



## Bicycle manual & warranty



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Please read this manual carefully. It contains important safety and service information !



## WARNINGS AND IMPORTANT INFORMATION



**WARNING:** If you intend to use the bicycle on public roads, you must prepare it to meet the local requirements for items such as lights and reflectors because your bicycle may not be prepared for riding on public roads in your country. Always follow all local traffic laws and regulations in force on public roads as well as off-road, including regulations about bicycle lighting, reflectors, licensing of bicycles, riding on sidewalks, laws regulating bike path and trail use, helmet laws, child carrier laws and other special bicycle traffic laws.

**WARNING:** Some of the service procedures require specialist tools and good mechanical skills. Therefore, to minimise the risk of serious or even fatal accidents, maintenance and assembly work on your bicycle should be carried out by an authorised bicycle workshop.



**IMPORTANT NOTICE:** This manual is not intended as a comprehensive use, service, repair or maintenance manual. Please consult your dealer for advice and your dealer may also be able to refer you to classes, clinics or books on bicycle use, service, repair or maintenance.



**WARNING:** The bicycle box contains instructions for components made by third parties. You must study these carefully and follow the directions before riding your bicycle.



**INFORMATION:** The maximum load on the rack is 8 kg on the front and 20 kg for the rear. Note that mounting heavy objects on racks, especially on the front, will significantly change the steering characteristics of your bike. It is advised to take some time to get used to the bike with a loaded rack by riding it first on a side road or empty parking lot before going on the street. Always make sure that your luggage is properly fastened to the rack!

**INFORMATION:** The maximum total weight allowed (rider + clothing + protective gear + backpack, luggage etc.) is 100 kg.



**WARNING:** Never carry anything which obstructs your vision or your complete control of the bicycle, or which could become entangled in the moving parts of the bicycle.



**INFORMATION:** The bicycle you have just purchased is designed for riding on a paved surface where the tires do not lose ground contact. Using the bicycle in off-road conditions may lead to severe damage to some of the parts and may lead to serious accidents.



**WARNING:** The stem's minimum insertion mark must not be visible above the top of the headset. If the stem is extended beyond the minimum insertion mark the whole steering system may fail and cause you to lose control of the bicycle. This may result in injury and death.



**WARNING:** Do not extend the seat post above the minimum insertion mark.

**WARNING:** Alloy handlebars should be replaced at least once a year because they can snap suddenly with no warning if submitted to fatigue stress for a prolonged period of time.

**WARNING:** Take extra care and attention when mounting the front rack on the Caferacer bicycles.

**WARNING:** The transport of children and luggage is associated with certain risks. Many bicycle frames are not suitable for fitting of bicycle racks and child seats. Please consult your specialist dealer on this matter.

**WARNING:** The fitting and use of bicycle trailers on our bicycles is not allowed, provided they have not been specifically approved for the respective bicycle model.

**WARNING:** As with all mechanical components, the bicycle is subjected to wear and high stresses. Different materials and components may react to wear or stress fatigue in different ways. If the design life of a component has been exceeded, it may suddenly fail possibly causing injuries to the rider. Any form of crack, scratches or change of colour in highly stressed areas indicate that the life of the component has been reached and it should be replaced. When replacing any components, especially the safety-critical ones, genuine spare parts complying with your bicycle's specifications are to be used only. The manual provided by the part manufacturer contains full details. For further information see the manual provided by the part manufacturer.

**WARNING:** For composite components, the impact damage can be invisible to the user. Therefore, the manufacturer shall explain the consequences of impact damage to the user. Moreover, the manufacturer shall advise the user in this case to either return composite components to the manufacturer for inspection or to destroy and replace them.



## A SPECIAL NOTE FOR PARENTS



**IMPORTANT NOTICE:** As a parent or guardian, you are responsible for the safety of the child under your supervision. This, amongst other things includes making sure that the bicycle is properly fitted, adjusted, and that it is in good condition. Make sure that the child's bicycle is sized so that when the saddle is adjusted correctly, both feet can touch the ground. Be sure that you and the child have learned and understand how to operate the bicycle safely in the environment that you plan to ride.



**WARNING:** Make sure that your child always wears an approved bicycle helmet when riding. At the same time, make sure that your child understands that a bicycle helmet is to be used only on the bike, and must be removed when not riding. A helmet should never be worn while playing, on playground equipment, while climbing trees, or at any time while not riding a bicycle. Failure to follow this warning could result in serious injury or death.

**WARNING:** If you intend to put a child seat on your bicycle, you will need to completely enclose any coil springs under the saddle with a suitable covering to prevent the pinching or trapping of the child passenger's fingers.

## INTRODUCTION

Congratulations on your purchase of one of the most stylish bicycles in the world. At Creme, we are all very passionate about what we do, and seeing happy customers is the biggest reward that we can get for working hard. So we do everything in our power to make this happen, but even then, a bicycle that is not properly set up or maintained, will be a disappointment. That is why it's so important that you acquaint yourself with this manual before your first ride.

Please pay special attention to the safety information. Riding a bicycle is potentially dangerous, and this advice is important to help you avoid serious injury. If you have any questions that cannot be answered by studying this manual, or find any problems with your bicycle, please contact a good bike workshop for assistance. It will usually be the best thing to do, and will not only save time but also ensure that your bicycle is properly prepared for you, and what's most important - safe.

Now, make yourself some tea or coffee, or crack open a beer (non alcoholic of course) and read on...

## TECHNICAL INFORMATION:

Make yourself familiar with the names of all the main parts of the bicycle by studying the diagram below:



- |                           |             |                    |
|---------------------------|-------------|--------------------|
| ① Frame                   | ⑨ Handlebar | ⑰ Seat binder      |
| ② Fork                    | ⑩ Headset   | ⑱ Caliper brake    |
| ③ Rim                     | ⑪ Stem      | ⑳ Roller brake     |
| ④ Tire (with tube inside) | ⑫ Pedals    | ㉑ V-brake          |
| ⑤ Front rack              | ⑬ Crankset  | ㉒ Cassette         |
| ⑥ Rear rack               | ⑭ Chain     | ㉓ Rear derailleur  |
| ⑦ Disc brake              | ⑮ Hubs      | ㉔ Front derailleur |
| ⑧ Brake lever             | ⑯ Seat post |                    |

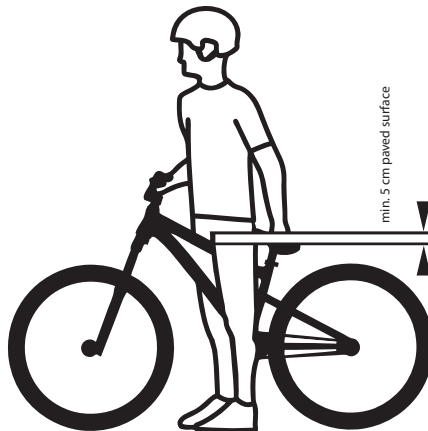


## ASSEMBLY OF THE NEW BICYCLE:

This should always be carried out by the dealer where you purchased your bicycle. **If you buy a bicycle that is disassembled, or only partially assembled, the warranty will be void.** Assembly should be done in your presence, in order to make the necessary adjustments correctly, such as saddle height, handlebar angle and stem height. It is also important to note that even if the bicycle is built up perfectly when new, it will need some additional adjustments a few weeks (or around 50 km) later. You should visit your dealer and ask him to check the bicycle for you after this period. This is essential to keep your warranty.

## TOOLS REQUIRED:

4 mm, 5 mm, 6 mm, 8 mm allen keys, 8 mm, 10 mm, 13 mm, 15 mm open end wrench, Torx 25 wrench, Philips head screwdriver, Pliers with cable cutting ability, Torque wrench



## CORRECT FRAME SIZE:

To check if the frame size is safe, the rider should straddle the bicycle while wearing the kind of shoes which will be used for riding and stand straight with feet on the ground. The minimum distance between the rider's crotch and top tube should be 5 cm (approx. 2 inches). This method of measuring the correct frame size does not apply to bicycles with step-through frames, or so called "lady" frames. In case of these frames, correct frame size should be determined first on a traditional diamond frame (so called "men's" frame).



## GENERAL RIDING INFORMATION

As mentioned, riding a bicycle can be dangerous. You must keep this in mind and be cautious at all times. See and be seen. **Use lights and reflective clothing in low light conditions at all times.** Never shift gears when pedalling in reverse, and do not back pedal directly after the shifter has been moved. This could make the chain jam causing serious damage to your bicycle. Riding with a wheel that has not been properly secured can make the wheel wobble or disengage from the bicycle resulting in serious injury or death. If your bicycle has been equipped with a clip-and-strap system (toe clips and straps) or clipless (step-in) pedals, make sure you know how they work; you should remember that special techniques and skills are to be used with such pedals. Note that in some bicycle models the user's toe or toe clip may touch the front wheel when a pedal is all the way forward and the wheel is turned. This is normal, and your riding technique should take this into account (i.e. you should not turn the handlebar sharply to the left when your right foot is in the most forward position, or sharply to the right when your left foot is in the most forward position). If your bicycle has been equipped with platform type pedals that have metal pins attached, always ensure that the pins are complete and kept in good condition. Check out the handling and response of the bicycle as well as the comfort. If you have any further questions, or if you have doubts about the proper functioning of your bicycle, consult your dealer before riding it again.

**WARNING:** Reflectors are not to be used as a substitute for required lights. You should abide by the local bicycle lighting regulations. Riding at times of poor visibility such as dawn, dusk, night or others, without a proper bicycle lighting system and reflectors constitutes a hazard and may cause serious injury or death. You should examine the bicycle lights and reflectors along with their mounting brackets regularly to make sure that they are clean, straight, unbroken and properly and securely mounted.



**WARNING:** When your bicycle is on a bike stand or it's upside down, never put your finger or any other part of your body between the chain and the chainring when the wheel is spinning. This is especially important on single speed bicycles with no derailleurs, because the chain is very tight. It is very easy to have your finger crushed or even amputated in such a situation!

Always conduct a pre-ride check (detailed information can be found further in this manual). Never ride the bicycle if you observe any technical problems or have any doubts about the proper functioning of any elements in the bicycle. Keep the bicycle clean and well maintained. Make sure that your parts of the body as well as any other objects do not touch the sharp teeth of the chainrings, chain wheels, sprockets, chain, cranks, or spinning wheels of your bicycle. Your first rides on the bicycle should start slowly in uncomplicated terrain so you can develop your skills gradually. You shouldn't ride your



bicycle in remote areas unaccompanied. Even when riding in the company of others, always let someone know where you're going and when you expect to come back. Always keep some sort of identification with you, so that you could be identified in case of an accident. In case of an accident or impact: first take care of your own situation - check yourself for injuries, and take the best possible care of them. Get medical help if necessary. Then, check your bicycle for damage. After a crash of any kind, you should have your bicycle thoroughly checked by your dealer. You must not use the carbon composite components, such as frames, wheels, handlebars, stems, cranksets, forks, brakes, etc. which have sustained an impact until they have been disassembled and thoroughly inspected by a qualified mechanic. The bicycle components can undergo unusual stress due to a crash or impact of other kind, causing their premature fatigue. Components suffering from stress fatigue can break suddenly and catastrophically, which may result in your losing control, serious injury or death.

Always carry a pump, spare inner tube, patch kit, and a basic tool kit. You may need this in case of a flat tire or other common mechanical problem that is usually easy to fix if you have the right tools. If you need to patch your inner tubes, always make sure to follow the instruction manual provided by the tube repair kit manufacturer.

On bicycles sold in UK, Japan, Australia and other left-hand drive countries, the right lever should operate the front brake and left lever should operate the rear brake. In countries with right-hand drive traffic systems, it will be the opposite. **However the user must check and make sure which lever is connected to which brake before the first ride because it is possible that the bicycle was imported from a country where brakes are set up differently to the standards applying in the country where the bicycle will be used.**

If your bicycle is equipped with gears, you can choose a gear combination that is most comfortable for the riding conditions. Gears will allow you to maintain a constant rate of pedalling. Use lower gears for going uphill and higher gears for going downhill. Try to pedal with less effort while shifting gears so as to prevent early gear and chain wear and tear. Ask your dealer for more advice on this issue.

Protect your bicycle against theft by purchasing a lock and never leaving your bicycle unlocked while unattended, even if you are going to leave it only for a short while.

**CAUTION:** Watch out for the brakes - they can be powerful and activating them too aggressively can result in a crash. Learn to get a feel of the brakes, practice them on a side road or in an empty car park before you ride your bicycle for the first time.



**WARNING:** Wet weather conditions dramatically increase the risk of an accident as they impair traction, braking and visibility, both for the cyclist and for other road users. Wet conditions dramatically reduce the stopping power of your brakes (especially rim brakes) as well as of the brakes of other





vehicles sharing the road, and your tires can lose their grip. Therefore, it is more difficult to control your speed and you may lose control easily in such conditions. To make sure that you are able to reduce speed and come to a stop safely in wet conditions, try to ride more slowly and start braking earlier and more gradually than you would under normal dry conditions.

## Bicycle Suspension

If your bicycle has been equipped with any sort of a suspension system, make sure you read and follow the suspension set up and service instruction manual provided by the manufacturer. If you haven't been provided the manufacturer's instruction manual, contact your dealer or the manufacturer.

**WARNING:** Failure to maintain, check and properly adjust the suspension system may cause suspension malfunction, in result of which you may lose control and fall.



If your bicycle has been equipped with suspension, the increased speed you may develop will also increase the risk of injury. For example, when braking the front of a bicycle with a suspension fork dip. You can easily lose control and fall if you are not prepared for this. Please, learn how to operate your suspension system safely.

**WARNING:** Introducing changes in the suspension adjustment can alter the handling and braking characteristics of your bicycle. It is forbidden to change the suspension adjustment unless you are thoroughly familiar with the suspension system manufacturer's instructions and recommendations; you should always check for changes in the handling and braking characteristics of the bicycle after the suspension has been adjusted by taking a careful test ride in a safe area.



Thanks to the use of suspension the wheels can follow the terrain better, which can enhance control and comfort. This improved capacity may provide opportunity for riding faster, but you should be careful not to mistake the enhanced capabilities of the bicycle for your own riding skills. Improving skills takes time and practice.

**CAUTION:** Not every bicycle can be safely retrofitted with certain types of suspension systems. Before planning to retrofit a bicycle with any suspension system, check with the bicycle's manufacturer to make sure that the modification you are going to make is compatible with the bicycle's design. Failure to do so can result in damage to the frame and your bicycle may be difficult to control due to improper geometry that results from the modification.

**IMPORTANT:** Make sure your wheels function properly before each use, check if the mounting bolts are secure, check that the freewheel engages correctly. If there is any malfunction of the hubs, they should not be used under any condition. In case of any



doubt, consult an experienced bike mechanic. Rear hub axle bolts should be tightened alternately! Do not over-tighten the bolt on one side without counter tightening on the other!

If your bicycle has been equipped with through axle front or back wheels, make sure that you have been provided with the manufacturer's instruction manual, which you are to follow when installing or removing wheels with this system. **If you are not sure what a thru-axle/through axle is, ask your dealer for information. It is crucial for you to understand what type of a wheel securing method is required on your bicycle, to know how to secure the wheels correctly, and how to apply the correct clamping force to secure the wheel safely.** Ask your dealer to instruct you on how to remove and install the wheel on your bicycle properly, and provide you with any available manufacturer's instruction manual.

### Brakes

There are three general types of bicycle brakes: rim brakes, which work by squeezing the wheel rim between two brake pads; disc brakes, which work by squeezing a hub-mounted disc between two brake pads; and internal hub brakes. All three can be operated by way of a handlebar mounted lever. On some bicycle models, the internal hub brake is operated by pedalling backwards. This is called a Coaster Brake.



**WARNING:** Riding with brakes that have not been adjusted properly, worn brake pads, or wheels with a visible rim wear constitutes a hazard and can cause serious injury or death. Too hard or too sudden application of the brakes can cause the wheel to lock up and make you lose control and fall. Applying the front brake too suddenly or excessively may result in the rider's pitching over the handlebars, potentially causing serious injury or death. Bicycle brakes may be very powerful, especially disc brakes or linear-pull brakes. You should be extra careful while learning how to operate such brakes and take particular care while using them.

**WARNING:** Disc brakes can heat up extremely when their application is prolonged. Don't touch a disc brake until it has had plenty of time to cool. Remember that brake pads in all brake types will wear out, which will ultimately reduce their efficiency.

For information on how to operate and maintain your brakes and when to replace the brake pads see the brake manufacturer's operation and maintenance manual. If you have not been provided with the manufacturer's instruction manual, contact your dealer or the brake manufacturer. When replacing worn or damaged parts the manufacturer-approved genuine spare parts are to be used only.



**WARNING:** It's vital for your safety to learn and remember which brake is controlled by which brake lever on your bicycle.



## Brake controls and features

Acquaint yourself with the setup of your brakes by alternately squeezing the left and right brake lever and observing which brake lever activates the front brake, and which one activates the rear brake. You should be able to reach the brake levers with your hands and squeeze them easily. If you find out that your hands are too small to do so, you should consult it with your dealer before riding the bicycle. In some models the lever reach may be adjusted, or you may need a different brake lever design. On bicycles with coaster brakes, the rear brake is controlled by the cranks, and there is usually one lever on the handlebar which controls the front brake.

## Operation of the braking system

The bicycle braking system's function is based on friction between two braking surfaces. To assure its proper functioning, you should maintain the rims, brake pads, disc rotors and calliper clean and free of dust, dirt, grease, lubricants, waxes and polishes. There are special chemical cleaners available on the market designed specifically for cleaning these surfaces. Bicycle brakes have been designed to control the speed of your bicycle by reducing it or preventing the bicycle from moving. The maximum braking force for each wheel is achieved just before the moment the wheel stops rotating ("locks up") and starts skidding. The instant it has begun to skid, the most of your bicycle's stopping power and all directional control is lost. Therefore, it is necessary to learn how to slow down your bicycle and bring it to a halt smoothly avoiding a wheel lockup.

Lever operated brakes are activated simply by squeezing the levers on the handlebars. The more pressure you apply, the more force will be applied to the wheels. Coaster brakes are activated by turning the cranks backwards. You need to start with the pedal cranks in a nearly horizontal position, with the front pedal in the 4 o'clock position. You then need to apply downward foot pressure on the pedal that is in the back. Activation of the brake will take place after approximately 1/8 rotation. The more downward pressure you apply, the more braking force, up to the point where the rear wheel stops rotating and begins to skid.

You should learn a progressive brake modulation technique so that you are able to precisely and accurately control the amount of braking force with given amount of input. Instead of applying the force abruptly, it's better to gradually increase the braking force. The instant the wheel begins to lock up, slightly release pressure to keep it rotating. You should learn how much brake pressure is needed for each wheel at different speeds and on different surfaces. Reducing the bicycle's speed by applying one or both brakes will transfer the weight to the front wheel as the rider's body continues at the speed at which it was going. Heavy braking will result in the transfer of weight to the front wheel, which in extreme situations may send the rider's body flying over the handlebars. Greater brake pressure is needed for a wheel burdened with a heavier load to lock up, whereas a wheel burdened with less weight will lock up with less brake pressure applied. When the brakes are activated you should move your body backwards in order to transfer weight to the back, simultaneously decreasing the rear braking force and increasing the front braking



force. It is especially important when you are descending. The weight transfer is more evident on bicycles equipped with a front suspension fork as it dips under braking and thus intensifies the weight transfer. To control your speed effectively and bring your bicycle to a halt safely you need to be in control of the wheel lockup and the weight transfer. You should practice braking and weight transfer techniques in safe places free from traffic and distractions.



**WARNING:** Before riding, make sure that the brakes are working properly. If in any doubt, have the bicycle checked by your dealer before you ride it.

**WARNING:** If your bicycle has only a coaster brake, ride conservatively. A single rear brake does not have the stopping power of front-and-rear brake systems.

**CAUTION:** Coaster brake service and adjustment requires special tools and special knowledge. Do not attempt to disassemble or service your coaster brake. Take the bicycle to your dealer for coaster brake service.

### Shifting gears/Gear shifting

Shifting can be controlled by using various types of controls and methods: by using levers, twist grips, triggers, combination shift-brake controls and push-buttons. Your dealer should explain what type of shifting controls your bicycle has been equipped with, and how they should be operated.

**CAUTION:** Never shift gears when pedalling in reverse, nor back pedal directly after the shifter has been moved. This could make the chain jam causing serious damage to your bicycle.

We suggest you should find the gear relevant to your riding skills level. To do so check which gear will be hard enough for you to accelerate quickly and yet at the same time easy enough for you to be able to start your bicycle from a halt without wobbling. After you have found your "starting gear", go on to experiment with upshifting and downshifting to learn how to operate different gear combinations. Different conditions require different combinations, e.g. the combination of the largest rear and the smallest front gears will work on the steepest hills, while the combination of the smallest rear and the largest front gears will be used for reaching the greatest speed. Shifting gears in sequence is not necessary. At first we suggest you practice shifting gears on a location free from obstacles, hazards or other traffic, until you've built up your confidence. Learn to anticipate the need to shift, and shift to a lower gear before the hill gets too steep. Difficulties with shifting may indicate a mechanical adjustment problem, in which case you should contact your dealer for help.



**WARNING:** If the derailleur does not shift smoothly, you should not shift further, as it may be out of adjustment and the chain could jam, causing you to lose control and fall.



Failure to shift to the next gear smoothly after moving the shift control by one click repeatedly indicates that the mechanism might be incorrectly adjusted. You should have it checked by your dealer. If your bicycle has been equipped with a single-speed drivetrain system, or internal gear hub (hence has no external derailleur) the chain needs tension to make sure it doesn't come off the sprocket or chainring.

Check tightness of chain & bolts before every ride! The drive train is exposed to extreme loads. Any looseness or play in drive train may cause damage to particular elements. Before each ride, check: crankset, rear hub, cassette and freewheel, pedals and chainrings - crank arm connection. The bicycle should be cleaned and lubricated with dedicated grease systematically. Chain lubrication depends on weather and terrain conditions. Water and mud speed up wear of the chain. Clean and lubricate chain after each ride in wet or muddy conditions. The rear derailleur should shift gears smoothly. You can adjust gear shifting through a rear shifter barrel or by tensioning the cable under the cable anchor washer. Increasing the tension of the cable facilitates shifting to a lower gear, decreasing the tension of the cable facilitates shifting to a higher gear. Check if the pedals are properly threaded into the cranks. Looseness may cause damage of crank thread. Regularly check looseness in pedals to crankset connection.

**CAUTION:** It is crucial to apply correct tightening force on fasteners, nuts, bolts, screws on your bicycle so as to avoid components failure or damage, which can result in your losing control of the bicycle and falling. Using too little force may result in the fastener not holding securely, moving and undergoing fatigue. Applying too much force may cause the fastener to strip threads, stretch, deform or break. If you observe any problems at the pre-ride check, consult a professional bicycle mechanic instantly for advice. You can ride the bicycle again only after the problem has been resolved.

## PRE-RIDE CHECK

Before every ride you should always make a pre-ride check. It should include the following points:

### Frame and fork structure

Clean the frame and fork and examine them CAREFULLY for any signs of cracks, corrosion, dents, paint peeling or other defects. If anything suspicious is found, contact your local bicycle dealer for a proper inspection. These are important safety checks and very important to help prevent accidents, injury and shortened product lifespan. Do not ride the bicycle if you see any defects in the frame and fork.

### Brakes

Check if the brakes are working properly by testing their efficiency in a parking lot or on a side road. When the brake is applied with full force, the distance from the brake lever to the handlebar should be bigger than 2 cm. Check the brake pads, too - you



should replace damaged and worn out elements and adjust them immediately when improper function is noticed. To do this, contact your dealer or the closest authorised bike service. Remember that improper setup of the brake can cause serious injury or death. Follow the brake manufacturer's instructions closely for setup and maintenance. The instructions are supplied in the box with every bicycle. If you are in doubt about their correct function, contact your local bicycle shop.

If your bicycle has rim brakes, inspect the rim walls to check if they are not excessively worn out by the brakes. A groove made by the manufacturer on the sidewall of a rim should always be visible. On rims without a groove/safety mark, it is important to check if the braking surface has not become deformed by the brake pads. The rims should be replaced as soon as a visible deformation of the rim surface occurs.

### **Control position adjustments**

It is possible to adjust the angle and position of brakes and shift controls on the handlebars. Ask your dealer to make the necessary adjustments for you. If you choose to adjust the control lever angle on your own, be sure to re-tighten the clamp fasteners to the recommended torque (see the manufacturer's instruction manual).

### **Cables**

Check the brake cables and their housing for kinks, rust, broken strands, or frayed ends. If you notice any damage, you should ask a bicycle shop to replace the cables immediately. Damaged cables can seriously impede braking efficiency.

### **Steering system**

The steering system includes: handle bar, stem, headset and fork. All elements should be connected firmly for riding safety.



**WARNING: Proper assembly and functioning of the steering system is critical for your safety!!!**

Your dealer is responsible for proper assembly of the steering system for you. If you wish to make any adjustments yourself, be warned that incorrect setup can be very dangerous and we always advise you to seek professional advice for this! Check the connection between the handlebars and stem. Try pushing the handlebars up and down - there should be no movement between these two elements.

All parts of the stem should be regularly checked for damage or cracks. If you find anything suspicious, contact an experienced bike mechanic immediately. A defective steering system can cause serious injury or death.

### **Wheels and tires**

Check if the wheels are straight (lift the bicycle and spin each wheel - the rim should not move more than around 1 mm to each side). Check if all the spokes are tight by running your hand around each wheel on both sides. Contact your bicycle dealer to

resolve any problems. Do not attempt to ride a bicycle with wheels that are not straight or with spokes that are loose, as it is dangerous to your health and life. Check if the tires are properly inflated (see the prints on the side walls for instructions about the optimum pressure: usually 3.5 – 4.5 bar depending on tire size, terrain and weather conditions). Use a proper bicycle pump with a pressure gauge to achieve the correct pressure. Check the overall conditions of the tires, if they are damaged, torn or worn out you should replace them before riding. Using worn or damaged tires is dangerous. Make sure tires are correctly inflated and are in good shape. Spin each wheel slowly and look for cuts in the tread and sidewall. Replace damaged tires before riding the bicycle.

### Front fork connections

Things to check before each ride: a) Check wheel axle to fork connection, b) Check brake clamp to fork connection, c) Check headset looseness, d) Check stem to handlebar connection, e) Clean fork stanchion tubes, f) Check general fork condition (take special note of any cracks or deformations). Do not ride if any defects noticed! For information about servicing suspension forks mounted on the bicycle it is necessary to follow the manufacturer's instructions closely. The user manual for the suspension forks is supplied in the box with every bicycle. Check wheel axle to fork connection - this is critical for your safety. If you have axle nuts, they should be tightened according to the manufacturer's specifications. If you have a quick release, make sure that it is set to the CLOSED position, that there is a significant amount of resistance when pushing the lever and that it is set to the CLOSED position (FIG.1). The amount of resistance can be adjusted by turning the knob on the opposite side of the lever when the lever is in the OPEN position. Never leave the quick release loose, and do not try to turn it like a screw.

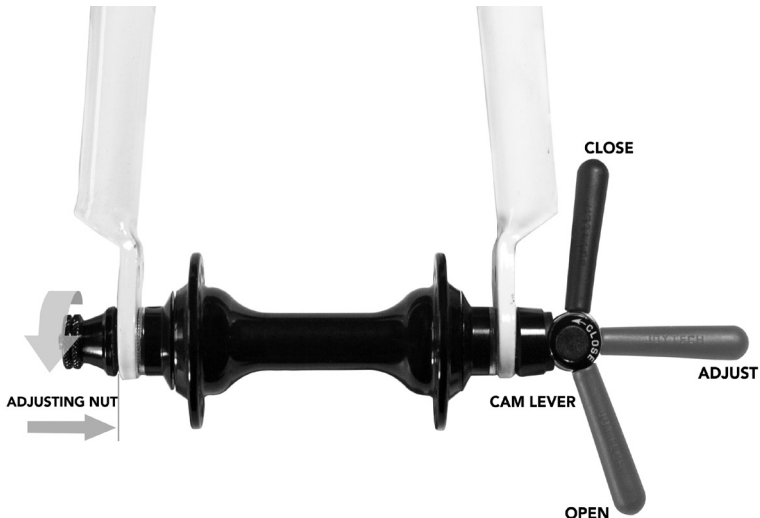


FIG.1



Some bicycles have secondary retention devices on the front wheel, usually those secondary retention devices look like special washers with a hook.



**WARNING:** All bicycles with disc brakes and standard fork-ends must be operated with special safety washers in place. Bicycles with reversed fork-ends can be used without the safety washers. Failing to use special safety washers with standard fork-ends can lead to a serious accident in a situation where the quick release is not properly fastened. The force from the disc brake can eject the wheel from the fork.

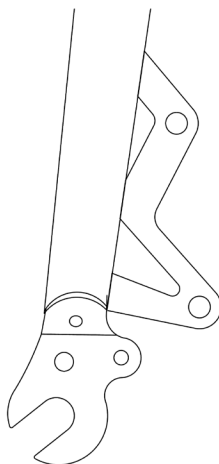
Please refer to the diagram below in order to identify these terms:



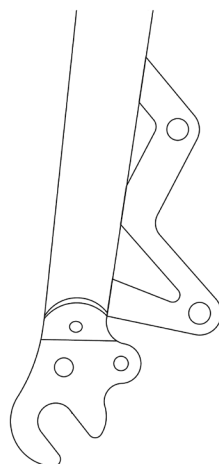
Special safety washer  
- must be mounted  
on all bikes with disc  
brakes, unless the fork  
has reversed fork ends



Standard safety  
washer  
- must be  
mounted on all  
bikes without  
disc brakes



Reversed  
fork end



Standard  
fork end

Bicycles with standard fork ends (thus requiring special safety washers) are the following models:

Tempo Doppio, model year 2013 and 2014, Ristretto Doppio, model year 2012, 2013 and 2014, Ristretto Solo, model year 2012 and 2013.





**If your bicycle has disc brakes and standard fork ends, and for any reason does not have special safety washers, please do not ride the bicycle and contact us immediately.**

Reference bolt tightening torque values (**please always refer to the manufacturer's instruction manual first, the values shown below do not apply to ALL types of components that may be mounted on the bicycle**):

Bolt type:	Tightening torque (N-m):
Stem steer tube bolt	16
Stem handlebar bolts	14
Front hub axle bolts	17 (for 10 mm axle hubs)
Rear wheel bolts/nuts	35
Crank to bottom bracket bolts	40
Seat binder, Seat post clamp bolts M5	10
Seat binder, Seat post clamp bolts M6	12
Pedals	25
Brake caliper screws to frame and fork	10
Shifting lever, Brake lever	3
Disc brake screws to hub	6.0
Rear derailleur: main fixing bolt	10
Rear derailleur: cable fixing bolt	5
Bolts in seat post clamp: M5	15
M6	20
13 mm or 14 mm nut	25
mounting bolts that secure the rack to the fork	7

## ADJUSTMENTS

It is possible to make some adjustments to your bicycle that will influence your riding position. These adjustments can make a great difference to riding pleasure, speed and safety. Unless you are a very competent cyclist and mechanic, do not attempt to execute any of these adjustments yourself. Seek advice at your local bicycle shop. The basic adjustment points are listed below:



## Handlebar height and angle.



Quill stem



Threadless stem

Your bike is equipped either with a “threadless” stem, which clamps on to the top part of the steerer tube, or with a “quill” stem, which clamps inside the steerer tube with an expanding wedge. If your bike has a “threadless” stem, your dealer may be able to change the handlebar height by moving height adjustment spacers from below the stem to above the stem, or vice versa. You can also replace the stem with one that has different length or rise. You can also adjust the angle of the handlebars. These adjustments should be made by your dealer or by a professional bicycle mechanic. Do not attempt to do this yourself, as it requires special knowledge. If your bike has a “quill” stem, you can ask your dealer to adjust the handlebar height by adjusting the level of insertion of the stem into the fork. Note that a quill stem has a mark showing the “minimum insertion” or “maximum extension” level. This mark must not be visible above the headset. With a “quill stem”, you can also ask your dealer to adjust the angle of the handlebars.



**WARNING:** A quill stem’s Minimum Insertion Mark (or Maximum Extension Mark) must not be visible above the top of the headset. If the stem is extended beyond this mark, the stem may break or damage the fork’s steerer tube, which could cause you to lose control and fall.

**WARNING:** On some bicycles, adjustments in the position of the steering system can affect the tension of the brake cables. This can result in locking of the brakes or can create excess cable slack which can make the brakes inoperable. Therefore after each adjustment of the steering system, the brakes must be checked before you ride the bicycle.

**WARNING:** Never extend the stem above the minimum insertion mark that can be found on the lower part of the stem’s shaft!

### Adjusting saddle height.

This should be carried out using a 5 mm hex wrench. Unscrew the seat binder bolt, set the saddle at a certain height, then re-tighten the bolt and sit on the bicycle (FIG.2). Repeat until you find the best position. The tightening torque of the seat binder should be around 12 Nm.

**WARNING:** Never extend the seat post above the minimum insertion mark that can be found on the lower part of the seat post!



### Adjusting the rail saddle position.

This should be done using a 5 mm or 6 mm hex wrench. When you loosen this/(these) bolt(s), it is possible to change the angle of the saddle and its fore and aft position (FIG.3). Try experimenting with various combinations. A general rule is that the saddle should be set more or less in the central position, and should be tilted slightly to the rear (the nose should be pointing up around 3 -5 degrees). This will put more body weight on the saddle and take off some pressure from your hands. Tighten the bolts to the following torque: M5: 10 Nm, M 6: 12 Nm.



FIG. 2



FIG. 3

## MAINTENANCE AND PERIODICAL CHECKS

Take care of your bicycle, and you will enjoy it for a longer time. Also take some time to periodically inspect the bicycle in more detail - this is important for your safety. Here is some basic information.

### Caring for steel frames

Steel frames are prone to corrosion if not taken care of properly. If you have a steel frame, a good rust inhibitor should be applied to its inner surface by spraying it through the head tube, seat tube and bottom bracket at least once a year. Regular cleaning will remove salt and other chemicals from the surface of your bicycle minimising the likelihood of



external corrosion. It is very important that paint chips and scratches get touched up as soon as possible with factory touch-up paint or nail polish. Prior to painting, make sure that the surface is free of rust, clean and dry. The frame does not require any lubrication with the exception of the seat clamp bolt area (if it is integrated with the frame).

### Periodical checks

A brief inspection of the frame, fork and bars for any signs of damage should be done prior to every ride. If you suspect it may be broken, bent or cracked, do not use it. Inspect if the steer tube and fork blades are straight, and dropouts for cracks or damage. Do not ride on the damaged fork - it may cause serious injury or death.

A good time to give your bike a thorough check for cracks or other defects is when you are washing it since the problems will become easier to see. When inspecting your bicycle make sure the lighting is good (eg. outdoors). Check the bike on its wheels, and then turn it upside-down and check it again.



**WARNING: The handlebars should be replaced at least once a year as they are submitted to fatigue.**

Check the cranks for play (hold the bike with one hand, and the pedals with the other and look for play by trying to push the pedals from one side of the bike to the other). If any play is found, contact your local bike shop. Periodically check hubs for play and have the bearings adjusted if necessary by a professional bicycle mechanic. The bearings should be lubricated about once a year. Keep your chain cleaned and lubed. This is especially important if you ride often in wet conditions. Use proper bicycle chain lubricants, WD-40 is not one of them!



**WARNING: As for all mechanical components, the bicycle is subject to wear and tear as well as high stresses. Nothing lasts forever! The reaction of various materials and components to wear or stress fatigue may differ. Having exceeded the life expectancy of a component may result in its sudden failure, possibly causing injuries to the rider. Any forms of breaks, cracks, scratches or changes of colouring in highly stressed areas indicate that the life of the component has been reached and that it should be replaced.**



## Cleaning your bicycle

Good maintenance will increase the life of your bike and its components. Clean and maintain your bike regularly.

**WARNING:** Corrosion can damage components of your bike which are important for safety so that they are no longer secure. These components may then brake during riding and thus result in serious falls. Corrosion is caused, amongst other things, by salt (e.g. due to salt spreading in winter), salty air (e.g. in coastal or industrial areas), perspiration.



For wet cleaning, use a gentle water jet or a bucket of water and a sponge or brush. Only use clean fresh water or desalinated water. There are many ways of washing a bike. A proven cleaning recommendation for a dirty bike is as follows:

- 1 With a gentle water jet, remove large items of debris such as soil, stones and sand etc.
- 2 Let the bike dry off to a certain extent.
- 3 Spray your entire bike with a suitable detergent.
- 4 Rinse the entire bike with a gentle water jet and allow it to dry.
- 5 Clean the chain (see below for details).

**IMPORTANT NOTICE:** If there is only a low level of soiling, simply spraying on a detergent and rinsing it off after the specified time for them to work is sufficient.



**IMPORTANT NOTICE:** Stubborn dirt which usually accumulates in the drivetrain area can be removed with a stronger degreaser and brush.



**WARNING:** Cleaning, lubrication and preserving agents are chemical products. Incorrect use can damage your bike. Only use products expressly suitable for bikes. Ensure that these products do not attack either paint, rubber, plastic or metal parts etc. Consult your dealer and follow the respective manufacturer's instructions.





## Cleaning and lubricating the chain



**IMPORTANT NOTICE:** Your chain should be cleaned and lubricated periodically - approximately once every 10 rides, after every ride in wet conditions, and every time you wash your bike.

Drip a suitable chain cleaner into a clean, spirit-free cotton cloth and wipe the chain down. When doing so, slowly operate the crank against the direction of drive. Repeat this process a few times with a clean area of the cloth until the chain is clean. Sparingly apply a lubricant suitable for bicycle chains to each chain link.

Only use lubricants expressly approved for use with bike chains. Greases for motor cycle chains will gum up your bike chain and the drive chain components.



**IMPORTANT NOTICE:** If cleaner remains between the chain links, the new grease will be immediately broken down and will be totally ineffective.



**IMPORTANT NOTICE:** Enclosing any other relevant information will be at the discretion of the manufacturer.



## CREME WARRANTY

1. Creme Cycles sp. z o.o. sp. k. (hereinafter referred to as CREME) warrants all its new bicycles against defects in materials and workmanship as stated below:
  - mechanical structure of frames & forks: for the lifetime of the original owner,
  - mechanical structure of all other components: for a period of 2 years,
  - paint and decals: for a period of 1 year.
2. If any defects are noticed in the bicycle, the Customer must stop using the product immediately and should report this to the dealer that sold it within 14 days. Using a damaged bicycle will void the warranty, lead to more extensive damage and may pose a serious hazard to the rider's health and life.
3. The warranty period starts from the day when the product is purchased. This purchase must be documented with the cash receipt plus filled in warranty card (which includes the following information: date of purchase, serial number of frame, name of bicycle model, customer's name and name of dealer).
4. The warranty applies only to the original owner and is not transferable.
5. Claims under this warranty should be made through the dealer where the bicycle was purchased.
6. The bicycle should be submitted to a mandatory check-up (cost of this check up should be covered by customer) between the 3rd and 5th week from date of purchase (or after 50 km of riding) to an authorised bicycle dealer. The confirmation of this check-up should be documented in the warranty card. Failure to do this will void the warranty.
7. The warranty is valid only if the bicycle is sold by an authorised dealer in a ready-to-ride condition.
8. If a certain part of the bicycle will require replacement under this warranty, parts that are similar in function to the originals shall be provided. It may not always be possible to provide parts that are identical. The decision if a broken part requires replacement or repair will be made by the dealer who sold the bicycle. The dealer's decision will be conclusive and binding. If a warranty claim for a painted part is grounded, but this part is not available in the requested colour (either due to discontinuation of the colour line or due to out of stock situation), Creme reserves the right to replace these parts with equivalent products in a chrome plated finish. In a situation where only one painted fender is qualified for warranty replacement, we will supply a set of fenders as replacement (front and rear).



9. The warranty does not cover normal wear and tear of tires, chains, brake pads, bearings, cogs and chainrings. Wheel truing, lubricating, brake adjustment, drive train adjustment and other typical maintenance procedures are not covered by the warranty and must be conducted by a professional bicycle workshop at the cost of the customer.
10. The warranty does not cover: labor charges for replacing parts, paint and decals, problems that result from excessive loads occurring during extreme riding or from incorrect riding technique. The warranty does not cover: the cost of travel or shipment to and from an authorised dealer. Such costs, if any, shall be borne by the original owner.
11. This warranty is void if: the warranty card is filled in incorrectly or incompletely, any modifications have been made to the bicycle by the customer, damage has been caused by external parts that have been incorrectly assembled on the bicycle, the product had not been used, maintained or repaired according the manufacturer's instructions, the bicycle had been sold disassembled, or only partially assembled, the product was transferred to any third party.
12. Directions on how to deal with warranty cases shall be provided by the distributor of the product in the region where it was purchased.
13. This limited warranty does provide the original owner with certain legal rights and recourse and the original owner may possess other rights or recourse, depending on the state, jurisdiction, country, or province. Please be informed that this is a final statement of CREME and all the remedies available to the original owner are stated herein. CREME does not allow or authorise any entity (including authorised dealers) to extend any other express or implied warranties on its behalf. An original owner agrees that CREME'S liability under this warranty under no circumstances shall be greater than the original purchase price. In no event shall CREME be liable for incidental or consequential damages. All other remedies, obligations, liabilities, rights, warranties, express or implied, arising from law or otherwise, including (but not limited to) any claimed implied warranty of merchantability, any claimed implied warranty arising from course of performance, course of dealing or usage of trade, and any claimed implied warranty of fitness, are disclaimed by CREME and waived by the original owner. Some states, jurisdictions, countries, and provinces do not allow some or all of the limitations set forth herein, or the exclusion or limitation of incidental or consequential damages. If any provision is found unenforceable, only that provision shall be stricken and all others shall apply.





## IMPORTANT SAFETY INFORMATION FOR ASSEMBLY AND USE OF FRONT CAFERACER CARRIER



This Creme Caferacer carrier **MUST** be mounted by a professional bicycle workshop, strictly according to the instructions in this leaflet. Failing to do so can result in a serious accident caused by the rack blocking the front wheel!



This front carrier is designed only for Creme Caferacer Bikes and cannot be used with any other bicycle.



The maximum load capacity of Creme Caferacer front carrier is 8 kg. This load cannot be exceeded under any circumstances!



The Creme Caferacer front carrier was not designed for child-seat attachment and it is not suitable to mount one.



The Creme Caferacer front carrier mounting bolts should be checked frequently. If any bolts are loose or missing, you must stop riding the bicycle immediately.



It is forbidden under any circumstances to modify the Creme Caferacer front carrier.



Please make sure that any luggage fitted to the Creme Caferacer front rack is securely fitted in accordance with the manufacturer instructions and there are no loose straps that can get caught in any of the wheels.



Advice – any reflectors/lamps attached to the Creme Caferacer front rack shouldn't be obscured when luggage is attached.



Advice – please distribute luggage evenly between the two sides of the luggage carrier.



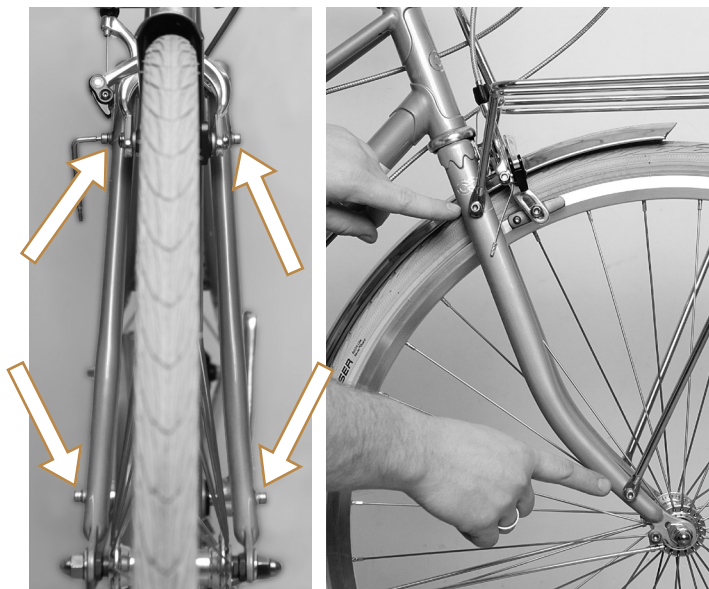
## FRONT RACK MOUNTING PROCEDURE.

**STEP 1:** Identify all the components of the front rack.



- ① stay 1   ② stay 2   ③ main tray   ④ lamp   ⑤ nuts   ⑥ front bolts   ⑦ safety strip

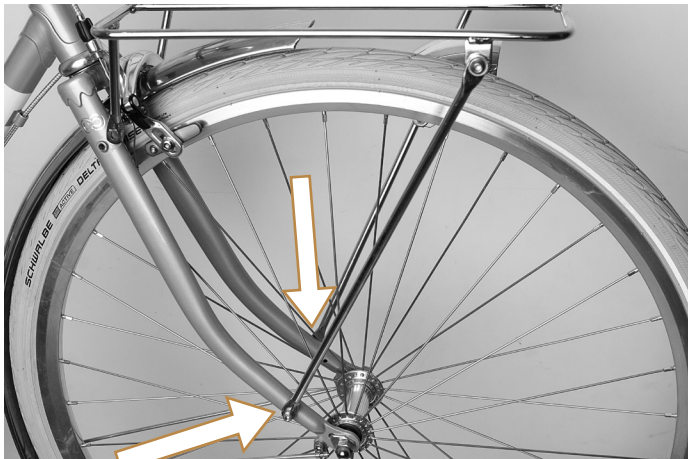
**STEP 2:** Remove the 4 bolts that come threaded into the side of the front fork.



**STEP 3:** Assemble the front rack as shown on the photographs. The bolts connecting the side stays with the main tray should be tightened using two tools with a torque of 7 Nm.

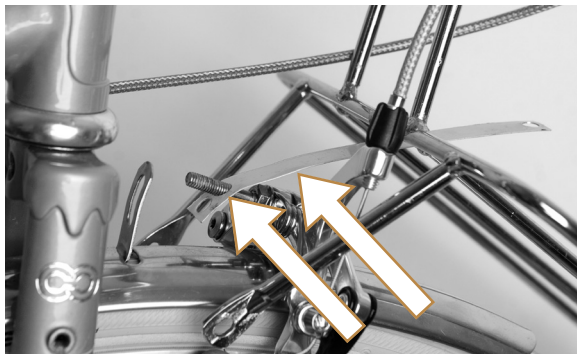


**STEP 4:** Apply Loctite (or other thread locking compound) to 2 bolts and fasten the bottom legs of the rack to the fork like this:



Do not tighten the bolts yet!

**STEP 5:** Dismount the front caliper brake from the fork crown, slide the fender mount off the bolt, then slide the safety strip onto the caliper bolt, like on the attached photo.



**STEP 6:** Wrap the strip around the rack, and return to the caliper bolt. Then slide the fender mount back onto the caliper bolt. Like this:



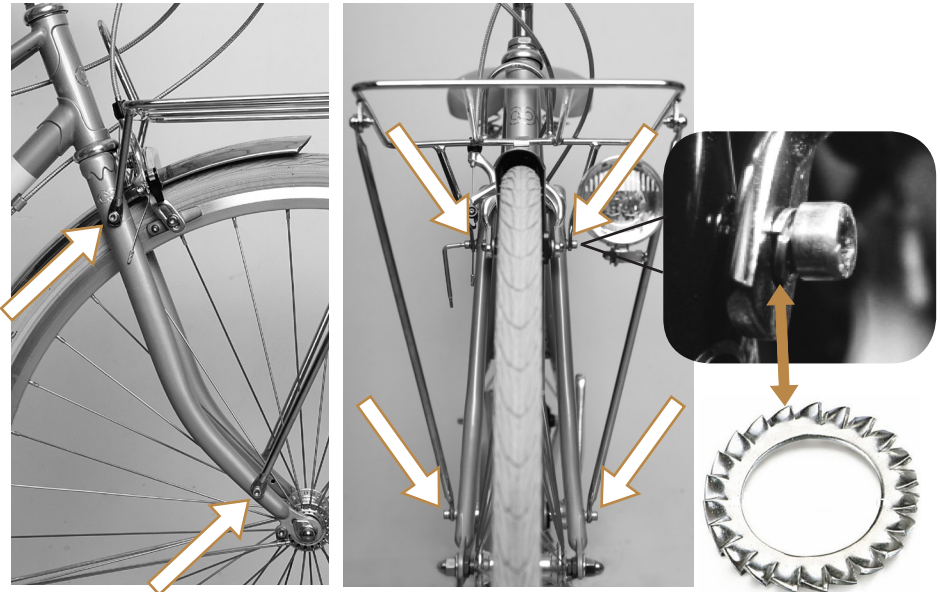
**STEP 7:** Put the caliper back into the fork crown, (make sure that the front fender eyelet is also mounted on the caliper bolt) and tighten the mounting bolt. Make sure Loctite (or other thread locking compound) is used.



**STEP 8:** Align the rack so that you can mount the two top bolts. Before you thread them into the fork, make sure they are coated with Loctite (or other thread locking compound). In this position, the safety strip should be slack, not very tight.



**STEP 9:** Tighten the 4 mounting bolts that secure the rack to the fork (indicated by the arrows) with a force of 7 Nm. Make sure that an external tooth washer is mounted under each bolt head, as on the photo below.





**PROOF OF PURCHASE – WARRANTY CARD**

Dealer's stamp

Bike, model: .....

Frame serial number: .....

Bicycle individual number: .....

Fork serial number (if any): .....

Price: .....

Date of purchase: .....

I certify that I am acquainted with the actual specification of the bicycle (this can be slightly different than that published by the distributor).

Buyer's signature: .....

Dealer's signature: .....