



B-TWIN

User Guide and Guarantee

USER GUIDE AND GUARANTEE INSTRUCTIONS

THANK YOU FOR BUYING A DECATHLON BICYCLE !

You have just bought a Decathlon bicycle. In order for the bicycle to give you riding pleasure for as long as possible, please read this user guide. It will give you information necessary for adjusting, maintaining and properly using your Decathlon bicycle.

Keep this guide in a safe place.

DECATHLON IS NOT LIABLE FOR ACCIDENTS OR INJURIES DUE TO IMPROPER USE OF THE PRODUCT, FAILURE TO ADHERE TO THE INSTRUCTIONS GIVEN IN THIS GUIDE, OR MODIFICATIONS TO THE PRODUCT.

WHILE EVERY EFFORT HAS BEEN MADE TO ENSURE THAT THE INFORMATION CONTAINED IN THE GUIDE IS ACCURATE AND COMPLETE, DECATHLON IS NOT LIABLE FOR ANY ERRORS OR OMISSIONS.

Maintaining your bicycle means it will keep its original qualities and its safety features.

Along with our technicians, we guarantee you a bicycle that is properly assembled and correctly adjusted.

Maintenance, adjusting and repairs

To reduce the risk of accidents and injury, look after your bicycle and have it repaired in our after sales service departments.

Your Decathlon retailer

In addition to this guide, your Decathlon store is your main source of information and assistance. Your retailer is your first contact for maintaining, adjusting and using your bicycle as well as its guarantee.

Guarantee

You also find in this guide all necessary information on your bicycle's guarantee.

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V BMX BIKES

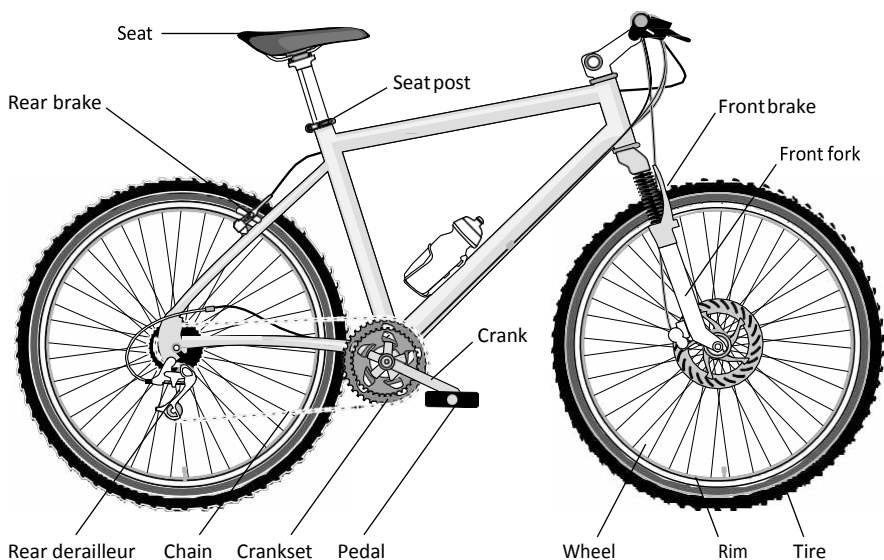
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IMPORTANT

Like all sports, cycling carries risks of injury and damage. USING YOUR BICYCLE, YOU ASSUME RESPONSIBILITY FOR THIS RISK. DECATHLON SHALL NOT BE RESPONSIBLE IN CASE OF MODIFICATION OF THE BICYCLE BY THE USER OR A THIRD PARTY. You should know and comply with the local traffic rules. You are responsible for properly maintaining and using your bicycle, thus reducing the risk of injury.



A BICYCLE FOR EVERY OCCASION.

A brief guide for choosing without getting it wrong!!



The Mountain Bike : has imposed itself today as the ideal article for getting off the road and wandering around the countryside and in forests and mountains. With its large tires, it is stable and gets through mud, gravel or sand pathways without difficulty.

All suspension mountain bike, with its telescopic fork and suspension, this is the ultimate sporting bike.

Hybrid bicycles : an ideal compromise between town bicycles and mountain bikes. Comfortable, well-equipped, this bicycle will accompany your solo rides, with the family or friends on small country roads or pathways. Its wheels are thinner than those of a mountain bike and its diameter is larger, it is therefore more comfortable on tarmac roads. It's the ideal bike for a stroll!



Town bicycles : Perfectly fitted, comfortable, it is ideal for travelling securely in towns, in the middle of traffic.

Robust, it is perfect to ride on paving stones. Impeccably clean with its mud-guards and chain cover, you can wear town clothes without any problem. It is the perfect town bicycle.



Road bicycles : They will accompany you outdoors and will be your perfect companion in grinding out the miles.

For fitness (to train alone or with friends) or for competition, it is perfect for staying in shape and will be a good supplement to a mountain bike.



BMX : specifically designed for acrobatic disciplines

Several types of discipline: Street for figures in towns or in skate parks ; Dirt for jumps with figures on earth mounds ; Flat for figures on the ground ; Racing on an earth circuit with bumps.

So properly identify your discipline.



Children's bicycles (16" to 24") : Look, price, accessories, etc. can be customized according to your requirements. It is great to ride and have fun in full safety. Well fitted, comfortable, solid, practical and full of clever tricks, it will be the ideal friend for going to school and outsid school activities.

SAFETY PRECAUTIONS AND USER INSTRUCTIONS

Great advice for riding in complete safety

Always carry out a complete check of the bicycle before riding. Please thoroughly read the safety section I 4/

Always wear a helmet when you are riding to protect your head in a fall.



Ride in the same direction as traffic, never against the flow

Never attach yourself to a car or any other vehicle

Check your speed, avoid big differences

Please avoid riding two on a bike or carrying heavy or bulky luggage. This may obstruct your visibility or limit your control, and can lead to a fall or losing control of the bicycle.

If you are riding at night or in bad weather :

Wear reflective and clear clothing and equip your bicycle with front and rear lighting: lighting and red reflectors at the rear and lights and yellow or white reflectors at the front as well as side reflectors on the wheels. Ensure your bike is fitted with reflectors. If you are surprised by rain, remember that breaking distances increase during rain and visibility and adherence are reduced.

Lighting might be compulsory for riding at dusk, at night or at dawn, please refer to your local traffic rules.

NB: A person must not ride a bicycle on a road, during the hours of darkness unless the bicycle displays a white light that is clearly visible for a reasonable distance from the front of the bicycle and displays (i) a red light that is clearly visible for a reasonable distance from the rear of the bicycle; or (ii) a red reflector that is clearly visible for a reasonable distance from the rear of the bicycle when light is projected onto the reflector. No bicycle shall show any light other than a red light to the rear.

Access to pathways, responsible riding and code of good riding.

Do not consider access to pathways guaranteed. Your behavior on your next ride will influence accessibility to pathways for others in the years to come. Limit skidding, avoid muddy areas and remain courteous with walkers.

To ride responsibly on pathways, here are some rules:

- leave no traces
- control your bicycle
- always let others pass
- do not frighten animals
- look in front of you
- do not leave trash, keep your waste in your pockets

The B'twin Bicycle is not a toy. This product is not suitable for use by children under the age of 6. Use by a child aged 6 to 12 years must be under the full and direct supervision of a responsible adult. An adult should review and explain the full set of instructions in this guide with the youth (age 6 years and over) before going riding.



Warning : WHEN YOU ARE RIDING WITH CHILDREN :

- Decathlon recommends wearing a helmet and strongly advises fitting a baby carrier and all frame accessories should be carried out by qualified and experienced mechanics. If you insist on fitting a baby carry by yourself, we recommend that you check with our sales staff that the luggage carriers and baby carriers are compatible with safety regulations.
- Be careful when you are riding with a baby carrier, it adds weight to the rear and raises the bike's centre of gravity, making balance and bends more difficult.
- Children must always wear helmets when they are transported on a baby carrier or in a trailer.
- Wheels attract the attention of children and present a serious danger for young fingers!! If a child puts his fingers in the spokes or between the chain and chain wheel, this may lead to pinching and /or serious injury.



Warning: All frames and components should be checked on a regular basis by our after sales department for signs of wear and/or essential breakage (cracks, corrosion, breaks...). These are important safety verifications to avoid accidents and body injuries and to make sure that your bike continues to last and give you pleasure.



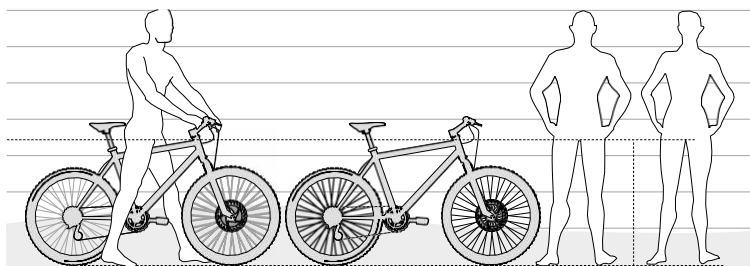
Warning: Downhill riding on mountain bikes should be made safe by wearing reinforced clothing and ensuring that your bike is in perfect condition. To minimize the risk of accident, wear a helmet, check your bike and be careful.

FIRST SECTION

I Setting the riding position and safety

1. Ensure that the bicycle is the right size

A bicycle that is too big or too small for riding is difficult to control and may be uncomfortable.



Size of the frame (one inch = 25,4mm):

To check if the size of the bicycle is correct, just get on it and put your hands on the handlebars. If your crotch touches the frame, the bicycle is too big for you. There should be about one and two inches between your crotch and the frame.

Your size	Mountain bike frame	Hybrid/town bike frame	Btwin frame
From 1m05 to 1m20	16" (4 to 7 years old)		
From 1m15 to 1m40	20" (7 to 11 years)		20" Btwin
From 1m35 to 1m55	24" (from 8 years old)	City bike 24"	24" Btwin
From 1m55 to 1m60	S	S	S (24")
From 1m60 to 1m70	M	M	M
From 1m70 to 1m80	L	L	L
More than 1m80	XL	XL	XL

SPORT

Your crotch	Road frame
630 to 676	45

COMPETITION

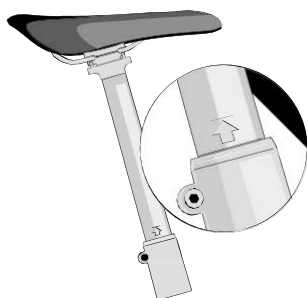
Your crotch	Road frame
715 to 746	49

2/ Adjusting the height of your saddle

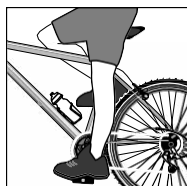
You should check the height of the saddle and handlebars, check the condition of wear parts and maintain them to ensure complete safety.



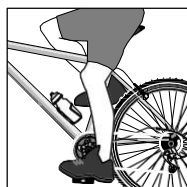
For your safety, the saddle should not be raised above the marker on the seat post.



• Mountain bike/Hybrid/town bike



For a good pedaling position, set your saddle height so that with your leg extended your heel rests on the pedal (in the lowest position)

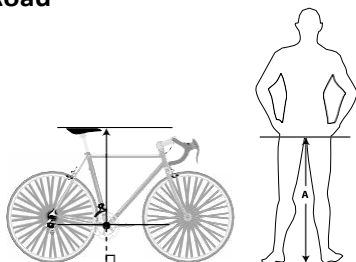


Therefore, when pedaling your leg will be slightly bent at the lowest point so that your hips do not sway and for easy pedaling.

Rapid seat pin blocking will make tightening easier

To tighten, place the lever at 90°, completely hand tighten the screw and pull the lever down. The force used should be sufficient to block the seat pin.

• Road



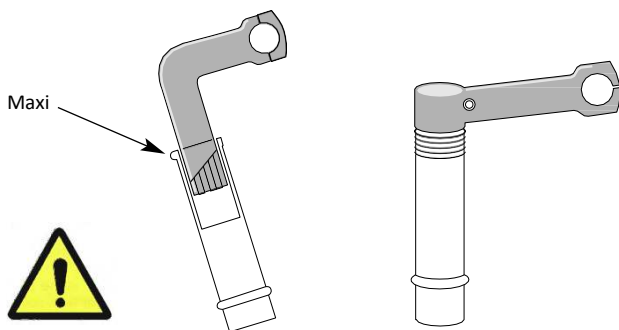
Multiply the crotch value by 0.88 to obtain your seat height, the distance separating the center of your pedal above your seat, that you will set parallel to the ground.

DECATHLON ADVICE

- Using a mountain bike, your saddle will be set in a high position when you are on flat or rising ground to increase your pedaling power. However, going downhill, to better control your bike, lower at the saddle so you can recover your route by putting your feet on the ground.
- To set the saddle recoil: sat on the saddle, feet in the pedals (conventional or automatic), the swivel joint should be perpendicular to the pedal spindle when the crank is horizontal.

3/ Setting the stem and the handlebar

For your safety, the handlebar may be extended until the maximum markers.

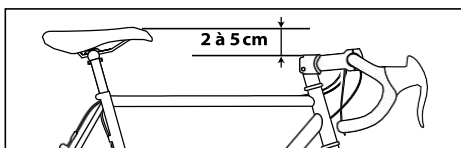


(diagram 1)

• Road

Once the height of the saddle has been defined, establish the difference of 2 to 5 cm less, between the height

of the saddle and the height of the stem in a position that suits you, in any case never exceed the dimension set by the manufacturer on the stem.



• Town/hybrid

Set the height of your handlebars to give you an upright and comfortable position.

• MTB

Diver stems may be extended to the maximum markers (the stem may be extended to the maximum markers (diagram 1). A Headset type stems cannot be set, except adding a rain to raise it a little.

4/Safety

Are your saddle pin and stem properly tightened?

Firmly turn from one side to the other blocking the front wheel between your legs. The stem should not move on the steering pivot. The saddle pin should also be properly tightened in the saddle tube.

SAFETY: be careful not to exceed the manufacturers mark except uncertain mountain bikes with an lowered upper tube wear the length of saddle pin should be kept inside the frame.

Are your tires properly inflated, are they the correct dimension, are they mounted in the right way?

Inflate your tires to the right pressure (fig.1)! You must follow the pressure range shown on the side of the tire by the manufacturer, your tires and their resistance to puncture depend on it. Mount the tire in the direction shown on the side (the arrow showing rotation direction fig 2)

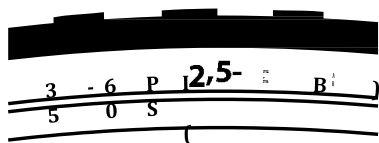


Fig.1

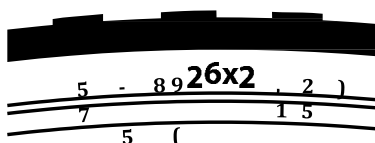


Fig.2

Note that 14.5 PSI= 1 BAR and 1 BAR=1 Kg/cm²= 100000 Pa

Is your fixing system properly tightened?

Carefully read the section concerning proper procedures to follow with quick release fasteners **IV 1/**.

Do your front and rear breaks work properly?

Properly read the section concerning the proper procedures to follow the setting leavers and brake calipers.

Break pads should be in firm contact with the rim without the brake lever blocking against the brake handle.

With hydraulic brakes, check the lever is firm, that it is not too close to the handle, and that there is no trace of leakage of brake liquid. With disc brakes activated by cable, check the firmness of the lever and that it is not too close to the handle.

With all disc brakes, the plates should be in firm contact without the lever being in contact with the handle.

Be careful of the heat given off by disc brakes after braking.

Can you change speeds easily?

Check that your speeds are flexible and that you can change them easily.

Thoroughly read the section on changing speeds and adjustments.

Do you wear a helmet, reinforced clothing and equipment like gloves and glasses?

Never wear clothes that are too big and could get stuck in the wheels.

Is it raining or wet?

In this case, be even more careful. The risks in braking increase and the adherence of your tires on the road is reduced. Also remember that the visibility of motor vehicles is reduced in bad weather.

Are your pedals properly tightened?

Check that your pedal is properly tightened to the crank. Read the section on how to fix your pedals. **IV 2/**

How do clipless pedals function?

Engage and disengage your shoes in the pedals before leaving. Experienced cyclists do this. The interface between the toe clip and the pedal may be affected by different factors like dust, mud, lubrication, spring tension and wear. By engaging and disengaging, you check operation and you familiarise yourself with the feeling of the pedals.



CAUTION: Check the distance between the toe end and front wheel, this could lead to a loss of control of the bike.

5/Suspension

See the instructions that you can check our website www.decathlon.com. Even greater care should be taken with bicycles fitted with a telescopic fork; particularly telescopic forks assembled with fixing screws.

Each time, you should check that there is no play between the screws and the assembled parts. If this was the case, see exclusively a professional or your store to have them tightened as they will have to be covered with thread lock before tightening.



Warning : Disconnection from the fork may cause the cyclist to fall.

6/Maintenance of reflector

Your reflectors are an important part of your bicycles safety equipment. Do not remove the reflectors from your bicycle; they are here for your safety.

Every three months, make sure all the nuts and bolts holding the front, rear, pedal, and wheel reflectors are tightened. Check that the front and the rear reflector are oriented so that their reflective surfaces are perpendicular to the ground and that all reflective surfaces are clean and in good condition. The front reflector should point directly forward, and the rear should point directly backward. The rear reflector should be at least three inches below the top of the seat.

To adjust the front and rear reflectors, bend the metal bracket, or loosen the attachment screw on plastic brackets, reposition, and then re-tighten the screw.

II Maintaining your bicycle

1/A bicycle should be maintained like a car.

Your bicycle needs a minimum of maintenance and regular revisions are necessary. Their frequency will depend on the type of bicycle (town, road, mountain bike) and types of use.

CLEANING : Your bicycle may be cleaned simply with a water jet, soapy water and a sponge. The transmission parts may be cleaned with a small brush. Be careful with using high pressure cleaners! Do not use a vapor jet: grease may liquefy inside mechanical parts, your bicycle will be permanently immobilized, bearings and transmission completely seized up. Avoid too powerful jets, they could damage the frame's enamel. Avoid pointing the jet at the mechanical parts. Wipe and dry your bicycle carefully.

OUR DECATHLON SELECTION: Greasing kit and oil, maintenance kit (brush, degreaser, lubricant, grease).

LUBRICATION :

Use a Vaseline type oil for cables and transmission parts. It is preferable to use specific oil for the chain.

Immediately after cleaning, oil transmissions, links and gear change wheels, shift levers, brake levers, brake caliper spindles and the chain.

Thing to check and replace your chain (see terminals).

Sufficiently grease the saddle pin and plunge the stem for proper water tightness. Certain hubs have a greasing hole: inject grease with a syringe.

The play in the cartridge type chain-sets needs no maintenance: sufficiently water-tight, they are greased for the entire lifespan of the product.

OUR DECATHLON SELECTION: Teflon oil, grease pot.



Warning : All these operations should be renewed frequently in case of use in a salty environment and before long-term storage.

2/Maintaining your bicycle will depend on the way you use it.

- Town and riding bicycles require periodic maintenance: grease the chain, brush the cogs and plates, and put a few drops of oil on the cable housing (brakes, gear changers), remove the dust from the brake rubbers on a regular basis.
- Mountain bikes should be washed after intensive use on muddy and dusty ground: frame, wheels, chain, plates and cogs.

MAINTENANCE

(For information purposes)



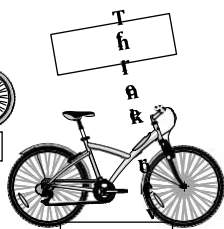
- Complete tightening
- Tension and/or wheel



BMX



Child



Town

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- Changing chain
- Complete tightening
- Tension and/or wheel



Road



Mountain bike



- Change of chainset box
- Changing cables & brake housing & gear



Road



Mountain bike



- Change of chainset box
- Changing chain
- Changing cables & brake housing & gear



BMX



Town

Type of bike		Stem / Handlebar	Stem / Fork	Seat/Seat post	Seat post/Frame	Front wheel/ Frame	Rear wheel/ Frame
Child(12’')		14	20	Not applicable	10/12	14	8
Child(14’ & 16’)		Not applicable	20	Not applicable	10/12	22/30	22/30
Junior(20’ & 24’)		1 screw 182 screws12	1 screw 212 screws12	22	Quickrelease or 12/14	Quickrelease or 22/30	Quickrelease or 22/30
BMX		10	10	16 orpivotal system6	Quickrelease or 8/10	35/40	35/40
Town andcountry*		1 screw 182 screws 144 screws7	1 screw 182 screws12	18	Quick-release	Quick-release	Quickrelease or 22/30
City(Elops)	100	17	20	21	7	25	32
	300	14					
	500						
	700						
Recreational mountain bike		10	7	17 RR 5.1:24	Quick-release or 8/10	Quick-release	Quickrelease or 22/30
Sportsmountainbike		6	7	17/24	Quick-release or 8/10	Quick-release	Quick-release

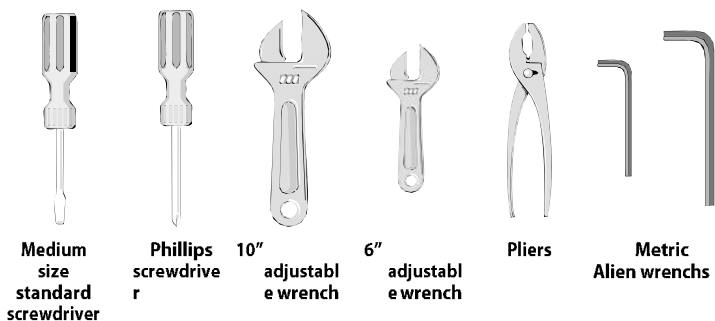
Type of bike	Stem / Handlebar	Stem / Fork	Seat/Seat post	Seat post/Frame	Front wheel/ Frame	Rear wheel/ Frame
Competition mountain	5	7	8	Quick release or 8/10 5/7 carbon frame	Quick-release	Quick-release
Road Sport/Training	6	6	1 15mm screw 2 9mm	6/8 aluminium	Quick-release	Quick-release
Road Competition	5/6	6/7	1 15mm screw 2 9mm	5/7 carbon frame	Quick-release	Quick-release
Folding bike: Tilt	9	12	24	Quick release and 7	34	34
B'Original	Easy park 1 screw 20 Other 1 screw 12	Easy park 2 screw 9 Other 1 screw 15	22	Quick-release	Quick-release	25/35
Urban sport (nework)	6	6	17	Quick release or 8/10	12/16 or quick	22/30 or quick

Torque of stem angle adjusting bolt = 18 Nm. if the tightening torque is indicated on the component, use this as a

SECOND SECTION

III The necessary tools

To assemble, adjust and repair your bicycle correctly, you should have certain basic tools:



These tools are essential to carry out basic assembly. They will be useful for you to carry out adjustments set out in this manual.

DECATHLON ADVICE :

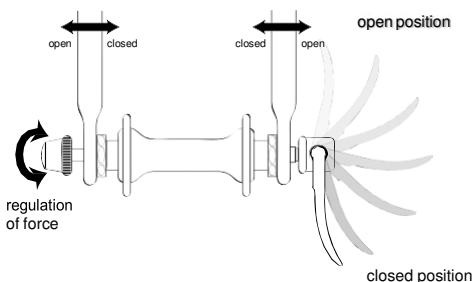
Never forget to take a minimum amount of material when riding

- a chain rivet tool and a chain quick release
- a pump
- a multiple function tool
- a tire lever

IV Assembly and adjustments

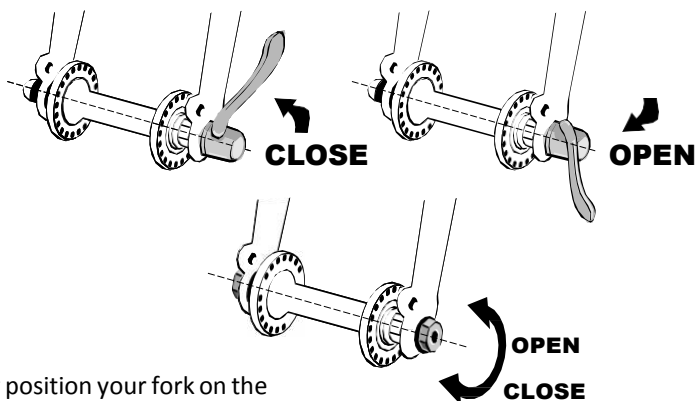
1/ Adjust the bolt and quick fastener mechanism

The wheel axle is held in place by the force of the quick fastener pushing against a counter shaft and pulling the tension adjustment bolt, with a skewer, against the other counter shaft. The force is controlled by a tension adjustment bolt. Turning the tension adjustment bolt clockwise increases the force for blocking; turning it anticlockwise reduces it.

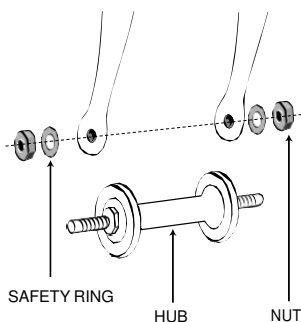


Removing or installing the wheel fixing system

- open the brake pad (see the Brakes section)
- turn in the quick fastener lever from Closed to Open.



- correctly position your fork on the fastener.



- turn the quick fastener from Open to Closed.
The force should be sufficient to block your wheel.



Warning:

Before use, lift the wheel from the ground and hit the wheel firmly downwards (front wheel and then back wheel). The wheel should not come away completely untightened. In case of uncertainty, tighten again.

You should feel strong resistance lowering the quick fastener lever: the wheel is then properly assembled.



Warning:

It is extremely dangerous to remove or damage the fastener bolt and an addition of these two would lead to damage and falls. It may also cancel the guarantee.

2/ Pedals



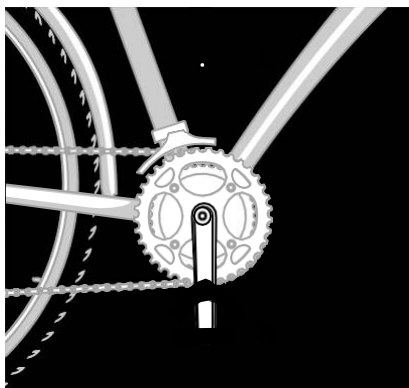
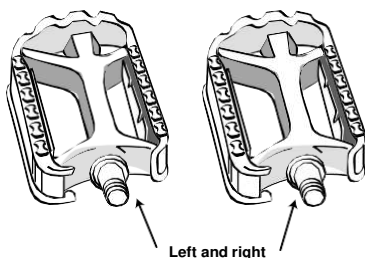
Warning :

Avoid hand tightening the pedal, use the proper wrench (15 metric size).

1/ Identify your pedal, look at the letter on your pedal L or R.

2/ The pedal marked R is to the right of your bicycle. Turn it to fix the crank clockwise

3/ The pedal marked L is to the left of your bicycle. Turn it to fix the crank anticlockwise.



3/ Brake levers and calipers

The brake lever should only be moved a minimum for proper adjustment, the lever should not touch the upright handlebar during maximum braking.

Brakes are very important!

With V-Brakes, a bent tube for quick fastener should be correctly mounted. With cantilever brakes, the drop wire for quick fastener should be correctly mounted.

With brake calipers, the quick fastener lever should be closed.

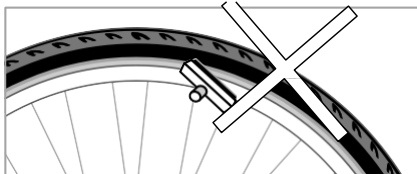
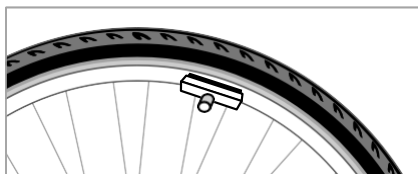


CAUTION :Road: see Shimano or Campagnolo instructions.

There are two types of the braking systems on mountain bikes/town bikes/hybrids: cantiver and the V-Brake system, and calipers for road bikes

Adjusting brake pads

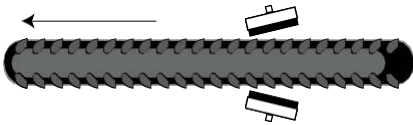
1/ Check the alignment of the pad with the rim side.



2/ Check the pads are properly centred relative to the wheel.

Be careful to leave 1 mm between the rim and the pad.

3/ Always move the back of the pad away from the rim
Be careful to leave about 1 mm between the rim and the pad.



Changing brake pads

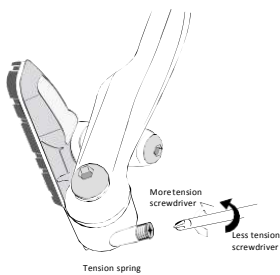
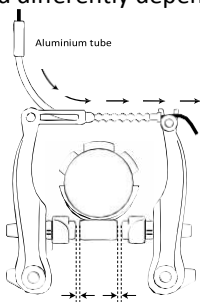
Unscrew your pad with an Allen wrench until he can be removed and carry out the reverse operation when you change it.

Adjusting the brakes

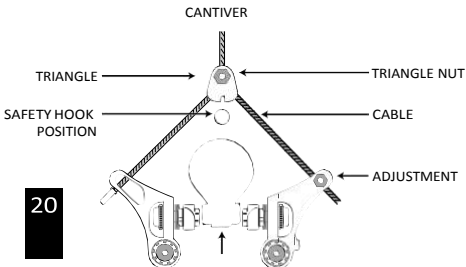
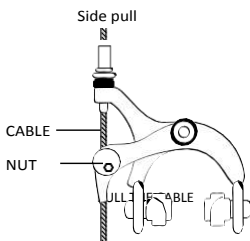
The operation/ how to use the brake

When you brake, use only the back brake first and then use slightly and gradually the front brake. An over load on the front brake lever may result in falling down forward. Be sure you know how to use your brakes before riding the bike.

- 1/ Unscrew the pad fixings (see the essential tools section).
- 2/ Put the pads on the rim and adjust as described Be careful to tighten in the pad fixing.
- 3/ Adjust the balancing (positioning) of the calipers if necessary Pads will be handled differently depending on the type of brake:



+adjustmentscrew



For disc brakes (see the manufacturer's manual)

1/ Assembling the brake cable

Loosen in the cable clip on the brake caliper. Remove the old cable from its housing.

Slide the new cable into the housing, pass it through the hole in the brake caliper housing block then put the cable into the cable clip.

Press the brake cam half down and close the cable clip.

Cut the excess cable.

Adjust the setting using the brake lever setting key.

2/Changing the friction pads

Loosen the brake cable.

Remove the supporting screws from the caliper on the fork.

Remove the screws that fix the friction pads or lift and pull the plate directly depending on the model.

Remove the pads and replace them in the same way.

Loosen the cam check nut, adjust the stroke using an Allen wrench then tighten the nut.



Warning :

To maintain efficient braking and limit wear in the rims, replace the pads as soon as wear becomes too noticeable. A worn pad is one where the fluting or the notches can no longer be seen.

The sides that run against the pads should also be checked. As soon as signs of the side opening or loss of parallelism start to appear, change your rim.

Disc brakes become hot and may cause burning. After breaking, wait for about 30 minutes before touching the rotor.

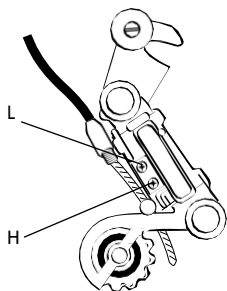
4/ Derailleur

You will find two types of the changer on Decathlon bicycles:

- a conventional gear changer (most bicycles);
- speeds in the hub.

CONVENTIONAL GEAR CHANGER

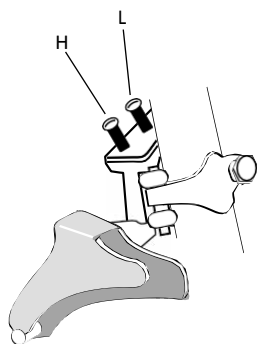
The gear changer stroke (front and rear) should not be too large so as not to derail the chain. Both gear changers should be adjusted as explained below:



REAR GEAR CHANGER:

Turn the screws stop as shown in the diagrams to align the rear gear changer roller below the large spindle (when the turning wheel is at the slow speed) and below the small spindle (when the turning wheel is at the greatest speed).

The screw marked H prevents the chain from going beyond the large spindle and the screw L prevents it from going beyond the small spindle.

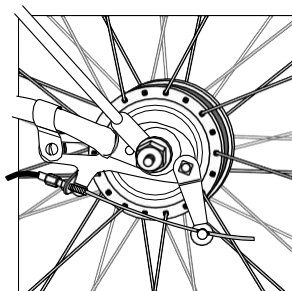


FRONT GEAR CHANGER:

Turn the screws stop as shown in the diagrams having previously position the chain as shown. The space between the chain and the guide should be between 0 and 0.5 mm.

The screw marked L prevents the chain from derailing in the frame, the screw marked H prevents derailing in the right-hand pedal.

SPEEDS IN THE HUB



Setting speeds in the hub is very simple. The method is explained in detail in the manufacturer's instructions. This system enables you change speeds when stopped, without noise and instantly and you cannot derail. Single speed bicycles or those fitted with hubs do not have gear changers and need no specific maintenance. The chain tension should however be verified (it slackens over time). Too strong tension in the chain could damage the effectiveness of the bicycle amateurs in its lifespan (pedaling hard). A too weak tension may lead to frequent derailments.



CAUTION

When you intend to change speed, continue pedaling normally without forcing, push the gear changer switch until the chain is in place on the chosen crown or spindle, if your gear changers are not indexed.

Each clog on the switch corresponds to a position on the spindles. If the chain tends not to go up or down quickly on the spindle, stretch the cable turning the adjustment cylinder located on the switch all the gear changer, anticlockwise.

If the chain tends not to go up or down too quickly, turn at the cylinder clockwise. The spindle must be changed fluidly

5/Bearing adjustment

The fork is responsible for holding the front wheel of your bicycle. The headset is the bearing system, which allows the steering of your bike by the rotation of the fork, the stem and the handlebar.

There are several areas on your bicycle containing bearings that must be adjusted and/or lubricated. Proper maintenance in these areas will insure longer bearing life, and easier and safer riding of your bicycle.

Proper adjustment of these bearings requires special tools and knowledge. We suggest these adjustments be made by a qualified repairman. Please see instructions below for checking if bearings need to be adjusted. If so, follow these instructions:

1. Put the key washer onto the fork stem so it is down as far as possible. The small tab inside the key washer must fit into the slot on the fork stem.
2. Thread the lock nut onto the fork stem by hand.
3. If there is front to rear play in the headset tighten the adjusting cone, then securely tighten the lock nut.
4. To check the headset for proper tightness, bounce the front wheel on the ground and turn the wheel from side to side. If the fork binds, it means that it's (too tight). If the fork shifts, it's (too loose). Loosen the lock nut, readjust the adjusting cone, and then re-tighten the lock nut.



Danger:

An over tightening of the stem-to-fork assembly bolts can make irreversible damages in the steering tube and may provoke an accident that can cause serious injuries or death (can pull a blocking or a breakage of the movements, damage the tube of direction...)

To avoid an over tightening, please respect the torques given in the "Assembly and adjustments" chapter.

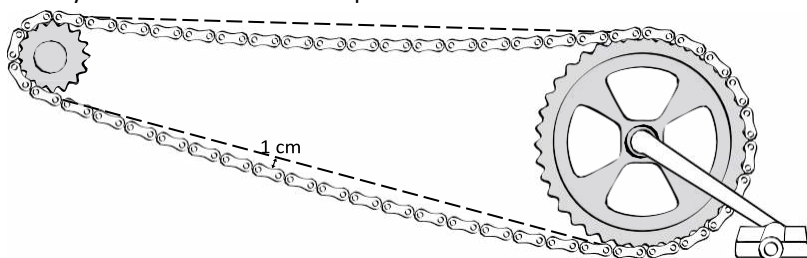
**Caution:**

Headset adjustment requires special tools and training, and should only be performed by your bike dealer. Further adjustment of the rotor is covered in the brake system section.

6/Chain tension for single speed bicycles

The chain transmits the energy that you supply when you pedal to the wheel. As with cars, a "gearbox" is there to adapt the speed of the engine (your legs) to that of the wheels.

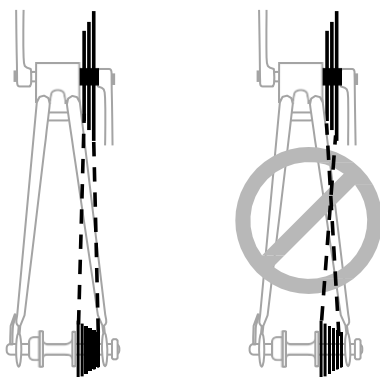
A correctly stretched chain moves up or down about 1 cm.



Tension is adjusted by advancing for bringing back on the back wheel. Frequently check tension and the condition of the chain: it should always be lubricated and clean.

**Warning:**

A chain should never cross, it will wear prematurely and may break



7/Tightening the seat

Removing or installing the wheel fixing system

- loosen the quick fastener or nut (as for the wheel quick fastener).
- turn the quick fastener lever from Closed to Open.
- correctly position your seat in the tube.
- turn the quick fastener lever from Open to Closed.

Never go beyond the insertion limit.



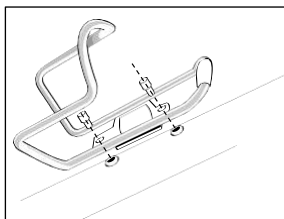
Warning :

The force should be sufficient to block your seat in.

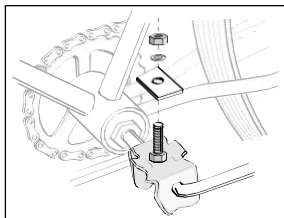
Carefully read section 11/

8/Fitting accessories: reflectors, bottle cage, stand, stabilisers

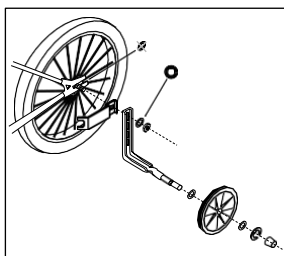
Advice: Our workshop is available to carry out any assembly in complete safety.



You will find inserts on your frame to fit a bottle cage.



For the stand, follow the diagram below.



Refer to the assembly instructions for stabilizers.

Rotor

1/Changing and adjusting rear brake cables:

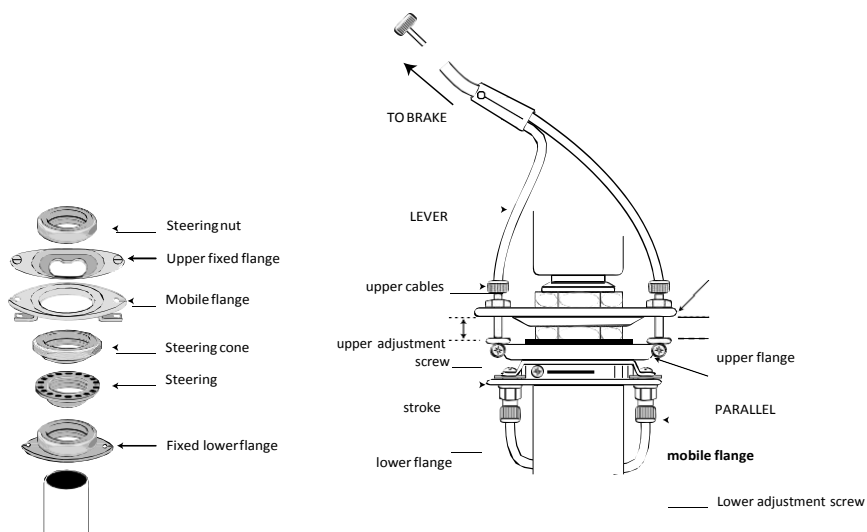
Assemble the lower cable (coming from the rotor to the rear brake jaws) and pre-set the rear jaw fixing the cable tension with the jaw cable clip.

Assemble the upper cable (from the rotor to the rear cable lever).

Set the two fixed lower cables on the rotor's mobile flange using setting screws screwed to the fixed flange. These two cables should be synchronised and the flange should move in parallel to the fixed flange.

Do the same for the upper cables.

The mobile flange stroke should be maximum to enable the brake lever to provide the system with maximum efficiency.



2/U-type brake

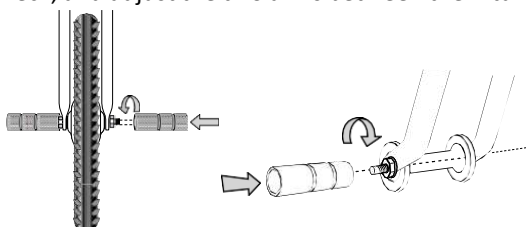
Loosen triangle nut, bring this triangle to about 1cm above the safety hook then tighten the jaw cable clip. Pull the cable, the two pads will then touch of rim.

Tighten the cable clip.

Squeeze the brake handle to check, and adjust the two arms between them turning the central setting nut.



Assembly of pegs



GUARANTEE

Decathlon offers a limited guarantee on its bicycles against defects in material and workmanship as specified in the terms below.

Guarantee period:

- Lifetime for the frame, stem and handlebars (excluding carbon frames, stems and handlebars).
- Two (2) years for other components, paint and labor.

Coverage of the guarantee

- Absent of shocks, the product should not be damaged in normal conditions of use.
- The product should be used in compliance with instructions and regularly maintained by our workshops.
- Applies only to original parts that have not been replaced by non-approved third party components.

Exclusion from the lifetime guarantee

- Damages caused by a third party or the result of user's intentional fault.
- Damages resulting from maintenance or use not compliant with the manufacturer's instructions, or user's negligence.
- Small components (bulbs, cables and housing, toe clips, plates, chain, rim, spindles...) and their replacement.
- Any product that has been modified outside our workshops.
- Original parts replaced by non-approved third party components.
- Damages caused by fire, lightning, storm, vandalism or non-secure transport by a third party.

FREE REVISION

When you buy a Decathlon bicycle, a safety visit is provided free of charge within one (1) month following your purchase. Contact out after sales service department and make an appointment, we will check all safety points.

		1 month
NAME	<div>FREE REVISION</div>	
DATE		

		6 months
NAME		
DATE		

		1 year
NAME		
DATE		

		2 years
NAME		
DATE		

		3 years
NAME		
DATE		

		4 years
NAME		
DATE		

		5 years
NAME		
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		6 years
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DATE		

		7 years
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DATE		

DECATHLON CYCLE

BICYCLE ASSEMBLY CHECKLIST

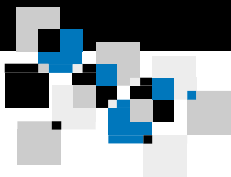
- ☐ All pivot points lubricated
- ☐ Pedal threads, seat & stem freewheel threads greased
- ☐ Hubs adjusted, locknuts tight
- ☐ Wheels trued
- ☐ Wheels centered & tight
- ☐ Headset adjusted & locknut tight
- ☐ Handlebar and stem bolt tight brake levers positioned and tight
- ☐ Cantilever/Caliper mounting
- ☐ Brake pads positioned and tight
- ☐ Brake cable adjusted
- ☐ Bottom bracket adjusted
- ☐ Crank arm bolt tight
- ☐ Derailleur mounting bolt
- ☐ Front & rear derailleur aligned & adjusted
- ☐ Air in tires to proper pressure
- ☐ Tires inspected for mounting on rim
- ☐ Reflector kit installed
- ☐ Kickstand straight & tight
- ☐ Accessories installed & tight
- ☐ Cable end caps on
- ☐ Valve dust caps on
- ☐ Test ride

NAME : _____

DATE : _____

SERIAL NUMBER : _____

MODEL : _____



Manufacturer of bicycles

Industrial design

B'twin designs and develops ranges of products to satisfy every requirement. B'twin products are created by a multidisciplinary team of engineers, competitors and designers who are driven by a passion for bicycles and their technical nature.

Innovation

As a leading European manufacturer, we innovate in partnership with the Sportslab so that you may fully live your passion.

Design

Our design department ensures that our products meet your expectations of the image of the B'Twin bicycles. They bring special care to make sure that the technical nature; the comfort and the look of our bicycles are perfectly adapted to their use. Modernity, simplicity and passion guide our imagination.

Design

DECATHLON

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BP 299 59650 Villeneuve d'Ascq cedex -
France

Réf.pack : 2138231

