



# Translation of the original operating instructions

MOUNTAIN BIKE EN ISO 4210-2  
PEDELEC, E-BIKE, EPAC EN 15194

Read at least pages 9-20 before your first ride!

Perform the functional check on pages 21-23 before  
every ride!

Observe the chapter “Intended use”, the service  
schedule, the bike card and the handover report

FORGE AHEAD  
**CENTURION**

# Component description CENTURION MTB – Full Suspension

## Frame:

- 1 Top tube
- 2 Seat tube
- 3 Down tube
- 4 Chainstay
- 5 Rear stay
- 6 Head tube
- 7 Rear shock

## Suspension fork:

- I Fork crown
- II Stanchion tube
- III Lower leg
- IV Drop-out



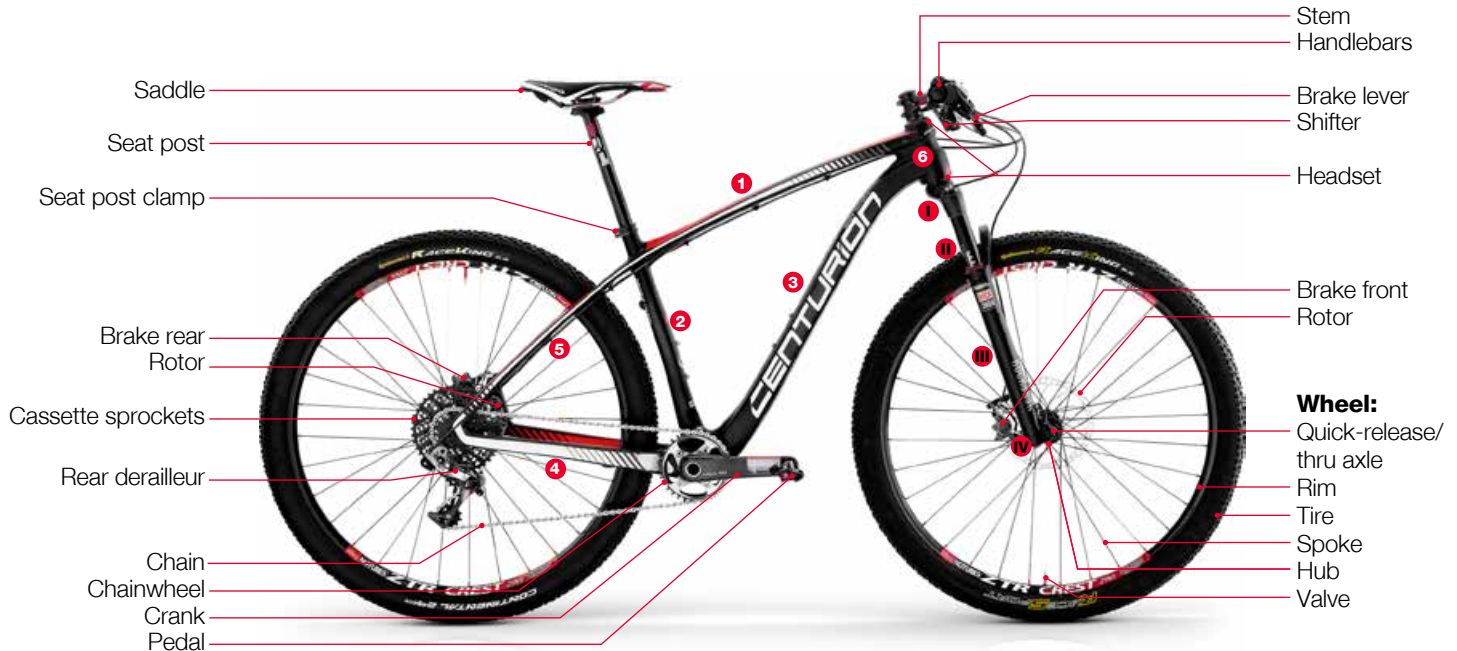
# Component description CENTURION MTB – Hardtail

## Frame:

- 1 Top tube
- 2 Seat tube
- 3 Down tube
- 4 Chainstay
- 5 Rear stay
- 6 Head tube

## Suspension fork:

- I Fork crown
- II Stanchion tube
- III Lower leg
- IV Drop-out



# Component description CENTURION pedelec

## Frame:

- 1 Top tube
- 2 Seat tube
- 3 Down tube
- 4 Chainstay
- 5 Rear stay
- 6 Head tube

- a Motor
- b Rechargeable battery
- c Display and command console

## Suspension fork:

- I Fork crown
- II Stanchion tube
- III Lower leg
- IV Drop-out



## Translation of the original CENTURION operating instructions

The translation of these original CENTURION operating instructions includes the following bicycle types:

**Mountain bikes**  
**Pedelec**  
**E-bike**  
**EPAC**



It is essential to also observe the instructions of the component manufacturers on this CENTURION CD-ROM. The translation of these operating instructions is subject to European law. If delivered to countries outside Europe, supplementary information has to be provided by the manufacturer of the CENTURION bike, if necessary.



Always keep yourself informed at [www.centurion.de/en\\_int](http://www.centurion.de/en_int)

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Technical details in the text and illustrations of this manual are subject to change.

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## Some notes on the translation of these original CENTURION operating instructions

The illustrations on the first pages of the translation of the original CENTURION operating instructions show typical CENTURION mountain bikes and a typical CENTURION pedelec. One of these CENTURION bikes looks similar to the CENTURION mountain bike or CENTURION pedelec you have purchased. Today's bikes and pedelecs come in various types that are designed for specific uses and fitted accordingly. The translation of these original CENTURION operating instructions includes the following bicycle types:

Mountain bikes (cross-country **(a)**, marathon **(b)** and tour mountain bikes, enduro and all mountain bikes)

Pedelecs **(c+d)**

In this translation of the original CENTURION operating instructions pedelecs with drive support and described as EPACs in the European standard EN 15194 are referred to as pedelecs. For a precise description of the different EPAC types see the chapter "Intended use".

In the translation of these original CENTURION operating instructions the term "bike" will always be used in general descriptions if this refers to mountain bikes and pedelecs.



**a**



**b**



**c**



**d**

Pay particular attention to the following symbols:



This symbol indicates an imminent risk to your life or health unless you comply with the instructions given or take preventive measures.



This symbol warns you of wrongdoings which may result in damage to property and the environment.



This symbol provides you with information about how to handle the product or refers to a passage in the translation of the operating instructions that deserves your special attention.

The following symbols always appear if it is necessary to bring your attention to special points concerning pedelecs. If you have purchased a CENTURION pedelec then you should pay special attention to this information and these warnings. Please note as well in all cases the general warning information given in the translation of these original operating instructions.



This symbol indicates an imminent risk to your life or health unless you comply with the corresponding handling instructions given or take preventive measures when using your CENTURION pedelec. Please note as well in all cases the general warning information given in the translation of these original operating instructions.



This symbol warns you of incorrect actions that could result in damage to property and the environment when using your CENTURION pedelec. Please note as well in all cases the general warning information given in the translation of these original operating instructions.





This symbol provides you with information about how to handle the CENTURION pedelec or refers to a passage in the translation of these original operating instructions that deserves your special attention. Please note as well in all cases the general warning information given in the translation of these original operating instructions.

The described possible consequences will not be repeated in this translation of the original CENTURION operating instructions every time one of the symbols appears.

These operating instructions are not intended to help you assemble a CENTURION mountain bike or a CENTURION pedelec from individual components, to repair it or to make a partly assembled CENTURION mountain bike or CENTURION pedelec ready-for-use. **This translation of the original CENTURION operating instructions is not applicable to any other than the displayed bike or pedelec types.**

The translation of these original CENTURION operating instructions together with this CENTURION CD-ROM complies with the requirements of the standard EN ISO 4210-2 as well with the European standard EN 15194 for pedelecs. Also observe the system instructions of the drive manufacturers and the instructions of the component manufacturers, which you can find on this CENTURION CD-ROM.



e



f



g



h

## General safety instructions

Dear CENTURION customer,

In purchasing this CENTURION bike **(e+f)** you have chosen a product of high quality. Each component of your new CENTURION bike has been designed, manufactured and assembled with great care and expertise. Your CENTURION dealer gave the pedelec its final assembly and adjustment. This guarantees you pleasure and a sense of confidence from the very first turn of the pedals.

This manual contains a wealth of information on the proper use of your CENTURION bike, its maintenance and operation as well as interesting information on bike and pedelec design and engineering. Read this translation of the original CENTURION operating instructions thoroughly. We are sure that even if you have been cycling all your life you will find useful and detailed information. Bike technology has developed at a rapid pace during recent years **(g+h)**.

Therefore, before setting off on your new CENTURION bike, be sure to read at least the chapter "Before your first ride".

To ensure as much fun and safety as possible during cycling, be sure to carry out the functional check described in the chapter "Before every ride" before setting off on your CENTURION bike.

Even a manual as big as an encyclopedia could not describe any possible combination of bicycle or pedelec models and components or parts on the market. The translation of these original CENTURION operating instructions therefore focuses on your newly purchased CENTURION mountain bike and CENTURION pedelec and standard components and provides the most important information and warnings. In addition to this, the system instructions of your drive manufacturer give important information and warnings on handling your new CENTURION bike.

When doing any adjusting and maintenance work, be aware that the detailed instructions provided in your manual only refer to this CENTURION bike.

The information included here is not applicable to any other bicycle or pedelec type. As bicycles and pedelecs come in a wide variety of designs with frequent model changes, the routines described may require complementary information. It is essential to also observe the system instructions of your drive manufacturer as well as the instructions of the component manufacturers on this CENTURION CD-ROM.

Be aware that these instructions may require further explanation, depending on the experience and/or skills of the person doing the work. For some jobs you may require additional (special) tools or supplementary instructions. This manual cannot teach you the skills of a bicycle mechanic.



a



b



c



d



This CENTURION CD-ROM includes the system instructions of your drive manufacturer, the instructions of the component manufacturers as well as the relevant web links.

Before you set off, let us point out a few things to you that are very important to every cyclist. Never ride without a properly adjusted helmet and without glasses **(a)**. Make sure to wear suitable, bright clothing, as a minimum you should wear straight cut trousers and or leg bands and shoes fitting the pedal system **(b)**. Always ride carefully on public roads and observe the traffic rules so as not to endanger yourself or others.

This manual cannot teach you how to ride. Please be aware that cycling is a potentially dangerous activity that requires the rider to stay in control of his or her CENTURION bike at all times. Be aware from the moment you set off that you ride at a higher speed **(c+d)**. If necessary, attend a beginners course for cyclists, as offered here and there.

Like any sport, cycling involves the risk of injury and damage. By choosing to ride a bike, you assume the responsibility for the risk. Please note that on a bike you have no protection technique around you like you have in a car (e.g. bodywork, ABS, airbag). Therefore, always ride carefully and respect the other traffic participants.

Never ride under the influence of drugs, medication, alcohol or when you are tired. Do not ride with a second person on your CENTURION bike (except on a tandem) and never ride without having both hands on the handlebars.

Observe the legal regulations concerning off-road cycling **(e+f)** and cycling on public roads with CENTURION bikes and CENTURION pedelec. These regulations may differ in each country. Respect nature when riding through the forest and in the open countryside. Only use your pedelec on signposted, well maintained trails and hard-surface roads.

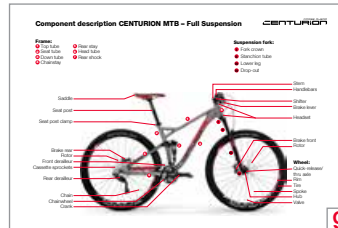
Always bear in mind that you travel rapidly and quietly when you are riding a CENTURION pedelec. Do not startle pedestrians or other cyclists. Always make others aware of your presence well ahead of time and by ringing your bell or make use of the brakes so as to avoid accidents. Familiarize yourself with your CENTURION pedelec. For more information see chapter "Riding a CENTURION pedelec – Special features".



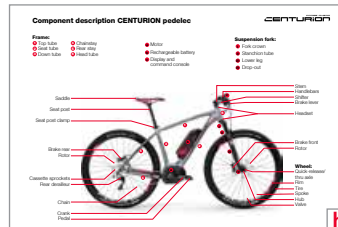
e



f



g



h

First we would like to familiarize you with the various components used on your CENTURION mountain bike and on your CENTURION pedelec. Observe the component description on the front pages of the translation of these original CENTURION operating instructions **(g+h)**. Here you will find two CENTURION mountain bikes and on CENTURION pedelec showing all the essential components. They help you to easily locate the components as they are referred to in the text.



**For your own safety, never do any work or adjusting when servicing your bike unless you feel absolutely sure about it. If you are in doubt or if you have any questions, contact your CENTURION dealer.**



**Please note: Do not hitch yourself and your bike to a car. Do not ride freehand. Only take your feet off the pedals, if required by the condition of the road.**

## CENTURION – FORGE AHEAD

## Intended use

Keep in mind that every type of bike is designed for a specific use **(a-d)**. Use your CENTURION bike only for its intended purpose, otherwise it may not withstand the loads and fail causing an accident with unforeseeable consequences! In addition, if you use your bike for another than its intended purpose, the warranty will become void.

Ask your CENTURION dealer to confirm the category your CENTURION bike belongs to.



CENTURION bikes in general are not intended for being used on bike trainers with clamps. The forces acting on the rear frame are highly increased compared to the forces arising when cycling outdoor and may result in frame failure. Therefore, do not use your CENTURION bike on a trainer to which it has to be clamped somehow. The use on free bike rollers is permitted.



CENTURION bikes used in extreme riding situations or competitions require clearly increased riding skills. Not all CENTURION bikes are suitable for such use. Ask your CENTURION dealer before such a use. If you decide to use your bike in such a way, you voluntarily assume a highly increased injury risk which can even result in death. In addition, your CENTURION bike is exposed to higher loads and you hereby accept a clearly reduced service life of the CENTURION bike.



a



b



c



d



For more information on the intended use of your CENTURION bike, see the bike card and the chapter “Before your first ride”.



Many magazines, advertisements, catalogs or films show riders engaged in extreme riding situations. These are professionals who have built up enormous riding skills during years of training. Always estimate your own limits defensively; do not overestimate you. Always wear adequate protective safety equipment. But even with state-of-the-art protective equipment you are at risk of being seriously injured or killed, when doing extreme riding maneuvers or participating in competitions.

### Category 3: XC/marathon

**CENTURION bikes of the category XC/marathon** are intended for off-road use. Bikes of this category are suitable for use on tarred roads and bicycle lanes or gravel field tracks, sand or dirt paths open to bicycles. In addition, bikes of this category are suitable for use on trails and technical areas with roots, small stones, draws and loose surfaces. Jumps up to a height of 0.3 m are permitted.

CENTURION bikes of this category are not designed for use in rough, blocked or very steep terrains or bike parks and not for other forms of extreme riding, such as dirt jumping, freeriding, downhill or North Shore – neither for training nor competitions.

But particularly inexperienced riders doing jumps may however land inappropriately, thus increasing the acting forces significantly which may result in damage and injuries. We recommend that you attend a riding technique course. If necessary, have your CENTURION bike checked by your CENTURION dealer more often than indicated by the service schedule.

**Cross-country and marathon mountain bikes** are in general MTB hardtails and full suspension bikes with short suspension travel. The **maximum permissible additional load** (rider plus baggage) is **120 kg**. Under certain circumstances the maximum permissible additional load can be further limited by the component manufacturers' recommendations for use.



The CENTURION mountain bike hardtail models as well as the CENTURION models Backfire (e), Backfire E, Numinis.29 (f+g), Numinis.27, Numinis E, Lhasa E belong to this category.



Due to their design and fittings, CENTURION bicycles of this category are not always intended to be used on public roads. If you want to use them on public roads, these bikes must be fitted with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter "Legal requirements for riding on public roads".



CENTURION bikes of this category are not suitable for rough terrain, high and long jumps, slides, staircases, stoppies, wheelies, tricks etc.!



CENTURION bikes of this category are in general suitable for towing a trailer; the maximum trailer load should, however, not exceed 45 kg. Half of the trailer load is accounted for in the permissible additional load. Always observe the maximum speed indicated by the trailer manufacturer for the respective ground. The trailer must be mounted exclusively with an axle-mount coupling. If it cannot be mounted without problems due to the geometry of the drop-outs, do not use the model concerned. Contact your CENTURION dealer.

**Category 4: All Mountain**

**CENTURION bikes of the category all mountain** are intended for off-road use. Bikes of this category are not only suitable for use on trails and technical areas with roots, small stones, draws and loose surfaces, but also on rough terrain with blocked sections. Jumps up to a height of 1.0 m are permitted.

CENTURION bikes of this category are not intended for extreme riding such as dirt jumping, freeriding, downhill, North Shore or stunt biking of any kind whatsoever – neither for training nor competitions.

In general, **all mountain bikes** are full-suspension bikes with medium suspension travel. The **maximum permissible additional load** (rider plus baggage) is **120 kg**. Under certain circumstances the maximum permissible additional load can be further limited by the component manufacturers' recommendations for use.

The CENTURION models No Pogo **(a+b)**, No Pogo E and Trailbanger **(c+d)** belong to this category.



Due to their design and fittings, CENTURION bicycles of this category are not always intended to be used on public roads. If you want to use them on public roads, these bikes must be fitted with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter “Legal requirements for riding on public roads”.



CENTURION bikes of this category are in general suitable for towing a trailer; the maximum trailer load should, however, not exceed 45 kg. Half of the trailer load is accounted for in the permissible additional load. Always observe the maximum speed indicated by the trailer manufacturer for the respective ground. The trailer must be mounted exclusively with an axle-mount coupling. If it cannot be mounted without problems due to the geometry of the drop-outs, do not use the model concerned. Contact your CENTURION dealer.



Due to higher loads acting on the bikes, CENTURION bikes of this category should be checked for possible damage after every ride. It's obligatory to have your CENTURION bike serviced twice a year at least.

## Pedelecs

**Pedelecs (pedal electric cycles) or EPACs (Electrically Power Assisted Cycles)** are bicycles with an auxiliary motor that only switches on when you move the pedals. When you stop pedaling, the motor switches off.

A driving license is not required for riding a CENTURION pedelec, if the motor assistance switches off automatically at a speed of 25 kmh. You do not need an operating license and need not insure the pedelec either.

In general, all regulations that apply to bicycles also apply to CENTURION pedelecs **(e+f)**. Inform yourself in the country where you use your CENTURION pedelec whether wearing a helmet is compulsory **(g)**.



e



f



g

Most CENTURION pedelecs are designed for cycling exclusively on lanes and roads with a smooth surface. Only use trails that are allowed for bicycles. For off-road use only CENTURION off-road pedelecs are suitable. Using CENTURION trekking pedelecs off-road can result in crashes with unforeseeable consequences.

Some CENTURION pedelecs have a pushing aid which provides assistance during pushing, even without pedaling, up to a speed of 6 kmh.

The **maximum permissible additional load** (rider plus baggage) is **120 kg**. Under certain circumstances the maximum permissible additional load can be further limited by the component manufacturers' recommendations for use.





## Before your first ride

1. If you want to use your pedelec on public roads, it has to comply with legal requirements. These requirements may vary in each country. The fittings of your CENTURION bike are, therefore, not necessarily complete **(e)**. Ask your CENTURION dealer concerning the laws and regulations applicable in your country or in the country you intend to use your CENTURION bike. Have your CENTURION bike equipped accordingly before using it on public roads.

For more information see the chapter “Legal requirements for riding on public roads”.

2. Are you familiar with the brake system **(f)**? Have a look at the bike card and check whether the brake lever of the front brake is on the side you are used to (right or left). If it is not, ask your CENTURION dealer to switch the brake levers before you set off for the first time.

Your new pedelec is equipped with modern brakes which may be far more powerful than those you were used to so far. Be sure to first practice using the brakes on a level, non-slip surface off public roads! Slowly approach higher brake performances and speeds.

For more information see the chapter “The brake system” and the instructions of the component manufacturers on this CENTURION CD-ROM.



3. Are you familiar with the type and functioning of the gears **(g)**? Ask your CENTURION dealer to explain you the gear system and make yourself familiar with your new gears in an area free of traffic, if necessary.

For more information see the chapter “The gears” and the instructions of the component manufacturers on this CENTURION CD-ROM.

4. Are saddle and handlebars properly adjusted? The saddle should be set to a height from which you can just reach the pedal in its lowest position with your heel without tilting your hip **(h)**. Check whether your toes reach to the floor when you are sitting on the saddle (exception: full suspension mountain bikes). Your CENTURION dealer will be pleased to help you, if you are not happy with your seating position.

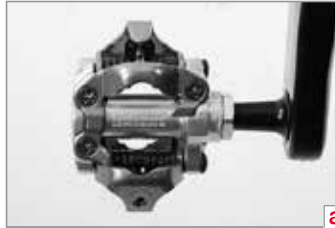
For more information see the chapter “Adjusting the CENTURION bike to the rider”.


5. If your CENTURION bike is equipped with clipless or step-in pedals **(a, p. 18)**: Have you ever tried the shoes they go with? First practice locking one shoe onto a pedal and disengaging it while standing on the other leg. Ask your CENTURION dealer to explain you the pedals.


For more information see the chapter “The pedals and the shoes” and the instructions of the component manufacturers on this CENTURION CD-ROM.


6. If you have bought a CENTURION bike with suspension (**b+c**), you should ask your CENTURION dealer to adjust the suspension mechanism to your needs before delivery. Improperly adjusted suspension components are liable to malfunction or damage. In any case they will impair the performance of your pedelec as well as your safety and joy whilst riding.


For more information see the chapters “Suspension forks” and “Rear shocks” and the instructions of the component manufacturers on this CENTURION CD-ROM.



 Be aware that the distance you need to stop your pedelec increases, when you are riding with your hands on bar ends or on multi-position handlebars. The brake levers are not always within easy reach.

 A lack of practice when using clipless pedals or too much spring tension in the mechanism can lead to a very firm connection, from which you cannot quickly step out! Risk of an accident!

 Pay particular attention to the fact that there is enough clearance between your crotch and the top tube so that you do not hurt yourself when you have to get off your pedelec quickly.

 Note that both braking effect and tire grip can be reduced drastically in wet conditions. Look well ahead when riding on wet roads and go well below the speed you would ride at in dry conditions.



Be sure to use your CENTURION bike only according to its intended use (see chapter “Intended use”), as it may otherwise not withstand the loads and fail. Risk of an accident!



In case you had a crash with your CENTURION bike, perform at least the check described in the chapter “Before every ride”. Ride back very carefully by taking the shortest route possible, even if your CENTURION bike went through this check without any problems. Do not accelerate or brake hard and do not ride your pedelec out of the saddle. If you are in doubt, have yourself picked up by car, instead of taking any risk. Back home you need to check your CENTURION bike thoroughly once again. If you are in doubt or if you have any questions, contact your CENTURION dealer!



Before towing a trailer with your CENTURION mountain bike contact your CENTURION dealer.



Before mounting a child seat, have a look at the bike card and contact your CENTURION dealer.

## Additional information “Before your first ride” with your CENTURION pedelec

1. Have you ridden a pedelec yet? Please note the particular riding characteristics of this revolutionary hybrid drive concept. Set off for your first ride by selecting the lowest level of drive assistance **(e)**. Slowly approach the potential of your CENTURION pedelec in an area free of traffic.

For more information see chapter “Riding a CENTURION pedelec – Special features” and the system instructions of your drive manufacturer on this CENTURION CD-ROM.

2. The rechargeable battery of your CENTURION pedelec must be charged before you set off for the first time **(f)**. Are you familiar with the handling and mounting of the rechargeable battery? Before you set off for the first time, check whether the battery is properly mounted, that it has engaged audibly and that it is locked.

For more information see the system instructions of your drive manufacturer on this CENTURION CD-ROM.

3. The functions of your CENTURION pedelec are operated with the buttons on the drive HMI **(g)** or on the command console **(h)**. Are you familiar with all functions and displays? Check whether you know the functions of all buttons on the drive HMI or on the command console.



For more information see the system instructions of your drive manufacturer on this CENTURION CD-ROM.

4. Your CENTURION pedelec has a pushing aid. The pushing aid provides assistance during pushing your CENTURION pedelec. Are you familiar with the pushing aid?

For more information see the system instructions of your drive manufacturer on this CENTURION CD-ROM.



**Be sure to use your CENTURION pedelec only according to its intended use (see chapter “Intended use”), as it may otherwise not withstand the loads and fail. Risk of an accident!**



**When mounting your CENTURION pedelec, make sure not to step on the pedals until you sit in the saddle and grip the handlebars tightly, and that one pedal is at the lowest position when you get on. The motor assistance might switch on suddenly and result in an uncontrolled start of your CENTURION pedelec. Risk of an accident!**



Pulling the brake lever of the rear brake stops the motor. Emergency stop!



We recommend that you charge your battery only during the day and only in dry rooms which have a smoke or a fire detector; but not in your bedroom. Place the battery during the charging process on a big, non-inflammable plate made of ceramics or glass **(a)**! Unplug the battery once it has been charged up.



Charge your battery only with the supplied charger **(b)**. Do not use the charger of any other manufacturer, not even when the connector of the charger matches your rechargeable battery. The rechargeable battery can heat up, catch fire or even explode!



Do not park your CENTURION pedelec in the blazing sun.



The weight distribution on your CENTURION pedelec differs markedly from the weight distribution on bicycles without drive assistance. A CENTURION pedelec is markedly heavier than a CENTURION bike without drive assistance. For this reason parking, pushing, lifting and carrying the CENTURION pedelec is more difficult. Bear this in mind when loading your pedelec into a car and unloading it or when mounting it on a bicycle carrier system.



a



b



c



d



Be aware that the brakes of your CENTURION pedelec are always more effective than the drive. If you face any problems with your drive (e.g. because it pushes you forward in front of a bend), slow down your CENTURION pedelec carefully.



Before towing a trailer **(c)** with your CENTURION pedelec contact your CENTURION dealer.



Before mounting a child seat **(d)**, have a look at the bike card and contact your CENTURION dealer.



Please note that not all CENTURION pedelecs are fitted with kickstands. Therefore, when parking your CENTURION pedelec, make sure it stands safe and secure and is not at risk of toppling over or being knocked over. If your CENTURION pedelec topples over, it can suffer from damage.

## Before every ride

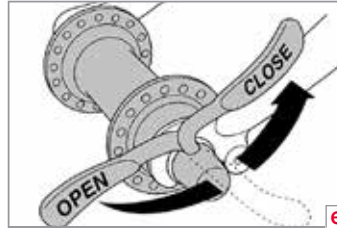
Your CENTURION bike has undergone numerous tests during production and a final check has been carried out by your CENTURION dealer. Nevertheless, be sure to check the following points before every ride to exclude any malfunctioning that may be due to the transport of your CENTURION bike or to changes a third person may have performed on your CENTURION bike before delivery:

1. Are the quick-release levers **(e)**, thru-axles or nuts of the front and rear wheel, the seat post and other components properly closed?

For more information see the chapter “How to use quick-releases and thru axles” and the instructions of the component manufacturers on this CENTURION CD-ROM.

2. Are the tires in good condition and do they have sufficient pressure **(f)**? A higher pressure gives a better riding stability and reduces the risk of a puncture. The minimum and maximum pressure (in bar or PSI) is indicated on the tire side.

For more information see the chapter “The wheels and the tires” and the instructions of the component manufacturers on this CENTURION CD-ROM.



3. Spin the wheels to check whether the rims are true. If you have disc brakes, watch the gap between frame and rim or tire and, if you have rim brakes, between brake pad and rim. Untrue rims can be an indication of tires with ruptured sides, broken axles or spokes.

For more information see the chapter “The wheels and the tires” and the instructions of the component manufacturers on this CENTURION CD-ROM.

4. Test the brakes when stationary by firmly pulling the brake levers towards the handlebars **(g)**. The brake pads of rim brakes must hit the rim evenly with their entire surface without touching the tire during braking or in open condition or in between. Make sure you cannot pull the brake levers all the way to the handlebars and check the hydraulic brake cables for oil or break fluid leaks! Check the thickness of the brake pads, as well.

With disc brakes you should have a stable pressure point at once. If you have to actuate the brake lever more than once to get a positive braking response, have the CENTURION bike checked by your CENTURION dealer immediately.

For more information see the chapter “The brake system” and the instructions of the component manufacturers on this CENTURION CD-ROM.

5. Let your CENTURION bike bounce on the ground from a small height. If there is any rattling, see where it comes from. Check the bearings and bolted connections, if necessary. Tighten them slightly, if necessary.
6. In case you have a CENTURION bike with suspension, press down on your CENTURION bike and see whether the spring elements retract and extend as usual **(h, p. 21)**. For more information see the chapters “Suspension forks” and “Rear shocks” and the instructions of the component manufacturers on this CENTURION CD-ROM.
7. If your bike has a kickstand **(a)**, make sure it is fully raised before you set off. Risk of an accident!
8. Do not forget to take a high quality D- **(b)** or chain lock with you on your ride. The only way to effectively protect your CENTURION bike against theft is to lock it to an immovable object.
9. If you want to ride on public roads, make sure your CENTURION bike is equipped according to the applicable regulations of your country **(c)**. Riding without lights and reflectors in dark or dim conditions is very dangerous because you will be seen too late or not at all by other road users. A lighting set that corresponds to the regulations is a must on public roads. Turn on the lights as soon as dusk sets in. For more information see the chapter “Legal requirements for riding on public roads”.



a



b



c



d



Improperly closed fastenings, e.g. quick-releases, can cause parts of your CENTURION bike to come loose. This can result in a serious accident!



Be aware that the distance you need to stop your bike increases, when you are riding with your hands on bar ends **(d)** or on multi-position handlebars. The brake levers are not always within easy reach.



Do not use your CENTURION bike, if it fails at one of these points! A defective CENTURION bike can lead to serious accidents! If you are in doubt or if you have any questions, contact your CENTURION dealer.



During use your CENTURION bike is undergoing stress resulting from the surface of the road and from the rider's action. Due to these dynamic loads, the different parts of your pedelec react with wear and fatigue. Please check your CENTURION bike regularly for wear marks, scratches, deformations, color changes and any indication of cracking. Components which have reached the end of their service life may break without previous warning. Let your CENTURION dealer maintain and service your CENTURION bike regularly. In cases of doubt it is always best to replace components.

## Additional information “Before every ride” with your CENTURION pedelec

1. Are the connections of the rechargeable battery, the drive HMI or the command console and the drive **(e)** correctly plugged?

For more information see the system instructions of your drive manufacturer on this CENTURION CD-ROM.

2. Is your battery fully charged? Remember to fully recharge the battery after each longer ride (e.g. less than 50 % charged). Modern lithium-ion batteries have no memory effect. However, it does not matter if your CENTURION pedelec is left as it is for a short time (e.g. overnight) when less than 50 % charged **(f)**. However, you should not wait until the battery is fully discharged!

For more information see the system instructions of your drive manufacturer on this CENTURION CD-ROM.

3. Do the display on the drive HMI **(g)** and the cycle computer on the handlebars show all the values? Is there any error message or warning on the display? Check the values are correct before every ride. Do not set off on your CENTURION pedelec under any circumstances if the control element shows a warning.



**e**



**f**



**g**



**h**

4. Is the battery tight in its holder and the lock properly locked up **(h)**? Never set off with a loose and unlocked battery.

For more information see the system instructions of your drive manufacturer on this CENTURION CD-ROM.

5. Are the tires in good condition and do they have sufficient pressure? Please note that a pedelec weighs more and that your usual tire pressure may be insufficient. A higher pressure gives a better riding stability and reduces the risk of a puncture. The minimum and maximum pressure (in bar or psi) is indicated on the tire side.

For more information see the chapter “The wheels and the tires”.



**Do not use your CENTURION pedelec, if it fails on one these points! Riding a defective CENTURION pedelec can result in serious accidents! If you are in doubt or if you have any questions, contact your CENTURION dealer.**

## After an accident

1. Check whether the wheels are still firmly fixed in the drop-outs **(a)** and whether the rims are still centered with respect to the frame or fork. Spin the wheels and observe the gap either between brake pads and rim sides or between frame and tire. If the width of the gap changes markedly and you have no way to true the rim where you are, you will need to open the rim brake a little by means of the special mechanism so that the rim can run between the brake pads without touching them. Please note that in this case the brakes may not act as powerfully as you are used to.

No matter whether you have rim or disc brakes, have the wheels trued by your CENTURION dealer immediately after you are back home.

For more information see the chapters “The brake system”, “How to use quick-releases and thru axles” and “The wheels and the tires” as well as the instructions of the component manufacturers on this CENTURION CD-ROM.

2. Check that handlebars and stem are neither bent nor broken and that they are level and upright. Make sure the stem is firmly fixed on the fork by trying to turn the handlebars relative to the front wheel **(b)**. Briefly lean on the brake levers to make sure the handlebars are firmly fixed in the stem.



Realign the components, if necessary, and gently tighten the bolts to ensure a reliable clamping of the components **(c)**. The maximum torque values are printed directly on the components or specified in the instructions of the component manufacturers on this CENTURION CD-ROM.

For more information see the chapters “Adjusting the CENTURION bike to the rider” and “The headset” and the instructions of the component manufacturers on this CENTURION CD-ROM.

3. Check whether the chain still runs on the chainwheels and the sprockets **(d)**. If your CENTURION bike fell over to the chain side, verify the proper functioning of the gears. Ask somebody to lift your CENTURION bike by the saddle and carefully shift through all the gears. Pay particular attention when switching to the small gears, making sure the rear derailleur does not get too close to the spokes as the chain climbs onto the larger sprockets.

If the rear derailleur or the drop-outs/derailleur hanger is bent, the rear derailleur may collide with the spokes. This in turn can destroy the rear derailleur, the rear wheel or the frame. Check the function of the front derailleur, as a displaced front derailleur can throw off the chain, thus interrupting the drive of your CENTURION bike.

For more information see the chapter “The gears” and the instructions of the component manufacturers on this CENTURION CD-ROM.

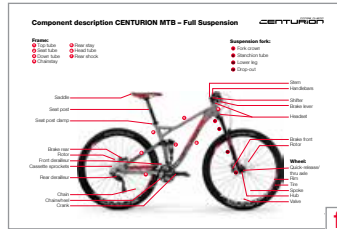


4. Make sure the saddle is not twisted by using the top tube or the bottom bracket shell as a reference **(e)**. If necessary, open the clamping, realign the saddle and retighten the clamping.

For more information see the chapters “Adjusting the CENTURION bike to the rider” and “How to use quick-releases and thru axles” and the instructions of the component manufacturers on this CENTURION CD-ROM.

5. Let your CENTURION bike bounce on the ground from a small height. If there is any rattling, see where it comes from. Check the bearings and bolted connections, if necessary. Tighten them slightly, if necessary.
6. Finally, take a good look at the whole CENTURION bike **(f)** to detect any deformations, color changes or cracks **(g)**. Ride back very carefully by taking the shortest route possible, even if your CENTURION bike went through this check without any problems. Do not accelerate or brake hard and do not ride your pedelec out of the saddle. If you are in doubt about the performance of your CENTURION bike, have yourself picked up by car, instead of taking any risk.

Back home you need to check your CENTURION bike thoroughly. Damaged parts must be repaired or replaced. Ask your CENTURION dealer for advice.



Deformed components, especially components made of aluminum, can break without previous warning. They must not be repaired, i.e. straightened, as this will not reduce the imminent risk of breakage. This applies in particular to the fork, the handlebars, the stem, the cranks, the seat post and the pedals. When in doubt, it is always the better choice for your safety to have these parts replaced. Ask your CENTURION dealer for advice.



If your CENTURION bike is assembled with carbon components **(h)**, it is imperative that you have it checked by your CENTURION dealer after an accident or similar incident. Carbon is extremely strong and durable with very low weight, making it perfect for the production of high-performance parts. However, one of the inherent properties of carbon is that possible overstress may compromise the inner carbon-fiber structure without showing any visible deformation, as is the case with steel or aluminum. A damaged component can fail without previous warning. Risk of an accident!



Make it a rule to check the functioning and in particular the limit stop of the rear derailleur after a fall or if your CENTURION bike has toppled over.

## Additional information “After an accident” with your CENTURION pedelec

1. Check the rechargeable battery **(a+b)**. If the rechargeable battery is no longer properly in its holder or shows any damage, do not use your CENTURION pedelec any longer, at least not in the assistance mode. Switch off the drive and the rechargeable battery separately, if necessary. A damaged battery can lead to a short-circuit resulting in a sudden failure of the CENTURION pedelec assistance right at the moment when you need it.

Damage to the outer housing of the rechargeable battery can result in water or moisture entry which can lead to short circuits or electric shocks. The rechargeable battery may catch fire or even explode! In such a case, contact your CENTURION dealer immediately.

For more information see the system instructions of your drive manufacturer on this CENTURION CD-ROM.

2. Check that all values are displayed properly and fully on the drive HMI **(c)** or the display. Do not use your CENTURION pedelec, if the drive HMI shows an error message or a warning. In the case of critical errors the system switches off automatically. In the case of non-critical errors the system may be still operable.



Do not set off on your CENTURION pedelec when the drive HMI or the display shows a warning. In such a case, contact your CENTURION dealer immediately.

For more information see the system instructions of your drive manufacturer on this CENTURION CD-ROM.

3. Let your CENTURION pedelec bounce on the ground from a small height. If there is any rattling, see where it comes from. Check the bearings, the bolts and the proper seat of the battery **(d)**, if necessary.

## How to use quick-releases and thru axles

### Quick-releases

Most CENTURION bikes and CENTURION pedelecs are fitted with quick-releases **(e)** to ensure fast adjustments, assembly and disassembly. Be sure to check whether all quick-releases are tight before you set off on your CENTURION bike. Quick-releases should be handled with greatest care, as they affect your safety directly.

Practice the proper use of quick-releases to avoid any accidents.

Quick-release mechanisms essentially consist of two operative elements:

1. The hand lever **(f)** on one side of the hub which creates a clamping force via a cam when you close it.
2. The tightening nut **(g)** on the other side of the hub with which the preload on the threaded rod (quick-release axle) is set.



**Do not touch the brake disc directly after having stopped, e.g. after a long downhill ride, you may burn your fingers! Always let the brake disc cool down before opening the quick-release.**



Make sure the levers of both wheel quick-releases are always on the side opposite to the chain. This will help you to avoid mounting the front wheel accidentally the wrong way round. In the case of CENTURION bikes with disc brakes and quick-releases having a 5-mm-axle, it may be reasonable to mount both quick-releases with the lever on the side of the chain drive. This helps you not to come into contact with the hot brake disc and prevents you from having your fingers burnt. If you are in doubt or if you have any questions, contact your CENTURION dealer.



Never ride a CENTURION bike without having checked first whether the wheels are securely fastened **(h)**. With an insufficiently closed quick-release the wheel can come loose, thus creating a serious risk of accident!



If your CENTURION bike is equipped with quick-releases, be sure to lock the frame to an immovable object together with the wheels when you leave it outside.

## How to fasten components securely with a quick-release

Open the quick-release. You should now be able to read "Open" **(a)** on the lever. Make sure the component to be fastened is in the accurate position.

For more information see the chapters "Adjusting the CENTURION bike to the rider" and "The wheels and the tires" and the instructions of the component manufacturers on this CENTURION CD-ROM.

Move the lever back, as if to close it. Now you should be able to read "Close" **(b)** on the outside of the lever. When you start closing the lever you should feel virtually no resistance with your hand until the lever is at a right angle to the frame/fork.

When continuing to close the lever the resistance you feel should increase significantly and towards the end even more strength is required to close the lever. Use the ball of your thumb while your fingers pull on an immovable part, such as the fork **(c)** or a rear stay, but not on a brake disc or spoke, to push it in all the way.

In its end position, the lever should be at a right angle to the quick-release axle **(d)**, i.e. it should not stick out. The lever should lie close to the frame or the fork so that it cannot be opened accidentally. Make sure, however, that the lever is easy to handle for actual quick use.



To check whether the lever is securely locked apply pressure to the end of the hand lever and try to turn it while it is closed. If you can turn the lever around, open it and increase the preload. Screw the tightening nut on the opposite side clockwise by half a turn. Close the quick-release lever and check it again for tightness.

Finally lift the pedelec a few centimeters, so that the wheel no longer touches the ground, and hit the tire from above. If it is properly fastened, the wheel will remain firmly fixed in the drop-outs of the frame or fork without producing any rattling.

If your seat post is equipped with a quick-release mechanism, check whether the saddle is firmly fixed by trying to twist it relative to the frame.



**To be on the safe side you can replace the quick-releases by special locks. They can only be opened and closed with a special, coded key or an Allen key. If you are in doubt or if you have any questions, contact your CENTURION dealer.**

## Thru axles

Thru axles **(e-g)** provide suspension forks and rear shocks with a higher stiffness. Whenever your CENTURION bike is exposed to high loads, it remains directionally stable and the suspension elements work as usual.

There is currently a wide range of thru-axle systems available. Some systems are tightened with quick-releases. Other systems may require special tools for assembly or disassembly.

Whatever system you use, make sure during the assembly that the thru axles, the drop-outs and the hubs are clean. Clean the components with an absorbent cloth, if necessary, by using water and a little detergent. In case you do not succeed in adjusting and fixing the wheel, as described, contact your CENTURION dealer.



**Improperly mounted wheels may throw you off your bike or result in serious accidents! Therefore, if you have the slightest doubt, contact your CENTURION dealer and ask them to explain the system of your CENTURION bike to you.**



After wheel mounting test the brakes in stationary. You should reach the pressure point of the brake before the brake lever reaches the handlebars. In the case of hydraulic brakes pump them, if necessary, until you reach a precise pressure point. Check by compressing the suspension fork repeatedly.



To mount the axle only use the tools recommended by the manufacturer. Always use a torque wrench. Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check the proper fit of the component in between. Never exceed the maximum torque value indicated by the manufacturer! A too tight fixing of the axle can damage the axle, the fork leg or the rear frame.



Before mounting or replacing a fork/wheel combination with thru-axle system, be sure to read first the operating instructions of the respective suspension fork or wheel manufacturer on this CENTURION CD-ROM.

## Manitou Hex Lock QR15 (e.g. Manitou Mattoc and Marvel)

The Manitou Hex Lock system **(a)** can be adjusted without tools and locked with a quarter turn after wheel mounting.

In contrast to the QR15-axle there is no need to unfold the lever and to unscrew the axle with difficulties. The only thing you have to do is to unfold the quick-release lever, to move it by a quarter turn and the axle is free.

The special feature is located at one end of the axle: the two pins which are designed to lock the axle in a respective guide in the drop-out.

Bring the front wheel into the right position between the drop-outs. Insert the axle with the Hex Lock quick-release lever open from the right through the drop-out and the hub **(b)**. The marking on the axle must show towards the fork crown, i.e. upwards. The hex must slide into the left fork leg.

Once the axle is fully inserted, turn the axle until the two pins engage. Close the quick-release subsequently **(c)** by applying the force usually necessary for closing a quick-release.



## RockShox Maxle for RS-1

### Mounting wheels

In case of a Maxle thru-axle system for RockShox RS-1 forks with quick-release insert the wheel from the front into the recesses in the fork **(d)**. Slide in the brake disc into the brake caliper at the same time.

Make sure the wheel is positioned accurately in both recesses and that both drop-outs are at the same height.

Insert the axle with the Maxle quick-release lever open into the hub until the axle reaches the borehole of the thread **(e)**.

Make sure the quick-release lever is fully open. When the axle thread engages with the thread of the left fork leg, turn the axle clockwise **(f)**. During the first turns you should be able to turn the thru axle nearly without resistance.

Subsequently, turn the lever forcefully clockwise until the axle is hand-tight.

Finish by closing the Maxle quick-release lever like a usual quick-release lever. In closed condition the quick-release lever must point to the rear **(g)**; make sure it does not stand out to the front or to the side.



More information are provided at [www.manitoumtb.com](http://www.manitoumtb.com)

### Dismounting wheels

Open the quick-release lever fully.

Subsequently, turn the thru axle anticlockwise. Once the thru-axle thread is fully disengaged from the thread, you can remove the thru axle completely.



More information are provided at [www.rockshox.com](http://www.rockshox.com)

### Marzocchi 15mm QR (e.g. Marzocchi 350CR)

#### Mounting wheels

If you have a Marzocchi 15 mm QR system **(h)**, put the front wheel into the fork and slide in the brake disc into the brake caliper at the same time.

Bring the front wheel into the right position between the drop-outs. Slide the thru axle with open E-Thru quick-release lever from the right side through the drop-out and the hub.

When the axle thread engages with the thread of the left fork leg, turn the axle clockwise. In doing so hold the counter nut on the left fork leg tight. During the first turns you should be able to turn the thru axle nearly without resistance. Tighten the axle slightly.

Close the Marzocchi quick-release lever like a usual quick-release lever.



When you start closing the lever you should feel virtually no resistance with your hand, during the second half of the way the resistance you feel should increase significantly and towards the end even more strength is required to close the lever.

If you do not succeed in closing the lever fully, re-open it. Keep the nut tight and turn the axle a little counterclockwise. Try again to close the quick-release lever.

Use the palm of your hand while your fingers pull on the fork leg, but never on a spoke.

In its end position the quick-release lever should be tight so that it can no longer be turned. Make sure the quick-release lever does not stand out to the front or to the side or touch the fork. The best closing position is in nearly upright position in front of the lower leg.

#### Dismounting wheels

If you have a Marzocchi 15mm QR thru-axle system, open the quick-release lever fully. Hold the nut on the left side tight and release the thru axle counterclockwise.

When the thru-axle thread no longer engages with the thread of the lower legs, you can remove the thru axle fully.



More information are provided at [www.marzocchi.com](http://www.marzocchi.com)

## RockShox Maxle 360™

### Mounting wheels

If you have Maxle thru-axle system with quick-release lever, put the front wheel into the fork and slide in the brake disc into the brake caliper at the same time.

Bring the front wheel into the right position between the drop-outs and slide the axle with the Maxle quick-release lever open from the right side through the drop-out and the hub **(a)**.

Make sure the quick-release lever is fully open **(b)** and lies in the axle recess. When the axle thread engages with the thread of the left fork leg, turn the axle clockwise. During the first turns you should be able to turn the thru axle nearly without resistance.

Subsequently, turn the lever forcefully clockwise until the axle is hand-tight. Make sure the quick-release lever does not slide off the recess in the axle.

Finish by closing the Maxle quick-release lever like a usual quick-release lever **(c)**. The quick-release lever must not stand out to the front or to the side and should fit snugly to the lower leg.



### Dismounting wheels

If you have a Maxle thru-axle system, open the quick-release lever fully.

Make sure the opened quick-release lever lies in the axle recess.

Subsequently, turn the thru axle anticlockwise. Make sure the open quick-release lever does not slide off the axle recess.

When the thru-axle thread no longer engages with the thread of the lower legs, you can remove the thru axle fully.



More information are provided at [www.rockshox.com](http://www.rockshox.com)

## Fox E-Thru 15 QR

### Mounting wheels

If you have an E-Thru 15 mm thru-axle systems, put the front wheel into the fork and slide in the brake disc into the brake caliper at the same time.

Bring the front wheel into the right position between the drop-outs and slide the axle with the E-Thru quick-release lever open from the left side through the drop-out and the hub **(d)**.



When the axle thread engages with the thread of the right fork leg, turn the axle clockwise **(e)**. During the first turns you should be able to turn the thru axle nearly without resistance. Tighten the axle slightly.

Close the E-Thru quick-release lever like a usual quick-release lever **(f)**.

When you start closing the lever you should feel virtually no resistance with your hand, during the second half of the way the resistance you feel should increase significantly and towards the end even more strength is required to close the lever.

In case you do not succeed in closing the lever fully, re-open it and turn the axle a little anticlockwise. Try again to close the quick-release lever **(g)**.

Use the palm of your hand while your fingers pull on the fork leg, but never on a spoke or the rotor.

In its end position the quick-release lever should be tight so that it can no longer be turned. Make sure the quick-release lever does not stand out to the front or to the side. The best closing position is in nearly upright position in front of the lower leg **(h)**.

### Dismounting wheels

If you have an E-Thru 15 mm thru-axle system, open the quick-release lever fully. Subsequently, turn the thru axle anticlockwise.



When the thru-axle thread no longer engages with the thread of the lower legs, you can remove the thru axle fully.



More information are provided at [www.ridefox.com](http://www.ridefox.com)

### SR SUNTOUR Q-LOC2 15QL C2 (e.g. SR SUNTOUR Auron LO-RC)

#### Mounting wheels

If you have a SR SUNTOUR Q-LOC system 15 mm, put the front wheel into the fork and slide in, if necessary, the brake disc into the brake caliper at the same time. Bring the front wheel into the right position between the drop-outs.

Open the quick-release lever of the SR SUNTOUR thru axle completely. Turn the axle counterpart on the thru axle counterclockwise until the engaging mechanism opens.

Slide the axle with the quick-release lever open and the engaging mechanism released from the right through the drop-out and the hub until the thru axle engages with an audible click. Turn the quick-release lever forcefully clockwise until the axle is hand-tight.


Finish by closing the quick-release lever like a usual quick-release lever. Make sure the quick-release lever does not stand out to the front or to the side.

### Dismounting wheels

If you have an SR SUNTOUR Q-LOC system 15 mm, open the quick-release lever fully. Slightly press in the axle counterpart and turn the axle counterpart counterclockwise until the engaging mechanism opens.

When the thru-axle thread no longer engages with the thread of the lower legs, you can remove the thru axle fully.



 More information are provided at [www.srsuntour-cycling.com](http://www.srsuntour-cycling.com)

### Shimano E-Thru 12 x 142 mm (rear wheel)

#### Mounting wheels

If you have a Shimano E-Thru 12 x 142 mm system **(a)**, position the rear wheel in the rear frame and slide in the brake disc into the brake caliper and the chain over the outmost sprocket of the cassette.

Bring the rear wheel into the right position between the drop-outs and slide the axle with the E-Thru quick-release lever open from the left side through the drop-out and the hub **(b)**.

When the axle thread engages with the thread of the nut, turn the axle clockwise. During the first turns you should be able to turn the thru axle nearly without resistance. Tighten the axle slightly.

Close the E-Thru quick-release lever like a usual quick-release lever **(c)**.



When you start closing the lever you should feel virtually no resistance with your hand, during the second half of the way the resistance you feel should increase significantly and towards the end even more strength is required to close the lever.

In case you do not succeed in closing the lever fully, re-open it and turn the axle a little anticlockwise. Try again to close the quick-release lever.

Use the palm of your hand while your fingers pull on the rear frame, but never on a spoke or the rotor.

In its end position the quick-release lever should be tight so that it can no longer be turned. Make sure the quick-release lever does not stand out to the rear or to the side. Best closing position is in parallel to one of the frame tubes. If necessary, you have to realign the nut to modify the position.

#### Dismounting wheels

If you have a Shimano E-Thru 12 x 142 mm thru axle system, open the quick-release lever fully. Subsequently, turn the thru axle anticlockwise.

When the thru axle thread no longer engages with the thread of the nut, you can remove the thru axle fully **(d)**.

 More information are provided at [www.shimano.com](http://www.shimano.com)

## Adjusting the CENTURION bike to the rider

Your body height and proportions are decisive for the frame size of your CENTURION bike. Pay particular attention to the fact that there is enough clearance between your crotch and the top tube so that you do not hurt yourself when you have to get off your pedelec quickly.

By choosing a specific type of bike you roughly determine the posture you will be riding in **(e+f)**. However, some components of your CENTURION bike are especially designed so that you can adjust them to your body proportions up to a certain degree. This includes the seat post, the handlebars and the stem as well as the brake levers.

As all works require know-how, experience, suitable tools and skills, you should restrict yourself to adjusting your seating position **(g)**. Contact your CENTURION dealer, if you are not happy with your seating position or if you want something changed. They will see to your wishes the next time you leave your CENTURION bike at the workshop, e.g. for the first inspection.

After any adjustment/assembly work, be sure to make a short functional check as described in the chapter "Before every ride" and do a test ride on your CENTURION bike in an area free of traffic.



If you have a very small frame, there may be the danger of your foot colliding with the front wheel. Therefore, make sure your cleats are properly adjusted.



All tasks described in the following require the know-how of a mechanic and appropriate tools. Make it a rule to tighten the bolted connections always with greatest attention **(h)**. Increase the torque values bit by bit and check the fit of the component in between. Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values in the chapter "Recommended torque settings", directly on the components and/or in the operating instructions of the component manufacturers on this CENTURION CD-ROM.



The seating position depends highly on how you want to use the CENTURION bike. Ask your CENTURION dealer or your trainer for help. The advice given below is suitable for typical CENTURION cross-country/marathon bikes.



If sitting on the saddle causes you trouble, e.g. because it numbs your crotch, this may be due to the saddle. Your CENTURION dealer has a very wide range of saddles available and will be pleased to advise you.

## Adjusting the saddle to the correct height

The correct saddle height depends on the length of your legs. When pedaling, the ball of your foot should be positioned above the center of the pedal axle. With your feet in this position you should not be able to stretch your legs completely straight at the lowest point, otherwise your pedaling will become awkward **(a)**.

Check the height of your saddle with flat-soled shoes. This is best done with suitable cycling shoes.

Sit on the saddle and put your heel on the pedal at its lowest point. Your leg should be fully stretched and your hips should remain horizontal.

To adjust the saddle height loosen the quick-release lever **(b)** (see chapter “How to use quick-releases and thru axles”) or the binder bolt of the seat post clamp at the top of the seat tube **(c)**. The latter requires suitable tools, e.g. an Allen key, with which you turn the bolt two to three turns counterclockwise. Now you can perform the vertical adjustment of the seat post.

Be sure not to pull out the seat post too far – the mark on the seat post (end, max., min., stop or the like) should always remain within the seat tube **(d)** – and always grease the part of an aluminum or titanium seat post that is inserted into a seat tube made of aluminum, titanium or steel. Do not grease carbon seat posts and/or carbon seat tubes in the clamping area! Use special carbon assembly paste instead.



**a**



**b**



**c**



**d**

Align the saddle with the frame by using the saddle nose and the bottom bracket or top tube as a reference point.

Clamp the seat post tight again by closing the quick-release, as described in the chapter “How to use quick-releases and thru axles” or by turning the seat post binder bolts clockwise in half turns. You should not need much strength in your hands to clamp the seat post sufficiently tight. Otherwise the seat post does not match the frame.

Verify in between that the seat post is sufficiently tight by taking hold of the saddle at both ends and then trying to rotate the seat post inside the seat tube. If it does rotate, gently retighten the binder bolt of the seat post clamp by half a turn and do the check again.

Does the leg stretch test now produce the correct result? Check by moving your foot and pedal to the lowest point. When the ball of your foot is exactly above the pedal center in the ideal pedaling position, your knee should be slightly bent. If yes, the saddle height is adjusted to the correct height.

Check whether you can touch the ground safely while sitting on the saddle by stretching your feet to the floor. If not, you should lower the saddle until you can, at least to begin with.



Never apply grease or oil into a seat tube of a frame made of carbon unless an alloy sleeve is inside the frame. If you mount a carbon seat post, do not put any grease on it, even if the frame is made of metal. Once greased, carbon components may never again ensure reliable clamping! Use special carbon assembly paste instead **(e)**.



Make sure not to overtighten the binder bolt of the seat post clamp. Otherwise you may damage the seat post or the frame. Risk of an accident!



Never ride your bike with the seat post drawn out beyond the limit, maximum or stop mark **(f)**! The seat post might break or cause severe damage to the frame. In the case of frames with seat tubes that extend beyond the top of the frame's top tube the seat post should be inserted into the seat tube at least below the bottom of the top tube and below the top of the rear stays! If seat post and frame require different minimum insertion depths, you should opt for the deeper insertion depth.



When riding steep downhill courses on your mountain bike, a lower saddle height is often better for some riding maneuvers. This allows a better control of the CENTURION mountain bike.



If the seat post does not move easily inside the seat tube or if it cannot be tightened sufficiently, ask your CENTURION dealer for advice. Do not use brute force!



Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by the manufacturer!



In the case of height-adjustable seat posts, e.g. the Reverb from RockShox **(g)**, the height is adjusted by pressing a button on the handlebars **(h)**. Read the operating instructions of the manufacturer on this CENTURION CD-ROM.

## Adjusting the height of the handlebars

The height of the handlebars compared to the saddle and the distance between saddle and handlebars determines how much your upper body will be inclined forward. Lowering the handlebars gives you a streamlined position and brings more weight to bear on the front wheel. However, it also entails an extremely forward leaning posture which is tiring and less comfortable, because it increases the strain on your wrists, arms, back, upper body and neck.

For safety reason, CENTURION only assembles **Ahead®-stems**. This system requires special knowledge. In this regard, the descriptions hereafter may be incomplete. If you are in doubt or if you have any questions, contact your CENTURION dealer.



The stem **(a)** is one of the load bearing parts of your CENTURION bike. Changes to it can impair your safety. If you are in doubt or if you have any questions, contact your CENTURION dealer!



These routines require a certain amount of manual skill and (special) tools. Ask your CENTURION dealer to explain you both function and adjustment of your stem or let him do that work.



a



b



c



d



The bolted connections of stem and handlebars have to be tightened to the prescribed torque values. If you disregard the prescribed values, the handlebars or stem may come loose or break. Use a torque wrench **(b)** and never exceed the maximum torque values! You will find the prescribed values in the chapter “Recommended torque settings”, directly on the components and/or in the operating instructions of the component manufacturers on this CENTURION CD-ROM.



Stems come in varying lengths **(c)** as well as shaft and binder tube diameters **(d)**. A stem of inappropriate dimension can become a source of danger: Handlebars or stems can break, resulting in an accident. When replacing any parts, be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts. Your CENTURION dealer will be pleased to help you.



Make sure the handlebar/stem combination is approved by the handlebar and/or stem manufacturer.



Make sure the handlebar clamping area is free of sharp edges.

## Stems for threadless systems, the Aheadset®-system

In the case of CENTURION bikes with Aheadset® headsets the stem also serves to adjust the bearing preload. If you change the position of the stem you have to readjust the bearing play (see the chapter “The headset” and the instructions of the component manufacturers on this CENTURION CD-ROM). The vertical setting range is determined by the intermediate rings, also referred to as spacers **(e)**. In the case of flip-flop stem models **(f)** the stem can be mounted the other way round to achieve a different handlebar height.



Unscrew the bolt at the top of the fork steerer tube **(g)** which serves to adjust the initial bearing pressure, remove the Ahead cap and release the bolts on either side of the stem by up to three turns. Remove the stem and spacers from the fork steerer tube. In doing so keep hold of both frame and fork to prevent the fork from slipping off the head tube.

You can determine the handlebar height by the arrangement of stem and spacers. Slip the remaining spacers onto the fork steerer tube above the stem. Adjust the headset, as described in the chapter “The headset”.

If you want to turn the stem around, you have to also release the front bolts securing the handlebars **(a)**. If the stem is fitted with a cap, you can simply take out the handlebars at this point. If it is not fitted with a cap, you have to remove the handlebar fittings.

Mount the handlebars and, if necessary, the handlebar fittings, as described in the chapter “Adjusting the tilt of the handlebars and the brake levers” and/or in the instructions of the component manufacturers on this CENTURION CD-ROM.

Check whether the handlebars are firmly seated in the stem by trying to rotate the handlebars downwards **(b)**. Verify whether the handlebar/stem unit can be twisted relative to the fork. Do this by taking the front wheel between your knees and trying to twist the handlebars. If there is movement, carefully tighten the bolts a little more and check again the proper fit **(c)**.

Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by the manufacturer!

Ask your CENTURION dealer to explain you both function and adjustment of your stem or, still better, let him do that work.



In the case of turned stems, it is possible that the cables are too short. In this case riding can be unsafe. If in doubt, ask your CENTURION dealer.



When removing spacers the fork steerer tube must be shortened. This change is irreversible. The shortening should be carried out by your CENTURION dealer, but only after you have found your preferred position.



Keep in mind that readjusting the position of the stem changes the position of handlebars, brake levers and shifters. Readjust these components, as described in the chapter “Adjusting the tilt of the handlebars and the brake levers”.

### Correcting the fore-to-aft position and horizontal tilt of the saddle

The inclination of your upper body **(d)**, and hence your riding comfort and pedaling power, are also influenced by the distance between the grips of the handlebars and the saddle. This distance can be altered slightly by changing the position of the saddle rails in the seat post clamp. However, this also influences your pedaling. Whether the saddle is positioned more to the front or to the back of the pedelec will alter how rearward the pedaling position of your legs is.

You need to have the saddle horizontal in order to pedal in a relaxed manner. If it is tilted, you will constantly have to lean against the handlebars to prevent yourself from slipping off the saddle.





The bolted connections of the seat post have to be tightened to the prescribed torque value. Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values in the chapter “Recommended torque settings”, directly on the components and/or in the operating instructions of the component manufacturers on this CENTURION CD-ROM.



Make sure the saddle is clamped within the range of the marking on the saddle rail (e). Otherwise the saddle rail can fail! Check the bolts by using a torque wrench once a month according to the prescribed values.



The setting range of the saddle is very small. Replacing the stem allows you to make far bigger adjustments to the rider’s fore-to-aft position, as stems come in different lengths. In doing so, you may achieve differences of more than ten centimeters. In this case you usually would have to adjust the lengths of the cables – a job best left to your CENTURION dealer!



The manufacturers of saddles deliver their products with detailed instructions. You find these instructions on this CENTURION CD-ROM. Read them carefully before adjusting the position of your saddle. If you are in doubt or if you have any questions, contact your CENTURION dealer.



## Adjusting saddle position and tilt

With **patent seat posts (f)** one central Allen bolt secures the clamping mechanism, which controls the tilt and the horizontal position of the saddle. Some seat posts have two bolts side-by-side.

Release the bolt(s) at the top of the seat post. Release the bolt(s) two to three turns counterclockwise at the most, otherwise the whole assembly can come apart. Move the saddle forth or back, as desired. You may have to give the saddle a light blow to make it move. Please observe the markings on the saddle rail.

Make sure the seat of the saddle remains horizontal **(g)** as you retighten the bolt(s). Your CENTURION bike should stand on level ground while you adjust the saddle.

Having found your preferred position, make sure both clamp halves fit snugly around the saddle rails before tightening the bolt(s) to the correct torque value as prescribed by the seat post manufacturer.

Retighten the bolt(s) with a torque wrench according to the instructions of the manufacturer **(h)**. After fastening the saddle, check whether it resists tilting by bringing your weight to bear on it once with your hands at either end of the saddle.



Poorly tightened or loosening bolts can fail. Risk of an accident!



Check the bolts by using a torque wrench once a month according to the values indicated directly on the components and/or in the instructions of the component manufacturers on this CENTURION CD-ROM.

Clamping with **two bolts in line**: **(a)** release both bolts two to three turns counterclockwise, otherwise the whole assembly can come apart. Move the saddle forward or backward as desired to adjust the horizontal position. You may have to give the saddle a light blow to make it move. Please observe the markings on the saddle rail.

Having found your preferred position, make sure both clamp halves fit snugly around the saddle rails before tightening the bolt(s) to the correct torque value as prescribed by the seat post manufacturer.

Tighten both bolts evenly **(b)** so that the saddle remains at the same angle. If you wish to lower the nose of the saddle a little, tighten the front bolt clockwise. You might have to loosen the rear bolt a little as well. To lower the rear part of the saddle, the rear bolt has to be tightened clockwise and the front bolt to be released, if necessary.



a



b



c

Check the strength while you press with your hands alternate at the top and back of the saddle. The saddle may not move **(c)**.



Poorly tightened or loosening bolts can fail. Risk of an accident!



Check the bolts by using a torque wrench once a month according to the values indicated directly on the components and/or in the instructions of the component manufacturers on this CENTURION CD-ROM.

## Adjusting the brake lever reach

With most brake systems the distance between the brake levers and the handlebar grips is adjustable. This gives in particular riders with small hands the convenience of bringing the brake levers closer to the handlebars **(e)**.

On most bikes there is a small adjusting screw near the point where the brake cable of a cable brake enters the brake lever unit or at the lever itself. Turn this bolt clockwise and watch how the lever adjusts as you do so **(f)**.

Hydraulic brakes are also fitted with adjusting devices at the brake lever. There are different systems. Ask your CENTURION dealer for advice or read the instructions of the component manufacturers on this CENTURION CD-ROM.



When adjusting the lever reach, make sure the first phalanx of the index finger reaches around the brake lever. Check the proper adjustment and functioning of the brake system subsequently, as described in the chapter “The brake system” and in the instructions of the component manufacturer on this CENTURION CD-ROM.



**Make sure you cannot pull the brake levers all the way to the handlebars. Your maximum braking force must be reached short of this point.**



**In the case of hydraulic brakes and disc brakes follow the instructions of the brake manufacturer, which you can find on this CENTURION CD-ROM. If you are in doubt or if you have any questions, contact your CENTURION dealer.**

## Adjusting the tilt of the handlebars and the brake levers

The handlebars are usually slightly bent at the ends. Set the handlebars to a position in which your wrists are relaxed and not turned too much outwards.

Release the Allen bolt(s) at the bottom or front side of the stem. Turn the handlebars to the desired position. Make sure the handlebars are accurately centered in the stem **(a)**. Carefully retighten the bolt(s) with the torque wrench.

Check apart from the mentioned exceptions that the upper and lower clamping slots of the stem are parallel and identical in width **(b)**. If you have a stem with several bolts, tighten them evenly in a cross pattern by using a torque wrench and observe the recommended torque values.

Exception: some Procraft stems. Read in this regard the chapter "Special case Procraft stem ST1 und ST1.17" and the manufacturer's instructions on this CENTURION CD-ROM.

Try rotating the handlebars once clamped in the stem **(c)** and tighten the bolt a little more, if necessary. Use a torque wrench and never exceed the maximum torque values! You find them directly on the components and/or in the instructions of the component manufacturers on this CENTURION CD-ROM.

If the handlebars are not tight with the prescribed torque value, use carbon assembly paste.



After adjusting the handlebars you need to adjust the brake lever/shifter units. Release the Allen bolt at either unit. Turn the levers relative to the handlebars. Sit in the saddle and place your fingers on the brake levers.

Check whether the back of your hand forms a straight line with the line of your forearm **(d)**. Retighten the units with a torque wrench and do a twist test! The brake levers need not be absolutely tight. In case of a fall it is an advantage when the brake levers can be turned.



**Tighten the bolts at the stem until the clamping slots between the stem body and the faceplate are parallel and identical in width at the top and at the bottom. Tighten the bolts evenly and in a cross pattern, i.e. alternately and gradually, by using a torque wrench to the lower value of the recommended torque values.**



Note that the bolted connections of stem, handlebars, bar ends and brakes have to be tightened to their specified torques. Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values in the chapter “Recommended torque settings”, directly on the components and/or in the operating instructions of the component manufacturers on this CENTURION CD-ROM.

Bar ends and multi-position handlebars give you additional ways of gripping the handlebars.



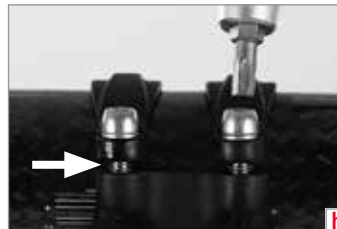
Be aware that the distance you need to stop your bike increases, when you are riding with your hands on bar ends (e) or on multi-position handlebars. The brake levers are not always within easy reach.



Never fix bar ends in vertical position or with their ends pointing rearwards as this would increase the risk of injury in the event of an accident.



If you want to mount multi-position handlebars or bar ends to the aluminum handlebars of your CENTURION bike, inform yourself in advance whether these components are permitted on your CENTURION bike. Contact your CENTURION dealer, if necessary, before mounting.



### Special case Procraft stem ST1 und ST1.17

During the assembly of the stem models Procraft ST1 und ST1.17 make sure the white spots point upwards (f).

Tighten the two stem bolts marked with a spot on the side to a torque of 5 Nm by using a torque wrench.

During tightening the gap closes to the full. In the final position the gap has disappeared (g).

Continue by tightening the two bolts on the other side also to a torque of 5 Nm.

A gap remains open (h).



Observe the prescribed torque values and do not exceed them!



Observe the details in the instructions of the brake and gear manufacturers. If you have any questions contact your CENTURION dealer.

## The brake system

Brakes **(a-d)** are used to adjust your speed to the surrounding terrain and traffic conditions. In an emergency situation, the brakes must bring your CENTURION bike to a halt as quickly as possible.

In the event of such emergency brakings, the rider's weight shifts forward abruptly, thus reducing the load on the rear wheel. The rate of deceleration is primarily limited by the danger of the rear wheel losing contact with the ground, resulting in an overturning of the CENTURION bike and, secondly, by the grip of the tires on the road. This problem becomes particularly acute when riding downhill. Therefore, in case of an emergency braking you should try to shift your weight towards the rear and the ground as far as possible.



Actuate both brakes simultaneously and bear in mind that, due to the weight transfer, the front brakes can generate a far better braking effect on a surface with good grip.

The braking conditions on unpaved surfaces differ, i.e. overbraking the front wheel can make the wheel slip away. Make yourself familiar with the operation before you set off for the first time. Practice braking on different kinds of surface in an area free of traffic.

There are various types of brake systems that may be subject to the following problems:

**Rim brakes (e)** are liable to overheating as a result of too long braking or brake dragging. This can damage the inner tube or make the tire slip on the rim, causing a sudden loss of air which could lead to a serious accident in the process.

With **disc brakes (f+g)** prolonged braking or permanent dragging of brake pads can also lead to an overheating of the brake system. This can result in a reduction of the braking force or even brake failure. Risk of an accident!

When riding downhill, get used to braking hard and then releasing the brake again, whenever the road surface and the situation allows for it. If you are in doubt about the braking action, stop and let the brake system cool down.



Wet weather reduces the braking effect and the road grip of the tires. Be aware of longer stopping distances when riding in the rain, reduce your speed and actuate the brakes carefully.



Ensure that braking surfaces and brake pads are absolutely free of wax, grease and oil. Risk of an accident!



When replacing any parts, be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts **(h)**. Your CENTURION dealer will be pleased to help you.



Be sure to read the instructions of the brake manufacturers on this CENTURION CD-ROM before you start to readjust or to service the brake or before doing any work whatsoever.



The assignment of brake lever to brake caliper can vary, e.g. left lever acts on front brake. Have a look at the bike card and check whether the brake lever of the front brake is on the side you are used to (right or left). If it is not, ask your CENTURION dealer to switch the brake levers before you set off for the first time.



Be careful while getting used to the brakes. Practice emergency stops in a place clear of traffic until you are comfortable controlling your CENTURION bike. This can save you from having accidents in road traffic.

## Rim brakes

### V-brakes

#### Functioning and wear

V-brakes **(a)** have two brake arms mounted separately on either side of the rim. When actuating the brake lever, both arms are pressed together by the cable, the pads touching the rim.

The friction generated by braking causes wear to the brake pads as well as to the rims. Frequent rides in the rain and dirt and over hilly terrain can accelerate wear on both braking surfaces. Some rims are provided with wear indicators, e.g. grooves or circular indentations. If the rim is worn down to the point where the grooves or indentations are no longer visible, it needs to be replaced. Once the abrasion of the rim has reached a certain critical point, the rim may break under the tire pressure. This can make the wheel jam or the inner tube burst. Risk of an accident!

#### Functional check

Check whether the brake blocks **(b)** are perfectly aligned with the rims and are still sufficiently thick. You can judge the wear of the brake pads by the appearance of grooves. If the pads are worn down to the bottom of the grooves **(c)**, it is time to replace them. Be sure to observe the according instructions of the respective manufacturer.



**a**



**b**



**c**

See your CENTURION dealer and ask them to examine the remaining thickness of the rims when you have worn through your second set of brake pads at the latest. He has special measuring devices to determine the remaining thickness of the rims.

The brake pads must hit the rim simultaneously, first touching it with the front portion of their surface. At the moment of first contact the rear portion of the facing should be a millimeter away from the rim. Viewed from the top the brake pads form a “V” with the trough pointing to the front. This setting is to prevent the brake pads from screeching when applied. The brake lever must always remain clear of the handlebars. You should not even be able to pull them all the way to the handlebars in the event of an emergency stop. If this is the case, however, observe the following chapter “Synchronizing and readjusting”. Only a successful passing of all these points will ensure a correctly adjusted brake.



**Brake cables which are damaged, e.g. frayed, must be replaced immediately, as they can otherwise fail in a critical moment, possibly causing a crash!**



**Adjusting the position of the brake blocks relative to the rims requires a considerable degree of skill. Replacing and adjusting the brake blocks is a job best left to your CENTURION dealer.**



**Have your rims regularly inspected and measured by your CENTURION dealer.**



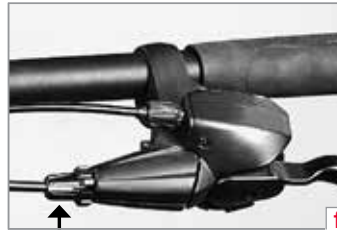
## Synchronizing and readjusting

Almost all brake designs have a bolt located next to one or both brake calipers for adjusting the spring preload **(e)**. Turn the bolt slowly and watch how the gap changes between brake pads and rim.

Adjust the spring in a way that with an unapplied brake the gaps are equal on either side and the brake pads touch the rim simultaneously during braking.

The position of the brake lever where the brake starts to act, also referred to as the pressure point, can be adjusted to the size of the hand as well as to individual convenience by readjusting the brake cable. Make absolutely sure you cannot pull the brake lever all the way to the handlebar grip.

With an unapplied brake the brake pads should not be too close to the rim sides, otherwise they could drag along the rim during riding. Before doing this adjustment, observe the notes in the chapter “Adjusting the brake lever reach”.



To readjust the brakes, unscrew the knurled lock ring located at the point where the brake cable enters the brake lever on the handlebars **(f)**. Unscrew the knurled, slotted adjusting bolt by a few turns. This reduces the free travel of the brake lever.

Keeping the adjusting bolt firm, tighten the lock ring against the brake lever unit. This prevents the adjusting bolt from coming loose by itself. Ensure that the slot of the bolt faces neither forward nor upward, as this would permit water or dirt to enter more easily.



**Always test the brakes' function when stationary **(g)** after adjusting them, making sure the brake pads engage fully with the rim when you pull them hard.**

## Disc brakes

### Functioning and wear

The most striking feature of disc brakes **(a-c)** is their outstanding braking effect. They respond a lot faster in wet conditions than rim brakes do and achieve their normal high braking power within a very short time. They require little maintenance and do not wear down the rims as rim brakes do. Disc brakes consist of the brake caliper, the rotor, the brake lines or cables as well as the brake lever unit **(d)**. Actuating the brake lever compresses the hydraulic pistons through hydraulic pressure or mechanically, pushing the brake pads against the rotor.



The friction generated by braking causes wear to the brake pads as well as to the rotors. Frequent rides in the rain and dirt and over hilly terrain can accelerate wear on both braking surfaces. Depending on the manufacturer and the model there are different ways of checking the brake pads and rotors for their wear limits.



**New brake pads have to be broken in until they reach their optimal braking power. Accelerate your CENTURION bike about 30 to 50 times to around 30 kmh and bring it to a halt each time. This procedure is finished, when the force required at the lever for braking has stopped decreasing. For more information see the instructions of the brake manufacturer on this CENTURION CD-ROM.**



Disc brakes get hot in use. For this reason do not touch the rotors directly after stopping, especially after a long downhill ride.



Dirty brake pads and rotors can lead to drastically reduced braking force. Therefore, make sure the brake remains free of oil and other fluids, especially when you clean your CENTURION bike or grease the chain. Dirty brake pads cannot be cleaned under any circumstances, they must be replaced! Rotors can be cleaned with special brake cleaners or with warm water and mild soap.

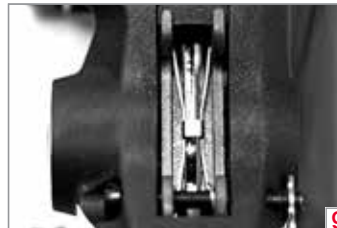


Unusual noises (scratching, chafing etc.) during braking and/or a noticeable change of the braking force (stronger or weaker) are indications that the brake pads are soiled or worn down. Check the brake pads and replace them, if necessary (e). Otherwise you risk further damage, e.g. to the rotor, or even an accident due to brake failure! If you are in doubt, contact your CENTURION dealer.

## Hydraulic disc brakes

### Functional check

Regularly check the lines and connections for leaks while pulling on the lever. Contact your CENTURION dealer immediately in the event of a brake liquid leakage. A leak in the brake lines can render the brake ineffective. Risk of an accident!



### Wear and maintenance

Check the pads for wear at regular intervals (f+g) by following the operating instructions of the respective manufacturer.



Loose connections or leaky brake lines drastically impair the braking effect. If you find leaks in the brake system or kinked lines, contact your CENTURION dealer immediately!



If your brake system works with DOT brake fluid, the latter needs to be replaced regularly according to the intervals prescribed by the manufacturer.



Do not open the brake lines. Brake fluid can be very unhealthy and damaging to the paint if it leaks out.



Read in any case the instructions of the brake manufacturer on this CENTURION CD-ROM carefully before removing the wheel or doing any maintenance work. Improper operation can lead to brake failure.

## Mechanical disc brakes

### Functional check

The more the brake pads of mechanical disc brakes wear down, the longer is the brake lever travel. Regularly check whether you get a positive braking response before the lever touches the handlebars. Make sure the brake cables are in sound condition!



**Damaged cables (a) should be replaced immediately, as they can snap. Risk of an accident!**

### Wear and maintenance

To a certain extent, the wear of the brake pads can be compensated for directly at the brake lever. Unscrew the knurled lock nut on the bolt through which the cable enters the grip and then unscrew the bolt until the lever has the desired travel (b). Retighten the lock nut by taking care that the slit of the bolt head does not face upward or forward, as this would permit an unnecessarily high amount of water or dirt to enter.

After readjusting check the functioning and make sure the brake pads do not drag when releasing the brake lever and spinning the wheel.



a



b

Repeated readjustment at the brake lever makes the arm on the brake caliper change its position. This can make the brake less effective and result in a complete brake failure in an extreme case. Risk of an accident!

Some models offer further ways of adjusting the brakes directly at the brake caliper, though this requires a certain amount of skill. Read the instructions of the brake manufacturer on this CENTURION CD-ROM carefully before adjusting the brake. If you are in doubt or if you have any questions, contact your CENTURION dealer.



**Repeated readjustment at the brake lever can drastically reduce the maximum braking effect.**



**Read in any case the instructions of the brake manufacturer on this CENTURION CD-ROM carefully before removing the wheel or doing any maintenance work. Improper operation can lead to brake failure.**

## The gears

### Derailleur gears

The gears **(e+f)** of your CENTURION bike serve to adjust the gear ratio to the terrain you are riding on and the desired speed.

A low gear (where in the case of derailleur gears the chain runs on the small chainwheel and a large sprocket) allows you to climb steep hills with moderate pedaling force. You must, however, pedal at a faster pace. High gears (large chainwheel, small sprocket) are for riding downhill. Every turn of the pedals takes you many meters forward at correspondingly high speed.



**CENTURION pedelecs have only one chainwheel (g). As a consequence there is no front derailleur and no shifter on the left handlebars.**



**Continue pedaling at reduced cadence during gear shifting, however, at clearly reduced pedaling force. In particular when shifting through the chainwheels continue pedaling slowly and without force.**



**With CENTURION pedelecs reduce the cadence and the pedaling force shortly before you start shifting. In doing so there is a short interruption of the drive. If you continue pedaling, the high chain forces could result in a chain failure.**



**Practice shifting gears in a place free of traffic (h) until you are familiar with the functioning of the levers or twist grips of your CENTURION bike.**



**Read the gear manufacturer's operating instructions on this CENTURION CD-ROM carefully and practice shifting gears until you are familiar with it before you set off for the first time.**

### Functioning and operation

Derailleur gears always work according to the following principle:

- Large front chainwheel
  - heavy gear – bigger transmission
- Small chainwheel (front)
  - easy gear – smaller transmission
- Large rear sprocket
  - easy gear – smaller transmission
- Small rear sprocket
  - heavy gear – bigger transmission

Normally the shifters are mounted as follows:

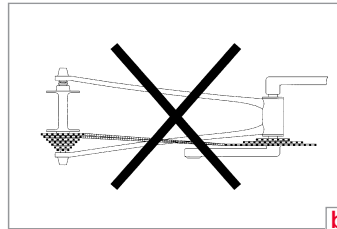
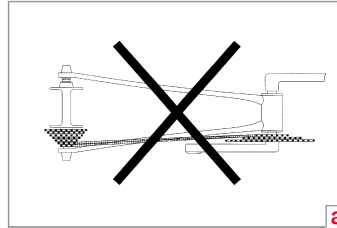
- Shifter right           – rear sprockets
- Shifter left            – front chainwheels

Modern mountain bikes can have up to 33 gears. As there are, however, overlapping ranges, actually 15 to 18 gears are usable. It is not advisable to use gears which involve an extremely oblique run of the chain, as this reduces power transmission efficiency and hastens wear of the chain. An unfavorable run of the chain is when the smallest chainwheel is used with one of the two or three outermost (smallest) sprockets **(a)** or when the largest chainwheel is used with one of the inmost (largest) sprockets **(b)**.

The bottom bracket **(c)** is the interface between cranks and frame. There are different designs, in some cases the bearing spindle is part of the bottom bracket, in some other cases it is integrated into the right crank. Sealed bottom brackets are maintenance free and delivered without play ex works. The bottom bracket in the frame must be checked for play at regular intervals.

Also check at regular intervals whether the cranks are firmly attached to the bearing spindle or whether there is play. Grab the crank and try to jiggle it forcefully. It must be absolutely free of play **(d)**. If you notice any play, contact your CENTURION dealer immediately.

Depending on the gear system, gear shifting is initiated by actuating a shifter **(e)**, a brake and shift lever unit or by a short turn of the wrist with twist grips. Continue pedaling during gear shifting, however, with reduced pedaling force.



Please find below the principles of the shifter types and their operation. It is, however, also possible that your new CENTURION bike has a gear system that is not listed below.

In the case of shifters pressing the large shifter (thumb shifter) **(f)** moves the chain towards the larger chainwheels/sprockets.

Therefore, shifting with the thumb of the right hand produces a lower gear. This is an indexed shifting system with the option of shifting several gears with one action. Actuating the large thumb shifter on the left produces a higher gear.

Pulling the small lever located in front of the handlebars from the rider's viewpoint and actuated with the index finger (index finger lever) **(g)** shifts the chain towards the smaller chainwheels/sprockets, i.e. on the right side to the higher gears and on the left side to the lower gears.

**i** Read in any case carefully the operating instructions of the gear manufacturer on this CENTURION CD-ROM. Make yourself familiar with your new gears in an area free of traffic, if necessary. If you are in doubt or if you have any questions, contact your CENTURION dealer.



Always wear straight-cut trousers or use trouser clips or the like, to make sure your trousers do not get caught in the chain or the chainwheels. Risk of an accident!



Shifting gears under load, i.e. while pedaling hard, can make the chain slip. At the front derailleur the chain may even slip off the chainwheels and result in an accident! At the very least the service life of the chain would be reduced considerably.



If there is play between bearing spindle and cranks, they can sustain damage. Risk of breakage!



Avoid gears which involve an extremely oblique run of the chain as this will increase wear!



It is crucial when switching gears to continue pedaling smoothly and without too much force. Do not shift under load, and in particular not at the front derailleur, as this will shorten the service life of your chain considerably. Furthermore, this can lead to a chain-suck, i.e. the chain can get jammed between chainstay and chainwheels.



## Checking and readjusting

The derailleur gears of your bike were carefully adjusted by your CENTURION dealer before delivery. However, Bowden cables may stretch a little over the first kilometers, making gear shifting imprecise and the chain rattle.

Adjusting the front and rear derailleur accurately is a job only for an experienced mechanic. If you want to try to do the adjustment on your own, observe in addition the operating instructions of the gear manufacturer on this CENTURION CD-ROM. Contact your CENTURION dealer if you have any problems with the gears.



For your own safety, bring your CENTURION bike to your CENTURION bike dealer for its first inspection after 100 to 300 kilometers, 5 to 15 hours of initial use or four to six weeks, and at the very latest after three months.

## Adjusting the rear derailleur

Increase the tension of the Bowden cable by turning the adjustable cable stop at the shifter lever **(a)** or the adjusting bolt through which it runs into the rear derailleur. To do so, shift to the smallest sprocket and turn the bolts counterclockwise in half turns until the cable is slightly tensioned.

After tensioning the Bowden cable check whether the chain immediately climbs onto the next larger sprocket. To find out you either have to turn the cranks by hand **(b)** or ride the CENTURION bike and shift through the gears **(c)**.

If the chain easily climbs onto the next larger sprocket, check whether it just as easily shifts to the small sprockets. If it does not, release the respective adjusting bolt a little. You may need several tries.



**Adjusting the front and rear derailleur accurately is a job for an experienced mechanic. Observe in any case the operating instructions of the gear manufacturer on this CENTURION CD-ROM. If you have any problems with the gears, contact your CENTURION dealer.**



**Ask a helper to lift the rear wheel or mount the CENTURION bike in a workstand. By turning the cranks and shifting through you can easily check the function.**



## Adjusting the limit stops

The rear derailleur is equipped with limit screws **(d)** which limit the movement range of the derailleur, thus preventing the derailleur and chain from colliding with the spokes or the chain from dropping off the smallest sprocket. The limit screws are adjusted by your CENTURION dealer. They do not alter their position during normal use.



**Be sure to do a test ride in an unfrequented place after adjusting the gears.**

If necessary, correct the position by means of the limit screws. The limit screws on rear derailleurs are often marked "H" for high gear and "L" for low gear. "High gear" means that the chain is running on the smallest sprocket. Turn the screw clockwise to shift the rear derailleur towards the wheel and counterclockwise to shift it away from the wheel.

Shift to the biggest (inmost) sprocket and check whether the teeth of the sprocket and the teeth of the guide pulley are all in a perfectly vertical line. Turn the limit screw marked "L" clockwise until the rear derailleur stops moving towards the spokes and can neither be moved by actuating the shift lever nor by pushing it with your hand.

This adjustment prevents the chain from getting stuck between sprocket and spokes or the rear derailleur or the derailleur cage from touching the spokes, which could result in damage to the spokes, the rear derailleur and the frame. In the worst case, it could be impossible to continue cycling.





If your CENTURION bike has tipped over or the rear derailleur received a blow, the rear derailleur or its mount, also referred to as the derailleur hanger, might be bent. It is advisable to check its range of movement and readjust the limit screws **(e)**, if necessary, after such an incident or after mounting a new rear wheel on your bike.



Be sure to do a test ride in an unfrequented place after adjusting the gears.



Let your CENTURION dealer maintain and service your CENTURION bike regularly.

### Adjusting the front derailleur

The range within which the front derailleur keeps the chain on the chainwheel without itself touching the chain is very small. The movement range is reduced in the same way as with the rear derailleur, i.e. by turning the limit screws **(f)** marked "H" and "L". The limit screws are adjusted by your CENTURION dealer. They do not alter their position during normal use.



As with the rear derailleur, the cable of the front derailleur **(g)** is subject to lengthening which leads to a reduced precision in gear changing. If necessary, shift to the small chainwheel and increase the tension of the Bowden cable by turning the adjusting bolt through which it passes at the entry to the gear shifter **(h)**.



Always check after an accident whether the guide plates of the front derailleur are still parallel to the chainwheels. Make sure they do not touch the large chainwheel which would block the drive. Risk of an accident!



Adjusting the front derailleur is a very delicate job. Improper adjustment can cause the chain to jump off, thus interrupting the power train. This can cause an accident!




Be sure to do a test ride in an unfrequented place after adjusting the gears.


## Chain – care and wear

Regular and correct lubrication of your bike's chain makes for enjoyable riding and prolongs its service life. It is not the quantity, but the distribution and regular application of lubricant that counts. Clean the dirt and oil off your chain with a slightly oily rag from time to time **(a)**. Special degreasers are not necessary; they even have a damaging effect.

Having cleaned the chain as thoroughly as possible, apply chain oil, wax or grease **(b)** to the chain links. To lubricate the chain, drip the lubricant onto the rollers of the lower run of the chain while you turn the crank. Once this is done, turn the cranks a few more times; then let your CENTURION bike rest for a few minutes so that the lubricant can disperse. Finally wipe off excess lubricant with a rag so that it does not spatter around during riding or can collect road dirt.



 **Make sure the braking surfaces of the rims, the rotors and the brake pads remain clear of lubricants, as the brakes will fail otherwise!**


 **For the sake of the environment, only use biodegradable lubricants. Bear in mind that some of the lubricant can end up on the ground, especially in wet conditions.**


## Chain maintenance

Although the chain is one of the wearing components of your CENTURION bike, there are still ways for you to prolong its life. Make sure the chain is lubricated regularly, especially after riding in the rain. Try to only use gears which run the chain in the straightest line between the sprockets and chainwheels and get in the habit of high cadence pedaling.

The chains of bikes with derailleur gears are worn out after approx. 1,000 to 3,500 km or 50 to 125 hours of use. Heavily stretched chains impair the operation of derailleur gears. Cycling with a worn-out chain also accelerates the wear of the sprockets and chainwheels. Replacing these components is relatively expensive compared with the costs of a new chain. It is therefore advisable to check the condition of the chain at regular intervals.

Your CENTURION dealer has accurate measuring instruments to check the chain wear **(c)**. Replacing the chain should ideally be left to an expert, as this requires special tools. In addition, you need to select a chain matching your gear system.

 **An improperly riveted or heavily worn chain can break and throw you off your bike.**

 **When replacing your chain, only use appropriate and suitable original spare parts **(d)**. Your CENTURION dealer will be pleased to help you.**

## The wheels and the tires

The wheel consists of the hub, the spokes and the rim. The tire is mounted onto the rim so that it encases the tube in the case of the most common system, i.e. the clincher or folding tires. There is a rim tape running around the rim well **(e)** to protect the sensitive tube against the edges of the rim trough, which are often sharp.

Another common system comprises tubeless tires which require specific rims without boreholes and firmly screwed valves.

The wheels are subjected to considerable stress through the weight of the rider and any carried baggage as well as through bumpy road surfaces and terrain. Although wheels are manufactured with great care and delivered accurately trued, spokes and nipples can lose a little tension on the first kilometers. Ask your CENTURION dealer to check and true up the wheels after you have bedded them in over about 100 to 300 kilometers or 5 to 15 hours of use.

After the bedding-in period, check the wheels regularly. It will, however, rarely be necessary to tighten the spokes **(f)**.



**Truing (retruing) wheels is a difficult job which you should definitely leave to your CENTURION dealer.**



**e**



**f**



**g**



**h**

## Tires, inner tubes, rim tape, inflation pressure

The tires should provide grip and traction. At the same time they should run smooth and enhance the rider's comfort by absorbing small shocks. Both the rolling friction and the grip depend on the nature of the tire carcass, the rubber compound and the tire tread. Your CENTURION dealer would be glad to help you choose from the numerous types of tires **(g)**.

If you want to mount a new tire, you need to mind the sizing system and the actual size of the old tire. The latter is specified in two different units on the side of the tire. One of the sizes is the standardized size in millimeters which is more precise, e.g. the number sequence 57-622 means that the tire is 57 mm wide when fully inflated and has an inner tire diameter of 622 millimeters. The other size is indicated in inches (e.g. 29x2.25") **(h)**.

The tires must be inflated to the proper inflation pressure to provide an optimal compromise between smooth running and riding comfort. Properly inflated tires are also more resistant to punctures. An insufficiently inflated tire can easily get pinched (“snake-bite”), when it goes over a sharp curb.

The air pressure recommended by the manufacturer is given on the tire side or on the type label **(a)**. The lower of the two pressure specifications makes for better cushioning for lightweight riders and is therefore best for cycling on a rough surface. Rolling resistance on level ground decreases with growing pressure, but so does comfort. Highly inflated tires are therefore most suitable for heavy riders and for riding on tarred roads. Therefore, adjust the pressure to your weight and your riding habits.

Inflation pressure is often given in the old system of units, i.e. in psi (pounds per square inch). The table **(b)** gives the most common pressure values in terms of both systems.

Clincher and folding tires and rim alone are not able to hold the air. Therefore, an inner tube is placed inside the tire to maintain the air pressure and the tube is filled via a valve.

The rims of clincher and folding tires require, in general, a high-value rim tape. This rim tape protects the inner tube from the braking heat which could make the tire burst.



| psi | bar | kPa |
|-----|-----|-----|
| 80  | 5.5 | 550 |
| 90  | 6.2 | 620 |
| 100 | 6.9 | 690 |
| 110 | 7.6 | 760 |
| 120 | 8.3 | 830 |



Replace tires with a worn tread or with brittle or frayed sides. Dampness and dirt penetrating the tire can cause damage to its inner structure. The tube might burst. Risk of an accident!



If you mount a new tire with another size than the standard tire mounted, there is the risk of a toe overlap when riding at reduced speed, i.e. that the fork collides with the front wheel. Also observe the clearance between fork and frame. Risk of an accident!



Treat your tires with care. Always ride your bike with the prescribed tire pressure and check the pressure at regular intervals, at least once a week **(c)**. Riding with too low or too high air pressure may make the tire come off the rim or burst.



Observe the maximum pressure value of the rim. The pressure is dependent on the tire width. You can find the values in the operating instructions of the rim or wheel manufacturer on this CENTURION CD-ROM.



Please note that a pedelec weighs more and that your usual tire pressure may be insufficient. A higher pressure gives a better riding stability and reduces the risk of a puncture. The minimum and maximum pressure (in bar or psi) is indicated on the tire side.



**Clincher and folding tires allowing an inflation pressure of five bars or more have to be mounted on hook bead rims, identifiable by the designation “C”.**

## Valves

The following valve type is usual on mountain and cross bikes:

Sclaverand or Presta valve **(d)**: This valve is nowadays used on almost all types of bikes. It is designed to withstand extremely high pressures.

All valve types come with a plastic cap to protect them from dirt.

With Presta valves you first have to undo the small knurled nut a little and depress it carefully until air starts to escape. Check the valve core is tightened and seated in its stem, otherwise air may slowly leak out. Do not forget to tighten by hand the valve nut after inflating.

It can be hard to inflate tires to the necessary pressure by using hand pumps. It is much easier with a track pump equipped with a pressure gauge **(e)**.



## Rim trueness and spoke tension

For the true running of the wheel it is imperative that the tension exerted by the spokes is distributed evenly around the rim. If the tension of a single spoke changes, e.g. as a result of riding fast over a curb or of a loose nipple, the tensile forces acting on the rim become unbalanced and the wheel will no longer run true. The functioning of your CENTURION bike may even be impaired before you notice the wobbling appearance of a wheel that has gone out of true.

With rim brakes the sides of the rims also serve as braking surfaces. An untrue wheel can impair your braking effect. It is therefore advisable to check the wheels for trueness from time to time. For this purpose lift the wheel off the ground and spin it with your hand. Watch the gap between the rim and the brake pads. If the gap varies by one millimeter or more, you should ask your CENTURION dealer to true up the wheel **(f)**.



**Do not ride with untrue wheels. In the case of extreme side-to-side wobbles, the brake pads of rim brakes can miss the rim and get caught in the spokes! This normally instantly jams the wheel and throws you off your bike.**



**Loose spokes must be tightened at once. Otherwise the load on the other spokes and the rim will increase.**



**Truing (retruing) wheels is a difficult job which you should definitely leave to your CENTURION dealer.**

## Tire puncture

Flat tires are the most common cause of puncture during cycling. However, as long as you have the necessary tools and a spare tube or a repair kit, this need not mean the end of your cycle ride. If your wheels are attached with quick-releases to the frame and the fork, you only need two tire levers and a pump (a).



Before removing a wheel, read the chapters “Mounting wheels” and “How to use quick-releases and thru axles”.

If you are in doubt or if you have any questions, contact your CENTURION dealer.

## Dismounting wheels

If your bike has mechanical rim brakes (V-brakes), you first have to unhook the brake cable from the brake arm (b). To do this, grip the rim with one hand and press the brake pads and/or arms together. In this position the brake hose can easily be unhooked.

If you have disc brakes (hydraulic or mechanic), check the position of the brake pads through the inspection window (c). In this way you will be able to tell later whether the brake pad is still in its proper position. Read the operating instructions of the brake manufacturer on this CENTURION CD-ROM.

If you have derailleurs gears, you should shift the chain to the smallest sprocket before removing the rear wheel. This shifts the rear derailleur right to the outside where it doesn't interfere with the removal of the wheel. Open the quick-release of the wheel, as described in the chapter “How to use quick-releases and thru axles”.



a



b



c



d

If you cannot remove the front wheel after releasing the lever, this is due to the drop-out safety tabs. They come as metal catches which engage with recesses in the drop-outs. Just release the quick-release adjusting nut a little and slip the wheel past the tabs. You will find it easier to remove the rear wheel, when you pull the rear derailleur slightly backwards (d). Lift your CENTURION bike a little off the ground and give the wheel a light blow with your hand so that it drops out.



Rotors can become hot, so let them cool down before removing a wheel.



If you purchased a CENTURION bike with hydraulic disc brakes, never turn your CENTURION bike upside down for repair work, i.e. with the handlebars and saddle underneath. Otherwise the brake can fail.



Never pull the (disc) brake lever while a wheel is removed and always make sure that you fit the safety locks (e) before removing the wheel.



Observe the instructions of the brake and gear manufacturers on this CENTURION CD-ROM.

## Clincher and folding tires

### Dismounting tires

Remove the cap and the fastening nut off the valve and deflate the tire completely **(f)**. Press both tire sides from the rim side towards the center of the rim. This will ease the removal.



Apply a plastic tire lever to one bead of the tire about 5 cm beside the valve and lever the tire out of the rim in this area **(g)**. Hold the tire lever fast in its position. Slip the second tire lever between rim and tire at a distance of about 10 cm on the other side of the valve and lever the next portion of the bead there over the edge of the rim.



After levering a part of the tire bead over the edge of the rim you should normally be able to slip off the whole tire on one side by moving the tire lever around the whole circumference. Now you can remove the inner tube. Make sure the valve does not get caught in the rim, as this can damage the inner tube. If necessary you can remove the whole tire by pulling the other tire bead off the rim.



Repair the puncture according to the instructions of the repair kit manufacturer or replace the inner tube.

When you have removed the tire, you should also check the rim tape **(h)**. It should lie squarely in the rim trough, covering all spoke nipples, and should neither be damaged nor brittle.



In the case of double wall rims the tape must cover the entire rim base, but it should not be so broad as to stand up along the inside edges of the rim trough. Rim tapes for this type of rim should only be made of fabric or durable plastic. If you are in doubt or if you have any questions, contact your CENTURION dealer.



**If the fabric of the tire is destroyed by the perforating object, replace the tire to be on the safe side.**



**Replace spoilt rim tapes immediately.**



**If you get a puncture en route, inflate the inner tube and bring it close to your ear. In most cases you can hear the air coming out. At home you can help yourself with a bucket of water where you can locate the hole by the bubbles. When you have found the hole, look for the corresponding place on the tire and check it, as well. Often you will find the foreign body sticking in the tire. Otherwise another puncture can occur.**

## Mounting tires

When mounting a tire make sure that no foreign matter such as dirt or sand gets inside the tire and that you do not damage the inner tube in the process.

Slip one bead of the tire onto the rim. Using your thumbs, press one bead over the edge of the rim and then around the entire circumference. This should normally be possible without using tools.

Stick the valve of the inner tube through the hole in the rim **(a)**. Inflate the inner tube slightly so that it becomes round and push it into the tire all the way round. Make sure not to leave any folds in the inner tube.

To finish mounting the tire, start at the opposite side of the valve. Using your thumbs, press as much of the second bead of the tire over the edge of the rim as you can.

Make sure the inner tube does not get pinched and squashed between the tire and the rim. You can prevent this by pushing the inner tube into the hollow of the tire with a finger as you work along **(b)**.

Work the tire into the rim by approaching the valve symmetrically from both sides. Towards the end, you will have to pull the tire vigorously downwards **(c)** to make the already mounted portion of the tire slip towards the deepest part of the rim well. This will ease the job noticeably on the last centimeters.



Before fitting the tire completely on the rim check again whether the inner tube lies properly inside the tire and press the last stretch of tire over the edge of the rim using the balls of your thumbs.

If this does not work, you will have to use the tire levers **(d)**. Make sure that the bent ends point towards the inner tube and that the inner tube does not get damaged.

Push the valve subsequently a little into the tire **(e)** so that the inner tube does not get caught between the rim and the tire beads. Check whether the valve stands upright. If not, dismount one bead again and reposition the inner tube.

To make sure the inner tube does not get pinched between the rim and the tire beads, move it sideways back and forth between the sides of the rim. While doing so, also check whether the rim tape has shifted.

Inflate the tube to the desired pressure. The maximum pressure is indicated on the side of the tire.

Check whether the tire is properly seated by inspecting the fine witness line **(f)** on the tire just above the rim edge. This line should be even to the rim all around the tire. If it is not, deflate the tire a little and check again. Starting from the maximum tire pressure you can now reduce the pressure through the valve to suit your needs. Please observe the recommended tire pressure range **(g)**.



## Tubeless tires (UST tires)

### Dismounting tires

Deflate the tubeless/UST tire completely **(h)**. Press the tire from one side towards the center of the rim, until the tire bead is loose in the rim base. Lever this tire side completely over the rim side or the rim edge and start on the side opposite of the valve. Do not use tire levers to prevent any damage of the sensitive sealing lip on the tire bead! Press the other tire side into the rim base and remove it from the rim only when the entire tire side is pulled over the edge of the rim.

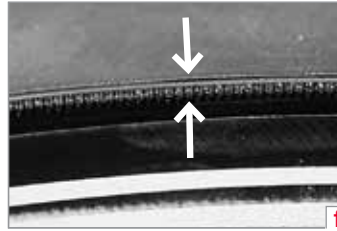
### Repair

In case of a puncture, tubeless tires can also be used with inner tubes. First remove the perforating object, as far as available, from the tire and remove the valve from the rim. Insert a slightly inflated new inner tube into the tire. Mount the tire as described below.

For tubeless tires there are special patches which are mounted on the inner side. If necessary, you can also use a conventional repair patch. Observe in any case the operating instructions of the repair kit manufacturer.



**Improper mounting can lead to malfunctioning or tire damage. Therefore, it is essential to follow the instructions of the component manufacturer on this CENTURION CD-ROM.**



### Mounting tires

Before mounting a tire make sure it is free of dirt and lubricant on the inside and around the tire bead. Do not use tire levers! To prevent any damage, wet both tire beads all around with soapy water or with tire mounting lubricant – or at least with water – and press the tire with your hands onto the rim, as you do in the case of clincher and folding tires.

Start by levering one tire bead completely over one rim edge and then the other. Press both tire beads all the way around into the well of the rim and ensure that the special valve is centered between the tire beads.

Press onto the tire from above over the entire circumference of the tire.

Pump up the tire with a compressor or a CO<sub>2</sub> cartridge up to its maximum air pressure so that it can seat properly on the rim. The permissible pressure is normally shown on the side wall of the tire. Loud plopping noises can be heard during the seating process. Do not be worried!

Check whether the tire is properly seated by inspecting the fine witness line on the tire just above the rim edge. This line should be even to the rim all around the tire.

Starting from the maximum tire pressure you can now reduce the pressure through the valve to suit your needs. Please observe the recommended tire pressure range.



**Tubeless tires may only be mounted on a UST rim or wheel.**

## Mounting wheels

To mount a wheel follow the reverse procedure of wheel dismounting. Make sure the wheel is correctly seated in the drop-outs and accurately centered between the fork legs **(a)** or the rear and chainstays. Make sure the quick-release **(b)** and the drop-out safety tabs are correctly seated. For more information see the chapter “How to use quick-releases and thru axles”.

If you have cantilever brakes hook up the brake cable at the brake arm **(c)**. To do this, grip the rim with one hand and press the brake pads and/or the brake arms together. In this position the metal tube can easily be engaged.



If you have disc brakes, check before mounting the wheel whether the brake pads rest snugly in their seats in the brake caliper body. The gaps between the brake pads and the wheel should be parallel and the wear indicators in their correct position.

Make sure that you push the brake disk between the brake pads. After mounting the wheel and tightening the quick-release, pull the brake lever (several times, if you have disc brakes).

After mounting the wheel and tightening the quick-release, pull the brake lever (several times, if you have disc brakes) **(d)**. To do so lift your CENTURION bike off the ground and spin the wheel with your hand. With the wheel spinning the rotor should not drag along the brake caliper or the brake pads and the rim should keep off the (rim) brake pads.



**Immediately put back the brake cable of rim brakes after having mounted the wheel!**



**Before setting off again check that the brake surfaces and/or rotors are still free of grease or other lubricants after the wheel mounting.**



**Check whether the brake pads hit the rotors or brake surfaces of the rims. Check the seating of the wheel attachment. Always do a brake test as described in the chapter “Before every ride”!**

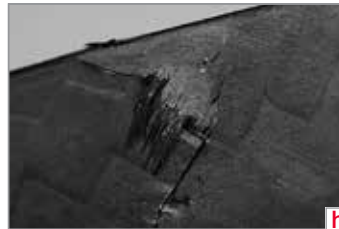
## Special characteristics of carbon

Special characteristics of components made of carbon-fiber-reinforced plastics, also referred to as carbon or CRP, need to be taken into account.

Carbon **(e)** is an extremely strong material which combines high resistance with low weight. After overstress, however, carbon components, unlike metal parts, do not necessarily show durable or visible deformation even though some of the fibers may be damaged.

It is very dangerous to continue using the carbon component after an impact or undue stress, as it may fail without previous warning thereby causing an accident with unforeseeable consequences. For this reason we recommend that you have the component, or to be certain, the entire CENTURION bike checked by your CENTURION dealer after every incident, such as e.g. a crash.

Replace a damaged component **(f-h)** at once! Prevent further use by taking appropriate measures, i.e. saw the component into pieces. Damaged carbon frames can possibly be repaired. Contact your CENTURION dealer.



Carbon components must not be exposed to temperatures higher than 80° Celsius / 176° Fahrenheit. Therefore, never have a carbon component enameled or powder-coated. The temperatures required for enameling or powder-coating could destroy the component. Do not leave carbon fiber components near a source of heat or in your car during hot or sunny weather.

Carbon components have, like all lightweight bike components, a limited service life. For this reason, have the stem and the handlebars checked at regular intervals (e.g. every three years), even if they have not experienced any undue stress, such as an accident.

When you intend to transport your CENTURION bike in the boot of your car, be sure to protect the bike or the carbon frame and components. Blankets, foam tubes or the like are a suitable padding to protect the sensitive material from damage.

Do not place any bags on your CENTURION bike lying in your car.

Always park your CENTURION bike carefully and make sure it does not topple over. Carbon frames and components may already sustain damage by simply toppling over and thereby hitting e.g. a sharp edge.



If carbon components on your CENTURION bike produce any creaking or cracking noises or show any external sign of damage, such as gouges, cracks, dents, discolorations etc., do not use the CENTURION bike any longer. Contact your CENTURION dealer immediately; he will check the component thoroughly.



Do not combine carbon handlebars with bar ends, unless they are specifically approved. Do not shorten carbon handlebars or clamp the brake levers and shifters more in the middle than indicated or needed. Risk of breakage!



Make sure all carbon clamping areas are absolutely free of grease and other lubricants! Grease will penetrate the surface of the carbon material, thereby reducing the coefficient of friction. This will no longer provide reliable clamping within the prescribed torque values. Once greased, carbon components may never again ensure reliable clamping! Use a special carbon assembly paste **(a)** instead as offered by various manufacturers.



Most clamps of bike carrier systems are potential sources of damage to large-diameter frame tubes! As a result thereof carbon frames can fail during use without previous warning. However, there are special-purpose models which are suitable available in the car accessory trade. Inform yourself there or ask your CENTURION dealer for advice.



Do not clamp a carbon frame or seat post in the holding jaws of a workstand! The components may sustain damage. Mount a sturdy (aluminum) seat post **(b)** instead and use it to clamp the frame, or choose a work stand that holds the frame at three points inside the frame triangle or that clamps the fork and bottom bracket shell.



Protect the exposed areas of your carbon frame (e.g. the head tube and the underside of the down tube) against rubbing cables or stone chips with special pads **(c+d)** your CENTURION dealer keeps for sale.



Carbon fiber components are particularly vulnerable to damage caused by excessive clamping force. Carbon assembly paste creates extra friction between two surfaces, allowing the necessary torque value to be reduced by up to 30 %. This is especially useful in the clamping areas of handlebars and stem, steerer tube and stem and seat post and stem, i.e. three areas where too much clamping force can damage either component causing component failure or voiding the warranty. By reducing the clamping force, carbon assembly paste relieves stress on sensitive carbon surfaces, preventing damage to fibers or the cracking of the carbon substructure.

## The headset

The headset **(e)** connects the fork to the frame, but allows it to move freely. It must afford virtually no resistance to moving, if your CENTURION bike is to go straight, stabilizing itself as it runs. The shocks caused by uneven road surfaces expose the headset to considerable levels of stress. In this way it can become loose and maladjusted.



**Riding the bike with a loose headset greatly increases the stress on the fork and the bearings. This can lead to damage to the fork. Risk of an accident!**



## Checking and readjusting

Check the headset for play by placing your fingers around the upper head tube race **(f)**.

Bring your weight to bear on the saddle, pull the front brakes with your other hand and push the CENTURION bike firmly back and forth with the wheel remaining on the ground. If the bearing has play, you will feel the upper head tube race moving in jerks relative to the lower head tube race - visible as a small gap in between the head tube races **(g)**.

To check the bearing for ease of running, lift the frame until the front wheel is suspended in the air **(h)**. The handlebars should turn from far left to far right without feeling roughness or tightness at any point. With a gentle tap on the handlebars the fork should turn easily from the middle position.

If you face any problems during the test, contact your CENTURION dealer.



**Adjusting the headset requires a certain amount of experience and should therefore be left to your CENTURION dealer.**

## Threadless headsets – Aheadset®

This headset system is characterized by the fact that the stem is not in the fork steerer tube but clamps it from outside. Hence the stem is an important constituent part of the headset, clamping it therefore also sets the adjustment. You generally only need one or two Allen keys and a torque wrench to adjust an Aheadset®.

Release the clamping bolt(s) located on the side of the stem by one to two turns **(a)**. Gently tighten the countersunk adjusting bolt on top a little, e.g. by a quarter turn **(b)**, by using an Allen key.

Align the stem so that the handlebars are not slanted. Make sure the front wheel is in line with the top tube and the stem. Tighten up the stem clamping screws. Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values in the chapter “Recommended torque settings”, directly on the components and/or in the operating instructions of the component manufacturers on this CENTURION CD-ROM.

Check the headset for play as described above **(c)**. Take care not to tighten the bearing too much, as this could easily destroy it.



Bear in mind that by overtightening the bolts the stem can crush the steerer tube. In particular, models with a carbon fork steerer tube react very sensitively to overloading as a result of overtightening the shaft clamp at the stem. Risk of breakage! Make sure the clamping area is absolutely free of grease when any of the clamping faces is made of carbon. If necessary, use carbon assembly paste in the clamping areas to ensure maximum clamping.



Check the secure seat of the stem by taking the front wheel between your legs and trying to turn the handlebars and stem relative to the wheel **(d)**. A loose stem can cause bad accidents.



Never change the preloading mechanism in the inside of the fork steerer tube. Never install a star nut in carbon fork steerer tubes.



Do not overtighten the upper bolt, it only serves to adjust the headset play.



There can be several reasons why the bearings cannot be adjusted. If you are not absolutely sure, ask your CENTURION dealer for help.

# Suspension

## Glossary

### Suspension fork

Bicycle fork (e) absorbing and damping shocks through moving components. The most common among these forks are the telescopic suspension forks. What is designated as stanchion tubes are the thinner tubes press fitted or screwed to the fork crown of a telescopic fork. What is designated as lower leg are the lower tubes in which the stanchion tubes slide in.

### Rear shock

The rear shock (f) is the element combining the spring as well as the damping in the rear frame of a full suspension bike. Often the rear shock is also designated as shock absorber.

### Spring rate or hardness

The force that is required to compress the spring by a certain suspension travel – measured in Newton per millimeter (N/mm) or pound per inch (lbs/in). A higher spring rate requires more force for the travel. In pneumatic spring elements this corresponds to a higher pressure.



### Spring preload

In the case of the widespread air suspension systems, the air pressure in the fork (g) is crucial for the spring rate and the spring preload. Observe the recommendations of the manufacturers. Within a certain range a preload can be applied to the coil springs. Then the suspension only reacts when a greater load is applied. However, the spring rates are not changed as a result. Heavy riders cannot compensate a too low spring rate with a higher preload.

### Negative suspension travel (“sag”)

The suspension travel that is taken up by the rear structure or the fork when the rider takes up his or her usual riding position at a standstill. This is usually specified as a percentage of the overall suspension travel.

### Suspension travel adjust

In most case the suspension travel of the suspension fork is reduced by turning a knob. There are some forks where the reduction is only realized after a deep spring compression. In the case of full suspension rear frames this is typically done by screwing off segments on which the rear shock is mounted or by loosening or readjusting screws.

### Compression damping (h)

In most cases a blue adjusting knob. Delays or brakes the initial compression. Prevents the suspension fork from bottoming out when compensating very fast impacts. Especially high-quality suspension elements distinguish between “high speed” (for hard impacts = rapid spring compression) and “low speed” (for slow compression, e.g. bouncing when riding out of the saddle) compression damping.

### Rebound damping (a)

In most cases a red adjusting knob. Delays or brakes the rebound. Prevents bike bobbing.

### Lockout (b)

In most cases a lever on the suspension element or the handlebars.

A device to block the fork or the rear shock so that the suspension element does not cause bob when riding on tarred roads or smooth surfaces. Not to be used off road.

### Platform damping (c)

Increases the (low speed) compression damping rate and suppresses bobbing. As opposed to the lockout function, the suspension is not blocked completely.



## Suspension forks

Most mountain bikes and pedelecs are equipped with suspension forks (d). This feature gives you better control of your bike when riding cross-country or on rough road surfaces and ensures more ground contact for the tire. It noticeably reduces the strain on you and your bike caused by the mechanical shocks from the terrain.

Suspension forks differ in their types of spring elements and damping. Suspension forks normally work with air spring elements or less often with coil springs. Damping is usually done by oil.



**Suspension fork manufacturers normally include instructions with their deliveries. Read them carefully before changing any settings or doing any maintenance work on your suspension fork. You can find the instruction of the suspension fork manufacturer on this CENTURION CD-ROM.**



**Also observe the suspension glossary at the beginning of this chapter.**



## Adjusting the spring rate

To work perfectly, the suspension fork has to be adjusted to the weight of the rider, the sitting posture and the intended use. Be sure to have this adjustment carried out by your CENTURION dealer at the time of delivery.

Note in general that the suspension fork must give in a little even when you are just sitting on the bike – this is the so-called negative suspension travel or sag **(e)**.

If you ride over a pothole the spring is decompressed and the suspension fork compensates for the unevenness. If the air pressure or the spring preload is too high, this effect is lost because the suspension fork is already fully extended. This means that an important comfort and safety factor is lost if the tire briefly loses contact with the ground.

In general, cross-country and marathon racers prefer a shorter negative suspension travel (sag), freeriders or downhillers riding often in rough terrain prefer a longer one. In the case of cross-country and marathon bikes the suspension fork should yield by 15-25 % of the maximum suspension travel, in the case of all mountain, enduro and freeride bikes by 25-35 %.

To measure the travel you can use the rubber ring mainly located on the thinner, plunging tube of the suspension fork. If there is no rubber ring, tie up a cable tie around one of the stanchion tubes. Make sure it is not too tight, you should still be able to move it, it should however not slip by itself.



Put on your usual riding clothing (including if necessary a packed rucksack), sit on your bike and bring yourself into the usual riding position. Lean against a fixed object (railings, wall etc.) and make sure you do not fall over. Ask a helper to move the rubber ring or the cable tie downwards against the dust seal at the lower leg **(f)**.

Get off your bike so that the fork does not compress any more. The distance between the rubber ring/wiper and the cable tie is the negative suspension travel, or sag **(g)**. Compare it against the total suspension travel (as specified by the manufacturer) to determine whether the suspension should be set to be harder or softer.

With pneumatic suspension forks the spring rate is set by the air pressure in the fork. The pressure must be set before the first ride by means of a special high-pressure pump with pressure gauge **(h)** and modified later as required due to changes in the weight of the rider and/or load.

Note the appropriate setting values and check them subsequently at regular intervals. Always follow the recommendations of the manufacturer and never exceed the maximum air pressure for the suspension fork. Always make a test ride after each change to the settings.

In the case of most suspension forks with coil springs a preload can be applied to the springs within tight limits by turning a knob at the top of the fork crown **(a)**. If that is not possible and the desired negative suspension travel (“sag”) cannot be set, the coil springs must be replaced by harder or softer models. The replacement is a job for the CENTURION dealer.



When replacing any parts, be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts. Your CENTURION dealer will be pleased to help you.

Always make a test ride over terrain with various surfaces **(b-d)** after each change to the settings. Check afterwards the position of the rubber ring/cable tie. Its distance from the wiper is the maximum suspension travel that you have used. If the rubber ring/cable tie has moved by even a few millimeters, the setting of the forks is too hard. Reduce the pressure, or, in the case of coil springs, the spring preload. If that brings no improvement, have the springs replaced.



If the rubber ring/cable tie has shifted over the entire length of the tube or if the fork audibly bottoms out and hits the top repeatedly when riding off-road or on bad roads, the setting of the springs is too soft. In the case of air-suspension forks the pressure must be increased. In the case of steel coils, have them replaced by your CENTURION dealer.



Suspension forks are designed in a way to absorb shocks. If the fork is too rigid and jammed, the terrain-induced shocks pass in the case of some suspension forks directly into the frame without any damping. The frame is normally not designed to withstand such undamped stresses. If your suspension has a lockout mechanism, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks).



The suspension fork should be set up and adjusted in a way that it does not reach the end of its travel, i.e. bottoms out, unless in extreme cases. A spring rate which is too soft (too low air pressure) can usually be heard or felt as a “clunk” type noise. This noise is caused by the sudden complete compression of the suspension fork as it reaches bottom out. If the suspension fork frequently reaches bottom out, it will fail over time, and so will the frame.



In case of inquiries, contact your CENTURION dealer or follow the respective instructions in the operating instructions of the suspension fork manufacturer on this CENTURION CD-ROM.

## Readjusting the suspension travel

Normally, you cycle with the maximum suspension travel of your suspension fork. This provides maximum cycle fun and utmost control over the mountain bike.

When climbing steeper hills the suspension travel can be limited by readjusting the suspension travel; the cockpit of your bike is then a little bit lower. Make use of this lowering device mounted on your fork to sit in a more flat position when climbing hills. In this position the risk of overturning rearward is reduced.

Turn the “travel” or “travel adjust” **(e)** knob on your fork in the indicated direction of rotation. Most forks are marked either with plus (“+”) **(f)** and minus (“-”) **(g)** indications or actual millimeter values for the suspension travel.

There are some forks where the reduction is only realized after a deep spring compression. In the case of these suspension forks lean over the handlebars and apply pressure from the top once to activate the system.

On level ground and in particular downhill you have to set back the adjustment of the fork so that you can use the suspension travel to the full.

Turn the knob in the opposite direction. If necessary, lean again over the handlebars and compress the fork deeply so that the full travel is reactivated.



Do not ride with reduced suspension travel in rough terrain and in particular not downhill!



For more information on readjusting the suspension travel, see the operating instructions of the suspension fork manufacturer on this CENTURION CD-ROM.

## Adjusting the damping

The damping is adjusted by valves inside. When the oil is forced through these valves this slows down the speed with which the suspension fork is extended or compressed and prevents the suspension “bouncing” after hitting an obstacle. This is how the reaction to obstacles can be optimized.

Suspension forks with adjustable **rebound damping** have an adjusting knob (mostly red) to slow down or accelerate the rebound movement **(h)**. If a second (mostly blue) knob is available, the compression speed can be set and/or the lockout function can be activated.

Start the setting with a completely open damping (rebound and compression on “-”). Take hold of the handlebars with both hands and pull the front brake. Lean with your entire weight on the fork and remove your weight immediately. The fork will extract at the same speed as you made it compress.

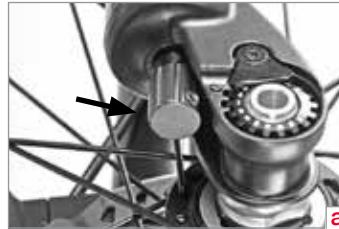
Turn the red adjusting knob in the direction “+” **(a)** until you hear a click. Compress the fork once again with the front wheel brake pulled and then remove the weight abruptly once again. You will note that the fork extends more slowly.

Repeat the compression and the release by continuously turning the rebound damping. You will get a feeling for the working of the rebound damping.

The typical setting of the rebound damping is an extension of the suspension components at reduced speed, however not at a sluggish pace. A rebound movement at reduced speed ending up in a sluggish movement is a definitely too high damping.

Ride over an obstacle (e.g. down a curb) subsequently and turn the rebound damping in small steps towards the “+” setting. You have found the proper rebound setting when the suspension fork does not cycle more than once. Always check a changed adjustment during a test ride in the terrain.

Some suspension forks have a **compression damping (b+c)** in addition. The typical compression damping, or on some suspension forks the high-speed compression damping, slows down the compression when riding at high speed over an obstacle. A high compression speed would possibly make the fork bottom out.



A weaker damping ensures a good responsive performance, leads however to an excessive compression of the suspension fork when riding at high speed over obstacles, e.g. steps, or to a bouncing when riding out of the saddle under certain conditions. A too strong damping hardens the suspension and thus reduces the riding comfort.

If you have set the sag correctly, as above described, and the fork works properly during a normal test ride, but bottoms out in an extreme situation, you can increase the compression damping.

Proceed click by click as a too strong compression damping prevents the suspension fork from using the complete suspension travel. The setting of the compression damping can be a long process which has to be carried out consciously and always in small steps.

Start with the lowest step, i.e. the adjusting knob must be turned fully towards the marking “-”.

Always check a changed adjustment during a test ride in the terrain **(d)**.

If you do not feel comfortable adjusting the damping or if you face any problems with the adjustment, contact your CENTURION dealer or follow the corresponding operating instructions of the suspension fork manufacturer, which you can find enclosed on this CENTURION CD-ROM.



A too strong damping (rebound damping) of the fork can result in the fact that the fork no longer extends when riding over a quick series of obstacles. Risk of an accident!



Do not turn any screws by using tools in the vague hope of adjusting them somehow **(e)**. You could be loosening the fastening mechanism, thus provoking an accident. Normally, the adjustment devices are operated with the fingers and are marked by all manufacturers with a scale or with “+” (for stronger damping/harder suspension) and “-” signs.



When mounting a new front tire, make sure there is enough clearance between tire and fork crown as the fork compresses entirely. If necessary, deflate the suspension fork completely and press the handlebars forcefully downward to check this. This can block the front wheel. Risk of an accident!



Do not ride your bike, when the suspension fork bottoms out. This could damage the suspension fork itself as well as the frame. The spring rate should always be adjusted to the weight of the rider and the baggage as well as to the riding conditions.



Contact your CENTURION dealer or follow the respective instructions in the operating instructions of the suspension fork manufacturer on this CENTURION CD-ROM.



e



f



g



h

## Lockout

When taking long uphill rides involving hard pedaling out of the saddle, a suspension fork is typically bobbing. It is advisable to lock the damping, if the suspension fork has a lockout mechanism **(f+g)**. For downhill rides on uneven ground the lockout mechanism must be open stringently.



Do not actuate the lockout function when riding over rough terrain, but only when riding over smooth terrain (such as roads or field tracks).

## Maintenance

Suspension forks are components of sophisticated design that require regular maintenance and care. This has led almost all suspension fork manufacturers to establish service centers where you can have your forks thoroughly checked and overhauled at regular intervals according to use, e.g. once a year.

The following routines are essential for maintenance:

1. Make sure the sliding surfaces of the stanchion tubes and the wiper rings are absolutely clean.
2. Clean the suspension fork, if it is soiled, directly after the ride with plenty of water and a soft sponge **(h)**.

3. After washing your bike, spray the stanchion tubes of the suspension fork with a little grease spray **(a)** or apply a very thin film of hydraulic oil. Compress the fork several times and wipe off excess lubricant with a clean rag before you set off for your next ride. Be sure to use the lubricant recommended by the manufacturer.
4. Do not use a steam jet or aggressive cleaning agents for cleaning! Ask your CENTURION dealer for an appropriate cleaning agent.
5. If your suspension fork has steel coils, you should regularly have the coils cleaned and lubricated with a non-corrosive resin-free grease **(b)**. Some fork manufacturers supply special greases for fork maintenance. Strictly observe the recommendations of the manufacturers. These are routines for the suspension fork service center.
6. Suspension forks with pneumatic springs must be checked regularly for air pressure **(c)**, since the air escapes over time.



Suspension forks are constantly being sprayed with water and dirt from the front wheel. Clean them with plenty of water after every ride.



Be sure to have your suspension fork checked by a service center of the fork manufacturer once a year at least.



More information on adjustment and maintenance is available on the internet at

[www.srsuntour-cycling.com](http://www.srsuntour-cycling.com)  
[www.magura.com](http://www.magura.com)  
[www.ridefox.com](http://www.ridefox.com)  
[www.rockshox.com](http://www.rockshox.com)  
[www.manitoumtb.com](http://www.manitoumtb.com)  
[www.rst.com.tw](http://www.rst.com.tw)  
[www.xfusionshox.com](http://www.xfusionshox.com)  
[www.dtswiss.com](http://www.dtswiss.com)



Suspension elements are of sophisticated design. The maintenance routines and above all the disassembly of the suspension elements are jobs best left to your CENTURION dealer or the fork manufacturer's service center.

## Rear shocks

Full suspension CENTURION bikes are not only equipped with a suspension fork **(e)** but also with movable rear stays **(f)** which are sprung and damped by a rear shock **(g)**. This feature gives you better control of your CENTURION bike when riding cross-country or on rough road surfaces and ensures more ground contact for the tire. It noticeably reduces the strain on you and your bike caused by the mechanical shocks from the terrain.

Rear shocks differ in their types of spring elements and damping. The rear shock normally works with an air spring element or – less frequently – with coil springs. Damping is usually done by oil. Depending on the system, they have one or more bearing axles.

**i** Rear shock manufacturers normally include instructions with their deliveries. Read them carefully before changing any settings or doing any maintenance work on your rear shock. You can find the instruction of the rear shock manufacturer on this CENTURION CD-ROM.

**i** Also observe the suspension glossary at the beginning of the chapter “Suspension”.



## What to bear in mind when adjusting the saddle

Depending on the adjustment of the rear shock, the saddle may tilt a little backwards when mounting, which you should keep in mind when adjusting the saddle tilt. If you have trouble sitting, try lowering the saddle nose a little relative to the usual position.

**i** Full-suspension CENTURION bikes have a markedly greater ground clearance than bikes without suspension. If the saddle is adjusted to its proper height, you will not be able to reach the floor with your feet. Set the saddle a little lower to begin with and practice getting on and off the saddle.

## Adjusting the spring rate

To work perfectly, the rear shock has to be adjusted to the weight of the rider, the sitting posture and the intended use. Be sure to have this adjustment carried out by your CENTURION dealer at the time of delivery.

Note in general that the rear shock must give in a little even when you are just sitting on your CENTURION bike – this is the so-called negative suspension travel or sag **(h)**. If you ride over a pothole the spring is decompressed and the rear shock compensates for the unevenness. If the air pressure or the spring preload is too high, this effect is lost because the rear shock is already fully extended. This means that an important comfort and safety factor is lost if the tire briefly loses contact with the ground.

In general, cross-country and marathon racers prefer a shorter negative suspension travel (sag), freeriders or downhillers riding often in rough terrain prefer a longer one. In the case of cross-country and marathon bikes the rear shock should yield by 10-20 % of the maximum suspension travel, in the case of all mountain, enduro and freeride bikes by 25-35 %.

To measure the travel you can use the rubber ring **(a)** mainly located on the thinner, plunging tube of the rear shock. If there is no rubber ring, tie up a cable tie around one of the thin tube. Make sure it is not too tight, you should still be able to move it, it should however not slip by itself.

Put on your usual riding clothing (including if necessary a packed rucksack), sit on your CENTURION bike and bring yourself into the usual riding position. Lean against a fixed object (railings, wall etc.) and make sure you do not fall over. Ask a helper to move the rubber ring or the cable tie downwards against the dust seal at the lower leg.

Get off your CENTURION bike so that the rear shock does not compress any more. The distance between the rubber ring/cable tie and the wiper is the negative suspension travel, or sag **(b)**. Compare it against the total suspension travel (as specified by the manufacturer) to determine whether the suspension should be set to be harder or softer.



In the case of air spring rear shocks the spring rate is set through the air pressure in the rear shock **(c)**. The pressure must be set before the first ride by means of a special high-pressure pump with pressure gauge and modified later as required due to changes in the weight of the rider and/or load.

Note the appropriate setting values and check them subsequently at regular intervals. Always follow the recommendations of the manufacturer and never exceed the maximum air pressure for the rear shock. Always make a test ride after each change to the settings.

When replacing any parts, be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts. Your CENTURION dealer will be pleased to help you.

Make sure the valve is protected with a valve cap during cycling **(d)**.



Always make a test ride over terrain with various surfaces after each change to the settings. Check afterwards the position of the rubber ring/cable tie **(e+f)**. Its distance from the wiper is the maximum suspension travel that you have used.

If the rubber ring/cable tie has moved by even a few millimeters, the setting of the rear shock is too hard. Reduce the pressure. If that brings no improvement, have the springs replaced.

If the rubber ring/cable tie has shifted over the entire length of the tube or if the rear shock audibly bottoms out and hits the top repeatedly when riding off-road or on bad roads, the setting of the springs is too soft. In the case of rear shocks with air-suspension the pressure must be increased. In the case of rear shocks with steel coils, have them replaced by your CENTURION dealer.



In the case of full-suspension bikes the rear frame is designed in a way to absorb shocks. If the rear shock is too rigid and jammed, the terrain-induced shocks pass directly into the frame without any damping. The frame is normally not designed to withstand such undamped stresses. If your rear shock has a lockout mechanism, do not activate the lockout function when riding in rough terrain **(g)**, but only when riding over smooth terrain (roads, field tracks) **(h)**.



The rear shock should be set up and adjusted in a way that it does not reach the end of its travel, i.e. bottoms out, unless in extreme cases. A spring rate which is too soft (too low air pressure) can usually be heard or felt as a “clunk” type noise. This noise is caused by the sudden complete compression of the rear shock as it reaches bottom out. If the rear shock frequently reaches bottom out, it will fail over time, and so will the frame.



In case of inquiries, contact your CENTURION dealer or follow the respective instructions in the operating instructions of the rear shock manufacturer on this CENTURION CD-ROM.

## Adjusting the damping

The damping is adjusted by valves inside. When the oil is forced through these valves this slows down the speed with which the rear shock is extended or compressed and prevents the suspension “bouncing” after hitting an obstacle. This is how the reaction to obstacles can be optimized.

Rear shocks with adjustable rebound damping **(a)** have an adjusting knob (mostly red) to slow down or accelerate the rebound movement.

If a second (mostly blue) knob is available, the compression speed can be set and/or the lockout function **(b)** can be activated.

Start the setting with a completely open damping (rebound and compression on “-”) **(c)**. Hold the saddle with both hands. Lean with your entire weight on the saddle and remove your weight immediately. The rear shock will extract at the same speed as you made it compress.



Turn the red adjusting knob in the direction “+” **(d)** until you hear a click. Press the saddle downwards and remove the weight abruptly once again. You will note that the rear shock extends more slowly.

Repeat the compression and the release by continuously turning the rebound damping. You will get a feeling for the working of the rebound damping.

The typical setting of the rebound damping is an extension of the suspension components at reduced speed, however not at a sluggish pace. A rebound movement at reduced speed ending up in a sluggish movement is a definitely too high damping.

Ride over an obstacle (e.g. down a curb) subsequently and turn the rebound damping in small steps towards the “+” setting. You have found the proper rebound setting when the rear shock does not cycle more than once (e-g). Always check a changed adjustment during a test ride in the terrain.

Some rear shocks have a compression damping in addition. The typical compression damping, or on some rear shocks the high-speed compression damping, slows down the compression when riding at high speed over an obstacle. A high compression speed would possibly make the rear shock bottom out.

A weaker damping ensures a good responsive performance, leads however to an excessive compression of the rear shock when riding at high speed over obstacles, e.g. steps, or to a bouncing when riding out of the saddle under certain conditions. A stronger damping hardens the suspension and thus reduces the riding comfort.

If you have set the sag correctly, as above described, and the rear shock works properly during a normal test ride, but bottoms out in an extreme situation, you can increase the compression damping (h).



Proceed click by click as a too strong compression damping prevents the rear shock from using the complete suspension travel. The setting of the compression damping can be a long process which has to be carried out consciously and always in small steps.

Start with the lowest step, i.e. the adjusting knob must be turned fully towards the marking “-”.

Always check a changed adjustment during a test ride in the terrain.

If you do not feel comfortable adjusting the damping or if you face any problems with the adjustment, contact your CENTURION dealer or follow the corresponding operating instructions of the rear shock manufacturer, which you can find on this CENTURION CD-ROM.



**A too strong damping of the rear shock (rebound damping) can result in a sluggish rebound movement with a rear shock that will not recover when exposed to a quick series of impacts. Risk of an accident!**



**Do not turn any screws by using tools in the vague hope of adjusting them somehow. You could be loosening the fastening mechanism, thus provoking an accident. Normally, the adjustment devices are operated with the fingers and are marked by all manufacturers with a scale or with “+” (for stronger damping/harder suspension) and “-” signs.**



When mounting a new rear tire, make sure there is enough clearance between tire and frame as the rear frame compresses entirely. If necessary, deflate the rear shock completely and press the saddle forcefully downward to check this. This can block the rear wheel. Risk of an accident!



Do not ride your bike, when the rear shock bottoms out. This could damage the rear shock itself as well as the frame. The spring rate should always be adjusted to the weight of the rider and the baggage as well as to the riding conditions.



Contact your CENTURION dealer or follow the respective instructions in the operating instructions of the rear shock manufacturer on this CENTURION CD-ROM.

## Lockout

When taking long uphill rides involving hard pedaling out of the saddle, a rear shock is typically bobbing. It is advisable to lock the damping, if the rear shock has a lockout mechanism. For downhill rides on uneven ground the lockout mechanism must be open stringently.



Do not actuate the lockout function when riding over rough terrain **(a)**, but only when riding over smooth terrain (such as roads or field tracks) **(b)**.



**a**



**b**



**c**



**d**

## Maintenance

Rear shocks and rear frames are components of sophisticated design that require regular maintenance and care. This has led almost all rear shock manufacturers to establish service centers where you can have your rear shocks thoroughly checked and overhauled at regular intervals according to use, e.g. once a year.

The following routines are essential for maintenance:

1. Make sure the sliding surfaces of the piston rod are absolutely clean.
2. Clean the rear shock and rear frame, in particular the bearings, with plenty of water and a soft sponge **(c+d)** after every ride or when they are soiled.
3. After washing your CENTURION bike, spray the piston rod of the rear shock and the bearing areas with a little grease spray or apply a very thin film of hydraulic oil. Compress the rear shock several times and wipe off excess lubricant with a clean rag before you set off for your next ride. Be sure to use the lubricant recommended by the manufacturer.
4. Do not use a steam jet or aggressive cleaning agents for cleaning! Ask your CENTURION dealer for an appropriate cleaning agent.

5. Rear shocks with air spring must be checked regularly for air pressure **(e)**, since the air escapes over time.
6. Check the proper fit of all rear frame bolts according to the marking on the rear stay by using a torque wrench at regular intervals. Also check the bearing positions of the rear frame for lateral play or the rear shock bearing for vertical play.

For checking lift your CENTURION bike by the saddle **(f)** and try to move the rear wheel from side to side. If necessary, ask a helper to hold the frame tight in the front area.

The check the rear shock for play place the rear wheel gently on the ground and lift it again a little. Check for any rattling. If there is any play, ask your CENTURION dealer to eliminate it without delay.



Suspension elements are of sophisticated design. The maintenance routines and above all the disassembly of the suspension elements are jobs best left to your CENTURION dealer or the rear shock manufacturer's service center.



Rear shocks are constantly being sprayed with water and dirt from the rear wheel. Clean them with plenty of water after every ride.



Be sure to have your rear shock checked by a service center of the rear shock manufacturer once a year at least.



More information on adjustment and maintenance is available on the internet at

- [www.srsuntour-cycling.com](http://www.srsuntour-cycling.com)
- [www.ridefox.com](http://www.ridefox.com)
- [www.rockshox.com](http://www.rockshox.com)
- [www.manitoumtb.com](http://www.manitoumtb.com)
- [www.rst.com.tw](http://www.rst.com.tw)
- [www.xfusionshox.com](http://www.xfusionshox.com)
- [www.dtswiss.com](http://www.dtswiss.com)
- [www.magura.com](http://www.magura.com)

## Riding a CENTURION pedelec – Special features

Your CENTURION pedelec is designed to be used like a conventional bicycle. The unique riding experience, however, starts when you actuate the drive system **(a)**. At that moment the assistance generated by the 250 W motor **(b)** increases with its high torque the stronger you pedal.

Set off for your first ride by selecting the lowest level of drive assistance. Gradually get used to the additional power. Slowly approach the potential of your CENTURION pedelec in an area free of traffic.

Practice typical riding situations such as starting off and braking, tight corners and riding on narrow cycle paths and lanes. This is where a CENTURION pedelec clearly differs from a conventional CENTURION bike.



**Pulling the brake lever of the rear brake stops the motor. Emergency stop!**



**Be aware that the brakes of your CENTURION pedelec are always more effective than the drive. If you face any problems with your drive (e.g. because it pushes you forward in front of a bend), slow down your CENTURION pedelec carefully.**



**a**



**b**



**c**



**d**

## Riding with drive assistance

The system is switched on and off at the buttons of the control element on the battery or on the handlebars. Furthermore, different assistance modes can be selected, the remaining capacity of the rechargeable battery is displayed and the different functions of the cycle computer **(c+d)**, if available, can be selected.

When switched on, the system activates during pedaling and the drive assistance is available. Sensors measure your pedaling movements and control the fully automated drive assistance according to the selected assistance mode. The level of the additional propulsion depends on the assistance mode, your speed and, as applicable, the amount of force applied to the pedals.

The assistance switches off when you reach a speed of more than 25 kmh.

Keep in mind that you may have to change your riding habits: Do not mount by placing one foot on the pedal and by trying to throw the other leg over the saddle. The CENTURION pedelec would set off suddenly. Risk of an accident!

Stop pedaling earlier than you are used to before riding a turn or bend. Otherwise there may be too much propulsion and your cornering speed may be too high.

Do not give in to the temptation to always ride in a high gear, due to the strong motor. Shift gears frequently **(e)** in the same way that you are used to doing with a conventional CENTURION bike so as to make your own contribution to your forward progress as efficient as possible. Your cadence should always be in a smooth flow. In other words, you should pedal at more than 60 crank rotations per minute.




e

Keep in mind that the other road users are not yet used to the new pedelecs and their higher speeds. Ride with this fact in mind and anticipate the actions of other road users. Be aware that the speed you ride at will be clearly faster than you are used to. Therefore, keep these facts in mind and be ready to brake whenever unclear or possibly dangerous situations come into your field of vision.




f

 Do a test ride in an unfrequented area **(f)** to make yourself familiar with the riding characteristics of your CENTURION pedelec and the possibly higher speed and acceleration, before riding on public roads. Risk of an accident! Never ride without a helmet!



g

 Do not step on the pedals before sitting in the saddle, select the lowest drive assistance and be ready to brake when you set off. Risk of an accident!



h



Keep in mind that due to the higher driving power at the rear wheel the risk of an accident increases with slippery roads (due to wetness, snow, gravel etc.). This applies all the more when riding bends. Risk of an accident!



Please note that car drivers and other road users may underestimate your speed. Always wear bright clothing. Therefore, always ride on public roads with this fact in mind and anticipate the actions of other road users. Risk of an accident!



Keep in mind that pedestrians do not hear you when you approach at high speed. Therefore, ride particularly defensive and anticipating **(g)** when using cycle lanes and cycle/footpaths to avoid accidents. If necessary, ring the bell **(h)** to warn others.

## Range – Useful information for a long ride

How long and how far you can benefit from the auxiliary drive depends on several factors, i.e. the road conditions, the weight of the rider and any additional load, the rider's pedal force, the degree or mode of assistance, (head)winds, frequent stops, temperature, weather conditions, topography, tire pressure, etc.

The charge state of your rechargeable battery can be read from the display of the control element on the handlebars or, additionally, on the rechargeable battery.



**In general, the batteries of CENTURION pedelecs have no memory effect. It is recommended that you charge the battery after every long ride. Avoid any deep discharge of the rechargeable battery.**



**For more information see the system instructions of your drive manufacturer on this CENTURION CD-ROM.**

To extend the range it is recommended that you ride with low assistance (Eco) **(a)** or no assistance at all on level or downhill trails and only select maximum drive assistance (Turbo) **(b)** with headwinds, heavy additional loads and/or when climbing hills.



Furthermore, you can extend the range by

- checking the tire pressure regularly, i.e. once a week with a pressure gauge, and changing it, if necessary **(c)**
- shifting gears down in front of traffic lights and intersections or in general in cases of stops and by setting off in low gears
- changing gears regularly, as you would do on a CENTURION bike without drive
- not only riding in high gears
- riding with these facts in mind and always looking ahead to avoid any unnecessary stops
- reducing your additional load, i.e. without any unnecessary baggage
- storing your battery in your home and installing it only shortly before you set off on your CENTURION pedelec in cooler weather, in particular when it is cold
- not parking your CENTURION pedelec in the blazing sun

If your battery has not enough capacity to reach your destination, benefit from the decisive advantage of the hybrid concept of your pedelec: Without drive assistance you can ride your CENTURION pedelec like a usual bicycle with an unlimited range and nearly without compromising on riding characteristics.



**If your battery runs empty during the ride, do not recharge the battery with any charger, even if it happens to be fitted with an identical connector type. Risk of explosion! Only charge your battery with the supplied charger **(d)**.**



## Riding without drive assistance

You can also use your CENTURION pedelec without drive assistance, i.e. just like a conventional CENTURION bike.

Observe the following points when riding without the rechargeable battery **(e)**:

- If you want to ride without drive assistance with mounted battery, you can switch on the drive HMI or the display of your pedelec to benefit from the functions of your cycle computer.
- If the lighting set of your pedelec **(f)** is powered by the rechargeable battery, you cannot use your light when riding without battery.
- After you have removed the battery of your pedelec: Keep the connections of the rechargeable battery free of dirt and moisture **(g)**.



## Useful information for proper handling of the rechargeable battery

Remove the rechargeable battery **(a+b)**, if you do not use your CENTURION pedelec for a longer period of time (e.g. during the winter season). Store the rechargeable battery in a dry room at temperatures between 5 and 20° Celsius. The state of charge should be 50 to 70 % of the charging capacity. Check the state of charge, if the rechargeable battery is left unused for more than two months, and recharge it in between, if necessary.

Clean the battery housing with a dry or, if at all, a slightly moist rag. Do not direct the water jet of a high-pressure cleaner at the rechargeable battery, as there is a risk of water entry and/or short-circuit.

For more information on the proper handling of your rechargeable battery see the system instructions of your drive manufacturer on this CENTURION CD-ROM.



Charge your battery only with the supplied charger **(c)**. Do not use the charger of any other manufacturer, not even when the connector of the charger matches your rechargeable battery. The rechargeable battery can heat up, catch fire or even explode!



Keep the rechargeable battery and the charger out of the reach of children!



**a**



**b**



**c**



**d**



We recommend that you charge your battery during the day and only in dry rooms which have a smoke or a fire detector; but keep it off your bedroom. Place the battery during the charging process on a big, non-inflammable plate made of ceramics or glass **(d)**! Unplug the battery once it has been charged up.



Keep the rechargeable battery and the charger away from moisture and water during the charging process to exclude electric shocks and short circuits.



Do not use a rechargeable battery or a charger that is defective. If you are in doubt or if you have any questions, contact your CENTURION dealer.



Do not expose your battery or the charger to the blazing sun.



Do not charge any other electrical devices with the supplied charger of your CENTURION pedelec!



The drive is not approved for steam cleaning, high-pressure cleaning or cleaning with a water hose. The contact of water with the electrics or the drive can destroy the units. The individual drive components can be cleaned with a soft rag and neutral detergents. You may use a moist rag, but not excessive water. Keep the rechargeable battery dry and do not submerge it! Risk of explosion!



Make sure your rechargeable battery is in sound condition **(e)**. Do not open, disassemble or crush the battery. Risk of explosion!



Make sure your rechargeable battery is not exposed to mechanical impacts.



Keep your battery away from fire and heat. Risk of explosion!



Batteries must not be short-circuited. Therefore store them in a safe storage area and make sure the battery is not short-circuited accidentally (e.g. with another battery). In addition, the rechargeable battery must not be stored inappropriately, e.g. in a box or in a drawer where they can be short-circuited by other conductive materials or where they can short-circuit each other. Do not deposit any objects in the storage area (e.g. clothes).



Make sure to use the battery only for the CENTURION pedelec for which it is designed.



When you remove your battery from the holder for charging it **(f)** with your CENTURION pedelec left in the open during the charging process, you should protect the connections, e.g. with a plastic bag against rain, water, moisture and dirt **(g)**. If the connections of the rechargeable battery are soiled, clean them with a dry rag.



e



f



g



h



Make sure not to discharge your rechargeable battery completely (also referred to as depth discharge). This occurs often when the battery has run out completely and the CENTURION pedelec was left standing for some days. Depth discharge will affect the rechargeable battery of your CENTURION pedelec permanently. A deep-discharged battery can only be recharged in exceptional cases and with special chargers. Contact your CENTURION dealer.



If the rechargeable battery or the charger (or parts of it) must be replaced, only use original spare parts. Contact your CENTURION dealer, if necessary.



Charge the battery at an ambient temperature of approx. 20 degrees Celsius. Therefore, before starting the charging, wait until the temperature of the battery has increased or decreased after a ride in cold weather or hot weather.



Do not dispose of your rechargeable battery with standard household waste **(h)**! It must be disposed of according to battery disposal regulations. Therefore, sellers of new rechargeable batteries must provide collection of old batteries and appropriate disposal. If you are in doubt or if you have any questions, contact your CENTURION dealer.



Remove the rechargeable battery from your CENTURION pedelec or CENTURION e-bike, if you do not use your CENTURION pedelec for a longer period of time and keep it clean and dry.



Do not charge your battery over a long period of time, if you do not need it.



Lithium-ion batteries have no memory effect; they can therefore be charged at any time without affecting battery life.



Also observe the notes on the respective labels on the rechargeable battery **(a)** or on the charger **(b)**.

For more information on the proper handling of the rechargeable battery see the system instructions of your drive manufacturer on this CENTURION CD-ROM.



**a**



**b**



**c**



**d**

## Lighting system

When riding on public roads a properly functioning lighting set is obligatory (see the chapter “Legal requirements for riding on public roads”).

### Battery-powered lighting

The regulations on the use of battery-operated front lamps and rear lights are different in each country **(c)**. Familiarize yourself with the relevant country-specific regulations and comply with the road traffic regulations in your country **(d)**.

For more information see the chapter “Legal requirements for riding on public roads”.

## Things worth knowing about your CENTURION bike

### Cycling helmets and glasses

Cycling helmets **(e)** are absolutely recommendable. Your CENTURION dealer has a variety of styles and sizes. Verify that the helmet complies with the test standard DIN EN 1078. Cycling helmets are only approved for use during cycling. Observe the manufacturer's instructions.



**Never ride without a helmet and glasses (f)! But remember that even the safest helmet is useless unless it fits properly and is correctly adjusted and fastened.**

In addition to a cycling helmet and suitable clothing, cycling glasses are absolutely essential when you are riding your CENTURION bike. They do not only protect your eyes from the sun and the wind, but also keep out flies and other impurities that may impede your vision when they fly into your eyes. Risk of an accident!

Good cycling glasses must fit closely against your face so that the wind does not get into your eyes from the side. There are a great many different models, for example, without tinting and UV protection, which can be worn at night or in twilight conditions, or glasses with a high level of UV protection that you should wear if the sun is stronger.

Your CENTURION dealer has a wide range of cycling glasses available and will be pleased to advise you.



e



f



g



h

### Clothing

Cycling trousers **(g)** are essential if you want to sit comfortably. These close-fitting trousers have special padding in the seat. They have no seams that can press into you and they do not form folds. Cycling trousers are therefore designed to be worn next to the skin.

Since sporty cycling will soon bring you out in a sweat, a jersey made of synthetic materials is ideal **(h)**. The fibers themselves do not take up any moisture but instead wick the sweat away from the skin up to the surface of the materials and thus prevent you getting cold from the cool wind produced by your speed. On longer tours you should in addition have suitable protection against the rain. Your CENTURION dealer would be glad to help you choose the right equipment.



**Never ride with wide-cut trousers or skirts that might get caught in the spokes, chain or chainwheels. To avoid any such mishap, use suitable clips or straps, if necessary.**



**For increased visibility to other road users be sure to wear striking and bright-colored clothing!**

## The pedals and the shoes

Cycling shoes **(a)** should be made of solid material to provide firm support for your feet. In addition, they should have a stiff sole so that the pedal cannot press through. The sole should not be too wide in the area of the heels, as the rear stays or the crank will otherwise get in the way of your pedaling. This will prevent your feet from assuming a natural position when pedaling and may cause knee pain in the long run.

Special cycling shoes are obligatory if your CENTURION bike is equipped with clipless pedals. With these shoes cleats are fixed to the sole. They give you a firm connection between shoe and pedal and allow depending on the model an acceptable walking position.

The main advantage is that these clipless pedals **(b+c)** prevent your feet from slipping off when pedaling fast. They enable you not only to push but also to pull the pedals. This makes it easier to pedal fluidly and considerably improves the transmission of the force as opposed to pedals with an open pedal cage.

The usual way to engage with the pedal is to turn it from the lowest position of the crank to the horizontal using the tip of the cleat and push down on the back of it. Normally, the shoe engages with the pedal with a click which you will hear and feel clearly.

The release force of clipless pedals is adjusted by means of an Allen key **(d)**. If there are any creaking or squeaking noises occurring, some grease applied to the contact points will solve the problem in most cases. These noises as well as lateral play of the shoe on the pedal can, however, be also signs of wear. Check the cleats at regular intervals.



Make sure the fastening bolts of the cleats are properly tightened, as you will find it almost impossible to disengage your shoe from the pedal, if the cleat is loose. Risk of an accident!



Taking up the pedals, engaging and disengaging the shoes should first be practiced when stationary. Later on you can refine your technique in a place clear of traffic.



Only use clipless pedals allowing you to engage and disengage smoothly. A defective pedal or a badly worn cleat can make the shoe disengage from the pedal. Or unclipping the shoe from the pedal is sometimes very difficult or even impossible. In both cases, there is the danger of an accident!



Make sure that the pedals and shoe soles are always clear of mud and other foreign bodies and grease the lock-in mechanism with lubricant at regular intervals.



Most cycling shoes with cleats are only suitable for walking to a limited extent. As the cleats are sometimes thicker than the sole, they provide less grip even on a non-slip ground. Be particularly careful.



Ask your CENTURION dealer for advice about the different shoe and pedal models. Cycling shoes come in various styles for specific uses.



Read the operating instructions of the pedal manufacturer on this CENTURION CD-ROM.

## Accessories

In purchasing your CENTURION bike you laid the foundation for many years and miles of enjoyable cycling. Whatever you are planning to do with your CENTURION bike, be sure to have proper equipment and to keep a few tips in mind. Your CENTURION dealer has a variety of useful accessories on offer enhancing both your safety and convenience.

Your CENTURION bike can be fitted with various kinds of accessories. Make sure to observe the requirements according to the traffic regulations in your country and of the DIN EN standards. Any retrofitted part must be compatible with your CENTURION bike. If you are in doubt or if you have any questions, contact your CENTURION dealer.



**Improper accessories may change the qualities of your CENTURION bike and even cause an accident. Therefore, before fitting any accessories contact your CENTURION dealer and observe the instructions regarding the intended use of your CENTURION bike.**



**Retrofitted accessories, such as fenders, pannier racks etc. can impair the functioning of your CENTURION bike. Ask your CENTURION dealer for advice before mounting any kind of accessories to your bike.**



e



f



g



h



**Before buying any additional bells or lighting accessories (e), inform yourself thoroughly whether they are permitted and tested and accordingly approved for use on public roads. Make sure additional battery/accumulator-powered lamps are marked with the wavy line and the letter “K”.**

### Bar ends

Flat handlebars can be equipped with bar ends (f+g). Some thin-walled handlebars (primarily those made of aluminum or carbon fiber) require additional handlebar plugs or other special parts to prevent the handlebars from being crushed or broken. Not all handlebars are approved for use with bar ends. Be sure to have them mounted by your CENTURION dealer!

### Bicycle locks

Do not forget to take a high quality D-lock (h) or chain lock with you on your ride. The only way to effectively protect your CENTURION bike against theft is to lock it to an immovable object.

## Puncture kit

The most important accessories for a successful cycle tour are a tire pump and a small tool kit. The tool kit should include two plastic tire levers, the most commonly used Allen keys, a spare tube, a tire repair kit, your mobile phone, if necessary, and a little cash **(a)**. You will be better prepared in case of a puncture.



**a**

## Cycle computers

There are electronic computers that show your current and average speed, your daily and annual mileage as well as the duration of the present ride **(b)**. Top-end models show the highest speed that was reached, the difference in height, the cadence or (with a special chest strap) your pulse rate as well.



**b**

Today, there are global positioning systems (GPS) and specific power meters for optimal training on the market which are compatible with your CENTURION bike.



**c**

## Kickstand

Bike kickstands **(c)** are intended to prevent your bike from falling over when it is parked. The kickstand should be chosen according to the kind of use that it will get.

Your CENTURION dealer would be glad to advice you in detail about a suitable type of kickstand. Have a kickstand installed by your CENTURION dealer.



**d**

## Fenders/mudguards

If you want to mount fenders on your CENTURION bike, ask your CENTURION dealer for advice. There are removable fenders **(d)**, also referred to as clip-on fenders, as well as firmly attached models that provide more protection.

Retrofittable fenders for a fix fastening are usually made of plastics and are secured in the correct position by means of additional stays. The length of the stay is perfect when the bottom edge of the fender runs at an approx. distance of 15 mm in parallel to the tire.

In the case of a CENTURION bike with suspension, you have to make sure the fenders do not collide with the tire when the rear shock is fully compressed.

For safety reasons the front wheel stays must have security fastenings. They prevent the tire from being blocked by impurities taken up by the front wheel from the ground. In this case the security fastening frees the stay and hereby prevents a possible accident. The plug connection can easily be refastened.



**Damaged fenders should be replaced in any case. Risk of an accident!**



## Transporting baggage

There are various ways of carrying baggage on your CENTURION bike. Your choice will primarily depend on the weight and volume of the baggage and on the bike you want to use. Using a rucksack **(e)** is a convenient way of transporting baggage on a bike.

You can also use pannier racks or handlebar bags, but some mountain bike models do not allow the mounting of these accessories. If you are in doubt or if you have any questions, contact your CENTURION dealer.

Some hardtail mountain bikes including the Lhasa E can be fitted with pannier racks **(f)**. Ask your CENTURION dealer for the fixing points and suitable pannier racks.

In general, we recommend that you do not fasten any baggage to suspension forks.

It is advisable to carry baggage in stable pannier bags with a very low center of gravity. When buying bags, make sure they are watertight so that your belongings are protected and you will not have any unpleasant surprises after the first rain shower.



**Do not overload your CENTURION bike. Follow the details given in the table in the chapter “Intended use” and observe the maximum permissible load printed or imprinted on the pannier rack.**



e



f



g



h



Adjust the suspension fork **(g)** and the tire pressure **(h)** to the additional load.



Baggage generally changes the riding characteristics of your CENTURION bike and increases your stopping distance! Therefore, practice riding a loaded bike in a place free of traffic.



Please contact your CENTURION dealer before attaching pannier bags to your CENTURION pedelec.

## Taking children with you

The only possible and legal way of transporting kids by bike is in special child-carrier seats (a) or trailers (b). Contact your CENTURION dealer.



Only buy tested child seats, child trailers, and children's bicycles towing devices (e.g. DIN/GS tested systems) and ensure that they are properly mounted. The manuals of the manufacturers included in the delivery of the system provide detailed information in this regard.

### Child seats

Most CENTURION mountain and cross bikes are not designed for child seat mounting. This applies in particular to those with very light frames. Ask your CENTURION dealer for advice and have a look at the bike card. Also read the operating instructions of the manufacturers which were supplied with the child seat.



a



b



c

## Child trailers



If you want to use your CENTURION bike or pedelec to tow a trailer (c), please check whether it is designed accordingly. Have a look at the bike card or ask your CENTURION dealer for advice.



Always secure the little passengers with the seat belt, as uncontrolled movements of the child can make the CENTURION bike or the trailer topple over. Observe the maximum speed permitted by the manufacturer of the child trailer.



Make sure the child you are taking with you always wears a suitable helmet. A trailer is an insufficient protection in the event of an accident. Keep in mind that you should always wear a helmet, as well.



Please note that your stopping distance increases due to the additional load of the child trailer.

## Kids' bike towing devices/ trailer systems



If you want to use your CENTURION bike to mount a towing device **(e+f)**, please check whether it is designed for such a device. If in doubt, ask your CENTURION dealer.



Make sure your child wears a helmet even when riding on a coupled or attached bike. Set a good example by wearing a helmet, as well!



If you want to use your CENTURION pedelec to attach a towing device, please check whether it is designed for such a device. If in doubt, ask your CENTURION dealer.



## Transporting the CENTURION bike or pedelec

### By car

Nearly every car accessory dealer and car company offers carrier systems **(g)** that allow the transport of a bike without disassembly.

The usual design involves rails fixed to the roof of the car onto which the bikes are fixed with clamps gripping the down tubes. This can, however, result in irreparable damage to the frame. High-end, very thin-walled aluminum or carbon fiber frames are particularly susceptible to this kind of damage. Due to the material properties of carbon fiber, you may not see severe damage at first sight, but it can result in an unforeseeable severe accident at a later date. There are, however, suitable special-purpose models available in the car accessory trade e.g. for the transport of your CENTURION bike on the car roof to which your CENTURION bike is securely fixed by clamping the fork.

Rear carriers are becoming more and more popular. Their big advantage over roof carriers is that you do not have to lift up the bike so high to attach it. Make sure the clamps used do not cause any damage to the fork or frame. Risk of breakage!

Whatever system you opt for, make sure it complies with the relevant safety standards of your country, such as the GS mark!

Read the operating instructions of your bike carrier and comply with the maximum load capacity and recommended or prescribed driving speed. If applicable, comply with the required supporting load on the trailer hitch.



Make sure to remove all parts of your CENTURION bike (tools, pannier bags **(h, p.99, a+b)**, child seats **(c)** etc.) which may come loose during transport. Risk of an accident!



Do not buy a carrier on which the CENTURION bike has to be mounted upside down, i.e. with the handlebars and saddle fixed face down to the carrier. This way of fastening the bike exposes handlebars, stem, saddle and seat post to extreme stress during transport. Do not opt for a carrier system with crank arm fit. Risk of breakage!



Check whether your CENTURION bike is properly fastened before and at regular intervals during the journey. A CENTURION bike that detaches from the carrier system may endanger other road users.



Always secure the CENTURION bike or its components when putting it/them into the interior of your car. Parts shifting around can impair your safety.



Most clamps are a potential source of damage to large-diameter frame tubes that are not designed to be fixed in such clamps! Do not use such systems with carbon frames.



Please make sure the lights and the number plate of your car are not hidden from view. For some carriers, a second exterior rear view mirror is required by the road traffic regulations.



Bear in mind that your car has a greater overall height with the bike on it. Measure the overall height and place a sign stating the height somewhere in the cockpit or on the steering wheel so that it can be easily seen.



If your bike has disc brakes, be sure to mount the safety locks before transporting your CENTURION bike with the wheels dismantled.



Pull the brake lever and secure it with a strong elastic strap **(d)** when transporting a CENTURION bike with hydraulic disc brakes.

## By public transport

In the cities the regulations for taking CENTURION bikes by public transport differ. There are e.g. some places where you are only allowed for travel with your CENTURION bike during off-peak hours and with an additional bicycle ticket. Inform yourself in time about the regulations of carrying the pedelec before you start the trip!



Remove, if necessary, any heavy or bulky pannier bags and luggage for easier boarding and disembarking of the train.



Before you start your trip inform yourself in time about the conditions of carriage and also observe the regulations and rules about bike transport in the countries through which you intend to travel.



e



f



g



h

## By plane

If you want to take your CENTURION bike with you when you go on a trip by plane, pack it in an appropriate bicycle suitcase (e) or in a bicycle cardboard box that you can obtain from your CENTURION dealer. Special bike bags often do not provide sufficient protection for your CENTURION bike.

Pack the wheels in special wheel bags (f) to protect them inside the suitcase or cardboard box. Do not forget to take the necessary tools, a torque wrench and bits, carbon assembly paste and these operating instructions with you to be able to assemble your CENTURION bike and to get it ready for use at your destination.



If your CENTURION bike has disc brakes, be sure to mount the safety locks (g) before transporting the bike with the wheels dismantled.



Pull the brake levers and secure them with a strong rubber band (h).

## What to bear in mind when transporting your CENTURION pedelec

### By car

CENTURION pedelecs can be transported like conventional bikes outside or inside the car **(a)**. Always make sure the CENTURION pedelec is securely fastened outside or inside the car and check the fastenings regularly. In addition, you should always remove the battery from your CENTURION pedelec **(b+c)** prior to fastening it outside the car. Stow the battery and, if applicable, a removable display unit, inside the car and secure it appropriately to avoid any damage in transit.

Protect the connections of the rechargeable battery against rain, wetness, moisture and dirt during the journey, e.g. with a plastic bag **(d)**.



The weight distribution on pedelecs differs markedly from the weight distribution on bikes without drive assistance. A pedelec is markedly heavier than a bike without drive assistance. For this reason parking, pushing, lifting and carrying the CENTURION pedelec is more difficult. Bear this in mind when loading your pedelec into a car and unloading it or when mounting it on a bicycle carrier system.



**a**



**b**



**c**



**d**



Before transporting several pedelecs with a roof mounting or a rear mounting carrier system, inform yourself about the maximum load capacity of the bike carrier and the maximum load of the trailer hitch. Keep in mind that the weight of a pedelec is higher than the weight of a bike without drive. It could be that you can only transport one or two pedelecs instead of three bikes without drive.



Make sure to remove all movable and loose parts and above all the rechargeable battery, if possible, the control element and the cycle computer on the handlebars before transporting the pedelec inside or outside the car. If you transport your CENTURION pedelec without its battery on a bike carrier system, protect the connections against water, moisture and dirt, for example, with a plastic bag.



If necessary, inform yourself about the laws and regulations concerning bike/pedelec transport in the countries that you intend to transit during your journey. The regulations e.g. with regard to the marking, differ from country to country.



For more information see the system instructions of your drive manufacturer on this CENTURION CD-ROM.

## By train / By public transport

CENTURION pedelecs can be transported in the same way as conventional bikes by public transport.



If the rechargeable battery of your CENTURION pedelec is mounted to the down tube or to the pannier rack, you can remove the battery for an easier boarding and disembarking **(e+f)**.



Before you start your trip, inform yourself in time about the conditions of carriage and also observe the regulations and rules about bicycle and pedelec transport in the countries through which you intend to travel.



## By plane

If you intend to take your CENTURION pedelec by plane or to dispatch it by a forwarding agent, you have to observe particular packing and labeling requirements for rechargeable batteries which are considered as hazardous goods. Contact the airline, an expert for hazardous items or the forwarding agent in time.



Contact the airline with which you intend to travel in time and inform yourself about conditions and possibilities of taking your CENTURION pedelec with you.

## General notes on care and servicing

### Maintenance and servicing

Your CENTURION dealer will have assembled and adjusted your CENTURION bike ready for use when you come to collect it. Nevertheless, your CENTURION bike needs regular servicing **(a)**. Have your local CENTURION dealer do the scheduled maintenance work. This is the only way to ensure that all components function safely and reliably for many miles.

The bike will be due for its first service after 100 to 300 kilometers, 5 to 15 hours of initial use or four to six weeks. The bedding-in phase typically involves spokes slightly losing tension or gears coming out of adjustment, so there is every reason to have your CENTURION dealer service the CENTURION bike at this stage. This bedding-in process is unavoidable. Therefore, remember to make an appointment with your CENTURION bike dealer to have your new CENTURION bike inspected. This first service is very important for both functioning and durability of your CENTURION bike.

It is advisable to have your CENTURION bike serviced regularly by your CENTURION dealer after the bedding-in phase. If you ride a great deal on poor road surfaces or cross-country, it will require correspondingly shorter service periods. The off-season during the winter months is a very good time to take your CENTURION bike to your CENTURION dealer for the annual inspection, as they will have plenty of time for you and for servicing.



**a**



**b**



**c**



**d**

The intended use of the CENTURION bike includes regular servicing and the replacement of wearing parts in time, e.g. chains, brake pads or Bowden and brake cables **(b)**, and therefore has an influence on the warranty and the guarantee, as well.

For more information see the chapter “Service and maintenance schedule” and the instructions of the component manufacturers on this CENTURION CD-ROM.



**Servicing and repairs are jobs best left to your CENTURION dealer. If you have your bike serviced by anyone else than an expert, you run the risk that parts of your CENTURION bike will fail. Risk of an accident! When working on your CENTURION bike restrict yourself to jobs for which you have the suitable tools, e.g. a torque wrench **(c)**, and the necessary knowledge.**



**If a component needs to be replaced, make it a rule to only use original spare parts **(d)**. Wearing parts of other manufacturers, e.g. brake pads or tires that are not of identical dimension, may render your CENTURION bike unsafe. Risk of an accident!**



## Cleaning and caring for your CENTURION bike or pedelec

Dried sweat, dirt and salt from riding during the winter or in sea air can harm your CENTURION bike. You should therefore make it a habit of cleaning all components at regular intervals **(e)**.

Avoid cleaning your bike with a high-pressure cleaner. The high-pressure jet is likely to enter bearings by passing through the seals and dilute the lubricants hereby increasing the friction. This destroys and impairs the functioning of the bearing races in the long term. High-pressure jets are also likely to remove frame stickers or decorations to the rims. The electronics could be damaged in the case of pedelecs **(f)**.

A much more gentle way of cleaning your bike is with a low-pressure water jet or a bucket of water and a sponge or a large brush. Cleaning your bike by hand has another positive side-effect: you may discover defects in the paint as well as worn or defective components at an early stage.

After cleaning and drying the chain should be checked for wear and relubricated **(g)** (see the chapter “Chain – care and wear” and the instructions of the component manufacturers on this CENTURION CD-ROM).

Wipe dry the sliding surfaces of the suspension fork and apply special spray. Apply a coat of standard hard wax on painted, metal and carbon surfaces (except from brake surfaces and brake discs). Polish the waxed surfaces after drying to give them a nice shine.



**e**



**f**



**g**



**h**

Keep cleaning agents and chain oil clear of the brake pads, brake discs and rim sides (braking surfaces). Otherwise the brake could fail. Never grease or lubricate the clamping areas of a frame made of carbon, e.g. handlebars, stem, seat post and seat tube. Once greased, carbon components may never again ensure reliable clamping!



While cleaning, watch out for cracks **(h)**, scratches, dents as well as deformed or discolored material. Have defective components replaced immediately and touch up paint defects. If you are in doubt or if you have any questions, contact your CENTURION dealer.



Only use petroleum-based solvents for cleaning tough oil or grease stains from paint and carbon surfaces. Never use degreasing agents containing acetone, methyl chloride or the like, or solvent-containing, non-neutral or chemical cleaning agents that could attack the surface!



Do not clean your CENTURION bike with a high-pressure cleaner or a water jet and if you do, be sure to keep it at a distance. Do not aim at the bearings.



Keep in mind that the auxiliary drive of your CENTURION pedelec may lead to partly higher wear than you are used to. This applies in particular to the brakes and the tires and in the case of bottom bracket drives to the chain and the sprockets.



Note that in the case of pedelecs only certain components are allowed to be replaced to provide insurance cover.



A rechargeable battery that has reached the end of its service life may not be disposed of in the normal household rubbish (a). Bring the rechargeable battery to the dealer, where you buy your new one. If in doubt, ask your CENTURION dealer.



For more information see the system instructions of your drive manufacturer on this CENTURION CD-ROM.

## Safekeeping and storing your CENTURION bike

If you regularly look after your CENTURION bike during the season, you will not need to take any special measures when storing it for a short time, apart from securing it against theft. Store your bike in a dry, well aerated place.

If you want to store your CENTURION bike for a longer period of time, e.g. over the winter months, please observe the following things: Inflated inner tubes tend to gradually lose air when the bike is not used for a long time. If your CENTURION bike is left standing on flat tires for an extended period, this can cause damage to the structure of the tires. It is therefore better to hang the wheels or the entire CENTURION bike or to check the tire pressure regularly (b). Clean your CENTURION bike and protect



a



b



c



d

it against corrosion. Your CENTURION dealer has special maintenance products, e.g. spray wax (c).

Remove the seat post (d) and let moisture that may have entered dry. Spray a little finely atomized oil into the metal seat tube. However, do not apply oil in a carbon seat tube. Shift the gear to the smallest chainwheel and the smallest sprocket. This relaxes the cables and the springs.



There are hardly any waiting times at your CENTURION dealer during the winter months. In addition, many of the CENTURION dealers offer an annual check-up at a special price. Benefit from the idle time and ask your CENTURION dealer to do the scheduled maintenance work!



For more information on the safekeeping and storing of your CENTURION pedelec see the chapter “Useful information for proper handling of the rechargeable battery” and the system instructions of your drive manufacturer on this CENTURION CD-ROM.

## Drive maintenance and care

The motor **(e)**, the rechargeable battery **(f)** and the drive HMI **(g)** and/or display **(h)** are mainly maintenance free, except for the battery charging which is necessary regularly. From time to time the dirt and oil needs to be cleaned off your chain with an oily rag. Special degreasers are not necessary; they even have a damaging effect.

Having cleaned the chain as thoroughly as possible, apply chain oil, wax or grease to the chain links. To lubricate the chain, drip the lubricant onto the rollers of the lower run of the chain while you turn the crank. Once this is done, turn the cranks a few more times; then let the CENTURION pedelec rest for a few minutes so that the lubricant can disperse. Finally wipe off excess lubricant with a rag so that it does not spatter around during riding or can collect road dirt.



A rechargeable battery that has reached the end of its service life may not be disposed of in the normal household rubbish. Bring the rechargeable battery to the dealer, where you buy your new one. If in doubt, ask your CENTURION dealer.



The drive is not approved for steam cleaning, high-pressure cleaning or cleaning with a water hose. The contact of water with the electronics or the drive can destroy the units. The individual drive components can be cleaned with a soft rag and neutral detergents. You may use a moist rag, but not excessive water. Do not submerge the rechargeable battery!

## Service and maintenance schedule

It is advisable to have your CENTURION bike serviced regularly after the bedding-in phase. The schedule given in the table below is a rough guide for cyclists who ride their bike between 1,000 and 2,000 km or 50 to 100 hours of use a year.

If you consistently ride more or if you ride a great deal on poor road surfaces, the service intervals will shorten accordingly.

| Component                       | What to do   | Before every ride | Monthly | Annually | Others  |
|---------------------------------|--|-------------------|---------|----------|---|
| Lighting                        | Check function   | x                 |         |          |   |
| Tires                           | Check pressure   | x                 |         |          |   |
|                                 | Check tread and side walls   |                   | x       |          |   |
| Brakes (rim brakes)             | Check lever travel, wear of brake pads, position of pads relative to rim; test brakes in stationary              | x                 |         |          |   |
| Brakes (hydraulic rim brakes)   | Check lever travel, wear of brake pads, position of pads relative to rim; test brakes in stationary, check seals | x                 |         |          |   |
| Brakes (drum/roller)            | Lever travel, test brakes in stationary  | x                 |         |          |   |
| Brakes, brake pads (rim brakes) | Clean  |                   | x       |          |   |
| Brake cables/pads/lines         | Visual inspection  |                   | x       |          |   |
| Brakes (disc brakes)            | Lever travel, brake pads, seals, test brakes in stationary   | x                 |         |          |   |
|                                 | Replace liquid (DOT-liquids)   |                   |         | •        |   |
| Suspension fork                 | Check and retighten bolts, if necessary  |                   |         | •        |   |
|                                 | All-inclusive service (change oil)   |                   |         | •        |   |
|                                 | Check thickness, replace if necessary  |                   |         |          | • after 2nd set of pads at the latest<br>• at least every 2 years |
| Fork (rigid)                    | Check and replace, if necessary  |                   |         |          |   |
| Bottom bracket                  | Check for bearing play   |                   | x       |          |   |
|                                 | Dismount and regrease (cups)   |                   |         | •        |   |
| Chain                           | Check and grease, if necessary   | x                 |         |          |   |
|                                 | Check wear, replace, if necessary, derailleur gears  |                   |         |          | • after 1,000 km or or 50 hours of use                            |
| Telescopic seat post            | Service  |                   |         | x        |   |
| Crank                           | Check and retighten, if necessary  |                   | x       |          |   |

| Component  | What to do  | Before every ride | Monthly | Annually | Others                        |
|--|---|-------------------|---------|----------|-------------------------------|
| Painted/anodized/carbon surfaces                   | Impregnate  |                   |         |          | x at least every 6 months     |
| Wheels/spokes                                      | Check for trueness and tension<br>True or retighten                               |                   | x       |          | • if necessary                |
| Handlebars and stem<br>(aluminum and carbon)       | Check and replace, if necessary   |                   |         |          | • at the latest every 2 years |
| Headset  | Check for bearing play<br>Regrease  |                   | x       | •        |                               |
| Metal surfaces                                     | Polish (except: Rim sides of rim brakes, rotors)                                  |                   |         |          | x at least every 6 months     |
| Hubs   | Check for bearing play<br>Regrease (cone bearings only)                           |                   | x       | •        |                               |
| Pedals (all)                                       | Check for bearing play  |                   | x       |          |                               |
| Pedals (clipless)                                  | Clean and grease locking mechanism  |                   | x       |          |                               |
| Seat post/stem                                     | Check bolts<br>Dismount and re-lubricate, carbon: new assembly paste (no grease!) |                   | x       | •        |                               |
| Front/rear derailleur                              | Clean and grease  |                   | x       |          |                               |
| Quick-releases/thru axles                          | Check seat  | x                 |         |          |                               |
| Bolts and nuts<br>(Multi-speed hubs, fenders etc.) | Check and retighten, if necessary   |                   | x       |          |                               |
| Valves   | Check seat  | x                 |         |          |                               |
| Cables (gears/brakes)                              | Check and replace, if necessary   |                   |         | •        |                               |

If you have a certain degree of mechanical skills, experience and suitable tools, such as a torque wrench, you should be able to do the checks marked **x** by yourself. If you come across any defects, take appropriate measures without delay. If you are in doubt or if you have any questions, contact your CENTURION dealer.

Jobs marked • are best left to your CENTURION dealer.



**For your own safety, bring your CENTURION bike to your CENTURION bike dealer for its first inspection after 100 to 300 kilometers, 5 to 15 hours of initial use or four to six weeks, and at the very latest after three months.**

## Recommended torque settings

All bolted connections of the bike components have to be tightened carefully and checked regularly to ensure the safe and reliable operation of the CENTURION bike. This is best done with a torque wrench that disengages at the desired torque value or a click-type torque wrench. Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by the manufacturer!

Where no maximum torque setting is given start with 2 Nm. Observe the indicated values and observe the values on the components and/or in the operating instructions of the component manufacturers on this CENTURION CD-ROM.

| Component                | Bolted connections                                   | Shimano <sup>1</sup> (Nm)                  | SRAM/Avid <sup>2</sup> (Nm) | Tektro <sup>3</sup> (Nm) | TRP <sup>4</sup> (Nm) |
|--------------------------|--|--|-----------------------------|--------------------------|-----------------------|
| Rear derailleur          | Mount (on frame/derailleur hanger)                   | 8 - 10                                     | 8 - 10                      |                          |                       |
|                          | Cable clamp  | 5 - 7                                      | 4 - 5                       |                          |                       |
|                          | Pulley wheels  | 3 - 4                                      |                             |                          |                       |
| Front derailleur         | Mount on frame                                       | 5 - 7                                      | 5 - 7                       |                          |                       |
|                          | Cable clamp  | 5 - 7                                      | 5                           |                          |                       |
| Shifter                  | Mount on handlebars                                  | 5  | 2.5 - 4                     |                          |                       |
|                          | Hole covering  | 0.3 - 0.5                                  |                             |                          |                       |
| Brake lever unit         | Mount on handlebars                                  | 6 - 8                                      | 5 - 7                       | 6 - 8                    |                       |
|                          | Time trial brake lever                               |  |                             | 5 - 7                    |                       |
| Hub                      | Quick-release lever                                  | 5 - 7.5                                    |                             |                          |                       |
|                          | Locknut for bearing adjustment of quick-release hubs | 10 - 25                                    |                             |                          |                       |
|                          | Sprocket cluster lock ring                           | 29 - 49                                    | 40                          |                          |                       |
| Internal gear hub        | Hub axle nut   | 30 - 45                                    |                             |                          |                       |
| Crank                    | Crank mount (grease-free square-head)                | 35 - 50                                    |                             |                          |                       |
|                          | Crank mount (Shimano Octalink)                       | 35 - 50                                    |                             |                          |                       |
|                          | Crank mount (Shimano Hollowtech II)                  | axial bolt: (hand-tight with plastic tool) |                             |                          |                       |
|                          |  | tangential bolt: 12 - 15                   |                             |                          |                       |
|                          | Crank mount (Isis)                                   |  | 31 - 34                     |                          |                       |
|                          | Crank mount (Giga X Pipe)                            |  | 48 - 54                     |                          |                       |
| Sealed cartridge bearing | Chainwheel mount                                     | 8 - 11                                     | 12 - 14 (steel) 8 - 9 (alu) |                          |                       |
|                          | Shell (square-head)                                  | 49 - 69                                    |                             |                          |                       |
|                          | Shell (Shimano Hollowtech II, SRAM Giga X Pipe)      | 35 - 50                                    | 34 - 41                     |                          |                       |
|                          | Octalink   | 50 - 70                                    |                             |                          |                       |

| Component       | Bolted connections    | Shimano <sup>1</sup> (Nm) | SRAM/Avid <sup>2</sup> (Nm) | Tektro <sup>3</sup> (Nm) | TRP <sup>4</sup> (Nm) |
|-----------------|-----------------------|---------------------------|-----------------------------|--------------------------|-----------------------|
| Pedal           | Pedal axle            | 35                        |                             |                          |                       |
| Shoe            | Cleat                 | 5 - 6                     |                             |                          |                       |
|                 | Spike                 | 4                         |                             |                          |                       |
| Brake (V-brake) | Cable clamp           | 6 - 8                     | 6 - 8                       | 6 - 8                    | 6 - 8                 |
|                 | Brake shoe mount      | 6 - 8                     | 6 - 8                       | 6 - 8                    | 6 - 8                 |
|                 | Brake pad fixing      | 1 - 2                     |                             |                          |                       |
|                 | Brake boss frame/fork |                           |                             | 8 - 10                   |                       |

<sup>1</sup> www.shimano.com   <sup>2</sup> www.sram.com   <sup>3</sup> www.tekro.com   <sup>4</sup> www.trpbrakes.com

## Recommended torque settings for disc brakes and hydraulic rim brakes

| Component  | Shimano <sup>1</sup> (Nm) | Avid <sup>2</sup> (Nm)  | Tektro <sup>3</sup> (Nm) | TRP <sup>4</sup> (Nm) | Magura HS <sup>5</sup> (Nm) |
|--|---------------------------|---|--------------------------|-----------------------|-----------------------------|
| Brake caliper mount on frame/fork                                  | 6 - 8                     | 9 - 10 (IS adapter)<br>8 - 10 (brake caliper)   | 6 - 8                    | 6 - 8                 | 6                           |
| Brake lever unit on handlebars<br>- Single-bolt clamp              | 6 - 8                     | Discrete Clamp Bolt/<br>Hinge Clamp Bolt/<br>XLoc Hinge Clamp Bolt: 5 - 6<br>Pinch clamp bolt: 2.8 - 3.4<br>Split Clamp Bolts /<br>Match Maker Bolts: 3 - 4 | 5 - 7                    |                       | 4                           |
| - Two-bolt clamp   |                           | 4 - 5   |                          |                       |                             |
| Union screws of cable at grip<br>and normal cable at brake caliper | 5 - 7                     | 5   |                          |                       | 4                           |
| Brake cable connector at<br>brake caliper (disc tube cable)        | 5 - 7                     |   |                          |                       |                             |
| Expansion tank cap   | 0.3 - 0.5                 |   |                          |                       |                             |
| Bleeding device brake caliper                                      | 4 - 6                     |   | 4 - 6                    |                       |                             |

| Component                           | Shimano <sup>1</sup> (Nm) | Avid <sup>2</sup> (Nm) | Tektro <sup>3</sup> (Nm) | TRP <sup>4</sup> (Nm) | Magura HS <sup>5</sup> (Nm) |
|-------------------------------------|---------------------------|------------------------|--------------------------|-----------------------|-----------------------------|
| Bleeding device brake lever         |                           |                        | 2 - 4                    |                       |                             |
| Brake disc fixing (6-holes)         | 4                         | 6.2                    | 4 - 6                    | 6 - 8                 |                             |
| Brake disc fixing (Centerlock)      | 40                        |                        |                          |                       |                             |
| Hose (union nut) direct connection  |                           |                        |                          |                       | 4                           |
| Slave cylinder (bleeder screw)      |                           |                        |                          |                       | 4                           |
| Brake pad retainer at brake caliper |                           |                        | 3 - 5                    |                       |                             |
| Cable clamp at brake caliper        |                           |                        |                          | 4 - 6                 |                             |

<sup>1</sup> [www.shimano.com](http://www.shimano.com)   <sup>2</sup> [www.sram.com](http://www.sram.com)   <sup>3</sup> [www.tekro.com](http://www.tekro.com)   <sup>4</sup> [www.trpbrakes.com](http://www.trpbrakes.com)   <sup>5</sup> [www.magura.com](http://www.magura.com)

These values are reference values of the above-mentioned component manufacturers. Observe the values in the instructions of the component manufacturers on this CENTURION CD-ROM. These values do not apply to the components of other manufacturers.



**Due to the unmanageable number of components on the market, CENTURION is not in a position to foresee every product that will be replaced or newly assembled by third parties. Therefore CENTURION denies any liability for such kind of additions or modifications with regard to compatibility, torque values etc. Whoever assembles or modifies the CENTURION bike shall ensure that the bike was assembled according to the state-of-the-art in science and technology.**



**Some components have the maximum permissible torque values printed on them. Use a torque wrench and never exceed the maximum torque value! If you are in doubt or if you have any questions, contact your CENTURION dealer.**



**For more information on components not listed in these tables, see the instructions of the component manufacturers on this CENTURION CD-ROM.**



## Legal requirements for riding on public roads

If you use your CENTURION bike for riding on public roads **(a+b)**, it has to be equipped according to the regulations of your country.

Pay particular attention to your bicycle being equipped with the prescribed set of lights **(c)** and reflectors **(d)**. Ask your CENTURION dealer to inform you about the road traffic regulations in force in your country. Make yourself familiar with the road traffic regulations for riding on public roads and off-road.



a



b



c



d

## Warranty and guarantee

Your CENTURION bike was manufactured with great care. Normally it is delivered to you by your CENTURION bike dealer fully assembled.

As direct purchaser you have full warranty rights within the first two years after purchase. Please contact your CENTURION dealer in the event of defects.

To ensure a smooth handling of your complaint, it is necessary to present your receipt, your bike card, the handover report and the service reports. Therefore, be sure to keep these documents in a safe place.

To ensure a long service life and good durability of your CENTURION bike, use it only for its intended purpose (see the chapter "Intended use"). Please observe the permissible load specifications as specified on the bike card. Be sure to follow the mounting instructions of the manufacturers (above all, the torque values of the bolts) as well as the prescribed maintenance schedule.

Observe the checks and routines listed in these operating instructions or in any other operating instructions enclosed with this delivery (see the chapter "Service and maintenance schedule") as well as any instructions concerning the replacement of safety-relevant components such as handlebars or brakes etc.



**Keep in mind that retrofitted accessories can impair the functioning of your CENTURION bike. If you are in doubt or if you have any questions, contact your CENTURION dealer.**



**The law referring to full warranty rights is only valid in the countries where the law has been ratified according to the renewed European regulations. Please inform yourself about the situation in your country.**

## A note on wear

Some components of your CENTURION bike are subject to wear due to their function. The rate of wear will depend on care and maintenance and the way you use your CENTURION bike (mileage, riding in the rain, dirt, salt etc.). CENTURION bikes that are often left standing in the open may also be subject to increased wear through weathering.

The components below require regular care and maintenance. Nevertheless, sooner or later they will reach the end of their service life, depending on conditions and intensity of use. The following parts which have reached their limit of wear must be replaced:

- |                              |                       |
|------------------------------|-----------------------|
| Rechargeable battery         | Chainstay protection  |
| Drive chain                  | Handlebar tapes       |
| Brake pads                   | Lamps                 |
| Brake fluid (DOT)            | Tire                  |
| Brake discs/rotors           | Sprockets             |
| Brake cables                 | Saddle                |
| Brake cable housings         | Pulleys               |
| Seals of suspension elements | Bowden cables         |
| Rims (of rim brakes)         | Bowden cable housings |
| LED                          | Tubes                 |
| Rubber grips                 | Lubricants            |
| Chain rings                  |                       |



**Ask your CENTURION dealer about any additional guarantee given by the manufacturer of your CENTURION bike and insist on having it as printed version.**

## Guarantee on CENTURION bikes

In purchasing this CENTURION bike you will receive a warranty covering far more than stipulated by the legal regulations (as of date of purchase of initial buyer).

- A lifetime guarantee\* against rupture for all aluminum and carbon frames for the categories Kids, Street, Cross, XC/Marathon and All Mountain (see chapter "Intended use")
- A five-year guarantee against rupture for all aluminum and carbon frames outside the aforementioned categories
- A five-year guarantee against rupture for aluminum and carbon rigid forks

CENTURION reserve the right to repair or replace the frame/the fork.

In the event the frame/fork model concerned is no (longer) available, CENTURION reserves the right provide a (successor) model of an equivalent or greater quality.

The guarantee does not cover labor and transport costs, nor does it cover follow-up costs resulting from defects.

Guarantee claims for suspension forks, rear shocks as well as drive units of pedelecs/EPACs (Electric Power Assisted Cycles) and other branded components will not be handled by CENTURION, but by the national distributors of the component manufacturers.

Your direct contact in any case is your CENTURION dealer.

The guarantee only applies to claims substantiated by presenting the original purchase contract, customer's receipt, the handover report and the bike card stating the date of purchase, the dealer address, the model and the frame number. An online registration is also available at [www.centurion.de/en\\_int](http://www.centurion.de/en_int) (not available in all countries). This also applies within the statutory warranty/guarantee periods.

This additional guarantee is also valid when reselling a CENTURION bike. Prerequisite for that is the full traceability from the initial buyer to the last buyer. This is exclusively the case, if purchase contracts in written form can be presented in addition to the above-mentioned documents.

Guarantee claims will only be acknowledged, if the bike has been used for none other than its intended use, had an inspection during its first five hundred kilometers or the first six months after purchase, has been fitted exclusively with original spare parts or accessories and had its suspension systems serviced by a CENTURION dealer or an authorized service center once a year at least.

For carbon frames of the types road, cyclo-cross and mountain bike (suspension travel up to 100 mm) the above-mentioned guarantee also applies for competitive use. The guarantee does not cover the competitive use or other overloads for all other types.

It does not cover damage resulting from wear, insufficient care/maintenance, fall/accident, overstress caused by overloading, incorrect mounting and improper treatment as well as constructional changes to the bicycle (by using non-original spare parts as well as the installation and the modification of (additional) components.

Diligent compliance with the respective manufacturers' mounting instructions and maintenance intervals as prescribed in this manual are crucial to a long service life and good durability of all bicycle components. Non-observance will render the guarantee void. Observe the checks described in this manual as well as all instructions concerning the regular replacement of safety-relevant components, such as the handlebars, stem etc.

The guarantee regulations going beyond the statutory regulations are voluntary services provided by CENTURION. These statutory regulations vary from country to country. Ask your CENTURION dealer for more information and read the original CENTURION operating instructions on the enclosed CENTURION CD-ROM.

\* The service life of a bicycle is ten years.

In case of any inquiries, please contact your national distributor; visit [www.centurion.de/en\\_int](http://www.centurion.de/en_int) to find his address.

These provisions of the guarantee are applicable as of model year 2016.

Merida & Centurion Germany GmbH  
Blumenstraße 49-51  
D-71106 Magstadt  
Germany  
Phone +49(0)7159 9459-600  
[www.centurion.de](http://www.centurion.de)



# Service schedule

**1st service** – After 100 – 300 kilometers or 5 – 15 hours of use at the latest or after three months from date of purchase

Order no.:                      Date:

Replaced or repaired parts:

.....  
.....  
.....  
.....

Stamp and signature  
of the CENTURION dealer:

**2nd service** – After 2,000 kilometers or 100 hours of use at the latest or after one year

Order no.:                      Date:

Replaced or repaired parts:

.....  
.....  
.....  
.....

Stamp and signature  
of the CENTURION dealer:

**3rd service** – After 4,000 kilometers or 200 hours of use at the latest or after two years

Order no.:                      Date:

Replaced or repaired parts:

.....  
.....  
.....  
.....

Stamp and signature  
of the CENTURION dealer:

**4th service** – After 6,000 kilometers or 300 hours of use at the latest or after three years

Order no.:                      Date:

Replaced or repaired parts:

.....  
.....  
.....  
.....

Stamp and signature  
of the CENTURION dealer:

**5th service** – After 8,000 kilometers or 400 hours of use at the latest or after four years

Order no.:                      Date:

Replaced or repaired parts:

.....  
.....  
.....  
.....

Stamp and signature  
of the CENTURION dealer:

**6th service** – After 10,000 kilometers or 500 hours of use at the latest or after five years

Order no.:                      Date:

Replaced or repaired parts:

.....  
.....  
.....  
.....

Stamp and signature  
of the CENTURION dealer:

**7th service** – After 12,000 kilometers or 600 hours of use at the latest or after six years

Order no.:                      Date:

Replaced or repaired parts:

.....  
.....  
.....  
.....

Stamp and signature  
of the CENTURION dealer:

**8th service** – After 14,000 kilometers or 700 hours of use at the latest or after seven years

Order no.:                      Date:

Replaced or repaired parts:

.....  
.....  
.....  
.....

Stamp and signature  
of the CENTURION dealer:

**9th service** – After 16,000 kilometers or 800 hours of use at the latest or after eight years

Order no.:                      Date:

Replaced or repaired parts:

.....  
.....  
.....  
.....

Stamp and signature  
of the CENTURION dealer:

**10th service** – After 18,000 kilometers or 900 hours of use at the latest or after nine years

Order no.:                      Date:

Replaced or repaired parts:

.....  
.....  
.....  
.....

Stamp and signature  
of the CENTURION dealer:

**11th service** – After 20,000 kilometers or 1,000 hours of use at the latest or after ten years

Order no.:                      Date:

Replaced or repaired parts:

.....  
.....  
.....  
.....

Stamp and signature  
of the CENTURION dealer:

**12th service** – After 22,000 kilometers or 1,100 hours of use at the latest or after eleven years

Order no.:                      Date:

Replaced or repaired parts:

.....  
.....  
.....  
.....

Stamp and signature  
of the CENTURION dealer:

## Bike card

Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Frame no. \_\_\_\_\_

Color \_\_\_\_\_

Drive system: Mid-mounted motor

Battery model \_\_\_\_\_

Key no. \_\_\_\_\_

Voltage (Volt) \_\_\_\_\_

Ampere-hour (AH) \_\_\_\_\_

Capacity (watt hours) \_\_\_\_\_

**Suspension fork**  
(manufacturer/model) \_\_\_\_\_

Serial no. \_\_\_\_\_

**Rear shock**  
(manufacturer/model) \_\_\_\_\_

Frame type \_\_\_\_\_

Frame size \_\_\_\_\_

Size of wheels and tires \_\_\_\_\_

Special features \_\_\_\_\_

## Intended use

- |                                     |                                     |                                     |
|-------------------------------------|-------------------------------------|-------------------------------------|
| <input type="checkbox"/> category 0 | <input type="checkbox"/> category 2 | <input type="checkbox"/> category 4 |
| <input type="checkbox"/> category 1 | <input type="checkbox"/> category 3 |                                     |

### Permissible overall weight

CENTURION bike, rider and baggage \_\_\_\_\_kg

Pannier rack  yes  no

Permissible overall load \_\_\_\_\_kg

Child seat permitted  yes  no

Trailer permitted  yes  no

Permissible trailer load \_\_\_\_\_kg

### Brake lever

Right lever

Left lever

### Brake – assignment

Front wheel brake

Rear wheel brake

Front wheel brake

Rear wheel brake



**Read the chapter “Before your first ride” in the translation of these original CENTURION operating instructions.**

Stamp and signature of the CENTURION dealer



# Handover report

The above-described CENTURION BIKE was delivered to the customer ready for use, i.e. after its final assembly, inspection and functional check as described below (additionally required routines in parentheses).

- Lighting
- Brakes front and rear
- Suspension fork (adjusted to suit customer)
- Wheel set (trueness/spoke tension/tire pressure)
- Handlebars/stem (position/bolts checked with torque wrench)
- Pedals (adjustment of release force if necessary)
- Saddle/seat post (height and position of saddle adjusted to suit customer, bolts checked with torque wrench)
- Gears (limit stops!)
- Bolted connections of attachment parts (check with torque wrench)
- Other routines performed
- Test ride

## CENTURION dealer

Last name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

Phone \_\_\_\_\_

Fax \_\_\_\_\_

E-Mail \_\_\_\_\_

Handover date, stamp, signature of the CENTURION dealer \_\_\_\_\_

The customer confirms with his signature that he received the CENTURION bike in proper condition along with the accompanying documents specified below and that he was instructed on the proper use of the CENTURION bike.

- User manual/Original operating instructions with CENTURION CD-ROM

## Additional instructions

- The brake system
- Suspension fork/ rear shock
- Suspension seat post
- Seat post, stem
- Pedal system
- The gears
- Others
- System instructions of the drive manufacturer

## Customer:

Last name, first name \_\_\_\_\_

Street \_\_\_\_\_

ZIP code/city \_\_\_\_\_

Phone \_\_\_\_\_

Fax \_\_\_\_\_

E-Mail \_\_\_\_\_

Location, date, signature \_\_\_\_\_

# EC Declaration of Conformity

## CENTURION E-Mountainbikes 2016

Germany / Austria



Blumenstraße 49-51  
D-71106 Magstadt  
Telefon +49 (0)715994 59-300  
Telefax +49 (0)715994 59-500  
vertrieb@merida-centurion.com

The manufacturer **MERIDA & CENTURION Germany GmbH** hereby declares that the following products of the brand **CENTURION**



| Model                 | Stock List | Item No. Battery* | Item No. Charger** |
|-----------------------|------------|-------------------|--------------------|
| Backfire E 640.27     | 236.18.0.  | 0.275.007.512     | 0.275.007.907      |
| Backfire E 650.27     | 236.18.1   | 0.275.007.530     | 0.275.007.907      |
| Backfire E 2400.27    | 236.18.2   | 0.275.007.512     | 0.275.007.907      |
| Backfire E 2500.27    | 236.18.3   | 0.275.007.530     | 0.275.007.907      |
| Backfire E 2500.27 DX | 236.18.4   | 0.275.007.530     | 0.275.007.907      |
| Lhasa E 640.29        | 236.23.0   | 0.275.007.512     | 0.275.007.907      |
| Lhasa E 640.29 EQ     | 236.23.1   | 0.275.007.512     | 0.275.007.907      |
| Lhasa E 650.29        | 236.23.2   | 0.275.007.530     | 0.275.007.907      |
| Lhasa E 650.29 DX     | 236.24.5   | 0.275.007.530     | 0.275.007.907      |
| Lhasa E 650.29 EQ     | 236.23.3   | 0.275.007.530     | 0.275.007.907      |
| Lhasa E 650.29 EQ DX  | 236.23.4   | 0.275.007.530     | 0.275.007.907      |
| Lhasa E 640.29        | 236.23.5   | 0.275.007.512     | 0.275.007.907      |
| Lhasa E 640.29 EQ     | 236.23.6   | 0.275.007.512     | 0.275.007.907      |
| Lhasa E 650.29        | 236.23.7   | 0.275.007.530     | 0.275.007.907      |
| Lhasa E 650.29 DX     | 236.24.6   | 0.275.007.530     | 0.275.007.907      |
| Lhasa E 650.29 EQ     | 236.23.8   | 0.275.007.530     | 0.275.007.907      |
| Lhasa E 650.29 EQ DX  | 236.23.9   | 0.275.007.530     | 0.275.007.907      |
| Numinis E 640.27      | 236.24.0   | 0.275.007.512     | 0.275.007.907      |
| Numinis E 650.27      | 236.24.1   | 0.275.007.530     | 0.275.007.907      |
| Numinis E 2400.27     | 236.24.2   | 0.275.007.512     | 0.275.007.907      |
| Numinis E 2500.27     | 236.24.7   | 0.275.007.530     | 0.275.007.907      |
| Numinis E 2500.27 DX  | 236.24.8   | 0.275.007.530     | 0.275.007.907      |
| Numinis E 3500.27     | 236.24.3   | 0.275.007.530     | 0.275.007.907      |
| Numinis E 3500.27 DX  | 236.24.4   | 0.275.007.530     | 0.275.007.907      |

EPAC (with the exception of Directive 2002/24/EC) comply with the safety objectives and all relevant provisions of the following directives

### 2006/42/EG Machinery Directive 2004/108/EG EMV-Directive

and compliance with the following standards is given

**EN 15194:2012-02 Cycles – Electrically power assisted cycles – EPAC Bicycles**  
**EN ISO 4210 Cycles – Safety requirements for bicycles**  
**EN ISO 12100 Safety of machinery – General principles for design – Risk assessment and risk reduction**

Magstadt, December 10, 2015

Signed on behalf of the manufacturer

Authorized Representative for Documents

Wolfgang Renner, CEO

Hannes Genze, Product Developer  
Blumenstraße 49-51, 71106 Magstadt

\*Bosch Powerpack Standard Performance 400 (0.275.007.512) / Bosch Powerpack Standard Performance 500 (0.275.007.530)  
\*\*Bosch Charger (0.275.007.907)

# Déclaration de conformité EC

## CENTURION E-Bikes 2016

### Suisse



Blumenstraße 49-51  
D-71106 Magstadt  
Telefon +49 (0)715994 59-300  
Telefax +49 (0)715994 59-500  
vertrieb@merida-centurion.com



Par la présente le fabricant **MERIDA & CENTURION Germany GmbH** déclare que les produits suivants de la marque **CENTURION**

| Modèle                | Liste des stocks | Batterie*     | Chargeur**    |
|-----------------------|------------------|---------------|---------------|
| E-Fire Sport 410      | 236.42.1         | 0.275.007.512 | 0.275.007.907 |
| E-Fire Sport 510      | 236.42.3         | 0.275.007.530 | 0.275.007.907 |
| E-Fire Sport 411      | 236.42.6         | 0.275.007.512 | 0.275.007.907 |
| E-Fire Sport 511      | 236.42.7         | 0.275.007.530 | 0.275.007.907 |
| E-Fire Sport 511 DX   | 236.42.8         | 0.275.007.530 | 0.275.007.907 |
| E-Fire Tour 410       | 236.43.1         | 0.275.007.512 | 0.275.007.907 |
| E-Fire Tour 510       | 236.43.3         | 0.275.007.530 | 0.275.007.907 |
| E-Fire Tour 411       | 236.43.6         | 0.275.007.512 | 0.275.007.907 |
| E-Fire Tour 511       | 236.43.7         | 0.275.007.530 | 0.275.007.907 |
| E-Fire Tour 511 DX    | 236.43.8         | 0.275.007.530 | 0.275.007.907 |
| E-Co 408              | 236.51.1         | 0.275.007.514 | 0.275.007.907 |
| E-Co 410              | 236.51.2         | 0.275.007.522 | 0.275.007.907 |
| E-Co 400              | 236.51.4         | 0.275.007.514 | 0.275.007.907 |
| E-Co 411              | 236.51.5         | 0.275.007.522 | 0.275.007.907 |
| E-Co 511              | 236.51.6         | 0.275.007.522 | 0.275.007.907 |
| E-Co 500A             | 236.51.7         | 0.275.007.522 | 0.275.007.907 |
| Backfire E 640.27     | 236.17.0         | 0.275.007.512 | 0.275.007.907 |
| Backfire E 650.27     | 236.17.1         | 0.275.007.530 | 0.275.007.907 |
| Backfire E 2400.27    | 236.17.2         | 0.275.007.512 | 0.275.007.907 |
| Backfire E 2500.27    | 236.17.3         | 0.275.007.530 | 0.275.007.907 |
| Backfire E 2500.27 DX | 236.17.4         | 0.275.007.512 | 0.275.007.907 |
| Numinis E 640.27      | 236.25.0         | 0.275.007.512 | 0.275.007.907 |
| Numinis E 650.27      | 236.25.1         | 0.275.007.530 | 0.275.007.907 |
| Numinis E 2400.27     | 236.25.2         | 0.275.007.512 | 0.275.007.907 |
| Numinis E 3500.27     | 236.25.3         | 0.275.007.530 | 0.275.007.907 |
| Lhasa E 640.29        | 236.25.4         | 0.275.007.512 | 0.275.007.907 |
| Lhasa E 650.29        | 236.25.5         | 0.275.007.530 | 0.275.007.907 |

EPAC (à l'exception de la directive 2002/24/EC) sont conformes aux normes et règlements de sécurité suivantes

**2006/42/CE Directive Machines**  
**2004/108/CE Directive CEM**

tout en respectant les normes suivantes

**EN15194:2012-02 Cycles – Cycles à assistance électrique – Bicyclettes EPAC**  
**EN ISO 4210 Cycles – Exigences de sécurité des bicyclettes**  
**EN ISO 12100 Sécurité des machines – Principes généraux de conception – Appréciation du risque et réduction du risque**

Magstadt, 10. décembre 2015

Signé par le fabricant

*Wolfgang Renner*

Wolfgang Renner, CEO

Représentant autorisé pour les documents

*Hannes Genzé*

Hannes Genzé, développeur de produit  
Blumenstraße 49-51, 71106 Magstadt

\*Bosch Powerpack, Standard Performance 400 (0.275.007.512) / Bosch Powerpack, Standard Performance 500 (0.275.007.530) / Bosch Powerpack, Packtype Active 400 (0.275.007.514) / Bosch Powerpack Packtype Performance 400 (0.275.007.532)  
\*\*Bosch Chargeur (0.275.007.907)

# Dichiarazione di conformità EC

## CENTURION E-Bikes 2016

### SVIZZERA



Blumenstraße 49-51  
D-71106 Magstadt  
Telefon +49 (0) 7159 94 59- 300  
Telefax +49 (0) 7159 94 59- 500  
vertrieb@merida-centurion.com



Con la presente il produttore **MERIDA & CENTURION Germany GmbH** dichiara che i seguenti prodotti del marchio CENTURION

| Modello               | lista dello stock | Batteria*     | Caricabatterie** |
|-----------------------|-------------------|---------------|------------------|
| E-Fire Sport 410      | 236.42.1          | 0.275.007.512 | 0.275.007.907    |
| E-Fire Sport 510      | 236.42.3          | 0.275.007.530 | 0.275.007.907    |
| E-Fire Sport 411      | 236.42.6          | 0.275.007.512 | 0.275.007.907    |
| E-Fire Sport 511      | 236.42.7          | 0.275.007.530 | 0.275.007.907    |
| E-Fire Sport 511 DX   | 236.42.8          | 0.275.007.530 | 0.275.007.907    |
| E-Fire Tour 410       | 236.43.1          | 0.275.007.512 | 0.275.007.907    |
| E-Fire Tour 510       | 236.43.3          | 0.275.007.530 | 0.275.007.907    |
| E-Fire Tour 411       | 236.43.6          | 0.275.007.512 | 0.275.007.907    |
| E-Fire Tour 511       | 236.43.7          | 0.275.007.530 | 0.275.007.907    |
| E-Fire Tour 511 DX    | 236.43.8          | 0.275.007.530 | 0.275.007.907    |
| E-Co 408              | 236.51.1          | 0.275.007.514 | 0.275.007.907    |
| E-Co 410              | 236.51.2          | 0.275.007.522 | 0.275.007.907    |
| E-Co 400              | 236.51.4          | 0.275.007.514 | 0.275.007.907    |
| E-Co 411              | 236.51.5          | 0.275.007.522 | 0.275.007.907    |
| E-Co 511              | 236.51.6          | 0.275.007.522 | 0.275.007.907    |
| E-Co 500A             | 236.51.7          | 0.275.007.522 | 0.275.007.907    |
| Backfire E 640.27     | 236.17.0          | 0.275.007.512 | 0.275.007.907    |
| Backfire E 650.27     | 236.17.1          | 0.275.007.530 | 0.275.007.907    |
| Backfire E 2400.27    | 236.17.2          | 0.275.007.512 | 0.275.007.907    |
| Backfire E 2500.27    | 236.17.3          | 0.275.007.530 | 0.275.007.907    |
| Backfire E 2500.27 DX | 236.17.4          | 0.275.007.530 | 0.275.007.907    |
| Numinis E 640.27      | 236.25.0          | 0.275.007.512 | 0.275.007.907    |
| Numinis E 650.27      | 236.25.1          | 0.275.007.530 | 0.275.007.907    |
| Numinis E 2400.27     | 236.25.2          | 0.275.007.512 | 0.275.007.907    |
| Numinis E 3500.27     | 236.25.3          | 0.275.007.530 | 0.275.007.907    |
| Lhasa E 640.29        | 236.25.4          | 0.275.007.512 | 0.275.007.907    |
| Lhasa E 650.29        | 236.25.5          | 0.275.007.530 | 0.275.007.907    |

EPAC (ad eccezione della Direttiva 2002/24/EC) si attengono alle norme di sicurezza ed alle seguenti normative

**2006/42/EG: macchine direttiva**  
**2004/108/EG: Compatibilità elettromagnetica**

rispettando al contempo i seguenti standard

**EN15194:2012-02 Biciclette – Biciclette con pedalata assistita elettricamente – biciclette EPAC**  
**EN ISO 4210 Cicli – Requisiti di sicurezza per biciclette**  
**EN ISO 12100 Sicurezza del macchinario – Principi generali di progettazione – Valutazione del rischio e riduzione del rischi**

Magstadt, 10 dicembre 2015

Sottoscritto dal produttore

Wolfgang Renner, CEO

Rappresentante autorizzato per i documenti

Hannes Genze, sviluppatore del prodotto  
Blumenstraße 49-51, 71106 Magstadt

\*Bosch Powerpack, Standard Performance 400 (0.275.007.512) / Bosch Powerpack, Standard Performance 500 (0.275.007.530) / Bosch Powerpack, Packtype Active 400 (0.275.007.514) / Bosch Powerpack, Packtype Performance 400 (0.275.007.522)  
\*\*Bosch Caricabatterie (0.275.007.907)



*FORGE AHEAD*

**CENTURION**

**MERIDA & CENTURION GERMANY GMBH**

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