

BICYCLE MANUAL

ROAD BIKE





BICYCLE MANUAL ROAD BIKE

Congratulations on your new bicycle

There it is: your new bicycle! Thank you for your purchase and the trust in our webshop. This manual contains a summary of the most important information pertaining to the assembly, usage, and maintenance of your new bicycle. A bicycle is a technical product which requires regular attention after purchase. Read this manual carefully, as the instructions on assembly and maintenance will allow you to enjoy your new bicycle for longer!

We've completely built-up the bike in our workshop, and have even taken it for a little test drive to make sure everything works properly. The bike is ready to use once you've successfully followed the steps lined out in this manual. Apart from the handlebars and saddle, you are not required to make any adjustments to the bike. We do recommend you test the bike on a quiet stretch of road first, before taking it out for its first proper spin.

This manual is a step-by-step guide explaining how you can perfectly assemble your bike and get it ready to go. Please have a read through it first, as it's easy to accidentally skip a step in your enthusiasm! If you're not sure whether you have the right skills or tools to set-up your bike, then please don't hesitate to ask someone with the proper experience or knowledge for help. If you have any questions, check out our webpage www.mantel.com/uk/mynewbike, or get in touch with our customer service: we're happy to help you out!

CONTENTS

3	Welcome	22	Personalising the Set-up
4	Road bike Components	22	Mounting the Pedals
6	Tools	23	Saddle Height
6	Important Signs	23	Handlebar Height
7	Before Every Ride	26	Inflating your Tyres
		26	Check the Brakes
8	Unboxing your Bike	26	Final Check
11	Handlebars		
13	Saddle and Seatpost	27	Before your First Ride
14	Rear wheel - Quick Release	28	Maintenance
17	Rear wheel - Through Axle/Disc Brakes	30	Warranty
19	Front wheel - Quick Release	31	Returns
20	Front wheel - Through Axle/Disc Brakes		

ROAD BIKE COMPONENTS

- | | | | | | |
|--------------|--------------------|----------------------|----------------------|-------------------------------|----------|
| 1 Frame: | 2 Saddle | 7 Cassette sprockets | 12 Stem | 17 Front brake | 22 Spoke |
| a Top tube | 3 Seat post | 8 Rear derailleur | 13 Handlebars | 18 Fork | 23 Rim |
| b Down tube | 4 Seat post clamp | 9 Chain | 14 Brake/shift lever | 19 Drop-out | 24 Tyre |
| c Seat tube | 5 Rear brake | 10 Chainring | 15 Grips | 20 Quick Release/Through Axle | 25 Valve |
| d Chain stay | 6 Front derailleur | 11 Crank set | 16 Headset | 21 Hub | |
| e Seat stay | | | | | |



TOOLS (not included)



- 1 Floor pump
- 2 An extra hand
- 3 Pliers (or scissors)
- 4 Allen keys

- 5 Utility knife
- 6 Torque wrench
- 7 Assembly grease
- 8 Cup of tea

IMPORTANT SIGNS



Important notice



Newton meter

Newton Meters is the unit with which the maximum torque is specified. The number is often denoted on the component you're installing. Always use a torque wrench, never exceed the specified torque.

BEFORE EVERY RIDE



Check whether your wheels are secure, so check the through axles or quick releases.

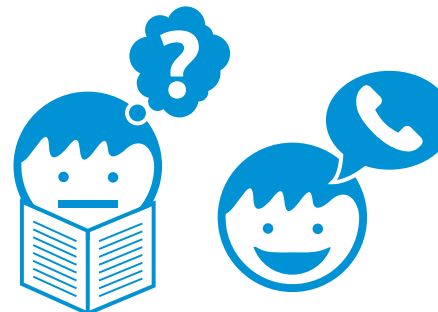


Set your tyres at the desired pressure. The ideal pressure depends on intended use, rider weight, and the type of tyre. The maximum pressure varies from brand to brand, and is displayed on the side of the tyre.



Apply the rear brake. Is there enough cable tension or oil pressure, and does the lever stay clear of the handlebars? Great! Check the front brake in the same way.

All the bikes sold by Mantel come with the front brake on the left, and the rear brake on the right of the handlebar. If you're accustomed to another set-up, then consider having this changed by an expert, or take your time to get used to the current set-up.



Tel: 020 3695 9922
Email: service.uk@mantel.com
mantel.com/uk/mynewbike

UNBOXING YOUR BIKE



1

Open the Mantel Bike Box. Don't tear into it because you can't contain yourself, but save it for later use. Use a small knife, like a utility knife, to open the box. Don't use that knife to remove any packaging material attached to the bike itself though!



2

We've carefully packed your fully finished frameset in the box. We have removed the wheels, handlebars, and seatpost for transport however. These are included in their own protective packaging inside the box.



3

The main bike box also contains a smaller box or bag with all the smaller components. Whatever your bike comes with as standard can be found in this separate box or bag. If all is well, you've already found this box since this manual was in it as well!



4

Remove the wheels from the box, one at a time. Make life easier for yourself by pushing apart the sides of the box (easy to do with the flaps up). This gives you a little extra space. Make sure not to damage the frame with the cassette as you lift the rear wheel out!



5

Lift the cardboard plate fitted with the fully finished frame from the box. The frame has been secured to this plate, making it easier to get it out of the box. Simple right? Hold on to the box with one hand, allowing you to properly lift the frame out. An extra pair of hands could be useful at this stage.



6

Lay the plate down on a flat surface with the frame facing up. This could be the floor, a table, or workbench. Whichever you prefer, make sure you have plenty of space available to work.



7

Use a pair of scissors or decent pliers to remove the tie-wraps attaching the frame to the cardboard and packing material. Once all of these have been removed, the frame will lie on the plate freely. Please be careful not to move the frame around unnecessarily, as the cardboard could cause scratches on the frame (particularly with matte-finish paints). It'd be a shame for your bike to end up scratched on its first day!



8

Remove all the other packing materials attached to the frame and pull the plastic spacer from the front fork. This spacer is designed to protect the fork during transport and isn't an integral component to the bike.

If your bike is fitted with a through axle, you can skip this step.

UNBOXING YOUR BIKE



9

Your new bike should now be free of any packing material, so here's your chance to get a good first look at your brand new bike! Once done, it's time to put it all together. We recommend you leave the cardboard plate under the bike to prevent scratches.



10

If your bike uses through axles, then these have been pre-installed into the front- and rear forks. You'll have to remove these first. This is done by opening the lever and then turning them counterclockwise.

Some through axles can be opened by using a fixed lever, others by using a allen key.



11

Once the through axle has been opened, it can be pulled from the fork. The cardboard spacer can just be pulled out. This goes for both the front- and rear forks.



12

Set the through axles aside for a moment. You'll be needing them soon enough to install your wheels. The cardboard spacers are no longer needed.



13

Place the frame in an upright position and ask someone to hold it for you. Make sure the frame isn't being held up by the rear derailleur. We've set this up to work perfectly beforehand, and it would in all probability not be beneficial to the shifting performance if it were to be used as a bike stand. Let's face it, who wouldn't want their bike to perform perfectly on its first ride?

MOUNTING THE HANDLEBARS



14

Before you can install the handlebars, you first need to turn the stem in the right direction. Undo the allen bolts on the side of the stem. Several turns should suffice, and they don't need to be removed from the stem!



15

Now undo the allen bolt on the top of the stem (topcap). Make sure you don't fully remove the bolt! Like with the bolts in the previous step, just several turns will suffice. Once the stem can turn freely in relation to the fork tube, they're loose enough!



16

Now line up the stem. Hold on to the front fork with one hand and turn the stem with the other. It doesn't have to be perfect yet, because you can finetune the set-up after having installed the front wheel.

Turn the stem and fork in the right direction, which is to say with the stem facing forward and the brake caliper on the fork facing either the front or rear, depending on the model. When in doubt, check by having a look at an image of your finished bike!



17

Satisfied? Secure the allen bolt properly, without over-tightening it! You need to make sure there's no play in the headset. Don't over-torque the bolt, as this will prevent the headset bearings from moving smoothly. This is detrimental to your bike's handling!



18

Now secure the bolts on the side of the stem. Again, a torque wrench would be preferred.



19

Now it's time to instal the bars. Remove the front cover of the stem by removing all four allen bolts. The cover can be removed together with the last bolt, and can be made from either a single piece or two components. Installing and removing the cover is the same for both.



20

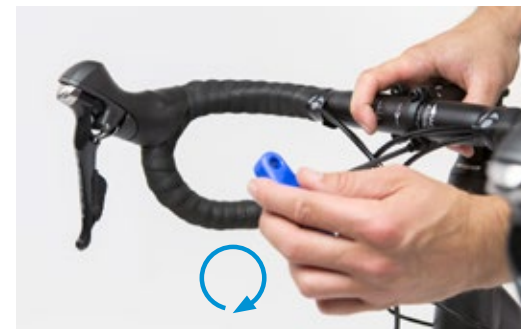
Make sure all components are within reach. If you're working alone, you'll only have one hand available to install the bars.



21

Now place the bars in the middle of the stem. The markings on the handlebars are a useful tool to help you out. Make sure the cables have smooth and flowing bends in them, rather than any kinks or sharp angles.

You can instal the bars on your own, but it's considerably easier when you have help. Try not to slide or twist the bars in the stem, as this can cause scratches.



22

Hold the bars and instal the stem front cover. Tighten the allen bolts equally, until the bars are loosely held into place. Before you fully secure the bolts, you first need to position the bars. Make sure the brake levers point more or less straight down, as shown in the image. You can always adjust this to your preferences later.



23

Ensure the gap between the faceplate and stem is equal in size at the top and bottom. Once this is the case, properly secure the allen bolts. Use a torque wrench if you have one.

MOUNTING THE SADDLE AND THE SEATPOST



24

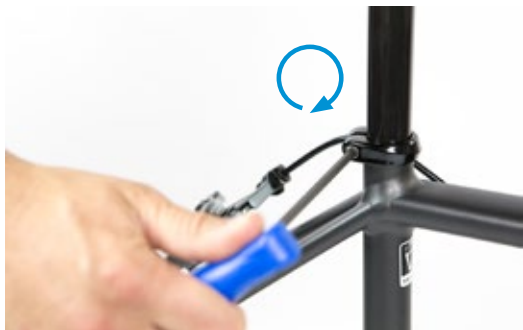
It's now time to install the saddle. It's important to take the markings on the post into consideration. These clearly show you to what point you can extend the post. Never extend the post beyond this point, as this can be extremely dangerous.



Nm

25

We've placed assembly grease or carbon paste in the seat tube, so you can just slide the seat post into the tube. Hold the saddle in your hand and align the saddle with the bike's top tube. The other hand can then tighten the allen bolt. Use a torque wrench if you have a carbon frame!



26

Fasten the allen bolt to the recommended torque specification, denoted by Nm. Never exceed the maximum torque specification!



29

Open the brake caliper as far as possible by moving the small handle up as far as it can go. This provides you with enough space between the brake pads to get the wheel through the gap.



30

Place the wheel between the arms of the rear fork and make sure the chain runs over the cassette.

We've shifted the rear derailleur into the smallest cog when we took apart the bike, so put the chain on the smallest cog in the cassette when you install the wheel.

MOUNTING THE REAR WHEEL - QUICK RELEASE



27 (IS YOUR REAR WHEEL FITTED WITH A THROUGH AXLE/DISC BRAKES? SKIP TO STEP 37)

Time to install the rear wheel. If your bike uses quick releases (rather than through axles), then you'll have to fit these to the wheel first. The quick releases are included separately in the small box we mentioned at the beginning.



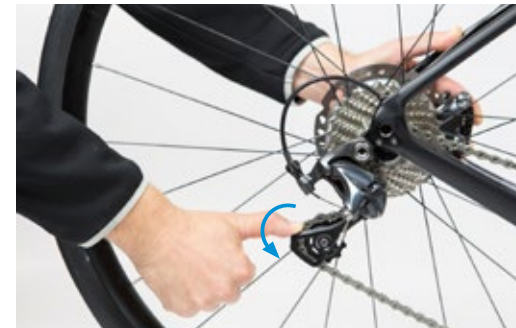
28

Slide the long quick release into the rear wheel. The lever has to go on the non-drive side of the bike (so on the opposite side of the cassette). Make sure both sides of the quick release have a small spring on them. The wide side of the spring should be facing away from the bike. Don't drive the securing bolt in too far at this point; just a few turns will suffice for now.



31

Gently move the derailleur towards the back and let the chain fall naturally onto the cassette.



32

By carefully pushing down on the end of the derailleur cage, the frame should drop onto the rear wheel. The dropouts of the frame now fall into place on the quick release.

MOUNTING THE REAR WHEEL - THROUGH AXLE/DISC BRAKES



33

Now turn the securing bolt clockwise on the quick release (it should be on the drive-side of the bike). Hold the lever on the other side in the "open" position, preventing it from turning with the bolt.



34

Once the securing bolt has been properly fastened, you can close the quick release lever. The lever in the "Closed" position should be parallel to the chain stays.



35

Don't forget to close your brake caliper again!
The rear wheel is now in place! There's a couple of things you need to check though.



36

Check the clearance between the tyre and rear forks. Is it equal on both sides? Does the wheel spin smoothly, or is there any brake rub? If it's less than perfect, simply open the quick release again, realign the wheel, and close the quick release again. You might have to give this several tries before you get it right!



37 (IS YOUR REAR WHEEL FITTED WITH A QUICK RELEASE? SKIP TO STEP 45)

Is your bike fitted with through axles and disc brakes? Then you'll have to remove the brake pad spreader from the caliper of the rear brake first. Don't pull on the brake lever once you've removed the spreader, as there's a chance this will move the pistons inward too far, causing the brake to leak oil. It will also make installing the wheel extremely difficult.



38

Place the wheel between the arms of the rear fork and make sure the chain runs over the cassette.

We've shifted the rear derailleur into the smallest cog when we took apart the bike, so put the chain on the smallest cog in the cassette when you install the wheel.



39

Gently move the derailleur towards the back and let the chain fall naturally onto the cassette.



40

Make sure you properly align the brake rotor with the caliper.



41

By carefully pushing down on the end of the derailleur cage, the frame should drop onto the rear wheel.



42

Check the positioning of the wheel by looking at the axle of the wheel. If the wheel is properly aligned with the frame, you should be able to look down the length of the axle!



43

Now slide the through axle into the hub, moving it in through the opening in the frame at the brake-side of the bike. Make sure the wheel and frame remain aligned while you do so, and installation should be easy and smooth. If it's not going in smoothly, check whether the wheel is aligned in the frame properly. Don't apply any force to the axle and never hit it, hoping it will go through. This can damage the axle or hub.



44

Turn the axle clockwise until it's secured properly. If your axle has a quick release closure mechanism, then turn the axle clockwise with the release in the "open" position, and close it once the axle is secured properly.

MOUNTING THE FRONT WHEEL - QUICK RELEASE



45 (IS YOUR FRONT WHEEL FITTED WITH A THROUGH AXLE/DISC BRAKES? SKIP TO STEP 51)

Time for the front wheel! Slide the short quick release into the hub. Make sure both sides of the quick release have a small spring on them. The wide side of the spring should be facing away from the bike. Don't drive the securing bolt in too far at this point; just a few turns will suffice for now.

Note: if a tyre has a particular ride direction, then this will be denoted on the side. Take this into consideration when installing the quick release.



46

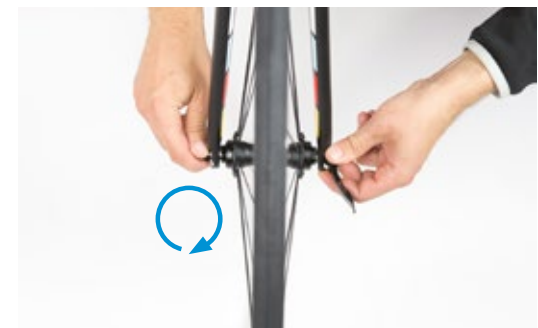
Open the brake caliper by moving the small lever upward. Use one hand to lift the front fork off the ground, and use the other to position the front wheel. The quick release lever should go on the same side as the rear, so non-drive side (left).

(opening brake caliper > step 29)



47

Place the front fork dropouts onto the axle of the front wheel.



48

Now turn the securing bolt clockwise on the quick release. Hold the lever on the other side in the "open" position, preventing it from turning with the bolt.



49

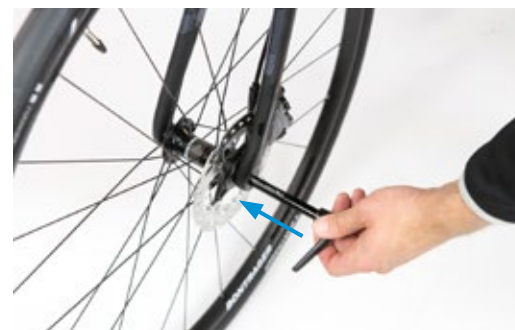
Once the securing bolt has been properly fastened, you can close the quick release lever. The lever in the "Closed" position should be parallel to the front fork.

Don't forget to close the lever on the brake caliper!



50

Check the clearance between the tyre and front fork. Is it equal on both sides? Does the wheel spin smoothly, or is there any brake rub? If it's less than perfect, simply open the quick release again, realign the wheel, and close the quick release again. You might have to give this several tries before you get it right!



53

The through axle can now be placed through the fork and hub. Ensure both stay aligned properly, and installation should be smooth and simple. Don't apply any force to the axle, or tap the axle into place. It can damage the axle or hub. Check the alignment of the wheel instead.



54

Turn the axle clockwise until it's secured properly. If your axle has a quick release closure mechanism, then turn the axle clockwise with the release in the "open" position, and close it once the axle is secured properly.

MOUNTING THE FRONT WHEEL - THROUGH AXLE/DISC BRAKES



51 (IS YOUR FRONT WHEEL FITTED WITH A QUICK RELEASE? SKIP TO STEP 55)

Lift the front fork up with one hand, and use the other to position the front wheel. Ensure the brake rotor is on the same side as the caliper.



52

The wheel is positioned properly when the axle and fork openings are aligned perfectly. The rotor should fall between the brake pads nicely.



55

All done! You have now installed all components from the box.

PERSONALISING THE SET-UP

Now that your bike has been fully assembled, you can start personalising it! First off, the pedals need to be installed. Then, you'll have to set up the bike to your personal preferences. It will take time to get the set-up just right, and more often than not it's not perfect on the first try. We recommend you take an allen key with you on your first few rides, so you can make small changes and test them out.

MOUNTING THE PEDALS



1

We start with the pedals. Apply some assembly grease to the threads. Don't worry, this won't cause the pedals to come undone by accident. Instead, it allows you to more easily remove the pedals later should you need to.



2

Have a good look at the pedals. The head of the axle will show you on which side of the bike it belongs. The left pedal often has the letter L, or several small lines, engraved on top. The right pedal either has an R or no engraving at all.



3

Insert the pedals by hand as far as you can. The right pedal of the right, turning clockwise. The left pedal on the left, turning counter clockwise. Make sure you align the thread properly and don't force it!



4

Gone as far as you can by hand? Give them a last few turns and secure your pedals with an allen key or pedal wrench.

SET THE SADDLE TO THE CORRECT HEIGHT



5

It's important to take the markings on the post into consideration! These clearly show you to what point you can extend the post. Never extend the seatpost beyond this point, as this can severely damage the frame and be extremely dangerous!



6

Use an allen key to adjust the height of the saddle. First undo the allen bolt far enough so the seatpost can slide up and down freely. Set the saddle to the desired height and make sure the saddle is straight. Tighten the allen bolt, using a torque wrench if you have one.

SET THE HANDLEBAR HEIGHT



7

Want to adjust the height of your handlebars? Then you'll have to remove the stem first. Start by undoing the allen bolts on the side of the stem. The bolts don't have to be fully removed, just properly undone.



8

Now undo the allen bolt at the top of the stem (top-cap) all the way and remove it.



9

The top-cap (and any spacers placed above the stem) can now be removed. Keep them within easy reach, because you'll need them again soon.



10

Now you can remove the stem. Hold on to it, as you don't want your bars to hit your frame. It might be useful to have an extra pair of hands help you out with that. You can now remove (or add) spacers below the stem. This will determine the height of your handlebars.



11

Place the stem back onto the fork tube, and fill the gap above the stem with the spacers you just removed.



12

The top-cap, held in place by the allen bolt you removed earlier, can now be reinstalled.



13

Secure the allen bolt properly, without over-tightening it! You need to make sure there's no play in the headset. Don't over-torque the bolt, as this will prevent the headset bearings from moving smoothly. This is detrimental to your bike's handling! Use a torque wrench if you have one.



14

You can check the set-up by applying the front brake and rocking the bike back and forth (with the front wheel on the ground). If there's any play in the headset, you'll feel a knocking sensation between the top of the headset and the bearing cover, as shown in the picture.



15

Completely removed the play from the headset? Then check whether the bars can turn freely by lifting the front wheel off the ground with one hand, and turning the bars from side to side with the other. If there's any resistance, slightly lower the tension on the allen bolt in the top-cap.



16

If you're satisfied with the set-up, then do up the bolts on the side of the stem. Once again, use a torque wrench if you have one.

INFLATING YOUR TYRES



17

Set your tyres at the desired pressure. The ideal pressure depends on intended use, rider weight, and the type of tyre. The maximum pressure varies from brand to brand, and is displayed on the side of the tyre.

CHECK THE BRAKES



18

Apply the rear brake. Is there enough cable tension or oil pressure, and does the lever stay clear of the handlebars? Great! Check the front brake in the same way.

All the bikes sold by Mantel come with the front brake on the left, and the rear brake on the right of the handlebar. If you're accustomed to another set-up, then consider having this changed by an expert, or take your time to get used to the current set-up.

FINAL CHECK



19

Finally, check all the bolts and moving parts. Is everything secured properly, and are all components turning smoothly? Great! You're ready for your first ride!

BEFORE YOUR FIRST RIDE

1. Have you ridden a road bike before?

There's a first time for everything! Most of us have ridden a bike when we were kids, but riding a road bike takes a little getting used to if you've never done it before. A different posture on the bike, different handling- and braking characteristics, and (provided the legs are up to it) a higher speed. Give yourself some time to get used to the bike and go for a ride around some quiet roads. This allows you to make a mistake or two without any dire consequences.

2. Has the bike been set-up to your personal needs?

You've probably given the frame size plenty of thought. Once your bike has been fully assembled, it still has to be set-up to your personal needs. Setting up the saddle and handlebar can take some time, but it's time well spent. An incorrect set-up can make riding your bike uncomfortable, or even cause injuries.

3. Are you familiar with the brake set-up?

All the bikes sold by Mantel come with the front brake on the left, and the rear brake on the right of the handlebar. If you're accustomed to another set-up, then consider having this changed by an expert, or take your time to get used to the current set-up.

The brake system on a road bike isn't any more complicated than that of a regular bike. Once you pull on the brake lever, a cable pulls on the brake caliper, causing it to brake. If your bike uses disc brakes, the system uses oil pressure instead of a cable. Take some time to get used to the stopping power and find out how to optimally modulate your brakes. When you're on the drops, you'll have more stopping power than you would on top of the hoods, for instance.

4. Are you familiar with the gear system?

Same goes for the gear system: take some time to get used to it. Shifting up or down requires nothing but the push of a lever, but there's a couple of things to watch out for. Don't shift the front and rear derailleur at the same time, and don't put too much power through the pedals when you shift. You do need to keep pedaling when you shift though!

5. Are you familiar with clipless shoes and pedals?

A sports bike deserves some sports pedals! Don't expect these to come as standard though, as everyone has their own preferred system. All of these dedicated pedals have one thing in common: they "lock" your feet into the pedals! Fantastic, as this allows you to put more power through the pedals, and they enable you to control the bike better with your feet. Less fantastic is the fact that you can fall over more easily in the event of a sudden stop or movement. It can feel a little strange at first, being "stuck" to your bike. Just keep in mind you're held in place, and soon clipping in and out in time will become second nature.

6. What will you be using your bike for?

Finally, the best part of preparation: thinking about what you'll be using the bike for! You've probably had a good reason to purchase the bike, so we won't need to help you figure that out. Just remember: every bike has its own intended use and boasts properties to best suit that use. More on this can be found on the product-card on our website. Also take your own skills into consideration: none of us go pro in a day... That takes at least a week... ;-)

MAINTENANCE

Regular maintenance is paramount if you want to get the most from your bicycle. Depending on what kind of bike you've purchased, you can often visit your local bike shop for a service. When it comes to sports bikes such as road- and mountain bikes, we recommend you consult a brand specialist. It's best to find a dealer who sells the brand of bike you have yourself.

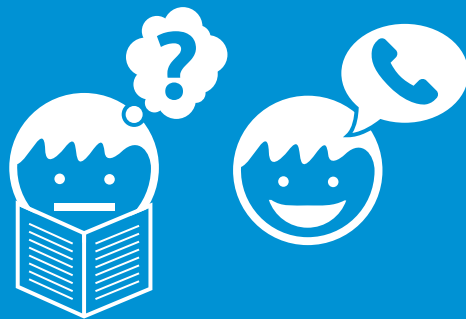
A brand-specific dealer will have experience with your kind of bike, stock brand-specific components, and have all the specialised tools required to optimally maintain your bike.

First service

We recommend to give your bike its first service approximately 3 months after purchase. It's normal to check all the bolts and ensure they're still fastened properly. It's not uncommon for things to come undone slightly during the first few weeks, as components may have to set a little. The gears and brakes might also need fine tuning to ensure optimal performance.

Semi-Annual service

After the first service, the semi-annual service is a must to ensure your bike keeps performing perfectly. Your bike faces all sorts of weather and terrain which causes wear on the components. Regular maintenance ensures wear is kept to a minimum, and prevents you'll be faced with unpleasant surprises and unnecessary expenses due to excessive wear.



Tel: 020 3695 9922

Email: service.uk@mantel.com

mantel.com/uk/mynewbike

MAINTENANCE INTERVAL

Component	What to do	Before every ride	Monthly	Annually	Other intervals
Tyre equipment	Check pressure	•			
Tyre equipment	Check tread and side walls	•			
Brakes (rim)	Check lever travel, wear of brake pads position of pads relative to rim	•			
	Test brakes in stationary	•			
Brake cables/ lines	Visual inspection		X		
Rims (aluminium) of rim brake	Check wall thickness, replace, if necessary				x At the latest after second set of brake pads
Bottom bracket	Check bearing play		X		
Chain	Check and/ or lubricate	•			
Chain	Check and/ or replace				x After 1000 km
Coating	Polish				• At least every 6 months
Wheels/ spokes	Check wheel trueness and tension		•		
Wheels/ spokes	True and/ or retrue				x If necessary
Headset	Check bearing play		•		
Headset	Regrease			X	
Metal surfaces	Polish (except for rim sides)				• At least every 6 months
Hubs	Check bearing play		•		
Pedals	Check bearing play		•		
Pedals	Clean locking mechanism		•		
	Grease		•		
Rear derailleur/ Front derailleur	Clean, grease		•		
Quick Release	Check seat	•			
Bolts and nuts	Check and/ or retighten		X		
Stem/ seat post	Dismount and regrease or reapply carbon paste (Caution: do not grease carbon parts)			X	
Cables gear/ brakes	Remove and grease			X	

You are able to perform tasks marked by a '•' by yourself, provided you have some mechanical skill and experience, as well as suitable tools (e.g. a torque wrench). If you come across any defects, then please take appropriate action right away. Jobs marked by an 'x' should be left to an experienced bike mechanic. Feel free to call our service hotline at 020 - 3695 9922.

WHAT CAN YOU DO?

Maintenance is essential when it comes to maximising the lifespan of your bike and its components. Few things are as annoying as squeaking or rattling components! Just imagine the horrid squeaking of a rusty chain... Preventing damage, rather than having to replace damaged parts, is always a cheaper solution. So what can you do to keep your bike in top condition?

- Make sure to keep your tyres inflated properly. Since your bike takes a lot of outdoor abuse, the tyre pressure can drop relatively quickly. Check the pressure regularly. The recommended pressure is often denoted on the side of the tyre.
- Regularly check the brakes to see if they function optimally.
- Lubricate your chain regularly using chain oil. Your chain will require more frequent care in rainy, snowy or dirty conditions. A dried-out chain will start to rust and squeak under load.
- Have trouble changing gears? Drop your bike off at your local bike shop and let them have a look. They can often quickly determine what the problem is. It'd be a shame if you were to accidentally break something on your bike!

Whether you're a fair weather cyclist or an enthusiast who rides year round in any and all conditions, your **road bike** will need to be maintained.

- Do not clean your bike with a high pressure washer, but lather it with soapy water instead. A pressure washer will flood out all the grease and lubricant from the moving parts such as hubs, headset, bottom bracket, etc.
- Clean your chain regularly using a dry cloth, making it look shiny and silver again! Use some chain oil to lubricate your chain at least every other ride. WD-40 isn't pressure- and weather resistant enough to be used as a lubricant on your chain. Lubricating the chain is sufficient, and you don't have to do the cassette as well.
- Check the state of your brake pads regularly. If you're no longer able to see the wear indicators, or if they're unevenly worn, then visit your local bike shop and have them replaced. Alternatively, you can do this yourself using one of the many YouTube videos available as a guide, or check out our How-To's on our blog!
- Check the bolts regularly. Since your bike faces bumps, scrapes, and vibrations, it's not unheard of that things might be shaken loose. Simply tighten them again to the specific torque level.
- Whether you want to reassemble your seat post, pedals, or handlebars, use some assembly grease or carbon paste to ensure they're fastened properly and components won't get damaged. This also makes it easier to remove them again later, should you need to.

WARRANTY

When you buy a product at Mantel, you can expect a reliable and well-made product, which does what you expect of it. This is why we offer a warranty of at least 2 years on all our products. If a product unexpectedly fails during the warranty period, you can count on our help and support!

In doubt whether a problem or defect with your product is covered under warranty? Don't hesitate to contact our customer support or check out our warranty terms on the site.

RETURNS

Not quite satisfied with your purchase? We're sorry to hear that! It can happen to the best of us, so we're not going to make a fuss about returning your purchase.

Returning a bike is possible for 30 days after the date mentioned on the invoice of your purchase. It's important to return the bike completely and in its original packaging. So don't throw out the Mantel Bike Box! Damaged products, or products with markings caused by use or installation, can't be returned.

Are you uncertain whether you can still return your product? Have a look at the information on our website or contact our customer service.

A cyclist in a blue and black jersey and helmet is riding a road bike on a paved path that curves through a lush green field. In the background, there are some buildings and trees under a clear sky.

**READY
TO
RIDE!**

Bikes.

Parts.

Ride.