



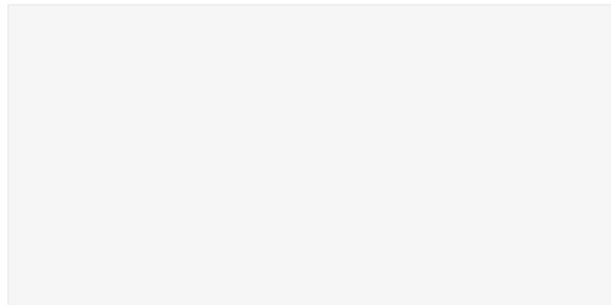
Owner's manual



Chip number



Dealer



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Preface

Congratulations and thank you – you have selected a Lightweight race bike frame kit.

Designed in Germany.

This manual is an integral component of your Lightweight product and it provides you with important information regarding the safe operation of your Lightweight race bike frame kit.

The safety of our customers is very important to us. Please read this manual carefully before installing your frame kit or riding with it for the first time.

▲ WARNING Non-observance of the information contained in this manual could result in a fatal or serious accident.

Our information is there for a reason – our interest in your personal safety!

Read and observe all assembly, maintenance and usage instructions and please remember that even the best product can fail if it is improperly treated.

This also applies for components from other manufacturers whose products are used on your bicycle (tyres, Thru Bolt/Thru Axle, brakes etc.). Read and observe all user instructions.

Keep this manual safe for other users of your frame kit. Make sure that all users read, understand and observe this manual.

If you ever sell or give away your frame kit, this manual should be transferred to the new owner.

We hope you get a lot of enjoyment from your Lightweight race bike frame kit.

Your Lightweight Team

Lightweight online

Visit www.lightweight.info for information that you will find interesting.

Accessories, spare parts and clothing in the **SHOP**, frequently asked questions in the **FAQs**, interesting facts in **NEWS & PRESS** and much more.

We look forward to meeting you there!

Explanation of symbols

You will encounter the following symbols and references in this manual:

- ☞ The index finger instructs you to perform a particular action.
- ➔ The arrow indicates the consequences of your action or important prerequisites.
- ① This shows additional information or tips.

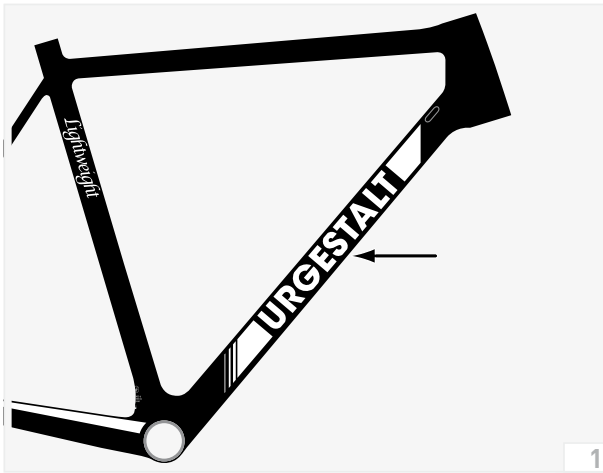
OBERMAYER: This reference refers only to the corresponding series or its derivatives.

▲ WARNING The **WARNING** message indicates a hazardous situation which, if not avoided, could result in a fatal or serious injury.

▲ CAUTION The **CAUTION** message indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

NOTICE The **NOTICE** message warns of a risk of material damage.

- The dot indicates how to avoid a hazardous situation or a risk of material damage.



Your frame kit

The illustrations in this manual may be different from your Lightweight frame kit, but the required steps are the same for all series, unless otherwise specified.

① The series name of your frame kit is affixed to the down tube. (fig. 1)

Registration

The frame of every Lightweight frame kit is provided with an integrated chip with a 10-digit code – the chip number. This allows every single race bike frame to be individually registered.

① Only Lightweight products registered by the original owner or reregistered by subsequent owners enjoy our service provisions!

① If you wish to register or transfer the registration of your Lightweight race bike frame, you will find the required chip number on the sticker affixed to the frame or it is also possible that your retailer will have already stuck the sticker in the space provided for it on the first page of this manual.

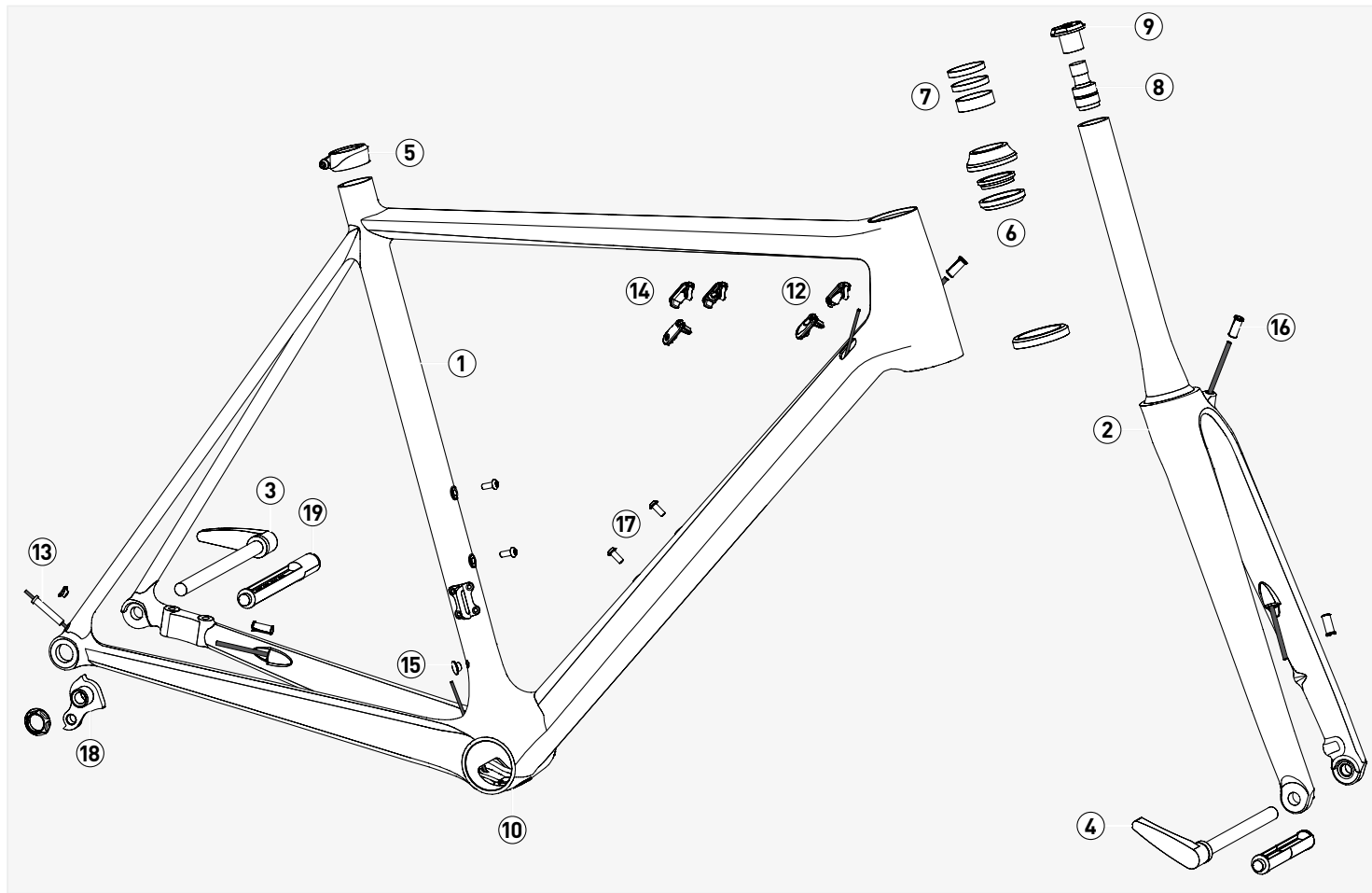
Here, you can also note the serial numbers of your frame (under the bottom bracket housing) and your fork (fork blade), so that they will be conveniently to hand later on.

☞ Register or transfer the registration of your Lightweight race bike frame at www.lightweight.info >>> SERVICE.

➔ Our service provisions are available to you.



You will also find information on our extended service offers here.



SCOPE OF SUPPLY



- (1) Race bike frame **URGESTALT DISC**
with liners for inner derailleur cables and as a mounting aid for the brake hose
- (2) Race bike fork **URGESTALT DISC**
with liner as a mounting aid for the brake hose
- (3) Rear wheel Thru Axle
12 mm ×142 mm
- (4) Front wheel Thru Axle
12 mm ×100 mm
- (5) Clamping clip for seat post
- (6) Headset
1× Headset bearing, bottom
1× Headset bearing, top
1× Compression ring
1× Headset cover
- (7) Spacer kit
1× t=10 mm
2× t=5 mm
- (8) Compressor
- (9) Ahead cap
also mounting tool for lock ring (dropout)
- (10) Guide for inner derailleur cables
- (12) Derailleur cable stops, down tube
1× Derailleur cable stop, left
1× Derailleur cable stop, right
- (13) Derailleur cable stop, dropout
- (14) Down tube cover set, electronic gearshift
1× Cable feed-through, left
2× Covers, right/left
- (15) Plugs for cable outlets
1× Plug, flat (for seat tube)
1× Plug, round (for dropout)
- (16) Accessories for brake hose
4× Sleeves for hose fixing
1× Brake cable liner, front – as mounting aid
1× Brake cable liner, rear – as mounting aid
- (17) Bottle cage screws
4× M5×12
- (18) Dropout with derailleur hanger, lock ring
- (19) Transport lock
1× Rear triangle, adjustable 142–157 mm
1× Fork, 100 mm
- Carbon fibre assembly compound
1× Tube with 6 g
- User instructions "Thru Axle"
Owner's manual **URGESTALT DISC**

TECHNICAL DATA

Dimensions		Geometry	Hub	Headset	Bottom bracket housing	Seat post	Disc brake
SERIES			Width/axle-Ø (mm)	top/bottom (mm)	Width/Ø (mm)	Ø (mm)	
URGESTALT DISC		28"; 700C; ETRTO 622	142/12 (Thru Axle)	41.8×8.0–45°/ 51.8×8.0–45°	86.5/46.0 (BB386Evo)	27.2	Flat-Mount standard
			100/12 (Thru Axle)	30.5–45°/ 40.0–45° (1 1/8"–1.5)	-	-	

Limitations		Approved tyre width max. (mm)	Approved disc brake rotor Ø (mm)	Approved use *	Approved total weight max. kg (lb)**
SERIES					
URGESTALT DISC		28	140; 160	Street	120 (265)
					

* **Street** = paved or asphalted surface · **Allround** = street and cross-country · **Track** = velodrome

** Approved total weight = rider + luggage

Tightening torques	dry	greased	secured*
		max. N·m (lbf·in)	
Clamping clip for seat post	–	6 (53)	–
Compressor – inner clamp	–	5 (44)	–
Compressor – setscrew	–	0.5 (4)	–
Stem clamping screws	–	5 (44)	–
Retaining screws (brake calliper)	–	–	8 (71)
Bottle cage screws	–	2.5 (22)	–
Lock ring (dropout)	–	8 (71)	–
Rear derailleur pin (derailleur hanger)	–	8 (71)	–
Thru Axles	–	30 (266)	–

* with screwlock (medium-hard)

NOTICE The values above indicate the maximum permitted tightening torque for our components. If the manufacturers of your particular components only permit a lower value, you must comply with the lower value.

- ① Technical specifications, dimensions and weights are to be understood with the corresponding allowances and can insignificantly differ from your Lightweight product.
- ① All Lightweight products are the result of manual labour. Deviations in colour and surface finish are characteristic features resulting from this high quality manufacturing procedure.
For more details and information on the manufacture of your Lightweight product please consult www.lightweight.info

Intended use

WARNING

Any use other than that intended can lead to accidents resulting in fatal or serious injury.

Your Lightweight race bike frame kit **URGESTALT DISC** (frame, fork, etc.) is exclusively designed:

- for installation on a standard street race bike.
- for installation of standard race bike wheels corresponding to the specified dimensions.
- for installation of standard race bike disc brakes corresponding to the Flat-Mount standard.
- for installation of standard race bike components (bottom bracket, headset, stem, etc.) corresponding to the specified dimensions.
- for installation of a standard electronic or classic (mechanical) race bike groupset.
- for the approved use.
- for the approved total weight.

Dimensions and limitations – see **Technical data**, page 8.

Your Lightweight race bike frame **URGESTALT DISC** is exclusively designed:

- for installation of the **URGESTALT** Disc race bike fork.

Your Lightweight race bike fork **URGESTALT DISC** is exclusively designed:

- for installation in the **URGESTALT** Disc race bike frame.

In your own interest

Always remember that riding a bicycle involves potential danger for the rider and other road users, as well as for the bicycle and its components.

Even if protective equipment and safety devices are used, accidents resulting in death or serious injury can still occur.

Furthermore, improperly performed assembly and maintenance work could also result in a loss or your rights with regard to product liability and service!

Always ensure your bicycle is maintained in a flawless condition. Care and maintenance will prolong the service life of your bicycle and its components and improve your personal safety!

If you suspect that your bicycle is defective or is not functioning properly, stop using it and contact a specialist workshop for bicycles!

You should also rely on your common sense and avoid any unreasonable behaviour!

Fundamental safety precautions

Assembly & maintenance

WARNING

Risk of accident due to damaged components as a result of faulty or impermissible installation work.

- Do not overestimate your technical ability. All assembly and maintenance work should be performed by a specialist workshop for bicycles. This is the only way to ensure that work is conducted in a professional manner.
- Read and observe all assembly, maintenance and usage instructions and please remember that even the best product can fail if it is improperly treated.

This applies for components from other manufacturers whose products are used on your bicycle (tyres, quick release skewers, brakes etc.). Read and observe all user instructions.

- Never make unauthorised modifications to your Lightweight components (e.g. drilling holes, grinding, filing, painting etc.).
- Never install add-on parts on your URGESTALT components using screw clamping.
- Always maintain all specified min./max. values – see **Technical data**, page 8.
- Use a high-quality stem and high-quality seat post exclusively.
- When conducting assembly steps that require a specific tightening torque, always use an appropriate torque wrench that is designed for the tightening torque specified.

NOTICE

Never use a pressure washer or steam cleaner to clean your bicycle, as the seals of your bicycle components are unable to withstand the pressure. This results in corrosion and material damage.

Never use aggressive solvents (e.g. paint thinner, nitro etc.) They could damage the surface of your Lightweight components.

- Use only standard paintwork cleaning products and water when cleaning your Lightweight components.
- Isopropanol, spirits or petrol may be used carefully; however, you should avoid excessive wiping and long exposure times and also any contact with the ornamentation.

On the road

⚠ WARNING

Risk of accident through damaged components.

- Before each ride, make sure that the Thru Axles of your wheels are correctly installed and the wheels cannot come undone.
- Before each ride, make sure that your handlebar and stem are correctly installed and cannot be twisted.
- Before each ride, make sure that your brakes function correctly and the brake pads are sufficiently thick.
- Avoid riding through potholes or over edges and steps.
- Always check your Lightweight components before every ride, after a violent shock and after a blow-out (dents, scratches, cracks, large areas of abrasion etc.). Send us your components for inspection before using them again if there is visible damage or if you have any doubts about their condition.
- Never ride with damaged components.
- Never continue using your bicycle after a serious crash. If such a case occurs, send your Lightweight components to us for inspection even if no external damage is visible. In your own interest you should deal in the same way with all components on your bicycle that are produced by other manufacturers.
- Do not ride with your Lightweight components if the ambient temperature is below -10 °C (14 °F) or above 45 °C (113 °F).

⚠ WARNING

Risk of accident caused by erratic riding or improper equipment.

- Always observe the traffic regulations of the country where you are riding your bicycle (lighting, etc.).
- When riding your bicycle always wear a high quality cycling helmet (e.g. ANSI certified), that is in excellent condition and close-fitting but not restrictive clothing.
- Only ride your bicycle if you are in good physical condition and your bicycle and all its components are working perfectly.

Transport & storage

WARNING

Risk of accident through damaged components.

- Protect your frame and your fork from lateral pressure.
 - If transporting your bicycle in a bag, case or the like, always place a suitable transport lock between the dropouts of the frame and fork (142 or 100 mm).
 - Never secure your bicycle on a car roof or rear racks for transport, or on home trainers, without using additional lateral supports.
 - Do not store your components at an ambient temperature below -15°C (5°F) or above 55°C (131°F).
-

Disposal

You can dispose of a Carbon product that is defective or no longer in use with your non-recyclable waste or domestic refuse or ask a local waste disposal company for other ways of disposal (e.g. recycling).

You can also send a product to us. It will then be disposed of in a way that is harmless to the environment – see **Crash replacement**, page 29.

Preparatory work

⚠ WARNING Risk of accident due to damaged components as a result of faulty or impermissible installation work.

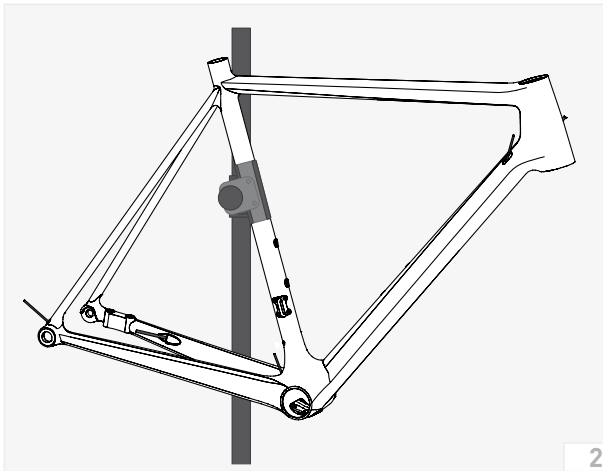
- Do not overestimate your technical ability. All assembly and maintenance work should be performed by a specialist workshop for bicycles. This is the only way to ensure that work is conducted in a professional manner.
- Read and observe all assembly, maintenance and usage instructions and please remember that even the best product can fail if it is improperly treated.

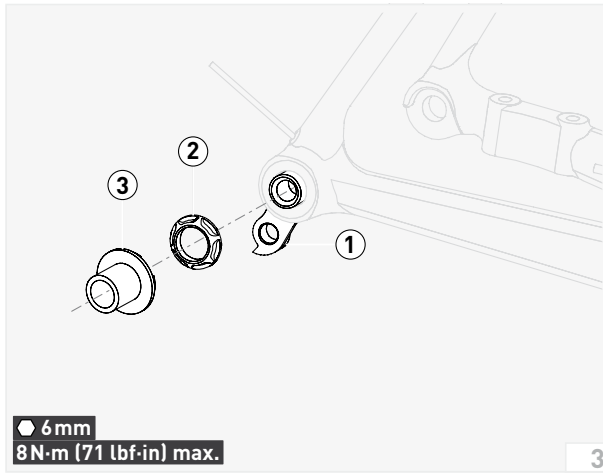
This also applies for components from other manufacturers whose products are used on your bicycle (tyres, Thru Axles, brakes etc.).

Read and observe all user instructions.

NOTICE Irreparable damage to the frame tube (crushing) as a result of unsuitable clamping by mounting stands.

- Make sure that the retaining claws of your mounting stand are rounded and are cushioned to prevent slipping.
 - Only secure your frame sufficiently firmly so it can no longer be turned easily.
- ☞ Unpack your complete frame kit, check it for completeness and lay out all the parts in a logical arrangement.
- ☞ Secure your frame in a suitable mounting stand. **[fig. 2]**





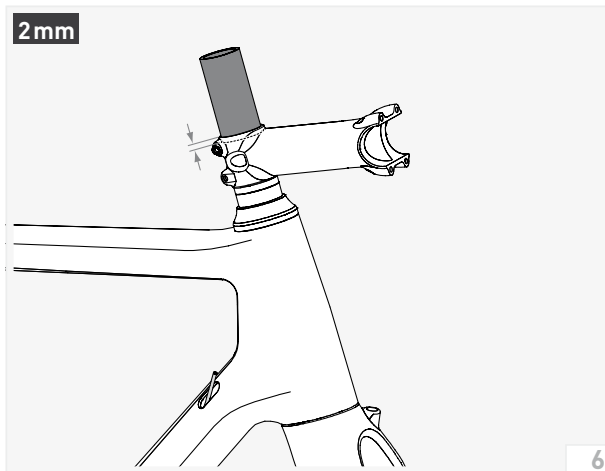
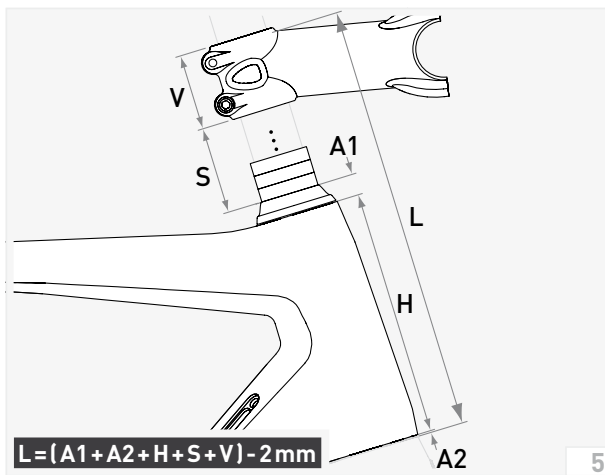
Mounting dropout

- ☞ Grease the threads of the dropout **(1)** and lock ring **(2)** lightly.
- ☞ Place the dropout in its seat from the inside.
- ☞ Screw the lock ring on firmly – initially by hand.
- ☞ Place the mounting tool (Ahead cap) **(3)** on the lock ring.
- ☞ Tighten the lock ring with a tightening torque of **max. 8 N·m (71 lbf·in)**.



Installing the seat post

- ☞ Grease the clamping screw of the clamping clip for the seat post **lightly**.
 - ☞ Place the clamping clip in its seat on the seat tube.
- ⚠ WARNING** Risk of accident due to seat post slipping as a result of inadequate clamping effect.
- Make sure that the tube of the seat post and the inside of the seat tube are free from grease, clean and dry.
 - Exclusively use carbon fibre assembly compound.
- ☞ Apply a **little** carbon fibre assembly compound on the tube of the seat post and inside the seat tube.
 - ☞ Carefully guide in the seat post.
 - ☞ Tighten the clamping screw of the clamping clip with a tightening torque of **max. 6 N·m (53 lbf·in)**.
 - ☞ Make sure that your seat post cannot be moved or twisted.



Shortening the steerer tube

⚠ CAUTION Risk to health and risk of injury by inhaled dust or sharp-edged fibre ends.

- Wear a dust mask and protective gloves when sawing and grinding the steerer tube.

NOTICE Shortening the steerer tube too much will render the fork unusable.

- Measure carefully and check the calculated length before shortening.
- Initially allow 1 extra spacer in your calculation – you can always cut more off, but you can't put any back!

NOTICE Damage to the carbon fibres.

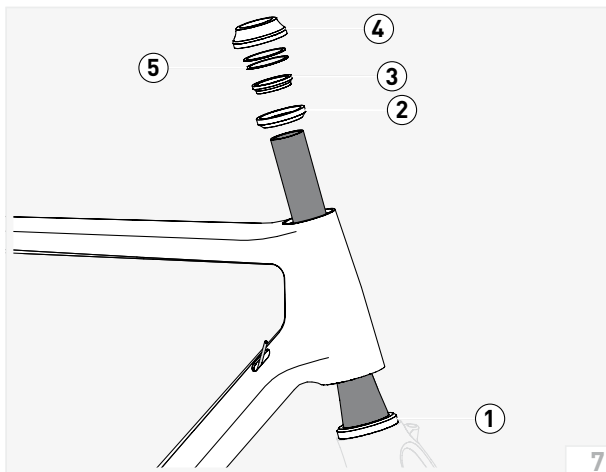
- Never use a pipe cutter for shortening the steerer tube.
- Exclusively use a sharp, fine hacksaw for shortening the steerer tube.

① You can calculate the correct length L of the steerer tube of your fork. To do this, you need to know the dimensions of your headset (upper/lower structural height) from the manufacturer, because these cannot be measured straightforwardly (fig. 5):

- A1 Upper structural height (headset)
- A2 Lower structural height (headset)
- H Height of head tube (frame)
- S Overall height of spacer
- V Height of stem (steerer clamp)

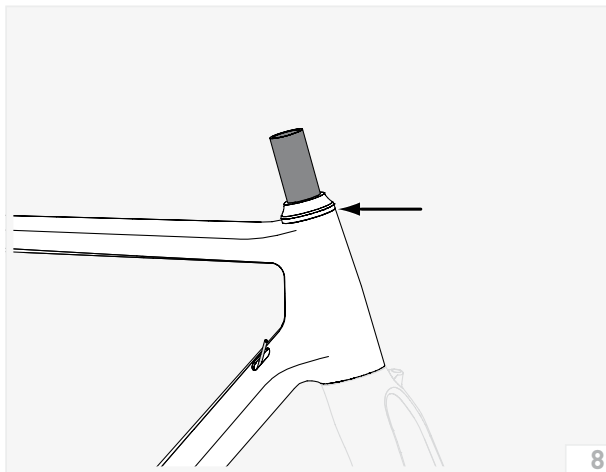
If you do not know the dimensions:

- ☞ Assemble all components (fork, headset, spacer, stem) firmly in the head tube of your frame – see **Installing the fork/headset**, page 16.
- ☞ Mark the steerer tube on the top edge of your stem.
- ☞ Remove the fork and mark again – 2 mm lower. (fig. 6)
- ☞ Shorten the steerer tube to the required dimension using a sharp, fine hacksaw and remove the burrs on the inside and outside using fine abrasive paper (240 grain).



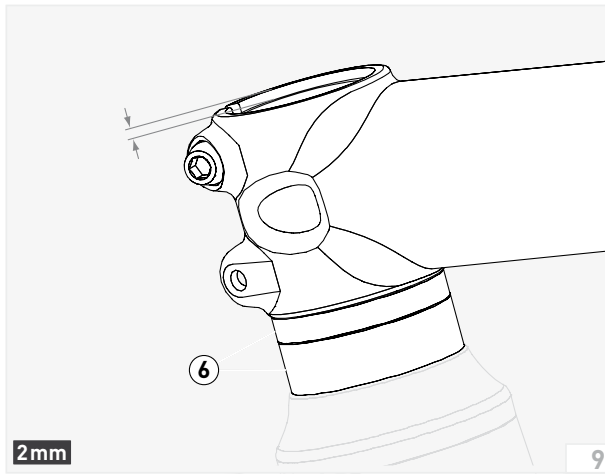
Installing the fork/headset

- ☞ Place the upper headset bearing (1) in its seat in the head tube.
- ☞ Place the lower headset bearing (2) onto its seat on the steerer tube.
- ☞ Insert the steerer tube from below through the head tube as far as the stop and hold it firmly.
- ☞ Grease the outside of the compression ring (3) (contact surface for bearing) lightly.
- ☞ Put the compression ring and headset cover (4) firmly onto the steerer tube as far as the stop.

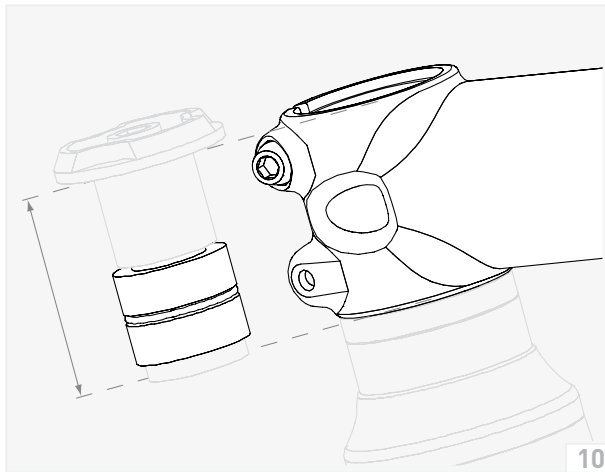


NOTICE Clamping headset cover.

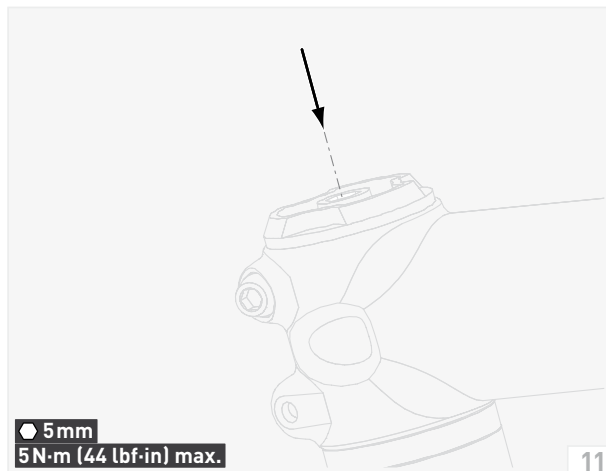
- Make sure that the rubber lip of the headset cover only lightly touches the head tube.
 - If necessary, place 1 or 2 micro-spacers (5) between the headset cover and compression ring if the rubber lip is compressed too strongly. Repeat this test after installing the stem and setting the headset.
- ① Micro-spacers (t=0.1 mm) for the integrated headset are available from your retailer or directly from CarbonSports.



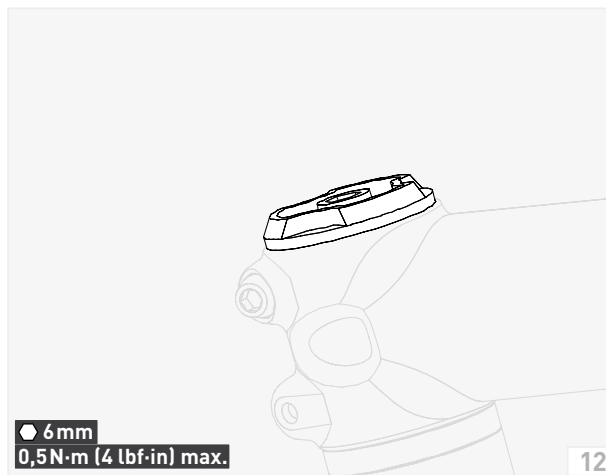
- ☞ Put the number of spacers (6) you require on the steerer tube.
- ☞ Apply a little carbon fibre assembly compound to the clamp area of the stem and on the steerer tube.
- ☞ Put your stem on the steerer tube – but do not tighten the clamping screws yet!
- ☞ Make sure there is a gap of about 2mm between the top edges of the steerer tube and stem.



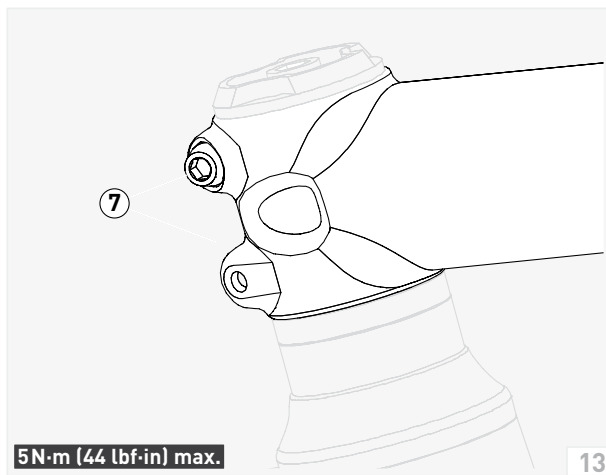
- ☞ Make sure that the internal clamp of the compressor is within the clamping range of the stem.



- ☞ Put the compressor into the head tube.
- ☞ Tighten the internal clamp of the compressor with a tightening torque of **max. 5 N·m (44 lbf·in)**.



- ☞ Tighten the setscrew (Ahead cap) of the compressor with a tightening torque of **max. 0.5 N·m (4 lbf·in)**.
- ☞ Make sure that your fork turns easily and without play in the head tube.



⚠ WARNING Risk of accident through damaged components.

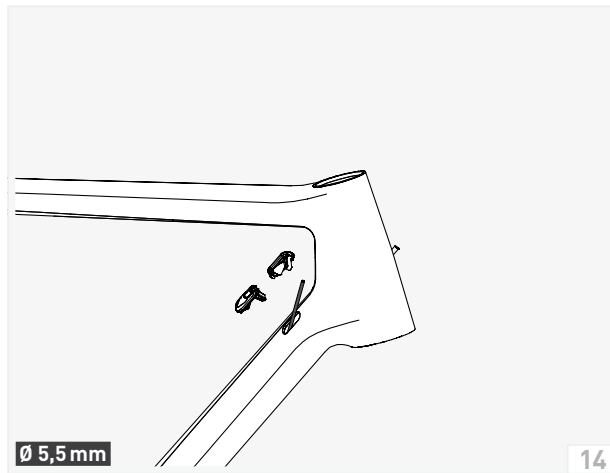
- Never exceed the maximum permissible tightening torque of the clamping screws on your stem.
- ☞ Line up your stem straight and tighten its clamping screws (7) alternately and step-by-step until a tightening torque of **max. 5N·m (44 lbf·in)** is reached.
- ☞ Make sure that your stem cannot be twisted. Repeat this test after the handlebar and front wheel have been installed.

Routing cables/hoses

① Before you can route your derailleur cables and brake hoses correctly, you must install your handlebar as well as your derailleur/brake levers, brake callipers, rear derailleur and front derailleur in their definitive positions as far as possible.

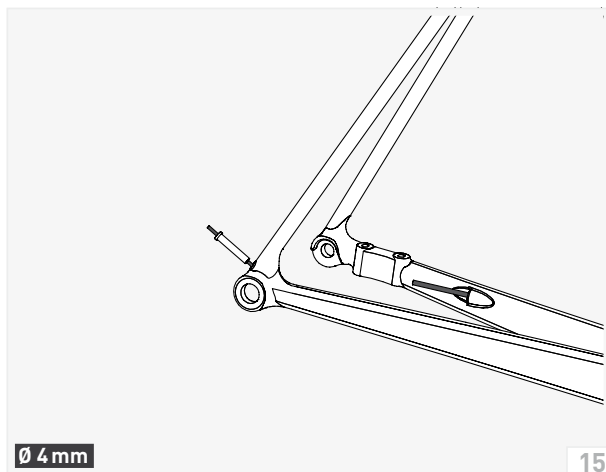
NOTICE Functional impairments due to incorrectly routed cables/hoses.

- The cable outer sleeves and brake hoses should be kept as short as possible.
 - Make sure that the steering arc is not restricted and that the cable outer sleeves remain securely seated in their stops in any handlebar position.
 - Make sure that the cable outer sleeves and brake hoses are routed with smooth radii and are not kinked at any point.
- ① The pre-installed liners assist in routing the internal cables and brake hoses through the frame, after which they are removed.
Keep the liners in case you need to renew the inner cables subsequently!

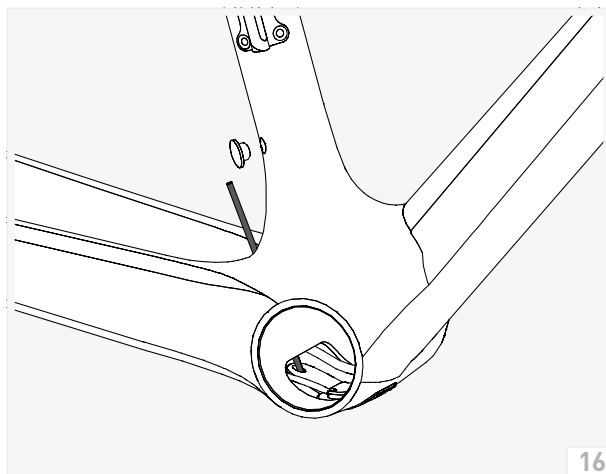


Routing derailleur cables

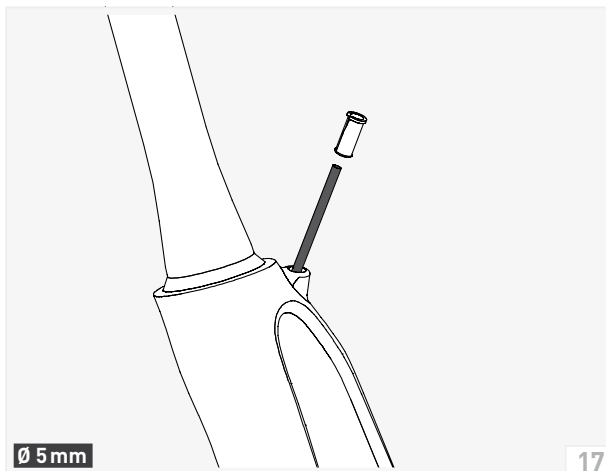
- ① The front derailleur cable outer sleeves **with** their end caps (external \varnothing 5.5mm) are located in their stops.
- ☞ Guide your inner derailleur cables through the derailleur cable stops and liner.
 - ☞ Lock the derailleur cable stops in their seats on the down tube.
 - ☞ Firmly insert the derailleur cable outer sleeves into the derailleur cable stops.
- ☞ Pull off both liners completely.
- ☞ Install the corresponding inner derailleur cable on your front derailleur.



- ☞ Guide your inner derailleur cable for the rear derailleur through the derailleur cable stop of the dropout.
- ☞ Insert the derailleur cable stop firmly in its seat.
- ① The rear derailleur cable outer sleeve is located in its stop **without** an end cap (external $\varnothing 4 \text{ mm}$).
- ☞ Guide your inner derailleur cable through the rear derailleur cable outer sleeve.
- ☞ Insert the derailleur cable outer sleeve firmly into the derailleur cable stop.
- ☞ Install the corresponding inner derailleur cable on your rear derailleur.



- ☞ Use the supplied plugs to seal the cable exit points in the seat tube if you do not need them.

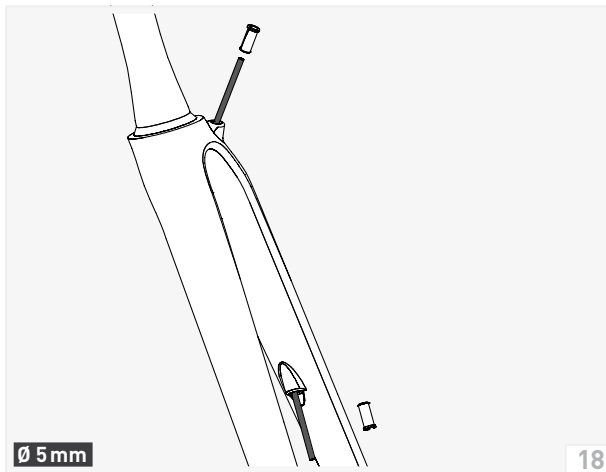


Routing brake hose

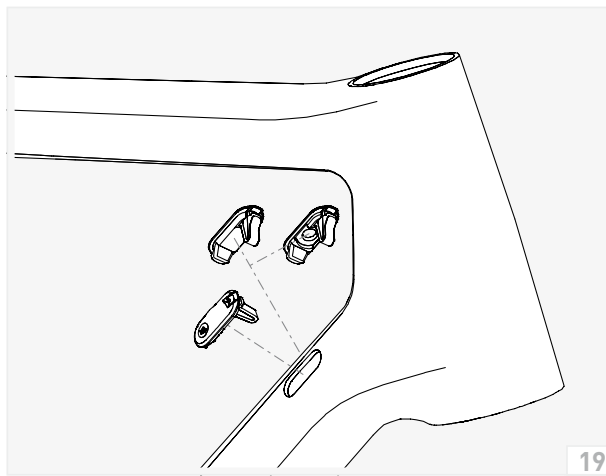
① Routing the brake hose of your disc brake requires opening of the hydraulic system. Observe the user instructions from the manufacturer of your disc brake when doing this.

As a rule, this procedure is carried out in connection with shortening the brake hose to the correct length – to do this, you need to have your handlebars as well as your derailleur/brake levers installed in their definitive positions as far as possible.

- ☞ Secure the open end of your brake hose firmly with adhesive tape at the corresponding liner end.
- ☞ Push and pull your brake hose carefully through the frame or fork.
- ☞ Remove adhesive tape and liners.
- ☞ Continue according to the user instructions from the manufacturer of your disc brake.



- ☞ Install the sleeves for securing the hose.
- ☞ Push the sleeves as far as the stop into the exit points on the frame or fork.



Electronic gearshift

① Your frame kit URGESTALT Disc is fully prepared for installing an electronic groupset.

Different manufacturers offer many different installation and routing variants, as a result of which we do not provide our own instructions but refer you to the corresponding documents provided by the manufacturer of your electronic group.

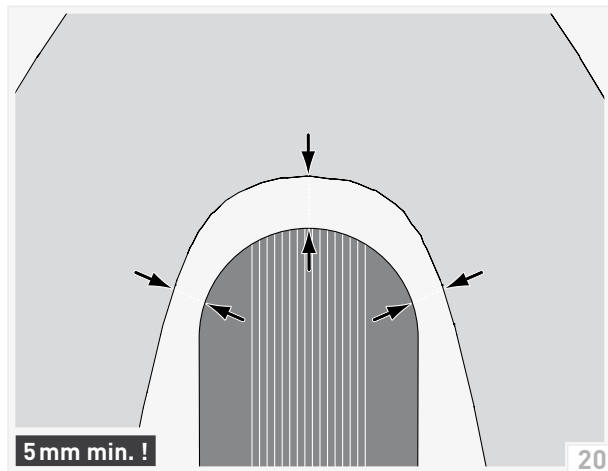
We do provide the following information in addition:

- The main cable of your electronic groupset enters the down tube of your frame on the left side.
- ☞ Lock the cable feed-through and cover in their seats on the down tube.
- ☞ Lock both covers in their seats on the down tube if your electronic groupset has wireless control.

Installing the wheels

⚠ WARNING Risk of accident through malfunction of the Thru Bolt/Thru Axles caused by improper assembly.

- Observe all the instructions and information provided in the user instructions from the manufacturer of your Thru Bolt/Thru Axles.
- ☞ Make sure that your Thru Bolt/Thru Axles comply with the installation dimensions specified – see **Technical data**, page 8.
- ☞ Mount your wheels in your race bike's dropouts.
- ☞ Follow the instructions of the manufacturer when installing your Thru Bolt/Thru Axles.



⚠ WARNING Risk of accident due to wheels locking as a result of insufficient clearance.

- Make sure that the clearance between the tyres and rear stays/seat tube and/or fork blades/fork head is **at least 5 mm**. Use narrower tyres if necessary.

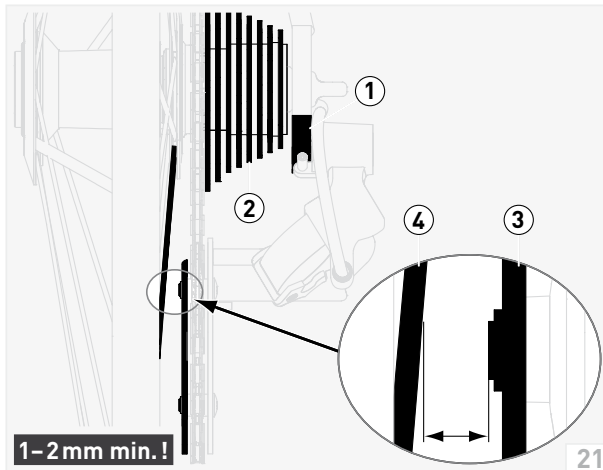
Before every ride

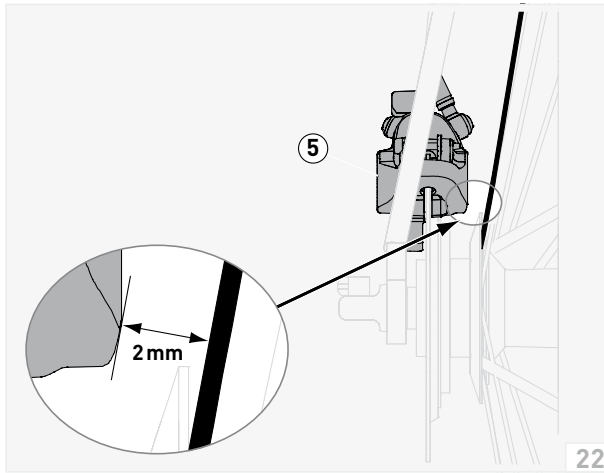
⚠ WARNING Risk of accident through damaged components.

- Check your Thru Bolt/Thru Axles and wheels for tight and correct seat.
- Before each ride, make sure that your handlebar and stem are correctly installed and cannot be twisted.
- Before each ride, make sure that your brakes function correctly and the brake pads are sufficiently thick.
- Check tyres for damaged areas (cracks, abrasion dents etc.).
- Never use damaged wheels or defective tyres.
- Observe the min./max. inflation pressure values specified by the manufacturer.
- Never exceed the max. approved total weight
 - see **Technical data**, page 8.
- ☞ Make sure that your fork turns easily and without play in the head tube
 - see **Installing the fork/headset**, page 16.
- ☞ Make sure that your seat post cannot be moved or twisted
 - see **Installing the seat post**, page 14.
- ☞ Make sure that your saddle cannot be twisted or moved.

⚠ CAUTION Risk of accident by blockage of the rear wheel caused by incorrectly positioned rear derailleur.

- Make sure that the derailleur hanger (1) of your bicycle frame is exactly parallel to the sprocket set (2).
- Make sure that the chain cannot move beyond the large sprocket and that there is a minimum clearance of 1–2mm between the pulley cage (3) and the rear wheel spokes (4).
- ☞ Shift the chain to the small chain ring.
- ☞ Carefully shift the chain to the large sprocket.
- ☞ Re-adjust the inner limit stop of your rear derailleur if the pulley cage (3) is closer than 1–2mm to the rear wheel spokes (4).





- ☞ Check your disc brake is correctly adjusted – in particular, pay attention to having enough space between the brake calliper and spokes.
- ⓘ Please note that if your bicycle falls it can easily cause the brake calliper of your disc brake to be bent inwards or to lose its adjustment. In this case, the brake calliper can come into contact with the spokes of the wheel when you next apply the brakes!

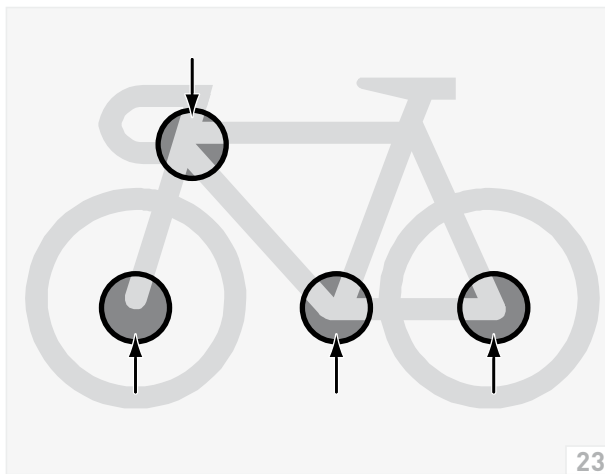
⚠ WARNING Danger of falling due to the wheel locking as a result of incorrect positioning or unsuitable dimensions of the brake calliper of the disc brake.

- Make sure that the brake calliper (5) is exactly parallel to the centerline of your bicycle.
- Make sure that the brake calliper (5) has a min. 2 mm clearance from the spokes of your wheel.

Regular maintenance

Frequency of maintenance work on your bicycle depends on how often and in which weather conditions you are using it. The following maintenance measures should be conducted more frequently if the bicycle is used in extreme conditions (rain, dirt, long distances etc.).

Regular care and maintenance ensures that your bicycle is always clean and well protected by lubricants and preservatives. Ask your specialist shop about appropriate lubricants and preservatives as well as information relating to their correct application.



Cleaning

NOTICE Never use a pressure washer or steam cleaner to clean your bicycle, as the seals of your bicycle components are unable to withstand the pressure. This results in corrosion and material damage. Even if you use a hose, be careful – never aim the hose directly at the bearing components. (fig. 23)

- ☞ Clean your wheels and brake pads at regular intervals – and always after riding in the rain – with water and a non-aggressive, environmentally-friendly cleansing agent.
- ☞ During cleaning, always check the rims and spokes of your wheels for damage (dents, scratches, abrasion extending over a large area, wear, etc.).
- ☞ Check tyres for damaged areas (cracks, abrasion dents etc.).
- ☞ Periodically preserve the surfaces of your bicycle using a high quality protecting wax or similar.
Never apply wax to the disc brake rotors!
- ☞ Periodically clean all drive elements of your bicycle (sprockets, chain rings, chain, rear derailleur, front derailleur).
- ☞ Lightly lubricate the chain on your bicycle at regular intervals.
- ☞ Periodically check your derailleur cables for smoothness of operation.
- ☞ Periodically check all bolts to ensure that they are firmly seated; when doing so observe the respective tightening torques – see **Tightening torques**, page 9.

- ① Please contact our repair department before returning a defective Lightweight product to us!
If products are returned without our previous agreement, the shipping costs incurred will be charged to your account!
- ① When returning a defective Lightweight product please prepay the cost of postage. Any shipment that is not prepaid will be rejected and returned to the sender!
Please always send us an **obviously** defective frame (breakage, crack, etc.) together with the entire scope of supply of the corresponding frame kit (fork, headset, etc.) but without any further add-on parts (gearshift, brakes, stem, etc.), because we do not accept any responsibility for possible damage and loss of the aforementioned parts.
If you want your frame or fork to be checked because you are unsure whether or not they are damaged, please always send us your complete bicycle in appropriate and safe packaging, otherwise we cannot accept any responsibility for possible damage and loss. In other respects, we expressly reserve the right to return frame kits in an unrepaired state if this requirement is not complied with.
- ① Before returning parts from countries outside Germany, please contact the importer. The importer will handle communications with our repair department on your behalf.
To locate your importer, please go to:
www.lightweight.info >>> CONTACT >>> IMPORTERS

Liability

We provide a legal liability (warranty) for all Lightweight products which covers material and processing defects. During this period all products accepted as being defective are replaced at no cost.

The liability period starts at the time the Lightweight product was originally purchased.

Liability does not extend to any kind of damage caused by normal wear and tear, accidents, unauthorised modifications, negligence or improper handling and use.

Repair work or any other work conducted on the Lightweight product by unauthorised persons will also void your warranty.

This also applies to any indirect or direct damage resulting from an action as described in the preceding sentence.

- ① Only Lightweight products registered by the original owner or reregistered by subsequent owners enjoy our service provisions – see **Registration**, page 5!

Service

Crash replacement

In the event of irreparable damage (e.g. caused by an accident) we offer a discount off the German list price if you purchase a new Lightweight product as a replacement.

You can find information about this at:

www.lightweight.info >>> **SERVICE**

Fair deal promise

Minor damage to your Lightweight products will be repaired by our workshop free of charge even after expiration of the statutory warranty period, provided that the work required does not exceed 0.5 hrs.

The decision whether or not a repair is to be carried out free of charge rest solely with us – **if you caused the damage yourself, you are not entitled to free repair work!**

If you caused the damage yourself, please send us the product concerned for inspection.

We will then assess the level of work and either perform the repair free of charge or send you a quotation. It is then up to you to decide whether or not to go ahead with the repair work.

CarbonSports GmbH has a policy to improve products as technical developments continue. We therefore reserve the right to make design alterations in relation to the illustrations and descriptions contained in this owner's manual, without incurring obligation to alter products previously delivered.

Technical specifications, dimensions and weights are to be understood with the usual allowances. Reproduction or translation, in whole or part, is not permitted without the written consent of CarbonSports GmbH.

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Lightweight

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