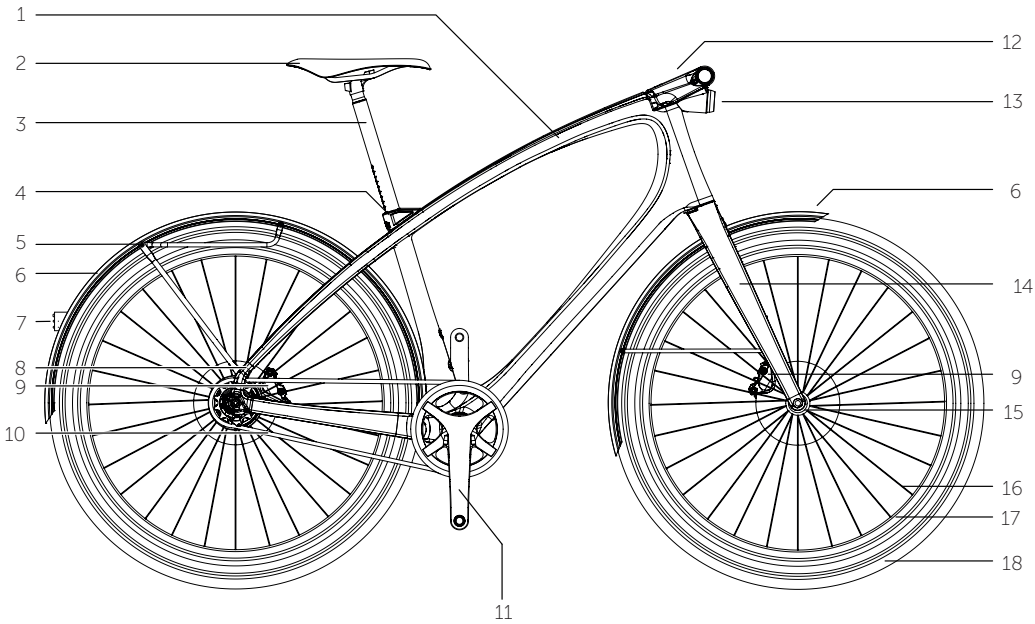


ROSE

CPTL {'kæpɪtəl}

OWNER'S MANUAL

V2019.03 CPTL_EN



1	Frame	10	Belt
2	Saddle	11	Crank with belt pulley and bottom bracket
3	Seat post	12	Handlebar/stem unit
4	Saddle clamp	13	Light
5	Rear rack	14	Fork
6	Mudguard	15	Hub
7	Rear light	16	Spoke
8	Frame splitter	17	Rim
9	Brake caliper	18	Tyre

Congratulations on the purchase of your ROSE dream bike!

We are pleased that you have decided to buy a ROSE bike and are sure that your new bike will put a smile on your face every day.

Your bike is unique – before it has found its way to your home, this bike was individually assembled by hand by a skilled mechanic and carefully inspected by another specialist to ensure it meets our highest quality standards. We thus guarantee that your bike offers reliability and state-of-the-art technology. Easy-to-use gears and brakes, an excellent design and great value for money are just some of the reasons why you will love your bike.

Some components were removed or adjusted for shipping. However, they can be easily re-assembled or re-adjusted in just a few simple steps (see "3. Bike assembly" on page 11).

Regular care and maintenance (see "7. Maintenance" on page 21) will prolong the life of your beloved bicycle. This manual includes all information on handling, maintenance and care you need to properly care for your bike.
We recommend you to carefully check and service your bike at regular intervals. Your safety and a long life of your bike should be worth the effort.

This manual describes all details you need for a safe use of your bike, as well as the most important and general facts about your bike. For more detailed information on single bike components, please see the respective owner's manual of the manufacturer. All manuals are included in the purchase documents of your bike or available online.

Please take the time to read this manual carefully. The sections marked with the signal words "DANGER" and "WARNING" are of particularly high importance. The instructions contained in these warnings must be followed. Moreover, we recommend you to follow the steps described in "5. Before and after your ride" on page 16 and to have your bike serviced regularly (see "7. Maintenance" on page 21) to ensure your safety on every ride.

Have fun with your dream bike! Your ROSE Bikes team

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1. General information

This manual is the most important element to prevent any damages and risks during the assembly, use and servicing of your new bike. It is provided to give you the most important technical information on your bike, to support you during bike assembly and to give you helpful tips over the entire life of your bicycle. If in doubt about maintenance works, please consult a qualified bicycle mechanic.

Please read this manual carefully before taking the first ride on your new bike and make sure you understand everything. Ensure that third-party users are also informed about the contents of this manual and that they understand and follow all instructions.

Keep this manual for future reference. If you sell or give away your bike, please also include the owner's manual.

This manual is additionally available as a pdf file on rosebikes.com/manuals.

1.1 Explanation of symbols used

DANGER

...indicates a hazard with a high level of risk which, if not avoided, will result in death or serious injury.

WARNING

...indicates a hazard with a medium level of risk which, if not avoided, may result in minor or moderate injury.

CAUTION

...indicates a hazard with a low level of risk which, if not avoided, may result in minor or moderate injury.

NOTE

...indicates a potentially hazardous situation that may result in damage to property.

...indicates additional information.

1.2 Target group

This manual is intended for you, the owner of the ROSE CPTL.
Assembly and maintenance works require basic knowledge in bicycle technology. If in doubt, please consult a qualified bicycle mechanic. Improper assembly or maintenance of your bike may result in serious injury or death!

1.3 Requirements to operate a bike

The rider should be able to ride a bike, this means that he/she must have basic cycling skills and sufficient balance to safely ride and steer a bicycle. The use on public roads requires a high level of cognitive ability. The rider must be mentally and physically able to safely operate the bicycle over a longer period of time and longer distances.
For newcomers and those getting back into cycling after a long time special cycling skills courses are recommended.

1.4 Owner's manuals supplied by component manufacturers

This manual contains all information you need for a safe use of your bike. However, apart from this manual, the documents supplied with your bike also include some product information or manuals of different component manufacturers. If need be, you can use those documents for further information on the respective product, its assembly and setup. The owner's manuals of some manufacturers might only be available online.

1.5 Tools

All works on your bicycle require appropriate tools.
All nuts and bolts must be tightened with an appropriate torque wrench. Proper use prevents overtightening and breaking of the bolts.

A proper installation and removal of components can only be guaranteed when using perfectly functioning and undamaged tools.

1.6 The special properties of carbon

Carbon parts are very sensitive to pressure. Carbon frames must not be clamped (e.g. into a workstand) or subjected to pressure in any other way. Always tighten carbon parts to the prescribed torque.

After a fall, damages to carbon components might not show up immediately. If in doubt, please consult a qualified bicycle mechanic.

Carbon parts have a limited lifespan. Handlebars, seat posts, stems, cranks and wheels made from carbon should be replaced regularly (e.g. every three years). We recommend to replace ROSE frames and forks made from carbon every six years.

Heat permanently damages the carbon structure. Carbon parts must not be stored close to heat sources or in a vehicle in direct sunlight.

UD carbon frames may have a blotchy and uneven surface structure. This is what characterizes the UD look. This is no defect or fault.

1.7 Installation of components and accessories

Bicycle trailers must only be fixed to the rear axle of the bike using special hitching devices.
Child seats and trailers for clamp mounting on seat post or frame must not be used.

Racks must only be attached to special fixing points designed for this purpose.

Please read the manufacturers' manual before the installation of components and accessories.

Make sure to not exceed the maximum system weight (see "1.10 Weight limit" on page 7) even with all add-on parts and accessories fitted!

Bigger pannier bags like e.g. Ortlieb Back Roller panniers won't fit, as they interfere with the feet. Recommended panniers: Ortlieb Sport Roller Plus (ROSE product code: 2089764).

1.8 Warranty and guarantee

For all information on warranty and guarantee see rosebikes.com/termsandconditions.

1.9 Wearing parts

As a technical product, a bicycle consists of many components which are all subject to wear given the nature of their function. Therefore, the components listed below should be checked regularly and replaced, if necessary:

- Tyres and tubes
- Rims
- Brake pads
- Bearings (headset, bottom bracket, hub bearings)
- Belt and sprockets
- Handlebar and stem
- Grips
- Saddle and seat post
- Grease, lubricant, hydraulic oil and brake fluid
- Inner and outer brake and gear cables
- Stickers and paintwork

1.10 Weight limit

The ROSE CPTL is designed for a maximum weight of 130 kg. The maximum weight is derived from the weight of the cyclist, bicycle, gear (helmet, backpack, shoes, clothes) and luggage.

1.11 Exclusion of liability

The tasks described in this manual require special knowledge and should only be carried out by people with sufficient expertise.

The user is liable for damages resulting from:

- Misuse or any other cause beyond the range of the intended use (see "2.4 Intended use" on page 10)
- Non-compliance with safety regulations
- Improper assembly, repair and maintenance
- Use of unapproved replacement parts and accessories
- Change of construction

If in doubt, please consult the ROSE service or a qualified bicycle mechanic.

2. Safety

2.1 General safety

DANGER

Risk of injury due to insufficient protective equipment!

Effective safety equipment contributes to your personal safety.

- Always wear a helmet.
- Always wear highly visible and reflective clothing.

DANGER

Risk of accident due to improperly installed components!

Improperly installed components may loosen during the ride!

- Always follow the installation instructions included in this manual.
- If in doubt, please consult the ROSE service or a qualified bicycle mechanic.

DANGER

Risk of accident due to insufficient equipment for use on public roads!

The CPTL Speed model is not intended for use on public roads. If you want to ride your bike on public roads nevertheless, you should consult a qualified bicycle mechanic to retrofit all components required according to national road traffic regulations (lighting system, reflectors etc.).

DANGER

Risk of accident due to reduced braking performance caused by brake pads that are not broken in!

Disc brakes can only achieve full braking power when the brake pads are broken in. Choose a place off public roads to break in the pads.

- Brake 20 to 30 times with the front or rear brake from a speed of 30 km/h down to 5 km/h and repeat the process for the second brake. You should brake as hard as possible without locking one of the wheels.

DANGER

Risk of accident due to sudden total failure of pre-damaged or worn components!

Bicycles are subject to high stress and wear. A fall or unforeseeable manoeuvres cause unpredictable peak loads. These loads can pre-damage components of your bike.

- You should have your bike checked for wear and damages by a qualified bicycle mechanic regularly. Also see "7. Maintenance" on page 21. Worn or damaged components must be replaced.

2.2 Safe use of a pannier rack

WARNING

Improper handling of a pannier rack may cause you to fall!

Improper handling of a pannier rack or the luggage attached to it may lead to serious crashes.

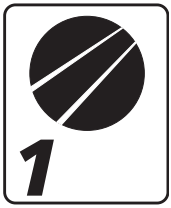
- The rear rack can take a load of up to 8 kg per side.
- Make sure to not exceed the bicycle's maximum load capacity of 130 kg, even when the rack is loaded.
- You should only use appropriate pannier bags. Also see "1.7 Installation of components and accessories" on page 6.
- A loaded rack may change the steering and braking characteristics of your bike.
- Ensure lights or reflectors are not obstructed when the pannier is attached.
- Distribute weight evenly on both sides of the rack.
- Secure luggage against sliding or falling down. Make sure there are no loose parts hanging down.
- Secure and regularly check the rack's mounting brackets.
- Racks must not be modified.
- Do not attach any bike trailers or child seats to the rack.

2.3 The rider's duty of care

Following the instructions specified in this manual does not absolve the riders from their duty of care to ensure that their bike is always in good condition. If there are any questions, please consult a qualified bicycle mechanic or the ROSE Service.

2.4 Intended use

The intended use of ROSE bikes is divided into five different categories – ranging from the use on paved roads through to downhill or freeride use. The bikes must only be used in accordance with their intended purpose/use. Otherwise, the user takes responsibility.
A sticker on the frame of your bike will show you the intended use.



Category 1: For use on paved roads only

Category 1 includes all bikes and components that should only be used on paved roads.

The wheels are always in contact with the ground.



Category 2: For use on and off the road and for drops of up to 15 cm

Category 2 includes all bikes and components that can be used in conditions described under category 1, as well as on gravel roads and moderate trails. The wheels may also loose contact with the ground. Drops should not be higher than 15 cm.



Category 3: For use in rough terrain and for jumps of up to 61 cm

Category 3 includes all bikes and components that can be used in conditions described under category 1 and 2, as well as on rough trails and rough and unpaved roads that require good cycling skills. Jumps and drops should not be higher than 61 cm.



Category 4: For use in rough terrain and for jumps of up to 122 cm

Category 4 includes all bikes and components that can be used in conditions described under category 1, 2 and 3, as well as for higher speeds on rough and steep trails. Jumps should not be higher than 122 cm.



Category 5: Extreme biking (Downhill, Freeride, Dirt)

Category 5 includes all bikes and components that can be used in conditions described under category 1, 2, 3 and 4, as well as for extreme jumps and high-speed riding on rough trails and in bike parks.

Dirt and slopestyle bikes are not designed for downhill riding. For high drops or jumps with flat or rough landings, you need a long-travel bike (freeride or downhill bikes). Dirt bikes are designed for dirt jumping and for use in skateparks or on pump tracks. The riders should always use protective clothing and armour like a helmet/full face helmet, knee pads, elbow guards, back protectors and gloves.

When using your bike regularly in conditions described under category 5, you should check and replace the most stressed components more often.

3. Bike assembly

This chapter aims at helping you remove your bike from the ROSE bike box and re-assemble it.

Depending on the bike model, different components may have been removed or repositioned for shipping. In addition, you have to fit the pedals and check whether your bike is in a roadworthy condition.

DANGER

Improperly installed components can cause serious crashes!

Improperly installed components may loosen during the ride!

- Always follow the installation instructions included in this manual.
- If in doubt, please consult the ROSE service or a qualified bicycle mechanic.

3.1 Required tools

Depending on bike model and equipment, you will need the following tools for assembly:

- 4 mm, 5 mm, 6 mm, 8 mm hex wrench
- Torque wrench with a 4 mm, 5 mm, 6 mm and 8 mm hex drive
- 15 mm open-ended spanner

3.2 Opening the ROSE bike box and unpacking the contents



Before opening, check the ROSE bike box for any damages. After that, check the contents for completeness! Please notify all possible defects immediately!

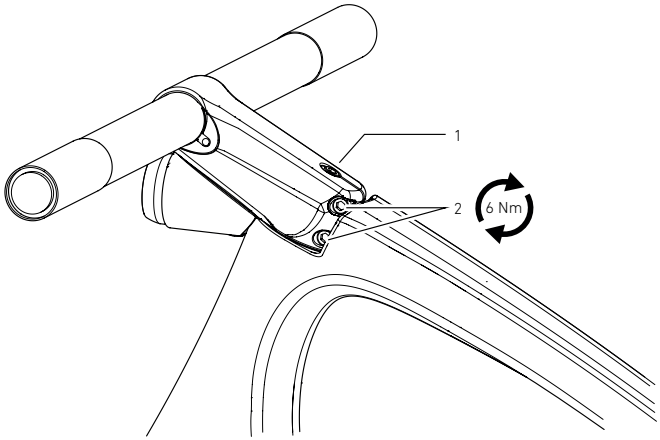
1. Carefully open the ROSE bike box. Make sure not to damage any parts especially when using a knife.
2. Carefully unpack the contents.
3. Remove – if present – any transport locking devices from the frame.

Keep hold of the ROSE bike box! You might need it to return the bike for servicing or repair.

3.3 Straightening the handlebar and adjusting the steering play

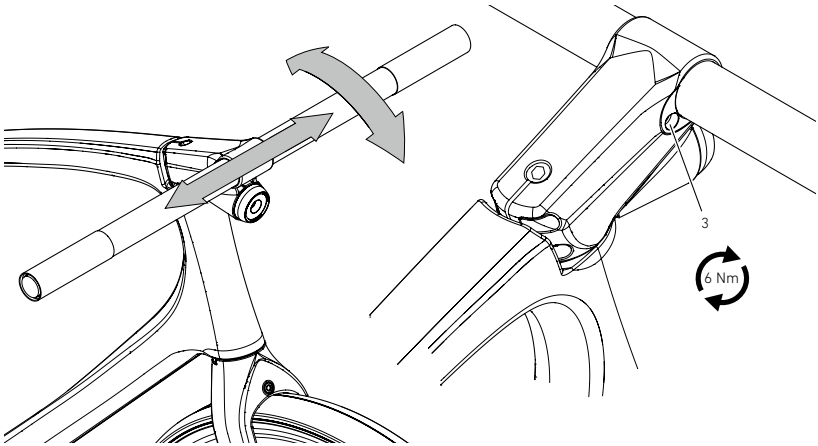
CAUTION

The adjusting bolt for the steering play (1) does not serve to tighten the stem, but only to adjust the play in the steering bearing!



1. Loosen the stem clamp bolts (2) with a 4mm hex wrench. Do not loosen the adjusting bolt for the steering play (1).
2. Turn the handlebar through 90 degrees and align it with the front wheel.
3. Check the steering bearing for play by pulling the front brake and trying to push the bike gently backwards and forwards.

   → There must be no play.
4. If you feel any movement inside the headset, tighten the adjusting screw for the steering play (1) a quarter turn.
5. Check the headset once again for play and repeat the previous steps, if need be, until there is no more play inside the bearing.
   If in doubt, seek professional advice from a qualified bicycle mechanic.
6. Tighten the stem clamp bolts (2) alternately to a torque of 6 Nm.



7. Loosen the handlebar clamp bolt (3) with a 4mm hex wrench.
8. Adjust the angle of the handlebar.
9. Tighten the clamp bolts to a torque of 6 Nm.

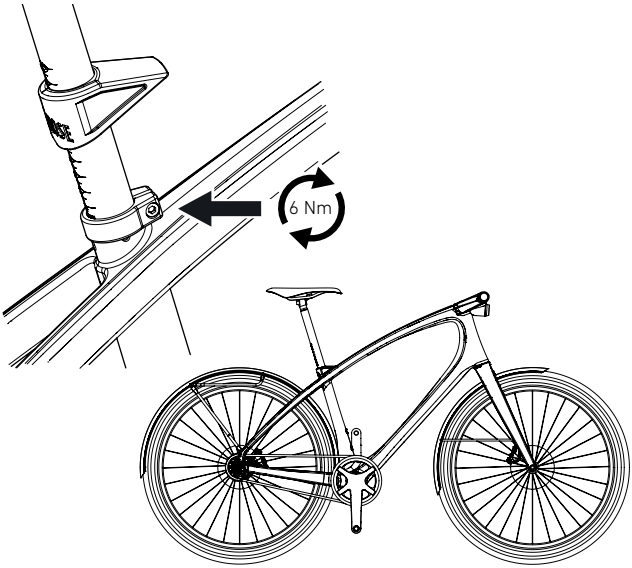
3.4 How to set your saddle height

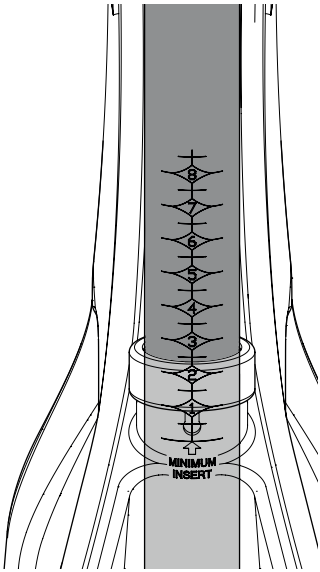
DANGER

Risk of accident and damage due to the extension of the seat post beyond the minimum insertion mark!

If the seat post is not inserted to the minimum insertion mark, it may break or damage the frame while riding.

- The seat post must not be extended further than the limit mark.



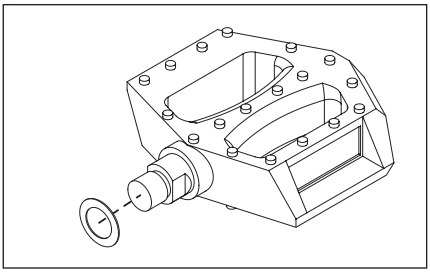


1. Slide up the cover of the saddle clamp.
2. Use a 4 mm hex wrench to loosen the seat clamp.
3. Change the height of the saddle by sliding the seat post up or down and make sure the saddle is straight.
   → The seatpost comes with a minimum insertion line marked on it. Make sure that this line is not visible after adjusting the saddle height!
4. Tighten the bolt of the seat clamp to a torque of 6 Nm.
5. Slide the cover of the saddle clamp back over the clamp.
6. Get on your bike and check whether the saddle height is right.
   → It should be safe to get on and off the bike.
   → Make sure your toes can touch the ground when standing still.

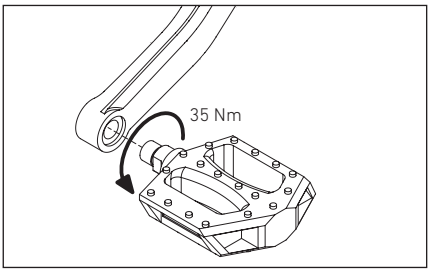
3.5 Installing the pedals

i	One of the pedals has a right- and the other a left-hand thread. Most pedals have the letter "L" and "R" stamped on the end of the thread. Some pedals come with a groove in the flange of the left pedal. For more information see the manufacturer's manual.

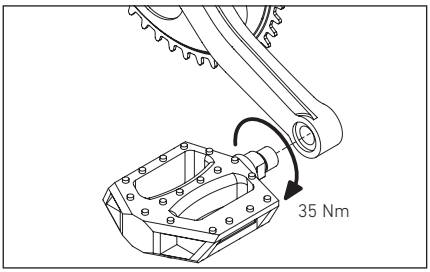
1. Check if your bike was supplied with washers and slide both washers onto the pedal axles – if present.



2. Turn the left pedal counter-clockwise to screw it into the thread of the left crank arm and tighten the pedal to a torque of 35 Nm.



3. Turn the right pedal clockwise to screw it into the thread of the right crank arm and tighten the pedal to a torque of 35 Nm.



4. Getting started for your first ride and getting used to your new bike

Make yourself familiar with the handling, brakes and shifting system of your bike away from public roads. Do not forget to wear a helmet! Only slowly increase the difficulty of the terrain or manoeuvres.

Requirements:

- The bike is assembled in accordance with chapter "Bike assembly" (see "3. Bike assembly" on page 11).
- The saddle height is properly adjusted to guarantee a comfortable ride and to ensure you will get on and off the bike easily (see "3.4 How to set your saddle height" on page 13).
- All tasks from chart "Before your ride" (see "5. Before and after your ride" on page 16) have been carried out.

1. Break in the brake pads.
   Choose a road away from public roads and brake 20 to 30 with the front or rear brake from a speed of 30 km/h down to 5 km/h. You should brake as hard as possible without locking one of the wheels. Repeat the process for the other brake. Only then the brake can show its full braking power.
   Please see the brake manufacturer's instructions for more information (see enclosed manual).
2. Check the functioning of the brakes while riding.

i	Normally, the rear brake is located on the right-hand side of the handlebar, and the front brake is on the left-hand side. However, if required, the brake levers can also be mounted the other way around. If the positioning of the brake levers on your bike is new and unfamiliar, you will have to be careful on your first rides. Make yourself familiar with the functioning and power of the brakes while riding at reduced speed. Many brakes offer the possibility to adjust bite point and lever reach. Please see the brake manufacturer's instructions for more information (see enclosed manual).

Clipless pedals:

3. Start practicing getting in and out of the pedals with one foot on the ground or when leaned against a wall. Only practice clipping in and out while riding after you have safely mastered the procedure while standing.
   The release tension of the engagement system is adjustable. Please see the pedal manufacturer's instructions for more information (see enclosed manual).

Shifting system:

4. Shift through all gears while riding at reduced speed and choose the right gear.

   → You can shift into all gears.

5. Before and after your ride

5.1 Before your ride

To make sure your bike is safe to ride, you should carry out certain tasks before your ride. This is for your own safety in particular, yet also for your riding pleasure. Nothing is more annoying than having a defect on a bike tour.

If there are any defects or flaws, you should have your bike inspected and repaired by a qualified bicycle mechanic. Never ride with a defective bicycle!

	Task/Check	Before your first ride	Before every ride
Wheels	Check that the wheels are straight. Lift the wheels one after the other and spin them. → The wheels must spin smoothly. → The wheels must run true, without moving up and down or from side to side. → The tyres must not rub against the frame.	X	X
	Check the wheels for play in the hubs. Lift the wheels one after the other and move the wheels to the side. → There must be no play.	X	X
	Check the freehub mechanism of the rear hub to ensure proper engagement: Sit down on your bike, pull the front brake and pedal with moderate force when standing. → The power must be transferred to the rear wheel. → The freehub must not slip.	X	X
	Check the tyre pressure: The best way to check the pressure of the tyres is to use a floor pump with a pressure gauge. → The tyre pressure must not fall below or exceed the minimum or maximum value (see "7.7 Tyre pressure" on page 27).	X	X
	Check the tyres for damages and wear. → There must be no damages. → The tyres must not be worn so that the puncture protection belt or the carcass threads can be seen through the tread.	X	X
	Check whether the quick-release skewers and thru axles are properly attached.	X	X
Brakes	Check the bite point of the brakes: Pull one brake lever after the other while standing. → The bite point must be felt around half way down the brake lever travel.	X	X
	Check the braking performance: Pull one brake lever after the other while standing and push the bike backwards and forwards. → The front and rear wheel must lock when the brake lever is pulled.	X	X
	Check the brake pads for wear. → The brake pad on the metal backing plate must be at least 0.5 mm thick.		X
	Check the disc rotor for wear. → Minimum thickness of brake rotors: Avid: 1.55 mm, Magura: 1.8 mm, Shimano: 1.5 mm.		X
	Check whether the brake hoses and connections are losing brake fluid and check them for defects. → Brake fluid must not escape at the connections.	X	X

Parts	Verify the tight fit of the stem: Stand in front of the bike with the front wheel between your knees and try to turn the handlebar left and right. → It should not be possible to turn the handlebar with normal force.	X	X
	Check the headset for play: Stand next to your bike with both hands on the handlebar. Pull the front brake lever and gently push the bike backwards and forwards. → There should be no play in the headset.	X	X
	Verify the tight fit of the seat post: Stand behind your bike, hold the saddle with one hand and try to turn it left and right. → It should not be possible to turn the saddle or seat post.	X	X
	Make sure that all parts are tight. → Tighten the parts to the proper torque, if need be.	X	X
Frame	Check the frame for damages and deformation. → There must be no damages.	X	X
	Check whether all cables and hoses are in the cable clips and verify the tight fit of the clips. → All cables must fit firmly in the cable clips.	X	X

5.2 After your ride



DANGER

Brake failure or reduced braking power due to dirty brake pads or disc rotors!

Brake pads and disc rotors must be free from lubricating substances such as grease, oil (also skin oil), wax, silicone etc.! Brake pads or disc rotors contaminated in this way must no longer be used!

5.2.1 Cleaning your bike

After your ride, you should clean your bike thoroughly using a soft cloth and clear water. Never use a high pressure washer!

Stubborn dirt can be removed with a gentle cleaning agent. In this case, it is best to use washing up liquids for domestic needs. Pay attention to the notes and recommendations for use printed on the respective cleaner. In addition, you will find numerous cleaning and care products for your bike on www.rosebikes.com.

5.2.2 Belt drive maintenance

Clean the belt and both pulleys after every ride:

- Remove coarse dirt with a soft brush and clear water. Remaining dirt can be removed with a gentle cleaning agent.
- Make sure there are no small stones, branches or other things between belt and pulleys.

A thin layer of dry silicone spray applied on the toothed side of the belt helps prevent squeaking noises.

5.2.3 Parking your bike

Bicycles should always be protected against falling down. Especially for lightweight bikes, it is often enough to fall down from a standing position to permanently damage frame or components. Please also see "Bike transport and storage".

5.3 After a crash



DANGER

Damaged or broken components can cause serious crashes!

Crashes or exceptional stresses may cause unnoticed and invisible damages.

- Riding with damaged, bent or even torn parts is extremely dangerous.
- After a fall, the bike and its components must be checked by the ROSE service or by a qualified bicycle mechanic.
- Never fix bent parts yourself, but replace them for your own safety.

It is very hard to assess the level of damage of a carbon part. Damages cannot necessarily be seen from the outside. A scratch on the surface can indicate a delamination (a separation of the single carbon layers).

Especially for lightweight bikes, it is often enough to fall down from a standing position to permanently damage frame or components. When suspecting a damage, you should always consult the ROSE service or a qualified bicycle mechanic.

Damages on aluminium parts are indicated by dents, cracks, deformations or discolorations. If you notice any sign of damage, the component or bike must no longer be used. When suspecting a damage, you should always consult the ROSE service or a qualified bicycle mechanic.

6. Bike transport and storage

6.1 Transport by car

The best and safest way to transport your bike is by car. Here, your bike is perfectly protected from the elements and from theft. Yet there are some things you should bear in mind:

- When exposed to direct sunlight, surfaces can get very hot inside a car. Carbon parts must be covered or protected from direct sunlight.
- Carbon parts are extremely sensitive to pressure. When stacking up parts, e.g. putting wheels onto a frame, the parts must be well padded. Many manufacturers offer special wheel bags for their wheels. In this way, the wheels are perfectly protected during transport.
- When removing the wheels, make sure to fit a protective spacer between the dropouts of frame or fork.

6.2 Transport on a hitch or roof rack

Rear bike racks with clamps for top, down or seat tube are not suitable for carbon frames. The clamping force of the clamps may damage the carbon structure.

Rims must be padded before fitting lashing straps or ratchet systems.

When transporting several bikes on one hitch or roof rack, please make sure that there is sufficient space or padding between the bikes.

If you want to transport bikes with carbon wheels on a hitch rack, please make sure that there is enough distance between the exhaust pipe and the wheel. The minimum distance is 45 cm behind the exhaust pipe and at least 20 cm on top.

Child seats must be removed before transport.

Please also note the instructions of the bike rack manufacturer.

6.3 Bike storage

You should park your bike using an appropriate cycle stand which ideally only holds the rear wheel. Make sure to check the tyre pressure when the bike has stood for a long time. You should not park your bike for longer with no air in the tyres.

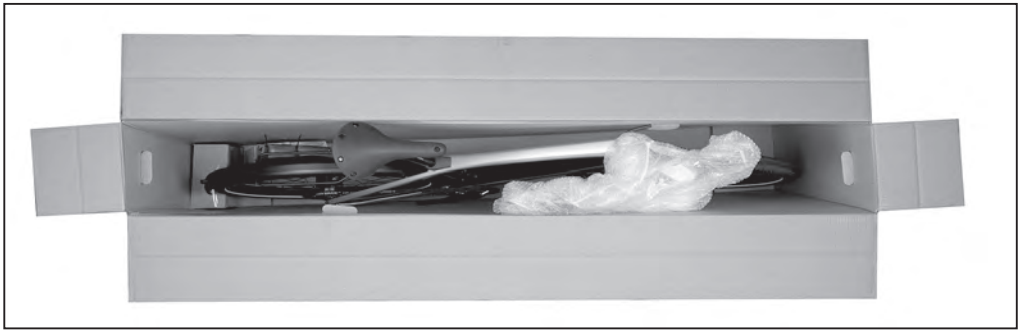
Another alternative for the secure storage of your bike is to hang it onto a hook that is padded or covered with plastic or rubber. Only bikes with deep-section rims made from carbon must not be stored in this way.

If you use a tubeless system, you should remove the sealant from the tyre when parking your bike longer than three months. Some sealants contain ingredients that increase corrosion and could thus damage the rim.

6.4 Bike shipping



Depending on the size of the ROSE bike box, the bike is shipped in different conditions. Ship your bike in the same condition you've received it.



1. Secure or cover all loose or moving parts properly. Sharp or pointed components should be wrapped additionally to make sure they won't damage other parts of your bike and won't tear through the outer packaging.
2. If your bike was delivered with a removed front wheel, the front wheel should also be removed for shipping now. Wrap the front wheel with a cardboard which will also protect the handlebar and top tube of your bike.
3. If the wheels need to be removed, you must thread the thru axles into the dropouts.
4. Position the cardboard box at the rear on the side of the rear derailleur.
5. Protect the top tube from damages through the handlebar by using appropriate material (e.g. foam tubing).

7. Maintenance

Regular care and maintenance will prolong the life of your new bicycle. You should carry out easy cleaning, servicing and repair tasks yourself (see "5. Before and after your ride" on page 16). The required services must be performed by a qualified bicycle mechanic.

7.1 Bike servicing

DANGER

Risk of accident due to overdue maintenance and service!

When neglecting maintenance and servicing, worn components may cause accidents.

- The service works and intervals mentioned in this manual must be observed.
- Service and maintenance works must be carried out by the ROSE service or a qualified bicycle mechanic.

A bike service includes a complete check of all components. Servicing is required after a specific period of time or after a certain amount of kilometres ridden, whichever comes first.

Service intervals and tasks

- 1. servicing after 500 to 1000 km, six months after purchase date at the latest
- 2. servicing after 3000 to 4000 km or two years after purchase date
- 3. servicing after 5000 to 7000 km or three years after purchase date

Task	1. Servicing	2. Servicing	3. Servicing
Visual inspection of all components	X	X	X
Check of all bearings and screw connections	X	X	X
Check of spoke tension	X	X	X
Wheel truing	X	X	X
Adjustment of the gears	X	X	X
Adjustment of the brake	X	X	X
Check of brake rotors for wear	X	X	X
Check of belt, brake pads and tyres for wear and replacement, if need be		X	X
Check of belt tension	X	X	X

7.2 Drive belt maintenance

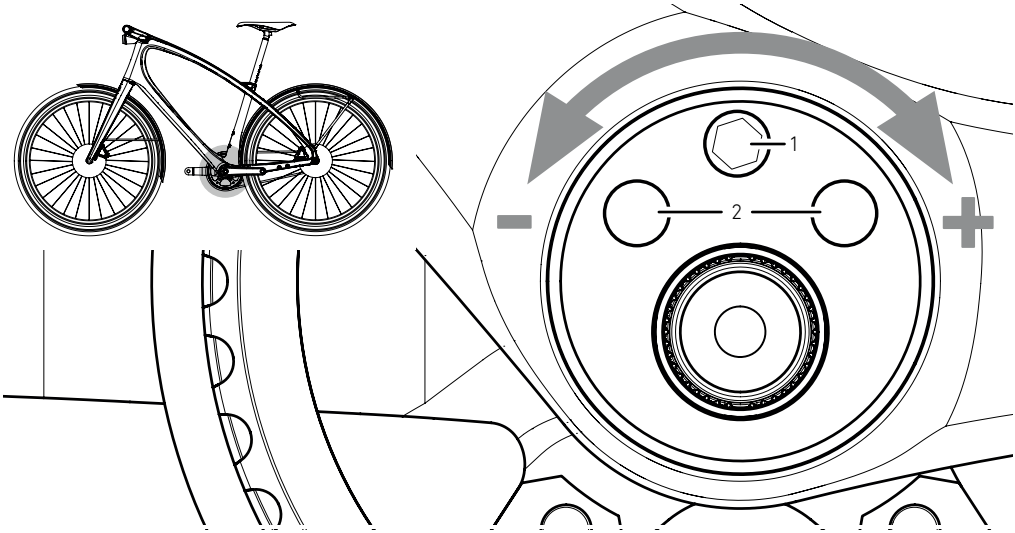
Even though a belt drive generally has a longer service life, you should have it serviced regularly and regularly replace the components.

1. Check the pulleys for damages like bends or cracks.
2. Check the belt for:
   - Broken or missing teeth,
   - Cracks at the base of the teeth,
   - Frayed belt fibres,
   - Deformed and worn teeth.
     It is normal that the coat of paint peels off when breaking in the belt.
3. The belt tension should be checked during servicing (see "7.1 Bike servicing" on page 21).

7.3 Belt tension adjustment

A correct belt tension significantly contributes to a perfect functioning of the belt. If the tension is too low, the belt may slip; if the tension is too high, it may damage the bearings and lead to reduced performance. Thus, you should regularly check the belt for proper tension. For more information see the manual of your Gates Carbon Drive. If you lack experience or if you have any questions or doubts, you should have the belt tension checked by a qualified bicycle mechanic.

The CPTL comes with an eccentric bottom bracket to adjust the belt tension.



1. Turn the bolt (1) of the left-side eccentric (non-drive side) 3 turns in clockwise direction using a 5mm hex wrench. Make sure to hold the drive-side bolt in position.

   → The eccentric is released.
2. Insert the hex wrench into one of the holes (2) and turn the eccentric.

   → The more you turn the crank axle in the direction of travel, the higher is the tension of the belt.
3. Turn the clamp bolt (1) anti-clockwise with a 5mm hex wrench once you've adjusted the belt tension and tighten it to a torque of 8 Nm. Make sure to hold the drive-side bolt in position.

   → The eccentric is locked in the adjusted position.

7.4 Rear wheel installation and removal

DANGER

Hot disc rotors could cause burns!

The disc brake rotor may even be hot after a short ride.

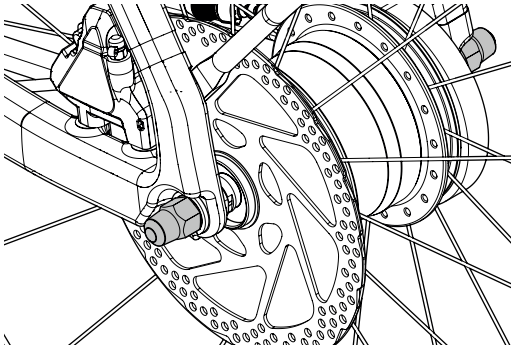
- Allow the brake disc to cool down for at least 10 minutes before working on the rear wheel.

Reducing belt tension

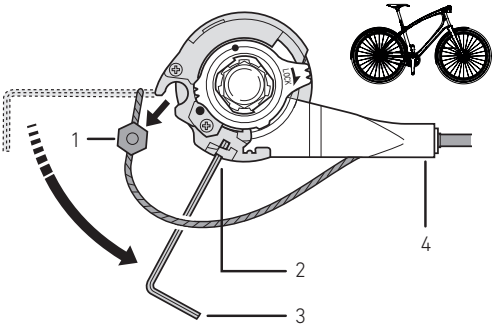
See "7.3 Belt tension adjustment" on page 22 for more information.

How to remove the rear wheel

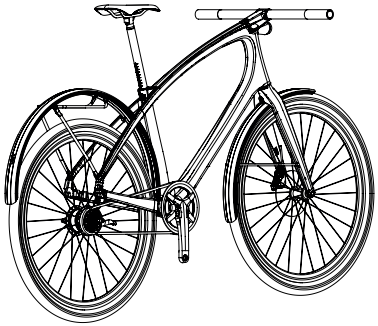
1. Shift the hub into the lowest gear.
2. Loosen the hub axle nuts on both sides of the rear wheel a few turns, using a 15 mm open-end spanner.



3. Release the gear cable.
   - 3.1 Insert a 2mm hex wrench (3) into the hole of the roller (2).
   - 3.2 Turn the roller 45° in anti-clockwise direction until the gear cable is released.
   - 3.3 Remove the gear cable bolt (1) from the slot in the roller.
   - 3.4 Bring the roller back in position and take the hex wrench out of the hole in the roller.
   - 3.5 Remove the outer and inner gear cable from the cable stop (4).

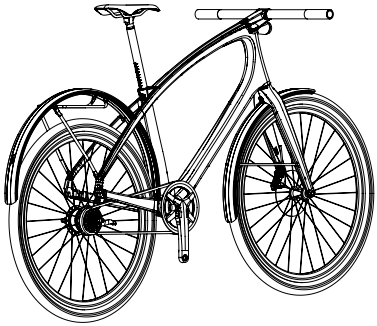


4. Remove the rear wheel from under the rear stay and take the belt off the rear pulley.

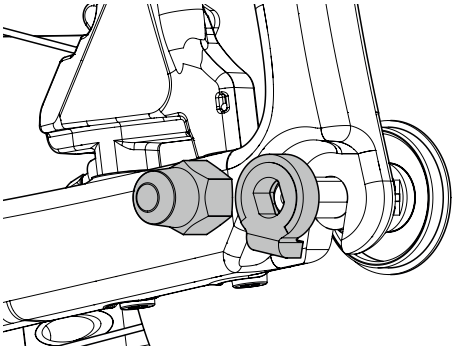


How to install the rear wheel

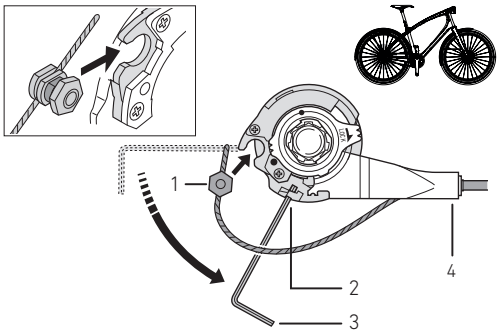
1. Lift the rear wheel underneath the dropouts and put the belt on the front and then on the rear pulley.
2. Place the rear wheel in the rear dropouts.



3. Fit safety washers and axle nuts to both sides.
   - Make sure the nose of the lock washer is seated in the dropout.
4. Tighten the axle nuts to a torque of 25 Nm to 30 Nm.



5. Fit the gear cable to the hub.
   5.1 Plug the outer and inner gear cable into the cable stop (4).
   5.2 Insert a 2mm hex wrench (3) into the hole of the roller (2).
   5.3 Turn the roller 45° in anti-clockwise direction.
   5.4 Fit the gear cable bolt (1) into the slot in the roller.
   5.5 Bring the roller back in position and take the hex wrench out of the hole in the roller.



Increasing belt tension

See "7.3 Belt tension adjustment" on page 22 for more information.

7.5 Drive belt replacement

Belts cannot be opened like a chain. Therefore, bicycles with a belt drive must have a frame splitter. The CPTL has a frame splitter above the right dropout. If you want to install a new belt, you'll have to split the frame.

Reducing belt tension

See "7.3 Belt tension adjustment" on page 22 for more information.

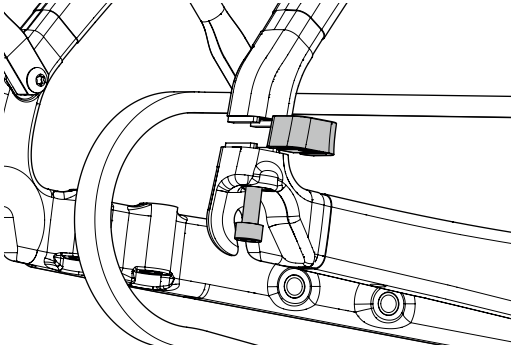
Removing the rear wheel

See "7.4 Rear wheel installation and removal" on page 23 for more information.

Splitting the frame

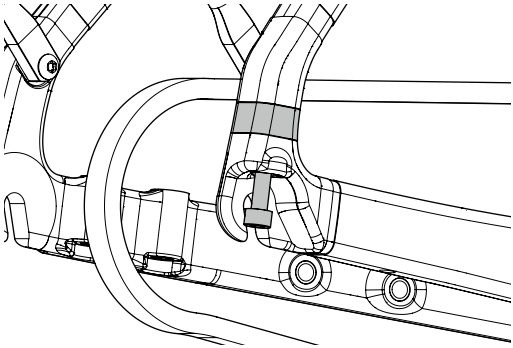
1. Remove the bolt on the right dropout with a 5mm hex wrench.
2. Push the splitter out of the frame.

Once the frame is split, you can remove the drive belt from the frame and install a new one.



Closing the frame splitter

1. Clean the splitter and the splitter mount inside the frame.
2. Fit the frame splitter to the frame.
3. Slide the bolt through dropout and frame splitter from below and tighten the bolt to a torque of 6 Nm.



Installing the rear wheel

See "7.4 Rear wheel installation and removal" on page 23 for more information.

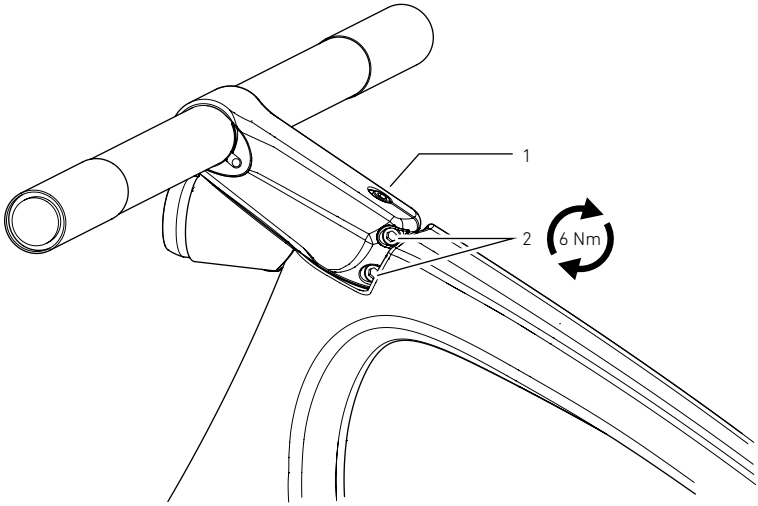
Increasing belt tension

See "7.3 Belt tension adjustment" on page 22 for more information.

7.6 Headset play adjustment

CAUTION

The adjusting bolt for the steering play (1) does not serve to tighten the stem, but only to adjust the play in the steering bearing!



1. Loosen the stem clamp bolts (2) with a 4mm hex wrench. Do not loosen the adjusting bolt for the steering play (1).
2. Turn the handlebar through 90 degrees and align it with the front wheel.
3. Check the steering bearing for play by pulling the front brake and trying to push the bike gently backwards and forwards.

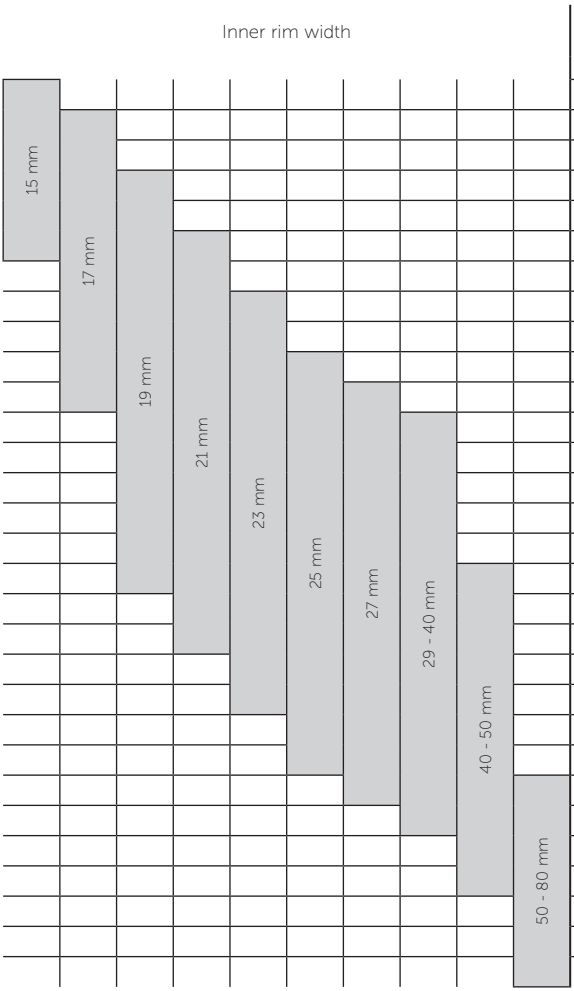
   → There must be no play.
4. If you feel any movement inside the headset, tighten the adjusting screw for the steering play (1) a quarter turn.
5. Check the headset once again for play and repeat the previous steps, if need be, until there is no more play inside the bearing.
   If in doubt, seek professional advice from a qualified bicycle mechanic.
6. Tighten the stem clamp bolts (2) alternately to a torque of 6 Nm.

7.7 Tyre pressure

The maximum tyre pressure depends on the tyre width and the inner rim width. The following table might be of help when adjusting the tyre pressure. Do not exceed the maximum tyre pressure!

On bicycles with originally fitted tyres, the maximum tyre pressure can be determined from the tyre width. You can find the tyre width on the sidewall of the tyre.

On many bikes, it makes sense to choose a tyre pressure that is lower than the maximum pressure for higher riding comfort. The minimum tyre pressure is also marked on the tyre sidewall and you should not fall below this value either.



Tyre width		Maximum tyre pressure	
[mm]	[inches]	[bars]	[psi]
20	0.8	9.5	138
23	0.9	9	131
25	1	8.5	123
28	1,1	7.8	113
30	1.2	7.2	104
32	1.25	6.8	99
35	1.35	6	87
37	1.4	5.7	83
40	1.5	5.5	80
42	1.6	5.2	75
44	1.7	5.0	73
47	1.8	4.7	68
50	1.9	4.4	64
52	2	4.1	59
54	2.1	3.8	55
57	2.2	3.5	51
60	2.3	3.2	46
62	2.5	2.9	42
66	2.6	2.7	39
69	2.7	2.5	36
71	2.8	2.3	33
74	2.9	2.1	30
76	3	2.0	29
81	3.2		
89	3.5		
102	4		
107	4.2		
114	4,5		
122	4.8		
127	5		



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