

## INSTRUCTIONS FOR USE BIKEBEAT CARBON DISC WHEELS

### TECHNICAL SPECIFICATIONS:

MAXIMUM SYSTEM WEIGHT:	120 KG
AIR PRESSURE (MAX.):	1,5-2 BAR (AT 2,2" TIRES) 2 BAR (AT 2,1" TIRES) 4 BAR (AT 33MM TIRES) 5 BAR (AT 30MM TIRES) 6,5 BAR (AT 28MM TIRES)
RECOMMENDED TIRE WIDTH:	28MM-2,2"

In the first step, the rim tape is attached, pay attention to the selection of a high-quality rim tape. Only then can later damage to the hose be prevented by a slipped rim tape. Now the hose is inflated slightly and inserted with the valve in the rim and the tire. The small valve screw must be closed to avoid bending the threaded rod! Carefully pull up the second side of the tire. It is best to start on the opposite side of the valve hole. Then pull the tire evenly onto the rim and make sure that the hose is not trapped between the tire and the rim. In some cases, tire levers are helpful for installation. Please only use plastic levers here, otherwise the carbon structure could be damaged. If the tire sits on the rim, the hose will be inflated slightly. Now walk the tire back and forth to center it evenly and centered on the rim. Now inflate the hose to the maximum pressure allowed by the tire manufacturer. Now check whether the tire has a uniform fit anywhere in the rim. If this is not the case, deflate and walk the tire back and forth until a good fit of the tire has been established. Now check if the tire on the rim runs centered and round. If not, drain the air again, roll through the jacket and inflate again. For the sprocket assembly please push the sprocket onto the cartridge body. A groove ensures that all pinions are aligned the same way, tighten the end ring to the manufacturer's specifications. Now follows the assembly of the brake disc, here are two standards, centerlock and 6-hole. In the latter standard - as the name suggests - the brake discs are fixed by means of six screws. Depending on the manufacturer, these should be tightened to 4-6 nm (observe both the instructions for use of the hub and the disc). Attention, there is a screw lock on the screws so that the brake disc can not come loose. The centerlock variant, however, comes with a single end ring. This is mounted with the same tool as the cassette. Here are good 40-50 nm torque required. A toothing on the hub and on the end ring prevents the brake disc from loosening.

In the next step, the wheels are now inserted into the bike. First, carefully insert the brake disc into the brake calliper and then push the wheel centered to the axle. Orient the impeller so that the thru-axle can be inserted cleanly and freely through the fork or the rear end and the hub. The impeller aligns itself correctly and you can screw the thru axle. It is essential to observe the specifications of the manufacturer regarding the tightening torque. An incorrectly closed thru axle can cause the wheel to become loose while driving, which can lead to serious falls! Do not drive with air pressures below 4 bar, as this can lead to "punctures" that can damage the rim. The rim flange of a carbon rim is very sensitive to shocks.

### WARRANTY BIKEBEAT CARBON WHEELS

On our rims or wheels we offer you 4 years warranty. In the event of an accident or damage to your bike, regardless of whether you are self-employed or third-party, we offer you a new wheel at special rates. In case of irreparable damage, we grant a discount of 30% on the respective recommended retail price in exchange for the irreparable wheel. The defective impeller then automatically passes into our possession. When returning the impeller, be sure to disassemble the tires and cassette.

Please make your claim by mail to [info@bikebeat.de](mailto:info@bikebeat.de)

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