1893

OLYMPIA

ITALIA

USE AND MAINTENANCE MANUAL

Bicycles

ENGLISH

BIKE VER: 22.1

1893

OLYMPIA

ITALIA

Congratulations!

You have now become the owner of an Italian bicycle, designed and manufactured with the most modern techniques.

Pay attention to this manual. It will teach you the best way to use it and it will give you important information related to safety, and to the performance and maintenance of your bicycle. Please read it with great attention and keep it for future reference.

This manual is not to be used as instructions to repair or assemble your bicycle! In such circumstances, please refer to your trusted retailer.

We kindly remind you that, in regards to the technological progress, the manufacturer retains the right to modify the components, the details or the accessories at any time. Images, descriptions and data are to be intended as non-binding.
This manual complies with the requirements of international law EN ISO 4210-2:2015.

ATTENTION: in case you have bought an EPAC (Electric Power Assisted Cycle), make sure you also received the "Use and maintenance of EPACs manual" in addition to this manual. Only the full reading of both manuals can give you all the necessary instructions for proper use.

This bicycle, the user instructions and their translation comply with the requirements set in the international law EN ISO 4210-2:2015 "Bicycles – safety requirements for bicycles" and European law EN 15194

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GENERAL WARNING

We kindly ask you to take note of the following:

Like any other sport, riding a bicycle involves risk of injury and damage. If you choose to ride a bicycle you take the responsibility of such risks, therefore you are supposed to know, apply and respect the local rules of the road, together with the rules of use and maintenance of your bicycle. Responsible use together with good maintenance of your bicycle will reduce the risk of personal injury or damage.
This manual contains several "Warnings" and "Precautions" regarding the possible consequences due to the lack of maintenance, of regular control of the bicycle and of its parts, and to the disrespect of cyclists safety rules.
The possible consequences hereinafter described are not always repeated where the following symbols are displayed:

This symbol indicates a danger to your life or your safety whenever you don't take the necessary precautions or you don't comply with the indicated operations.

This symbol indicates a potential risk or damage due to incorrect behavior.

This symbol indicates how to use the product or the related section of this manual for which particular attention is recommended.

CHOICE AND CORRECT USE OF THE BICYCLE

Before starting any activity with a new Olympia bicycle, it is important to understand what the limits are and the intended use it was designed for. Any use contrary to the intended purpose can be very dangerous because it may result in going beyond the maximum stress limits with the consequent damage to the frame or other parts, thus causing dangerous falls.

Your Olympia bike belongs to one of the following categories:

CATEGORY 1:
Bicycles belonging to this category are designed for riding on roads with paved surface, where wheels always touch the ground. These are usually racing bicycles with a racing or straight handlebar, triathlon bicycles, or time trial bicycles.
In this category, a particular case is represented by special cyclo-cross bicycles with racing handlebars and Cantilever or disc brakes. These bicycles are suitable also for gravel or off-road tracks where, because of slight slopes or small steps of about 15-20 cm, tires can leave the ground for short periods.

CATEGORY 2:
Category 2 wheels have been designed for well-stabilized roads, where the wheels always touch the ground. These wheels have been designed for urban mobility, and therefore, intended for use on public roads and tracks. Trekking, city and urban bicycles belong to this category.

CATEGORY 3:
The bicycles in this category include those bicycles of categories 1 and 2 that are suitable also for rough or non-stabilized grounds. The correct use of these bicycles includes occasional jumps from a maximum height of 60 cm. Even jumps from this height could result in injury for an inexperienced cyclist, because the significant increase of the forces involved may cause damage or injury. Our Hardtail MTBs and full suspension bicycles with short-travel shock-absorbers, belong to this category.

CATEGORY 4:
This category includes those bicycles of categories from 1 to 3 that are also suitable for very rough and partially rocky terrains, with steep slopes and, consequently, high speeds. Moderate and frequent jumps on these bicycles do not represent a problem for experienced cyclists. Nevertheless, regular and constant use of these bicycles on North Shore tracks and in Bike Parks should be avoided. Due to heavy stress, these bicycles should be checked after each use to verify the presence of possible damage. Full suspension bicycles with medium-travel shock absorbers are typical of this category.

CATEGORY 5:
This kind of use refers to difficult, extremely rocky and very steep terrains that only technically prepared and highly trained riders are able to tackle. High jumps at high speeds and an intensive use in dedicated Bike Parks and downhill tracks are characteristic of this category. These bicycles must be checked with accuracy after every use, to verify the presence of any possible damage. Pre-existing damage could result in failures even with slight subsequent stresses. Never forget to replace the safety-relevant parts on regular basis. Wearing special protection is absolutely necessary. Full suspension bicycles with long-travel shock absorbers and Dirt bicycles characterize this category.

In general, Olympia bicycles are designed for a maximum permissible weight of 120 kg (cyclist including luggage and bicycle). Do not exceed this limit. The maximum allowed weight may, in some cases, be further limited by the component manufacturers' recommendations of use.

It is not allowed to tow any kind of trailer.

The use of child seats is forbidden.

Bicycles with carbon seat-posts are not meant for the use of luggage racks. It is recommended to use a special bicycle bag for transporting luggage.

Always wear protective garments suitable for the use.

EDUCATION OF CHILDREN

Whether you choose to allow your child to ride a bicycle, to carry him/her in a seat, or to have him/her ride a vehicle connected to your bicycle, special attention must always be paid to ensure maximum safety. Whichever vehicle you connect to your bicycle, check that it is fastened correctly.
Children are not trained for recognizing dangers and are unable to respond correctly to an emergency. Never let a child ride without supervision.

Never leave your children unattended on the seat or in the trailer. It is very important that parents or whoever is in charge of the children's care, ensure that children are trained to the use of bicycles, especially to the use of brakes, with particular attention to which brake lever acts for the front brake and which one acts for the rear brake. The front brake must be used very carefully, as if used inappropriately, it may cause loss of control of the bicycle and consequent falls.

Children's bicycles can be equipped with training wheels that must be assembled by attaching both screws to the dropout plate and tightening to 10-12 Nm of torque. Training wheels must never be folded or modified, otherwise the bicycle may become unstable and cause children to fall.

We recommend the use of an approved helmet in accordance with law EN-1078.

1. 1. GENERAL INFORMATION

1.1 | FIRST CHECK AND RIDING

Keep in mind that riding a bicycle requires particular concentration, adequate physical condition and training, whether it takes place in the city, off-road, on country routes, on permitted mountain routes, or elsewhere. Become familiar with the new bicycle gradually, in a quiet place, step by step.

Olympia bicycles are usually supplied with the left brake lever operating the front brake. Check that this is the case for your bicycle. In case it is not, make sure to get familiar with the new set-up, as inadvertently operating the front brake could cause a fall. If necessary, have a qualified mechanic change the set-up of the brake levers.
Always try to test your brakes on traffic-free roads! Gradually increase the pressure on the brake lever, in order to gradually approach the maximum deceleration. For more information check the chapter Maintenance > Brakes.

The correspondence of the brake levers to the brakes may vary from country to country! It is advisable to check which brake each lever corresponds before starting to ride the bicycle. If the setting does not correspond to your habits, you can change this set-up with the help of a qualified mechanic.

If you are new to the gears on your new Olympia bicycle, get familiar with it on traffic-free roads, paying attention to the following basic rules: never change front and rear gear simultaneously; reduce pedaling force when shifting. For further information read the chapter Maintenance > Transmission systems.

Check that the size of the frame is appropriate for your height. If it is a racing bicycle, stand astride the top tube of the bicycle and check that there is space for at least 2-3 fingers between the tube and your crotch. If it is a MTB, an Urban bicycle or a City bicycle, there must be at least space for the palm of a hand between the top tube and your crotch.

- A bicycle used exclusively on paved tracks and never off-road should allow a minimum space of 5 cm between the crotch and the top tube.
- A bicycle used also on unpaved terrains should allow a minimum space of 7.5 cm between the crotch and the top tube.
- A bicycle intended exclusively for off-road use should allow a minimum space of at least 10 cm between the crotch and the top tube.

If you ride a bicycle with a frame that is too big for you, you may get injured by getting off the saddle too quickly! If you own a competition bicycle, be it a racing bike, or a cross-country or marathon MTB, the saddle should be set in such a way that, when in the lowest position, your heel just reaches the pedal. Also make sure you can touch the floor with your tiptoes. When using All-mountain bicycles during slopes in the mountains, lowering the saddle is recommended.
In the case of Urban or City bicycles, the saddle is generally set lower in order to facilitate stopping without losing balance.
For further information read the chapter "Saddle Height Adjustment".

Racing bikes and MTBs usually require the use of clipless pedals together with the specific shoes. If you have never used them, before starting to use the new bicycle, practice how to clip in and out of the pedals while still and by leaning against a wall. Please keep in mind that you have the possibility to adjust the release force needed for the pedals, as indicated in chapter 1.3 (page 21).

It is possible that the feet touch the front wheels, especially in the case of very small frames. Therefore, it is recommended to use only clipless pedals. Make sure that the cleats are properly adjusted.

Insufficient experience or if the clipless pedals are too tight, it can impede the release of your shoes from the pedals! Danger of falling!

If you have purchased a bicycle with a suspension fork, check the pressure of the fork. For any adjustment, use a special pump or the help of a qualified mechanic. Incorrect adjustment can result in faulty functioning or damaging the suspension fork. In any case, you will notice the forks behavior deteriorating on the road, thus preventing maximum rider safety. For more information see chapter Suspension system in chapter 2.5 (page 50).

In case your new Olympia bike is equipped with carbon components, keep in mind that this material requires special care and careful use, as reported in chapter 1.4.

It is recommended to properly use your Olympia bicycle, paying attention to the required periodical care and maintenance. Improper use, assembly carried out by inexperienced hands, or unscrupulous care can prejudice the safety of the bicycle. Danger of accident!

1.2 | BEFORE EVERY USE

Before every use of your Olympia bicycle, we recommend that you refer to the following check list, paying attention to the parts most at risk. Following the steps listed in the table here below ensures a safe ride. For more information, please refer to the chapter indicated beside the mentioned check.

COMPONENTS TO BE VERIFIED	CHAPTER OF REFERENCE FOR FURTHER INFORMATION
TIGHTENING: • Tightening of through axles and/or front and rear wheel quick releases. • Seat-post clamp.	MAINTENANCE -> WHEELS -> WHEEL FASTENING SYSTEMS – page 38
WHEELS: • Condition and pressure of the tyres. • Wheels centered. • Broken spokes.	MAINTENANCE -> WHEELS -> USE PRESSURES, COVERS, INNER TUBE
BRAKES: • Braking efficiency through front and rear brake levers. • Brake levers must not touch the handlebar when pulled. • Brake fluid leakage.	MAINTENANCE -> BRAKES
LIGHTS: • Lighting system in case of use on public roads or by night.	SAFETY -> TRAFFIC LAWS
FAULT DETECTION: • By lifting one wheel about 50 cm at a time and letting it fall, making your bicycle bounce on the floor. Pay attention to any abnormal noises coming from the bicycle. If necessary, check the connectors of the bearings and the screw connections.	SAFETY -> CHECKS AFTER FALLS
TOOLBAG: • Check the presence of this kit, which has to be placed underneath the seat. It must contain: two plastic levers for mounting tyres, two common Allen wrenches, an extra inner tube and an emergency repair kit. A pump fastened to the frame could be useful. These tools are not provided by Cicli Olympia.	REFER TO THE EXPERIENCE GAINED DURING THE USE AND MAINTENANCE OF THE BICYCLE

In case a negative result is found in the verification of the checks listed above, do not use the bicycle but see a qualified mechanic.

The incorrect tightening of the quick releases can cause parts of the bicycle to come off. Danger of falling!

The intense use of the bicycle can lead to the wear and tear of the various components. Therefore, we recommend that you regularly check your bicycle for damage or signs of wear. Some components do not have infinite duration and once their life cycle is over, they could suddenly break. For further information, see chapter 1.4 (page 23) "Carbon parts".

The same principle applies both to those who prefer the aerodynamic position and to those who like riding relaxed on an Olympia bicycle. The sitting position is of fundamental importance for the cyclist's well-being and to allow optimal performance when riding his/her bicycle. Therefore, it is necessary to precisely adjust the saddle and handlebar to suit your needs.

The height of the cyclist is of fundamental importance in the choice of the frame size. The choice of the type of bicycle already determines the position of the body on the saddle. However, some parts of the bicycle are designed in such a way as to allow some adaptation to the proportions of the body. These components are the seat-post, the stem and the brake levers.
To choose the size of the frame, check that the stand over height (i.e. the distance from the floor to the top tube) allows you to have enough space to pedal, without risking to get injured by touching the top tube.

SADDLE HEIGHT ADJUSTMENT

The height of the saddle does not vary depending on the intended use of the bicycle. While pedaling, the forefoot should be beyond the center point of the pedal spindle. At the lowest point of the crank, the leg must not be fully extended. If the saddle is too high, it will be difficult to overcome the lowest point of the crank; the pedaling movement will not be circular. A saddle set too low can be the cause of knee pain. In order to check the saddle height, do as indicated below, using shoes with a flat sole: Sit on the saddle and put the heel on the pedal when it is in the lowest position. In this position, the leg must be fully extended. Check that your hip remains straight.

To adjust the saddle height it is necessary to:

1. Loosen the seat-post clamp by unscrewing the screw with a suitable tool, turning it anti-clockwise, or opening the quick release;
2. Raise or lower the seat-post as required;
3. When moving up the seat-post, be careful not to exceed the marked limit (minimum insert);
4. Make sure that the saddle is aligned longitudinally with the top tube;
5. Re-tighten the seat-post clamp to the recommended tightening torque (read chapter 2. MAINTENANCE, 2.7 tightening torques).

Once your foot touches the floor, make sure you are in a balanced position. If this is not the case, we recommend setting the saddle down again.

Seat-post and frame can have different minimum insertion depths. Choose the greater insertion point for both.

Check the sitting position for teenagers at least every 2-3 months.

If a carbon seat post is used, the metal frame must not be greased. Once greased, it may not be possible to tighten the carbon components securely anymore!

Adequate tools, manual skills and experience are required to carry out the operations described above. In case you have any doubts, see a qualified mechanic. At the end of any adjustment, always take a test ride on a traffic-free area.

Always start tightening in small steps (half a Newton meter) starting from the lowest tightening torque and then reaching the maximum torque, while constantly checking the stable placement of the component. Never exceed the maximum tightening torque indicated in chapter 2.5 (page 58)!

Be careful not to over-tighten the screw of the seat-post clamp. Over-tightening can damage the seat-post or the frame. Danger of accident!

Never use the bicycle if the seat-post has been positioned over the markings: end, minimum, maximum, limit, stop or similar markings! The seat-post may break or the frame may get damaged. In case of frames with a longer seat tube protruding beyond the top tube, we recommend to insert the seat-post at least until below the top tube and / or the seat stays.

HANDLEBAR HEIGHT ADJUSTMENT

In order to achieve your desired aerodynamic position on the bike, adjust the handlebar height accordingly. For a more aerodynamic riding position, lower the handlebar height. The lower the handlebar is set, the more aerodynamic the position becomes and the more weight is applied to the front wheel. However, this position is more tiring and uncomfortable, as wrists, arms, torso and neck undergo greater stress.

A. THREADLESS HEADSET
For bicycles with Aheadset headset, the adjustment is done directly on the stem. By changing it, it is necessary to readjust the headset (read chapter 2.4. Headset).
To adjust the height it is necessary to move the spacers or to invert the stem.
Unscew the bolt at the top of the fork steerer tube which aims to adjust the initial bearing pressure, remove the stem cap and release the bolts on the sides of the stem and remove the stem from the fork.
Then remove the spacers. Push the stem back into the fork steerer and insert back all the spacers previously removed on top of the stem.

Make sure that the handlebar-stem-handlebar combination is approved by the manufacturers of the handlebar and of the stem.

Follow the use instructions provided by the components manufacturers.

Stems are supporting parts of the bicycle. Making changes can prejudice the safety of the user. The screws of the stem and of the handlebar must be properly tightened. The prescribed values are shown in chapter 2.7 Tightening torques.

The stems have different dimensions in length, in diameter of the tube and in handlebar width. The incorrect choice can result in dangers. The stem could break and cause an accident. In case of replacement, use only specific and marked original spare parts.

Check that there are no sharp edges in the locking area of the handlebar. Otherwise, contact one of our trusted retailers.

The removal of the spacers is possible only after shortening the fork tube. This operation is irreversible. Ask a specialist to do this.

In case moving the spacers was not enough and the stem has a non-zero angle (positive or negative angle), the stem, if inverted, can further modify the height of the handlebar. However, to reverse the stem, it is necessary to remove the handlebar.
To do this, unscrew the screws that lock the handlebar on the front of the stem and remove the handlebar. Put some assembly paste for carbon in this clamp area and, once the stem is reversed, re-fix the handlebar. Adjust the handlebar in the clamp area of the stem. All the fixing screws of the stem must be tightened with a torque wrench following the instructions.
When using carbon assembly paste, the maximum tightening torque must never be reached. It is sufficient to tighten the screws with lower locking torques of 20-25%, thus avoiding premature wear of the material.
Re-adjust the headset by setting the stem so that it is aligned with the front wheel and that the handlebar forms exactly a right angle with the driving direction. Then retighten the stem making sure it is not crooked (chapter 2.4 Headset).

If the fork steerer is made of carbon, it will be necessary to pay attention when assembling the stem. Ask a qualified mechanic for help!

The screws of the stem and of the handlebar must be tightened with the required locking torques. The related values are shown in chapter 2.7 "Tightening torques" or in the instructions included by the component manufacturers. Failure to do so may cause the handlebar or stem to come off or break, resulting in a serious accident.

B. TRADITIONAL STEERING SERIES

To raise or lower the stem tube, loosen the expander screw located on the top of the tube. Once the stem tube is loose, lower or raise it until the correct height is reached. Keeping the stem in position, tighten the expander screw firmly at 20Nm. (fig.1)

Never lift the handlebar beyond the minimum insertion mark indicated on the tube. Danger of accident. Check that the handlebar is well secured by holding the front wheel between your legs and trying to turn the handlebar.

1.

HANDLEBAR-SADDLE DISTANCE AND SADDLE INCLINATION

The distance between the handlebar grips and the saddle, as well as the inclination of the saddle, also affect the inclination of the back and therefore impact on comfort and riding dynamics.
This distance can be slightly adjusted by moving the saddle forward or back on the seat post. However, moving the saddle on the seat post effects the pedaling. Depending on the forward or backward position of the saddle, the angle of the legs with respect to the pedals changes.
A saddle that is not in a horizontal position has repercussions on the pedaling comfort of the cyclist, who will be forced to constantly lean on the handlebar, in order not to slip from the saddle. The instructions on how to move the saddle and adjust its inclination are listed here below.

1. Integrated saddle locking system with parallel screws.
Loosen the screws at the head of the seat-post with about two to three turns, otherwise the whole mechanism could break. Move the saddle forward or backward as needed, slightly tapping on it, to overcome the friction force exerted on the lanes, paying attention to the markings on the saddle rails, which indicate the maximum extension the saddle can have and which must never be exceeded.
Tighten the screws alternatively, making sure that the upper edge of the saddle remains in a horizontal position. (Figures 2-3)

To check that the tightened saddle does not move, place your hands on the tip and then on the back of the saddle and force it downwards.

2. Integrated saddle locking system with in-series screws
Loosen the screws at the head of the seat-post with about two to three turns, otherwise the entire mechanism could break, and move the saddle forward or backward as needed. Tighten both screws evenly so as not to change the angle of the saddle.
Tighten the front screw to lower the saddle tip. If necessary, loosen the rear screw.
Instead, tighten the rear screw to lower the rear part of the saddle.

2.

Loosen both screws with about two or three turns.

3.

Tighten the screws progressively and alternatively, without ever exceeding the recommended locking torque.

Once the desired position has been found, check that the saddle clamp in aligned with the saddle rails, before moving onto the screw tightening torque indicated by the seat post manufacturer. In order to check that the saddle will not move, place your hands on the tip first and then on the back of the saddle and force it downwards. (Fig. 4)

The seat-post screws must be tightened with the specified tightening torques. Use a torque wrench and do not exceed the maximum tightening torques! The tightening torques are shown in the chapter "Recommended locking torques", on the components themselves and in the instructions of the component manufacturers.

Never clamp the saddle in the curved parts of its frame but always in the straight areas.

The saddle adjustment range is significantly small. Instead, different lengths of the saddle mount allow adjustments in part longer than ten centimeters. In most cases, it is necessary to adjust the cable length. For this modification, we recommend to always contact a qualified workshop.

Place the saddle rails in such a way that the seatpost clamp is located within the specific area. In case the marking is missing, the clamp must fix only the straight part and in no circumstance the front or the rear curved areas. Danger of breaking!

In case the saddle has to be substituted, keep in mind that the seatposts are usually designed for saddle guides with a diameter of 7 mm. Guides with different diameters can cause the seatpost to break and the user to fall.

4.

Stick to the recommended tightening torque.

HANDLEBAR ANGLE AND CONTROLS

OLYMPIA URBAN, CITYBIKE AND MTB
Most of the handlebars used by Olympia are slightly curved. Therefore, adjust the handlebar so that your wrists are relaxed and not too outward-looking.
In order to change this setting, loosen the stem screws with one or two turns. Proceed as described in chapter 1.3 “Assembly of the handlebar”.
Loosen the socket screw on the lever clamps.
Turn the brake / shift lever located on the handlebar. Get on the bicycle and place your fingers on the brake lever. Check that your hand and forearm form a straight line.
Re-tighten the brake levers.
Standing in front of the bicycle and grasping the handlebar by the two brake levers, check that the shift and brake controls have been correctly fixed. The handlebars and the shift and brake controls must not bend downwards even when pushed hard. If necessary, carefully tighten the locking screw (s).

Many brake levers can be adjusted to the distance between the lever and the handlebar grips, allowing users with small hands to move the brake lever closer to the handlebar, thus facilitating the grip. The position of the lever, where the brake starts acting, must also be adapted to the length of the fingers.
Check when the brake pads touch the braking surfaces. If the pressure point is already established after a short lever stroke, the brake will need to be adjusted. To adjust the gripping distance, see chapter 2.2 "Brakes"(“Breaking system”) . Otherwise, the brakes may rub after adjustment. However, if the pressure point is established after half of the lever stroke, it means that there is still some margin left to reduce the grip distance.
Usually, a small screw is located at the point of contact between the cable or tube with the brake body. Turn the screw and observe the movement of the lever. In the case of hydraulic brakes, there is usually an adjustment screw on the lever, which allows you to change the position.
Once you have found the desired grip distance, always check that on the lever has a sufficient distance limit before the pads stick to the braking surfaces.

5. Brake levers distance.

6. Setting of distance between brake lever and handlebar.

OLYMPIA ROAD BIKE
In racing bicycles, the straight part of the lower part of the handlebar should be parallel to the ground or slightly inclined downwards. The ends of the brake levers are located indicatively on an imaginary extension of the lower edge of the curved part of the lower handlebar. The adjustment of the brake levers should be entrusted to a qualified technician, since afterwards it will be necessary to apply the handlebar tape.

ADJUSTING THE POSITION OF THE HANDLEBAR BY TURNING IT
Unscrew the socket screw (screws) on the front side of the stem. Turn the handlebar until you reach the desired position.
Check that the handlebar is set to the stem exactly in the center.
Screw the traditional stem with the top cap.
Paying very close attention, now tighten the screws evenly. Check that the slots between the stem cover and the body of the stem are parallel and have the same width both at the top and at the bottom.
If everything is in place, tighten the screws alternately and uniformly with the torque wrench, respecting the marked instructions. Stick to the recommended tightening torques. See page 58 in chapter 2.5 "General warnings ...").
Standing in front of the bicycle and grasping the handlebar by the two brake levers, check that the handlebar has been correctly set. The handlebar should not bend down when pushed hard downwards. If necessary, carefully tighten the locking screw (s).

In racing bicycles, the distance between the brake/shift levers and the handlebar can be very small, thus allowing users with small hands to move the brake levers towards the handlebar and therefore facilitating the grip. The index and middle finger must be able to grasp the brake lever. Braking by holding the levers from above should not be considered as an alternative. It requires more strength and it makes it not possible to get a good grip. (Fig. 7)
On Shimano's Dura-Ace unscrew the chrome caps and adjust the screw inside them. Special tools are required for Ultegra levers. In Di2 variants the screws can be reached from the rear after turning the rubber of the levers inside-out. (Fig. 8)

7. Brake levers distance.

8. Shimano Dura-Ace.

For SRAM adjust the shift levers by slightly pulling the levers backwards and turning them to the left or right. Then tighten the screw hidden behind the rubber into the lever body using an Allen key. (Fig.9)
In straight handlebars, in the point of contact between the cable of the brake lever and the brake body, or on the lever itself, there is a small adjustment screw.
Check the correct adjustment and functioning of the brake system, as described in the chapter “Brakes” ("The brake system") and/or in the brake manufacturer's instructions.

The stems differ in length, diameter of the tube and diameter of the handlebar hole. A wrong choice can result in dangers. The handlebar and the stem may break and cause an accident.

Pay close attention because the stopping distance is greater if bar ends are mounted on the handlebar, as the brake levers become more difficult to access from all grip positions.

All the screws that fix the handlebar, the ends and the brakes must be tightened with the recommended tightening torques as in chapter “Care and cleaning” (page 62), or in the instructions included by the components manufacturers. Otherwise, the components may come off or break causing a serious accident.

The brake lever must never touch the handlebar. The maximum braking force must be reached before!

9.

SRAM lever

PEDALS AND SHOES

Not all shoes are suitable for cycling. The suitable type of shoe to be worn for cycling is one with a rigid rubber sole that guarantees grip on the pedal. If the sole is too soft, it is possible that due to the pressure exerted by the foot while pedaling, the pedal may be felt through the sole of the shoe resulting in discomfort in your foot. To ensure the correct natural positioning of the foot, the shoe must not be too wide in the heel area. A sole that is too wide can rub against the crank arm or the chain stay, as well as causing possible pain in the joints due to incorrect posture.

CLIPLESS PEDALS

For racing and MTB bicycles, we recommend using clipless pedals, which allow the foot to be clipped into the pedal by means of a so-called "cleat" and to avoid slipping. During use, both on a regular and on an uneven surface, the grip on the pedal allows you to have more control of the bicycle and to obtain an optimal pedaling performance.
This system allows you to place the foot in the correct position with respect to the pedal axis, as well as avoiding the tip of the foot from unintentionally hitting the front wheel.
In the case of clipless pedals, specific shoes are equipped with a fastening hook, similar to the ski fixing system. First, you turn the pedal with the tip of the cleat, then go on to the pedal body, which is located in a horizontal position. Most mountain bike pedals have the coupling mechanism on both sides, so that the coupling takes place without having to turn the pedal. In this case, the shoe is clipped in with a perceptible click. Automatic pedals are often called “clipless pedals”.
In most systems the release of the shoe takes place by rotating the heel outwards. During the first attempts to clip and unclip the pedal, we advise you to lean against a wall or a person.
The operation of the different automatic pedals are given by the shape of the cleats, the angle and the release force. Cyclists who tend to develop knee problems should choose clipless pedals that allow "foot freedom" which means, once the shoe is clipped in, they allow the heel some lateral movement.
The advantage of some clipless pedals is given by the fact that the cleat is nestled in the sole, thus allowing you to walk without problems.

Before refining the technique on roads with little traffic, practice holding the pedals from a standstill, clipping and unclipping the shoe from the pedal by turning your foot outwards. Carefully read the instructions of the pedal and shoe manufacturer.

Clipless pedals always require specific shoes.

Always read the instructions enclosed by the pedals and the shoes manufacturer carefully.

SET UP
Although several models of clipless pedals with different technical characteristics exist, they all have the same basic settings in common.
Fasten the cleats onto the shoe so that the center of the metatarsus corresponds to the pedal spindle. While pedaling the foot must take a natural position. The heel should normally slightly point inwards.
Make sure that the cleat screws are properly tightened.
In case the screws became loose they may cause problems with the pedal operation as well as compromise its safety.

Make sure that the cleats are properly tightened because a loose screw could make it impossible to operate the pedal quick release mechanism (risk of falling!)

Adjust the release force of the pedal according to your needs. We recommend a reduced initial load to facilitate release. By clipping and unclipping the shoe, check the load by adjusting it as you need, through the Allen screw. Regularly clean the pedal release mechanisms and keep them constantly lubricated and greased. In order to avoid annoying noises, such as squeaks, spread grease onto the points of contact between the cleat and the pedal.
Regularly check the wearing of the cleats. An unstable coupling between pedal and cleat results in wearing of the cleat or of the sole of the shoe.

Make sure that between the shoe and the pedal there is no dirt or anything that may hinder the engagement of the pedal to the cleat. Lubricate the quick release mechanism regularly.

If the pedal locking / releasing mechanism does not work properly or if the cleat is heavily worn, there is a danger of falling, as the shoe could either release from the pedal automatically or with difficulty.

STANDARD PEDALS
The pedal spindles are marked with "L" and "R". The pedal marked with “R” should be screwed clockwise on the right crank arm and the pedal marked “L” should be screwed anti-clockwise on the left crank arm. Fasten the pedals firmly with the aid of the suitable wrench (not supplied by Olympia). Initially, turn with your hands and then tighten firmly with the wrench (tightening torque 35/40 Nm). To check that the pedals bearings are efficient, rotate and move the pedals from right to left and from top to bottom with your hands. If you notice that the bearings are too loose or too stiff, contact your trusted retailer for assistance.

ATTENTION: Check the correct tightening of the pedals. Follow the instructions scrupulously to avoid damaging the threading of the pedal or of the crank, and check the wearing of the cleats.

1.4 | CARBON COMPONENTS

Carbon is a composite material consisting of a part of fabric, "carbon filaments", and of a matrix, generally of resin, whose function is to keep the resistant fibers in place (in a way that they maintain the correct orientation in absorbing the efforts), to protect the fibers and also to maintain the shape of the composite artifact. In cycling, this material successfully allows to have frames and components with high mechanical characteristics at an incredibly low weight.

In extreme cases of overload, carbon fibers can get damages, thus causing their detachment and compromising their safety.
For this reason, in response to excessive stress or falls, we recommend having the component or frame inspected by an authorized dealer, in order to evaluate your safety.
Due to the fragility of carbon, always pay close attention even when parking your MTB, because a simple fall can damage the frame or the carbon components.

Always use the bicycle with the utmost attention, visually evaluate the appearing of fissures or cracks in the carbon components such as in the frame, in the rims, etc.

The onset of particular noises or possible creaks could indicate probable flaws. In these cases, we recommend not to use the bicycle and to have it evaluated by an authorized dealer.

We also invite you to replace critical parts instead of repairing defective components. Avoid having these components used by third parties.

Use only spare parts (for rims, brake pads, covers, etc.) in line with our assembly instructions. Refer to the attached instruction manual of the components assembled on your bicycle.

Pay particular attention when you fasten the carbon tubes of the frame to a car bicycle rack or to a workshop bicycle rack. Bicycle racks blockings could pinch the tubes and cause a sudden break of the frame. It is advisable to use a component such as the seat-post to secure the bicycle to the bicycle rack. Specific blockings for these types of frames can be purchased in qualified stores.

If creaks are heard in the frame, fork, or other carbon components, or if cracks, notches, dents or discolorations are found, these components must not be used any further. Damaged carbon components may suddenly fail and cause a fall. Immediately replace damaged carbon parts.

Avoid overheating of the carbon components, such as in the event of excessive sun exposure inside a car. Do not repaint or powder paint the frame and the front fork, as this procedure causes an increase in temperatures which could damage or ruin the component.

2. MAINTENANCE

This chapter provides technical information on the operation and maintenance of all the parts of the bicycle. A careful reading is therefore strongly recommended to anyone who has purchased a racing bicycle or MTB. For those who have purchased a City bike or an Urban bike, it is instead advisable to contact a qualified mechanic before carrying out any maintenance on their own bicycle, unless they have good manual skills, experience and proper tools (e.g. torque wrench).
In fact, most of the information contained in this chapter refers to high range components, while often, components belonging to economic ranges, are intentionally left out.

When performing assembly and setting operations, do not expect too much of yourself, thus putting your own safety at risk. In case of any doubt, contact one of our dealers.

2.1 | MECHANICAL TRANSMISSION SYSTEM / GROUP SET

The group set is the ensemble of gears and mechanisms that allows the transmission of the movement from the cyclist to the wheels (usually only to the rear wheel).
It consists of a chainwheel and a cassette connected by a chain that binds the movement of one another. The efficiency of a chain transmission is around 97-98%, provided that the group set and chain are well maintained and lubricated.

GEARBOX SYSTEM
The gearbox system is useful for adapting the cyclist's power to the type of terrain and to the desired driving speed. Beware that a shorter ratio (small in the front and large on the rear) does not reduce the physical effort, which instead remains unchanged for the same track and speed. Instead, the force applied to the crank works differently, because for example, a small gear allows to climb steep mountains with a modest use of forces, while pedaling at a higher frequency. On the other hand, a longer ratio is used downhill (large in the front and small on the rear). In order to pedal saving energy, it will be necessary to often change the ratio.

10. Campagnolo shift/brake lever.

11. Shimano shift/brake lever.

On plains, the pedaling frequency exceeds 60 RPM and increases up to 90-110 for athletes in good physical conditions; on the other hand, the frequency naturally tends to slightly decrease when uphill. At any rate, we recommend to pedal evenly, so as to reduce the wear of the chain, of the sprockets and the stress on the knees. For the gear shifting procedure, it is fundamental to pedal constantly and without great efforts as long as the chain moves among the sprockets!

Wear tight-legged clothes or use trouser clips to prevent the trousers from being caught in the chain or in the sprockets, thus causing a fall.

Always wear tight-legged clothes or use trouser clips to prevent trousers from ending up in the chain or sprockets, thus causing a fall.

SHIFTING LEVERS
The levers differ in their intended use (RACING or MTB), manufacturer and model.

FOR RACING BICYCLES: the shift levers are integrated into the brake levers. In the case of a Campagnolo group set, in order to move to the larger sprockets, it is sufficient to move the small lever placed behind the brake lever inwards, either with the index or the middle finger. The chain can be moved to the smaller sprockets by pressing the button located on the inside of the small lever body with the thumb. (Fig. 10)

In the case of a Shimano group set, in order to move to the larger sprockets, it is sufficient to move the entire brake lever inwards. By moving only the small lever inwards, the chain will move on the smaller sprockets. (Fig. 11)

In the case of SRAM shifting-brake levers, the shifting consists only of a shift lever, placed behind the brake lever. With a short movement of the lever, the chain moves to the next smaller sprocket. By moving the lever further, the derailleur gears from one to three additional chainrings. (Fig. 12)

With shift levers for straight handlebars, the so-called "flatbars", the shift levers are located on the lower part of the handlebar. The big right lever is driven with the thumb. The chain moves onto the upper sprockets, which is to the lower gears. The smaller lever is driven either with the index finger or with the thumb and operates in the opposite direction. On the left side, the big lever is driven with the thumb and switches to the larger sprocket, which is to the larger ratios. (Fig. 13)

12. SRAM shift/brake lever.

13. Shimano Dura-Ace shift/brake lever.

FOR MTB: Olympia usually includes shifters button-shaped. With the large button, you can switch the chain to the larger chainring and with the small one you can move it to the smaller chainring. On the left side, there are the controls of the derailleur, while on the right side those for the rear cogset.
Shimano levers are controlled with the thumb and the index, Sram levers eclusively with the thumb. This means that the large lever allows you to switch to a larger sprocket.
While operating the gears, reduce the pressure on the pedals, thus favoring a precise shift, reducing noise and wear of the components, especially of the chain in case of shifting of the derailleur.
Avoid using all the ratios because, if the chain spins too obliquely, this leads to a high internal friction of the chain, reducing the performance and life of the component. (Fig. 15)
Therefore, avoid using a smaller sprocket together with smaller external cogs, or using a larger sprocket together with larger internal sprockets.

A shift with excessive effort significantly reduces the life cycle of the chain. Furthermore, it is possible that the chain gets stuck between the chainstay and the sprockets (chainsuck). Avoid shifting while pedaling hard, especially when shifting on the central derailleur.

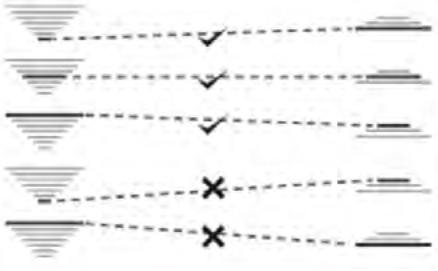
The adjustment of the rear derailleur and of the central derailleur is an operation that requires experience.

Practice shifting the gears in a traffic-free area. Become familiar with the operation of the different levers or of the spinning controls. Do not practice on traffic roads, as it could distract you from any dangers.

While shifting, slightly decrease the pressure on the pedals, thus favoring a precise shift, without noise and with limited wear of the components.

Avoid inserting gears through which the chain spins obliquely.

14. Key-shaped controls.



15. Correct placement of the chain.

FRONT DERAILLEUR AND BROUPSET

As indicated in chapter 2.6 “ORDINARY MAINTENANCE AND INSPECTION INTERVALS” (page 55), after the first running-in period, which can vary from 200 to 500 km depending on the type of use, go to a qualified mechanic to get a registration of all components done. In fact, it may happen that during the first kilometers, the shift cables loosen/shorten making the gear shifting imprecise and unintentionally causing the chain to switch to another sprocket.
If your bicycle is equipped with a Shimano Di2 system or with a Sram AXS system, please refer to the attached manufacturer's instructions.

GROUPSET
The adjustment is made with the adjustment screw directly on the rear derailleur.

Once the tensioning operation is finished, make sure the chain passes smoothly to the next largest sprocket each time. In order to carry out this check, turn the cranks with your hand or ride a bicycle.
If the chain easily passes from one sprocket to another, check that by engaging a lower gear, the chain passes smoothly to the smaller sprockets. A precise adjustment may require multiple attempts.
In case of racing bicycles it is almost never possible to make adjustments on the shift levers. To this end, you will find dedicated regulators on the section of cable that goes from the levers to the down tube. Loosen the slightly geared screws with half turns.

If your bicycle is equipped with a Di2 Shimano electronic shifting or with a WiFi ETAP AXS, read the manufacturer's instructions enclosed.

16.

Gearbox adjustment.

LIMIT SCREW
The shifting of the chain on the sprockets is limited by small limit screws. They prevent the chain from ending up in the spokes or falling off the smaller sprocket. In normal use conditions these screws do not undergo changes.
However, in case of an accident, it is possible that the rear derailleur or the dropout become deformed. In these cases or if other wheels are mounted on your bicycle, you need to check the derailleur hanger.

1. Switch to the highest gear (smallest sprocket) and look at the cassette from behind making sure that the rear derailleur pulleys are exactly under the tips of the teeth of the relevant sprocket/cog.

2. In case the derailleur hanger is not aligned, use the limit screws to change its position. These are usually marked with an "H" (High), which indicates the largest cog/sprocket or with an "L" (Low), which indicates the smallest one.

3. If the screws are not marked, the adjustment must be made by attempts. Turn a screw by counting the turns and observe the cassette. If this does not move, it means that the wrong screw is being turned, then retighten it by the same number of turns previously counted.

4. If the pulleys are supposed to turn inwards they have to be turned clockwise, if they are supposed to turn outwards, they have to be turned anti-clockwise.

5. Shift to the largest rear sprocket making sure that the derailleur does not end up in the spokes. Intentionally force the gear and using your hand, push the rear derailleur towards the spokes by turning the wheel.

6. If the derailleur touches the spokes or if the chain rises up beyond the cog, it is necessary to act on the limit switch. Turn the screw marked with "L" to permanently avoid a possible collision.

7. By observing the position of the adjusting barrel with respect to the cassette, it must be possible to pass at least one or two chain links between the pulley and the largest sprocket. In case it is not possible, adjust this distance by acting on the rear gearshift/derailleur screw, located on the front side of the dropout.

8. Tighten the screw in order to obtain the desired distance, then carry out a check by turning the cranks anti-clockwise. The pulley must not touch the cog.

17. Key-shaped controls.

18. Correct placement of the chain.

9. If the distance is not sufficient, thus making shifting difficult, it will be necessary to shorten the chain of one link, making sure it is still able to climb up onto the largest sprocket and cog. We do not recommend the use of the largest sprocket and largest cog combination, as it makes the chain spin too obliquely.

Once the shift has been adjusted, test its operation by taking a test ride away from road traffic.

An incorrect fixing of the derailleur, or not correctly set "shift limit switches"/ "gear strokes", can cause serious damage to the bicycle and block the rear wheel, with consequent loss of control of the bicycle and possible fall. Danger of accident!

If the bicycle has overturned or the rear derailleur has been struck, there is a danger that the rear derailleur or its attachment, the so-called "dropout", is crooked and enters the spokes. Check the alignment of the dropout after these events or, if a different rear wheel is mounted, it is recommended to check the range of action of the derailleur and if necessary, to adjust end of stroke/limit switch screws.

Ask a person to lift the rear wheel. In this way you can easily check its operation by turning the cranks and shifting gears.

The complete adjustment of the cassette and of the rear derailleur is a job to be entrusted to a qualified mechanic. Incorrect settings can result in serious mechanical damages. In this regard, read the user instructions of the shift/gearbox manufacturer.

19.

To adjust the distance between the pulleys adjusting barrel and the cassette, turn the screw that is placed on the front side of the dropout.

DERAILLEUR

The adjustment of the central derailleur is an operation that requires a lot of experience. The range in which the derailleur holds the chain on the chainring, although without sliding, is extremely reduced. Often it is better to accept a slight train rather than to risk the falling of the chain from the crown/sprocket resulting in the blockage of your bicycle. As with the rear derailleur, the cables of the central derailleur can also loosen and therefore cause bad gearshift/shifting response. Adjust the traction with the screw, through which the Bowden cable engages the shift. This operation is similar to the one described in the previous paragraph with reference to the rear derailleur/cassette/gear-box. As an alternative, for racing bikes, there are adjusting barrels in the section of cable that goes from the handlebar to the down tube.
Use the limit adjustment screws to limit the front derailleur range of action.

Adjusting the central derailleur is a very delicate operation. An incorrect adjustment can cause the chain to fall and suddenly make the bicycle not work. Danger of falling! The adjustment operation must be carried out by a qualified mechanic.

After a fall, check that the plates of the derailleur are still exactly parallel to the crowns/sprockets at all points!

An excessive tightening of the clamp derailleur can damage the seat tube of the frame and invalidate the warranty.

CHAIN

In order to keep your Olympia bicycle working at its best, always keep the chain clean and lubricated.
1. To remove dirt, clean the chain with a cloth soaked in oil. It is not necessary to use specific degreasers for the chain.
2. Apply oil, grease or wax onto the links.
3. Rotate the cranks several times and drop drops of the aforementioned on the chain-ring.
4. Let the bike rest so that the lubricant can disperse.
5. Remove any exceeding lubricant with a cloth, as it may splash while riding or attract the dirt.

20. Check of the chain conditions.

21. Professional measurement of the degree of wear.

Use only biodegradable lubricant that does not pollute the environment!

Make sure that the lubricant does not end up on the brake discs or on their pads, thus compromising efficiency. Danger of accident!

Transmission chains are subject to wear and tear which can be reduced with a frequent lubrication and with the use of ratios that are not too oblique. Despite this, using the bicycle with a pedaling frequency higher than 60-70 RPM means that the limit of use is reached after approximately 800 km.

Strongly loosen chains negatively affect the shift response and cause a faster wear of sprockets and cogs. Replacing these components is much more expensive than simply replacing the chain.

Regularly check the wear of the chain by shifting to the largest sprocket and lifting the chain from the sprocket with your thumb and index. If the chain detaches considerably, it means that the links are strongly loosen and it will therefore be necessary to replace it. Dedicated measuring tools are available for a more professional verification of chain wear.

Avoid replacing the chain yourself. This operation requires experience as most modern chains do not have a link closure. These are endless chains and therefore require special tools. If necessary, ask a trusted dealer to choose and mount the chain suitable for your bicycle.

A badly tightened chain can result in a fall. Ask a qualified technician to replace the chain.

At the end of the work on the transmission system, carry out a test ride on a flat and traffic-free track. Any adjustment errors can cause loss of control of the bicycle during a ride in the road traffic.

2.2 | BRAKES

The brakes of the bicycle are necessary to modulate the speed according to the terrain, to the track and to the traffic, but above all, they guarantee the stop of the bicycle in the shortest space possible. Pay attention to the kinematics of the braking, as in the deceleration phase, the cyclist's weight moves forward, as well as the distribution of the loads on the wheels. For this reason, the force acting on the brake lever must be consequently adjusted, especially in the event of a downhill braking.
An excessive force on the front brake lever can cause the bicycle to overturn.
In the event of full braking, try to transfer your weight as far back as possible and act on both brakes simultaneously. On a non-slippery terrain, the front brake transmits a much greater force than that which acts on the rear, because of the weight shifting effect.
Olympia bicycles are normally built by associating the left lever to the front brake and the right lever to the rear brake, with the exception of particular requests by the customer.
It is recommended to check the assignment of the levers to the brakes and in case you find problems in familiarizing with the assignment, have it reversed by a qualified mechanic according to your needs.
In case of brake pads, persistent braking or a constant train can cause rims to overheat and therefore damage the inner tube or a displacement of the cover on the rim. The sudden outflow of air while riding can result in a serious accident.
In case of disc brakes persistent braking or constant friction can cause the braking system to overheat. The possible consequences range from reduction of the braking force to complete failure, resulting in a serious accident.
Adjust your riding style accordingly and get used to braking briefly but powerfully and to release the brakes from time to time. If in doubt, stop and allow the brake disc or the rim to cool down by releasing the brake lever.

Get familiar with the brakes, always paying the utmost attention. Try to perform emergency braking in traffic-free areas until you reach the full control of your bicycle. In this way you will avoid possible accidents.

The incorrect operation of the brake system can result in loss of control of the bicycle with the risk of serious consequences. We recommend that you get familiar with the bicycle brakes, also by carrying out emergency breakings in traffic-free areas, until you reach the full control of your bicycle.

In conditions of wet terrain, the breaking action is significantly reduced, resulting in longer stop distances, in addition to having reduced grip of the tires. Pay close attention.

Make sure brake pads and the related surfaces are absolutely free from wax, grease and oil. Danger of accident!

In case of replacement, use only specific, original, and marked spare parts.

MECHANICAL AND HYDRAULIC DISC BRAKES

- Operation and wear

On wet terrains, disc brakes provide a faster response than pad brakes. Furthermore, they require little maintenance and do not wear the rims out. Unfortunately, however, if wet, disc brakes tend to make noises.
Any contact of the friction surface with water, dirt or oil causes a change in the friction coefficient. For this reason, in case of rain, disc brakes react with a slight delay and do not brake at their best. Friction causes wear of the shoes and also of the brake discs! The wear of shoes and rims is also due to a frequent use when raining.

Make sure that the braking surfaces and brake discs/shoes are absolutely free from wax, grease and oil. If brake pads come into contact with oil only once, they can no longer be cleaned and must be replaced!

In case of a lot of dirt and / or humidity, squeaks can be generated.

In case of replacement use only original marked shoes, suitable for the brake.

Leaks in hydraulic brake tubes can make them unusable. Eliminate any leak points immediately, otherwise there is the risk of accident!

Damaged cables must be replaced immediately, as they may break. Danger of accident!

While braking, disc brakes overheat considerably. Therefore, do not immediately touch the disc and the brake caliper if you have braked frequently, i.e. after or during a long descent.

- Checking and adjustment of mechanical disc brakes

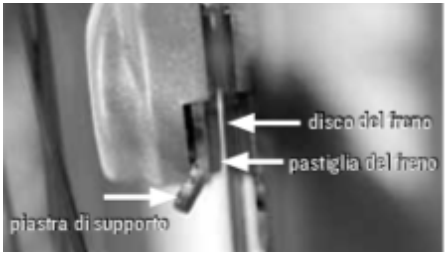
Regularly check the pressure point and the condition of the cables with the lever pulled. In the event of full braking, does the brake lever have a precise pressure point and does it not touch the handlebar?
A too long lever stroke due to the wear of the pads can be compensated only partially directly on the brake caliper. Loosen the locking nut on the screw, through which the cable passes through the brake caliper, and unscrew the screw until the desired lever stroke is obtained. Screw the locking nut back on and make sure that the screw slot is not facing upwards or forwards, otherwise dirt and moisture could seep.
Regularly check that the pads are thick enough. You can check the wear of the pads on the tabs, or on the metal parts that protrude in the lower part of the brake caliper, or in the inspection field in the upper part of the brake caliper. If they approach up to a millimeter from the disc, it will be necessary to disassemble the pads according to the manufacturer's instructions, check them and, if necessary, replace them.

Once the adjustment is completed check operation and, by releasing the brake lever and letting the wheel turn, check that the pads do not rub. Repeated adjustments change the position of the lever on the brake caliper. The effectiveness of the brake decreases. In extreme cases the brake can completely block. Danger of accident!
Some models allow further adjustments directly on the brake caliper. However, these adjustments require good manual skills.

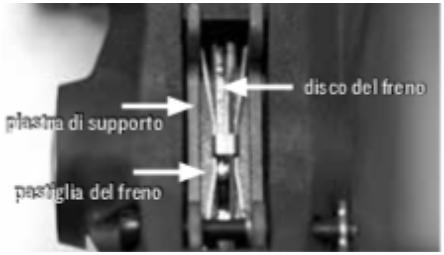
- Check and adjustment of hydraulic disc brakes

Please check regularly that there are no leakage points in tubes and connections by pulling the brake lever. Take immediate measures in case of oil or braking fluid spills, as permeable points can compromise the smooth operation of the brakes. Danger of accident!
On most models, the wear of the brake pads is compensated automatically.

Before every ride, check if the brake lever gets pressure (becomes hard), before it touches the handlebar.



22. Check of the brake pads on a Sram brake: the support plate must never touch the disc.



23. Check of the brake pads on a Shimano brake: the support cleat must never touch the disc.

Regularly check that the pads are thick enough. You can check the wear of the pads on the tabs, or on the metal parts that protrude in the lower part of the brake caliper, or in the inspection field in the upper part of the brake caliper. If they approach up to a millimeter from the disc, it will be necessary to disassemble the pads according to the manufacturer's instructions, check them and, if necessary, replace them.

Use only original pads and follow the warnings in the brake manufacturer's manual. In case of any doubt, ask a qualified mechanic to do this.

Before adjusting the brakes, absolutely read the original instructions of the brakes manufacturer.

Repeated adjustments performed only on the brake lever or on the brake caliper can significantly reduce the maximum obtainable braking action.

Worn cable housings, in which, for example, the individual cables come out, must be replaced immediately. Otherwise it is possible that brakes fail resulting in a fall.

Brake systems with DOT brake fluid require a regular replacement of this fluid, as prescribed by the manufacturer.

New pads must be run in to achieve optimal deceleration values. To do this, speed up your bicycle for about fifty times up to an approximate speed of 30 km/h and then brake until it stops.

Do not open the tubes of hydraulic brake: brake fluid could leak, which is harmful to health and aggressive on the paint.

Open connections or hydraulic lines with leakage points reduce the braking action. In the event of system leakage points or folds in the pipes, contact a qualified mechanic or our assistance hotline +39 045515527.
Danger of accident!

In some systems it is necessary to take action on the brake caliper to compensate the wear. We recommend reading the brakes manufacturer's instructions with regard to this.

When the wheels are disassembled, there is nowhere to pull the brake levers. Otherwise the pads will be pushed against each other, making the subsequent assembly of the wheel difficult. Once the wheel has been removed, mount the transport safety brackets, which were supplied together with the bicycle.

Do not transport the bicycle with the saddle and handlebar facing downwards, the brakes may no longer work.

V-BRAKE BRAKES

The V-Brake brakes consist of separate brake arms, located on the left and on the right of the rim.
By operating the brake lever, the arms are tightened by a cable.

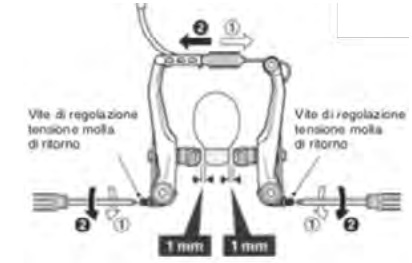
The friction causes the wear of the pads and of the rims. The rims are equipped with so-called wear indicators (i.e. grooves or points). If the grooves or the points are no longer visible, the rim must be replaced.

If the side of a rim is less than a critical mass, the tire pressure can cause the rim to burst. The wheel blocks or the inner tube bursts.

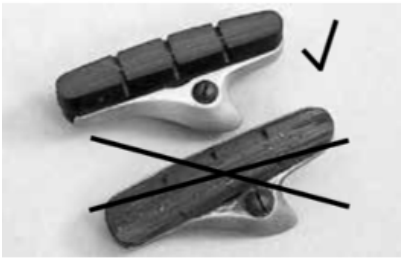
Make sure that the brake pads are oriented exactly on the rims and that they are thick enough, almost always recognizable by grooves on the brake pad.
For an optimal brake adjustment, keep approximately 1-2 mm distance between the brake pads and the side of the rim (fig. 24).

The brake pad must not touch the rim in the rest position. Furthermore, the two pads must fully touch the rim simultaneously when braking, without touching the cover.
The final adjustment can be obtained by acting on the adjusting screw as shown in the previous figure. If during the braking the pads come into contact with the cover or enter the spokes of the wheels, they can cause falls.
In case one of the two braking systems breaks, repair it immediately, as just one brake is not sufficient to guarantee a safe braking. It is recommended to carefully check the pads, the cable housings and the tension cables, and to pay attention to their lubrication. In case you notice frayed or stretched spirals, curved ends, rust or wear, immediately replace the damaged parts.
To replace the pads, loosen the restraining bolt until the pad is removed and then replace it. Check that the brake pads are firmly fixed (tightening 5/8 Nm).

Any contact of the friction surface with water, dirt or oil causes a change in the friction coefficient. For this reason, in case of rain, pad brakes do not react immediately and do not brake at their best. Friction causes wearing of both the pads and the rims! The wearing of pads and rims is also caused by numerous rides with rain.



24. Return spring tension adjustment screw.



25. On the bottom: brake pads with worn grooves (wear indicators). They need to be replaced

The rims are equipped with so-called wear indicators (i.e. grooves or points). If the grooves or the points are no longer visible, the rim must be replaced. If the side of a rim is less than a critical mass, the tire pressure can cause the rim to burst. The wheel blocks or the inner tube bursts. Danger of falling!
We recommend that you have the side of the rim thickness checked after wearing out the second set of pads at the latest.

In case of replacement, use only original pads, marked and suitable for the rim.

Make sure that the braking surfaces are absolutely free from wax, grease and oil. Ask a qualified mechanic to check the rim after wearing out the second set of skates at the latest. Worn rims can cause the inner tube to burst and therefore result in a fall! To decelerate effectively, it is necessary to check the brakes from time to time and to adjust them if needed.

Damaged brake cables, (i.e. cables where individual wires protrude), must be replaced immediately. Otherwise it is possible that brakes break, thus resulting in a fall.

Adjusting the pads on the rims requires considerable manual skills. Ask a qualified mechanic to replace or to adjust the pads.

Brakes manufacturers provide detailed use instructions. Read them carefully before removing a wheel or carrying out maintenance operations.

Once the adjustment has been made, carry out a brake test from a standstill. Make sure that by operating the lever, the entire surface of the pads touches the sides of the rim, without coming into contact with the covers. Make also sure that the brake lever itself does not touch the handlebar. Failure of the brakes or damaged covers could result in accidents.

26.

Regularly get the rims checked and measured.

WHEEL FASTENING SYSTEMS
To date Olympia offers two different standards for wheel fixing.

A. QUICK RELEASES QR9
Thanks to the use of quick releases, the axles of the hubs are locked in the frame drop-outs. This operation is possible without using any tools or keys.
To release the wheel, it is necessary to open the retention lever and to rotate it a few turns. Even if the quick release systems (or Quick Release) are very simple and fast, problems caused by an incorrect use occur frequently.
The quick-release usually consists of two control parts:
- On one side of the hub, there is the opening and closing lever (manual) which, through an eccentric mechanism, transforms the closing movement into blocking.
- On the other side of the hub, there is the locking nut that, through a mechanism, allows you to adjust the intensity of the blocking.

INSTRUCTIONS FOR ASSEMBLING WHEELS WITH 9mm QUICK-RELEASE SYSTEM
Move the lever of the quick release mechanism to the OPEN position, and install the wheel, so that it adheres to the internal surfaces of the ends of the fork. With the lever in the adjustment position, screw the locking nut until it is slightly tightened. Lock the quick release. Holding the lever in the palm of your hand, move it as shown in the figure below to the CLOSE position.
During the first half of the closing movement, the lever must slightly resist. In the following section, the closing movement of the lever must increasingly resist until its movement becomes very difficult. Leverage by placing your fingers on the fork (not on the brake disc) and push the lever with the palm of your hand.
Quick Release closure with the palm of the hand.
CAUTION: If you need to exert more than 200 Newton (45 lbs) of force to lock the lever, slightly loosen the locking nut. If you need to exert less than 53.4 Newton (12 lbs) of force to release the lever, slightly tighten the locking nut. In case the quick release does not pass one of these tests, perform the setup again, or contact your dealer for assistance. Repeat the tests before using the bike.

The lever in the CLOSE position must be parallel to the wheel. It must absolutely not protrude laterally, in order to avoid unintentional openings. Check its closure by trying to move the lever.

Always check the correct closing of the wheels before using the bicycle. Incorrectly fitting the wheels can cause falls! Danger!

When parking the bicycle, fasten together wheels with Quick Release and frame to a stable object.

In case the block lever spins on itself, it means that the wheel is not correctly tightened. Reopen the blocking and tighten the nut on the opposite side by turning it clockwise until the lever reaches the ideal resistance, in order to ensure it is correctly blocked. The blocking has to be considered closed when the lever does not move or turn anymore. Lift the wheel a few centimeters from the ground, lightly hit the tire from above, in order to make sure that the wheel does not come out of the dropouts and that it is fixed in a stable manner to the frame or to the fork. Always check that the front and rear levers of the Quick Release are placed on the left side of your bicycle (opposite side to the chain), in order to avoid that the front wheel is mounted on the wrong side.
Not correctly tightened Quick Releases can cause the wheels to release from the frame or from the fork. Danger of accident!
In MTBs equipped with disc brakes, never replace standard Quick Release with light components. Danger!
In order to avoid thefts, it is possible to replace this type of blocking with an anti-theft device that uses a key with a security code or an Allen key.

B. THROUGH AXLES
Through axles provide bicycles with greater stability and driving precision. Particularly suitable for MTBs and racing bicycles with disc brakes, the through axles better withstand the stresses and strains. Suspension forks significantly improve their rigidity thanks to the use of through axles. A wide variety of through axles systems are available and in some cases, the system involves the use of a Quick Release to screw and unscrew the axle while, in other cases, the use of tools (i.e. Allen wrenches) is required to perform this operation.

MTB SPRING FORK/ SUSPENSION FORK
Insert the wheel into the fork by inserting the brake disc into the brake caliper. Center the wheel in the dropouts and insert the axle with the lever open, from right to left with respect to the direction of travel. Firmly screw the axle clockwise. Close the Quick Release lever in the same way as traditional Quick Release. In the first part the lever will not encounter resistance to its motion, while in the second part it will significantly increase its resistance until it will be difficult to move it. Leaning onto the fork (never on the brake disc or on the wheel spokes), press firmly on the lever with the palm of your hand. In the closed position the lever must not move.
The standard stealth through axle is born for weight reasons.
Unlike previous systems, the locking nut is connected to the fork by using a screw. Depending on the type of fork manufacturer and on the systems used, special tools may be needed to screw and unscrew the through axles.
To remove the wheel, loosen the lock and completely unscrew the axle, then remove it from the hub. The procedure for mounting the wheel in the fork is exactly the opposite of the disassembling procedure. Make sure that all the screws and the levers of the blocking systems are properly closed.

Use only tools recommended by the fork manufacturer. Always use torque wrenches and comply with the tightening torques indicated by the manufacturer.

Tighten the locks gradually the maximum torque is reached. Check the correct positioning of the components during the tightening operation. Never exceed the maximum tightening values. Otherwise the axle and the fork could be compromised, getting damaged.

The standard through axle for racing bikes and MTB rear triangle is 12 mm. This system is characterized by rigidity features with a really low weight. The 12 mm through axle is available in the version with hexagonal head screw for Allen key, or in the less used version with Quick Release lever.
In order to disassemble the rear wheel, unscrew the axle using:
• Hexagon axle (use the Allen key);
• Quick Release axle (no tools are needed).
Once the axle has been completely unscrewed, it will be possible to pull it out and then remove the wheel as usual. During assembly, make sure not to insert the axle into the hub before fitting the rear wheel.
Mount the wheel in the insertion guides. In this case, the wheel will be exactly centered in the frame in the correct position. Insert the axle and screw.
In the case of Quick Release, tighten it firmly until the lever blocks.
In the case of Allen key, screw according to the tightening torque indicated by the manufacturer.

Tightening torques beyond the limits may compromise the safety of axle, fork, wheels and frame. Do not use tools other than those indicated by the manufacturer.

Always read the instructions attached by the fork manufacturer and follow the recommendations.

Before using the MTB always check the correct closing and the fixing of the wheels. An incorrectly fixed wheel can cause a fall.

USE PRESSURES, COVERS, INNER TUBES
Wheels ensure the contact of the bicycle with the ground. Uneven terrain combined with the rider's weight can lead the wheels to stress limit.
After a running-in period of about 100-300 km, spokes undergo a settling. Wheels may need to be checked and to be centered, even though they had been precisely manufactured and delivered already centered. Generally, after this settling phase it is necessary to check the wheels without having to re-center them.

A wheel is composed of the rim, the spokes and the hub. The tyre is assembled on the rim inside which the inner tube is located.

The latter is quite delicate, therefore, in order to protect it from the spoke nipples, a protective tape (rim tape) is applied to the inner channel of the rim.
Before fitting a new tyre, it is important to check the size of the tyre, which is generally shown on the side of the tire itself.
The figures on the side of the tyre, (in the figure here below there is an example of MTB cover, but the same applies to the other covers), indicate different information, for example 57-559, where 57 indicates the width of the swollen cover, and 559 indicates the inside diameter, both expressed in millimeters.
Besides, the digits 29"x2.2" indicate: 29" the diameter of the tire, and 2.2" the section of the same, both expressed in inches.
Always follow the manufacturer's recommendations regarding the maximum dimensions allowed by the frame or the fork.
Too large or too wide covers can interfere with frame and fork.

The installation of a higher, larger or somehow different cover than the standard ones, can cause the foot to hit the front wheel when riding slowly. Danger of accident! This happens mostly on road bicycles.

The proper operating of the tyres basically depends on a correct inflation pressure, which makes the tyres more resistant even to breakdowns. In particular, the crushing of the inner tube following the impact of a corner, the so-called snake-bite, is due to a too low inflation pressure.
In general, the inflation pressure recommended by the manufacturer is located on the side of the cover or on the label . The lower limit of the indicated pressure ensures better suspension comfort, which optimal for rides on uneven ground. Increasing the pressure minimizes rolling resistance, while comfort decreases. Consequently, a high inflation pressure of the tires makes them suitable for rides on smooth asphalt.
The pressure is often indicated in the English unit psi (pound per square inch). The most common values have been converted in the table.
The cover and the rim themselves are not airtight. Exception: inner tubes in racing bicycles. In order to keep the pressure inside, the inner tube is inserted and inflated by means of a special valve, the Sclaverand or Presta valve. The valve is suitable for high pressures, however requires some practice in use. A plastic cap protects the valve from dirt.

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Sizes and pressure ranges of tire inflation.

If the racing bicycle is fitted with tubeless tires, install the tires by using only the products by the respective manufacturers. More information is available in the tires manufacturers' instructions or on their websites.

If the bicycle runs with a too low inflation pressure, the cover may come off the rim.

Covers that allow a pressure equal to or higher than five bars must be mounted on rims with a hook-shaped profile.

When inflating the tires, never exceed the maximum allowed pressure! While riding the cover may come off the rim or burst. Danger of falling!

Take into account the different diameters of the valves and only use inner tubes with valves which are compatible with the rim. The use of the wrong valve can cause a sudden air leakage, resulting in an accident.
An incorrect tightening of the body of the Presta valve causes a slow outflow of air. Check the tightness of the valve body on the elongated tube.
Often hand pumps do not allow to obtain a higher inflation pressure. Foot pumps with pressure gauge are more suitable for this, as the pressure of the cover can be checked at home. Adapters are available for all valve types. With an appropriate adapter, even an inner tube with a Sclaverand valve can be inflated by a gas station man.
Before inflating the tyre, it is necessary to slightly unscrew the knurled part of the valve and press briefly and lightly until a little air comes out.

Replace covers that are worn, damaged, or cracked on the sides. Dirt, infiltrations and humidity can damage the structure of the covers.

Use your bicycle only when covers at the recommended pressure. Regularly do an inspection and always check before use.

Make sure that the valve size is compatible with the rim and that the valve is in a straight position! In some cases, damage to the covers can cause the inner tube to burst and consequent accidents!

In extreme cases damages to the covers can cause a sudden burst of the inner tube with consequent accident!

Immediately replace flawed rim tapes (except for tubeless wheels where the rim tape is not required).

WHEEL CENTERING AND SPOKE TENSIONING

The hub in the center of the wheel is connected to the rim thanks to the spokes. Wheel centering is possible through a uniform spoke tensioning. A sudden hit to the rim area of the wheel can cause the breaking of a spoke and the consequent loss of centering of the rim. In this case, the safety of the wheel is jeopardized and can cause the rim to swing, thus compromising the operating of your bicycle.

Tension the loosen spokes immediately. Otherwise, in these points the stresses will consequently increase on the rest of the wheel components.

Centering the rims and correctly tensioning the spokes of the wheels is a difficult operation that should be done only by a qualified mechanic.

Never use a bicycle with not centered wheels. Danger of falling!

Check the centering of the wheels regularly and also before using it. To carry out this operation, lift the wheel off the ground and spin it with a hand, paying attention that its motion is free from oscillations.

BEHAVIOUR IN THE EVENT OF PUNCTURE

The puncture of a cover is a fairly frequent event and should not discourage any cyclist. Furthermore, off-road riding with a MTB increases the chances of puncturing. For this reason, it is of fundamental importance to always carry with you all the necessary to be self-sufficient in case of need. However, it will be necessary to remove the wheel in order to repair / replace the inner tube/ cover.

1. REMOVAL OF WHEELS

A. Bicycles with V-brake or Caliper braking system: release the brake cable housing from the brake lever. Grasp the brake pads with one hand and tighten them towards the rim. From this position, it will be easier to release the brake cable housing from the V-brake brake lever hook.
B. Bikes with hydraulic disc brake system: it will be very important to never operate the brake caliper lever while assembling and removing the wheels. After reassembling the wheels, check that they spin freely without the disc slithering in the brake caliper. Never touch the discs immediately after using the MTB, because they reach high temperatures and could cause burns.

In the case of a hydraulic disc brake never operate the brake lever when the MTB is without wheels For transportation use the safety bracket for the disc caliper.

Wait until the brake discs have cooled down before touching them and removing the wheels.

Always read and follow the instructions of the brake manufacturers.

Before starting the wheel removal operation, check which fixing systems the wheel was assembled with, making reference to chapter 2.3 "Wheels -> Wheels fixing systems".

FRONT WHEEL: In the case of the Quick Release system, open the retention lever of the quick release, rotate the lever and loosen its grip until it is released from the dropout retention mechanism. In the case of a system with a through axle, unscrew and remove the axle from the wheel hub.
REAR WHEEL: Before removing the rear wheel, move the chain to the smallest sprocket. This position will facilitate the removal of the rear wheel because in this way, the rear derailleur will be in the most external position of the frame and will not prevent the movement.

1. With one hand, move the rear derailleur slightly backwards to facilitate the removal of the rear wheel.
2. Slightly lift the bicycle, gently hit the wheel and let it come out of the frame.

2. REMOVAL OF COVERS:

1. Unscrew the valve fixing nut and remove the residual air.
2. Press the tire from the side of the rim towards the center of the rim.
3. Carry out this operation over the entire circumference of the wheel to facilitate removal. Insert the assembly lever on the bottom edge of the cover, approximately 5 cm to the right or the left of the valve.
4. Lift the side of the tire and keep this position.
5. Place the second lever at about 10 cm distance from the first assembly lever, inserting it between the rim and the tire.
6. Lift the edge of the tire again by levering on the side of the rim. After lifting a part of the side of the tire, levering on the rim, completely detach the side of the tire by moving the lever around the entire circumference of the wheel.
7. Remove the inner tube taking care not to cause further damage.
8. If necessary, repair the inner tube according to the "emergency kit" instructions provided by the manufacturer.
9. Remove the tire from the rim and check that the rim tape is correctly inserted inside the seat of the rim, it is not damaged with cracks or cuts, and that all the nipples and the spoke holes are uniformly protected.
10. The rim tape must completely cover the entire inner surface of the rim.

3. ASSEMBLY OF COVERS:
Check that there are no foreign objects, dirt or anything else inside the cover since they would damage the inner tube before mounting it.

1. Insert the edge of the tire into the rim. Help yourself with your thumb and make the side of the tire move onto the edge of the rim along the entire circumference. This type of operation should not require the use of tools. In the hole of the rim, insert the valve of the inner tube.
2. Inflate the inner tube with a minimum quantity of air, sufficient to make it take a round shape and then insert it completely inside the tyre Check that there are no creases in the inner tube.
3. Start the final assembly of the tyre from the opposite side of the valve. Push the side of the tire inside the rim for the entire circumference with the help of your thumbs.
4. Avoid pinching or crushing the inner tube between the tyre and the rim. Constantly push the inner tube towards the inside of the tyre with the help of your index finger.

In case of foreign objects or damaged cover we recommend replacing the cover for safety reasons.

Always replace faulty rim tapes.

5. Proceed constantly along the entire circumference of the tire on both sides. In the final part, push the tire downwards so that it can slide into the rim channel, thus facilitating the insertion of the last centimeters of the tire.
6. With the palm of your hand, check that the inner tube is correctly seated in the cover and that the latter is correctly inserted in the rim.
7. In case of difficulties in inserting the tyre into the rim, use the assembly levers making sure that the beveled side is facing the inner tube so as not to damage it.
8. Push the valve into the rim so that the inner tube does not remain trapped under the tyre bead. Check that the valve is straight; if not, repeat the operation by centering the valve in the valve hole of the rim.
9. With both hands, press on the sides of the tire and repeat the operation on the whole circumference of the wheel in the direction of rotation. This guarantees to verify the correct settling of the inner tube and of the rim tape.
10. Inflate the inner tube until the desired pressure is reached. On the side of the tyre the maximum pressure is indicated by the manufacturer.
11. Check that the tyre control lines are constantly parallel to the rim along the entire length of the circumference.

If the cover should puncture during a ride, take the tyre completely out of the rim, carefully inspect the inside of the tyre, pass your hands inside the cover looking for any foreign objects, and remove them before replacing the inner tube.

REPAIRING OF UST TUBELESS TIRES

In the event of a puncture of a tubeless tyre, an inner tube can be used to remedy the problem.

1. Remove the foreign object from the cover.
2. Remove the valve from the rim.
3. Insert the slightly inflated inner tube into the rubber and reassemble the tire as previously described. Stick to the maximum inflation pressures and check that the cover is correctly mounted in the rim seat. Special tubeless covers can be repaired with patches inside the tyre (see the manufacturer's instructions about repair kits).

Incorrect assembly of the covers can affect safety. Always check that the covers are properly mounted.

ASSEMBLY OF UST TUBELESS COVERS

1. Before mounting the tyre, always check that the inside and the area around the bead of the tyre are clean and not lubricated. Wet the tyre beads on both sides with soap and water or with specific assembly paste. Do not use the assembly levers!
2. Use only your hands to insert the tire into the rim, in this way you will avoid damaging the bead of the tire. Press one bead over the edge of the rim and then around the entire circumference. Then press the other part of the tire on the rim edge. Center the cover into the rim. Make sure that the tire is in the rim channel in the center of the groove and that the valve is inside the tyre.
   Gradually inflate the tyre so that the beads adhere completely to the edge of the rim. The maximum pressure limit is shown on the side of the cover.
3. Check that the control lines are parallel to the edge of the rim along the entire circumference, otherwise deflate the tire slightly, manually press where necessary, and gradually inflate again to the maximum allowed pressure.
   By deflating the tire, reach the desired pressure.

Tubeless tires must be used only with tubeless rims and tubeless wheels.

WHEEL ASSEMBLY

The sequence for assembling the wheels is reversed with respect to disassembly. Make sure that the wheel is correctly inserted in the dropouts and that it is centered between the rear triangle or the fork legs.
Check the correct location of the Quick Release.

Before using the bicycle, carry out the following tests: check that the brakes work properly, without slowing down the wheels, that the wheel is securely fixed, that the discs are clean from oils, greases or other lubricants. Always perform braking tests to check correct brake operation.

An incorrect assembly can cause malfunctioning or, in extreme cases, the failure of the brake system. Always follow the instructions provided by the manufacturer in the enclosed instruction booklet.

Always replace covers which are damaged, worn, or penetrated by an object.

WHEEL FASTENING SYSTEMS

The headset includes: fork and front wheel, stem and handlebar. Thanks to its rotation, the headset allows you to ride the bicycle by transferring the movement of the handlebar to the front wheel.
In order for the bicycle to stabilize and to proceed in a straight direction, the headset must be free to rotate and unimpeded.
The irregularities of a rough terrain cause solicitations and stress to the front set, thus generating, in certain cases, its loosening and displacement.

CHECKS AND ADJUSTMENTS

1. Place one hand on the upper bolt of the headset and check if it moves.
2. With the other hand, operate the front brake while pushing the bicycle forwards and backwards, leaning on the saddle with your torso.
3. In case of play, a light hit on the upper cap will make it move with respect to the lower one.
4. Another case of play of the headset is determined by the noise that is heard letting the front wheel of the bicycle bounce on the ground. In order to check the smoothness and the setting of the front set, suspend the front of the bicycle by raising the frame with one hand.
5. Check that the handlebar moves from the central position to the far right and far left without impediments. The front wheel must move easily from one side to the other, until the end of the stroke without interruptions or frictions.

Using your bicycle with a slow headset can further increase the stresses on the fork and on the steering. Danger of possible damage or of breakings of steering and fork.

Professional experience is required to correctly adjust the front set. We recommend having this done by a qualified mechanic. If you should perform this operation yourself, please read the headset manufacturer's instructions carefully.

After adjusting the headset always check that the front wheel and the stem are securely tightened. Block the front wheel between your legs and try to turn the handlebar. A stem attached improperly can result in falls.

2.4 | HEADSET

THREADLESS HEADSET - AHEADSET
Thanks to this system, the front set is adjusted by fixing the handlebar stem. In this case, the stem will be mounted externally to the non-threaded tube of the fork, so it will not have to be inserted inside the fork as before.

1. Unscrew the clamping bolt(s) located on the sides of the rear of the stem.
2. Tighten the countersunk screw located on the upper part of the front set with an Allen key.
3. Realign the stem to ensure that the handlebars are at right angle to the wheel.
4. Using a torque wrench, tighten the clamping bolt(s) according to the indicated tightening torques. Do not exceed the recommended tightening torques. For further information see chapter 2.7 “Tightening torques” and the instructions by the components manufacturer.
5. Test the play in the way previously described in this chapter.
6. Even in this situation, the headset must not prevent the rotation movement. Therefore, it must not be overtightened.

In order to check the secure seat of all components, in addition to reviewing the tightening of the bolts, before using your bike, also take the front wheel between your legs by positioning yourself in front of the handlebar and try to turn the handlebars abd stem relative to the wheel. If the handlebar moves, tighten the clamping blots again as indicated by the tightening torques.

After adjusting the headset, check that the stem is securely fixed. An incorrectly fixed handlebar could cause you to fall.

The adjustment screw must not be fully tightened, it must be used only to adjust the play of the front set.

Tighten the clamping bolts of the stem according to the recommended tightening torques. Tightening them with greater force could crush the fork tube.

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TRADITIONAL HEAD SET
To raise or to lower the handlebar stem, loosen the espander screw located above the stem. Once the handlebar stem is free, lower or raise it to the correct height. Keeping the stem in position, tighten the espander screw firmly (tightening 20 Nm).

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2.5 | SUSPENSION

In bicycles meant for use on uneven terrain, such as MTBs, the suspension has the task of absorbing the roughness of the ground whether they are positive (stones, roots, bumps, etc.) or negative (depressions, holes, etc.); respectively in compression or in extension. On the other hand, for city bikes, the travel of the suspension forks is very small and its task is to make driving more comfortable on the rough roads of the city.

Pay attention to the intended use of your bicycle. Having a suspension fork does not mean that off-road use of the vehicle is allowed, but more simply it could have been provided in the set-up in order to increase driving comfort on rough roads. Danger!

GLOSSARY:

PRELOADED SUSPENSION

In widely used pneumatic suspension systems, the inflation pressure determines the stiffness and pretension of the fork. Strictly follow the manufacturer's recommendations. Coil springs can be preloaded within a certain range. Therefore, the suspension only reacts whena greater laod is applied. However, the spring rate remains unaltered. Heavier riders cannot compensate a too soft spring rate with a higher initial tension.

REBOUND DAMPING

This type of system allows to regulate the rebound of the suspension, by delaying or slowing down its rebound damping.

COMPRESSION DAMPING

This type of system allows to adjust the compression of the suspension damping, by delaying or slowing down its compression damping.

NEGATIVE SUSPENSION TRAVEL OR SAG

The optimal sinking range of the fork or of the rear shock absorber is defined based on the weight of the user. The suspensions will be preloaded in such a way as to allow the user to get on the MTB from a standstill, containing the sinking within the SAG damping.

LOCKOUT

System that allows the suspensions to lock or unlock their operation. This system facilitates the use of the bicycle on the road or on tracks without bumps. In this way, the oscillation of the suspensions is avoided. It must not be used in the "locked" position on rough or off-road routes and, in particular, downhill.

SUSPENSION SYSTEM WITH PLATFORM DAMPING

This system allows to increase the (low speed) compression damping by eliminating bobbing. Unlike lockout, this system allows to obtain almost the same effect without locking the suspension.

A. SUSPENSION FORK

As already mentioned, the suspension fork can also be provided on City Bikes and Trekking Bikes for the sole purpose of increasing comfort on uneven roads, while for MTB it is of fundamental importance as it allows to ride off-road with absolute control and greater comfort. Cushioned forks absorb the kickbacks generated by uneven terrains and allow to decrease the stresses that would get to the user.

The forks on the market are of motorcycle origin and are defined as “telescopic”. The various models of forks vary according to the type of elements that make them up.

The suspension variables can be: coil spring, air-oil cartridges. In some cases, they can be a combination of these elements. Suspension occurs by compressing an air-oil cartridge or coil spring.

OPERATION

When the front wheel is subjected to an impact, the bottom cases are pushed upwards and slide on the stanchions. The latter are firmly tied to the head of the fork, with the exception of the RockShox RS1 fork which works in reverse, that is, with fixed stanchions and the movable bottom cases.

As a consequence of an impact, the fork and the elements inside of it, while operating, cause the sliding of the bottom cases on the stanchions, and their subsequent extension and return in the initial position.

The preload of the spring, of the elastomers or of the air / oil cartridge, allow to manage both the compression and the extension of the fork and, through hydraulic valves, it is possible to control the speed the fork extends and compresses with.

Read the glossary at the beginning of the chapter carefully.

Olympia MTBs are designed to be used with standard mounted suspension or rigid forks.

The use of similar forks is allowed except for different assembly lengths and / or double plates. The use of these forks causes the loss of the warranty right. Risk of possible damage or accident danger!

Thanks to special cartridges with hydraulic valves, it is possible to suspend. In some situations, air shock absorbers are used. In the case of long rides standing on the pedals, on slopes where a high effort is required, it is advisable to block the lockout. On uneven and downhill paths, it is advisable to unblock the lockout.

SETTING AND MAINTENANCE

According to your needs, to the various types of use and in order to obtain an optimal performance, it is possible to adjust the fork by adapting it to the weight of the user. Apply a clamp on the fork stanchions, tighten it and slide it down to the head of the bottom cases.

By getting on the saddle, the fork produces a sinking called "negative damping". Measure the displacement of the clamp (SAG).

For MTBs belonging to the Cross Country-Marathon category, a (SAG) of about 10-15% of the maximum excursion is recommended. In the case of Enduro-All Mountain MTBs, a (SAG) of about 20-30% of the maximum excursion is recommended. In case it is necessary to modify the compression preload of the fork on models with spring or elastomers, limited adjustments are possible, thanks to a screw generally located on the fork top. While on air / oil forks, this adjustment is possible by increasing the pressure in the cartridge.

The pressure must be checked regularly through the use of a pump with pressure gauge, generally supplied by the fork manufacturer.

Always follow the indications and the parameters recommended by the fork manufacturer.
Check the set up of your MTB by carrying out a short riding test on unpaved paths.
Use the clamp as a reference to adjust the compression according to your needs.

Carefully read the instruction booklet attached by the fork manufacturer before performing any kind of adjustment or maintenance.

If the clamp moves to the end of the stanchion (limit point), it means that the setting of the fork is too low, therefore it will be necessary to increase the preload. If the latter proves to be insufficient in the case of a fork with spring or elastomers, it will be necessary to get these elements replaced by a qualified mechanic. Generally, fork adjustment systems are located in the upper part of the right bottom case or in the lower part of the same.
Start the adjustment with the shock absorber fully extended. With quarter turn variations, select the desired configuration. If the adjustments do not allow you to obtain the desired results, evaluate any tuning kits or post-assembly kits supplied by the fork manufacturer.

Use only components approved by the fork manufacturer.
Suspension forks consist of relatively complicated elements. They require constant maintenance and care. Each fork manufacturer provides service centers to subject the forks to regular revisions and complete check-ups.

The construction and the adjustment of the fork must prevent it from reaching its limit point. The sudden and total compression of the fork produces loud noises and hard kickbacks. Insufficient cartridge pressure causes sinking until the limit switch. In case this situation keeps repeating, it could result in damage to both the frame and the fork.

Use the blocked lockout only on smooth roads or flat terrains.

In the event of repeated shocks, the fork cannot fully extend. Danger of falling!

GENERAL RECOMMENDATIONS AND MAINTENANCE TIPS
Clean and make sure that the sliding surfaces of the forks are always clean and free from dirt, regardless of the fork model.
After each ride, clean the fork with water using a soft sponge.
At the end of the washing, pay attention not to compromise the calipers and brake discs, apply a light layer of oil on the fork stanchions. Avoid using high-pressure water jets or aggressive detergents. Have a qualified mechanic with a torque wrench check the fork screws.

Water and dust, raised by the front wheel, constantly come into contact with the suspension fork. Clean after each ride with specific detergents and water.

Carefully read the instructions enclosed by the fork manufacturer and visit the related website.

The suspension forks are built with sophisticated components. Maintenance or repair operations must be carried out only in centers authorized by the fork manufacturer. Use only a torque wrench and follow the tightening torques recommended by the fork manufacturer for the inspection operations.

Before purchasing a new cover, always make sure that the size of the tire is compatible with the suspension fork. Complete compression of the fork could cause the tire to collide with the fork crown/lower part of the suspension fork head. In this event the wheel may block. Danger of falling!

Suspension forks are designed and constructed in such a way as to absorb the shocks deriving from uneven terrain. If the fork is too rigid and jammed, the shocks will be transmitted directly to the frame which, in most cases, is not built to withstand also this type of stress. For this reason, forks equipped with a lockout (system that allows to lock the suspension fork) must be locked only on smooth terrains, while on uneven grounds they must be kept in the open position.

B. FULL SUSPENDED BICYCLES

In addition to the suspension fork, MTBs equipped with this system have a frame specifically designed to house a shock absorber and also to allow the frame triangle to absorb the roughnesses of the ground. The rear triangle of a full suspended frame can be of several types, for example with one or more axles respectively equipped with at least two bearings. The functioning of the shock absorber can be with pneumatic system or with coil spring.

SPECIAL FEATURES OF THE SITTING POSITION

When the rider gets on the saddle, full suspended bicycles slightly sink. This effect, as reported in the glossary, is called SAG.
In this case, the saddle will slightly tilt backwards (take this particular situation into consideration when adjusting the saddle inclination). To obtain the ideal set-up, try to slightly lower the tip of the saddle, compared to the normal position.

SETTING AND MAINTENANCE

The shock absorber must be set based on the weight of the user and on their biomechanical structure. By getting on the saddle, the shock absorber of the rear carriage produces a sinking called "negative travel" (SAG).
For MTBs belonging to the Cross Country-Marathon category, a (SAG) of about 10-15% of the maximum excursion is recommended. In the case of Enduro-All Mountain MTBs, a (SAG) of about 20-30% of the maximum excursion is recommended.
By pedaling on rough terrains, the shock-absorbing system of the rear triangle will compensate the roughnesses of the terrain, according to the compression force of the shock absorber.

The compensation effect will be reduced if the tension of the shock absorber is too high. In such a situation, comfort and safety of use will have to be renounced.

Read the suspension glossary at the beginning of the chapter carefully.

Full suspended MTBs are higher than hardtail MTBs. If you want to touch the ground with your feet when sitting on Full suspended MTBs, set the height of the saddle accordingly. Initially, it is advisable to use the saddle in a slightly lower position, in order to facilitate getting on and off the bicycle.

A too low shock absorber tension can cause the limit switch to be reached. This situation should be absolutely avoided, because the shock absorber could produce rebound and loud noises, generated by a sudden and total compression. If the shock absorber repeatedly reaches the limit switch because it is too low, over time it will damage and compromise the frame structure.

Adjust the preload of the shock absorber so that, when sitting on your MTB, the sinking is about 10-15% of the maximum excursion/extension for Cross Country-Marathon MTBs category, and 20-30% for Enduro-All Mountain MTBs. This type of adjustment is done thanks to the valves that allow to normalize the oil flow and, consequently, the compression and extension speed of the rear triangle shock absorber. In this way you can manage the swing during the pedaling and optimize the behaviour of Full suspended MTBs when overcoming obstacles.

In order not to unnecessarily waste energy due to the swing the rear triangle, we recommend using the shock absorber with the lockout closed during uphill use, on terrains with no particular roughness, whether standing on the pedals or sitting. On uneven terrains or downhill it is advisable to use the lockout in the open position.
For an optimum adjustment, turn the adjustment screw a quarter turn maximum.
To increase the preload, in the case of a spring shock absorber, rotate the knurled adjustment ring clockwise with your fingers (view from the adjustment ring towards the spring). To increase the preload in air / oil shock absorbers it will be necessary to increase the pressure by using the specific pump. Use only compatible pumps or recommended by the shock absorbers manufacturer and follow the instructions about use pressures. Generally, the adjustment mechanism is located on the external part of the shock absorbers. This operation allows to change the passage of oil in the valves inside the shock absorber, thus obtaining the adjustment of the compression and extension speed. To obtain an optimal adjustment, turn the adjustment screw a quarter turn maximum, and check the behavior of the suspension. Better to start the adjustment with the compression fully open and change the return first.

An excellent test to check the correct set-up of the shock absorber is to get off a sidewalk and check that the rear triangle oscillates only once. Then adjust the compression. In this case, the changes will alter the speed. Try the MTB Full on dirt tracks.

If the limit switch is reached, it will be necessary to increase the shock absorber pressure (always stick to the pressure indicated by the manufacturer) and in the case of a spring shock absorber, replace it with a more powerful one. Steel springs with different rigidity are available on the market. The replacement must be performed by a qualified mechanic.

Always read the instructions attached by the shock manufacturer. If the adjustment of a spring shock absorber should require more than 3-4 full turns, it will probably be necessary to replace it with a more suitable spring.

Use the lockout in the closed position only on tracks with no roughness.

Water and dust raised by the rear wheel constantly come into contact with the shock absorber. Clean after each ride with specific detergents and water.

Do not use the bicycle if the shock absorber reaches its end of the stroke/limit switch.

Before changing the setting or carrying out any maintenance operations, read the enclosed instructions.

2.6 | ORDINARY MAINTENANCE AND INSPECTION INTERVALS

After the first running-in period, which can vary from 200 to 500 km depending on the type of use, go to a qualified mechanic to get an adjustment done of all the components. Thereafter, the bicycle will undergo maintenance at regular intervals.

The following table shows regular maintenance / inspection intervals that refer to an average use of up to 1,500 km per year (about 100 hours of use). In the case of a greater use, the inspection frequency increases proportionally.

The last column shows who can or should carry out the related inspection. Where "User" is indicated, these checks can be carried out personally only if you have a good mechanical knowledge, experience in the field and suitable tools, such as the torque wrench. Otherwise, contact a qualified mechanic directly.

If anomalies should be found during the checks, the relevant measures must be taken. In the event of inability to manage the problem, contact one of our authorized dealers.

COMPONENT	INSPECTION TYPE / CHECK	INSPECTION FREQUENCY	WHO
LIGHTING SYSTEM	Working	Before every use	USER
VALVES	Closing	Before every use	USER
QUICK RELEASE	Blocking	Before every use	USER
CHAIN	Lubrication	Before every use	USER
TYRES	Working pressure	Before every use	USER
TYRES	Height of the profile and sides	Monthly	USER WITH GOOD KNOWLEDGE
WHEELS	Centering and spokes tensioning	Monthly	USER WITH GOOD KNOWLEDGE
HUBS	Cushions play	Monthly	USER WITH GOOD KNOWLEDGE
BRAKES	Pads thickness	Monthly	USER WITH GOOD KNOWLEDGE
HYDRAULIC CABLES/PIPES	Oil leak	Monthly	USER WITH GOOD KNOWLEDGE
STEERING SYSTEM	Bearings play	Monthly	USER WITH GOOD KNOWLEDGE
PEDALS	Clipless mechanism	Monthly	USER WITH GOOD KNOWLEDGE
PEDALS	Bearings play	Monthly	QUALIFIED MECHANIC
DERAILLEUR and SHIFT	Cleaning and lubrication	Monthly	USER WITH GOOD KNOWLEDGE
SUSPENSION FORK	Screws tightening	Monthly	QUALIFIED MECHANIC
BOTTOM BRACKET	Bearings play	Monthly	QUALIFIED MECHANIC
SCREWS and NUTS	Tightening	Monthly	QUALIFIED MECHANIC
BOTTOM BRACKET	Greasing	Annually	QUALIFIED MECHANIC
CRANK ARM	Tightening	Annually	QUALIFIED MECHANIC
MECHANICAL CABLES	Greasing	Annually	QUALIFIED MECHANIC
HEADSET	Greasing	Annually	QUALIFIED MECHANIC

COMPONENT	INSPECTION TYPE / CHECK	INSPECTION FREQUENCY	WHO
HUBS	Greasing	Annually	QUALIFIED MECHANIC
SUSPENSION FORK	Oil changing / inspection	Annually	QUALIFIED MECHANIC
SHOCK	Inspection	Annually	QUALIFIED MECHANIC
WHEELS	Centering and spokes tensioning	If necessary	QUALIFIED MECHANIC
CHAIN	Check / changing	After 750 km	QUALIFIED MECHANIC
HANDLEBAR and STEM	Inspection	Every 2 years	QUALIFIED MECHANIC
FRAME	Presence of cracks	After every fall / every 6 months	USER WITH GOOD KNOWLEDGE
HANDLEBAR and STEM	Changing	After every fall / every 3 years	QUALIFIED MECHANIC

2.7 | TIGHTENING TORQUES

COMPONENT	TYPE OF SCREW	SHIMANO COMPONENTS REFERENCE	SRAM COMPONENTS REFERENCE
REAR DERAILLEUR	Blocking screw*	8-10 Nm	8-10 Nm
REAR DERAILLEUR	Cable blocking screw*	5-7Nm	4-5 Nm
REAR DERAILLEUR	Pulley screw*	3-4 Nm	
REAR DERAILLEUR	Hanger screw*	1.5 Nm	
DERAILLEUR	Blocking screw*	5-7Nm	5-7Nm
DERAILLEUR	Cable blocking screw*	5-7Nm	5 Nm
SHIFT LEVER	Blocking screw*	5 Nm	2.5-4 Nm
SHIFT LEVER	hole cover	0.3-0.5 Nm	
SHIFT LEVER	Blocking screw clamp (hexagon socket)	5 Nm	
SHIFT LEVER	Thread guide on the frame	1.5-2 Nm	
HUB	Quick Release control levers*	5-7.5 Nm	
HUB	Adjustment locknut with bearings (Quick Release hubs)*	10-25 Nm	
FREE WHEEL	Cassette blocking ring*	30-50 Nm	40 Nm
CRANK CRANKSET	Square axle*	35-50 Nm	
CRANK CRANKSET	Octalink*	35-50 Nm	
CRANK CRANKSET	Hollowtech II*	12-15 Nm	
CRANK CRANKSET	Isis*		31-34 Nm
CRANK CRANKSET	Gigapipe*		48-54 Nm
CRANK CRANKSET	Steel crown screw*	8-11 Nm	12-14 Nm
CRANK CRANKSET	Aluminum crown screw*		8-9 Nm

COMPONENT	TYPE OF SCREW	SHIMANO COMPONENTS REFERENCE	SRAM COMPONENTS REFERENCE
BOTTOM BRACKET	Hollowtech II*	35-50 Nm	
BOTTOM BRACKET	Gigapipe*		34-41 Nm
BOTTOM BRACKET	Octalink*	50-70 Nm	
PEDAL	Pedal Spindle*	35 Nm	31-34 Nm

NOTE: the reported values are indicative values of the manufacturers: Shimano (www.shimano.com) e Sram (www.sram.com).

COMPONENT	TYPE OF SCREW	TIGHTENING TORQUE
SEATPOST	Saddle clamp on top of seatpost*	20-29 Nm
SEATPOST	Saddle clamp closure	3-5 Nm
SEATPOST	Seatpost with two blocking screws positioned one behind the other*	20-24 Nm
SEATPOST	Seatpost with two blocking screws transverse to the direction of travel*	12-14 Nm
BI-SUSPENSIONED	Carbon / aluminum frame screws	10Nm
BI-SUSPENSIONED	4 mm Allen key frame screws	5 Nm
BI-SUSPENSIONED	Syntace/Shimano axle	5 Nm
EXTRA	Bottle cage screws	4-5 Nm
HANDLEBAR	M5 screws*	4.5-5.5 Nm
HANDLEBAR	M6 screws*	8-9.6 Nm
HANDLEBAR	Adjustment screw (on handlebar cap)*	0.5-2 Nm
HANDLEBAR	Traditional stem espander screw	20 Nm
SHIFT HANGER	Derailleur dropout blocking screw*	3-5 Nm

* Blocking torque valid if the manufacturer has not indicated anything on the component itself or in the related assembly instructions.

In case the seat post is made of carbon, fix the lock with a maximum of 6 Nm.

In order to safely use the bicycle, all components screws must be properly tightened. Perform a regular tightening check with a torque wrench without ever exceeding the maximum tightening torque.

In some cases the tightening torques are shown on the components themselves. In this case, refer to the values shown on the stickers or on the components themselves.

TYPE OF SCREW	TIGHTENING TORQUE	MANUFACTURER
BRAKE CALIPER ON FORK AND FRAME	6-8 Nm	Shimano
BRAKE CALIPER ON FORK AND FRAME	5-7 Nm	Sram rear wheel
BRAKE CALIPER ON FORK AND FRAME	9-10 Nm	Sram front wheel
BRAKE CALIPER ON FORK AND FRAME	9 Nm	Formula
BRAKE CALIPER ON FORK AND FRAME	6-8 Nm	Tektro
FBRAKE LEVER CLAMP	6-8 Nm	Shimano
SINGLE SCREW BLOCKING	4-5 Nm	Sram
DOUBLE SCREW BLOCKING	2.8-3.4 Nm	Sram
DOUBLE SCREW BLOCKING	2.5 Nm	Formula
TUBE ANCHORING NUT ON THE LEVER AND NORMAL TUBE ON THE BRAKE CALIPER	5-7 Nm	Shimano
TUBE ANCHORING NUT ON THE LEVER AND NORMAL TUBE ON THE BRAKE CALIPER	5 Nm	Sram (aluminium)
TUBE ANCHORING NUT ON THE LEVER AND NORMAL TUBE ON THE BRAKE CALIPER	7.8 Nm	Sram (steel)
TUBE ANCHORING NUT ON THE LEVER AND NORMAL TUBE ON THE BRAKE CALIPER	5 Nm	Formula
TUBE CONNECTOR ON THE BRAKE CALIPER	5-7 Nm	Shimano
SMALL CAP	0.3-0.5 Nm	Shimano
BLEEDING/PURGE	4-6 Nm	Shimano
BRAKE DISC ON THE HUB	4 Nm	Shimano
BRAKE DISC ON THE HUB	6.2 Nm	Sram
BRAKE DISC ON THE HUB	6.15 Nm	Formula
RING ATTACHMENT ON THE BRAKE LEVER	8 Nm	Formula

In case the seat post is made of carbon, fix the lock with a maximum of 6 Nm.

In order to safely use the bicycle, all components screws must be properly tightened. Perform a regular tightening check with a torque wrench without ever exceeding the maximum tightening torque.

In some cases the tightening torques are shown on the components themselves. In this case, refer to the values shown on the stickers or on the components themselves.

3. SAFETY

TRAFFIC LAWS
In order to use your Olympia bicycle for riding on public roads, it has to be equipped according to the regulations of the respective country.
Pay particular attention to your bicycle being equipped with the prescribed lighting and reflectors.
Ask your local dealer to inform you about the road traffic regulations.

In accordance with the provisions of the traffic laws, in Italy, in order to be used on the road, your bicycle must be equipped as follows:

1. Lighting system, reflectors, brighteners
The bicycle must be equipped with the following lighting devices (art. 68, Italian traffic laws):
• Front light, white or yellow
• Rear light, red
• Rear reflector, red
• Reflectors on the spokes
• Reflectors on the pedals, yellow
In competition and only for off-road use, these rules do not apply.

2. Warning device
It is mandatory to have a bell (art. 68, Italian traffic laws).

3. Transportation of children
The transportation of children is allowed only if the child seat is stable and suitable for the purpose (art. 68, Italian traffic laws).

4. Trailer
The use of trailers is allowed. The maximum length (bicycle + trailer) however must not exceed 3 m for a maximum width of 75 cm and a height, including the load, of 1 m.
Maximum weight (for loads + children) 50 kg.
At night a light signal is mandatory.

5. Helmet
Helmets are mandatory for children under the age of 14. In the case of competitive use, the use of a helmet is mandatory.
Depending on the intended use, always use a suitable helmet.

6. Reflective jacket
Outside inhabited areas, all cyclists must wear a reflective jacket in case of darkness and in tunnels.

For further information refer to the traffic laws of the country of use.

POST FALL CHECKS

1. Check that the wheels are regularly centered in the frame and fixed in the dropouts / fork.
Test the wheels by checking their centering. In case of evident vibrations or eccentricities, a greater inspection by a trusted dealer will be necessary. For further information read the chapter MAINTENANCE, Wheels.

2. Check for any deformations or breakings on the handlebar and on the stem. Make sure that the handlebar is straight and fixed with respect to the wheel by trying to twist it. Check that the brakes work properly and are firm on the handlebar. For further information read the chapter, MAINTENANCE, Headset.

3. Check that the chain is working properly and that it is inserted in the chainrings / cassette.
Check the correct operation of the cassette, evaluating whether it has been damaged. Check whether the cassette hanger has been deformed (in this case replace with original spare parts or go to an authorized dealer to adjust it correctly).

4. Check that cassette and wheel have not been damaged and function correctly (in the event of a malfunction, go to an authorized dealer).

5. Check that the saddle is not broken, crooked or incorrectly fixed.

6. Check for noises coming from loose screws or broken pieces of the MTB by lifting it a few centimeters from the ground making it bounce.

7. Scrupulously observe your bicycle to detect any cracks, damages, deformations or alterations suffered.

Use the bicycle only if it passes all the tests without problems.

We recommend avoiding a vigorous use of the bicycle until a deeper check by a trusted dealer has been carried out.
In case of doubts about the safety of your bicycle, we recommend you not to use it until careful checks have been carried out.
In this case we recommend returning without using the bicycle.
Both the carbon and the aluminum components will have to be replaced if they have been damaged.

For your own safety, we recommend replacing the components instead of trying to repair them.
For further information, we invite you to read the chapter on Carbon Components.

STORAGE AND CARE

CLEANING
Sweat, dirt, winter salt or sea salt could damage your Olympia bicycle. For this reason, it is necessary to regularly clean and protect all the bicycle components from corrosion. The bicycle must never be cleaned with a pressure washer as the strong jet of water can ruin the seals and penetrate inside the bearings, thus increasing friction and corrosion. In addition, the high pressure may peel off the stickers.
The cleaning of the bicycle should be done with a sponge and a light jet of water and / or with a bucket of water. By cleaning the bicycle by hand you can detect in time faults, areas with damaged paint, or worn parts.
After washing we recommend the use of a hard wax with the exception of the brake discs.
Put the wax also on spokes, hubs, screws, nuts, etc. Then polish the waxed surfaces with a soft cloth until they shine and in this way become waterproof. After cleaning, check the chain and if necessary grease it as explained in the related chapter.

When cleaning, be careful of any cracks, scratches, discolorations or deformations of the material. Have damaged components replaced immediately and areas with damaged paint repaired.

Do not clean the bicycle with a strong jet of water from a close distance or with a pressure washer.

To remove traces of oil or grease, use a petroleum-based detergent. Do not use degreasers that contain acetone, monochloromethane, etc., or solvents, non-neutral detergents, or chemical detergents, as they could erode the surface!

Before putting hard wax on the frame, test it on an inconspicuous area.

Brake calipers and discs should never be cleaned with products meant for the cleaning and caring of the frame, and much less with oil for chains! The brake could break (see chapter "Brakes")! Do not put oil or grease onto the carbon blocking parts, such as the handlebar, stem, seatpost and seat tube.

STORAGE
In the event of a momentary down-time period of your bicycle, it won't be necessary to take any special measures. It is simply recommended to store the bicycle in a dry and well-ventilated place.

If winter is coming, read the following points:
- inner tubes gradually lose air during the long down-time period. If the bicycle stays on the deflated wheels for a long time, the structure of the cover may be damaged. Therefore, we recommend to hang the wheels or the entire bicycle or to regularly check the inflation pressure.
- Clean your Olympia and protect it from corrosion as described above.
- Remove the seatpost and let any wet parts dry.

- Gear the smallest sproket in the front and smallest cog in the rear, so that the cables and springs are as loose as possible.

Do not hang bicycles with carbon rims on the rims! Danger of breaking!

PERIODIC CHECK OF THE CARBON

Olympia carbon bicycles and components made of this material are extremely solid, highly resistant and light in weight. Nevertheless, a particular characteristic of this material is given by its fragility. In fact, as a consequence of overload a carbon component does not deform plastically as aluminum or steel would do, but it results in a breaking of the fiber, which is revealed by a crack. In other cases, the fibers can detach from each other, with a de-lamination effect, which strongly compromises the stability and safety of the component. Therefore, any overload or shock that damages the internal fibers is not recognizable by material deformations, thus making it possible for the carbon component to give up abruptly and suddenly with unpredictable consequences. This is why Olympia strongly recommends having bicycles and components checked by its authorized dealers, after a shock or a fall!

Always ride paying attention to any unusual noises. Crunches and squeaks can be indicative of a flaw or of a damage of the materials. In this case, go to your closest Olympia dealer in order to decide what to do. Never have damaged components repaired because this may compromise your safety.

Carbon components must never be subjected to high temperatures, as the heat could damage them. For this reason, avoid leaving them in the car if it is exposed to sunlight and avoid storing them near sources of heat.

Pay attention to the jaws of stands for bicycles maintenance and to car bicycle racks. These are often excessively tightened around large carbon tubes (for example down tubes), thus crushing and damaging the fiber. Consequently, carbon frames may suddenly break during use. In car accessories stores you can find special models suitable for these types of frames.

Carbon must be cleaned with a soft cloth and water, to which you can add detergent. In order to remove traces of oil or persistent grease, use a petroleum-based detergent. Never use degreasers that contain acetone, monochloromethane, trichlorethylene, etc., or solvents, non-neutral detergents, containing solvents or chemical detergents, as they could erode the surface! To protect and polish the surface of the bicycle, we recommend using car wax. Polishing pastes or polish contain solid substances that can damage the surface.

Do not use handlebar ends if the handlebar is made of carbon, unless approved by the manufacturer. Do not shorten a carbon handlebar, therefore do not fasten the shift and the brake levers on the handlebar further than indicated or permitted. The handlebar is reinforced only in some points to support the load due to the tightening of these clamps. Danger of breakage ensues!

The bike must never be fixed to the assembly stands by the carbon frame or the seatpost. They could get damaged. If necessary, use an aluminum seatpost that can be easily attached to the stand.

Depending on the use, carbon components may be subject to a faster wear. Therefore, it is recommended to inspect them frequently.

We recommend to protect the most at risk carbon areas, such as the lower side of the down tube, with special adhesive plastics. These protect the fiber from possible impacts with stones that are raised by the front wheel.

Carbon components, such as the handlebar and seatpost, must not be greased, as it would cause a reduction in friction and a tightening which would exceed tightening torques (beyond the limits set by the material), with consequent breaking of the component itself. Furthermore, once greased, carbon components can no longer be tightened securely!

When cleaning the bicycle, pay particular attention to carbon components and check that they do not show external damages such as incisions, cracks, dents, color changes, etc. If the cloth with which you carry out the cleaning of the bicycle should get caught, check the affected area, because it is very likely that a de-lamination of the fiber has occurred. If so, do not use your bicycle and contact an Olympia dealer immediately.

WARRANTY

Prerequisites for the guarantee are the correct use of the bicycle, a check within the first 500 km or four months since the purchase and a general maintenance carried out according to what is reported in chapter 2. "MAINTENANCE". The product purchased is guaranteed to be free from flaws in the material or in the manufacturing process for 24 months starting from the date of the actual delivery to the buyer.

The warranty consists in the free replacement and / or repairing of inefficient parts due to manufacturing flaws ascertained and recognized by the retailer, excluding any right of the buyer to terminate the contract, to compensate for damages, or to reduce the price. The warranty does not include labor costs, transportation costs and any consequent costs caused by flaws. Warranty service requests must be submitted exclusively to the retailer and proof of purchase must be presented. The warranty applies only to the original purchaser and is not transferable. Except as otherwise foreseen by mandatory legal regulations, the manufacturer is exempt from any liability and obligation deriving from any accident to people or to things that may still occur because of, or during the use of, the bicycle. Determining whether the flaw is covered by warranty or not is the sole and exclusive discretion of Cicli Olympia. The warranty does not extend to damages caused by inexperience or negligence in the use of the bicycle, or by bad or omitted maintenance.

WARRANTY MANAGEMENT TIMES

The product recognized as defective by Cicli Olympia will be either repaired or replaced, at the company's discretion, free of charge, within thirty (30) days following receipt of the product.

WARRANTY CONDITIONS

The bicycle is covered by a two-year warranty on faults due to manufacturing flaws for mechanical components that are not subject to easy wear and for electrical components, with the exclusion of the battery.
The warranty period shall start from the purchase date (the date shown on the receipt and the warranty certificate will be valid).
The battery warranty is 24 months from purchase or verified minimum residual capacity of 70% within and not beyond the 500 recharge cycles. The warranty does not apply in case of short-circuit faults, water infiltrations, tampering, use of battery chargers not approved by Cicli Olympia, damage due to inexperience, negligence or failure to comply with all the instructions contained in the manuals attached to the bicycle.
The warranty does not cover neither ordinary maintenance costs, nor the components subject to wear and tear such as: tires, rims, bearings, brakes, bulbs, chain, and other components subject to easy wear.
Damages due to the normal action of time or to the cyclist's negligence are not covered by the warranty.
The warranty does not cover any colour fade due to exposure to sunlight.
The warranty does not cover any damages to the painting caused by the use of aggressive cleaning products such as common degreaser or similar.
The warranty does not cover theft or shoplifting.
Improper use of the product automatically voids the warranty.
Failure to comply with the rules set out in this use and maintenance booklet voids the warranty.
Warranty intervention have to be required EXCLUSIVELY BY THE AUTHORIZED OLYMPIA DEALER. In the case an available dealer is not found, please contact the Olympia service center, which will provide appropriate information about the nearest authorized retailer.
Any modification to the electrical and / or mechanical system of the bicycle causes the immediate loss of the warranty requirements.
In case of a necessary warranty intervention, the customer will send the bicycle at his own expense to the authorized Olympia dealer who, in turn, will send it directly to the manufacturer.
If the use of the guarantee is necessary, please indicate the following data: type of bicycle, date of purchase (presentation of the purchase document), detailed description of the problem.

WARRANTY CERTIFICATE

THIS WARRANTY CERTIFICATE MUST BE FULLY FILLED AND STAMPED BY OLYMPIA DEALER.
IT MUST BE KEPT IN A SECUTRE PLACE TOGETHER WITH THE RECEIPT THAT PROVES THE PURCHASED GOODS ARE UNDER WARRANTY AND IT MUST BE PRESENTED IN ORIGINAL WHEN ASKING FOR WARRANTY SERVICE.

First name:

.....

Last name:

.....

Street:

.....

Zip Code:

.....

City:

.....

Country:

.....

E-Mail:

.....

Bicycle ☐ Frame ☐

Model:

.....

Frame serial N°:

.....

Colour:

.....

Size

.....

Model year:

.....

Date of purchase / Handover date:

.....

Receipt

Stamp and signature

MAINTENANCE BOOK

1.

OWNER	DATE	KM
DEALER - TIMBRO	INTERVENTION	
NEXT RECOMMENDED ACTION		

NOTE

2.

OWNER	DATE	KM
DEALER - TIMBRO	INTERVENTION	
NEXT RECOMMENDED ACTION		

NOTE

3.

OWNER	DATE	KM
DEALER - TIMBRO	INTERVENTION	
NEXT RECOMMENDED ACTION		

NOTE

4.	OWNER	DATE	KM
	DEALER - TIMBRO	INTERVENTION	
	NEXT RECOMMENDED ACTION		

NOTE

5.	OWNER	DATE	KM
	DEALER - TIMBRO	INTERVENTION	
	NEXT RECOMMENDED ACTION		

NOTE

6.	OWNER	DATE	KM
	DEALER - TIMBRO	INTERVENTION	
	NEXT RECOMMENDED ACTION		

NOTE

7.

OWNER	DATE	KM
DEALER - TIMBRO	INTERVENTION	
NEXT RECOMMENDED ACTION		

NOTE

8.

OWNER	DATE	KM
DEALER - TIMBRO	INTERVENTION	
NEXT RECOMMENDED ACTION		

NOTE

9.

OWNER	DATE	KM
DEALER - TIMBRO	INTERVENTION	
NEXT RECOMMENDED ACTION		

NOTE

10.

OWNER	DATE	KM
DEALER - TIMBRO	INTERVENTION	
NEXT RECOMMENDED ACTION		

NOTE

11.

OWNER	DATE	KM
DEALER - TIMBRO	INTERVENTION	
NEXT RECOMMENDED ACTION		

NOTE

12.

OWNER	DATE	KM
DEALER - TIMBRO	INTERVENTION	
NEXT RECOMMENDED ACTION		

NOTE

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