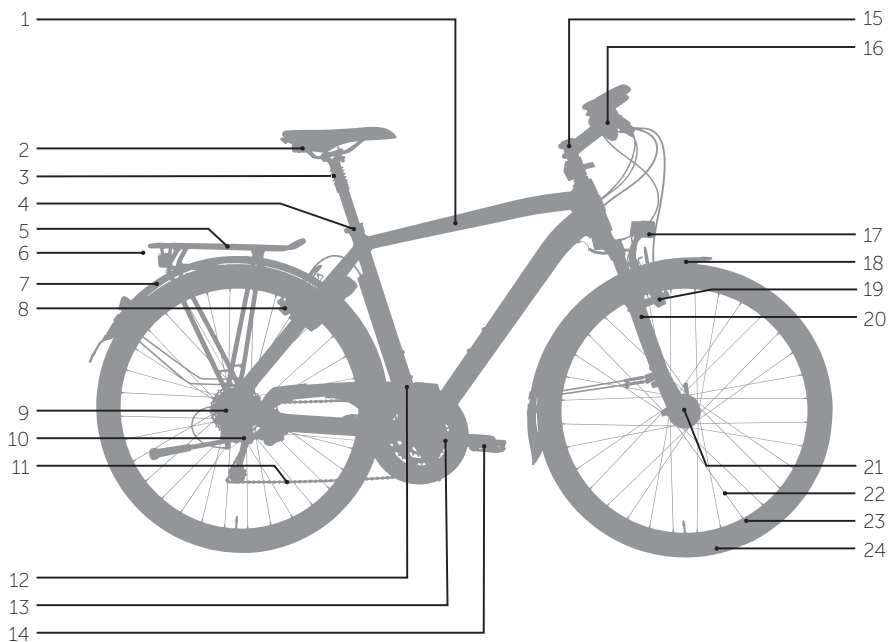


ROSE

CYCLE YOUR WAY



OWNER'S MANUAL



- | | | | |
|----|--|----|---------------|
| 1 | Frame | 15 | Stem |
| 2 | Saddle | 16 | Handlebar |
| 3 | Seatpost | 17 | Light |
| 4 | Saddle clamp | 18 | Mudguard |
| 5 | Pannier rack | 19 | Brake caliper |
| 6 | Tail light | 20 | Fork |
| 7 | Mudguard | 21 | Hub |
| 8 | Brake caliper | 22 | Spoke |
| 9 | Cassette | 23 | Rim |
| 10 | Rear derailleur | 24 | Tyre |
| 11 | Chain | | |
| 12 | Front derailleur | | |
| 13 | Crankset with chainring and bottom bracket | | |
| 14 | Pedal | | |

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 12).

Regular care and maintenance (see "8. Maintenance" on page 35) 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.

As you know, we offer a custom-made principle that allows for a variety of possible combinations of different components. Therefore, this manual only describes the most important and general facts about your bike. For more detailed information on the single components of your bike, please see the respective owner's manual of the manufacturer. These are of course also included in your purchase documents.

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 "6. Before and after your ride" on page 29 and to have your bike serviced regularly (see "8. Maintenance" on page 35) to ensure your safety on every ride.

Have fun with your dream bike!

Your ROSE Bikes team

1. General information	5
1.1 Explanation of symbols used	5
1.2 Target group	6
1.3 Owner's manuals supplied by component manufacturers	6
1.4 Tools	6
1.5 The special properties of carbon	6
1.6 Installation of components and accessories	6
1.7 Warranty and guarantee	6
1.8 Wearing parts	7
1.9 Weight limit	7
1.10 Exclusion of liability	7
2. Safety	8
2.1 General safety	8
2.2 The safe use of a pannier rack	9
2.3 The safe use of an adjustable stem	10
2.4 The rider's duty of care	10
2.5 Intended use	11
3. Bike assembly	12
3.1 Required tools	12
3.2 Opening the ROSE bike box and unpacking the contents	12
3.3 Straightening the handlebar and adjusting the steering play [ROSE Pro High Comfort]	13
3.4 Straightening the handlebar and adjusting the steering play [Speedlifter]	14
3.5 Straightening the handlebar and adjusting the steering play	15
3.6 Adjusting the angle of the handlebar	16
3.7 Adjusting the saddle height	17
3.8 Installing the pedals	18
3.9 Optional equipment	19
4. Getting started for your first ride and getting used to your new bike	27
5. Cycling with kids	28
5.1 Carrying kids with a bike seat	28
5.2 Carrying kids with a bike trailer	28
6. Before and after your ride	29
6.1 Before your ride	29
6.2 After your ride	31
6.3 After a crash	32
7. Bike transport and storage	33
7.1 Transport by car	33
7.2 Transport on a car hitch or roof rack	33
7.3 Bike storage	33
7.4 Bike shipping	34
8. Maintenance	35
8.1 Bike servicing	35

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 bike. Assembly and maintenance works require basic knowledge in bicycle technology. If in doubt consult a qualified bicycle mechanic. Improper assembly or maintenance of your bike may result in serious injury or death!

1.3 Owner's manuals supplied by component manufacturers

The documents supplied with your bike include this owner's manual and the manuals of the different component manufacturers. The instructions in these manuals must also be followed. The contents of those manuals will not be specifically mentioned. In case of any deviations from these instructions, the respective component manufacturer's instructions apply. The owner's manuals of single manufacturer's might only be available online.

1.4 Tools

All works on your bicycle require appropriate tools. All nuts and bolts must be tightened using the right 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.

1.5 The special properties of carbon

As most carbon frames are very sensitive to pressure, carbon frames must not be clamped (e.g. into an assembly stand) or subjected to pressure in any other way.

After an accident or fall, damages to carbon components might not show up immediately. If in doubt always seek professional advice from a qualified bicycle mechanic.

Carbon parts have a limited lifespan. Handlebars, seat posts, stems and wheels made from carbon must be replaced regularly. Please see the manufacturer's manual for the recommended intervals. We recommend to replace ROSE frames and forks made from carbon every six years.

Heat can cause permanent damage of 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.

1.6 Installation of components and accessories

Bicycle trailers should only be fixed to the rear axle of the bike using special devices. Child seats and trailers for clamp mounting on seatpost or frame must not be used on the models "Multisport" and "Multistreet".

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

1.7 Warranty and guarantee

For all information on warranty and guarantee see rosebikes.com/content/help/terms-and-conditions.

1.8 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 bearings, bottom bracket bearings, rear triangle bearings, hub bearings)
- Chain, cassette and sprockets
- Handlebar and stem
- Handlebar tape and grips
- Saddle and seat post
- Grease, lubricant, hydraulic oil and brake fluid
- Inner and outer brake and shift cables
- Suspension fork and rear shock
- Stickers and paintwork

1.9 Weight limit

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



WARNING

The manuals of the component manufacturers are considered an integral part of this owner's manual and their contents must be followed!

- Consult the manual of the respective manufacturer and check the instructions for additional regulations (also see 1.3 on page 6).
- In case of any deviations, the component manufacturer's instructions apply.

Certain components might reduce the maximum system weight. Check the manufacturers' manuals for any deviations.

1.10 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 "2.5 Intended use" on page 11)
- Non-compliance with safety regulations
- Improper assembly, repair and maintenance
- Use of unapproved replacement parts and accessories
- Change of construction

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

2. Safety

2.1 General safety



DANGER

Always wear a helmet!

Adapt your style of riding to your skills. Respect your limits and only ride cautiously in new situations.



DANGER

Risk of accident due to improperly installed components!

Improperly installed components can loosen during the ride!

- The installation must be carried out according to the instructions in this manual or in the manufacturer's manual (also see 1.3 on page 6).
- Consult the manuals of the respective manufacturers and check if there are any additional regulations concerning installation and torque (also see 1.3 on page 6). In case of any deviations, the component manufacturer's regulations apply. If there are no specified tightening torques, please consult the ROSE service.
- If in doubt consult the ROSE service or a qualified bicycle mechanic.



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.
- Please also note the instructions of the brake manufacturer (see enclosed manual). In case of any deviations, the component manufacturer's instructions apply.



DANGER

Risk of accident due to reduced braking performance on bicycles with rim brakes!

- In wet weather or when used with new wheels or new brake pads, the braking performance is reduced. Please adapt your riding style accordingly.
- Brake pads that were used with aluminium rims before must not be used with carbon rims.
- Apply both brakes at the same time.
- Do not permanently apply or drag the brake. This will cause overheating of the wheel and thus a failure of the rim, tyre or inner tube.
- When using carbon rims, the braking performance is generally lower than with aluminium rims.



DANGER

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

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

- Your bike must be regularly checked for wear and damages by a qualified bicycle mechanic. Also see "8. Maintenance" on page 35. Worn or damaged components must be replaced.



WARNING

The manuals of the component manufacturers are considered an integral part of this owner's manual and their contents must be followed!

- Consult the manual of the respective manufacturer and check the instructions for additional regulations (also see 1.3 on page 6).
- In case of any deviations, the component manufacturer's instructions apply.

2.2 The safe use of a pannier rack



WARNING

Risk of accident due to improper handling of the pannier rack!

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

- Never exceed the maximum load limit. Check the pannier rack or the manufacturer's manual for the rack's maximum load limit (also see 1.3 on page 6).
- Do not exceed the load limit of the bicycle even when it is loaded (see "1.9 Weight limit" on page 7).
- A loaded rack may change the steering and braking characteristics of your bike.
- Additional accessories for the rack (e.g. panniers) must be attached according to the manufacturer's instructions.
- Ensure lights or reflectors are not obstructed when the pannier is attached.
- Distribute weight evenly on both sides of the rack.
- Luggage must be secured against sliding or falling down. Make sure there are no loose parts hanging down.
- Secure and regularly check the rack's fixing elements.
- Racks must not be modified.
- Do not attach trailers to the rack.

2.3 The safe use of an adjustable stem



WARNING

Risk of accident due to improper use of a stem with adjustable height and angle!

An improperly adjusted or tightened stem can cause you to lose control and fall.

- Do not adjust the height of your stem while riding.
- Make sure the stem is positioned and tightened properly before riding the bicycle.



WARNING

Risk of accident due to the use of a conventional stem on a steerer that is prepared for Speedlifter stems!

The installation of a Speedlifter system requires a modification of the steerer tube. A Speedlifter stem cannot be replaced with a conventional stem.

- The replacement of a Speedlifter system with a conventional stem requires a special converter and must be carried out by a qualified bicycle mechanic.

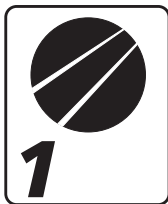
2.4 The rider's duty of care

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 consult a qualified bicycle mechanic or the ROSE service.

2.5 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 will always stay 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 lose 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 60 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 60 cm.



Category 4: For use in rough terrain and for jumps of up to 120 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 120 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 speeds on rough trails and in bike parks.

Dirt and slopestyle bikes are not designed for use on downhill tracks.

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 need to fit the pedals and check if your bike is in a roadworthy condition.



DANGER

Risk of accident due to improperly installed components!

Improperly installed components can loosen during the ride!

- The installation must be carried out according to the instructions in this manual or in the manufacturer's manual.
- Consult the manuals of the respective manufacturers and check if there are any additional regulations concerning installation and torque (also see 1.3 on page 6). In case of any deviations, the component manufacturer's regulations apply. If there are no specified tightening torques, please consult the ROSE service.
- If in doubt consult the ROSE service or a qualified bicycle mechanic.



In addition to this manual, you will find some videos on how to assemble your bike at rosebikes.com.

3.1 Required tools

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

- 4 mm, 5 mm, 6 mm, 8 mm hex keys
- 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.



ROSE trekking bikes can be equipped with different stem systems. The handlebar must be adjusted according to the type of the stem:

- ROSE Pro High Comfort:
Straightening the handlebar and adjusting the steering play: see 3.3 on page 13
Adjusting the angle of the handlebar: see 3.9.2 on page 21
- Speedlifter and Speedlifter Twist: see 3.4 on page 14
- Conventional Ahead stem: see 3.5 on page 15

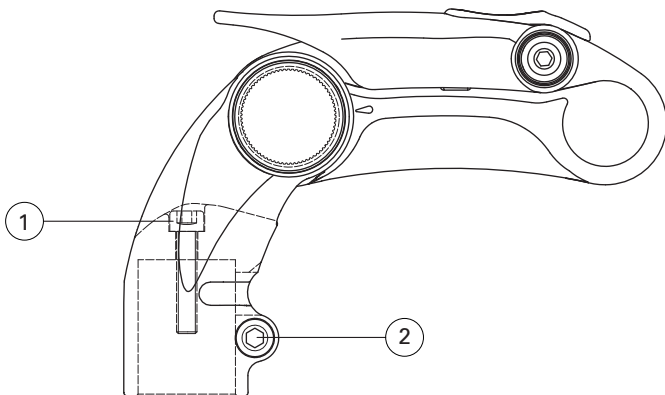
For more information see the manufacturer's manual.

3.3 Straightening the handlebar and adjusting the steering play [ROSE Pro High Comfort]



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!



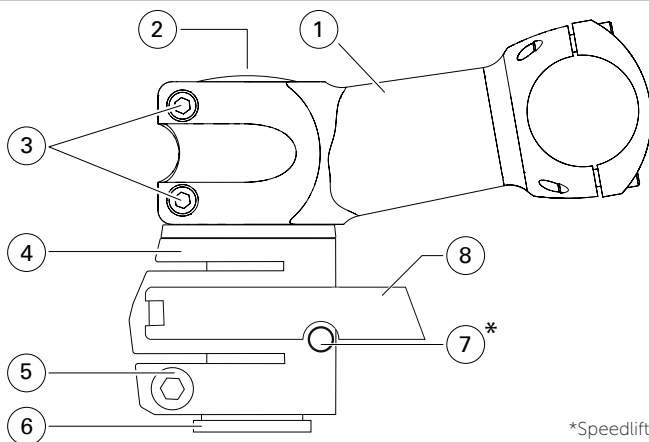
1. Loosen the stem clamp bolt (2) with a hex wrench.
2. Turn the handlebar through 90 degrees and align it with the front wheel.
3. Check the steering bearing for play by pulling the front brake and trying to push the bike gently backwards and forwards.
→ You should not notice any play.
4. If you feel 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 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 bolt (2). For the required tightening torque see the stem of your bike or the manufacturer's manual.

3.4 Straightening the handlebar and adjusting the steering play [Speedlifter]



CAUTION

The adjusting bolt for the steering play (2) does not serve to tighten the stem, but only to adjust the play in the steering bearing!



Speedlifter

1. Loosen the stem clamp bolt(s) (3) with a hex wrench.
2. Turn the handlebar through 90 degrees and align it with the front wheel.
3. Tighten the stem clamp bolt(s) (3). For the required tightening torque see the stem of your bike or the manufacturer's manual.
4. Check the steering bearing for play by pulling the front brake and trying to push the bike gently backwards and forwards.
→ You should not notice any play.
5. If you feel any movement inside the headset:
 - Turn the clamp bolt (5) on the Speedlifter (4) anti-clockwise for one to two turns.
 - Use a 36 mm open-jaw wrench to turn the adjustment ring clockwise in small increments until you do no longer notice any play.
→ After the steering head bearings have been adjusted, no more than three of the adjustment ring's (6) thread turns should be visible. If more than three thread turns are visible, ask a qualified bicycle mechanic to adjust the headset play.
 - Tighten the clamp bolt (5) to a torque of 6 to 8 Nm.
6. Check the headset once again for play and repeat the previous steps until there is no more play inside the bearing. If in doubt seek professional advice from a qualified bicycle mechanic.

Speedlifter Twist

1. Open the quick-release lever (8).
2. Press the safety lever (7) to the top and hold it in position.
3. Turn the handlebar to the direction of travel.
4. Let the safety lever go and close the quick-release lever (8).

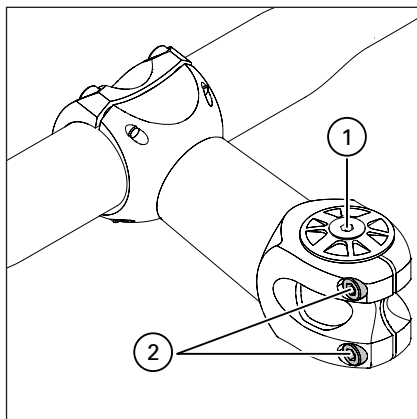
3.5 Straightening the handlebar and adjusting the steering play



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 bolt(s) (2) with a 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.

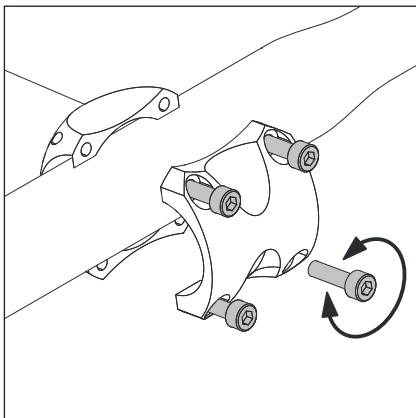


3. Check the steering bearing for play by pulling the front brake and trying to push the bike gently backwards and forwards.
→ You should not notice any play.
4. If you feel any movement inside the headset, tighten the adjusting screw for the steering play (1) a quarter turn.
5. Check the headset once again for play and repeat the previous steps 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 bolt(s) (2) alternately. For the required tightening torque see the stem of your bike or the manufacturer's manual.

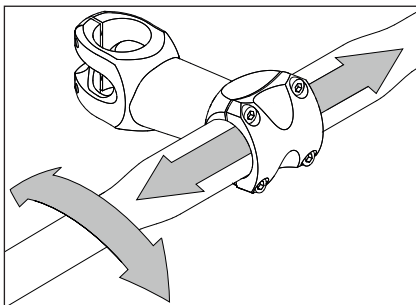
3.6 Adjusting the angle of the handlebar

1. Loosen the handlebar clamp bolts by turning them anti-clockwise until the angle of your handlebar can be adjusted.
2. Check whether there is a protective film between handlebar and stem.
If there is a protective film:

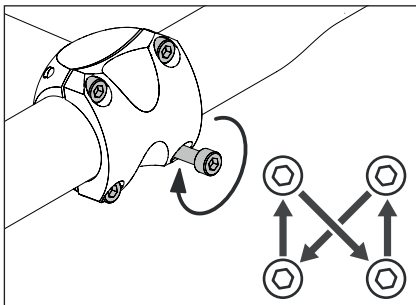
- 2.1 Completely loosen the handlebar clamp bolts and remove the handlebar clamp(s).
- 2.2 Remove the handlebar and take off the protective film.
- 2.3 Re-install the handlebar and handlebar clamp(s).
- 2.4 Turn the clamp bolts clockwise and tighten them just enough so that the handlebar can still be moved.



3. Centrally align the handlebar and adjust the angle.



4. Tighten the bolts of the handlebar clamp alternately in small steps until you have reached the tightening torque. You can find the required tightening torque on the stem or on the manufacturer's manual.



3.7 Adjusting the saddle height



ANGER

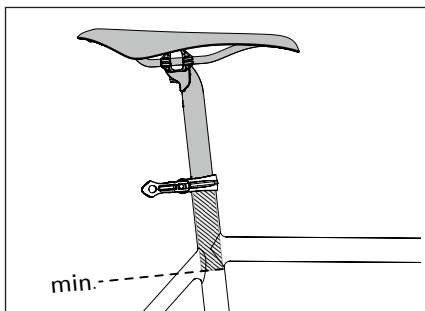
Risk of accident and damage due to the extension of the seatpost beyond the minimum insertion mark!

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

- The seatpost must not be extended further than the limit mark.
- On frames with a longer seat tube that goes beyond the top tube, the seatpost must be inserted even further, at least to the lower edge of the top tube.

1. Open the seatpost clamp.
The clamp is either opened with a quick-release lever or with one or two bolts.
2. Carefully slide the seatpost into the seat tube and adjust it to the required height. Make sure the saddle is straight.

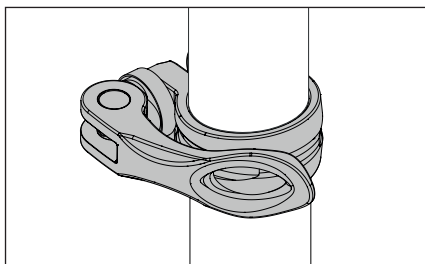
The minimum insertion depth is marked by a limit mark and the seatpost must not be lifted any higher! The seatpost should at least reach the lower edge of the top tube at the seat tube/top tube crossing.



3. Close the seatpost clamp.

The clamp is either closed with a quick-release lever or with one or two bolts.

- When using a bolt clamp, the required tightening torque can be found on the clamp itself or in the manufacturer's manual (also see 1.3 on page 6).
 - When using a clamp with quick-release lever, the lever should be tightened by hand as tightly as possible.
4. Get on your bike and check whether the seatpost height is right.
 - You should easily get on and off the bike.
 - Your toes should touch the ground when standing.

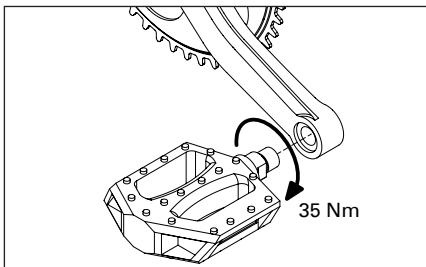
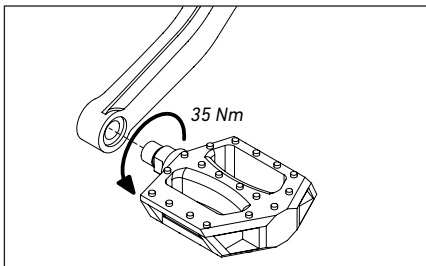
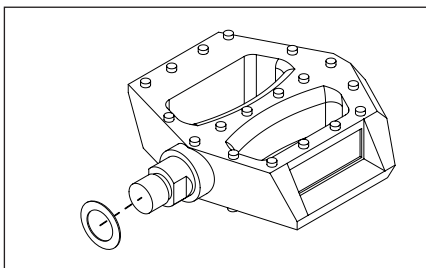


3.8 Installing the pedals

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. Check the manufacturer's manual for additional marks, if there are no such marks on the pedals.

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.



Your bike is now fully assembled. However, before you take the first ride you should follow the instructions in the chapters "4. Getting started for your first ride and getting used to your new bike" on page 27 and "6.1 Before your ride" on page 29.

3.9 Optional equipment

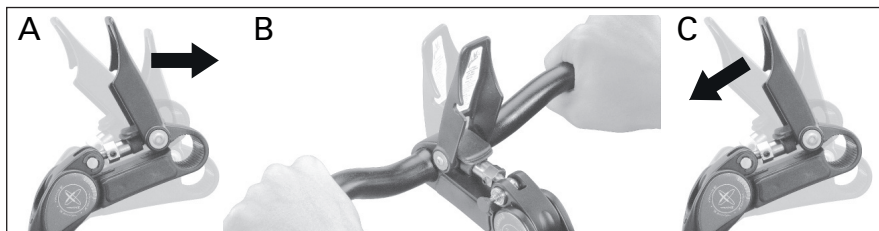
Some ROSE bikes can be individually configured by selecting different components. If your bike is equipped with one of the following optional components, you should pay special attention to the respective contents of this chapter:

- Adjustable stem "ROSE Pro High Comfort" (see 3.9.1 on page 20)
- Adjustable stem "ROSE Micro Adjust" (see 3.9.2 on page 21)
- Suspension seatpost (see 3.9.3 on page 22)
- Belt drive "Gates Carbon Drive" (see 3.9.4 on page 23)
- Gear hub "Shimano Alfine" (see 3.9.5 on page 24)
- Gear hub "Shimano Nexus 8" (see 3.9.5 on page 24)
- Gear hub "Rohloff" (see 3.9.6 on page 25)
- Pinion gearbox (see 3.9.7 on page 26)

3.9.1 Tool-free angle adjustment of a "ROSE Pro High Comfort" stem

Functionality

The "ROSE Pro High Comfort" stem allows for a tool-free angle adjustment from -10 to +60 degrees.



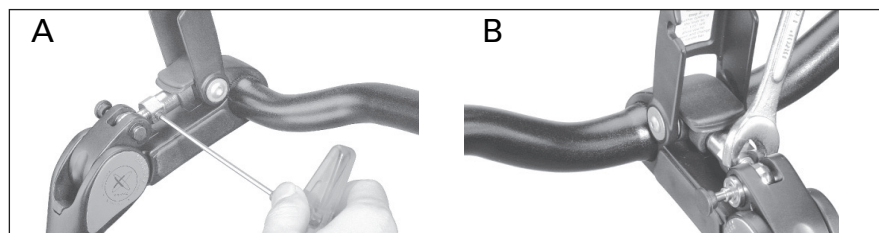
- A Open the lever und adjust the stem angle.
The handlebar is clamped in position by the pretension of the stem.
- B After having adjusted the angle of the stem, you can further open the lever to adjust the angle of the handlebar.
- C Once all adjustments are completed, push the lever down firmly.

Check whether the lever is locked properly:

1. Put all your weight onto the handlebar.
→ The stem or handlebar angle should not change at all. Increase the clamping force of the lever if need be (see "Functional check"). If you cannot clamp the stem, consult the ROSE service or a qualified bicycle mechanic.

Functional check

You should regularly check the proper functioning of the "ROSE Pro High Comfort" stem. To do so, put all your weight onto the handlebar. The stem or handlebar angle should not change at all.



If the clamping force of the angle adjustment or handlebar must be increased or reduced, open the angle adjustment lever (A) and proceed as follows:

- A Loosen the securing bolt.
- B Adjust the clamping force: To increase the clamping force, turn the adjustment bolt 20° to 45° anti-clockwise. To reduce the clamping force, turn the adjustment bolt 20° to 45° clockwise and tighten the retaining bolt.
- C Close the lever.

Care and maintenance

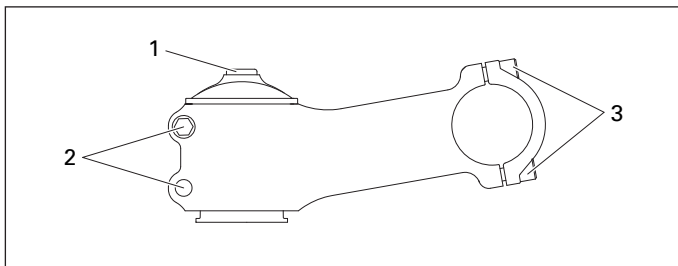
Regularly clean the stem with clear water or a gentle cleaning agent.

Check the torque of the steerer clamp bolt: 13 to 14,5 Nm.

3.9.2 Adjustable stem "ROSE Micro Adjust"

Functionality

The "ROSE Micro Adjust" stem allows for an angle adjustment from -10 to +10 degrees. In addition, the stem can be twisted, which allows for a further adjustment of ± 10 degrees.



1. Loosen both clamp bolts (2) by about 2 turns. To adjust the angle of the stem, you don't have to loosen the adjusting bolt for the steering play (1).
2. Adjust the stem angle.
3. Tighten the clamp bolts alternately until you have reached the tightening torque of 8 Nm.
4. Check whether the stem is clamped properly:
 - 4.1 Put all your weight onto the handlebar.
 - The stem should not move. Check the torque of the clamp bolts (2) again if need be. If you cannot clamp the stem, consult the ROSE service or a qualified bicycle mechanic.
 - 4.2 Stand in front of the bike with the front wheel between your knees. Try to turn the handlebar left and right with normal force.
 - It should not be possible to turn the handlebar. Check the torque of the clamp bolts (2) again if need be. If you cannot clamp the stem, consult the ROSE service or a qualified bicycle mechanic.

Care and maintenance

Regularly clean the stem with clear water or a gentle cleaning agent.

Check the torque:

- Clamp bolts (2): 8 Nm
- Clamp bolts (3): 4 Nm

3.9.3 Suspension seatpost

Functionality

Suspension seatposts absorb vibrations transferred from the ground via the saddle to the rider. ROSE bikes can be optionally fitted with a selection of suspension seatposts. The available seat posts offer different systems that allow you to preset several parameters such as the rider's weight or the stiffness of the suspension. For more information on the possibilities, see the manual of the respective manufacturer.

Care and maintenance

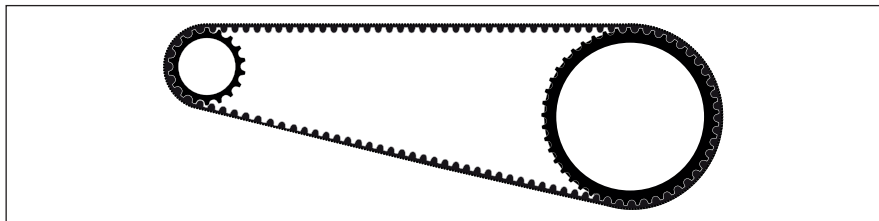
Check the seatpost and its moving parts for damages before every ride.

Regularly check the torque of the seat fixing bolt(s).

Regularly check the clamping force of the quick-release lever or the torque of the seatpost clamp.

Additional measures as described in the manual of the respective manufacturer.

3.9.4 Belt drive “Gates Carbon Drive”



Functionality

The Gates Carbon Drive replaces the chain as the central element of the bike's drive mechanism with a carbon fibre belt. Carbon Drive belts by Gates are extremely durable and offer a long service life when properly handled. In contrast to a metal chain, the belt offers length stability and won't stretch. In combination with the patented Gates pulleys, the system ensures a smooth tooth engagement and allows for proven durability.

Care



NOTE

The Carbon Drive belt must not be lubricated!

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.

Maintenance

Even though Gates Carbon Drive belts are extremely durable and offer a long life when properly handled, regular servicing and a regular replacement of components are recommended.

1. Check the pulleys for damages like deformation or cracks.
2. Check the belt for

- broken off or missing teeth,
- cracks on the base of the teeth,
- frayed belt fibres,
- shapeless and worn teeth.

Note: When riding with a new belt, the coat of paint usually starts to fray and peel off.

3. Check the belt tension when servicing the system (see "8.1 Bike servicing" on page 35).

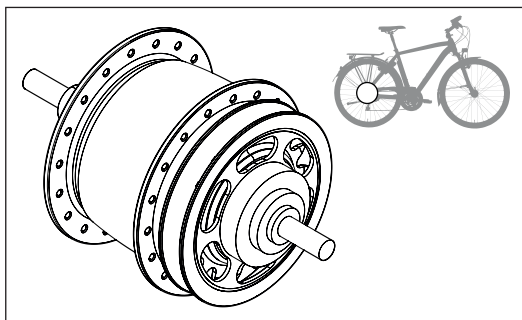
Proper belt tension is essential for optimum operation of the Gates Carbon Drive System. Lack of belt tension can lead to slipping, too much tension can damage the bearings and cause the system to drag. Therefore, you should regularly check the tension of the belt. For details see the manual of your Gates Carbon Drive. In case of lack of experience, questions or doubts, it is recommended to have the belt tension checked by a qualified bicycle mechanic.

3.9.5 Gear hub “Shimano Alfine and Shimano Nexus”

Functionality

The Shimano Alfine 700 is an 11-speed internal gear hub. The Shimano Nexus 8 offers 8 gears.

All shifting components are protected inside the hub shell and thus require low maintenance. Gear shifts are initiated with a handlebar shifter and a conventional gear cable that controls the hub from the outside. Transmission is carried out by a planetary gear mechanism.



Functional check

Check the gear hub for proper functioning before every ride.

1. Can you shift into all gears?

If you cannot shift into all gears, the gear hub needs to be adjusted by a qualified bicycle mechanic.

2. Are there any suspicious noises while riding?

If you hear striking noises, the gear hub needs to be adjusted by a qualified bicycle mechanic.

3. Check the gear hub adjustment.

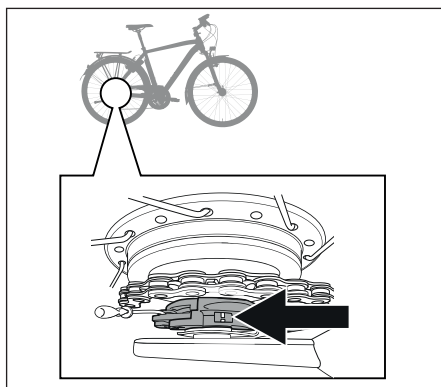
Yellow markings on the hub help you check whether the adjustment is set correctly. Shimano Alfine: Set the shift lever from 11 to 6 to check whether the yellow setting lines are aligned.

Shimano Nexus: Shift into the 4th gear to check the adjustment.

→ The setting lines should be in the right position (see figure).

→ If the setting lines are not aligned, the hub gear needs to be adjusted by a qualified bicycle mechanic.

More information and indications on servicing and maintenance can be found online in diverse manuals from manufacturers or importers.

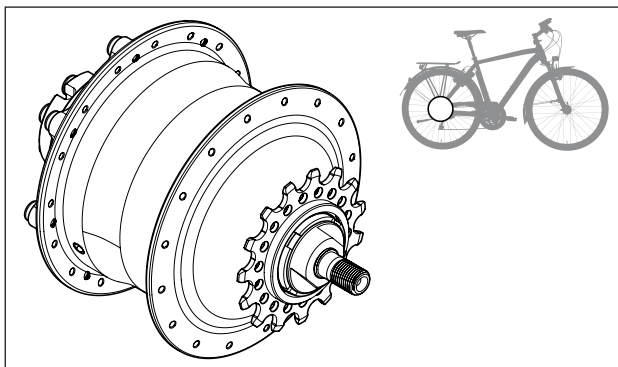


Maintenance

Servicing is required after a specific period of time or after a certain amount of kilometres ridden, whichever comes first.

- 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

3.9.6 Gear hub “Rohloff”



NOTE

Risk of damage to the gear hub due to penetrating moisture!

Water may penetrate the hub in case of exposure to water under excessive pressure (e.g. high-pressure cleaners) or when transporting the bicycle on a car through heavy rain or submerging the rear wheel. This may damage the hub. If you suspect that water could have entered the hub, it is recommended to perform an oil change to ensure any potentially penetrated moisture is removed.

Functionality

The Rohloff Speedhub 500/14 is a gear hub with 14 gears. All shifting components are protected inside the hub shell and thus require low maintenance. Gear shifts are initiated with a twist shifter and two gear cables that control the hub from the outside.

Transmission is carried out by a planetary gear mechanism that runs within an oil bath.

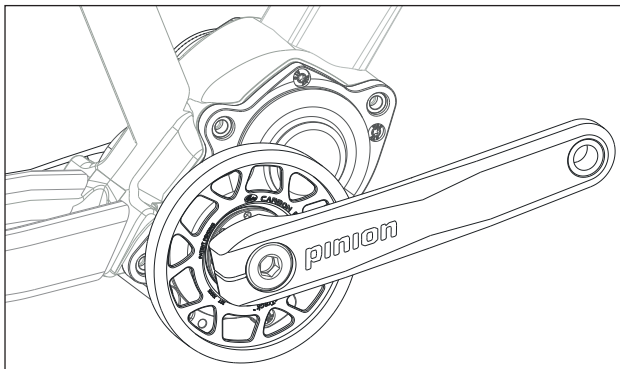
Care

- Only use water and gentle cleaning fluids for external cleaning. Do not use brushes, hard objects or high-pressure washers.
- Regularly clean and lubricate the chain and chain tensioner (where applicable) corresponding to the conditions of use, yet after riding in the rain at the latest.
- Remove the cable box of the external gear mech by hand approximately every 500 km to clean it. Lightly grease the cable pulley from the hub-facing side (see the manual of your Rohloff 500/14).
- Regularly check the shift cable tension and adjust it if need be (see the manual of your Rohloff 500/14).
- Rohloff shift cables are made from 1,1 mm stainless steel and run in a nylon lined steel, spiral-wound cable housing which is protected at each end with a sealed ferrule. The cables must not be lubricated. The stainless steel/nylon combination is completely maintenance-free for a long time.

Maintenance

The oil must be changed every 500 km or once a year, whichever comes first.

3.9.7 Pinion gearbox



Functionality

Pinion P1.18 is an 18-speed gear system. The gearbox is fixed in the bottom bracket area of the frame with a special bracket. All shifting components are safely protected inside the housing. Gear shifts are initiated with a twist shifter on the handlebar and two gear cables that control the gearbox from the outside.

The gearbox technology functions on the basis of a spur gearing mechanism with two gearing sub-units that runs within an oil bath.

Care

The following tasks should be carried out on a regular basis. The frequency of cleaning depends on the type and intensity of use (e.g. high mileage or frequent rides in rain, dirt or sand).

- Regularly clean the gearbox with clear water or a gentle cleaning agent. Never use a pressure washer! Moisture penetrating the gearbox increases wear and significantly shortens the service life!
- Regularly clean belt and pulleys (see "3.9.4 Belt drive "Gates Carbon Drive"" on page 23).
- Regularly check the belt tension (see "3.9.4 Belt drive "Gates Carbon Drive"" on page 23).
- Regularly check all screw connections – except the housing screws. The housings screws are anchor screws which must not be retightened or loosened. Retightened or loosened anchor screws must be replaced!

Maintenance

The oil must be changed every 10 000 km or once a year, whichever comes first.

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

Make yourself familiar with the handling, brakes, shifting system and – if available – with the suspension elements 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 12).
- The saddle height is properly adjusted to guarantee a comfortable ride and to ensure you will get on and off the bike easily.
- All tasks from the chart "Before your ride" (see "6. Before and after your ride" on page 29) have been carried out.

Disc brakes:

1. Break in the brake pads.

Choose a road away from public roads and brake 20 to 30 times 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 also note the instructions of the brake manufacturer (see enclosed manual). In case of any deviations, the component manufacturer's instructions apply.

Disc and rim brakes:

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.
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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. For this, please note the brake manufacturer's instructions (see enclosed manual).

Clipless pedals:

3. First of all, practice 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 click system can be adjusted. For this, please see the pedal manufacturer's instructions (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.
 - In the highest and lowest gear, the limit screws don't allow the chain to drop off the cassette.

5. Cycling with kids

5.1 Carrying kids with a bike seat

There are some basic things you should pay attention to when carrying a child with a bike seat:

- Children over seven years of age are not permitted to sit in a child seat.
- The minimum age of the child is half a year. In addition, a baby protection shell is required.
- If you want to carry a child with a bike seat, you must be at least 16 years old.
- Please follow the bike seat manufacturer's instructions.
- Do not install a child bike seat on a "Multisport" or "Multistreet" model.
- Do not exceed the weight limit of the bicycle (see "1.9 Weight limit" on page 7).
- If the bike seat is installed on a rear rack, the rack should be approved to carry a child bike seat and the resulting additional weight.
- Follow the manufacturer's instructions!
- The bike seat must be approved for the weight and size of the child.
- The child must be able to sit upright when carried in a bike seat.
- The installation of a bike seat may affect the handling of your bike (balance, steering and braking). Please adapt your riding style accordingly.
- Ride carefully: Sudden movements of your child may affect the riding safety.
- Check all bike parts for proper functioning with the bike seat attached.
- Never attach luggage to the bike seat. Check – even when riding alone – whether the bike seat is securely attached and make sure that no parts can get caught in moving bicycle parts.
- Always fasten the child restraint.
- Never let the child out of your sight when parking the bike.
- Additionally protect the child with a bike helmet.
- Make sure neither the child nor clothes can get caught in moving bike parts. Always use the foot straps. Stow away loose straps, garments etc.
- When using a saddle with coil springs, the child might pinch its fingers and get seriously injured. Use an appropriate cover for the coil springs of your saddle to effectively prevent the risk of pinching the fingers.
- Remove the key of your frame lock, if it is removable.

5.2 Carrying kids with a bike trailer

There are some basic things you should pay attention to when carrying a child with a bike trailer:

- Children over seven years of age are not permitted to sit in a bike trailer.
- No more than 2 kids of up to seven years may be carried in a bike trailer.
- Only drive on cycle paths with a maximum speed of 30 km/h.
- The minimum age of the child is half a year. In addition, a baby protection shell or infant sling is required.
- If you want to carry a child with a bike trailer, you must be at least 16 years old.
- Children should also wear a helmet when carried in a bike trailer.
- Fasten the child restraint before every ride and for short distances.
- Follow the manufacturer's instructions!
- The bike trailer must be approved for the weight and size of the child.
- Bicycle trailers must only be attached to the rear axle of your bike with special hitches. Do not fix it on the seatpost!
- The installation of a bike trailer may affect the handling of your bike (balance, steering and braking). Please adapt your riding style accordingly.
- Check all bike parts for proper functioning with the bike trailer attached.

6. Before and after your ride

6.1 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, your bike must be inspected by a qualified bicycle mechanic and repaired. Never ride with a defective bicycle!

	Task/Check	Before your first ride	Before every ride
Wheels	<p>Check that the wheels are straight. Lift the wheels one after the other and spin them.</p> <p>→ The wheels must spin smoothly.</p> <p>→ The wheels must run true, without moving up and down or from side to side.</p> <p>→ The tyres must not rub against the frame.</p>	X	X
	<p>Check the wheels for play in the hubs. Lift the wheels one after the other and move the wheels to the side.</p> <p>→ There must be no play.</p>	X	X
	<p>Check the freehub mechanism of the rear hub to ensure proper engagement.</p> <p>Get on your bike, pull the front brake and put some power on the pedals while standing.</p> <p>→ The power must be transferred to the rear wheel.</p> <p>→ The freehub must not slip.</p>	X	X
	<p>Check the tyre pressure:</p> <p>The best way to check the pressure of the tyres is to use a floor pump with a pressure gauge.</p> <p>→ The tyre pressure must not fall below or exceed the minimum or maximum tyre pressure indicated by the tyre or rim manufacturer. Please see the manual of the manufacturer (also see 1.3 on page 6).</p>	X	X
	<p>Check the tyres for damages and wear.</p> <p>→ The tyres must not be damaged.</p> <p>→ The tyres must not be worn so that the puncture protection belt or the carcass threads can be seen through the tread.</p>	X	X
	Check whether the quick-releases 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. → Front and rear wheel must lock when the brake lever is pulled.	X	X
	Check whether the brake pads are positioned properly when using rim brakes. → When the brakes are applied, the brake pads must be in full contact with the rim flange without touching the tyre.	X	X
	Check the brake pads for wear. → For the wear limit see the manual of the respective manufacturer (also see 1.3 on page 6).		X
	Check the rim flange or brake disc for wear. → For the wear limit see the manual of the respective manufacturer (see also 1.3 on page 6).		X
	Check whether the brake cables 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. Try to turn 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 and try to push the bike gently backwards and forwards. → You should not notice any play.	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. → Loose parts must be tightened to the proper torque.	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
Suspension elements	Check the suspension elements (if present) for damages. → There must be no damages.	X	X

Additionally check the functioning of all optional components (see "Optional equipment").

6.2 After your ride



DANGER

Brake failure or reduced braking power due to dirty brake pads or rim flanges!

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

6.2.1 Cleaning your bike

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

After having cleaned your bike, you must lubricate the chain (see "6.2.2 Chain maintenance" on page 31).

If your bike comes with suspension elements, you should make sure all moving parts in this area are free from dirt. Dirt in this area may cause premature wear and thus a loss of performance of your suspension elements.

6.2.2 Chain maintenance

The bicycle chain is the most important part of the transmission. An oily chain attracts dirt and thus accelerates wear.

Please regularly follow the steps below to ensure a long and reliable service life of your chain:

1. Clean the chain with an oil-soaked cloth.
2. Lubricate the chain using chain oil.
3. Wipe away excess oil with a dry, lint-free cloth.

6.2.3 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 "7. Bike transport and storage" on page 33.



DANGER

Risk of accident due to damaged or broken components!

Crashes or exceptional stresses may cause unnoticed and invisible damages.

- Riding with damaged, bent or even torn parts is extremely dangerous.
- After a crash, 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.

7. Bike transport and storage

7.1 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, you must fit a transport lock between the dropouts of the frame or fork.

7.2 Transport on a car hitch or roof rack

Hitch and roof 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 with one car hitch or roof rack, please make sure that there is sufficient distance or padding between the bikes.

If you 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 bike seats must be removed for transport.

Please also note the instructions of the bike rack manufacturer.

7.3 Bike storage

You should park your bike using an appropriate cycle stand which ideally only holds the rear wheel. Regularly check the tyre pressure when parking the bike for longer periods of time. You should not park your bike for longer with no air in the tyres.

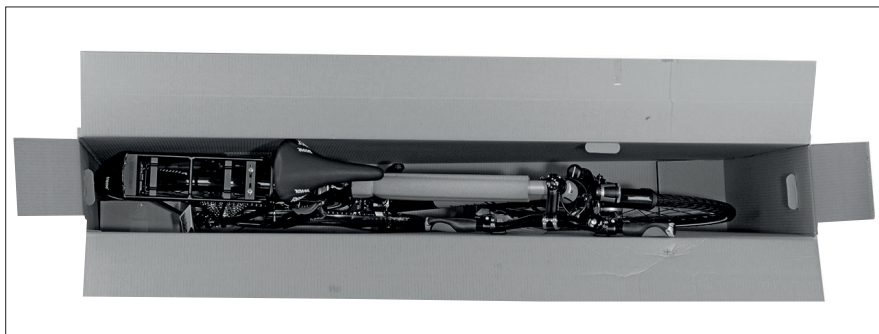
Another alternative for the secure storage of your bike is to hang it onto a hook that is padded or covered with plastic or rubber. Only bikes with deep-section rims made from carbon must not be stored in this way.

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.

7.4 Bike shipping



Depending on the size of the ROSE bike box, the bike is shipped in different conditions. Always ship the bike in the condition you have received it.



1. Secure or cover all loose or moving parts properly. Sharp or pointed components have to 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. Wrap the front wheel with a cardboard. This will also protect the handlebar and top tube of your bike.
3. If the wheels need to be removed, you must pack away the quick-releases separately. Thru axles must be screwed into the dropouts.
4. Position the cardboard 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).

8. 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 "6. Before and after your ride" on page 29).

8.1 Bike servicing

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

- 1. servicing after 500 to 1 000 km, six months after purchase date at the latest
- 2. servicing after 3 000 to 4 000 km or two years after purchase date
- 3. servicing after 5 000 to 7 000 km or three years after purchase date

The following tasks should be carried out:

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 gears	X	X	X
Adjustment of brakes	X	X	X
Check of chain, brake pads and tyres for wear and replacement, if necessary.		X	X

