CTM

ORIGINAL INSTRUCTION MANUAL

WARRANTY CARD

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WARRANTY CARD

Dear Customer,

Thank you for purchasing a CTM bicycle. On the following pages you will find the necessary information to serve for proper setup, maintenance, service and also to increase your riding safety. The last part of this manual is the warranty card, which explains the warranty conditions. We hope that you will be satisfied with your CTM bicycle and that it will bring you pleasure on every ride.

Team CTM

CONTENTS

1. BASIC INFORMATIONS

THE TYPE OF USE OF YOUR BIKE

There are many types of bicycles and each is designed for a different use. Choosing the wrong bike and using it in the wrong conditions can be dangerous. We recommend that you consult your usage requirements before purchasing with a professional dealer. Please refer to the appendix for a description of the different parts of the bicycle.

MOUNTAIN BIKES HARDTAIL

The most common type of mountain bike is still the "hardtail" - that is, a bike with an unsprung solid frame. Only the front suspension fork is used, and this usually ranges from 80 mm to 120 mm of travel. The brakes can be disc or classic rim brakes. It is used for driving off paved roads where there may be small obstacles and bumps. It is not intended for extreme loads, downhill, jumping, etc.

MOUNTAIN BIKES FULL SUSPENSION (FULLSUSPENSION)

Unlike the previous type of mountain bike, a full suspension bike also has suspension at the rear wheel triangle. There are several variations of rear suspension solutions and rear shock absorber placement. The advantage of a full-suspension bike is the fact that it follows uneven surfaces better when riding and thus provides better handling and braking. The different technical designs of these bikes are purpose-built for use on different terrains. It is used for riding off paved roads where there may be moderate obstacles and bumps. It is not intended for extreme loading, downhill riding, jumping, etc.

OFF-ROAD BICYCLES (CROSS BIKES)

This type of bicycle with 28" wheels is designed for asphalt, paved roads and light off-road use. These bikes can also be fitted with a front suspension fork, usually with less travel than mountain bikes. The frame design accommodates a more upright rider's seating position compared to that of a mountain bike. Cross bikes are becoming more and more popular lately and they are often referred to as the most suitable bike for cycling. They are not suitable for jumps or terrain in which a mountain bike finds its application.

TOURING BIKES (TREKKING BIKES)

Trekking bicycles are designed for asphalt and paved roads. They are similar to cross bikes, but are equipped with accessories such as mudguards, luggage racks, lighting, etc. Due to their equipment, they are suitable as a means of transport on public roads. They are not suitable for off-road use.

ROAD RACING BICYCLES

They are designed for riding on good quality asphalt (paved) roads. These bicycles use narrow tyres or galoshes, which have low rolling resistance and allow higher speeds. These bicycles are characterised by their low weight and the number of gears tends to be between 16 and 30. In any case, it is not recommended to use this type of bicycle on any kind of terrain or for riding with racks.

CITY BIKES

Due to their design and full equipment - such as mudguards, lights, rack or hand luggage basket - these bikes are particularly suitable for short journeys in areas with little rough terrain. Rear hub gear shifting is often used on city bikes. This category is not suitable for bikepacking and sporting purposes.

DIRT, BMX, FREESTYLE AND DH BIKES

These are bicycles with a particularly durable frame and are designed for overcoming very difficult obstacles on special BMX circuits, in bike parks, or in specially designated areas suitable for these types of bicycles. Although such bicycles are built for heavy loads, there is no guarantee that during extreme riding, jumping, the bicycle will not break, or that the fork or other part of the bicycle will not fail. Observe preventive safety rules such as more frequent inspection, parts replacement, professional servicing. Do not overestimate your riding ability. Poor judgment can cause injury or even death. It is important for your safety that you have safety equipment such as an appropriate helmet, pads, or body bracing when riding. It is not advisable to ride these bicycles for long distances.

CHILDREN'S BICYCLES

They are designed for riding on asphalt roads and light off-road terrain. Different frame sizes and different wheel diameters of 12", 16", 20" or 24" (inch) are suitable for different age groups. Parental supervision or a responsible person is required while riding. Avoid riding in dangerous areas or in places with heavy traffic. The minimum saddle height for a children's bike must be 435mm and the maximum height must not exceed 635mm. A child's bicycle must be selected with consideration for the child's age, height and ability. Children must be instructed in the correct use of the bicycle, in particular the safe use of braking systems (especially anti-pedal brakes).

ELECTRIC BICYCLES

If you have purchased a CTM electric bicycle, you will receive a separate instruction with it. A manual for its operation and maintenance, which describes the functions of the electric bicycle.

2. PREPARATION FOR THE RIDE

SADDLE AND SEAT POST

Proper saddle adjustment provides the rider with a comfortable seat while allowing maximum performance. Different types of bicycles and riding styles require different settings. We therefore recommend that you consult your dealer for the correct settings and to show you how you can adjust the saddle yourself. The tightening of the quick-release bolt or the saddle nut should be checked before riding. The saddle should not show movement in any direction.
NOTE: Make sure the seat post is sufficiently inserted into the frame. There is a marking (minimum insert line) on the seat post that indicates the maximum possible extension. This marking must not be visible when the bicycle is in operation. Failure to observe this procedure may result in damage to the seat post or injury of the rider. (Annex Fig. 1)

HANDLEBAR STEM, HANDLEBAR

The maximum permissible height for extending the handlebar is marked with a line on the handlebar stem. Never extend the stem above this line, as it may be damaged or, in a worse case, injury of the rider.

BRAKES

There are usually two brake levers on the handlebars. The right one is used for braking the rear wheel and the left one for the front wheel. If there is only one brake lever on the handlebar, in this case it is used to brake the front wheel. The rear wheel is controlled by the anti-skid brake. It is actuated by reversing the pedal keys.
It is essential to check the setting and functionality of the brakes before driving. Press both brake levers and test the effectiveness of the brakes. It is necessary to get used to the sensitivity and force of the brakes.

> NOTICE
> Before each ride, make sure that none of the joints are loose, that the tyres are properly inflated, and that there is no damage to the tyres, rims or wheels lacing. Check the brakes, the suspension parts, check that the grips are not rotating on the handlebars. Visually and tactilely inspect the whole bike and when everything is in order, you're ready to ride.

3. RECOMMENDATIONS FOR SAFE RIDING AND GENERAL INFORMATION

GENERAL INFORMATION

Every cyclist also reckons the potential risk of injury and/or damage when riding. In order to reduce such risk, observe safety rules, regulations and maintenance deadlines.

FRAME

The correct choice of frame size is very important for a safe and comfortable ride. We recommend that you consult your dealer to determine the appropriate frame height. If the frame is cracked or bent, it should be replaced immediately. Frames have a lifespan, which is affected by the degree of load and the length of use.

FRONT SUSPENSION FORK AND REAR SUSPENSION

Most CTM bikes are fitted with a front suspension fork or rear suspension shock. These are intend to absorb road irregularities and allow the bike to make more stable contact with the surface. Some are also equipped with suspension lockout or preload adjustment. CTM full-suspension bikes use a rear suspension shock with different types of suspension - air, oil, or combined with coil spring. With this spring and other adjusting elements, the stiffness and function of the suspension shock can be controlled. There are a large number of bicycle suspension systems and therefore this manual cannot cover all types and their adjustment options. Please follow the manufacturer's instructions. If you are missing such information, please contact your dealer. It is important to check the function and condition of the front or rear suspension unit before each ride. We recommend that you leave servicing to the qualified workshop where you purchased the bicycle. Improper adjustment or manipulation of the suspension units may result in deterioration of the bicycle's riding and braking characteristics.

WHEELS, TYRES, RIMS

Check that the wheels are centered and that there are no loose or missing spokes in the wheel lacing. If you find any loose or missing spokes, rectify the defect immediately. Check the tightening of the hubs in the frame. Insufficient tightening can cause the wheel to fall out and consequently cause serious injury! Also check the tyre pressure, the maximum pressure is indicated by the manufacturer on the side of the tyre. Conversion of pressure units shown on the sidewall: 100 kPa =14.22 PSI = 1 ATM. If the tire is worn or punctured, replace it with the same tire type or another tire compatible with the rim. Follow the same procedure when replacing the inner tube. Also check the wheel for proper

alignment. The wheel must not swing sideways or show signs of spontaneous braking after spinning. Check the rims before each ride. Various cracks, bends and grooves are undesirable and the rim must not be used in this case. It is not permitted to straighten, weld or glue rims. Some rims have a groove milled into the side of the rim, approx. 0.3 mm deep, which serves as a "wear indicator". (Appendix Fig. 2) If this indicator starts to disappear, the rim must be replaced. Safe rim wear is -0.3 mm of the original rim wall thickness. The rim wall thickness limit is 1.1 mm. The wear deformation is visible to the eye and can also be judged by touch. If wear deformation is detected, measure the actual condition or have the bicycle assessed by a workshop.

MAXIMUM LOAD CAPACITY / LUGGAGE CARRIER / CHILD SEAT

The maximum load capacity of a CTM bicycle is the sum of the weight of the rider, the bicycle and the luggage (cargo). For children's bikes with 12" rim max. 20 kg / for children's bikes with 16" rim max. 35 kg / for bikes with 20-24" rim max. 100 kg / for racing, touring and city bikes (also applies to electric bikes) max. 110 kg / for off-road and mountain bikes with 26", 27.5" and 29" rims (also valid for e-bikes) max. 120 kg / for full suspension bikes SCROLL and e-bike SWITCH max. 140 kg. If a rack (or child seat) is fitted as standard or you fit one to your bike, please note the maximum load capacity of the bike. Carrying excessively heavy loads on the rack can cause injury to the rider or damage to the bike, which is not covered by the warranty. Please observe the maximum load capacity of each type of bicycle. The load capacity of the retrofitted rack is indicated in the product information or will be communicated to you by your dealer. The luggage racks fitted to CTM bicycles have a maximum load capacity of 20 kg. When fitting a child seat, please observe all the information given in the manufacturer's instructions (maximum load capacity of the seat, correct fitting, safety guidelines, etc.). Entrust the installation of the child seat to a qualified service technician.

SHIFTING AND CHAIN

Chain skipping occurs on the pinions when the gears are not adjusted correctly. The chain should be cleaned and lubricated regularly with suitable products (see CLEANING, LUBRICATION AND STORAGE for more information). Also, a damaged or pulled chain can seriously damage the sprockets and pinions or can lead to breakage. Proper shifting reduces wear on pinions, derailleurs and chain. The guiding principle is to shift so that the chain crosses as little as possible. If chain is on a small front sprocket, we choose larger pinions at rear and vice versa. (Appendix - Fig. 3)

DERAILLEUR, CENTRE ASSEMBLY AND PEDALS

The cranks must be tight to the centre axle. The entire pinion centre should rotate freely and have no sideways play. The tightening of the cranks to the axle and also the tightening of the pedals must be checked regularly. This will prevent damage to the centre keys or centre axle and consequently expensive repairs.

BRAKES

After a certain period of time, the individual brake parts wear out and it is therefore important to check the brakes regularly, adjust and replace worn parts (cables, brake rubbers, disc brakes or disc brake pads) in good time at a qualified workshop. We recommend replacing worn parts with the same as the original. Always keep your speed under control so that you are able to stop in different situations. Apply both brakes evenly. Do not use the front brake when braking in corners, but only before and after a corner.

> NOTICE
> In rainy weather, the brakes may be less effective. Applying the front brake excessively hard may result in a fall over the handlebars resulting in injury. If your bicycle has disc brakes be careful not to touch the brake discs after braking. Friction will heat them up to a high temperature and there is a risk of burns.

HANDLEBAR STEM, HANDLEBAR

Before adjusting, you need to know what type of handlebar stem is on your bike. A threaded one slides into the fork post and is fixed with a long bolt that runs the length of the entire stem. The nut of this bolt has a conical shape, or a bevelled cone shape at the lower end of the stem. They serve to tighten the handlebar stem. The unthreaded stem, called the A-head set, is fixed to the fork post from the outside. With this type of stem it is not possible to adjust its height. After adjusting the clearance in the handlebar stem, tighten both Allen screws carefully. If you are not quite sure when adjusting, seek qualified service.

HEAD ASSEMBLY

The best way to check the function of the head assembly is to apply the front brake and push the bicycle back and forth. We recommend that adjustments and repairs be made by a qualified service center. The head assembly must be checked and lubricated regularly.

> NOTICE
> All mechanical components of the bicycle are subject to wear and tear and are subject to high stress. Different materials and components may react to wear or fatigue by stressing in different ways. If a component exceeds its design life, it may fail suddenly and cause injury to the rider. Any form of cracks, grooves or discolouration of highly stressed areas indicates that the component has reached its service life and must be replaced. For safety reasons, we recommend using only genuine replacement parts.

TRAFFIC CODE
The rider is obliged to familiarise himself with the current decree and the trafic code in the localities where he will use the bicycle. Your bicycle and equipment must comply with the laws and ordinances in force in that locality.

HELMET
Wear an appropriate bicycle helmet when riding your bicycle. Head injuries are a very common accident when riding a bicycle. You must therefore wear a suitable helmet when riding, which is certified in accordance with current legislation in force.

LIGHTING WHEN RIDING AT NIGHT AND IN LOW VISIBILITY
CTM bikes (except for the trekking category) are not equipped with lighting and reflectors alone are not sufficient. If you ride in the dark or in low visibility it is essential to fit your bike with lighting and a reflector system according to current legislation.

UNMOUNTED PARTS
If you purchase a bicycle and there are parts that are not fitted (e.g.: light), please follow the instructions supplied by the bicycle manufacturer for fitting. If you are unsure, please contact your dealer.

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4. OPERATION AND MAINTENANCE

SHIFTING AND SHIFTING SYSTEM
The shifting system consists of components that allow shifting of individual gears. There are several systems that are used for shifting, so be sure to have your dealer explain what system is on your bike. The most commonly used systems consist of rear and front derailleurs, shift levers, derailleur pivot handles, cable pulls and chains. On the handlebars you have two shifters, or swivel handles. (Appendix - Figs. 4 and 5) The right one is used to operate the rear derailleur, the left one is used to operate the front derailleur. It is very important to release the pressure on the pedals while shifting. Such a release will reduce the possibility of damaging the chain, rear derailleur and front derailleur. Shift only while the pedals are moving forward. Never attempt to shift without turning the pedals, or even while moving backwards. Do not attempt to shift by force. Never store the bike on the right side, the derailleur could be damaged.

You will probably be able to carry out the basic shifting adjustment independently. Leave essential repairs to a qualified professional. A professional description of the various repairs and maintenance of the shifting system is beyond the scope of this manual. To adjust the rear and front derailleur, use the adjusting nut near the derailleur lever. It is located at the point where the cable housing mouths into the shift levers (sometimes you can find it at the end of the cable housing that mouths into the rear derailleur (Appendix Fig. 6) - it depends on the specific model). Adjusting a larger range requires tightening or, conversely, loosening the cable itself. The adjustment system is described in more detail below.

REAR DERAILLEUR
- Shift to the smallest gear at the rear and to the largest gear at the front. Stand behind the bike and make sure that the smallest sprocket, the two rear derailleur pulleys and the chain are in line. If not, the rear derailleur needs to be adjusted correctly. The derailleur foot may also be bent. In this case, seek professional service. The two adjusting screws on the rear derailleur body are used to define the maximum derailleur deflection on the largest and smallest sprocket. This defines the travel of rear derailleur so that the chain does not fall under the smallest or, conversely, behind the largest sprocket towards the wheel spokes. We recommend leaving the precise and expert adjustment to a qualified workshop.

FRONT DERAILLEUR
- For the front derailleur to function properly, the stops must be set correctly. Adjustment is made using the two bolts located on the derailleur (Appendix Fig. 7). It is recommended to leave the precise and expert adjustment to a qualified service technician.Check and preserve the shifter cables and cable housings regularly with a suitable lubricant. Unnatural bends, cracks and fraying reduce the optimum function of the entire system. If you find a similar problem, do not ride the bike. Have a qualified service technician repair or replace the damaged links, including the subsequent adjustment.

CHAIN
It is one of the most stressed components on the bicycle. It is very important to keep the chain clean and lubricated. The chain should be carefully cleaned before each lubrication. Sand and small debris that sticks to the chain while riding will rapidly reduce its service life. Proper and regular maintenance significantly extends the life of the sprockets, gears, rear derailleur and front derailleur. Over time, the chain will become "stretched" by stress and will need to be replaced. If you do not replace the chain in time, the sprockets and pinions can be damaged (deformation of the indi-

vidual teeth). On a bicycle with a rear derailleur, it is the derailleur that ensures the correct chain tension. On a bicycle without a rear derailleur, the correct chain tension is ensured by moving the wheel in the frame dropout.

BRAKE SYSTEM

The brake system consists of a brake lever, brake shoe, cable, cable housing or hydraulic hose. Several types of brakes are fitted on CTM bicycles. These are "V"- rim, anti-pedal or disc brakes, which can be mechanical or hydraulic. It is important for you to know what type of brake is on your bike and what the maintenance and adjustment requirements will be. Braking is the application of frictional forces between braking surfaces. It is therefore extremely important that these surfaces (rims, brake shoes, brake disc and brake pads) are clean and free from grease, brake fluid or other substances (e.g. tyre polish etc.) that would reduce braking performance. If this happens, the surfaces should be cleaned with a special brake cleaner.

NOTICE

Inadequately adjusted or worn brake parts can cause failure resulting in injury or death. Regular professional inspection reduces this risk. If you have any problem with your brakes, do not ride your bike and have it checked, adjusted and repaired.

RIM BRAKE - CALIPER TYPE "V" - (ANNEX FIG. 8)

It consists of two arms. Every cyclist should be able to make at least a basic brake adjustment. Entrust larger repairs to a professional mechanic. Brake cables stretch over time and the rubber bands wear out. This increases the distance between the brake pads and the rim. This distance should not exceed 2 mm. If it exceeds this limit, it is necessary to adjust the brakes by tightening the cable or replacing the brake shoes. The distance can be adjusted in two different ways. By adjusting the nut on the brake lever (or loosening it), this will increase the length of the cable housing. This tightens the brake and brings the brake shoes closer to the rim. In some cases, however, this procedure is not sufficient and tightening of the cable on the brake itself is necessary. In this case, proceed as follows. Put the adjusting nut in the base position, loosen the cable fixing screw on the caliper, tension the cable and tighten the cable fixing screw.

DISC BRAKE (ANNEX FIG. 9)

Some CTM bicycle models are equipped with disc brakes and these need some break-in time before they reach their maximum performance state. All brake systems must be run-in first. Only then are they capable of delivering maximum performance. Once you have purchased a bike, new brakes or changed brake pads, ride your bike to a safe place. Try braking 20-30 times. Gradually increase the pressure on the brake. Check the condition of the brake pads. They should become glassy due to the heat. This is when the braking effect is greatest. Make sure they are worn evenly. Replace damaged pads. Check the condition of the disc surface. Deep grooves and scratches are undesirable. Replace damaged discs. The discs should run in the middle of the brake discs. If there is friction in some places while the wheel is turning, it is necessary to loosen the brake shoe on the fork, apply the brake and retighten the brake shoe again. With disc brakes it is very important to check the correct tension of the spokes in the bicycle wheels, as disc brakes are more demanding on them than a standard rim brakes. With larger diameter brake discs, due to thermal deformation after prolonged braking, the disc may temporarily rub against the brake pad. The sound effect can also occur with a higher lateral load on the wheel. In the case of hydraulic disc brakes, entrust adjustment, maintenance and repair to a specialist workshop. These are tasks that require knowledge and special tools.

COASTER BRAKE

Operated by reversing the pedals. The more you push backwards on the pedal with your foot, the greater the braking force. The use of the coaster brake must be possible in any pedal position and the reverse travel of the brake must not exceed 60°. This is a closed mechanism in the rear wheel hub. Disassembly and repair requires special tools and a qualified person. Leave all adjustments and repairs to a qualified workshop. Check its functionality before each ride. If the brake shows no problems, it is sufficient to have it checked once a year by a qualified professional.

WHEEL ASSEMBLY AND DISASSEMBLY

There are currently three basic methods of wheel mounting (or a combination of these), either by:
Nuts - the wheel is secured by tightening hex nuts on the axle.
Quick-release lever – an axle passes through the wheel hub, ending with a clamping nut on one side and a quick-release lever on the other.
Special quick release system used mainly by downhill bikes. It is a securing of the wheel by means of an Allen screw.

NOTICE

An incorrectly fastened wheel can wobble or even fall off when riding. It is important that you know what fitting your bike has and how to properly release and secure the wheel. Have your dealer show and explain what the system is, how to properly remove and install the wheel, and how much force to use to secure it. With disc brakes, avoid squeezing the brake lever unless the disc is inserted into the brake caliper - the brake pads would block the caliper slot and proper fitting would not be possible. After securing, check wheel rotation and brake function.

Currently the most common method is the fastening with a quick-release lever. This allows easy and quick mounting and dismounting of the wheels without any tools. The quick-release lever should be pushed towards the forks leg to lock the wheel in position. Pulling lever out may cause accidental opening, e.g. by branches, etc.
In the case of rim brakes ("V" brake), the cable of both brakes must be released before removing the wheels. Press both brake shoes towards the rim and pull out the pipe with cable housing and cable.

DISASSEMBLY AND ASSEMBLY OF THE FRONT WHEEL:
Open the quick release lever and loosen the nut on the other side. This will release the front wheel from the fork. Then simply lift the front of the bike. To assemble, insert the wheel hub into the fork mounts, screw on the clamping nut and tighten towards the fork leg with the quick-release lever. Secure the quick-release lever. Spin the wheel to check that the brake pads are not rubbing against the tyre or rim or, in the case of disc brakes, that there is no friction in the brake caliper.

REMOVING AND FITTING THE REAR WHEEL:
First change to the smallest sprocket at the rear. Open the quick-release lever and loosen the axle by turning it. Lift the bike by the rear fork and with your right hand, pull the derailleur backwards by its lower part. This will release the rear wheel from the fork. Set the rear derailleur to the smallest wheel when mounting. The quick release lever must be in the open position. Pull the rear derailleur towards the rear and attach the chain. Insert the wheel into the rear fork of the frame and pull the wheel all the way to the end. Tighten the clamping nut sufficiently and secure the quick-release lever. Check the wheel and brakes for correct operation.

TRAINING WHEELS
Training wheels must be able to be attached or removed without loosening the rear wheel axle. The horizontal distance between the vertical plane passing through each training wheel and the vertical plane passing through the center axis of the bicycle frame must not be less than 175 mm. The distance between each training wheel and the floor shall not be more than 25 mm with the bicycle upright on a horizontal surface. Children's bicycles are manufactured in different sizes and the size of the training wheels shall be adapted accordingly. Make sure you use the correct size when fitting. There are several types of training wheels on the market and fitting them will depend on this. Ask your dealer to explain how to mount and dismount the wheels. This manual cannot cover all types of mounting and dismounting. The most common mounting system is: Slide a lock washer onto the hub axle attached to the frame. Slide on the bracket to which the auxiliary wheel is already attached. Slide the washer onto the hub washer and tighten the nut. When disassembling, proceed in the reverse way.

HEAD ASSEMBLY
The threaded head assembly consists of fixed cups, sleeve bearings, adjustable cup, lock washer, cone and lock nut. The head assembly should be disassembled, lubricated and reassembled at least once a year. During driving, the head assembly may loosen due to stress. The best way to check for correct tightening is to press the front brake firmly and move the bicycle back and forth. If you feel movement in the head assembly, it needs to be adjusted and tightened. Basic adjustment is done as follows: loosen the locking nut with the wrench, then sensitively tighten the adjustable bowl (the handlebar should turn freely). Tighten the lock nut.
The threadless head assembly (A-headset) is very similar to the threaded assembly. However, unlike a threaded one, where the whole head assembly is tightened by a threaded nut, a non-threaded head assembly holds the stem alone. To tighten the threadless head assembly, loosen both bolts on the stem where fork is attached. Tighten sensitively the 'hedgehog' bolt, which is located at the top of the stem, at the end of the fork post. Finally, align the stem in line with the front wheel and tighten the two screws on the stem. Make sure everything is tightened sufficiently. The tightening torque is max 45 Nm.

HANDLEBAR AND STEERING STEM
Setting and checking the handlebars and stem is described in the previous text. The maximum tightening force on the handlebars bolts is 8Mn for M4, 12Nm for M5, 15Nm for M6. For screws M4, M5 it is 12Nm, M6 - 15 Nm. The maximum tightening force for fixing the stem in the fork post is 15Nm.

SADDLE AND SEATPOST
The adjustment and checking of the saddle and seatpost has already been described. The maximum tightening force for fixing the seat post in the frame is 25Nm. The seatpost fixing in the saddle lock is 10Nm for two bolts and 16Nm for one bolt.

WHEELS AND TYRES
Check tyre pressure. Respect the maximum possible pressure indicated on the side of the tyre. It is quite common for air to escape from the tubes over time and therefore the pressure needs to be checked regularly. High pressure compressors (at filling stations) can very easily over-inflate and thus damage tyres and tubes. A puncture can occur at any time. It is advisable to carry puncture repair material with you at all times, which includes puncture repair instructions. The maximum tightening force of the wheel nuts is 40-50Nm and for the quick-release fasteners it is 11Nm.

PEDALS
The right and left pedals have a different thread direction. For this reason it is necessary to fit the correct pedal to the correct crank. Pedals are usually marked with the letters L and R. The pedal marked L is the left pedal and belongs to the left crank (without sprockets). The pedal marked R is the right pedal. The tightening torque of the pedals to the crank is max 80 Nm.

HUBS
Move the wheels sideways to check that the hubs are not loose. If the hub wobbles against the axle, tightening and adjustment is necessary. Special tools must be used for maintenance and adjustment. For this reason, contact a professional mechanic. If front and rear wheel nut hubs are used, tighten them to a tightening torque of 50-60 Nm.

CENTRE COMPOSITION
CTM bicycles are equipped with an encapsulated centre compound. If the centre assembly does not rotate smoothly, or has play, or if you hear unnatural noises, timely replacement is necessary. The tightening torque for tightening the centre crank to the centre axle is 55-64 Nm.

SUSPENSION FORK AND REAR SUSPENSION
Routine maintenance consists of making sure that the sliding surfaces of the fork or shock absorber are clean. Remove dirt with a soft cloth and re-grease with the manufacturer's recommended lubricant. Entrust regular servicing, the interval of which is specified by the manufacturer, to a professional service centre. Do not change the suspension settings unless you have read the manufacturer's instructions. Changing the suspension settings also changes the braking characteristics of the bicycle. After changing the settings, test the behaviour of the bicycle in a safe place. For more information, see - SAFE RIDING RECOMMENDATIONS AND GENERAL INFORMATION
Do not remove WARNING decals on fork legs.

BICYCLES WITH ELECTRIC ASSISTANCE SYSTEM
If your bicycle is equipped with an electric assistance system, please follow the information provided by the manufacturer of the electric assistance system. When you bought your electric bicycle, you also received a special manual for its operation and maintenance. If you are missing further information, please visit your dealer.

GENERAL CONDITIONS
The maintenance and servicing of your bicycle depends on various factors such as your riding style, the difficulty of the terrain, the load on the bicycle, right down to the climatic conditions in which you ride. Ask your dealer to explain in detail and specify the maintenance requirements for the conditions in which you will be using the bicycle.

> NOTICE
> For safety reasons, we recommend that you use only genuine spare parts from authorised dealers for all components and parts of your bicycle.

ACCESSORIES
For a bicycle with accessories as equipment (e.g.: light), please refer to additional information on appropriate operation, maintenance and spare parts. If such information is missing, your dealer will provide it.

5. CLEANING, LUBRICATION AND STORAGE

Keeping your bicycle clean is important to maintain its function. Dirt and dust damages moving parts of the bicycle (mainly the chain, derailleur, chainrings). Less suitable for cleaning are high-pressure water cleaners. Manual cleaning of the bicycle is the best choice. Pay attention to all moving parts on the bike. Recommended lubricants: Teflon grease for chain and other moving parts, lithium petroleum jelly for bearings, hubs, center and main compound , or other similar products available on the market. Lubricants intended for automobiles are not suitable for use on bicycles. Avoid applying grease to rims, brake rubbers, or disc brake rotor. It is advisable to occasionally lubricate the pivots of the brake levers and shoes. Do not leave your bicycle exposed to weather conditions or in a damp environment during long-term storage. Protect the bicycle from rain, snow and sun.

PROLONGED EXPOSURE TO SUNLIGHT OR OTHER WEATHER CONDITIONS MAY CAUSE COLOUR CHANGES IN THE PAINTWORK. AFTER THE FIRST 100 KM OR SO, YOUR BIKE SHOULD BE GIVEN A WARRANTY CHECK BY YOUR DEALER.

After each ride you must check the brakes, shifting, suspension fork, quick release bolts and tie rods for functionality. After about 200 km it is necessary to check the tire pressure, tighten all bolts, lubricate the chain with a suitable lubricant. Every 3 months it is necessary to check the tightening of the bolts, lubricate the inside of the seat tube and head tube. Once a year a general service and inspection should be carried out by an experienced mechanic. Any worn or damaged parts should be changed and replaced with parts that meet the necessary parameters.

6. PROVISION OF WARRANTY

FRAME AND FORK

- The warranty covers defects in the material, its joints and possible rusting. It cannot be applied to damage caused by improper storage (see paragraph 5.), accident or unprofessional repair. The frame must be in its original paintwork.

> NOTICE
> Your bicycle is not designed for jumping. Impacts can damage, among other things, the frame or the suspension. Damage to the frame, the front and rear suspension units as well as other components due to jumping and excessive loads is not covered by the warranty.

SUSPENSION FORK AND REAR SUSPENSION UNIT

- The warranty covers material and manufacturing defects existing at the time of purchase. The requirement for accepting a claim for a cracked suspension fork is the intactness of the geometry of the inner and outer legs. It is not possible to claim defects such as the formation of looseness if there is dirt and water in the fork causing damage, bending of the fork post or damage to the crown due to crash or jumping. For rear suspension units, defects in which the geometry of the unit is altered as a result of dropping, improper adjustment or excessive loading, as well as air or oil leakage caused by lack of maintenance and the consequent ingress of dirt and water under the seals, grooves on the sliding parts and corrosion, cannot be accepted.

STEERING

- Warranty is for defects in materials, warranty cannot be applied to deformation of the fork column when the stem is over tightened or deformation of the stem when extended beyond the maximum extension mark. Operation of the bicycle requires inspection and definition of the headset clearance - displaced, rusted, or dirty bearing raceways cannot be claimed.

BB SET, CHAINWHEEL

- defects in materials are covered by the warranty. Routine clearance adjustment is not covered by warranty repairs. Likewise, deformed or torn threads of parts and damaged crank square hole due to insufficient tightening or overloading during jumps cannot be accepted. Worn out bearing raceways and rusty parts are not covered by warranty. Inspect and react to any loosening in a timely manner.

PEDALS

- Warranty covers obvious defect in material. Wear and tear from service loosening or cracking of frame joints or pin bending caused by impact is not grounds for claim acceptance. Pedal noise and clearance adjustment is not covered under warranty but is subject to after-warranty service. Beware of loosening of moving pedal parts, check for proper tightening. Loss of loose parts is not covered by warranty.

WHEELS

- Material defects (cracked rim, hub, sprocket, axle) including defects in finishes are covered by the standard warranty. The requirement for acceptance of the warranty for operating looseness and running noise of the pinion is its functionality. Worn out bearing raceways dirt ingress into the idler housing and hub bearings and rusty parts are not covered by the warranty. A deformed or out of true rim cannot be the subject of a warranty claim.

BRAKES, SHIFTING, REAR AND FRONT DERAILLEUR

- defects in material are covered by the warranty. Adjustment is not covered by warranty. Storage, handling and riding can change the setting. Fine-tuning is part of normal maintenance. Shifting, especially with the derailleur levers requires delicate feel. Any tearing of the mechanism cannot be covered by the warranty.

SADDLE, SEAT POST

- material defect is recognised as a warranty subject. It is assessed in terms of performance of function. Creases caused by displacement of the seat post in the seat tube cannot be claimed. A claim for a seat post shall not be accepted if it has been extended beyond the maximum extension mark and has been deformed as a result. Also, bending of the seat tube due to a fall, overload, jumping, bending of the saddle rails, tearing or wearing of the saddle cover are not covered by warranty.

CHAIN

- the subject of the warranty is a material defect. Wear and tear caused by operation is not covered by the warranty. The warranty does not cover chain breakage due to insensitive shifting (disconnection at the pivot), deformation due to operation (overtwisting), operational wear and tear and neglected maintenance (corrosion, chafing due to dirt, etc.).

REFLECTORS, CHAINWHEEL COVER, SPOKES COVER
- broken or shattered parts are not covered by the warranty.

BRAKES
- manufacturing or material defects are covered by the warranty. Damage caused by accident, neglect of maintenance or unprofessional repair is not covered by warranty. Always use spare parts of the same brand as IS the brake fitted to your bicycle. Only in this way faultless function will be guaranteed. Brake pads or brake shoes worn out as a result of braking are not subject to warranty claims.

WARRANTY CERTIFICATE
The Seller shall provide the first owner of the bicycle with a warranty in accordance with the Civil Code and as stated in this Warranty Card. The warranty period is 24 months. The frame is covered by the warranty only if it is originally sprayed by the manufacturer. The seller cannot guarantee the technological processes of other manufacturers. The warranty on the frame and components does not cover defects caused by the user, failure to follow the instructions in the manual, wear and tear and use for purposes for which CTM bicycles are not intended: top races, jumps, etc. The manufacturer and distributor shall not be held liable for any injury resulting from improper use of the bicycle.

The importer declares that the bicycle of the type and serial number indicated, complies with the currently applicable standards and technical regulations in the Slovak Republic and the EU. The CTM bicycle is intended for sporting purposes. It is not intended for use on roads, but if so used, it must be retrofitted in accordance with generally applicable legislation.

For the duration of the warranty, the company will repair at its own expense any defects in the bicycle caused by defective materials, workmanship or incorrect assembly. The warranty does not cover damage caused by improper use, storage or replacement of original parts, wear and tear, overloading, lack of care of the bicycle,
improper maintenance and unprofessional repair.

> NOTICE
> It is very important for the assessment of a possible claim for individual parts to carry out a warranty inspection at the dealer shop after the bike has been ridden for approximately 100 km after purchase. This is important in order to check the functionality and tightening of the connections of the individual parts.

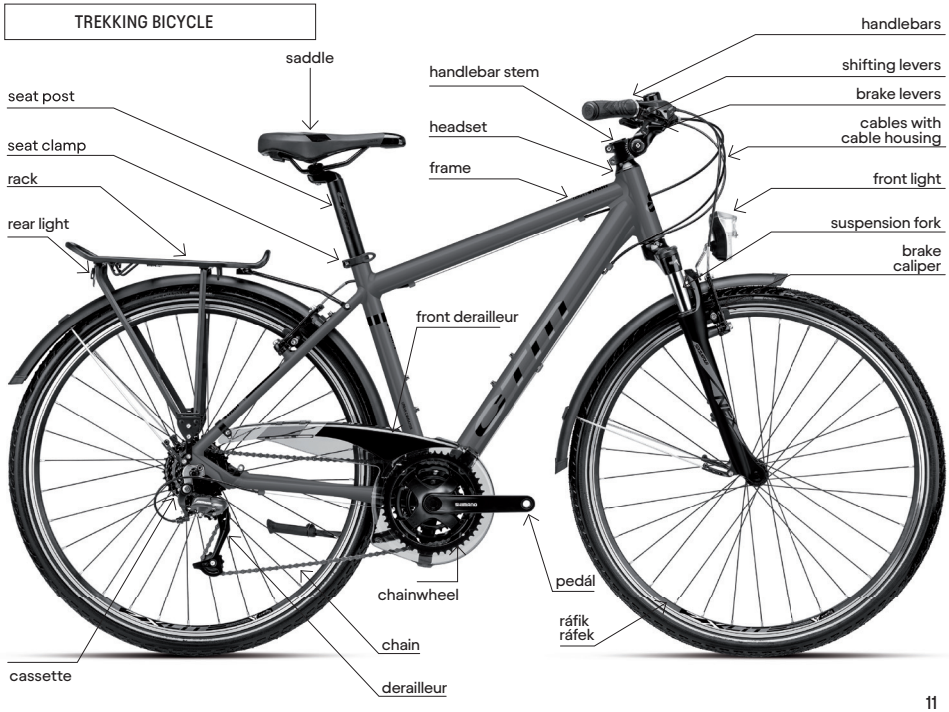
WARRANTY CONDITIONS
The bicycle must be fully assembled, set up at the dealer, demonstrated and ready to ride at the time of sale. The product must be used solely for the purpose for which it was manufactured. When claiming the warranty, the customer shall present a complete clean bicycle, a valid warranty certificate and proof of purchase from the cash register.

THE RIGHT TO CLAIM THE WARRANTY IS EXTINGUISHED
If it has been established that the damage to the product was not caused by the manufacturer but by the user (unprofessional repair, extreme load, poor storage, etc.). By exercising the warranty claim after the warranty period. If the product is not properly used and maintained according to the instructions. Failure to submit a properly completed warranty certificate with the date of the warranty inspection stamped on it when claiming the warranty. Defects caused by normal wear and tear, improper storage (see paragraph 5.), replacement of original parts, neglect of inspection and maintenance cannot also be the subject of a claim.

7. DESCRIPTION OF THE BICYCLE

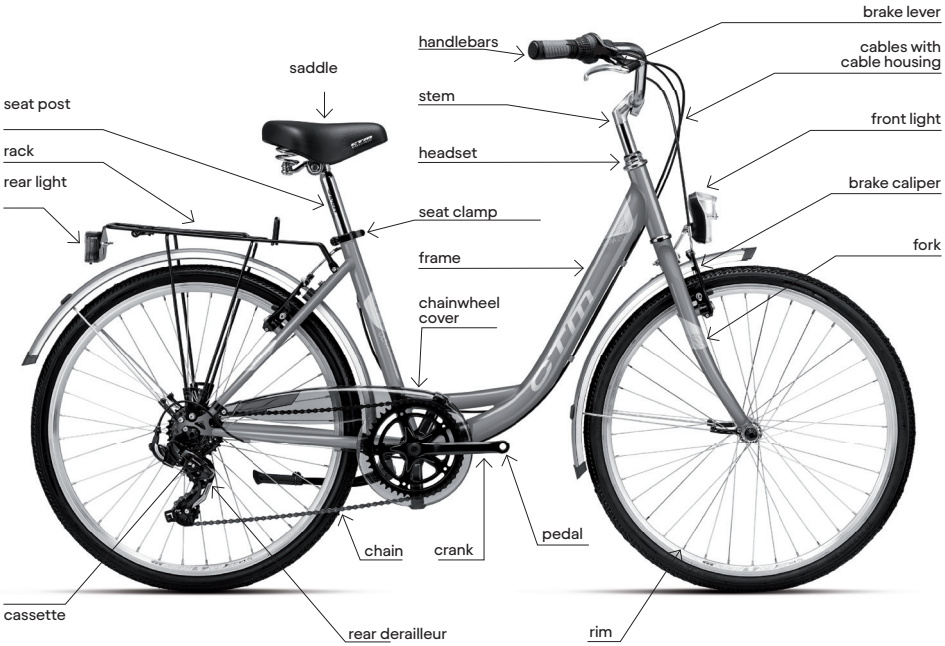
FULLSUSPENSION BICYCLE

TREKKING BICYCLE



MOUNTAIN BICYCLE

CITY BICYCLE



KID BICYCLE


handlebars
brake lever
seat clamp / bolt
saddle
stem
headset
rám
cables with
cable housing
freewheel and
coaster brake
fender
brake caliper
pedal
crank
solid fork
training wheels
chain cover

8. PICTORIAL ATTACHEMENT

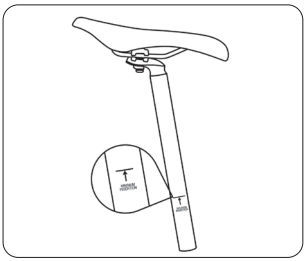


Fig. 1 The marking which specifies the maximum possible extension from the frame.

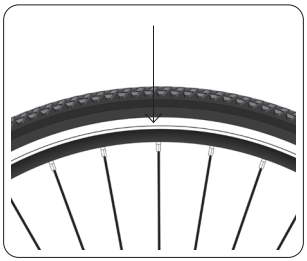


Fig. 2 Wear indicator. Line indicating state of rim wearing.

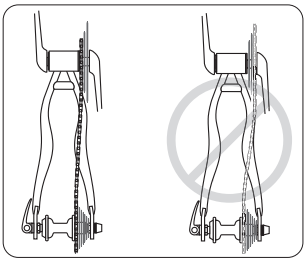


Fig. 3 A demonstration of correct and incorrect shifting techniques.

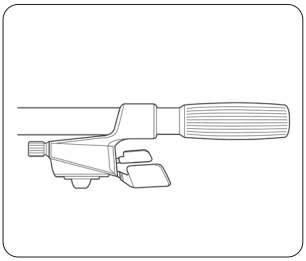


Fig. 4 Two shift levers under the handlebars for changing gears.

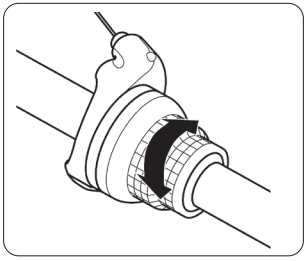


Fig. 5 Rotary shifter to change gears.

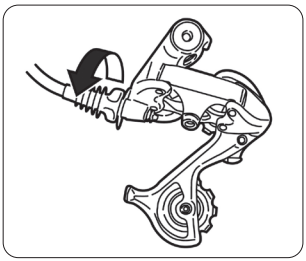


Fig. 6 Adjust nut at the rear derailleur

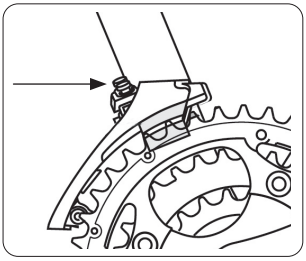


Fig. 7 Adjusting screws of the front derailleur.

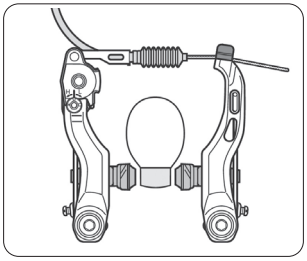


Fig. 8 Rim brake of „V" type.

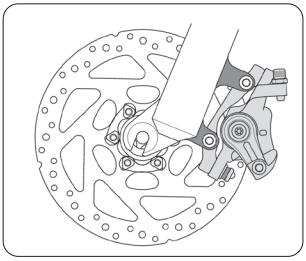


Fig. 9 Front disc brake

9. DECLARATION OF CONFORMITY

Declaration of conformity issued by:

Company name:	BELVE, s.r.o.
Address:	Holubyho 295, 916 01 Stara Tura, Slovak Republic
Reg. No.:	34 111 115
As an importer of product:	CTM bicycle
Name:	CTM bicycles
Type:	list in attachement
Country of origin:	TW

The importer (manufacturer) declares that the products - CTM bicycles, which are listed in Annex 1 are manufactured and imported in accordance with the applicable European standards and Slovak government regulations.

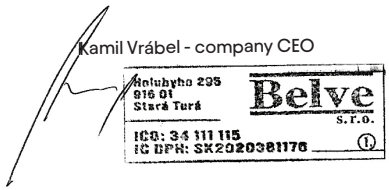
A. The said product is safe for its intended use and measures have been taken to ensure that all products placed on the market comply with the technical documentation, the essential requirements applicable to them and the requirements of the current technical regulations.

B. The characteristics of this product comply with the technical requirements applicable to this product, which are specified in the relevant technical standards and regulations of the Government of the Slovak Republic.

C. The following have been used in the conformity assessment:
- Slovak technical standard **STN EN ISO 4210-2** for mountain, urban and touring bicycles
- Slovak technical standard **STN EN ISO 8098** for children's bicycles
- Slovak technical standard for bicycles and electric support systems **EPAC**.

Standards used in conformity assessment: **EN ISO12100, EN 15194, EN 60335-2-29, EN55014-1a2, EN 62321**

Kamil Vrábel - company CEO



Stara Tura, January 1st 2021

Attachement No. 1 to Declaration of conformity dated 1. 1. 2021

AREON	FLORENCE	MAXIMA 2.0	RAMBLER 4.0	ROCKY race	SKAUT 2.0	TERRANO 1.0
AREON xpert	FOXY	MAXIMA 3.0	RAPTOR 1.0	ROCKY jump	SKAUT 3.0	TERRANO 2.0
AMBER 1.0	CHARISMA 1.0	METRIC C	RAPTOR 2.0	RUBY	SKAUT 4.0	TOMMY
AMBER 2.0	CHARISMA 2.0	METRIC lady	RASCAL 1.0	RUBY xpert	SPRIG	TRANZ 1.0
AXON	CHARISMA 3.0	METRIC X	RASCAL 2.0	RUBY pro	STAMP	TRANZ 2.0
BERRY 1.0	CHARISMA 4.0	MISSY	RASCAL 3.0	RUBY X	STARK 1.0	TRANZ 3.0
BERRY 2.0	CHARISMA 5.0	MONS race	RASCAL 4.0	RUBY X pro	STARK 2.0	WILLY 1.0
BILLY	CHARISMA 6.0	MONY	REIN 1.0	SANDRA	STARK 3.0	WILLY 2.0
BLADE 1.0	JENNY	NANCY	REIN 2.0	SCOOBY 1.0	STARK 4.0	WIRE
BLADE 2.0	JERRY 1.0	OLIVIA 1.0	REIN 3.0	SCOOBY 2.0	STEFI 1.0	WIRE xpert
BORA 1.0	JERRY 2.0	OLIVIA 2.0	RIDGE	SCOOBY 3.0	STEFI 2.0	WIRE pro
BORA 2.0	JERRY 3.0	OLIVIA 3.0	RIDGE xpert	SCROLL	STORM	ZEPHYR
CITÉ	JESSIE	POP crmo	RIDGE pro	SCROLL xpert	SUMMER	ZEPHYR xpert
DIRTKING	KOYUK 1.0	POP hi-ten	RITA 1.0	SCROLL pro	SUZZY 1.0	ZEPHYR pro
DIRTKING xpert	KOYUK 2.0	PULZE	RITA 2.0	SCROLL AM	SUZZY 2.0	
DIRTKING pro	KOYUK 3.0	PULZE xpert	ROCKY 1.0	SCROLL AM xpert	SWITCH	
E-TERRA	MAGGIE 1.0	PULZE pro	ROCKY 2.0	SCROLL AM pro	SWITCH xpert	
ELLIE	MAGGIE 2.0	RAMBLER 1.0	ROCKY 3.0	SENZE lady	SWITCH pro	
FIORE	MARRY	RAMBLER 2.0	ROCKY 4.0	SENZE man	SWITCH comp	
FLASH	MAXIMA 1.0	RAMBLER 3.0	ROCKY 5.0	SKAUT 1.0	TARGA	

10. WARRANTY CARD

Model: .....

Frame serial number: .....

Fork serial number: .....

Shock serial number: .....

Frame color: .....

Date of sale: .....

Retailer's stamp and signature:

Customer's name and surname: .....

Date of 1st warranty inspection: .....

Service records : .....

Mechanic's stamp and signature:

.....

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CITY

TERRA

MOU

www.ctm.sk

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Slovak Republic

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