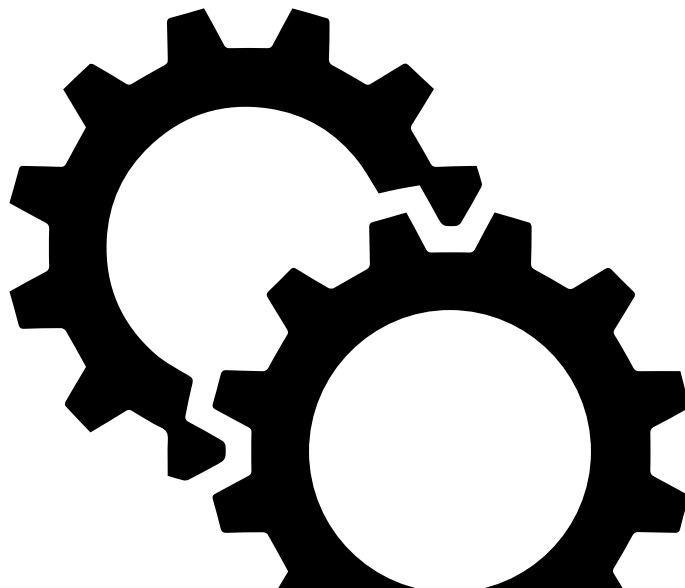


ENGLISH



MAINTENANCE AND CLEANING **USER GUIDE**





## WARNING

INSPECTION AND MAINTENANCE ARE IMPORTANT TO YOUR SAFETY AND THE LONGEVITY OF YOUR BICYCLE. Any part of a poorly maintained bike can break or malfunction leading to an accident where you can be killed, severely injured or paralyzed.

Please ask your SANTS Dealer to help you develop a complete maintenance program, a program which includes a list of the parts on your bike for YOU to check regularly. Frequent checks are necessary to identify the problems that can lead to an accident.

**YOU CAN BE SEVERELY INJURED, PARALYZED OR KILLED IN AN ACCIDENT IF YOU IGNORE THIS WARNING.**

## 30 DAY SERVICE

Many retailers offer a special on the first service of your new bike. Whether it is free or not, please be sure to have this first service done. The first service is very important. Many parts of the bike will break in, bed in, stretch or seat themselves through use.

This is true even with a perfectly assembled new bike. The first service is the chance to make all the small adjustments that will enhance the safety, performance and durability of your new bike.

This is as important as the first oil change on a new car. This first service also gives you the perfect opportunity to ask questions arising from reading the manuals and actually riding your new bike, take steps to fine tune your fit and comfort on the bike, and add accessories to suit your needs.

## CLEANING

Use only water and dishwashing liquid.

On suspension forks and shocks, cover adjustment knobs and air filter (if equipped) with a clean plastic bag secured temporarily with a rubber band or masking tape.

Before wiping away dirt, use an ordinary water hose to gently spray off heavy soils and dirt.



## CAUTION

**DO NOT POWER WASH** or spray water under high pressure to clean. Power washing will force contaminants into parts where they will promote corrosion, immediately damage, or result in accelerated wear.

**DO NOT USE COMPRESSED AIR TO DRY.**

**DO NOT USE ABRASIVE OR HARSH CHEMICAL CLEANER SOLVENTS** which can damage the finish or attack and destroy both the outside and internal parts.

When rinsing, avoid directing the spray directly at shock/fork adjusters or bearings.

## PREVENTING CORROSION

After cleaning and drying it is a good idea to lightly coat the water bottle bosses with a water displacing lubricant such as Tri-Flow or WD40 to minimize corrosion from sweat and salt. This is particularly important on bicycles used in coastal salt air environments and those drenched in sweat on an indoor trainer.

To thoroughly clean the frame it is desirable to remove components. This is best done in conjunction with a periodic overhaul by an authorized SANTS retailer.

## Check tightness

Your new bicycle left the shop with bolts and connections properly tightened – but those bolts and connections loosen over time.

This is normal. It's important to check and adjust them to proper torque specifications.

## Know your torque specs

Torque is a measure of the tightness of a screw or bolt.

Too much torque can stretch, deform, or break a bolt (or the part it attaches). Too little torque can allow the part to move and may lead to fatigue and breakage of the bolt (or the attached part). A torque wrench is the only reliable method of determining correct tightness. If you do not have a torque wrench, you cannot properly inspect for tightness and should consult your bike shop.

The torque specification is often written on or near the bolt or part. If a part does not have a specification on it, check the Support section of [sants.it \(assitenza@bemmex.com\)](mailto:sants.it@assitenza@bemmex.com), or ask your bike shop.

It shouldn't take more than a few minutes to check the following and adjust as necessary to proper torque specs:

- Saddle clamp bolt(s)
- Seatpost clamp bolt
- Stem bolts
- Shift lever attachment bolts
- Brake lever attachment bolts
- Brake bolts, front and rear, including any bolt that attaches a cable housing stop
- Suspension attachment bolts and pivot bolts

## Handlebar

Check:

- That the handlebar grips are secure (they shouldn't move or rotate).
- The handlebar tape (if applicable) and replace if it's loose or worn.
- That any handlebar extensions or bar ends are properly positioned and secure, and that bar caps are secure.



## CAUTION

A handlebar end that is not plugged or covered can result in severe injury or death in the event of a crash.

## Frame and fork

Examine your frame and fork, especially near junctions, and clamping or attachment areas.

Look and feel for signs of fatigue: dents, cracks, scratches, deformation, discoloration, unusual noises (e.g. chain slap or brake rub during acceleration). If you find any, contact your bike shop before riding the bicycle.

## Brakes

Check the brake pads for wear.

- Rim brakes: If the grooves in the brake pad surface are less than 2mm deep (or 1mm deep for direct-pull brakes), replace the brake pads.
- Disc brakes: Replace brake pads that are thinner than 1mm.
- Disc brake rotors: Check the thickness/wear of the rotor. The minimum thickness is often printed on the disc.

## Wheels and tires

Check the tires for damage or a worn area.

As a tire wears thin, it may become more susceptible to puncture. If a cut goes all the way through the casing, or any casing thread shows through the tread, replace the tire.

Your bike shop should fix or replace loose spokes or spokes with damage.

## Derailleurs

Shift gears through all the sprocket combinations to make sure the derailleurs operate correctly and smoothly, and the chain does not come off.

## Pedals

Wiggle the pedals to make sure they're secure on the crank arms. Rotate the pedals on the crank arm. If the pedals don't rotate smoothly, see your bike shop to adjust your pedal bearings.

If necessary, tighten your pedals.

The right pedal is threaded in the usual direction. The left pedal is lefthand threaded. Please see your bike shop to tighten your pedals to the correct torque.

## Crank

Gently wiggle the crank arms and turn the crank (chainring) with the rear wheel off the ground.

If the crank feels or sounds loose, or if you hear a grinding noise when you turn the crank, do not ride your bicycle.

Your bottom bracket (the bearing system that allows the crank arms to turn in the frame) may need adjustment.

## Chain

Check the chain for stiff link pins or wear and dirt. Clean and lubricate the chain.

## Accessories

Check all accessories to make sure they're correctly and securely attached.

## Cables

Check the cables for problems: kinks, rust, broken strands, or a frayed end.

Cables should have an end cap to prevent fraying.

Also check the cablehousing for loose wire strands, bent ends, cuts, and worn areas. If there is a problem with a cable or housing, do not ride your bicycle. Unless you feel comfortable adjusting your wire cables, take your bicycle to your bike shop for service.

### What is carbon fiber?

Carbon fiber is a lightweight, strong material, making it the material of choice for the manufacture of high-performance bicycle frames, forks, and other parts. Carbon fiber is also used by many other industries, including automotive and aerospace.

### Carbon fiber is not indestructible

Like any material, carbon fiber can suffer damage. And not all damage to carbon fiber will be visible. Compare a carbon fiber part to a metal part. When you damage a metal part, it will bend or deform. When you damage a carbon fiber part, the damage may not be visible to the naked eye and may not be safe to ride

### How can carbon be damaged?

While it is impossible to list all the scenarios that can damage a carbon fiber part, below are a few examples.

If you experience any of the following, stop riding your bicycle immediately and take it to an authorized SANTS

retailer to replace the damaged part:

- You hit a curb, guardrail, pothole, parked car, or anything that causes the bicycle to stop abruptly.
- An object becomes stuck in the front wheel, causing the bicycle to stop abruptly.
- You get hit by a car or truck.
- You crashed your bicycle and it

doesn't feel or sound right.

- Your bicycle is in a roof rack when you drive your car into a garage.

If your carbon frame, fork, or part has been potentially damaged and you have any doubt about its integrity, you should replace it.



### WARNING

Carbon fiber parts with damage can break suddenly, causing serious injury or death. Carbon fiber can conceal damage to a bicycle part. If you suspect your bicycle has had an impact or crash, immediately stop the bicycle.

Replace the part before riding or take the bicycle to your bike shop for service.



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