle.

The brake pads on V-brakes have grooves to clear water from the rim. The pads must be replaced before the pad is worn to the bottom of these grooves. When unbolting pads to replace them, be sure to keep the washers and shims in the correct order and fit these to the post of the new pad. Hold the pad flat against the rim and tighten the allen bolt (i). Double check the pad hits the rim squarely without overlapping the edge of the rim or contacting the tyre and then make a final turn or partial turn to the bolt to ensure pad is perfectly secure. Continued...

To reconnect the brakes, squeeze the arms against the rim and hook the noodle back into the retainer. Make sure that the noodle is correctly located and that the outer cable is properly seated in the brake lever adjuster. It is recommended to use Avid brand or other high quality products when replacing brake pads, your dealer will be able to give suggestions for suitable replacement parts. As the pads wear, you should compensate for the additional cable slack by using the adjuster on the brake lever. Before every ride, you should check that the brake pads still contact the rim squarely and are not fouling the tyre in any way. Uneven brake pad wear may create ridges that cause the pad to stick or jam against the rim causing unpredictable braking performance.

i) Ensure the brake pad contacts the rim correctly before tightening fully.

After undertaking any maintenance or adjustment on the brakes, firmly squeeze the brake lever and check brake function before riding. We recommend that you check the manufacturers website for full information or consult your dealer when approaching these safety-critical subjects.

Disc Brakes

Disc brakes are relatively maintenance-free, needing just a regular check on pad wear rates. Any problems relating to air entering the system of a hydraulic brake should be dealt with by a local dealer as these systems require special tools and knowledge. Do not turn a bicycle fitted with hydraulic brakes upside-down for any reason, as air held in the lever reservoir can enter the hydraulic lines, causing a soft feel at the lever and reduced braking performance.
Never touch the rotors of a disc brake as oil from your skin is enough to reduce friction and braking performance. Only use cycle-specific disc brake cleaners (car brake cleaners contain some oils that will reduce the braking performance).

Take extra care when removing and refitting wheels to a bicycle equipped with disc brakes to avoid bending the rotors or damaging the pads. On a hydraulic brake, never squeeze the brake lever while the wheel/disc is removed as this can cause over-extension of the pistons and leakage may occur. A clean spacer placed between the pads can help avoid this problem. Continued...

Never touch the rotors of a disc brake immediately after use as they can become hot enough to cause a serious burn. Always keep your fingers away from spinning rotors to avoid serious injury. Check the manufacturer's website for full information.

Magura HS33

HS33 rim brakes are relatively maintenance-free, needing just a regular check on pad wear rates. Any problems relating to air entering the system should be dealt with by a local dealer as these systems require special tools and knowledge. As the pads wear, you can take up additional slack with the adjuster on the brake lever. Keep an eye on the pads though, make sure they are not too worn and that they still hit the rim squarely. Uneven pad wear may create ridges that can cause the pad to stick or jam against the rim resulting in unpredictable braking performance. Check the manufacturer's website for full information.

To remove the rear wheel, deflate the tube and squeeze the tyre so it passes through the brakes as you remove the wheel. Try to avoid knocking or rubbing dirt on the brake pads when you remove/fit the rear wheel as this could affect the braking performance. Always re-inflate the tyre to the correct pressure and check the brake is working properly before riding.

Wheels

The condition of the wheels and your brakes' performance are very important. Dirty or greasy rims can cause a dramatic reduction in braking performance when using HS33 or V-brakes. Do not clean with solvents or petrol. Wipe your rims with a clean cloth, or wash with soap and water, rinse and leave to air dry. When lubricating your bicycle be sure not to get oil on the braking surfaces. If this happens, use a bicycle specific de greaser to remove any traces of oil before riding or operating the brakes. It is much easier to remove oil from the braking surface than the brake pads.

Bicycle wheels are subjected to high forces during normal use. Watch for bent, loose or broken spokes that can cause your wheel to go 'out of true'. If your wheels rub noticeably on the brake pads, or you feel a pulsing or juddering when you brake, your wheels may need attention. Because wheel trueing is a complicated procedure, we recommend that you take your bicycle to an authorised dealer if you feel the wheels need some attention.

Tyres

Always keep your tyres inflated to the correct pressure. Check the tyre regularly for cuts, cracks and embedded thorns or debris. If you find that your tyre has lost pressure quickly it is recommended that you locate and repair the damage to the inner tube. Be sure that you check that the object that caused the damage does not remain in the tyre or wheel. If the damage is a cut rather than a simple hole from a thorn or nail, it is normally better to fit a new inner tube as repairing a cut tube is frequently unsuccessful.

Lights/Reflectors

Good lighting systems are essential (and in many countries compulsory) for riding in poor light conditions as well as in the dark. Always carry a set of lights if there is any chance of being caught out in fading light. Front and rear flashing LED lights are highly visible and effective but are best used alongside a continuous and bright light. Your Inspired bicycle is equipped with a full set of reflectors and bell as standard. Keep the reflectors clean and do not be tempted to remove them. They will help you to be seen by vehicles and other road users during poor light and at night, providing they have their lights on. Do not rely on the reflectors alone though, you must be observant and considerate in your riding manner at all times of day and night.

Locks

Do not leave your bicycle unprotected for any length of time, no matter how short. It only takes seconds to steal a bicycle and many are never recovered. Use a reputable lock whenever you leave your bicycle and always attach it to a secure object like railings or posts in a visible position and busy area. Make sure that the lock can not be slipped over the top of the post. Where possible, make sure you lock both wheels and the frame together, a thief will steal what they can even if it is only a wheel.

Tools

It is advisable to stock your workshop with all the tools you may need to check and maintain your bicycle. Carry enough tools when riding to allow you to perform simple maintenance checks or emergency repairs. Where possible, you should use good quality tools at all times.
Continued...

Although reputable tools may cost a little more at the beginning, they can last many times longer than poor quality tools and also reduce the chance of parts becoming damaged during maintenance or repair.

Replacement parts

We recommend that if a component needs to be replaced for any reason, you do so on a like for like basis in order to allow the bicycle to continue performing at its optimum level. If a direct replacement is not available we recommend that you contact your local dealer for their advice.

5. Warranty

All Inspired bicycles are warranted to the original retail purchaser to be free from defects in material and workmanship.

Time period

Warranty on the bicycle frame extends for six months while owned by the original retail purchaser. Warranty coverage on bicycle components (including rigid forks but excluding wheels, tires, tubes, brake pads, chain, handlebar grips, freewheel mechanism, cables and associated items particularly susceptible to 'wear and tear') extends for six months from date of purchase while owned by the original retail purchaser.

Warranty coverage of some components such as brakes, handlebars and cranks will be covered by the warranty stated by their original manufacturers.

This warranty does not cover: a) normal wear and tear, b) any damage, failure or loss caused by accident, misuse, neglect, abuse, failure to follow instructions or warnings in this owner's manual or manuals supplied with the bicycle referring to original components, c) any damage, failure or loss caused by use of bicycles for stunt riding, acrobatics or other similar activities, or in any other manner for which they were not designed. Bending of frames, forks, handlebars, seat posts, or wheel rims can be a sign of misuse or abuse.

The original owner shall pay all labour charges connected with the repair or replacement of all parts. Under no circumstances does this limited warranty include the cost of shipment or transportation to or from an authorised dealer or the distributor.

Useful product life cycle

Every Inspired bicycle and frame has a useful life cycle. This useful life cycle is not the same as the warranty period. The warranty identifies the period of time that Inspired will replace the product if it is deemed to have fallen below our high quality and durability standards.

When Inspired provides a 6 month warranty, this does not guarantee that the product will last for the full 6 months. The length of the useful life cycle will vary depending on the type of bicycle, riding conditions and care the bicycle receives. Any non-standard use can substantially shorten the useful product life cycle of the bicycle or frame.

All Inspired bicycles and frames should be checked regularly for indications of potential failures including cracks, corrosion, dents, deformation, paint peeling and any other indications of potential problems, inappropriate use or abuse. These are important safety checks and very important to help prevent accidents, bodily injury to the rider and shortened useful product life cycle of an Inspired bicycle frame.

Limitations

Proof of purchase from an authorised Inspired dealer is required for any limited warranty replacement or repair. The foregoing warranties are in lieu of and exclude all other warranties not expressly set forth herein, whether expressed or implied by operation of law or otherwise, including but not limited to any warranties of merchantability or fitness for a particular purpose. Inspired shall in no event be liable for incidental or consequential losses, damages or expenses in connection with its bicycle products. Inspired's liability hereunder is expressly limited to the replacement of goods not complying with this warranty or, at Inspired's election, to the repayment of an amount equal to the purchase price of the product in question. Liability is not limited or excluded for any bodily injury or death caused by the negligence of the distributor, Inspired or any of its employees.

Warranty service will be performed by Inspired or an Inspired authorised dealer. Proof of purchase must be provided. Transportation to and from the Inspired authorised dealer is the responsibility of the purchaser. Inspired will have the option of either repair or replacement at no charge for any defective product, or repayment of an amount equal to the purchase price of the product. In the event Inspired elects to replace a defective part, a new part of equal or greater value will be provided. The new part may not be the exact model purchased.

Inspired is not responsible for dealer labour charges for component changeovers when a part is replaced. If you elect to repair a defective product yourself or use the services of someone other than an Inspired authorised dealer, Inspired will not be liable for any damage, failure or loss caused by the use of such unauthorised service or parts.

Usage guide

This bicycle has been designed with a pre-determined use in mind and tested to meet or exceed strict safety guidelines, including relevant CEN (14766) standards where specification combinations allow. Misuse, unsuitable modification or failure to understand the usage intended by the manufacturer could result in component failure and/or serious injury. To ensure correct use of your particular model, please read the relevant usage guide before you undertake your first ride. This is important for your safety and to ensure that the manufacturers' warranty does not become void.

Your Inspired bicycle has been tested in accordance with standard CEN 14766 which covers certain children's bicycles and durable off-road bicycles, designed for off-road riding on all types of terrain including for example; rocky paths, way-marked mountain terrain and purpose built mountain bicycle trails but excluding racing, jumping, drop-offs and similar acrobatic stunts.

6. Additional guidance

Helmet

Wearing a helmet can help to dramatically reduce head injuries in the event of an accident. We recommend that you wear a helmet at all times when riding.

Rider Skill Levels

A rider's skill and experience can make a significant difference in the stresses applied to both bicycle and rider. Expert riders can often make things look easy but copying the actions of more experienced riders may result in component failure and/or serious injury. Always ride within your own personal limits and do not attempt to replicate the riding stunts performed by experienced and/or professional athletes.

Rider Weights

Inspired bicycles are tested to exceed the relevant safety standards with a total rider and accessories weight of 100kgs. Rider weights of over 100kg will not necessarily be unsafe, although we advise checking your intended use with us or your retailer for further clarification.

First Ride

We recommend that you always take time to get used to your new bicycle as it may have some features and characteristics that you are not used to. New bicycles will also 'bed in' during the first few hours of riding and need to be ridden with additional care during this period.

Spend some time riding your bicycle in a quiet, flat area away from traffic and obstacles. Practice starting, steering and braking to a controlled stop (this is important to those riders new to V-Brakes, Disc brakes, Hydraulic rim brakes or powerful brakes in general) before attempting more advanced riding.

Terrain conditions

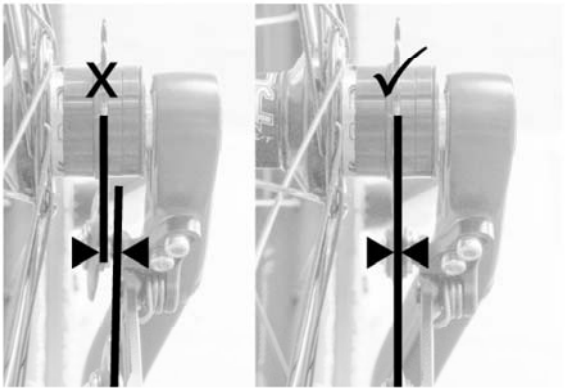
Terrain conditions can vary considerably, especially in the wet.
Avoid hard braking or sharp turns on any wet surfaces. Even high performance bicycles can take two or three times longer to stop in the wet. Always adhere to the Highway Code when using public roads.

Appendix 1 - installing inspired team sprung tensioner

1. Attachment

Remove the tensioner and bolts from the packaging supplied. Apply grease or anti-seize compound to the tensioner bolts. Before fitting the tensioner, check the threads in the frame are clean and there are no signs of damage. Insert the bolts through the tensioner mount holes into the frame and tighten them loosely using a good quality 4mm Allen key.

2. Setting Alignment.



When set correctly, the guide pulleys on the cage should line up perfectly with the freewheel/sprocket on the rear hub as shown in the image. If the pulleys are not aligned carefully move the tensioner in or out as necessary until the correct position is achieved. Once in position, use the 4mm Allen key to tighten the bolts to 4.5Nm. Once tight, check the pulley and sprocket alignment is still correct and re-adjust if necessary.

3. Chain Fitting/Removal.

The chain can be fitted/removed without altering the position of, or removing the tensioner. Route the chain over the front and rear sprockets so the links mesh with the teeth fully and join the ends of the chain together according to the manufacturers instructions. The chain will hang loosely as shown in the image.

Carefully route the loose chain around the rear sprocket and hook it over the top guide pulley as shown in the 1st image.

Pull the tensioner cage up towards the frame using the finger tab at the front to create slack in the chain and hold in this position (See 2nd and 3rd images). Do not force the cage beyond horizontal as this may damage the spring and cause a loss in chain tension during use.

Using your free hand, position the chain between the upper and lower guide pulleys. The cage can be released slowly once the chain has been fully routed over the lower pulley (see last image).

Once the chain is fitted, the tensioner cage should sit close to, but not touch, the frame and should provide a strong amount of tension. If there is an excessive amount of movement in the chain, reduce the number of links as required.

Ensure that the tension is correct and the chain is engaging fully with the sprockets before using the bicycle. If in doubt, do not ride the bicycle and check with your local dealer.

To remove the chain, follow the instructions above in the reverse order. To remove the wheel, unhook the chain from the freewheel/rear sprocket and allow it to rest on the inner surface (next to the spokes). Untighten the axle bolts and slide out the wheel. The chain can be unhooked from the freewheel/rear sprocket and allowed to hang from the front sprocket once the hub is clear of the frame.

Appendix 2 - installing flow rear wheel

1. Wheel Preparation.

Inspect the frame dropouts and axle bolts to ensure they are clean and there are no signs of damage. Slide the chain tugs onto the axle bolts and apply a good quality grease to the bolt thread.

2. Wheel Alignment and Insertion.

Fit the chain onto the freewheel and slide the wheel into postion between the dropouts. If fitted, be careful to align the disc rotor with the centre of the brake caliper to prevent damage to the brake or frame during fitting.

3. Chain Tensioning Preparation.

Insert the axle bolt and chain tug into the hub axle from the drive side and tighten it loosely. Ensure the chain tug dropout tabs insert fully into the drop and the tensioning screw is aligned at the top with the stop bolt. Repeat the process on the non-drive side. Tighten the axle bolts until the chain tugs are held in postion against the dropout without twisting but still able to slide.

4. Applying Chain Tension.

Use a good quality 2.5mm Allen key to tighten the drive side tensioning screw in a standard **clockwise** direction until the slack has been removed from the chain. If the screw reaches the limit of travel before the correct tension is acheived, it may be necessary to replace the chain.

5. Checking Chain Tension.

Once the inital slack has been removed, check the tension by squeezing the chain together at the midpoint of the chain stay. When set correctly, the chain should move around 3mm top and bottom when squeezed. Continue to tighten the chain tug screw in 1/8 increments, checking the chain regulary, until the correct amount of tension is achieved. Check that the cranks and hub spin freely without binding and reduce the tension if necessary.

6. Aligning the Wheel

Use a good quality 2.5mm Allen key to tighten the non-drive side chain tug tension screw in a standard **clockwise** direction. Continue to tighten the screw until the wheel is centered in the bike and, if fitted, the disc rotor is positioned parallel to the frame disc mount.

7. Tighten the Wheel

Tighten the axle bolts using a good quality 6mm Allen key in a standard **clockwise** direction (recommended torque 10-12Nm, for guidance only). Check the brake caliper positions and adjust if necessary.

Wheel Removal.

To remove the wheel, follow the instructions above in the reverse order. Ensure the chain tug tension bolts are loosened fully before attempting to remove the axle bolts.

Appendix 3 - installing arcade 15mm front axle

1. Axle Preparation.

Inspect the dropouts and axle to ensure they are clean and there are no signs of damage. Apply good quality grease to the main axle surface and thread, leaving a small portion of the non-threaded end uncoated to ease handling and insertion.

2. Axle Alignment and Insertion.

Insert the front wheel into the fork and ensure that the hub is aligned correctly in the dropout. Slide the threaded end of the axle through the dropout and into the hub from the non-drive side until it is fully inserted.

3. Bolt Preparation.

Inspect the bolt and washer to ensure they are clean and there are no signs of damage. Apply a generous amount of good quality grease to the taper washer surfaces and bolt threads. Slide the washer onto the bolt so the taper of the bolt head sits inside the washer.

4. Bolt Tightening.

Insert the bolt and taper washer into the axle from the drive side and use a good quality 6mm Allen key to tighten it in a standard **clockwise** direction to 20Nm. It may be necessary to use an additional 6mm Allen key on the non-drive side to hold the axle when tightening the bolt and taper washer.

Axle Removal.

To remove the axle, follow the instructions above in the reverse order. It may be necessary to use an additional 6mm Allen key to hold the axle when removing the bolt and taper washer.

Appendix 4 - installing arcade/console rear wheel

(Exact chain tug design may vary from those pictured)

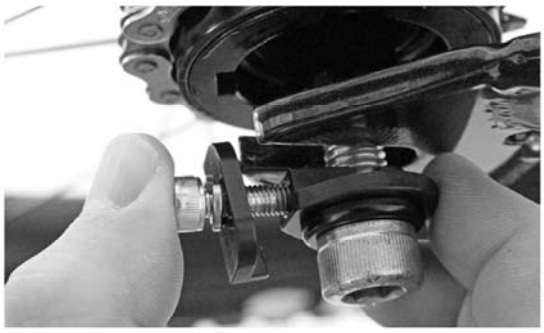
1. Wheel Preparation.

Inspect the frame dropouts and axle bolts to ensure they are clean and there are no signs of damage. Slide the chain tugs onto the axle bolts and apply a good quality grease to the bolt thread. For Arcade frames/tugs, fit the 10mm chain tug tension bolts for 22:15 ratio and 12mm bolts for 22:16 ratio. Be careful not to lose the spring washers.

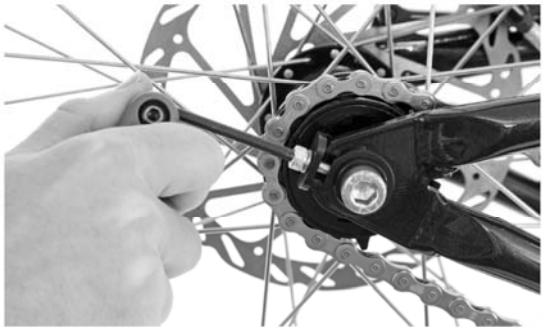
2. Wheel Alignment and Insertion.

Fit the chain onto the freewheel/ sprocket and slide the wheel into postion between the dropouts. Be careful to align the disc rotor with the centre of the brake caliper to prevent damage to the brake or frame during fitting.

3. Chain Tensioning Preparation.



Insert the axle bolt and chain tug into the hub axle from the drive side and tighten it loosely. Ensure the chain tug tension bolt is unscrewed enough to allow the back plate to pass over the rear of the dropout. Align the chain tug back plate tabs on the inside of the dropouts (Console only). Repeat the process on the disc side. Tighten the axle bolts until the chain tugs are held in postion against the dropout without twisting but still able to slide.



4. Applying Chain Tension.

Use a good quality Allen key to tighten the drive side chain tug tension screw in a standard **clockwise** direction until the slack has been removed from the chain. If the screw reaches the limit of travel before the correct tension is acheived, it may be necessary to replace the chain.

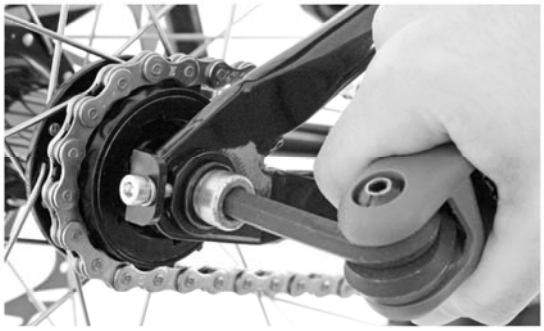
5. Checking Chain Tension.

Once the inital slack has been removed, check the tension by squeezing the chain together at the midpoint of the chain stay. When set correctly, the chain should move around 3mm top and bottom when squeezed. Continue to tighten the chain tug screw in 1/8 increments, checking the chain regulary, until the correct amount of tension is achieved. Check that the cranks and hub spin freely without binding and reduce the tension if necessary.

6. Aligning the Wheel

Use a good quality Allen key to tighten the disc side chain tug tension screw in a standard **clockwise** direction. Continue to tighten the screw until the wheel is centered in the bike and the disc rotor is positioned parallel to the frame disc mount.

7. Tighten the Wheel



Tighten the axle bolts using a good quality allen key in a standard **clockwise** direction (recommended torque with 10mm bolts = 32-34Nm). Check the brake caliper position and adjust if necessary.

Wheel Removal.

To remove the wheel, follow the instructions above in the reverse order. Ensure the chain tug tension bolts are loosened fully before attempting to remove the axle bolts.

Appendix 5 - installing fourplay 15mm front axle

1. Axle Preparation.

Inspect the dropouts and axle to ensure they are clean and there are no signs of damage. Apply good quality grease to the main axle surface and thread, leaving a small portion of the non-threaded end uncoated to ease handling and insertion.

2. Axle Alignment and Insertion.

Insert the front wheel into the fork and ensure that the hub is aligned correctly in the dropout. Slide the threaded end of the axle through the dropout and into the hub from the non-drive side until it is fully inserted.

3. Bolt Preparation.

Inspect the bolt and washer to ensure they are clean and there are no signs of damage. Apply a generous amount of good quality grease to the taper washer surfaces and bolt threads. Slide the washer onto the bolt so the taper of the bolt head sits inside the washer.

4. Bolt Tightening.

Insert the bolt and taper washer into the axle from the drive side and use a good quality 6mm Allen key to tighten it in a standard **clockwise** direction to 20Nm. It may be necessary to use an additional 6mm Allen key on the non-drive side to hold the axle when tightening the bolt and taper washer.

Axle Removal.

To remove the axle, follow the instructions above in the reverse order. It may be necessary to use an additional 6mm Allen key to hold the axle when removing the bolt and taper washer.

Appendix 6 - installing Skye V3.5/Fourplay 20mm front axle

(Exact dropout, axle and insert design may vary from those pictured)

1. Fork Preparation.

Inspect the dropouts and cative bolt to ensure they are clean and there are no signs of damage. Apply a generous amount of good quality grease to the bolt threads.

2. Axle Preparation.

Inspect the axle to ensure it is clean and there are no signs of damage. Apply a generous amount of good quality grease to the main surface.

3. Axle Alignment and Insertion.

Insert the front wheel into the fork and ensure that the hub is seated correctly in the dropout. Slide the threaded end of the axle through the dropout and into the hub from the non-drive side until it meets the threads of the captive nut

4. Axle Preparation (Part 2).

Once the axle has engaged with threads of the captive nut, ensure the head of the axle is aligned correctly with the matching shape in the dropout.

5. Axle Tightening.

Insert a good quality 6mm Allen key into the captive bolt from the drive side and tighten into the dropout in a **clockwise** direction to 20Nm. It may be necessary to apply a small amount of pressure to the axle from the non-drive side to help the axle threads engage (do not use excessive force).

Axle Removal.

To remove the axle, follow the instructions above in the reverse order.

Appendix 7 - installing fourplay pro 12mm rear axle

1. Frame Preparation.

Inspect the dropouts and threaded insert to ensure they are clean and there are no signs of damage. Apply a generous amount of good quality grease to all inner surfaces and threads.

2. Axle Preparation.

Inspect the axle to ensure it is clean and there are no signs of damage. Apply a generous amount of good quality grease to all surfaces and threads leaving a small portion of the non-threaded end uncoated to ease handling and insertion.

3. Axle Alignment and Insertion.

Insert the rear wheel into the frame and ensure that the hub is seated correctly in the dropout. Slide the threaded end of the axle through the dropout and into the hub from the non-drive side until it meets the threads of the drive side insert.

4. Axle Preparation (Part 2).

Once the axle has engaged with threads of the drive side insert, apply a generous amount of good quality grease to the remaining uncoated surface.

5. Axle Tightening.

Insert a good quality 6mm Allen key into the axle from the non-drive side and tighten into the dropout in a standard **clockwise** direction to 20Nm. It may be necessary to apply a small amount of pressure to the axle from the non-drive side to help the axle threads engage (do not use excessive force).

Axle Removal.

To remove the axle, follow the instructions above in the reverse order.

Appendix 8 - installing Skye V3.5/Fourplay 12mm rear axle

(Exact dropout, axle and insert design may vary from those pictured)

1. Frame Preparation.

Inspect the dropouts and threaded insert to ensure they are clean and there are no signs of damage. Apply a generous amount of good quality grease to all inner surfaces and threads.

2. Axle Preparation.

Inspect the axle to ensure it is clean and there are no signs of damage. Apply a generous amount of good quality grease to all surfaces and threads leaving a small portion of the non-threaded end uncoated to ease handling and insertion.

3. Axle Alignment and Insertion.

Insert the rear wheel into the frame and ensure that the hub is seated correctly in the dropout. Slide the threaded end of the axle through the dropout and into the hub from the non-drive side until it meets the threads of the drive side insert.

4. Axle Preparation (Part 2).

Once the axle has engaged with threads of the drive side insert, apply a generous amount of good quality grease to the remaining uncoated surface.

5. Axle Tightening.

Insert a good quality 6mm Allen key into the axle from the drive side and tighten into the dropout in an **anti-clockwise** direction to 20Nm. It may be necessary to apply a small amount of pressure to the axle from the non-drive side to help the axle threads engage (do not use excessive force)

6. Expansion Wedge Preparation.

Inspect the wedge and bolt to ensure it is clean and there are no signs of damage. Apply a generous amount of good quality grease to all surfaces and threads.

7. Expansion Wedge Insertion.

Insert the wedge and bolt into the axle from the non-drive side and use a good quality 5mm Allen key to tighten it in a standard **clockwise** direction to 8Nm.

Axle Removal.

To remove the axle, follow the instructions above in the reverse order. It may be necessary to use an additional 6mm Allen key to hold the axle when removing the expansion wedge. Ensure the expansion wedge is loosened fully before attempting to remove the axle.

Inspired.

Authorised Dealer Stamp

Frame Number .....

Purchase Date .....

Order Number .....

Model/Colour ...../.....

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