



Short operating instructions

MOUNTAIN BIKE – CITY/TREKKING BIKE – ROAD BIKE EN ISO 4210-2

KIDS' BIKE EN ISO 8098

Read at least pages 4-13 before your first ride!

Perform the functional check on pages 14-15 before every ride!

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

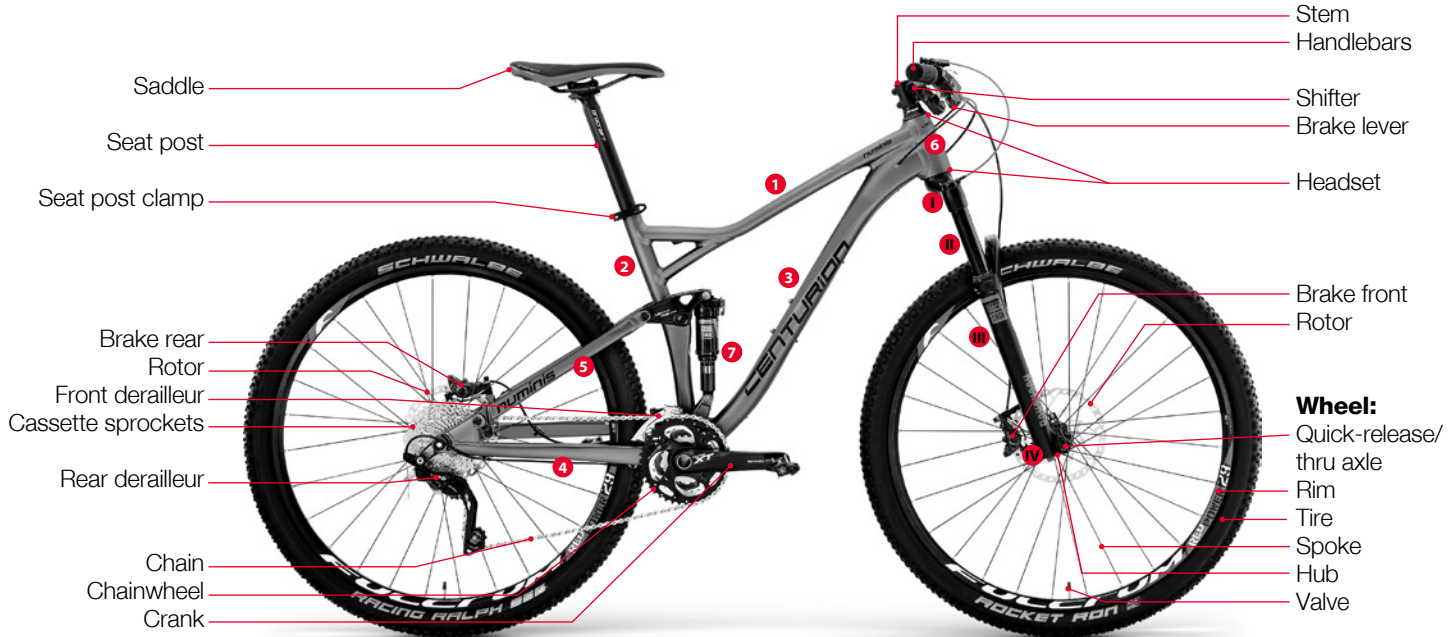
CENTURION FORGE AHEAD

Frame:

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

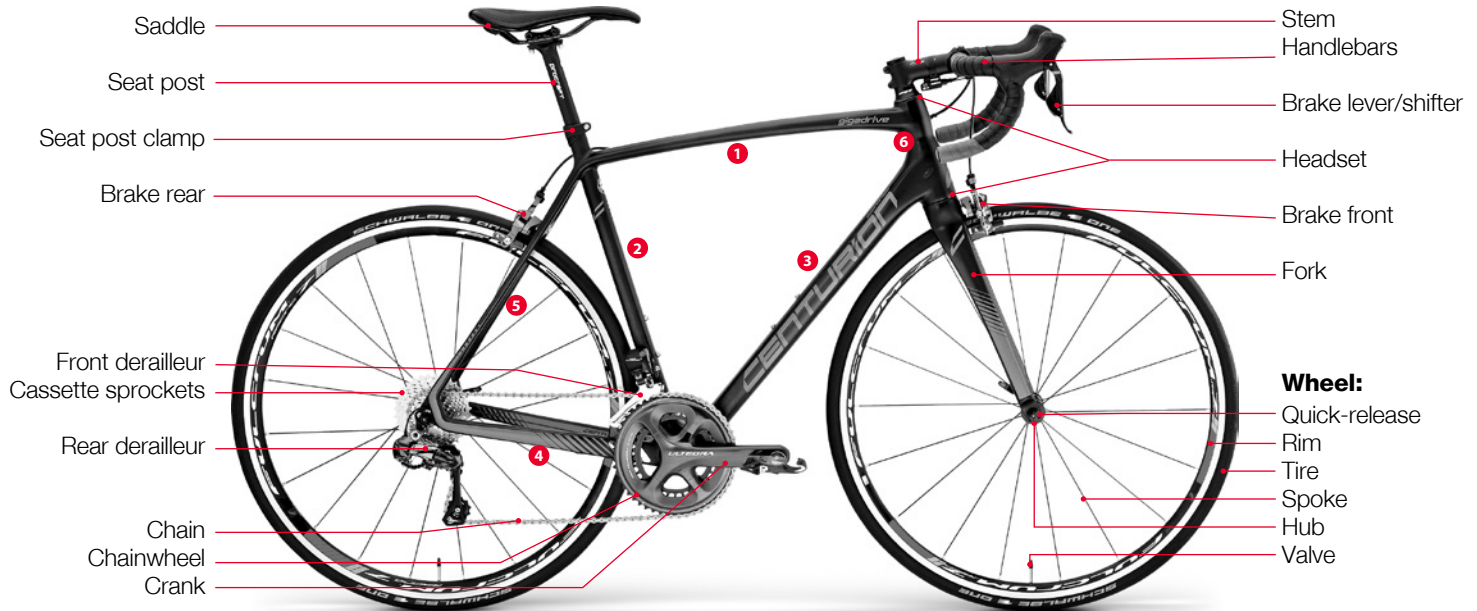
Suspension fork:

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



Frame:

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



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



CENTURION short operating instructions

The CENTURION short operating instructions are meant as start assistance. Together with your comprehensive CENTURION original user manual and the instructions of the component manufacturers on the enclosed CENTURION CD-ROM this first start assistance is part of a system.

If you do not find answers to all your questions in this start assistance and before doing any adjustment whatsoever, read the other user manuals or ask your CENTURION dealer for advice.



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It is essential to also observe the comprehensive CENTURION original user manuals and the instructions of the component manufacturers on the enclosed CENTURION CD-ROM. These operating instructions are 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

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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 these CENTURION short operating instructions

The illustrations on the first pages of the CENTURION short operating instructions show typical CENTURION city/trekking bikes, CENTURION road bikes and CENTURION mountain bikes. One of these CENTURION bikes looks similar to the CENTURION bike you have purchased. Today's bikes come in various types that are designed for specific uses and fitted accordingly. The CENTURION short operating instructions include the following bicycle types:

Road bikes **(e)**, triathlon bikes and time trial machines Cyclo-cross bikes/road racing machines

City, trekking, cross **(f)**, fitness and kids' bikes

Mountain bikes (cross-country **(g)**, marathon **(h)** and tour mountain bikes, enduro and All Mountain bikes)

These operating instructions are not intended to help you assemble a CENTURION bike from individual components, to repair it or to make a partly assembled CENTURION bike ready for use.

These CENTURION short operating instructions are not applicable to any other than the displayed bicycle types.



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 CENTURION operating instructions that deserves your special attention.

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

These CENTURION operating instructions comply together with the enclosed CENTURION CD-ROM with the standard EN ISO 4210-2.

Also observe the instructions of the component manufacturers, which you can find on the enclosed CENTURION CD-ROM.

General safety instructions

Dear CENTURION customer,

In purchasing this CENTURION bike **(a-c)** 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 design and engineering. Read these CENTURION short 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.

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.



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Even a manual as big as an encyclopedia could not describe any possible combination of bicycle models and components or parts on the market. The CENTURION short operating instructions therefore focuses on your newly purchased CENTURION bike and standard components and provides useful information and warnings.

When doing any adjusting and maintenance work **(d)**, 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 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 comprehensive CENTURION original user manual and the instructions of the component manufacturers on the enclosed 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.



Please find the comprehensive CENTURION original user manuals, the instructions of the component manufacturers and the relevant web links on the CENTURION CD-ROM enclosed with these CENTURION short operating instructions.

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 **(e)**.

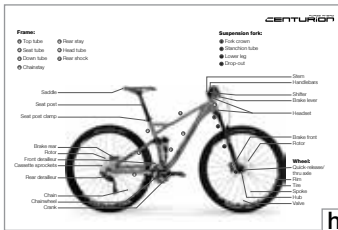
Make sure to wear suitable, bright clothing, as a minimum you should wear straight cut trousers and or leg bands and shoes fitting the pedal system **(f)**. Always ride carefully on public roads and observe the traffic rules so as not to endanger yourself or others.

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. 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: tandems and kids in approved child seats) and never ride without having both hands on the handlebars (except: hand signals before turning).


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



If you bought a CENTURION kids' bike, observe chapter "CENTURION kids' bikes" in your comprehensive CENTURION original user manual on the enclosed CENTURION CD-ROM before your child sets off on it for the first time. There are special traffic regulations for children in some countries.

First, we would like to familiarize you with the various components of your CENTURION bike. Please unfold the cover of the CENTURION short operating instructions **(h)**. There you will find a CENTURION city/trekking, CENTURION mountain bike and a CENTURION road bike showing all the essential components. Leave the page unfolded as you read. 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. Use your CENTURION bike only for to 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



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 0: Kids

CENTURION bikes of the category Kids (a-c) are designed for hard-surface ground, i.e. for 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. Observe the traffic rules when riding on public roads.

CENTURION bikes of this category are not designed for adult use, off-road use, extreme riding situations and competitive use of any kind whatsoever.

Parents or their representatives are responsible for the intended use of CENTURION bikes of this category, for the instruction as well as the always safe operation condition.

These are responsible to protect the cycling child from any sources of danger, e.g. in public road traffic, on slopes/inclinations, steps, curbs or the like. Challenging tracks require sufficient practice and instruction of the children.

In general, CENTURION bikes at a tire size of 12 to 24 inches belong to this category. The **maximum permissible additional load** (rider plus baggage) is **60 kg**.

The CENTURION models R'Bock 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 your comprehensive CENTURION original user manual on the enclosed CENTURION CD-ROM.



Children should not ride near precipices, staircases or swimming pools as well as on paths used by automotive mobiles.



CENTURION bikes of this category are not suitable for jumps, slides, staircases, stoppies, wheelies, tricks etc.!



CENTURION bikes of this category are in general not suitable for towing a trailer.



e



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g



h

Category 1: Street

CENTURION bikes of the category Street are designed for use on roads and bicycle lanes with tarred or paved surface, where the wheels remain in permanent contact to the ground. Observe the traffic rules when riding on public roads.

CENTURION bikes of this category are not designed for off-road use and for being used as touring and all-weather bike.

In general, these are **road bikes** with racing bars or straight handlebars. The tire is very narrow, i.e. 22 to maximal 28 mm in width. 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 Gigadrive (**e**), Hyperdrive (**f**), Speeddrive (**g**) and Cityspeed (**h**) 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 your comprehensive CENTURION original user manual on the enclosed CENTURION CD-ROM.



Be aware that the distance you need to stop your bike increases, when you are riding with your hands on aero handlebars. The brake levers are not always within easy reach.



CENTURION bikes of this category are not suitable for cycling off-road, 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 2: Cross

CENTURION bikes of the category **Cross** are designed for hard-surface terrains, i.e. for tarred roads and bicycle lanes or gravel field tracks, sand or dirt paths open to bicycles. The wheels remain in permanent contact to the ground. Unintentional loss of contact of one wheel, e.g. for riding over a curb, is permitted.



a



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CENTURION bikes of this category are not suitable for mountain bike use and jumps. Some bikes of this category have suspension elements. These serve the purpose of improving comfort and not the capability of cycling off-road.

In general, these are **urban, city, trekking** and **ATB bikes** with wheel sizes of 26 or 28 inches. **Cyclo-cross bikes** (bikes for cyclo-cross sport) are in general bikes with 28-inch-wheels with narrow tires (28 to maximum 42 mm). 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 Cross Line (**a+b**), E-Fire Sport, E-Fire Tour, City Line (**c**) and Crossfire (**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 your comprehensive CENTURION original user manual on the enclosed CENTURION CD-ROM.



CENTURION bikes of this category are not suitable for 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 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.



e



f



g

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 your comprehensive CENTURION original user manual on the enclosed CENTURION CD-ROM.



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.



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



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.



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 your comprehensive CENTURION original user manual on the enclosed CENTURION CD-ROM.



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.

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 CENTURION bikes are, therefore, not necessarily complete **(e-f)**. 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” in your comprehensive original CENTURION user manual on the enclosed CENTURION CD-ROM.



e



f



g



h

2. Are you familiar with the brake system **(g)**? 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 **(h)** 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” in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.

3. Are you familiar with the type and functioning of the gears **(a)**? 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” in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed 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. Check whether your toes reach to the floor when you are sitting on the saddle **(b)**. 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” in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual on the enclosed CENTURION CD-ROM.



5. If your CENTURION bike is equipped with clip-less or step-in pedals **(c)**: 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” in your comprehensive original CENTURION user manual as well as in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.

6. If you have bought a CENTURION bike with suspension **(d)**, 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”, “Rear shocks” and “Suspension seat posts” in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.



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



Be sure to use your CENTURION bike only for its intended purpose, as it may otherwise not withstand the stress and fail. Risk of an accident!



Make particularly sure there is enough space between your crotch (f) and the top tube so that you do not hurt yourself, if you have to get off your bike 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.



e



f



g



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!



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 city bike (g), CENTURION trekking bike or CENTURION hardtail mountain bike contact your CENTURION dealer.

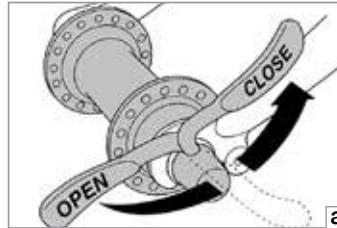


Before mounting a child seat, have a look at the bike card and contact your CENTURION dealer.

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 **(a)**, thru-axes 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" in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.
2. Are the tires in good condition and do they have sufficient pressure? The minimum and maximum pressure (in bar or psi) is indicated on the tire side **(b)**. For more information see the chapter "The wheels and the tires" in your comprehensive original CENTURION user manual as well as in the instructions of the component manufacturers on the enclosed 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"



in your comprehensive original CENTURION user manual as well as in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.

4. Test the brakes in stationary by firmly pulling the brake levers towards the handlebars **(c)**. 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 mineral oil/brake 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" in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.

5. Let your CENTURION bike bounce on the ground from a small height **(d)**. 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 **(e)**. For more information see the chapters "Suspension forks", "Rear shocks" and "Suspension seat posts" in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.
7. If your bike has a kickstand, make sure it is fully raised **(f)** before you set off. Risk of an accident!
8. Do not forget to take a high quality D- **(g)** 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 **(h)**. 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" in your comprehensive original CENTURION user manual on the enclosed CENTURION CD-ROM.



e



f



g



h



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 aero bars, on bar ends 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.

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" in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.
2. Check that handlebars and stem are neither bent nor broken and that they are level and upright **(b)**. Make sure the stem is firmly fixed on the fork by trying to turn the handlebars relative to the front wheel **(c)**. 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. The maximum torque



a



b



c



d

values are printed directly on the components or specified in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM. For more information see the chapters "Adjusting the CENTURION bike to the rider" and "The headset" in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.

3. Check whether the chain still runs on the chainwheels and the sprockets. 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 shifting to the small gears and make sure the rear derailleur does not get too close to the spokes **(d+e)** 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" in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.

4. Make sure the saddle is not twisted by using the top tube **(f)** or the bottom bracket shell as a reference. 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" in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed 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 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. For more information on carbon components see the chapter "Special characteristics of carbon" in these CENTURION short operating



instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.



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.

How to use quick-releases and thru axles

Quick-release

Most CENTURION bikes are fitted with quick-releases 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.

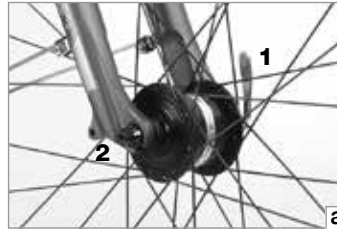
Practice the proper use of quick-releases to avoid any accidents.

Quick-release mechanisms essentially consist of two operative elements **(a)**:

1. The hand lever on one side of the hub which creates a clamping force via a cam when you close it.
2. The tightening nut 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 down-hill 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 **(c)**. 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 your CENTURION bike without having checked first, whether the wheels are securely fastened **(d)**. 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" **(b)** 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” in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.

Move the lever back, as if to close it. Now you should be able to read “Close” 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 **(c)**.

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 **(d)** 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 **(e)**, i.e. it should not stand 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 **(f)**. 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 bike so that the wheel is suspended a few centimeters from the ground and hit the tire from above **(g)**.



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 **(h)** are mounted when CENTURION bikes are exposed to high load, i.e. when mountain bikes and road racing/cyclo-cross bikes with disc brakes. They provide both the suspension fork and the rear shock with adequate stiffness.

Useful information for mounting wheels with thru axles

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.



Check the fixing after the first one to two hours of use and subsequently every 20 hours of use.



Be sure to read in any case the chapter “How to use quick-releases and thru axles” in your comprehensive original CENTURION user manual and in the instructions of the suspension fork, thru axle and wheel manufacturers on the enclosed CENTURION CD-ROM before removing the wheel or doing any maintenance work and mounting a fork/wheel combination with thru-axle system.

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



Improperly mounted wheels may throw you off your bike or result in serious accidents! Ask your CENTURION dealer to show you how to handle the thru-axle type you have.



To mount the axle only use the tools recommended by the manufacturer. Use a torque wrench whenever possible. 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! A too tight fixing of the axle can damage the axle or the fork leg.



a



b



c



d

Adjusting the CENTURION bike to the rider

Your body height and proportions are decisive for the frame size of your CENTURION bike. Make particularly sure there is enough space between your crotch and the top tube so that you do not hurt yourself, if you have to get off your bike quickly (**a**).

By choosing a specific type of bike you roughly determine the posture you will be riding in (**b+c**). 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 grips or brake levers/shifters.

As all works require know-how, experience, suitable tools and skills, you should restrict yourself to adjusting your seating position. 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 (**d**).



Make sure your cleats are properly adjusted when using clipless pedals and/or for the correct position of the foot on the pedal.



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. 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! The torque values are given in the chapter "Recommended torque settings" in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual, directly on the components and/or in the instructions of the component manufacturers on the enclosed 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 advices given below are suitable for typical CENTURION road, CENTURION city, CENTURION trekking and 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.



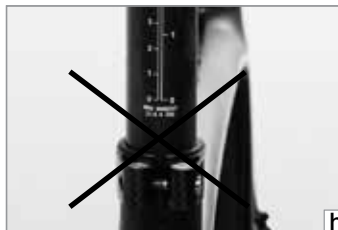
e



f



g



h

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 **(e)**.

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 without tilting your hip. Your leg should be fully stretched **(f)**.

To adjust the saddle height loosen the quick-release lever (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 **(g)**. 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 **(h)** – 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.

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

Clamp the seat post tight again by closing the quick-release, as described in chapter “How to use quick releases and thru axles” or by turning the seat post binder bolts clockwise in half turns **(b)**. 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 **(c)**. 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 **(d)**. If not, you should lower the saddle until you can, at least to begin with.



a



b



c



d



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.



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



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! 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.



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!



Children and adolescents need to have the saddle height and the position of saddle and handlebars checked at least every three months!



If your CENTURION bike has a Vario seat post (e), you find more information in your comprehensive CENTURION original user manual as well as in the instructions of the component manufacturers on the enclosed 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 Aheadset®-stems (f). 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 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.



The bolted connections of stem and handlebars have to be tightened to the prescribed torque values (g). If you disregard the prescribed values, the handlebars or stem may come loose or break. Use a torque wrench and never exceed the maximum torque values! The torque values are given in the chapter "Recommended torque settings" in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual, directly on the components and/or in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.



Stems come in varying lengths **(a)** as well as shaft and binder tube diameters **(b)**. 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.



a



b



Never ride a CENTURION bike with a stem that has been drawn out beyond the mark for the maximum permissible height! Check all bolted connections and test your brakes before you set off!



Never try to unscrew the top race of the headset when you only want to adjust the stem, as you will otherwise alter the bearing play!

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" in your comprehensive original CENTURION user manual and in the instructions of the component manufacturers on the enclosed 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.

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".



e



f



g



h

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

The inclination of your upper body **(g)**, and hence your riding comfort and pedaling power, is 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 values **(h)**. Use a torque wrench and never exceed the maximum torque values! The torque values are given in the chapter "Recommended torque settings" in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual, directly on the components and/or in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.



Make sure the saddle is clamped within the range of the marking **(a)** on the saddle rail. 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 the enclosed 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 **(b)** 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 **(c)** 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. 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 **(d)** once a month according to the values indicated directly on the components and/or in the operating instructions of the component manufacturers on the enclosed CENTURION CD-ROM.

Clamping with two bolts in line (e): 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 **(f)** 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. 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 **(g)**.



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



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

Adjusting the tilt of the handlebars and the brake levers

Adjusting the brake lever reach on CENTURION road bikes

In particular, riders with small hands should ask their CENTURION dealer to adjust the brake lever position **(a)**, i.e. the position where the brake starts to be effective, to the length of the rider's fingers immediately on purchase.

Some models of various brands allow an adjustment at the brake lever/shifter, e.g. by means of adjusting bolts or spacers **(b)**. In the case of the other models the brake cables are clamped according to your wishes at the brake bodies. Adjusting bolts located in this area only serve to compensate brake pad wear.



Have the lever reach adjusted and make sure the first phalanx of the index finger reaches around the brake lever/shifter. Check the proper adjustment and functioning of the brake system subsequently, as described in the chapter "The brake system" in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.



Some manufacturers offer brake levers/shifters which are suitable for small hands. If you have any problems with the brake lever reach, contact your CENTURION dealer.

Adjusting the tilt of the handlebars and brake levers of CENTURION road racing machines and CENTURION cyclo-cross bikes

The straight extensions below the drops should be parallel to the ground or point slightly downwards towards the rear **(e)**. The ends of the brake lever/shifter units should meet an imaginary extension of the bottom line of the drops, the upper part of the lever will then be in horizontal position or point slightly upwards. Shifting the brake levers/shifters is a job best left to your CENTURION dealer, as it involves retaping the handlebars afterwards.



To adjust the tilt of the handlebars, release the Allen bolt(s) on the underside or front side of the stem **(f)**. Turn the handlebars to the desired position. Make sure the handlebars are accurately centered in the stem.

Carefully retighten the bolt(s) with the torque wrench. Make sure the upper and lower clamping slots of the stem are parallel and identical in width. 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.

Try rotating the handlebars once clamped in the stem **(g)** and tighten the bolt a little more, if necessary.

Use a torque wrench and never exceed the maximum torque values given in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual, directly on the components and/or in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.

Adjusting the brake lever reach on CENTURION city, CENTURION fitness, CENTURION trekking, CENTURION cross, CENTURION kids' and CENTURION mountain bikes

With most brake systems the distance between the brake levers and the handlebar grips is adjustable. This gives in particular riders with small hands **(a)** the convenience of bringing the brake levers closer to the handlebars. 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 **(b)** and watch how the lever adjusts as you do so.

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 the enclosed CENTURION CD-ROM.

When adjusting the lever reach, make sure the first phalanx of the index finger reaches around the brake lever **(c)**. Check the proper adjustment and functioning of the brake system subsequently, as described in the chapter "The brake system" in these CENTURION short operating instructions as well as in your com-



a



b



c



d

prehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.



Make sure you cannot pull the brake levers all the way to the handlebars. Your maximum braking force should 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 the enclosed CENTURION CD-ROM. If you are in doubt or if you have any questions, contact your CENTURION dealer.

Adjusting the tilt of handlebars and brake levers of CENTURION city, CENTURION fitness, CENTURION trekking, CENTURION cross, CENTURION kids' and CENTURION mountain bikes

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

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. Carefully retighten the bolt(s) with the torque wrench. Make sure the upper and lower clamping slots of the stem are parallel and identical in width. 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.

Try rotating the handlebars once clamped in the stem and tighten the bolt a little more, if necessary **(e)**. 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 the enclosed 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 when you sit on your bicycle whether the back of your hand forms a straight line with the line of your forearm **(f)**. Retighten the units with a torque wrench and do a twist test **(g)**! 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! The torque values are given in the chapter “Recommended torque settings” in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual, directly on the components and/or in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.

Bar ends

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 **(h)** 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.

The brake system

Brakes **(a)** 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 **(b)**. 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 **(c)** 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.

For more information see the chapter "The brake system" in your comprehensive original CENTURION user manual as well as in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.



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.



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 the braking surfaces and brake pads are absolutely free of wax, grease and oil **(d)**. 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. Your CENTURION dealer will be pleased to help you.



Read in any case the chapter "The brake system" in your comprehensive original CENTURION user manual as well as in the instructions of the brake manufacturer on the enclosed CENTURION CD-ROM before you start to readjust or to service the brake or before doing any work whatsoever.

The gears

The gears of your CENTURION bike serve to adjust the gear ratio to the terrain you are riding on and the desired speed.

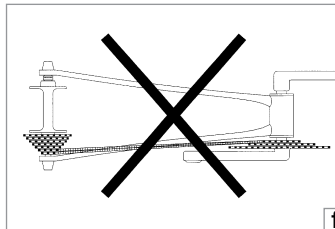
In the case of **derailleur gears (e)** a low gear where the chain runs on the small chainwheel and on a large sprocket allows you to climb steep hills with moderate pedaling force. You must, however, pedal at a faster pace or higher frequency. High gears (large chainwheel, small sprocket) are for riding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

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

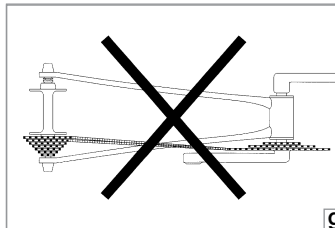
Modern CENTURION bikes can have up to 33 gears. As there are, however, overlapping ranges, actually 15 to 18 gears are usable. It is not advisable to use gears which involve an extremely oblique run of the chain, as this reduces power transmission efficiency and hastens wear of the chain. An unfavorable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



e



f



g



h

In the case of **multi-speed hubs (h)** and **gearbox shift systems** “1” stands for the first, lowest gear. The gears are shifted through one after the other, if possible without turning the pedals, at least, however, at reduced pedal pressure. The highest number stands for the highest gear.

For more information see the chapter “The gears” in your comprehensive original CENTURION user manual as well as in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.



Before you set off for the first time practice shifting gears in a place free of traffic until you are familiar with the functioning of the levers or twist grips of your CENTURION bike.



Always make sure changing gears makes as little noise as possible and is absolutely jerk free.



Read in any case the chapter “The gears” in your comprehensive original CENTURION user manual as well as in the instructions of the gear manufacturer on the enclosed CENTURION CD-ROM before you start to readjust or to service the gears or before doing any work whatsoever.

Suspension forks

Lots of CENTURION bikes, in particular CENTURION mountain bikes, CENTURION cross and CENTURION trekking bikes, are equipped with suspension forks **(a)**. 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. The (shock) loads on you and your CENTURION bike are noticeably reduced. Suspension forks differ in their types of spring elements and damping. Suspension forks normally work with air spring elements or with coil springs. Damping is usually done by oil. To work perfectly, the fork has to be adjusted to the weight of the rider, the sitting posture and the intended use **(b)**. Be sure to have this adjustment carried out by your CENTURION dealer at the time of delivery. For more information see the chapter "Suspension forks" in your comprehensive original CENTURION user manual as well as the instructions of the suspension fork manufacturer on the enclosed CENTURION CD-ROM.



The suspension fork should be set up and adjusted in a way that it does not reach the end of its travel, i.e. bottom out, unless in extreme cases **(c)**. 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 sustain damage over time, and so will the frame.



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



Do not turn any bolt on your suspension fork, particularly not with tools, in the vague hope of adjusting it somehow. You could be loosening the fastening mechanism, thus provoking an accident. All manufacturers normally mark adjustment devices with a scale or with "+" (for stronger damping/harder suspension) and "-" signs.



Suspension forks are designed to absorb shocks. If the fork is too rigid and jammed, the terrain-induced shocks pass directly into the frame without any damping. This could damage the suspension fork itself as well as the frame. If your fork has a lockout mechanism **(d)**, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks).



Suspension fork manufacturers normally include instructions with their deliveries. You find these instructions on the enclosed CENTURION CD-ROM. Read these carefully before changing any settings or doing any maintenance work on your suspension fork.



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

www.srsuntour-cycling.com
www.ridefox.com
www.manitoumtb.com
www.xfusionshox.com

www.magura.com
www.rockshox.com
www.rst.com.tw
www.dtswiss.com

Rear shocks

Full suspension CENTURION bikes are not only equipped with a suspension fork but also with movable rear stays **(e)** which are sprung and damped by a rear shock. This feature gives you better control of your CENTURION bike when riding cross-country or on rough road surfaces. The (shock) loads on you and your CENTURION bike are noticeably reduced. The rear shock normally works with an air spring element or – less frequently – with coil springs. Damping is usually done by oil.

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

For more information see the chapter “Rear shocks” in your comprehensive original CENTURION user manual as well as the instructions of the rear shock manufacturer on the enclosed CENTURION CD-ROM.



Full suspension frames are designed to absorb shocks. If the rear shock is too rigid and jammed, the terrain-induced shocks pass directly into the frame without any damping. This could damage the rear shock itself as well as the frame. If your rear shock has a lock-out mechanism, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks).



The rear shock should be set up and adjusted in a way that it does not reach the end of its travel, i.e. bottom out, unless in extreme cases **(g)**. 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 sustain damage over time, and so will the frame.



A too strong damping of the rear frame 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 bolt on your rear shock, particularly not with tools, in the vague hope of adjusting it somehow. You could be loosening the fastening mechanism, thus provoking an accident. All manufacturers normally mark adjustment devices with a scale or with “+” (for stronger damping/harder suspension) and “-” signs **(h)**.



Rear shock manufacturers normally include instructions with their deliveries. You find these instructions on the enclosed CENTURION CD-ROM. Read these carefully before changing any settings or doing any maintenance work on your rear shock.



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

www.srsuntour-cycling.com
www.ridefox.com
www.manitoumtb.com
www.xfusionshox.com

www.magura.com
www.rockshox.com
www.rst.com.tw
www.dtswiss.com

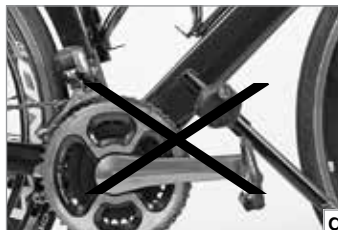
Special characteristics of carbon

Special characteristics of components made of carbon-fiber-reinforced plastics, also referred to as carbon or CRP, need to be taken into account. Carbon **(a)** 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 **(b-d)** 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 or an aero bar, 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 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 (e)! The components may sustain damage. Mount a sturdy (aluminum) seat post 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 which 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 (f) your CENTURION dealer keeps for sale.



The prescribed maximum torque value for brake levers/shifters on PRC carbon handlebars is 4 Nm. Never exceed the maximum torque value indicated by the manufacturer!

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 (g). 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.

The intended use of the CENTURION bike includes regular servicing and the replacement of wearing parts in time, e.g. chains, brake pads **(a)** or Bowden and brake cables **(b)**, and therefore has an influence on the warranty and the guarantee, as well.

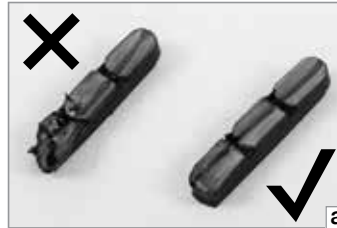
For more information see the chapter “Service and maintenance schedule” in these CENTURION short operating instructions as well as in your comprehensive CENTURION original user manual and in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM.



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, and the necessary knowledge.



If a component needs to be replaced, make it a rule to only use original spare parts. 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

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.

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.

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 you should check the chain for wear **(c)** and apply lubricant agent **(d)** (see the chapter “Chain – care and wear” in your comprehensive CENTURION original user manual as well as in the instructions of the component manufacturers on the enclosed CENTURION CD-ROM). Wipe dry the sliding surfaces of the suspension fork and the rear shock 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.



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 **(e)**, scratches **(f)**, 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.



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 **(g)**. Clean your CENTURION bike and protect it against corrosion. Your CENTURION dealer has special maintenance products, e.g. spray wax **(h)**.

Remove the seat post 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 chain-wheel 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!

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)			•	
Rims (of rim brakes)	Check thickness, replace if necessary				• at the latest after 2. pads at the latest
Fork (rigid)	Check and replace, if necessary				• at least every 2 years
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 True or retighten		x		• if necessary
Handlebars and stem (aluminum and carbon)	Check and replace, if necessary				• at the latest every 2 years
Headset	Check for bearing play Regrease		x		
Metal surfaces	Polish (except: Rim sides of rim brakes, rotors)				x at least every 6 months
Hubs	Check for bearing play Regrease		x		•
Pedals (all)	Check for bearing play		x		
Pedals (clipless)	Clean and grease locking mechanism		x		
Seat post/stem	Check bolts 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 (Multi-speed hubs, fenders etc.)	Check and retighten, if necessary		x		
Valves	Check seat	x			
Cables (gears/brakes)	Disassemble and regrease				•

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 the enclosed CENTURION CD-ROM.

Component	Bolted connections	Shimano ¹ (Nm)	SRAM/Avid ² (Nm)	Tektro ³ (Nm)	TRP ⁴ (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		
	Chainwheel mount	8 - 11	12 - 14 (steel) 8 - 9 (alu)		
Sealed cartridge bearing	Shell (square-head)	49 - 69			
	Shell (Shimano Hollowtech II, SRAM Giga X Pipe)	35 - 50	34 - 41		
	Octalink	50 - 70			

Component	Bolted connections	Shimano ¹ (Nm)	SRAM/Avid ² (Nm)	Tektro ³ (Nm)	TRP ⁴ (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	

¹ www.shimano.com

² www.sram.com

³ www.tekro.com

⁴ www.trpbrakes.com

Recommended torque settings for disc brakes and hydraulic rim brakes

Component	Shimano ¹ (Nm)	Avid ² (Nm)	Tektro ³ (Nm)	TRP ⁴ (Nm)	Magura HS ⁵ (Nm)
Brake caliper mount on frame/fork	6 - 8	9 - 10 (IS adapter) 8 - 10 (brake caliper)	6 - 8	6 - 8	6
Brake lever unit on handlebars					
- Single-bolt clamp	6 - 8	Discrete Clamp Bolt/ Hinge Clamp Bolt/ XLoc Hinge Clamp Bolt: 5 - 6 Pinch clamp bolt: 2.8 - 3.4 Split Clamp Bolts / Match Maker Bolts: 3 - 4	5 - 7		4
- Two-bolt clamp		4 - 5			
Union screws of cable at grip and normal cable at brake caliper	5 - 7	5			4
Brake cable connector at brake caliper (disc tube cable)	5 - 7				
Expansion tank cap	0.3 - 0.5				
Bleeding device brake caliper	4 - 6		4 - 6		

Component	Shimano ¹ (Nm)	Avid ² (Nm)	Tektro ³ (Nm)	TRP ⁴ (Nm)	Magura HS ⁵ (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	

¹ www.shimano.com

² www.sram.com

³ www.tekro.com

⁴ www.trpbrakes.com

⁵ 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 the enclosed 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 the enclosed CENTURION CD-ROM.

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:

Drive chain	Chainstay protection
Brake pads	Handlebar tapes
Brake fluid (DOT)	Lamps
Brake discs/rotors	Tire
Brake cables	Sprockets
Brake cable housings	Saddle
Seals of suspension elements	Pulleys
Rims (of rim brakes)	Bowden cables
LED	Bowden cable housings
Rubber grips	Tubes
Chain rings	Lubricants



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 (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 to find his address.

These provisions of the guarantee are applicable as of model year 2016.

Merida & Centurion Germany GmbH
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www.centurion.de



Service schedule

1st service – After 100 – 300 kilometers or
5 – 15 hours of use or after three months from date of purchase

Order no.: Date:

Replaced or repaired parts:

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Stamp and signature
of the CENTURION dealer:

2nd service – After 2,000 kilometers or
100 hours of use or after one year

Order no.: Date:

Replaced or repaired parts:

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Stamp and signature
of the CENTURION dealer:

3rd service – After 4,000 kilometers or
200 hours of use or after two years

Order no.: Date:

Replaced or repaired parts:

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Stamp and signature
of the CENTURION dealer:

4th service – After 6,000 kilometers or
300 hours of use or after three years

Order no.: Date:

Replaced or repaired parts:

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Stamp and signature
of the CENTURION dealer:

5th service – After 8,000 kilometers or
400 hours of use or after four years

Order no.: Date:

Replaced or repaired parts:

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Stamp and signature
of the CENTURION dealer:

6th service – After 10,000 kilometers or
500 hours of use or after five years

Order no.: Date:

Replaced or repaired parts:

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Stamp and signature
of the CENTURION dealer:

7th service – After 12,000 kilometers or
600 hours of use or after six years

Order no.: Date:

Replaced or repaired parts:

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Stamp and signature
of the CENTURION dealer:

8th service – After 14,000 kilometers or
700 hours of use or after seven years

Order no.: Date:

Replaced or repaired parts:

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Stamp and signature
of the CENTURION dealer:

9th service – After 16,000 kilometers or
800 hours of use or after eight years

Order no.: Date:

Replaced or repaired parts:

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Stamp and signature
of the CENTURION dealer:

10th service – After 18,000 kilometers or
900 hours of use or after nine years

Order no.: Date:

Replaced or repaired parts:

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Stamp and signature
of the CENTURION dealer:

11th service – After 20,000 kilometers or
1,000 hours of use or after ten years

Order no.: Date:

Replaced or repaired parts:

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Stamp and signature
of the CENTURION dealer:

12th service – After 22,000 kilometers or
1,100 hours of use or after eleven years

Order no.: Date:

Replaced or repaired parts:

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Stamp and signature
of the CENTURION dealer:

Bike card

Manufacturer _____

Model _____

Frame no. _____

Color _____

Suspension fork

- Manufacturer _____

- Model _____

- Serial no. _____

Rear shock

- Manufacturer _____

- Model _____

- Serial no. _____

Frame type _____

Frame size _____

Size of wheels and tires _____

Special features _____

Intended use

☐ category 0 ☐ category 2 ☐ category 4

☐ category 1 ☐ 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 comprehensive CENTURION original user manual on the enclosed CENTURION CD-ROM.

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)
- ☐ Rear shock (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/operating instructions with CENTURION CD-ROM

Additional instructions

- ☐ The brake system ☐ Suspension seat post ☐ Pedal system
- ☐ Suspension fork/rear shock ☐ Seat post, stem ☐ The gears
- ☐ Supplementary instructions "E-bike/Pedelec" ☐ Others

Customer

Last name _____

First name _____

Street _____

ZIP code/city _____

Phone _____

Fax _____

E-Mail _____

Location, date, signature _____



FORGE AHEAD

CENTURION

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