

INSTRUCTIONS FOR USE BIKEBEAT CARBON DISC WHEELS

TECHNICAL SPECIFICATIONS:

Maximum System Weight:	110 kg (Scale models) 120 kg (other BikeBeat models)
Maximum Tire Pressure:	5.5 bar (with 30mm tires) 6.5 bar (with 28mm tires) 7.5 bar (with 25mm tires)
Recommended Tire Width:	25C-43C

In the first step, apply the rim tape, ensuring you choose a high-quality rim tape. This is essential to prevent later damage to the tube due to misaligned rim tape. Next, inflate the tube slightly and insert it into the rim and tire with the valve. Ensure the small valve screw is closed to avoid bending the valve stem! Carefully mount the second side of the tire. It's best to start on the side opposite the valve hole. Then evenly pull the tire onto the rim, making sure the tube isn't pinched between the tire and rim. In some cases, tire levers may be helpful for installation. Please use plastic levers to prevent potential damage to the carbon structure. Once the tire is seated on the rim, gently inflate the tube. Rock the tire back and forth to center it evenly on the rim. Inflate the tube to the maximum pressure allowed by the tire manufacturer. Check if the tire sits evenly on the rim all around. If not, deflate the tube and rock the tire back and forth until it seats properly. Verify that the tire runs centrally and smoothly on the rim. If not, deflate the tube, work the tire, and inflate again. If you plan to convert your rims to tubeless, follow these steps for proper rim preparation. Start by applying the rim tape approximately two holes away from the valve. Rotate the wheel forward as you pull the tape to keep it taut. Press the tape firmly in the direction it was applied to ensure a secure fit. If air bubbles form, gently lift the tape and reapply it. Extend the tape about 1-2cm past the valve stem and cut it. If your tape isn't wide enough, using narrower tape with two layers (left and right) is acceptable as long as it adequately covers the holes. To install the valve, cut or pierce a small "X" in the valve hole with a sharp cutter or scissors. Prepare the valve by removing the plastic cap, collar, and O-ring. Then tighten the small metal Presta valve securely. Carefully insert the valve stem through the tape and into the valve hole. Place the O-ring on, screw the collar onto the valve (with the convex base facing the O-ring), and ensure the collar is secure. You can press down on the rubber end with your thumb as you tighten the collar. The rubber base should expand and seal the rim. Do not over-tighten the collar. Mount one side of the tire bead onto the center channel of the rim. Mount the other side of the tire bead into the center channel. If you don't have an injection tool, add the sealant when you have $\frac{3}{4}$ of the tire installed. Distribute the sealant into an area where both sides of the bead are mounted before attempting to fully seat the tire on the rim. We do not recommend using tire levers, but if necessary, use plastic tire levers. Inject the sealant through the valve. Inflate the tire to push the tire beads outward and upward to the bead seat on either side of the center channel. For cassette installation, slide the cassette onto the cassette body. A groove ensures that all cogs are properly aligned; tighten the lock ring to the manufacturer's specifications. Now, proceed with disc brake installation, which comes in two standards: Centerlock and 6-hole. In the latter standard, the brake discs are attached using six screws. Depending on the manufacturer, these should be tightened to 4-6 Nm (please consult both the hub and disc instructions). Note that the screws have threadlock to prevent the brake disc from coming loose. The Centerlock variant, on the other hand, uses a single lock ring. It is installed using the same tool as the cassette. Here, 40-50 Nm of torque is required. The hub's serrations and the lock ring's serrations prevent the brake disc from loosening. Next, insert the wheels into the bicycle. First, gently insert the brake disc into the brake caliper, and then slide the wheel to the center of the axle. Align the wheel so that the through-axle can pass cleanly and freely through the fork or rear triangle and the hub. The wheel will self-align correctly, and you can then tighten the through-axle. Be sure to follow the manufacturer's recommended torque settings. An improperly secured through-axle can cause the wheel to come loose during riding, leading to serious accidents! Do not ride with tire pressures below 4 bar, as this can result in "pinch flats" that may damage the rim. The rim edge of a carbon rim is highly sensitive to impacts.

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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



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